

THE FRISCO EMPLOYEES' MAGAZINE

INDUSTRIAL RELATIONS
SECTION

MAR 10 1926

March 1926

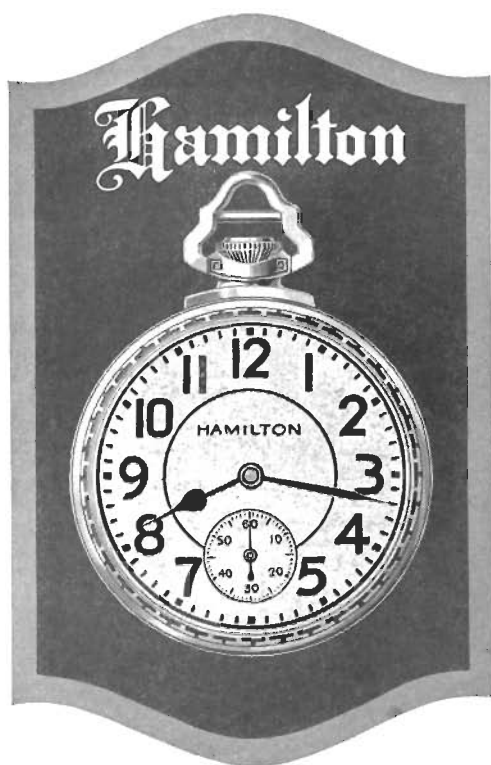
Vol. III No. VI



Virginia L. Moberly



ENGINEER H. E. DAIN, of the Missouri, Kansas & Texas Lines, who has carried a Hamilton for fourteen years. Engineer Dain is at the throttle of the train conducted by G. W. Oliver, whose picture is shown opposite.



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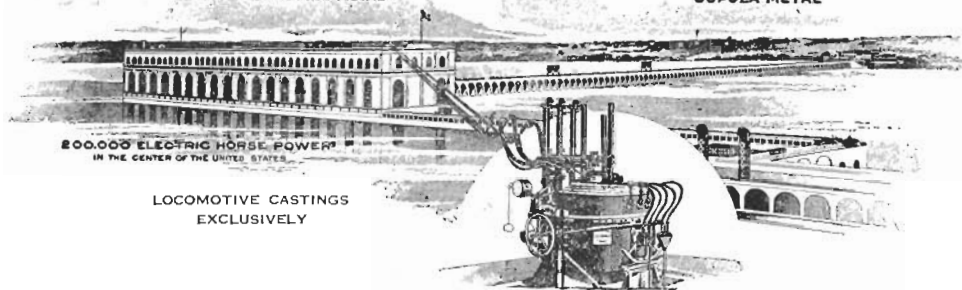
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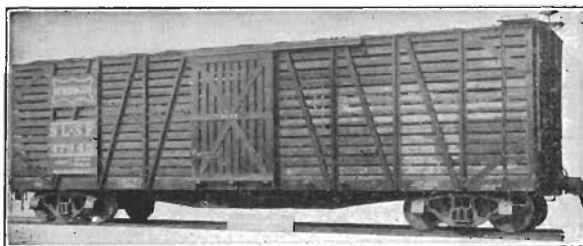
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THE FRISCO EMPLOYEES' MAGAZINE

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VOL. III

MARCH, 1926

No. 6

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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.

Misses Anna Willigan, Springfield, and Agnes King, St. Louis, Chosen to Represent Frisco Lines in Jefferson Memorial Election Contest

Nation-wide Campaign for Funds to Reclaim Jefferson's Monticello Home Combines Voting Contest with Two Months' European Trip as Prize—Frisco Employees Urged to Back Candidates

TWO cheerful Frisco girl employees, Miss Anna Willigan of Springfield, Mo., and Miss Agnes King of St. Louis, are looking forward to a glorious trip through the old world of England, France, Italy, Germany, Switzerland, Holland and Belgium this summer and early fall, as the result of their election as Frisco representatives in the Thomas Jefferson Centennial Election in the final balloting on February 18.

The popularity of these two vivacious candidates was attested by their election over eighteen other potential representatives, eleven in St. Louis and seven in Springfield.

The election was a double time affair, starting on February 16, when the girls entered, after their candidacy had been endorsed by ten female employee signers, continuing through the posting of the candidates names and the election in both St. Louis and Springfield between one and three o'clock the afternoon of February 18, and concluding when Campaign Manager R. V. Cooper of St. Louis announced Misses Agnes King and Anna Willigan the winners late the same afternoon.

An intense but friendly rivalry manifested itself throughout the final election and many more votes were cast by friends of contestants than the managers of the campaign expected.

The election is sponsored by the Thomas Jefferson Memorial Foundation, a nation-wide movement having for its end the rehabilitation of Jefferson's ancestral home, "Monticello", in Virginia, and the dedication of Monticello as a national shrine. The pro-

ceeds from the election votes will be used for that purpose.

The Foundation itself is an organization of American men and women, dedicated to the task of preserving Monticello, and title has already been taken to the beautiful Colonial house and its surrounding estate of 650 acres, including the last resting place of the author of the Declaration of Independence.

When the election came to the "Forty-ninth State", comprising St. Louis, Springfield and the surrounding territory, President J. M. Kurn became interested in the movement, and was named a member of the board of governors, which included President Calvin Coolidge, Theodore Roosevelt, William G. McAdoo, Lady Astor, Dr. Nicholas Murray Butler, Mrs. Charles Dana Gibson, Patrick Cardinal Hayes, Frederick D. Gardner, Victor J. Miller, mayor of St. Louis, and many other prominent people.

When the Frisco Lines were asked to enter their candidates in the contest, President Kurn agreed, and authorized the selection of two candidates, one from Springfield and one from St. Louis.

In his endorsement of the project, the President said:

"When Thomas E. Watson, the historian and biographer, wrote his 'Life and Times of Jefferson' in 1903, he was a guest at the historic Monticello. The decaying condition of the property even at that time so impressed him that, in his preface, the noted Watson wrote:

"Although I was defeated for the Frisco's St. Louis candidate in the Thomas Jefferson Memorial Election Contest, I want to be the first one to register ten votes for Miss Agnes King. Attached please find one dollar for that purpose," wrote Miss Beulah Bulger of St. Louis, Frisco employee, to R. V. Cooper, campaign manager, the day following the final elections.

Such a spirit as that evidenced by Miss Bulger's magnanimity prevails throughout the structure of this hurried contest.

While it is a strenuous campaign for votes, the two Frisco girls who are devoting most of their spare waking time and many of the hours ordinarily spent in sleep, in canvassing their respective cities, know that the loyal Frisco family is back of them to the limit.

"It is a little discouraging some of the time," one of the candidates said, "but when I get a little blue about it all, I remember that a railroad much smaller than ours, gave 78,000 votes to its one candidate, and I know that our generous employees won't let me, and Frisco Lines, be defeated in this splendid cause."

** Remember, too, that although two of our own girls receive a splendid trip if sufficient votes are polled, that is a side-light incidental to the end.*

Most of this money goes to the preservation of the homestead of one of the greatest Americans in our history, and one of the greatest statesmen the world has ever known.

W. L. H., Jr.



Miss Agnes King is the daughter of Mr. and Mrs. Matthew King of 4946 Wabasha Ave., St. Louis, Mo. Her father is police sergeant of the Fifth District and she is one of the older daughters in the family of six sisters and one brother.

Born in St. Louis, Miss King attended Yeatman High School, and began her service with the Frisco ten years ago as comptometer operator and at the present time is in charge of the girls in the statistical department of the auditor of freight accounts, St. Louis.

Miss King was chosen by a large majority to represent her department and the girls of the St. Louis offices. "This will make my third attempt to go across," she said smilingly. "One time I started with a girl friend who failed me at the last minute, and the second and third times I failed to secure my leave of absence."

She has traveled all over the United States and Cuba during her Frisco service and loves to go "sight-seeing," as she expressed it.

The thrill of another chance for a European trip came so suddenly that she is still quite overwhelmed. She will be an enthusiastic worker for this patriotic cause and hopes that this opportunity to realize her dreams of a trip abroad will materialize.

"The house (Monticello) yet shows many signs of the decay into which it fell during the troubled period of the Civil War and the years which followed, although its owner spent large sums in its restoration.

"Mount Vernon, the home of Washington, is not used by strangers to his blood as a private residence. The Hermitage, home of Andrew Jackson, is not used as a private residence. And Monticello, the home of Jefferson, seems sadly desecrated when it is used for private purposes.

"The same spirit of veneration for the mighty dead which consecrates Mount Vernon and the Hermitage should rescue Monticello."



Miss Anna Willigan, who handles all passes for employes on the system, has her headquarters in the office of the general manager, Springfield, Mo. She was born in Lebanon, Mo., and moved to Springfield when she was but five years of age. She attended Sacred Heart Parochial School at Springfield, Mo., later taking a business course and securing a position as stenographer and clerk in the roadmaster's office of the Frisco in that city. She also worked in the office of the trainmaster, assistant superintendent, general superintendent and on March 1, 1914, took the position she now holds, that of pass clerk. Her father is dead and she resides with her mother, Mrs. Margaret Willigan, two sisters and one brother, at 442 West Commercial St.

"It all happened so suddenly," she remarked. "I got the news that I was the selected candidate at 4 p. m., February 18, and caught number ten for St. Louis that night to receive instructions--and I had about 250 passes to sign before I left."

There is perhaps no employe on the System who has not heard of her, for she cares for their requests for passes and in cases of emergency handling, she has never failed to do whatever is necessary to accommodate Frisco folks. The signature of "A. B. Willigan" is well known by all Frisco employes.

"In lieu of better phrases, I use these words of Watson's, written twenty-three years ago, as a portion of my hearty indorsement of the Thomas Jefferson Memorial Foundation.

"Compliment and Duty"

"To the memory of so great a man as this nation-building statesman, the restoration of his home and its establishment as a national memorial seems to me a true and worthy compliment and duty.

"Not only will it stand through eternity, as a monument to the man who wrote the Declaration of Independence, but as a reminder to all nations that Americans do not forget their illustrious dead.

"Surely there can be no doubt to any true American of the worthiness of this cause. This memorial is in remembrance of an empire builder, who said:

"To cultivate peace and maintain commerce and navigation in all their lawful enterprises; to preserve the faith of the nation by an exact discharge of its debts and contracts, expend the public money with the same care and economy we would practice with our own, and impose on our citizens no unnecessary burdens; to keep in all things within the pale of our Constitutional powers and cherish the Federal Union as the only rock of safety—these, fellow-citizens, are the landmarks by which we are to guide ourselves in all our proceedings."

"I am proud to tender my unqualified support to this admirable undertaking."

The Voting Period

The period in which votes may be cast is between February 23 and March 13.

The Frisco candidates, in common with other candidates from over the United States, are governed by a strict set of rules and regulations in soliciting their votes.

One candidate will be eligible to join the tour, which is termed "America's Birthday Party Tour," for every 50,000 vote unit cast. The price of a vote is ten cents. The 50,000 vote unit represents \$5,000.

Both Miss Willigan and Miss King will be eligible to take the European trip if they poll a total of 100,000 votes. Each candidate, however, need not poll 50,000 votes, although a minimum of that number insures election.

According to the rules for the Frisco contest, our two entrants are allowed to solicit votes from employees not only over our entire railroad, but, in addition, from friends and acquaintances throughout the United States, Canada and Mexico.

The campaign closes promptly on March 13 and all contributions must be deposited in the official depositories, which are the McDaniel National Bank of Springfield, and the National Bank of Commerce in St. Louis. Raymond F. McNally, national treasurer of the Thomas Jefferson Memorial Foundation is vice-president of the St. Louis institution. Votes may also be cast with R. V. Cooper, room 1008 Frisco Building, or C. J. Stephenson, Frisco Building, Springfield, Mo.

The trip arranged for the winning candidates is one that brings joy to the hearts of the girls contemplating the tour, especially since they will be on full pay during their absence.

The Prize Tour for Winners

The American Birthday Party will sail from New York, July 24th, by the "America" of the United

States Lines, arriving at Cherbourg August 2nd, proceeding to Paris, where six days are spent. A program of sightseeing has been arranged, including the principal points of interest in and about the city and a trip to the battle fields. The committee also plans a reception to the party by the President of France and a visit to the ancestral home of Lafayette.

Leaving Paris, the party will proceed to Geneva and thence to Montreux in Switzerland.

The program in Italy includes visits to Milan, Venice, Florence, Rome and Genoa. The plans include a municipal reception at Genoa and a reception by Premier Mussolini and a special audience by His Holiness Pope Pius XI at Rome.

Following the visit to Italy, the party returns to Switzerland via the celebrated St. Gothard Route, proceeding to Lucern, whence an excursion is made to the summit of Mt. Rigi.

Continuing into Germany via Basle and Frankfurt, the party arrives at Mayence for a voyage down the Rhine to Cologne, one of the most picturesque scenic routes of Europe. After a visit to Cologne, the tour continues into Holland, visiting Amsterdam, the quaint fishing villages of the Zuyder Zee, Marken, Edam and Volendam, and then proceeds to The Hague, the capital of Holland, where a reception will be held at the Palace of Peace.

Brussels, the capital of Belgium, is next visited, then the party proceeds via Ostend and Dover to London, where five days will be spent. A three-day automobile tour from London will be made, including the Shakespeare country and Sulgrave Manor, the ancestral home of the Washington family. Special receptions in the British capital are being arranged by the committee.

The party is scheduled to sail from Southampton on Thursday, September 9th, by the S. S. "America" arriving in New York on Saturday, September 18th.

The party will be properly chaperoned and all expenses of the trip met by the Thomas Jefferson Memorial Foundation.

The whole comprises a trip of most attractive nature for Misses Willigan and King.

But they cannot win without the aid of the 30,000 Frisco employees among whom they will conduct most of their campaigns. While most of the votes naturally come from Springfield and St. Louis, one on the system from Menard to St. Louis and one worth to Pensacola is eligible to vote for our Frisco girls.

Remember, too, that each ten cent vote not only counts in electing these Frisco candidates, but a large part goes toward the reclamation of one of the most famous homes in the world—Monticello—residence, during the lifetime, of Thomas Jefferson.

Fred H. Shaffer Promoted to General Manager, Effective February 15

*Assistant General Manager Succeeds James H. Fraser, Who Resigned
Because of Ill Health—Sisson Given Both Districts*

Fred H. Shaffer, assistant general manager of the St. Louis-San Francisco Railway Company in charge of the first district, was promoted February 15 to the position of general manager.

Shaffer's promotion followed the resignation of J. H. Fraser, general manager, due to continued ill health. Fraser will go to his plantation at Forrest City, Ark., for an indefinite rest and later plans to travel.

General Manager Shaffer has risen from the ranks, beginning his career as an operator.

He was born September 30, 1882, at Mattoon, Illinois, where he received his education, graduating from the Mattoon high school. Following his graduation he entered the service of the "Big Four" as operator in 1889, and remained with that road until 1906 in the positions of operator, train dispatcher and chief train dispatcher.

He went to the Atchison, Topeka & Santa Fe Railway Company in 1906 as train dispatcher and served with that company until 1911, as train dispatcher, chief train dispatcher and trainmaster.

From 1911 until 1918 he was employed by the Fort Worth & Denver Railway as train dispatcher and chief train dispatcher at Wichita Falls, Texas.

Shaffer to Frisco in 1918

Mr. Shaffer's first service with Frisco Lines came in May, 1918, when he became attached to the office of the vice-president in charge of operations as transportation clerk. Shortly he was made transportation inspector and on March 1, 1920, he was appointed superintendent of the Eastern Division.

He remained in that position until February 1, 1925, when he was appointed assistant general manager of the Frisco's first district, comprising the Eastern, Southern and River Divisions.

His appointment as general manager came exactly one year and fifteen days following his appointment as assistant general manager.

Mr. Fraser, retiring general manager, came to the Frisco in December, 1921, as executive general agent at Kansas City, Mo. He had a wide railway experience, starting when 15 years of age as a messenger boy with the Louisville & Nashville Railway at Birmingham, Alabama.

He was promoted to operator and later station mas-



FRED H. SHAFFER

ter, and left the L. & N. to become agent for the Indianapolis, Decatur & Western Railway. Then followed positions with the Toledo, St. Louis & Kansas City Railway, now a part of the Nickel Plate System, where he served as train baggageman, chief clerk to the superintendent, train dispatcher and again to train service as conductor in passenger service. He later was train dispatcher for the Illinois Central at Louisville, Ky.; the Wisconsin Central at Fond du Lac, Wis.; the Cotton Belt at Pine Bluff, Ark.; the Missouri Pacific at Little Rock, Ark.; the Santa Fe at Temple, Tex., and the Union Pacific at Laramie, Wyo.

Became General Superintendent

He later became general superintendent of the con-
(Now turn to Page 61, please)

"Frisco Day" at Enid, Oklahoma, a Gala Event of February Nine

Delegation of Frisco Folks Royally Entertained at Luncheon and Banquet—Vice-President Koontz Principal Speaker

ENID, OKLAHOMA, was turned over to the Frisco Lines lock, stock and barrel on Tuesday, February 9, when "Frisco Day" was celebrated in that city.

Business was transacted in Enid stores as usual, but the owners and bosses and department heads were "on the street" with several Frisco officials and officers, showing them points of interest in the city.

Vice-President Koontz Honor Guest

Mr. J. R. Koontz, vice-president in charge of traffic was the honor guest of the occasion, and his car had no sooner been "spotted" in the Enid yards Tuesday morning, when the reception committee entered.

The morning tour of the city began promptly at 9:00 o'clock, when the following visiting officers and employes were loaded in cars of Enid citizens for a tour of the city: J. R. Koontz, J. N. Cornatzar, passenger traffic manager; Robert Nash, assistant freight traffic manager; W. L. Huggins, Jr., director of publicity, all of St. Louis; H. C. Conley, assistant general freight agent; R. F. Hughes, traveling freight agent, of Oklahoma City, Okla.

The first stop of the morning was at the site of Enid's new million bushel grain elevator, now in process of construction. Cecil Munn, chairman of the "Frisco Day" entertainment committee, and controller of the new elevator, had charge of the tour. Several other business houses, banks, and industrial plants were visited during the morning.

At noon the Frisco delegation members were guests of honor at the Lincoln Day memorial services of the Kiwanis Club of Enid.

Immediately following the luncheon, the process of "showing Enid to the Frisco" was resumed. Accompanied by business men of the city, the Frisco folks were again ushered into automobiles and driven sixteen miles over macadam roads to the Garber-Covington oil fields, at Garber and Covington, Oklahoma. Calls were made at various business houses in both towns, and a thorough inspection of the producing

fields, together with a close-up of several oil wells completed the afternoon trip.

Frisco Night at Oxford Hotel

"Frisco Night" was celebrated in the Oxford Hotel ball room by a banquet tendered by the Enid Chamber of Commerce. Reservations for 250 diners were made, but extra plates were laid for the crowd of 300 that stormed the banquet room.

Enthusiasm for Frisco Lines was greatly in evidence and miniature bells and whistles tagged "Frisco Lines" were placed at each plate.

Vice-President Koontz was the featured speaker of the evening, and spoke enthusiastically of Enid as a resident and business city.

"You people of Enid are particularly fortunate in that you can have both contentment and profitable business in your city without the attending evils of the city dweller. You are not hampered by swarms of people and automobiles at every street corner, nor is your health endangered by a constant pall of smoke. I am an enthusiast for Enid in a great many respects."

Stressed Evil of Taxation

Later in his address Mr. Koontz stressed the necessity of a reduction in taxation.

"We all know that local, state and national taxes are combining to take a great deal out of business of all kinds these days," he said. "Railroads, for instance, have been particularly hard hit. But they are not alone. Every article we buy, use or sell is the subject of a tax in some form or other, and the constant application of the tax-screw is harming us all."

Mr. Cornatzar, S. J. Frazier, newly appointed Western Division superintendent, and H. W. Hudgen, director of accident prevention, also addressed those assembled for the banquet.

The welcoming address of the evening was delivered by Mayor Carr and eulogies of the Frisco were made by Mr. O. J. Fleming, who told how the Frisco was brought to Enid, and G. W. Lockwood.

Railroad Tie Plays Highly Important Part in Dependable and Efficient Operation

Eighteen Thousand Acres of Timber Used in Ties for Frisco Lines Each Year

THE tie that binds!

In the case of a railroad tie, each one occupies an important position.

The Frisco railroad has a well organized and efficient tie and timber department, under the direct supervision of B. T. Wood, vice-president and chief purchasing officer. R. E. Drake holds the position of chief tie and timber inspector, and nine inspectors work under him. It is a large task to contract for enough ties to keep 5,400 miles of roadbed in perfect condition, when it is estimated that each year 1,500,000 ties are purchased for the replacement of old ones.

This figure, in board measure feet, would amount to 48,000,000 feet from the forests along the Frisco Lines. Adding to this 5,000,000 feet of switch ties used annually, these two items

alone amount to over half a hundred million feet or about 18,000 acres of timber with a growth of 3,000 feet per acre.

Several years ago there was much talk about timber getting scarce, and that there would have to be invented some substitute for wood ties. Many kinds were placed on the market, including concrete and steel ones, but none proved satisfactory or ever passed beyond the experimental stage. The wooden tie, used in pioneer railroading is still unsurpassed.

For years ties have been produced by tie hewers, or hackers, and a great many men, and a few women, have become experts in the hewing of ties. These workers are fast disappearing and in their stead we find the small tie mill turning out from 150 to 200 ties per day.

However, there is no denying the fact that timber is getting scarce and the conditions each year are becoming more acute. In former years, these ties were never hauled for more than two miles to a railroad—now they are hauled from twenty to twenty-five miles to keep pace with the demand.

In the old days all the farmers along the line sold ties to the railroad. The tie inspector would go along the line about every thirty days and inspect the ties and buy what he wanted, either paying for them on the ground, or handling through the railroad account.

The present day method is to purchase direct from a contractor. The Frisco has five contracting companies from whom ties are purchased. When any one of these companies get

(Now turn to Page 64, please)



Piling lumber and tie yard at treating plant at De Mund, Mo. (Left)

Load of treated tie plugs, drawn by electric engine at De Mund treating plant. When spikes are removed, these tie plugs are driven in the tie to prevent deterioration (Below).



Carnation Milk Plant at Mt. Vernon, Mo., Owes Much of Success to Frisco

Superintendent Hancock Praises Service and Co-operation of Agricultural Department—Tells Process of Milk Condensation

"**W**ERE on a branch line of the Frisco, with only one motor car and one freight train a day, but due to the service which the Frisco gives us, we are not in the least inconvenienced," remarked Gaylord Hancock, superintendent of the Carnation Milk Products Company of Mt. Vernon, Mo.

The glowing terms which Mr. Hancock used in speaking of Frisco serv-

When the company sent Mr. Hancock to look for a location he placed the city of Mt. Vernon first, in his report, as the best possible site for a plant of this kind, and for two reasons:

"There is a spring on practically every farm. This means fresh, pure water for the stock and tends to greater cleanliness; and, second, I have been all over the country and have never witnessed such whole-hearted co-operation from a railroad as was evinced by the Frisco, even while we were just looking for a site, and we felt assured that such co-operation would endure." These were Mr. Hancock's two reasons for preferring a location on Frisco lines.

the fat, so it will not separate when poured into cans. Then comes the most important part—the chemical analysis. Through all these different processes the milk has touched only German silver pipes, enamel and copper receptacles, which are cleaned daily with hot water and steam.

Label 12,000 An Hour

"After the milk has been found to be O. K., the cans are filled by a machine at the rate of one hundred per minute—mechanically soldered, sealed, and again subjected to a sterilizing process, after which they are labeled by machinery at the rate of 12,000 an hour. They are then boxed and are ready for shipment.

"One of the most important men in our organization is our field man. He makes inspections of barns and herds. We have a complete card record for every patron, covering six counties as to the kind of stock, the amount of milk and other information. The first time a can of milk arrives, a chemical analysis of which shows it to be below standard, it is promptly rejected, and we show no favorites. This sample, which is taken when the milk arrives, is tested every seven days and in this way we keep close check on the milk submitted by each patron."

At the present time there is received daily at the condensery, between 65,000 and 87,000 pounds of milk, which in the summer will probably go to 125,000 pounds. The farmer is paid for his milk, by the hundred weight, based on butter fat content.

"The object of the condensery," Mr. Hancock continued, "is to compete successfully with dairy companies selling milk in the cities and to give the people the purest milk sold on the market."

It has been found that the soil around Mt. Vernon is in need of lime and through the County Farm Agent, A. W. Klemm, there will be shipped in the near future over the Frisco a special train load of eighty cars of lime—each farmer contracting for so much. The lime has a tendency to sweeten the clover and alfalfa, making it better feed for dairy cows, and as there are over 3000 acres planted in clover and alfalfa, these eighty cars will no doubt be sufficient to supply each farmer.

Trainloads of Milk Shipped

On the first day of 1925, a train load of milk was shipped from this

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The Mt. Vernon Plant of the Carnation Milk Products Company.

Plant Cost
\$250,000

ice, and the fact that this one plant, the largest in Mt. Vernon, gives to the Frisco over 650 cars of freight a year, is significant. Mr. Hancock also praised the important part the agricultural department of the Frisco played in co-operating with this plant since its location.

Mr. Hancock had just returned from a night meeting held in a little schoolhouse near Mt. Vernon, where A. J. McDowell, dairy agent of the Frisco lines had addressed the farmers of that community. "There wasn't standing room for the audience, and words cannot express the appreciation of the farmers for the interest the Frisco has taken in instructing them on how to better their herds, how to make more money on poultry and many things of interest to those fellows earning their living from the soil," Mr. Hancock continued.

This condensery is the only one of its kind in the State of Missouri, general headquarters being in Wisconsin. There are also plants in Germany, France and Canada. Thirty-eight other plants are scattered over the United States, operated by this company, but no other plant on the Frisco Lines.

The plant was erected in May, 1924, at an approximate cost of \$250,000.00. From 35 to 65 people are employed in the plant proper. At first about 250 patrons delivered milk to this plant; now the number has increased to 850, and this milk is received from approximately 6000 cows.

"The little romance of how we make evaporated milk might be of interest to your Frisco housewives," Mr. Hancock continued. "The first thing is to get the milk brought into town. We pay one farmer in each locality to gather it up and bring it in daily. Each patron is given a number, and as their numbered cans arrive at the plant, the milk is weighed, and a sample taken, for later analysis.

"It is then pumped upstairs where it is pasteurized, and drawn into a vacuum pan where 60 per cent of the water is taken out. Then it is boiled to a temperature of 135 degrees. The vapor from the hot milk goes up into a dome and strikes cold water, and then goes off into a discharge pipe. This is the way we get rid of the water in the milk.

"The next process runs the milk through a machine which breaks up

Frisco Had Total Mileage of 701 When H. Tyson Entered Its Service

Former Employe and Officer Now Residing at Rolla, Mo., Holds Pass From General Manager Rogers Dated 1881

THE Province of South Jutland, Denmark, seems many miles away from the shores of the United States and particularly that part of the States through which the Frisco runs, but by the graphic description of Mr. H. Tyson, Rolla, Mo., former Frisco roadmaster, it is brought very near.

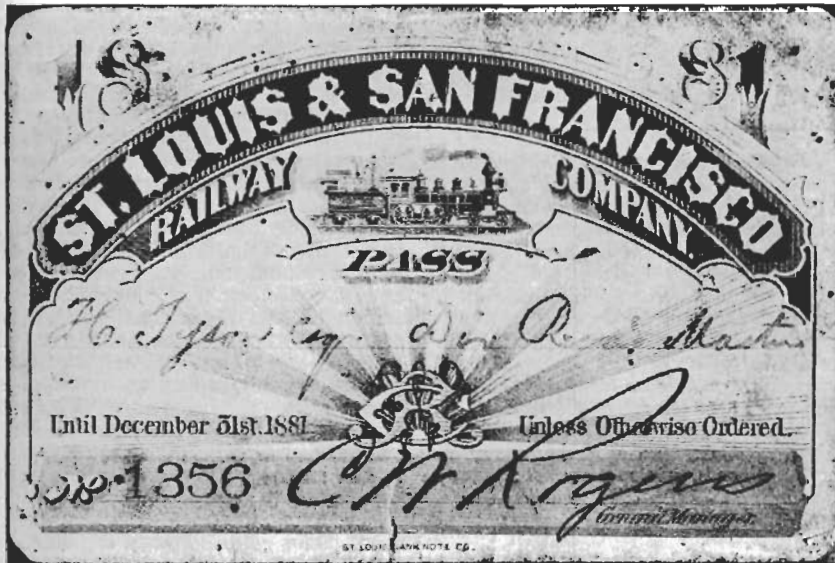
some of the first steel rail that was ever laid on that part of the road.

"Our methods in those days were crude," he said, "and it was all done by hand."

One of the most important feats accomplished in 1879 was making the big fill four miles west of Rolla, 1700 feet long and ninety feet deep between



H. TYSON



The above pass, held by H. Tyson of Rolla, Mo., he believes to be the oldest Frisco annual in existence. Does any one have an older one?

Born in South Jutland on April 7, 1852, he left his native country when sixteen years of age and landed in the United States in the year of 1872. Making his way to Jefferson City he got in touch with his only relative, then holding the office of chief consul to the Kingdom of Denmark.

The railroad game appealed to him and through his cousin he was placed with the Missouri Pacific in a construction gang. In August, 1875, a big washout on the Frisco brought him with this company as section-man. The washout, which was one of the worst for many years occurred between Neosho and Verona, Mo., and the work of reconstructing bridges and track took much time and many men.

He held the position of section foreman at several places but was finally stationed with a section gang near Anaconda, Mo., where he helped lay

two big hills. Mr. Tyson was in charge of a work train and the work was practically all done by man power.

"We could have accomplished the feat in a much shorter time had we had steam shovels. Our chief worry at that time was the lack of men. We could not always get enough and sometimes I had seventy-five or a hundred men in my charge," he added.

On the completion of this work in 1881, he was promoted to division roadmaster on what was then known as the third division—from Springfield to Vinita, with headquarters at Pierce City, Mo.

Remembers Interesting Happenings

"I can remember many interesting details which would be considered hardships now," he smilingly said. "For instance a trainman only received \$1.56 for a trip which would last, sometimes, twenty hours, and after coming in, he would be called

again, often within two hours. Meals in those days averaged twenty-five cents and there was no ice water for employes. The old barrel with spring water was drawn in the morning and got pretty warm before night. Sunday was the day when the construction and section gangs washed their clothes in powder kegs and smoothed them out over two long smooth poles."

During the early years Mr. Tyson spent on the Frisco, trains nineteen and twenty were the crack trains, running from St. Louis to Vinita every twenty-four hours. In the seventies the Frisco only ran from Pacific, Mo., to Vinita, I. T., a distance of 330 miles.

Some of his service was on the river division and he tells interesting stories of happenings while stationed there. The road was new and the chief object was to keep it out of the river. To do this, scores of men work day and night. One particularly trying spot, Neelys Landing, was always a source of trouble and more than seventy cars of chat were used there daily. At this point there was fifty feet of water and the track was so close to the river there was always grave danger of the whole train going over. There was not an hour

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Sudden Stopping and Starting of Trains Causes Severe Handling Damage

Engineer E. H. Baxter, Fort Scott, Submits Masterful Discussion to Better Service Contest Judges

By E. H. BAXTER

THE subject matter of "Rough Handling of Cars" carries with it the idea of the sudden stopping and starting of cars or trains with a sufficient magnitude of force, brought about as the result of slack action, to cause damage to the equipment and lading.

In present day railway operation the conditions in long freight trains are the most difficult to deal with in train handling.

The automatic airbrake has, for a considerable number of years, been dominating all other means of train control. In the manipulation of the airbrake the responsibility is placed upon the engineman, and, in order that the shocks, which are the result of slack action, may be reduced to a minimum, the engineman endeavors to apply the automatic brakes in partial or graduated applications, that is to say, they are not applied in one continuous full-on application. This is necessary in order that the slack movement (in or out) will be less violent. Therefore, the smoothness and freedom from injurious slack action with which a long freight train may be handled, either in a service or an emergency application of the brakes, depends to a considerable extent upon the general make-up of the trains, with reference to loaded and empty cars, length of trains, weights, speed and uniformity of piston travel.

With the increase in length of the modern freight train and the additional weight of heavier cars, necessitates in the operation of the airbrakes, the handling of greater volumes of air. This greater volume of air has increased the time lapse of the applying and releasing of forward end brakes over that of the rear end brakes. As a result of this, serious slack action occurs, where due consideration is not given for its various causes.

Distribution of Braking Power

In the installation of brakes on railway cars, the common practice is to use the empty weight of the car as the basis for establishing the braking power. The standard now is generally 60 per cent of the lightweight of such cars for service braking, and, since the total cylinder power for the car, both loaded and empty, is the same, these are known as single capacity

brakes. The total cylinder power for a car being constant, this then varies the braking ratio of the empty car as compared with the loaded car. The present tendency for increasing the maximum loading capacity of freight cars 10 per cent above the rate of capacity in many instances has raised the braking ratio of the empty to the loaded car from 3 to 4 to 1, in which case the train of empty cars may be stopped in one-third, or one-fourth the

When Engineer E. H. Baxter, of Fort Scott, Kansas, entered his paper on the prevention of rough handling of cars, in the better service contest, he wrote better than he knew. The judges awarded the prize to William E. Lewis, but it was no reflection on Baxter. He thoroughly covered the matter of rough handling from the standpoint of an engineer. His paper, printed herewith, was termed "a masterpiece" in treatment and knowledge of the subject, by judges and technical men. It will be of vital interest to 20,000 Frisco enginemen, shopmen and trainmen.—W. L. H., Jr.

distance required for the same train loaded, conditions being equal for the two trains.

For men to handle trains satisfactorily, with the least possible amount of damage from slack action, conditions should, of course, be favorable. The engine equipment most adaptable for the smooth handling of long freight trains is that known as the L. T. Automatic Control Equipment, in that it provides a greater margin of flexibility in service and has incorporated in it features not found in previous types of locomotive brakes.

Terminal Inspection

In addition to terminal testing of airbrakes on outgoing trips, there are a few simple tests that may be made and the results noted as to the general condition of the equipment. Where two air compressors are installed, see that both are working, that they are being properly lubricated, that their speed will be normal and their apparent operative condition will supply a sufficient amount of compressed air. The various devices that regulate

their respective pressure should be properly adjusted and will operate to maintain them with the proper degree of sensitiveness. Compressor governors will give an ample amount of excess pressure with automatic brake valve in running position, that the maximum pressure lap position is also sufficient. Feed valves should be properly adjusted. The equalizing piston in the automatic brake valve will respond readily to service reductions. That there be no leaks into or from the equalizing reservoir, this is important. Normally the time necessary to make a full service reduction of twenty pounds should be approximately 6 or 7 seconds. Any material variation of this time denotes a defective condition, and where air gauges are not read during brake manipulations, reductions will not be made as intended. Air gauges should be so located, well lighted at night, to make their reading accurate. The equalizing reservoir gauge hand and brake pipe hand on small duplex gauge should show the same pressure with automatic brake valve in release and running positions, the latter indicates the actual brake pipe pressure at all times, while beyond lap position they are separated as effectually as the equalizing piston will permit.

The automatic control valve should respond to a 5-pound service reduction, giving in return a cylinder pressure of $2\frac{1}{2}$ to 1, with no perceptible variation of the cylinder pressure. However, any material change would denote a leak out of, or into, the control reservoir and control cylinder or excessive brake pipe leakage. The difference in the number of compressor strokes to maintain pressure, brakes released, and that necessary to maintain pressure, brakes applied, indicates the extent of brake cylinder leakage.

While the rules and instructions for the inspection and testing of train brakes in terminals are well known to those concerned, piston travel on the individual cars and the extent of brake pipe leakage are two of the outstanding things that enter into the problem of freight train handling en route. The engineman should watch the extent of brake pipe leakage before leaving terminals where it is more than 7 pounds per minute, fol-

lowing a 15-pound reduction, indicating excessive leakage. Excessive brake pipe leakage takes away from the engineman the ability to control the brake applications, causes harsh running in and out of slack, leads to compressor failures, and, hence, should be avoided.

Distribution of Load

The smoothness and freedom from injurious shock in train handling depends to a great extent upon the general make-up of the train, having reference to loaded and of empty cars, and a train of all loads, or a train of all empties will be much easier to handle smoothly than a mixed train of loaded and empties. The location of the empties and the loads will have a great effect on the handling of the trains, hence, brake manipulation must vary with different train make-up, length, weight, speed, etc.

As was stated previously, the braking ratio of cars changes with the increase in the load over the empty car, 60 per cent being the lightweight for service braking, then, when the same car is loaded, bringing the normal braking power to about 15 per cent. This disturbs the effectiveness of the brakes, and, therefore, these conditions must be reckoned with in their manipulation.

The make-up of a train composed of empties and of loads may be started and kept in motion easier where all loads are assembled and placed together at the front end of the train, yet this arrangement puts the brakes at a big disadvantage. As the rate of retardation on the empties will be much greater than that on the loaded part, which results in heavy stresses placed on draft rigging, and possibly breaking it in two in stopping, caused from the effects of slack action.

On the other hand, to reverse the location of the loads and empties in the train would make a break in two likely in stopping and would render it more probable in starting.

The Piston Travel

It is important that the piston travel on cars be kept as nearly uniform as possible, as the travel of the piston affects the pressure in the brake cylinder for any given reductions during a brake application. Its uniformity throughout the train will be a considerable factor for brake effectiveness as a whole.

Short travel brakes, giving a higher cylinder pressure than the long travel, it is evident that the long travel brakes will release first, while the short travel brakes will hang on longer, and, in some cases, may be considered as sticking brakes. This affects the uniform release of train brakes and also the slack action. The long travel brakes, releasing first, begin to absorb the brake pipe air and contribute to delaying the release of short travel brakes.

With good draft rigging and no slack, trains could not be broken in two, but, obviously, such is not true.



E. H. BAXTER

The same may be said when slack is either all in or all out.

Smooth train handling implies the ability to control the slack, that is to say, prevent it from running in or out harshly and when so controlled, no draft gear in fair to good condition is damaged.

Slack cannot be changed quickly and suddenly without damage. Therefore, considering the several contributing causes for a change in slack action, namely, that of the brakes, steam, grade, curvature of track and sand, ample time should be allowed for the change to take its course.

Slack action cannot be prevented, but, by those concerned giving due consideration to its causes, it may be controlled, even to avoid further damage to draft rigging.

In train handling there are two kinds of slack, loose and spring, and they work together. Loose slack is that which can run in or out without compressing draft gear springs and permits of shocks. Spring slack is the additional amount that can be had, in or out, when the springs are compressed, and it aids in driving the slack in the opposite direction, thereby increasing the shocks.

Describing Service Stops

In stopping the modern freight train of today by means of the automatic airbrake, in what is known as service stops, or partial application of the train brakes, the slack in the train is the most important thing to be considered and will be influenced greatly by the general make-up of the train, length, weight, speed, etc. Necessarily, brake manipulation must vary with different make-up of trains. In the operation of train brakes, the time interval between the application of the brakes on the front part of the train and those on the rear is to be

taken into consideration, this time lapse is due to the fact that the brake pipe air, in making many right-angle turns and bends throughout its travel from the rear to the head end where it is permitted to escape to the atmosphere, encounters a frictional resistance to its flow, and this time becomes greater the longer the train.

The head end brakes, being nearest to the escaping air, respond to the reduction first, and this changes the rate of speed of the head end from that of the rear. The slack in the couplers begins to close in, while the rear end cars, not yet having these brakes applied, begin to press forward against the head end, thus closing in the slack. As the reduction progresses, the rear end brakes eventually respond by applying, increasing the holding power to that of the head end, and this causes the rear end to be reduced in speed, with the result that the train begins to stretch, and the slack will run out toward the head end of the train.

While every condition of service cannot be presented here, it may be well to present a few examples of slack action as they are affected with different make-up of trains, weight, speed, independent engine brakes, sand, grades, etc.

Examples of Conditions

Taking a train composed of 25 loaded cars and 50 empties, running at about 20 miles or less per hour, all loads are assembled and placed at the rear of the train, engine working steam, that all slack, therefore, stretched. That steam is shut off suddenly and a heavy service reduction is made at the head end of the train. The retarding power of the brakes on these empties, and the locomotive, will be much greater than that of the loads, the forward end brakes beginning to apply first, reducing in their rate of speed, with a result that there will be a running in of the slack, with the lesser holding effect of the loads and their weight may result in a buckling of some weak car near the middle of the train.

The better method would be to close the throttle gradually, allowing sufficient time for the slack to run in as it will, then make the application of the brakes. Reduction should be split in the beginning.

Take the same train of 75 cars just mentioned, but reverse the location of the loads and empties, placing all empties at the rear, and all loads ahead, running on level grade. An initial reduction of 8 pounds and brake pipe leakage has reduced the speed to about 8 miles per hour, and then a further reduction of 5 or 6 pounds is made and at a time when the greater holding power of the empties has the slack stretched, loads pulling on the empties, since brake-shoe friction increases at the lower speeds, and with the difference in the ratio of brakes on empty cars as com-

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Railway Men of Four States Honor Veterans of the Rails

Wm. H. Hughes, Jack Cross and George Salsman Guests of Honor, January 20, at Sapulpa Meeting

By L. A. MACK

Sapulpa, Okla., February 1.—Special to Frisco Magazine.

RAILROAD men of four states gathered here on January 20th, to fete three Frisco railway service veterans who have recently been retired with pensions, following many years of active service. The junior member of the trio is Wm. H. Hughes, better known to Sapulpans as "Uncle Bill" Hughes and was retired December 26th, 1925, having reached the age limit of 70 years. He spent more than 35 years at the throttle and has piloted countless passengers to their destinations in safety. He has been employed for many years in the passenger service of the Frisco, running between Sapulpa and Sherman, Texas.

Another engineer of distinguished service is Jack Cross who has been identified with the passenger service of the Frisco during a quarter of a century. Mr. Cross was retired a couple of years ago account of failing eyes and has now passed the age limit.

The third honor guest was Geo. Salsman, formerly a resident of Sapulpa and a past Chief Engineer of Division No. 578. Mr. Salsman was retired several years back, account of failing eyes, but has not yet reached the age limit.

Guests from Texas, Missouri and California, joined with the Oklahomans, in making the occasion one of happiness for the retiring railway pilots.

A banquet was served by the G. I. A. and L. S. to the B. of L. F. and E., which was followed by a program of songs and readings. A feature number of the lively series of songs which made the merriment of the evening mount to its zenith was the following parody on "Casey Jones" composed especially for the occasion by Mrs. J. M. Cheek and sung by Firemen Wm. Boyd, Claud Littlefield and T. A. Pickens.

"Come all you rounders if you want to hear

The story of a brave engineer,
Old Bill Hughes was this rounder's name,

And he worked many years winning Frisco fame.

CHORUS

Old Bill Hughes getting out on number eleven,

Old Bill Hughes with his orders in his hand,

Old Bill Hughes trying to get to Sherman,

Ploughing through the country like a battering ram.

Old Jack Cross is a good old soul,
He stayed with the Frisco
'Till he reached his goal,
And now he is pensioned,
He don't have to work.
But when he ran an engine,
He would never shirk.

CHORUS

Old Jack Cross getting out on number seven,
Old Jack Cross with his orders in his hand,
Old Jack Cross trying to get to Oklahoma City,
It looked to him like the promised land.

And then we have Geo. Salsman too,
Let me tell you what he used to do,
He used to be Chief of Division 578,
And the trials that he had he sure can relate.

CHORUS

Old Geo. Salsman getting out on "Coal Oil Johnnie,"
Old Geo. Salsman with his orders in his hand,
Old Geo. Salsman trying to get to Tulsa,
And back to Muskogee for his ham and ———."

Toasts and talks were made by the following brothers, Uncle Bill Morrell, St. Louis, Mo.; Mr. J. R. Scott, Geo. Salsman of Springfield; H. H. Harrison of Sherman, Texas; Wm. Henry of Monett, and F. O. Fowler of Los Angeles, California.

At the conclusion of the program, handsome leather traveling bags were presented to each of the retired honorees, by the B. of L. E., while the B. of L. F. and E. presented each with a fine pipe and a plentiful supply of smoking tobacco.

The attendance was estimated at 375 persons. Out of town brothers were, Mr. Wm. Morrell of St. Louis, Mo., Mr. and Mrs. H. H. Harrison of Sherman, Texas, Mr. Jas. Turriff of Sherman, Pat Lillis of Sherman, Jim Turriff and John Butler of Henryetta, J. R. Scott, Geo. Salsman, Tom Griffin of Springfield, Mo., W. M. Henry, B. Callender, Monett, Mo., Mr. and Mrs. Ed. Kinney of Oklahoma City and Mr. and Mrs. F. O. Fowler of Los Angeles, California.

A UNIQUE RECORD

Henry C. James Serves Longest In Passenger Department

Advertising Agent Celebrates 25 Years Frisco Service March 1

HENRY C. JAMES, of St. Louis, advertising agent of St. Louis-San Francisco Railway Company, has the unique distinction of serving Frisco Lines in the general passenger office longer than any other employe now in service.

On March 1, 1926, James celebrated his twenty-fifth year of consecutive service with this company.

He entered Frisco service March 1, 1901, as office boy in the advertising department at St. Louis, advanced through the positions of clerk



HENRY C. JAMES

and stenographer in the advertising department, and became secretary of the general passenger agent in 1903. In 1913 he was made assistant chief clerk in the passenger traffic department, and in July, 1914, returned to his former position of secretary of the general passenger agent. On January 1, 1917, he was made chief clerk in the advertising department and in 1920 was appointed advertising agent.

He was born October 31, 1885, at St. Louis, and educated in the public schools there. He is vice-president of the American Association of Railway Advertising Agents and a member of the Advertising Club of St. Louis.

Judge: "Did you see this man beating your brother?"

Witness: "No, judge, I would stand by and see no bully beat my brother. I walked around de town where I couldn't see it."

Modern Apartment Designed and Owned by Frisco Employee



THE two story Spanish Duplex apartment house, shown in the accompanying picture, was designed by J. W. Guthrie, a draftsman in the mechanical department, Springfield, Mo. Mr. Guthrie is also the owner.

As will be seen from the floor plans, this is a two-family apartment house, with quarters for janitor in basement. It is of frame construction with covering of "Bishopric" stucco on "National Steel Fabric" base, in a sand float finish.

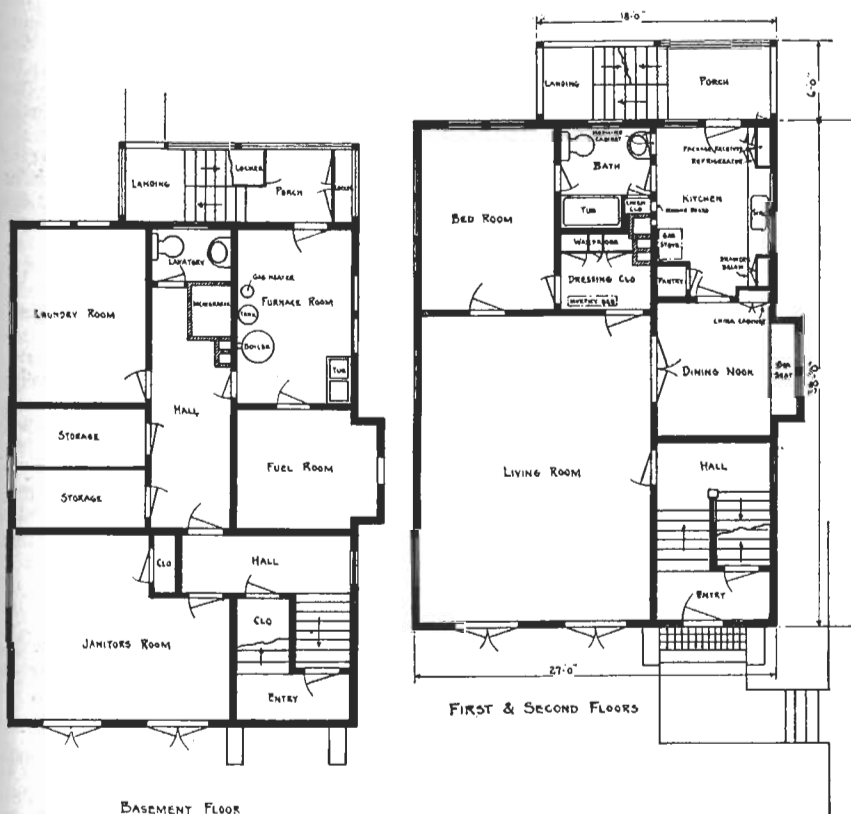
Each apartment is equipped with all the latest features of the modern efficiency type home, including complete built-in cabinets in kitchen, built-in ironing board, built-in ice box with outside icing door, package receiver, and garbage incinerator. The living room has a Murphy door bed as an auxiliary sleeping facility and dressing closet is equipped with built-in wardrobes with mirror doors.

The apartments are finished in glossy ivory enamel with full panel doors in natural gum. Oak floors throughout.

It is heated with hot water plant and the plumbing is complete and of the best grade fixtures.

The building is built on a 50x175 foot lot and faces east. A two-car garage of similar design is seen in the accompanying photo.

The apartment is one of the most complete in the city of Springfield. Mr. Guthrie has planned and supervised its construction, and the picture does not do full credit to the structure, as it was taken in the winter time, when the awnings were down and the background of trees and grass adds much to beautifying the place.



Right You Are, Cloud

To all intents and purposes, Missouri's first all-weather cross-state highway known as No. 2, is now in service. Within two days after the opening of this road from Kansas City to St. Louis, a motor bus company, operating machines to carry 21 passengers, began making daily runs in direct competition with the railroads. The railroads provide and keep up their own right-of-way, companies such as these bus companies take charge of a right-of-way for which the tax-paying public, including the railroad companies, pays. It does not seem hardly a fair deal to either the public or the railroads. It has long been a popular diversion to cuss and discuss the railroads and "put the buzzer on them" at every opportunity, yet there must be a limit. It is behooving to public welfare that the railroads continue to operate and we all know fairly well that they are not wallowing in riches. But they cannot operate if the gasoline busses and the gasoline freight trucks, using roads built by the public, continue to cut their throats.—The Pleasant Hill Times.

(See story in next column)

William J. Orr, Widely Known Attorney, Resigned February 1st

*A Frisco Lawyer for Thirty-five Years, He Won
Admiration of All Who Knew Him*

WHEN Judge William Jay Orr of 830 East Walnut Street, Springfield, Mo., resigned on February 1, after thirty-five years of service in the legal department of the St. Louis-San Francisco Railway Company, he bid adieu to his position, but not to his thousands of friends on this railroad.

Judge Orr will be formally pensioned March 1, but no one can pension memories and life-long friendships.

His good friend Mr. E. T. Miller, general solicitor of Frisco Lines, wrote the following tribute on the occasion of Judge Orr's resignation:

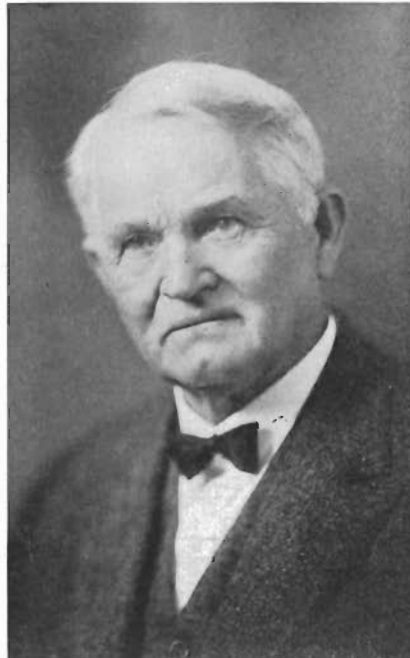
"Thirty-five years of distinguished service in the legal department of the Frisco and its predecessors, is the record of William Jay Orr, and it is not that his eye is dimmed or his natural force abated, but because he has reached the age of retirement under the orders of the company that this long employment terminated February 1, 1926.

"Mr. Orr was born February 2, 1856, in Ashley, Pike County, Missouri, where he attended and later taught school, and where he was admitted to the practice of law. Since 1880 he has resided in Southwest Missouri.

"In September, 1890, he and his partner Judge B. F. Olden became District Attorneys of the Kansas City, Fort Scott and Memphis Railway Company, with offices at West Plains, Mo. Three years later the firm was dissolved, and Mr. Orr has since continuously cared for the Frisco interests of a legal nature in his territory of Southeast Missouri and Northeast Arkansas, and served under four General Solicitors, Wallace Pratt, L. F. Parker, W. F. Evans and the present incumbent.

"During all those years he took but two vacations, one of two weeks in 1910, and the other of three weeks in 1924. Mr. Orr personally tried every important case in his territory in the past thirty-five years in which the Frisco was involved, and the record made is one of which he may justly be proud. He was especially employed to prosecute the Macomb train robbers, who held up an express messenger on train No. 104 in 1899, and all of them were convicted. Among the number was the notorious Jack Kennedy, alias the "Quail Hunt-

er," who was recently killed trying to escape after the robbery of a mail car on the river division.



WILLIAM JAY ORR

"It is to be doubted if there is a lawyer in Missouri or Arkansas who has a clearer or more comprehensive conception of that branch of the railroad law in which Mr. Orr has exercised his talents and ability. His knowledge and experience, coupled with his keen power to discriminate between 'good law' and 'bad law', and his peculiar aptitude for systematic classification, eminently qualify him to transmit to the younger generation of lawyers, a valuable text book or digest of the Law of Negligence, and it is the sincere hope of his many friends in the profession that he will do so.

"Mr. Orr is leaving with the good wishes of every member of the Frisco family with whom he has come in contact. He has the friendship and esteem of every lawyer in his territory, including those against whom his hardest battles have been waged, and he is respected by every Judge—State and Federal, trial and appellate—before whom he has practiced for over thirty-five years."

HE IS POULTRY EXPERT

Robert E. Rice, of Monett, Mo.,
Has Flock of 1,000 Birds

Pensioned Veteran Devotes Happy
Days to Flock of White Leghorns

By PEARL E. LEWIS

JUST because a man has been placed on a pension and is considered, from the standpoint of the railroad, a veteran, it is no reason his useful days are over.

At least Robert E. Rice, of Monett, Mo., a veteran, placed on the Frisco pension roll in 1919 due to having reached the age limit, finds his time both profitably and pleasantly taken up with poultry raising.

His career while with the railroad was varied and interesting. From 1871, the date of his first employment, to 1873 he was on a construction train from Pierce City to the State Line, west, on the Atlantic & Pacific railroad. In 1879 he was assigned the position of night watchman at Pierce City where he remained for two years, when he worked as a baggageman on the central division, in which capacity he remained for thirteen years. He served the remainder of his time as a brakeman on this same division.

"Many a day I have shot wild turkey and deer from the baggage car door, and served them to the train crew," he smilingly said.

"Three of my sons have served the Frisco as trainmen, but perhaps George, a former conductor on the southwestern division will best be remembered," he continued. The son to whom he refers, died about a year ago.

But his present occupation, that of chicken raising comprises a flock of pure bred stock of from 900 to 1,000 birds. Some time ago Mrs. Elizabeth Temple, Frisco poultry expert inspected his flock and gave him valuable information on the feeding and care of them. This he does now, scientifically and gets splendid results.

"There is no reason why this Ozark country served by the Frisco as an outlet, should not become a wonderful poultry raising center," he says.

He finds great enjoyment in caring for this flock of pure bred poultry, but there is something else in which he finds great enjoyment, and that is talking over good old times with some of his Frisco buddies.

John William Jones lies under the thistle; he didn't heed the choo-choo whistle.

A Good Catch

A man in a hospital for mental cases sat fishing over a flower bed. A nurse approached, and, wishing to be affable, remarked:

"How many have you caught?"
"You're the ninth," was the calm rejoinder.

"Bonesetter" Byrne, King of Unconsciousness, Active in Springfield Athletic Association

*Man Who Taught Dempsey Famous Body Punch
Now Favorite With Frisco Folks*

SPRINGFIELD, MO., the home of many Frisco employes, has a live Athletic Association, holding meetings every Tuesday and Friday evenings at Convention Hall, on Campbell Street.

The association at this time is most fortunate in having for a manager, Dr. "Bonesetter" Byrne of the Byrne Health System. He has made the meetings of this association of interest and has put it on a financial basis, where talent of interest and prominence can be secured. The admission fee to exhibitions of boxing and wrestling, defrays the expense of bringing the talent to that city, and also gives Dr. Byrne a small fee for his services as manager.

Formerly located in New York, Dr. Byrne was well known there for his work among the crippled and deformed children of the slums. He is known as the "bloodless surgeon" and can work wonders in controlling every nerve and fibre of the human system, and has affected cures, considered miraculous.

And he has quite an athletic record in his past career, which make the Frisco folk of Springfield appreciate his interest in their association. Formerly a boxer, then a referee, he has been interested in many important bouts for the past number of years. He was once known as one of the most scientific lightweights of the squared circle. He made a study of boxing and developed a punch, that gave him claim to the title of the greatest right-hand hitter of his day.

Five men, who have been champions, received their early training under this man's direction; namely, Jack Dempsey, Benny Leonard, Willie Ritellie, Freddie Welch and Jess Willard.

Interested In Frisco

In leisure hours, one may find Dr. Byrne surrounded by a group of Frisco boys, eagerly listening to his stories of the training of these five champions. They are particularly interested in hearing him talk of Jack Dempsey and his future career, for it was none other than Dr. Byrne who taught Dempsey a body blow which won for him the heavyweight crown. This blow, which required weeks to teach the heavyweight king to perfection is new in the annals of the prize ring, and is nameless. Due to Dr. Byrne's thorough knowledge of the nerve system of the human body, he devised this blow, which meant many a victory for Dempsey. It is delivered with the heel of the right hand above an opponent's belt line, a little in front of the right hip. The impact

paralyzes the nerves effecting both the limbs and shoulders of the opponent and causes him to droop, robbing him entirely of punching power. It was this blow, delivered by Dempsey on Willard in the third round of his fight, that prevented the giant from leaving his corner for the fourth round.

Dr. Byrne had the pleasure of being at the Polo Grounds in New York when the heavyweight boxing carnival was held, in which Jess Willard knocked out young Floyd Johnson and Luis Firpo applied the kayo to Jack McAuliffe. Dr. Byrne was led to the ring and introduced to the crowd, receiving an ovation greater than that accorded the Governor.

Many of the Frisco boys, interested in boxing and wrestling are given the full benefit of all knowledge which Dr. Byrne has. His sole aim is to develop strong bodies. The proceeds realized from a recent boxing exhibition staged by the Frisco Athletic Association under Dr. Byrne's supervision, were donated for the purpose of sending a woman and her little child to Mayo Brothers Hospital for treatment. For this cause he donated his share of the profits, also.

He is one of those quiet men who does not seek the spotlight and is prone to seek cover when its rays are turned on him. The Frisco folk at Springfield, however, consider him as one of their number, due to his untiring efforts in behalf of their athletic association.

The boys at the shops, with whom Dr. Byrne has worked and trained, submitted this story to the *Magazine*, for they consider that there is no finer manager of a Frisco athletic association on the whole system, than Dr. Byrne.

He is their Buddy, friend, and advisor, and every man of them is appreciative of his interest in Frisco athletics.

Grateful to Frisco

On Thanksgiving day, Mrs. J. B. Young, secretary of the Board of Children's Guardians of Greene County, located at Worthington, Indiana, boarded a Frisco train at Bourbon, Mo., and traveled as far as Rolla, Mo., where she alighted, but neglected to take her suit case from the train.

She later wrote to Mr. J. W. Nourse, general passenger agent in St. Louis, who immediately started an investigation, which resulted in the suit case being returned to her.

It contained several valuable articles, including a Masonic pin. Her

TRAFFIC CLUB HOST AT VALENTINE PARTY

**Dinner Dance at Hotel Peabody
Largely Attended**

Another milestone in the history of the Traffic Club of Memphis was passed the evening of February 15 when 500 persons, members of the club, their families and friends, danced into the wee small hours of the morning at the club's first annual Valentine dinner dance.

The party was given in the beautiful ballroom of the Hotel Peabody. An elaborate dinner and cabaret program preceded the dancing.

More than 40 prizes were distributed among the women guests of the club. The cabaret program, consisting of musical and dance numbers, was given during the dinner.

Following the distribution of gifts, the floor was cleared for dancing. The weighty problems of the traffic world were forgotten while one and all paid homage to the goddess of dance.

The success of the party is due largely to the efforts of Jack L. Harris, president of the club, Henry H. Schutt, secretary, and R. S. (Bob) Hawkins, chairman of the entertainment committee.

The party was attended by a large number of out-of-town visitors including railroad officials from all sections of the country.

Among the out-of-town visitors were Mr. and Mrs. H. F. Sanborn and Mr. and Mrs. R. N. Nash, all of St. Louis. They were guests of Mr. and Mrs. E. E. Buchanan.

Springfield Payroll Seven Million

At Springfield, Mo., home of the Frisco Lines, the annual payroll to 4686 employes is \$7,315,000.00. H. L. Worman, superintendent of motive power told the editor of the official publication of the Springfield Chamber of Commerce recently. The information will be used in a leaflet to be compiled by Springfield soon, in which the city's attraction will be extolled. The facts follow:

Location	Number Employes	Annual Payroll
Shops	3000	\$4,500,000.00
Store Room	400	700,000.00
Train & Enginemen	521	910,000.00
Terminal Forces	265	405,000.00
Gen. Office Building	500	800,000.00
Total	4686	\$7,315,000.00

gratitude for the return of the lost luggage was conveyed to Mr. Nourse in the following letter:

"Let me thank you for your interest in my lost luggage of November 26. I was sure it would be recovered if someone did not assume it as their own. It was rescued at Oklahoma City.

"Again let me thank you and your system for efficiency and kindness extended to me."

WANTED SUNDAY MEETING

River Division Employees Attend on Sabbath Day

Other Accident Prevention Meetings At Sapulpa and Enid

"WHAT about an accident prevention meeting at Chaffee, Mo., on Sunday?" C. C. Mills, accident prevention agent asked of J. A. Moran, superintendent.

"No, sir!" he promptly answered. "I'm not going to have my men leave their homes on Sunday to come to a meeting. That's the only time they are home!"

"But if they asked for it, what then," persisted Mills.

"If they ask for it at 12 o'clock midnight, any night, any place, I'll be there," answered the river division superintendent.

The men asked for it. They not only asked, they laid off to attend it, and the meetings on Sunday, January 24, at Chaffee, Mo., in the Empress Theatre held over seventy men in the morning business meeting, and over 700 in the afternoon session.

The program, which was an interesting one and one from which the men derived great benefit, was one of the most enthusiastically received of any yet held on that division.

Sapulpa, Oklahoma, held two accident prevention meetings on February 5, both well attended. At the noon hour the chamber of commerce gave a luncheon to the visiting officials at the Harvey House. The Cat Fish Band of that city furnished splendid music.

The afternoon meeting was held at the local Y. M. C. A. where over 135 employees attended.

At 7:30 P. M. that evening, the employees and their families met in the high school auditorium, and numbered some 750 in attendance. Messrs. M. M. Sisson, H. W. Hudgen and C. C. Mills made the addresses of the evening.

The Enid, Oklahoma, accident prevention meeting, was held on February 9.

After a splendid luncheon furnished by the Kiwanis Club at the noon hour, the officials were driven over the oil fields on an inspection tour. The business meeting, held in a coach in the yards, was attended by some eighty of the interested employees.

Figures from the accident prevention bureau for 1925, show a decrease of seven and one-half per cent in the number of accidents for the year, compared with 1924, notwithstanding the large increase in business.

Everywhere interest is being aroused and accident prevention is becoming the most talked of subject on the Frisco System, and daily new recruits are enlisted in the drive to save lives.

Frisco Team Champion Square Dancers of Oklahoma

Winners at Oklahoma City Go to Detroit for Henry Ford "Square Dance" Contest Soon



The eight Frisco dancing experts above were proclaimed the "Champion Square Dancers of Oklahoma" recently and will enter Henry Ford's national contest in Detroit.

WHEN Oklahoma City advertised a contest for the purpose of determining the champion square dancers of Oklahoma, a Frisco team was picked from the ranks of the employees of that city. They entered the contest, and before a packed audience in the Shrine Auditorium of Oklahoma City on February 3rd, were acclaimed winners of the title, "Champion Square Dancers of Oklahoma" and presented with a check for \$150.00.

This movement, sponsored by Henry Ford and called "Back to the Old Square Dance," has attracted much comment and the Frisco team members stand a good chance of winning the national honors at the Detroit contest soon, which they will attend.

The team is composed of Miss Lennie Cox and Mr. Dennis Howard, Mr. and Mrs. J. H. Hentley, Mr. and Mrs. Chas. Rhoades and Mr. and Mrs. Claud Nutt.

Mr. Nutt is a machinist in the Frisco shops and Mr. Howard is a fire builder. Messrs. Hentley and Rhoades are ex-employees of the Frisco but represent this organization.

The team has had numerous requests to appear in public performances several times each week since winning the Oklahoma title and also has been invited to appear in other cities of the state. The proceeds of these performances go toward the

building of a fund, which will take the team to the National Contest which is to be held soon in Detroit, for the purpose of determining the champion square dancers of the United States.

H. H. Brown Given Ring

On Sunday afternoon, February 7, H. H. Brown, former superintendent of the northern division was presented with a seven-eighths carat diamond ring in white gold mounting as an expression of the regard and esteem of the employees of that division, who served under him for so many years. The presentation was made in Joplin, Mo.

In a little note to the donors of the gift, Mr. Brown wrote:

"It would be impossible for me to fully express my appreciation of the beautiful ring presented to me by the committee on behalf of the employees.

"It will bring back many fond remembrances after I get settled in my future home. I would like to thank each and every one personally but that is impossible and will ask that my appreciation be conveyed to all, through the magazine."

Mr. and Mrs. Brown left a few days ago for California, where they will probably make their future home.

HE OUTWITS BANDITS

B. F. Piper Fumbled With Safe Combination—Robbers Despair

Agent at West Plains, Mo., Outwits Two Robbers Single-Handed and Unarmed

By WILL H. ZORN.
Editor, Howell County Gazette

FRISCO employes can take a lesson from B. F. Piper, night depot agent for the Frisco at West Plains, Mo., who was held up at an early hour on the night of February 3, in the depot office, and outwitted the holdup men.

A through freight had just been cleared and Piper leaned back in his office chair, when there was a rap at the office window.

"The geese out on the platform are getting away", said a stranger to Piper. Several coops of chickens and



B. F. PIPER

geese had been left on trucks on the depot platform for shipment to Memphis. Piper heard them and went out to investigate.

"Throw up your hands", commanded the man who informed Piper that the geese were getting away. A big gun dangerously close to his ribs, caused Piper to lose no time in elevating his hands high above his head. From around the corner of the depot came a second man with a stick in his hand. He had used this to stir up discord among the geese. Dropping this stick, the second man drew a gun.

The bandits marched Piper into the depot and ordered him to open the safe. Playing for time and hoping someone would come along, Piper tried to work the combination. There were two safes in the office. One of the robbers made a close examination of the big safe as Piper was trying to open the other one.

"Clear out of here", ordered the

More Good Fuel Records for February

Eastern Division

Road Foreman W. E. Belter observed the following trips on which there were good fuel performances:

January 27th, engine 13, train 32, Newburg to St. Louis, Engineer T. Paris, Fireman C. Davis, handled 2,596 tons, burned 16 tons of coal, 102 lbs. per 1,000 g. t. m.

January 27th, engine 3, train 2/36, Newburg to St. Louis, Engineer M. Taber, Fireman H. Wilson, handled 1738 tons, used 15 tons of coal, or performance of 135 lbs. per 1,000 g. t. m.

This is considered good performances due to light tonnage with cold night and high wind. No coal taken at Stanton.

January 29th, extra 11, Lindenwood to Newburg, Engineer D. E. Frey, Fireman Roy Tankersley, left Lindenwood 9:10 p. m., arrived Newburg 2:20 a. m. Time on road 5 hours 10 minutes—no delays. Handled 182,600 g. t. m., used 14 tons of coal, including 2 tons for Terminal consumption. Did not take coal at Stanton. Fuel performance 153 lbs. per 1,000 g. t. m.

The following trip observed by Supervisor of Fuel Economy, M. H. Rodwig:

January 28th, engine 42, Springfield to Newburg, Engineer Sam King, Fireman L. B. Mack, handled 1,598 tons, consumption 13 tons of coal or fuel performance of 136 lbs. per 1,000 g. t. m.

Northern Division

Supervisor of Fuel Economy W. A. Crawford reports the following trips on the Northern Division: On January 27th, engine 1309, train 136, Engineer J. E. Dunham, Fireman Jno. Pennell, Springfield to Fort Scott. Called for 4:15 p. m. with 24 cars 873 tons, arrived 8:55 p. m. On duty 4 hours 40 minutes, delayed 1 hour 50 minutes, running time 2 hours 50 minutes. Amount of fuel burned 4½ tons. Performance 89,919 g. t. m., burned 100 lbs. per 1,000 g. t. m. This, I think, is a wonderful performance as we had a very light train. Engine was worked to best advantage at all times and was fired very light. Fireman putting in only what coal engine consumed. Kept water down so that engine could be properly lubricated. This is very important, as too much water destroys lubrication and tends to increase fuel consumption.

larger bandit of the two, as they marched Piper out of the depot. Down the track they went at double quick gait, with Piper between them. It was dark, with only the switch lights for a guide. A quarter of a mile from the depot, the bandits stopped.

Then they ran, disappearing in the dark and Piper lost no time getting back to the depot. The police were notified, but nobody was arrested. Piper says one was a long man, the other a short man.

No loss was sustained.

February 1st, engine 1340 train 2/131, Engineer Miller, Fireman Miller, Paola to Fort Scott, departed 9:35 p. m., arrived 11:35 p. m. with 37 cars, 1,475 tons—no delay. This trip observed Paola to Fort Scott. Performance Kansas City to Fort Scott, 146,135 g. t. m. Burned 4½ tons coal, 61 lbs. per 1,000 g. t. m. This is a wonderful performance, both engineer and fireman deserve a great deal of credit for this kind of work as they put forth every effort to make good fuel performance and they do it every trip.

Central Division

The following trips observed by Mr. Frank Reed, road foreman of equipment on the Central Division:

January 25th, train 6, engine 1401, Paris to Fort Smith, 169 miles, Engineer J. Harlan, Fireman Corley, handled 1,352 passenger car miles, consumed 14,000 lbs. of coal or 10.3 lbs. per passenger car mile.

January 26th, train 5, engine 1409, Fort Smith to Paris, 169 miles, Engineer Monroe, Fireman Ellig, handled 1,352 passenger car miles, consumed 16,000 lbs. coal or 11.8 lbs. per passenger car mile.

January 29th, train extra east, engine 661, Hugo to Hope, 121 miles. Engineer Adams, Fireman Ballew, handled 136,000 g. t. m., consumed 10,000 lbs. coal or 73 lbs. per 1,000 g. t. m.

From R. G. Manlove, road foreman of equipment reports the following:

Handling of train No. first 434, southwestern division, Sapulpa to Afton, February 3rd, engine 4100. Engineer David, Fireman Henry.

Handled 224,998 thousand gross ton miles, burning eight gallons of oil, per thousand gross ton miles or ninety-six pounds of coal to a thousand gross ton miles. Seven hours on duty, three hours delay, running time, four hours.

C. L. Lawson Resigns

On February 15, C. L. Lawson, rate adjustment clerk under C. A. Redden, assistant general freight agent of St. Louis, Mo., resigned to accept a position with the W. J. Holdaway Company, realtors of St. Louis, Mo.

Mr. Lawson has held several positions with the Frisco during the past seven years. The first position was as train auditor in the passenger department; the second in the Interstate Commerce Division, under R. N. Nash, and the last position under Mr. Redden.

Might Have Been Worse

It was toward the end of the theatrical performance when one man turned to another and said in a harsh, grating voice: "Look here, you have sat on my silk hat. It is ruined".

The other looked at the silk hat. It was, indeed, a wreck. "I am sorry", he said. "This is too bad, but" he added, "it might have been worse".

"How might it have been worse"? exclaimed the first man angrily.

"I might have sat on my own hat", came the unfeeling reply.—Yorkshire Post.

A Group of Accountants of 1908



How does this system of filing and desk arrangement compare with 1926? Also, what would be the unanimous suggestion—a middle part in hair dress and flowing black whiskers, or smooth faces?

The accompanying picture is of the freight accounting department taken March 26, 1908. By looking closely many of the faces can be recognized, and perhaps the following names may serve as a guide:

Standing—F. E. Douthitt, Dave Thornton, W. F. Bealer, J. R. Davis, James Moodie, J. Czerney, Carl Nelson, T. F. Cushing, R. E. McGillicoway, C. H. Lee, J. M. Smarinsky, and E. K. Conwell.

Seated—A. J. Weldon, A. J. Gerdel, F. M. Kloessner, W. C. Dinkle, L. Williams, R. L. Schoeneberg, T. J. O'Brien, A. P. Saugrain, A. Stochr, J. P. Lindsay, J. C. Briggs, E. L. Lewis, and I. G. Gribben.

HE LIKES THE HARD ONES

F. X. Adams Prefers Controversies That Tax His Best Efforts

Chief Traveling Adjuster Began Career as Telegrapher at Age of Fifteen

F. X. ADAMS, chief traveling adjuster of the freight loss and damage claim department is one of the Frisco's "personality" men.



F. X. ADAMS

Through his adept and tactful manner of dealing with the public, in the settling of claims, controversies and complaints, he wins them as friends of the Frisco. His associates say that the harder and more complicated the facts in connection with a

claim, the better he likes to unravel and adjust it.

It is up to the reader to guess his age. He refuses to divulge it, although from this bit of history, one can take it for granted that he is somewhere around three score years, and —!

He began his career as a telegraph operator at the age of fifteen. His entire life has been spent, railroading. He has served as frontier agent, during the construction period, chief clerk to division superintendent, chief clerk to general superintendent, superintendent, chief traveling agent and chief traveling claim adjuster and while his service has been confined to the Frisco and neighboring roads, his work has taken him into all parts of the United States, Canada and Mexico.

He says he works hard, laughs often and smiles all the time!

F. E. Durfield Resigns

F. E. Durfield, for thirteen years an employe of the disbursement department resigned on January 16th to accept a position as organizer of the Benefit Association of Railway Employes.

He was also a reporter from that department for the FRISCO EMPLOYEES MAGAZINE.

During his service with this company he held the positions of chief clerk vouchers, chief clerk analysis and chief clerk of the machine bureau.

His new headquarters will be in St. Louis.

Durfield was presented with a beautiful ring by the employes of the disbursement department in token of his long service.

Frisco Bowling League Results for February

THE percentages of the two leading teams in the Frisco Railway Bowling League, Interline and Tower Grove, went from 648 to 652 during February, placing them decisively in the lead over their opponents. F. W. Rose, secretary of the League, was displaced from his position in the high three by Harry Grob. One pin was the deciding factor. Conley, Tschampers, Burke, Kranefuss and Grob are now members of the "high three."

The table of team standings average and games, follows:

Teams	Games	Won	Lost	Pct.	High Single	High Three
Interline	66	43	23	652	967	2740
Tower Grove	66	41	25	621	993	2800
Engineering	66	39	27	591	965	2605
Auditing	66	37	29	561	921	2569
Freight Traffic	66	31	35	470	881	2499
Passenger	66	31	35	470	886	2527
Revising	66	24	42	364	864	2413
General Freight	66	17	49	258	840	2218

TEAM STANDING

High Three	
Tower Grove	2800
Interline	2740
Engineering	2605
Auditing	2569
Passenger	2527

INDIVIDUAL AVERAGES

High Three	
Conley	640
Tschampers	621
Burke	610
Kranefuss	599
Grob	586

High Single

Engineering	965
Interline	938
Auditing	921
Tower Grove	917
Freight Traffic	881

High Single

Tschampers	253
Bauer	239
McBride	237
Riegel	236
Bacon	235

INDIVIDUAL AVERAGES

Name	Games	Av.	Name	Games	Av.
Tschampers	48	180	Rose	63	164
Burke	30	175	Shad	15	164
Conley	45	172	Duffy	48	163
Spelman	66	170	Houlihan	54	163
Reinheimer	57	168	Grob	60	162
Spinner	60	167	Bacon	54	161
Lyons	63	167	Riegel	63	161
Gauvin	60	165	Valleroy	60	161
Koch	66	166			

HIGH SINGLE—INDIVIDUAL
Koch, 234

DISCUSS FREIGHT SERVICE

Frisco Officials Attend Meeting at Blackwell, Okla.

Manifestations of Friendliness and Co-Operation Paramount at Get-to-Gether

MATTERS pertaining to freight service were discussed at a luncheon given by the chamber of commerce of Blackwell, Okla., on Wednesday, February 3 to the officials of the western division of the Frisco Railway. Frisco men who attended included S. J. Frazier, superintendent, F. C. Gow, assistant superintendent, A. L. Fisher, division engineer, W. J. Foley, master mechanic, M. Walker, division storekeeper, and H. E. Morris assistant general freight and passenger agent, who are visitors in the city. The meeting was one of interest and there was a general feeling of friendly co-operation displayed, by both Frisco officials and residents of Blackwell. The business men told of the industries of Blackwell and the volume of tonnage which they handled through the Frisco.

We Are Friendly
In speaking of the friendly attitude of the residents of Blackwell toward the Frisco, Joseph W. Hall, retired Frisco employe and resident, said: "Our people are very friendly with the Frisco. Not once in the twenty-five years I have been connected with the railroad and Blackwell's merchants, have we had a difference that was not been easily adjusted and we have met each other half way. Our relations have been most pleasant and pleasant. As E. Schofield, the present agent of the Frisco, said: 'The confidence and good will of our people. I have been on the freight list since October 1, 1919, but I am still going strong for the Frisco.'"

Dave Schonwald, vice-president of the Vinita-Bartlesville & Western Railway Company was introduced at the luncheon as Blackwell's railway official and he told the visitors that the proposed new road (a line from McAlester City, Okla., to Vinita to connect with the Frisco, running across northern Oklahoma), was not a dead end and in time will be constructed. Superintendent Frazier in making response said he did not know Blackwell as well as he would know the city in a few short weeks, due to his recent appointment to that territory, but that he expected to come back in a few weeks until he became acquainted with the business men of the city. He also emphasized the fact that the Frisco desires to serve the shippers well and that nothing short of this service will satisfy.

Here lies all that's left of Harry; the railroad crossing he did not cross.—Railway Life.

"Jack" Owen Elected President New York Association

A. S. "Jack" Owen, widely known district passenger agent in New York City for the Frisco Lines, was honored by his election as president of the New York Association of Passenger and Ticket Agents January 18. The election followed the annual meeting at the Hotel Astor. William Walsh, chief of the information bureau of the New York Central Lines, was elected vice-president; Harold Maples, of the Erie, second vice-president; and H. P. Hageney, of the New York, New Haven & Hartford, was chosen secretary and treasurer.

"Jack" Owen presided at the annual banquet of the association, which was served at the Hotel Astor, February 11. Owen entered the Frisco service as a city passenger agent in 1921, and was promoted to his present position in July of 1923.



A. S. OWEN

A Bunch of Accounting Experts at Fort Worth, Texas



Here is a lively looking bunch from the accounting department of Ft. Worth, Texas.

We find among them, our well known Ben Lewis, Lois Sheppard and a number known through the columns of the Magazine.

Here is how they're lined up in the photograph:

Left to right, 1st Row—L. A. Brown, office boy; L. L. Burton, timekeeper; J. I. Stephenson, interline freight; C. G. Miller, timekeeper; J. A. Tomlinson, interline freight; J. M. Freeman, interline freight; R. Dupree, general clerk; W. E. Meek, station accounts; P. T. Mosier, interline freight.

Second Row—Jessie Arterbury, head comptometer; L. P. Barton, traveling auditor; H. L. Mahaffey, head passenger accounts; P. N. Davis, head disbursements; B. B. Lewis, asst. head freight accounts; W. S. Hutchison, auditor; N. L. Owings, chief clerk; C. B. Stewart, head freight accounts; J. H. Richards, head payroll; Ben Hur, division accountant.

Third Row—O. T. Howard, bookkeeper; M. V. Robertson, files; J. P. Lyles, fuel and miscellaneous; J. L. Ward, overcharge claims; J. B. White, interline freight; Lois Sheppard, secretary to auditor; W. M. Walker, statistics; W. B. Simpson, rates; C. H. Pendergrass, interline freight; B. Pattie, combination.

Last Row—R. E. Wesenberg, traveling supervisor; E. C. Wilson, passenger accounts; B. L. Morgan, interline freight; M. R. Evans, station accounts; R. D. Ward, bills and vouchers.

The Pension Roll

HENRY HART BROWN, superintendent, northern division was retired from service, due to ill health at the age of 64 years, after having served thirty-two years and ten months up to December 31, 1925. He will receive the maximum monthly allowance of \$150.00, effective from January 1, 1926.



J. C. FORSYTHE

Joshua Clarence Forsythe, conductor, eastern division, was retired from active service at the age of 58 years, due to permanent disability through heart disease. He was born on October 25, 1867, at Baltimore, Ind. His father was a minister and the family moved to Virginia. It was in the public schools of that state that he received his education. His first job, at the age of sixteen years, was in a blacksmith shop. He entered Frisco service on December 1, 1890, as a switchman at Burrton, Kansas. His next position was that of yardmaster, which he held for some six years and then was transferred to Neodesha, Kansas, as a brakeman. In 1898 he went to the eastern division as a brakeman, was later promoted to freight conductor and then to passenger conductor. October 25, 1891, he married Lyssie Bonham of Eldorado, Kansas, and to them was born a son, Byron B. Forsythe, who is now employed as a machinist apprentice, Frisco Springfield shops. Mr. Forsythe and his wife reside at 820 Belmont Avenue, Springfield. Continuous service of thirty-four years and six months to June 13, 1925, when he became disabled, entitles him to a pension allowance of \$68.10 per month, effective from January 1, 1926.

William Harrison Hughes, locomotive engineer, southwestern division, was retired under the age limit rule on December 31, 1925. He was born December 9, 1855, in Osage County, Missouri, and received his education in a little log schoolhouse near his home. His father



WM. H. HUGHES

Seven veterans, with a total of 217 years, 4 months service were pensioned at the meeting of the Board of Pensions, held January 27, 1926 in the offices at St. Louis, Mo.

was employed as a pumper at Crocker, Mo., when the old horse-power pumps were in use. At the age of fourteen, Mr. Hughes began his service with the Frisco supplying cord-wood for the engines. He returned to the farm, but in January, 1883, he again served in the work of maintenance of Frisco right-of-way. A short time later he was transferred to Springfield where he served in the roundhouse, and in December, 1886, began firing an engine. On October 3, 1890, he began his service as an engineer out of Monett, Mo. About 1901, he was transferred to the old Red River division running an engine out of Sapulpa, Oklahoma, where he has been in continuous service until his retirement. On January 14, 1875, he married Rebecca J. Jarvis, of Crocker, deceased. In 1885, he married Lucinda A. Welch, whom he divorced, and on November 1, 1911, married Leora Spurlock. He is the father of four girls and three boys, however, he has lost one girl and a boy by death. He has an adopted daughter, three years of age. Mr. and Mrs. Hughes reside at 24 So. Linden Street, Sapulpa, Okla. Continuous service of forty-two years, ten months entitles him to a pension allowance of \$95.60 a month, which was effective from January 1, 1926.

Thomas Henderson Cruise, locomotive engineer northern division, was retired from active service at the age of 52 years, due to permanent disability. He was born December 4, 1871 at Northview, Mo. His father was a farmer in that vicinity and he received his education in the schools near his home. His first service with the Frisco began in October, 1890, when he was assigned the position of engine wiper in the north side roundhouse at Springfield, Mo. He began firing an engine in 1892, and was promoted to engineer in 1899. Transferred from Springfield to Neodesha, Kansas, in 1901, he was assigned to the local run between Wichita and Ellsworth, on the Burrton subdivision, which he has had for the last twelve



T. H. CRUISE

years. Mr. Cruise is not married and at the present time resides at 1118 Prospect Avenue, Springfield. Continuous service of thirty-four years and one month up to November 28, 1924, entitles him to a pension of \$63.55 a month, effective from November 1, 1925.



J. H. COATS

John Harrison Coats, crossing flagman, Springfield, was retired under the age limit rule of 70 years, on December 31, 1925.

He was born Dec. 11, 1855, in Douglas County, Mo. His father was a farmer in that vicinity. He worked on the farm until November, 1904, at which time he began work with the Frisco as section laborer at Springfield, Mo. He was later transferred to the position of crossing watchman and switch tender. All his service has been in Springfield. On January 25, 1875, he married Rebecca Stowrt and to them were born ten children. Only three of his children are living and they reside with he and Mrs. Coats at 1921 Washington Avenue, Springfield. Continuous service of twenty-one years and one month entitles him to a pension allowance of \$20.00 a month, effective with the month of January, 1926.

Benjamin Bryant Brinton, crossing flagman, Tupelo, Miss., was retired under the age limit rules on December 31, 1925. He was born December 2, 1855, at Winchester, Kansas. His father was a farmer and he assisted with the work on the farm for a number of years. He received his education in Missouri schools. On April 2, 1892, he began his service with the old K. C. F. S. & M. as extra gang laborer on the Current River branch. In July, 1897, he was promoted to section foreman, and in September, 1923, was transferred to the position of crossing flagman at Tupelo on the southern division, where he has remained until he was



B. B. BRINTON

pensioned. September 5, 1878, he married Eliza Ann Griffin of Hellena, Mo., and to them were born five girls and two boys. Death claimed his wife and two girls, but he resides with the remaining children at 490 Church Street, Tupelo, Miss. Continuous service of twenty-eight years, seven months entitles him to a pension allowance of \$24.85 per month, effective from January 1, 1926.

Harry Jones Miller, colored train porter, eastern division, was retired from active service at the age of 70 years. He was born at Warrensburg, Mo., in 1855. He attended the public schools near his home, where his father was employed as a caretaker for a drug company. At the age of sixteen he came to St. Louis where he obtained work as cabin boy on a steamboat out of St. Louis. He later enlisted in the army, where he served for five years and was honorably discharged. In 1894 he entered Frisco service as a train porter between St. Louis and Monett, which position he held until his retirement. August 12, 1906, he married Alice Brown of St. Louis, Mo. To them were born three sons. His wife and children are all living, and reside with him at No. 12 South 21st Street, St. Louis. Continuous service of twenty-three years, five months up to October 26, 1925, entitles him to a pension allowance of \$24.65 per month, effective January 1, 1926.



H. J. MILLER

IN MEMORIAM

JOHN BUTTS

George Hamp Butts, pensioned roundhouse foreman, died at his home in Memphis on the morning of February 5, 1926. Mr. Butts was born on August 4, 1872, at Ripley, Lauderdale County, Tenn. He entered the service of this company in November, 1893, as a car repairer at Memphis, working thereafter in the capacities of machinist helper, machinist, roundhouse foreman and general foreman, in which latter position he continued until July 21, 1923, when he became permanently disabled through tuberculosis. He received a pension allowance of \$60.35 per month and up to the time of his death, had received a total from that source of \$1,750.15. Mr. Butts was a subscriber to the supervisory group of Metropolitan Life Insurance and due to his breakdown in health, resulting in permanent disability, the insurance company paid him under his policy seventeen monthly payments of \$90.00 per month. He carried insurance in the sum of \$5,000 and the remainder will be paid to his widow, Mrs. Emma Butts.

S. C. HOPKINS

Stephen Carroll Hopkins, pensioned passenger conductor, died at the St. Louis Hospital, February 9, 1926. He was born October 7, 1853, at Lamoille, Ill., and entered the service of the old Memphis Lines on March 8, 1883, serving thereafter as freight brakeman, freight conductor and later as passenger conductor, up until the time of his retirement, August 1, 1914, which was due to physical infirmities. Hopkins leaves a widow and the family address is 618 East Wall Street, Ft. Scott, Kansas. His pension allowance was \$32.25 a month and from the time of his being placed on the pension roll until the time he was dropped therefrom, he was paid a total of \$4,482.75.

J. W. SISK

Advice was received on January 17, of the death of pensioned passenger conductor John Wesley Sisk in Plainville, Ga. Mr. Sisk was born in Gordon County, Georgia, on October 4, 1859, and entered the service of this company as a conductor in October, 1887, serving continuously until the time he was pensioned July 1, 1918. His pension allowance was \$20.00 a month and he has received \$1,820.00 from the company since his retirement.

JOHN FRAZIER

John Frazier, pensioned section foreman died at his home at LaCygne, Kansas, on February 1, 1926. He was born at Lincoln, Nebraska, on September 29, 1858, and entered the service of this company as a section foreman at LaCygne in July, 1883. He worked continuously at that point until he was retired August 1, 1924, account physical infirmities. He leaves a widow, Mrs. Ella Frazier. His pension allowance was \$37.50 a month and during the time he was carried on the pension roll he received a total of \$629.85.

An Employee's Thanks

When G. L. Walton, clerk in the stores department at the west shops, Springfield, Mo., read in the January number of the *Magazine* a tribute paid to the spirit of the Frisco employees by R. A. Polglaze of the Alabama Water Company, he wrote the following:

"I am proud of the fact that I can give similar praise to Agent Ernie Bradshaw at Niangua, Mo.; also agent at Conway, Mo., through whose efforts I recovered my overcoat containing some papers which were valuable to me. Within seven hours after I left the train, which carried my coat on north, I stood on the platform watching the rushing passengers arrive from the north, and looking up I saw the smiling face of the baggageman with my coat.

"I agree with Mr. Polglaze that any road should be proud of the fact that they have such men as these who are willing to show courtesy and accommodation to the careless passenger or traveling public."

IS BIBLE CLASS CAPTAIN

W. H. Churchill Holds Captain's Rank in Class at Kansas City, Mo.

Veteran Trainman, Retired in 1923, Finds Bible Work Occupies Time and Is Worthy

WHEN W. H. Churchill was retired on October 20, 1923, from active service as a conductor, time hung a little heavy on his hands. His life had to be readjusted to a more quiet one than that of handling the tickets on a fast Frisco passenger train.

One Sunday morning he decided he would go to Sunday School. He drifted down to the Business Men's Bible Class in Kansas City, Mo.

Mr. Churchill went a number of times and finally became so interested that he offered his services to the class and was immediately appointed captain of Team No. 55, Division No. 6.

"I am much more interested in telling the Frisco employees of this class than I am of my past service. It is such a tremendous one and reaches so many thousand business men of Kansas City, Frisco men included, that I want them all to know about it," he said, as he was asked for his personal service record.

However, although reticent in regard to his past service with the Frisco, Mr. Churchill has an enviable one. He began work with the old K. C. F. S. & G. Railroad, which is now the Frisco, in 1888 as conductor. Prior to this his experience was with the Missouri Pacific.

In 1890 he was assigned to a passenger run. After holding the positions of general yardmaster at Fort Scott, and trainmaster of terminals at Amory, he was promoted to division superintendent at Kansas City until 1901 when he resumed duties as passenger conductor on the Kansas City district.

Was Pioneer Conductor

Mr. Churchill was one of the first conductors on trains 105 and 106, and had the first night train on what is now the Afton and Joplin district.

The Bible class in which he is interested is conceded to be the largest in the world. The regular membership is over 4000 and the weekly attendance between two and three thousand. The above title was first won in a contest with the Vaughn Man's Class of Washington, D. C., and victoriously defended some months later against a class in Long Beach, Calif. The contest covered six successive Sundays. Beginning with the first day, of over seventeen thousand, the Kansas City class broke all records on the last Sunday of the contest with a registration of 52,321 men.



Homemakers' Page



MISS LORETTO A. CONNOR, Editor

Correct Posture Indicative of Character

THAT "appearances are deceiving" is only too true. Pseudo-tragic experiences have convinced all of us at some time or other that this wise old saw has more than the usual modicum of truth. But that appearances are also pretty good criteria for a large number of characteristics of the individual is proven by the fact that, day after day, we go on basing our judgment of our sisters on the way they look.

The way she looks means to a large extent the way a woman carries herself—in other words her posture. A woman with erect, alert bearing makes a good impression regardless of beauty of face or correctness of clothes. The one who lacks it leaves a doubt which closer acquaintance or friendship may dispel. Unfortunately, however, most people have no opportunity to prove that they are more worth while than their appearance would suggest. Many a one has been sadly misjudged because of a slouching, slumping attitude of body.

There is a direct relation between good posture and good health. A study of the subject shows that those who stand well and carry themselves well are for the most part vigorous, healthy girls and women. Posture is of such importance to health that some physicians go so far as to say that poor posture may actually cause illness through cramping and displacing internal organs, through the straining of those muscles which hold up the body and through the nervous tension resulting from such conditions. Good posture signifies good mechanical use of the body, the freest and most unhampered use of its parts so that the greatest amount of energy may be available for physical and mental activity.

A time-honored recipe for low spirits is to don one's best in the way of raiment. On the same principle we ought to be able to rout or lessen many so-called physical ailments by standing correctly—facing the world with head erect and shoulders back.

Some women affect a permanent fatigue posture. It literally tires one to look at them for weariness of body and ennui of mind are reflected in every line. And right here it might be said that posture is undoubtedly indicative of character and

mental attitude in many cases. The observer frequently decides whether an individual would make a desirable acquaintance, a satisfactory employe or a trusted friend, simply from the attitude of body.

One can't help feeling that the individual who stands firmly and erectly is more apt to think clearly and logically, more willing to take the initiative and more apt to see the beauty in nature and the good in man than one who slumps and sags and is apparently conscious only of herself and her petty aches and woes.

A prominent physical educator says—"In good posture the body is almost in a state of equilibrium. It is so well balanced that only a minimum amount of effort is necessary in order to remain erect. The lobe of the ear, center of shoulder joint, center of the hip joint and of the ankle joint will be found to be in one straight line, the gravity line. The curves of the back are gentle curves, the chin is drawn in slightly, the chest is raised, the abdomen drawn in, or flat, the knees straight, but not tensed, and the weight borne equally by the heels and the balls of the feet."

SOME FAVORITE RECIPES

Baked Ham With Apples

One slice ham to equal 2 pounds. 6 medium sized tart apples, $\frac{1}{2}$ cup water, 1 teaspoon cloves, 1-3 cup brown sugar. Have ham sliced one inch thick. Wash and trim off a little of the fat. Rub into the ham as much of the sugar as it will take in. Lay in a pan and sprinkle with cloves. Pare and cut the apples in eighths, lay them around and over the ham, sprinkle the remaining sugar over the apples. Add the water carefully so as not to dislodge it. Cover and bake 45 minutes or until the ham is tender. Uncover the last 15 minutes.

Rhubarb and Macaroon Pudding

1-3 pound almond macaroons
1 pint rhubarb-juice
4 eggs
 $\frac{1}{2}$ cup sugar
1 orange

Soak the almond macaroons in the rhubarb-juice until soft. Beat the eggs and add to them the sugar and the grated rind of one orange. Stir the mixture carefully into the macaroons and add the juice of the orange. Pour the whole into a greased mold and set

COLOR PREDOMINATES IN SPRING FASHIONS

SPRING fashions bring colors—gorgeous light shades and deep colors of many hues.

The opposite page depicts some early spring styles which Dame Fashion decrees will be "very chic" for the season.

If you are tired of fussy winter things—just glance at this tweed coat, smart felt hat, scarf and handkerchief to match! What a relief! The coat might be described as a tweed sports coat in double-breasted model, with inverted side pleats. Miss Blanche Ebaues, of the freight traffic department, St. Louis, is the smart tailored model. The felt hat is a copy of a French hat by Rose Descat in a faint shell pink. The scarf and handkerchief lend an added touch of color in just the right places. Swaggers sticks will be good again with tailored clothes.

A charming pose shows Miss Helen Pleasse, of the auditor's office, St. Louis, Mo., in a hat of phantom red snow felt, an exact copy of an original French hat by Rose Descat. The printed crepe scarf, tied carelessly around the neck is of many colors, printed in modernistic design. The gloves, chamois-suede fabric in pull-on style, show a dainty scalloped top. The purse is of many colors, embroidered on moire silk, in vivid modernistic design.

Miss Ethel Richter of the office of assistant auditor freight accounts, St. Louis, models the Jabot—so popular many years ago and introduced again for this spring, in elaborate designs. The one shown is of embroidered net, fastened to a tucked flat crepe dress. The hat, a "Gigolo" model, of light blue felt, is trimmed with rhinestone buckle and eyelets. The gloves, Kayser silk with embroidered cuffs. An envelope purse of parchment kid with inserts of black and gold, shows the latest in purses. The handkerchief, peeping gracefully from the folded purse, is of a hand painted design, faintly edged with gold. This outfit is very smart for the girl who is downtown daily.

on a stand or ring in a kettle of boiling water. Simmer steadily for an hour. Serve hot with orange or rhubarb sauce.

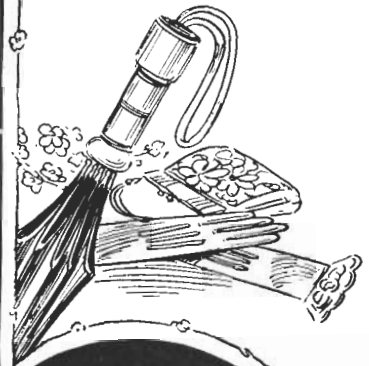
The Sailored Girl in Spring Styles



At top — Blanche Ebanues,
Freight Traffic Department, St.
Louis, Mo.

Lower left — Helen Plesse,
Auditor's Office, St. Louis, Mo.

Lower right — Ethel Richter,
E. V. Ashworth's department,
Assistant Auditor Freight Ac-
counts, St. Louis, Mo.





1



2



3



4



5



6



7

Frisco Babies of West Shop Employees, Springfield, Mo.

1—Lloyd, age 1, son of Clyde Munson. 2—One-year-old daughter of Mr. and Mrs. Dewey Hulse. 3—Maxine, 11 mos., Bobbie, age 3, children of G. L. Walton, Stores Department. 4—Helen, 9 months, daughter of Thomas Gibson. 5—"Bille", age 3, son of G. B. Hasler, West Shop. 6—Miriam, age 4, daughter of Harvey Smith, West Coach Shops. 7—Wm. V., 4 months, son of Mr. and Mrs. V. E. Endecott. 8—Juanita, Lavella and John, age 8, 6 and 3, respectively, children of Geo. G. Rices, West Shops. 9—Violet, age 7, Harlan, age 3, Freddie, age 5, Florene Joy, 8 months, children of Herman Laes, machinist. 10—Mary, age 5, and Bernard William, age 3, children of A. B. Hogan. 11—Marjorie, 17 months, daughter of P. V. Hampton, West Shops. 12—W. E., age 4, son of Leonard Jones, pump engineer at Power House. 13—J. Hershel, Robert and Glenn, age 11, 9 and 6 years, respectively, sons of Roy Tuter.



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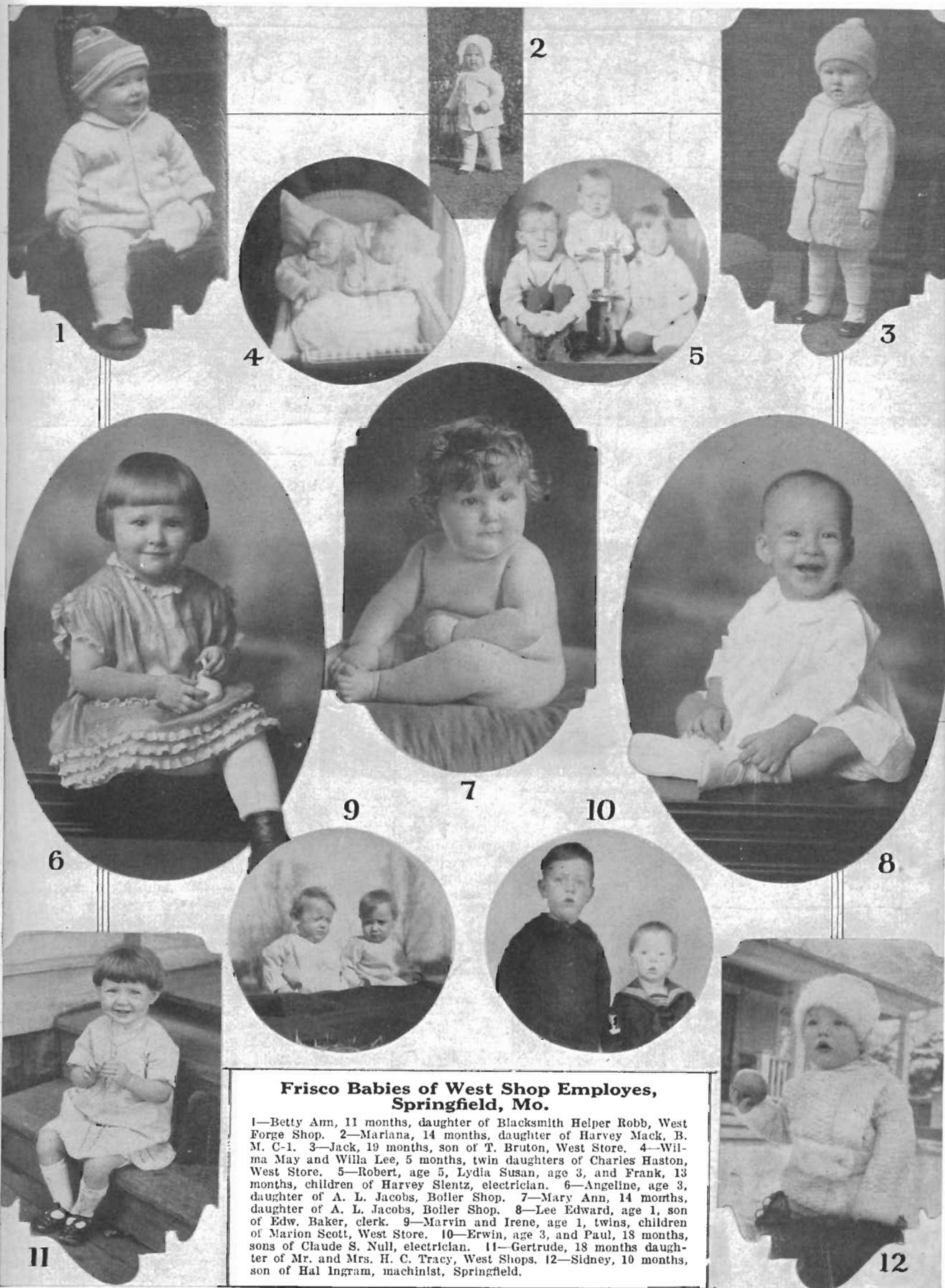
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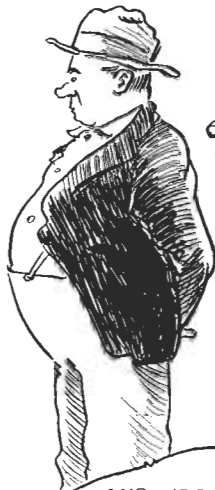
**Frisco Babies of West Shop Employees,
Springfield, Mo.**

1—Betty Ann, 11 months, daughter of Blacksmith Helper Robb, West Forge Shop. 2—Mariana, 14 months, daughter of Harvey Mack, B. M. C-1. 3—Jack, 19 months, son of T. Bruton, West Store. 4—Wilma May and Willa Lee, 5 months, twin daughters of Charles Haston, West Store. 5—Robert, age 5, Lydia Susan, age 3, and Frank, 13 months, children of Harvey Slentz, electrician. 6—Angeline, age 3, daughter of A. L. Jacobs, Boiler Shop. 7—Mary Ann, 14 months, daughter of A. L. Jacobs, Boiler Shop. 8—Lee Edward, age 1, son of Edw. Baker, clerk. 9—Marvin and Irene, age 1, twins, children of Marion Scott, West Store. 10—Erwin, age 3, and Paul, 18 months, sons of Claude S. Null, electrician. 11—Gertrude, 18 months daughter of Mr. and Mrs. H. C. Tracy, West Shops. 12—Sidney, 10 months, son of Hal Ingram, machinist, Springfield.

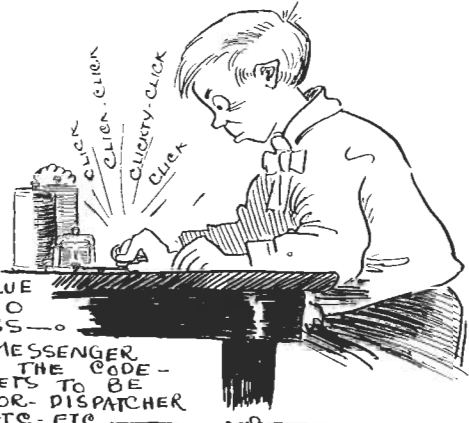
"EVERY BODY HAS TO BEGIN SOMEHOW"!

HOW MUCH DOES
YA' PAY - BOSS ?

THE FIRST
QUESTION
OF A
SECTION
LABORER.



THE TRUE
ROAD TO
SUCCESS -
OFFICE MESSENGER
LEARN'S THE CODE -
THEN GETS TO BE
OPERATOR - DISPATCHER
SUPT - ETC - ETC



I'D LIKE TO
CHECK CARS IN
TH - YARDS -

- AND HERE IS MY BOY -
I WANT YOU TO GIVE HIM A
POSITION AS MESSAGE BOY TO
BEGIN WITH AND THEN HE
CAN WORK HIMSELF UP - LIKE
YOU - AND ALL THE
STARTED AS
R.R. PRESIDENTS
ETC - ETC
MESSENGERS

I HEARD YOU HAD AN
OPENING FOR A GOOD
STENOGRAPHER - I USED
TO BE - ETC - ETC - ETC



SCHOOL IS OUT
AND OSWALD
IS LOOKING
FOR WORK
DURING THE SUMMER
MONTHS

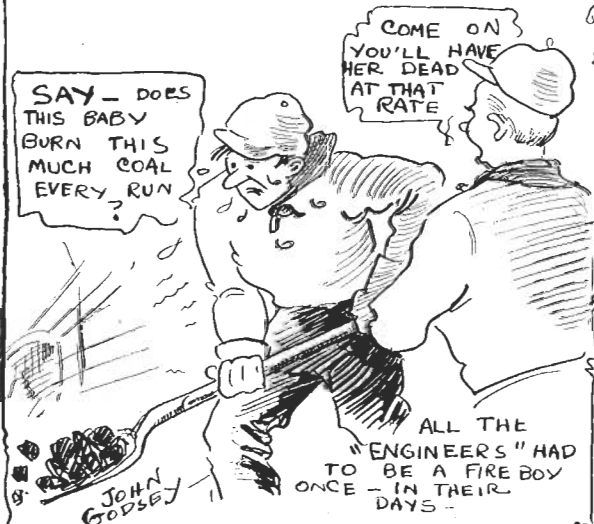
MOST OF
IN FROM
COUNTRY
STARTED LIKE

US CAME
THE
AND
THIS -



SAY - DOES
THIS BABY
BURN THIS
MUCH COAL
EVERY RUN

COME ON
YOU'LL HAVE
HER DEAD
AT THAT
RATE



ALL THE
"ENGINEERS" HAD
TO BE A FIRE BOY
ONCE - IN THEIR
DAYS -

JOHN
GODSEY

GUESS I HAD BETTER SIT DOWN
THIS THING IS WORSE THAN A
CRADLE - BUT THEY TOLD ME TO
STAND UP - GOIN' OVER THE
HILL - WHEN - YOU SHORE
CATCH THE WIND ALLRIGHT.



NEW SWITCH-
MAN RIDES
ON TOP FOR
THE FIRST
TIME



Fair Enough

"Why do you punch that hole in my ticket?" asked the man of the railway official.

"So you can pass through", was the reply.—Good Hardware.



"Hard Work"

Skirt: "Do you think my hands show any signs of toil?"

Flirt: "Yes, this one with the engagement ring on shows you've been working."

A Patriot Always

A homesick Irishman had got a job as a crossing guard for a railroad. The foreman handed him a red flag and a green one.

"Whenever you see a train coming get out and wave this red flag."

"Git away wid yer job!" exclaimed Pat. "Me wave a red flag when Oi got a grane one handy? I'll starve first."

Outdoing Them Both

An Englishman and an Irishman lived in a coast town, and both owned boats. One day the Englishman decided to christen his, and on the stern painted, "Henry the Eighth".

"An' wot the devil will I name mine?" mused the Irishman. Rejecting the suggestion of the other that he call his "George the Fifth", he became suddenly inspired and got out brush and paint and inscribed the legend: "March th' Seventeenth".—American Legion Weekly.

Two old maids went for a tramp in the woods. The tramp died.

Not So Bad

Mike: "I have a new position with the railroad company."

Ike: "What is it?"

Mike: "You know the fellow that goes along side the train and taps the axles to see if everything's all right? Well, I help him listen."

His Identification Tag

Colored Recruit: "Say, sahjent, lucidate to me de s'nificance ob' dis heah numbah which 'pears on mah loom-num lavillieah."

Old Timer: "Boy, lissen to knowledge. Dat's yo' heavenly billet numbah in case de ole bony gent wid de crooked razoo axdently unhitches yo' soul from yo' galluses."

Colored Recruit: "Hot towel! Sho hopes mah wings fits bettah than dese cowhide bahges, p'vidin' ah has to propel mahse'f to numbball 3,250,884 Pahdise avenoo."—Grit.

Grounds for Divorce

"Why do you want to divorce this man", inquired the Judge of a tearful wife.

"Well, you see, your Honor, he made me wash his back every Saturday night."

"What!" interrupted the Judge. "Do you call that grounds for divorce?"

"No, your Honor, but last Saturday night his back was already washed."

She Was Sensible

"You look like a sensible girl, let's get married?"

"Nothing doing—I'm as sensible as I look."

Just One

Transient: "Where can I get a drink, buddy?"

Home Guard: "See that tailor shop—?"

Transient: "Sure, he don't peddle red-eye does he?"

Home Guard: "No, he's the only one that don't though."

Double Action

"I put a tack on teacher's chair yesterday."

"Did you? I'll bet he won't sit down in a hurry again!"

"No, and neither will I."

It Probably Was Burlesque

"Mother, when do the Indians come on?"

"There are no Indians in this play."

"Then who scalped all of those men in the front row?"

At least Nero was honest. The towel found in his bathroom recently by excavators did not bear the Pullman mark.

A Strong Boy

"Look, Daddy", said a little six-year-old. "I pulled this cornstalk right up, all by myself."

"My, but you're strong", said his father.

"I guess I am, Daddy, cause the whole world had hold of the other end of it".—Boston Transcript.

Yes, Indeed!

Jones: "I see a new play opened last night with a male chorus of Scotchmen in kilties who came on the stage throwing pennies into the audience!"

Bones: "Zat so? What's the name of it?"

Jones: "The Miracle!"



"Something for Nothing"

Hubby: "Isn't dinner ready, my dear?"

Other Half: "No, I've been down town all afternoon, bargain hunting and just couldn't get home in time."

Hubby: "Huh! Looking for something for nothing I suppose?"

Other Half: "Certainly. Trying to find a birthday present for you!"

The FRISCO EMPLOYEES' MAGAZINE

Published on the First of Each Month

By the

St. Louis-San Francisco Railway Co.

Edited by WM. L. HUGGINS, Jr.

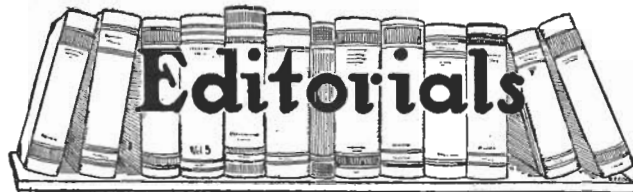
827 Frisco Building

St. Louis, Missouri

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

Single copies, 15 cents each

Outside circulation, \$1.50 per year

Vol. 3**MARCH, 1926****No. 6****The Thomas Jefferson Election**

BY THE time this editorial is read, a majority of the voting for our two Frisco candidates in the Thomas Jefferson Memorial Election, will have been done.

This is intended for the "laggards"—for there will be a few, at least—who have neglected to enter their votes for Miss Willigan or Miss King and for the Frisco Lines.

From the standpoint of a great railway system, this contest means more to us of the Frisco than one might imagine from only a casual interest.

The sending of the winners on a "Birthday Party Tour" of the Old World, is not the main end in view, although, of course, it is important to all of us.

This election contest is tantamount to a test of our patriotism, for in Thomas Jefferson, America has one of the greatest men in her glorious history.

His famous "Monticello" home in Virginia has been in private hands. The grounds and buildings have fallen into mild decay, and his countrymen have neglected, so far, to preserve his earthly possessions for posterity.

Now this condition is to be remedied.

Through the proceeds of the votes which will be cast at ten cents apiece, Monticello will be reclaimed.

There is more than a lesson to ourselves in this attempt. There is a lesson to our continental friends of France and Germany.

It will indicate to them, as President Kurn said in his endorsement of the contest, that Americans do not forget the men who led them

on in the early days toward the present greatness which this commonwealth enjoys.

You should do your part—not only towards the preservation of Monticello as a national shrine, but toward the election of both our contestants. The honor of the Frisco Lines employees is, to some degree, at stake.

About Your Job—

WHAT are you—a section man, a telegraph operator, a brakeman, a superintendent, a clerk?

It makes no difference what job you hold—but how does your job hold you? What are you giving to it, besides eight hours of your time each day?

A hard-headed business man visited a stone quarry one day, where three men were cutting stone, and to each of them he asked:

"What are you doing there?"

"I am cutting this stone," said the first.

"I am working for so many dollars a day," said the second.

"I am helping to build a cathedral," said the third man, proudly and confidently.

Are you, Mr. Frisco Worker, seeing no further than your immediate job? Or do you realize that no matter how humble your task, its satisfactory completion adds one more important piece to the whole of this great system.

You are employed in the greatest job in the world—transportation. See that there is no flaw in *your* job and there will be no flaw in the whole.

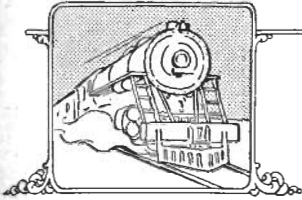
Another Phase Of It

EMPLOYEES of public service companies, such as railroads, are missing a great deal in services to their employers, if they do not realize that in their daily contacts with the public—they are the company. A telephone operator who throws an acrid, nasty retort over her wire, a meter inspector who grouches and slouches through his work, a station agent or conductor who is discourteous or inattentive to the wants of the traveling public—all leave an indelible impression, not particularly on themselves as individuals, but on the company they represent.

In these days of combines, consolidations and mergers, companies cannot deal with their thousands of customers, as individuals, any more than the president of such a huge concern can deal with his employees one by one.

But it is well to remember that the president has in you a personal representative of the company he directs.

See that the company does not suffer through your lack of courtesy and consideration.



The FRISCO MECHANIC

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



EULOGY TO J. O. HARJUNG

As Read Before Local No. 1, Shop Crafts Association at Frisco Hall, on Friday Night, February 5th, 1926.

Tonight there is a vacant chair in our hall; a fatal shot, fired by one who is either a maniac or a fiend, snuffed out the candle of life in a member of our family circle—our brother, Joe Harjung. Tonight, a little mound of earth out there in the cemetery marks the grief-stricken heart of a lonely widow, the desolation of an innocent, fatherless babe.

We who were his comrades, have done what we could, in our feeble way, to comfort those whom he loved so dearly, but with the flowers we have sent, with the donations we have given, with the heartfelt sympathy we have extended—there is a lonely void in that little home, which naught but the tender mercy of God can heal.

We who knew Joe in the shop and who met with him here in the lodge rooms had learned to love him as a brother and to respect him for his earnest zeal for the promotion of brotherly love and the success of our association.

While Joe was human and, no doubt had some faults—we who knew him, know that he was unselfish; he was generous in his judgment of his fellowmen—always willing to give the benefit of any doubt; he was generous with his time and money in any cause for the promotion of our association and the good of his fellowmen.

The last act of his life was an effort to rescue a boy whom he probably did not know, and Jesus tells us that "Greater love hath no man than that he give his life for another."

Our hearts are filled with sadness that he is gone, we will miss him in our family circle, but what he has done still lives in the hearts of us who knew him. We will carry on to fulfill the work that he was helping to accomplish, the building of a fraternity of good, loyal honest men, banded together with the ties of honest friendship; with the purpose of equal and exact justice to all.

Let us think of our departed brother in the words of the poet when he wrote:

"Thy day has come, not gone;
Thy sun is risen, not set;
Thy life has passed beyond
The reach of death, of change,
Not ended, but begun."

Written by W. M. UNDERWOOD, Chairman of System Committee.

Engineer Summers' Petition

It is up to somebody to devise a plan whereby careless motorists may be forced to heed the warnings that are placed at all railroad crossings.

The engineers are the most concerned about the number each year who fail to heed the law of STOP, LOOK AND LISTEN, for they, obeying orders, unavoidably hit the motorist who obeys no law.

E. L. Summers, Frisco engineer of Oklahoma City, wrote and received personal signatures to the following petition:

"We, the undersigned, personal friends of engineer E. L. Summers, pledge ourselves to stop our automobile before crossing a railroad at grade crossings, outside of city limits where the same is not required by law."

The petition was signed by eighteen

of engineer Summers' personal friends, and it is more than probable that these eighteen who have pledged their words, will grow interested enough in the cause of accident prevention to influence at least eighteen more, and the good of this original petition will be increased many times.

Who Knows Jim Bentley?

Miss Elsie Choate of 209 Wilson Street, Sand Springs, Okla., is desirous of locating the Bentley family, former friends, of Coffeyville, Kansas.

The family consists of Jim Bentley, Ella, his wife; three boys, Homer, Harvel and Fred and one girl, Clenta.

Mr. Bentley was formerly with the Frisco in the capacity of a brakeman.

Anyone knowing the whereabouts of this family kindly communicate with Miss Choate.

NEW WHISTLE INVENTION

Frisco Employees Perfect Second Saving Device for Enginemen

Frank Lampton and Glenn Davis of Springfield Manufacture Their Product at Kansas City

CONSIDERABLE interest has been aroused by newspapers to the fact that the Frisco has equipped locomotives with a whistle blowing device, invented by Frank Lampton, former roundhouse foreman, south side Springfield, Mo., shops.

The device was conceived by Mr. Lampton and Glenn Davis, a Frisco draftsman in the mechanical department. Mr. Lampton, who has been with the Frisco for a number of years, has just recently taken a position with the Hunts-Spiller Manufacturing Company, but he will be remembered on Frisco Lines for having perfected this device.

The engineer is saved many a second through its use. Formerly he had to reach up high to pull a whistle cord. For every road crossing he must blow this whistle eight times; for every flag sent out, four blasts are necessary. Then, many other occasions require whistle signals, such as stop signals, warning signals, etc.

All passenger engines on the Frisco are now equipped with the new method. The device is operated by a small air cylinder, with an air tube connection between the whistle and a button, which the engineer may push with his finger or his arm, or step on with his foot, like one steps on an automobile throttle. He need not take his hand off the throttle, or his eye off the road. The old arrangement of the whistle, with its cord for the engineer to pull is not disturbed at all.

Due to both Mr. Lampton and Mr. Davis being Frisco employees when the device was being experimented with, they have given the Frisco all rights on the patent, but their contract with the manufacturer provides that on any device sold outside of the Frisco railroad, they shall receive a royalty.

The device, manufactured by the Gustin-Bacon Manufacturing Company of Kansas City has been named the "G-B Air-Operated Whistle Blower." It has been given a great deal of praise by the enginemen, who testify that it saves many minutes and is a great improvement over the former method.

Boarding Cars on the High Line



MR. G. I. FITZGERALD, vice-president and secretary of the Central Boarding and Supply Company, of Kansas City, Mo., commissary contractors, forwarded to the *Magazine* the accompanying picture of a string of new boarding cars furnished by the Frisco Railway and operated by the commissary company. The picture shows the Jim Hess gang at work on the High Line at Weaubleau, Mo.

There are approximately six hundred of these boarding cars on the line, accommodating extra gangs in laying steel, or surfacing roadbed.

The cars are completely equipped and sometimes house and feed a gang of from fifty to sixty men.

Mr. Fitzgerald will be remembered as successfully managing the barbecue for the last two years at the Veterans' Reunion.

Whistling Engineer Gets Praise from Augusta, Kans., Farmer

"Double Whistles For Crossings Help Eliminate Accidents," L. Helena Writes

There is no law in the book of rules, that enginemen must double whistle for all crossings on the Frisco Lines, but about two years ago, a bulletin rule was posted by all superintendents that this would be done.

It was done in the interest of accident prevention and has been of untold value in saving lives and warning trespassers on the right-of-way of approaching trains.

The engineers are more than willing to comply with this bulletin rule, for it is upon them that the heavy toll of responsibility for safe operation, rests.

L. Helena, a farmer living near Augusta, Kansas, wrote the following letter relative to these whistling Frisco engineers, and their double signal given at all crossings.

"I want to commend you on your big whistles and system of double-whistling for road crossings. It surely ought to eliminate road crossing accidents. Especially I would commend the engineer of the 'Driller'. His toot is not as heavy as the big passengers but he never misses his second whistle on coming around the Walnut River Bend. If it is cloudy and dark he usually gives an extra besides the one for town.

'My residence is one-fourth mile north of the first crossing east of Augusta, and I hear 'em all.

Respectfully yours,

L. Helena."

CHARLIE ELLIOTT'S HAUL



Charles L. Elliott, roadmaster on 101 track division, Brownwood, Texas, isn't the sort of hunter who goes out with plenty of ammunition to make a poor "water haul". When "Charley" dons the garb of a modern day Diana, he brings in the wild turkey meat and mayhap a little venison. For proof of the results of his last effort in the Texas wilderness, see the above photograph. It is conclusive.

WILLIAM HUTTON CLAIMS "OLDEST FOREMAN" DISTINCTION

Beaumont, Kansas, Employee has Trained Three Sons for Frisco—Served Forty Years Himself

William Hutton, roundhouse foreman at Beaumont, Kans., claims the distinction of being the oldest foreman in point of service on the Frisco Railroad. For forty years he has served Frisco Lines in many capacities.

He was born in Coles County in 1859 and at the age of sixteen moved with his father to Kansas where they built a house of tar paper, their only shelter for two years. Mr. Hutton made his initial acquaintance with labor and its attendant hardships when he helped his father coax a modest living from the farm which was their home, and to transport short time freight across the Kansas plains with a plodding yoke of oxen, the only motive power of those days.

Hutton began his railway career at Springfield, Mo., on April 13, 1885, as a construction and labor gang member and a short time after was transferred to Neodesha, Kans., as a car repairer. Since that date he has been in continuous service with the Frisco without the loss of even one payday. In 1887 Mr. Hutton was transferred to Beaumont as car repairer and was later appointed car foreman and division foreman, which position he now holds.

During his forty years of faithful service, his motto has been, "There is nothing too good for the Frisco." He has gained the respect and admiration of all those who have been associated with him and no greater tribute can be paid him than by his friends at Beaumont who claim that those who have known him longest, love him best.

And Hutton, through his family of eight children (two of whom reside with him at the Hutton home in Beaumont), has given to the Frisco, three sons who have followed in the footsteps of their father, were trained by him. They are, W. A. Hutton, car foreman at Neodesha; W. J. Hutton, car foreman at Beaumont, and J. P. Hutton, an employe of the car yards at Beaumont.

In his work at Beaumont, Hutton is still manifesting the same interest that has featured his entire career.

Goggles Save Another Eye

When H. A. Cellar, of Chouteau Avenue roundhouse, St. Louis, Mo., hesitated a minute to put on his goggles, before he began cutting off rivet head of trailer tire retaining ring on engine 1501 on the morning of February 1, he undoubtedly saved the sight of one eye.

In the engine pit, he was cutting off the head with an air hammer and chisel when the head came off, flying up and striking the left lense of his goggles. The lense was shattered but his eye uninjured.

Sudden Starting and Stopping Causes Handling Damage

(Continued from Page 15)

pared with loads. The slack movement of the forward end of the train will be closing in, and by the time the head end of the train is down to 3 or 4 miles per hour, the rear end brakes feel the reduction, apply their brakes harder, with a result that the slack will run out harshly near the forward end. The strain placed upon the draft rigging necessary to braking the heavy locomotive and loaded cars to a sudden change in speed at this time is more than the draft rigging can stand, and it will be worse if the engine brake is then applied.

Two Alternatives Presented

Two alternatives may be used in this case. First, since the slack in the train is stretched that the final reduction be omitted, the slack may stretch harder yet and no harm will result. Second, the final reduction not being made until within about 50 feet of the stop, the slack will move in, but before it has time to run out, the train will be halted.

Again, having the same train backing. All loads at the rear, the engine is working steam, therefore, all slack will be in, steam is shut off, and a heavy service application is made. The brakes near the engine apply first, this runs the slack out, aided by the compressed drawbar springs and loaded cars. The result is too severe for the draft rigging to stand. A better alternative is to close the throttle gradually, allow ample time for the slack to run out as it will, then make the initial reduction, not exceeding 6 pounds, or as light as is consistent with the stopping of the train. The ill effects of slack action in this case will be greatly relieved where the loaded cars are all placed at the head end of the train. Where so located and with sufficient time, and the careful use of the independent engine brake, the slack may be drawn out gradually, followed by a light application of the train brakes.

Yet another method while backing of equally good results is the continued use of steam following the initial reduction, holding the hand on the independent engine brake and preventing it from applying until the train comes to a stop.

Should a long train be stopped on an ascending grade, where the grade alone will be sufficient to start the train backward, another method is to use the independent engine brake and hold on, fully applied, after stopping, all slack in, drawbar springs compressed. The grade will start the rear end back and as the slack runs out near the engine, no draft rigging is sufficiently strong suddenly to bring a heavy, standing locomotive, with its brakes applied, to a speed of 3 or 4 miles per hour.

A better method is to allow the train to be stalled by working a small

amount of steam, then applying the independent engine brake the moment the train is stopped, but not sooner.

Extent of Application

While stopping freight trains by means of the automatic brake, the ill effects of slack action for any brake application, either for an application or a release, depends upon the speed and the extent of the application. This is due primarily to the fact that the brakeshoe friction, as the retarding power of the brakes, is greater at the lower speeds. Therefore, it follows that the heavier the brakes are applied, the harder will the rear end brakes, releasing both later and slower, run out the slack in attempting to release brakes at low speeds, causing a break in two. This being true, the lighter the reduction for any given speed, the milder will be the slack action. While our rules now permit of no spot stops for trains of 15 cars or more, the object in view is to stop properly and within the objective point.

When stopping a train from maximum speed and with the superheater engine and a drifting throttle, use no more steam than is necessary, and adjust the throttle to conform with the lower speed, and none below 8 miles per hour.

When making service stops from maximum speed, as stated elsewhere in the article, it is important to observe the air gauge equalizing reservoir hand, as an assurance against making an over-reduction, since it requires normally about 7 seconds to make a full service application of 20 pounds from the equalizing reservoir and that the time necessary for the brake pipe air to make its escape to the atmosphere increases with the length of the train.

In brake manipulation this time element must be considered, for it follows that since the time to obtain a given reduction increases with the length of the train, the stopping distance also will be increased.

Where steam is being used on approaching the stopping point and the make-up of the train will permit, such as empties behind the loads, the continued use of steam up until the initial reduction has brought the speed down low, then close throttle just before making the final reduction when within 40 or 50 feet from the stop.

One-Application Method

The better practice for long trains is the one-application method, but made with two reductions, the object in view should be to make the initial reduction at a time, and sufficient in amount, that it will alone, without any further reduction, stop the train within the objective point. Bear in mind that the higher the speed, the less will be the effects of slack action for any given brake application.

The initial reduction, of course, should conform to the speed and length of train, and should be made

with the object of having all slack action occur as it will with the higher speed, then not to disturb it by any further reduction until the final one. Since the slack will run in and is followed by its running out after each reduction, and it is the final running out which causes the greatest damage, and is due mostly to the heavy weight of the large locomotive, the greatest damage occurs near the head end of the train.

The extent of the initial reduction should suit the speed, grade, and, speaking generally, should not be less than 6 or more than 12 pounds. Bearing in mind that at the lower speed, brakeshoe friction is high, avoid any heavy reduction while the speed is low. Also, if possible, do not make a total reduction to exceed 20 pounds.

Where making slow-downs, as on descending grades, in complying with speed restriction, in many instances when making the initial reduction by holding the independent brake valve in release position, thus preventing the engine brake from applying, slack will run in and out, release may be accomplished without the use of the independent driver brake, and no damage will result.

Split Reduction

Where trains are running enroute, there will be times when there will be a question of harsh slack action, and the split reduction may be used with good effect. This consists of splitting the initial reduction, as for instance, where a total reduction of 10 pounds may be desired, first make a reduction of 7 pounds, then wait until the slight run out of the slack is felt, then add 3 pounds more. In air-brake practice the most difficult operation is the releasing of brakes. This is due to the fact that it is easier to reduce the brake pipe pressure in applying than it is to restore it in releasing. This is especially true with the longer trains, as in some instances the main reservoir pressure becomes considerably expended before the brake pipe pressure has been restored. This prompts the saying, "Always be sure of an ample main reservoir pressure while on lap position to be used in releasing". For, to effect a satisfactory releasing of brakes, the brake pipe pressure must rise quickly and considerably, this becomes more difficult near the rear end of long trains.

The speed at which brakes may be released on freight trains depends on the length of the train, how heavily the brakes have been applied, the volume of the main reservoir and its pressure, whether slack is in or out, whether the train is of loads or empties, and track conditions. Generally speaking, no simple rule will apply for these conditions, since it is well known they are variable.

The restricted release feature of the type "K" triple valve aids in releasing long trains while in motion, yet it is effective only for about 25 or 30 cars

back of the engine. Hence, it has its limitations. Where releasing is doubtful, come to a full stop.

Where descending grades and retaining valves are in use, they are a material aid in releasing at the lower speeds.

Following an emergency application of brakes at any speed, the train should be allowed to come to a stop. Where trains are parted or a hose has burst, the instructions for lapping the automatic brake valve are well known.

In releasing the brakes, there are three conditions to be taken into consideration. When the brakes are full on, as in an emergency, and the brake pipe pressure has been exhausted, or as following the cutting off for coal, water and station work; next is that where the brakes are almost fully applied, yet the brake pipe pressure has not been materially depleted, and that following the light application. Of these conditions the most difficult release is that following the case where the brake pipe pressure has been depleted. This being due to the large volume of air required to raise the pressure in the brake pipe and auxiliary reservoirs of all the early releasing brakes, above that in the auxiliary reservoirs of all later releasing brakes. This release should be made by using the release position of the automatic brake valve, until on the return to running position the gauge shows within 10 pounds of the pressure carried.

Where the rise in pressure is slow, or what is known as a "pump up", then use release position until 60 pounds is had. Then lap positions until maximum main reservoir pressure is shown, then make a regular release, followed by the "kick off".

No attempt to release while running, following a service reduction or while service exhaust is blowing.

The next difficult release to make is that following a light application. This is due to the higher pressure remaining on the triple slide valve, which makes it harder to move to release position, and also, the lesser difference between the main reservoir and the brake pipe causes a much more gradual flow of main reservoir air into the brake pipe. In trying to get this air to the rear end of the brake pipe, brakes on and near the head end of the train are sure to become overcharged, with the result that on the return to running position these brakes re-apply. Brakes near the head end may be kicked off, but not those near the rear end.

When a light application has been made and the train is of more than 30 cars, increase the reduction to 15 pounds before attempting a release, where trains are of less than 30 cars, 10 pounds will serve the purpose.

In cases where the further reduction is not practical, make the usual release, thereafter avoid the condition when possible.

The most favorable condition for releasing brakes is that when the train is standing, the brakes are almost fully applied, maximum main reservoir pressure.

Use of the "Kick Off"

To effect a complete and satisfactory release of brakes under this condition, the length of the train is important to consider, as is the amount of main reservoir pressure, release position of the automatic brake valve should be used until, on the return to running position, and the brake pipe pressure has equalized, or as near as the feed valve will permit, which is indicated where the brake pipe gauge hand stops falling that the brake pipe has within 5 pounds of the pressure carried, and wait 7 or 10 seconds, then to be followed by the "kick off", which consists of making the automatic brake valve handle to release position for about one or two seconds and then return to running position.

The "kick off" is an important manipulation and should never be neglected. The reasons for it are while release position is used in restoring brake pipe air, the head end of the train is subjected to a higher pressure than is the rear end. On the return to running position, the supply of air has been somewhat restricted by the lower capacity and adjustment of the feed valve, therefore, the pressure at the head end will fall to some extent in equalizing with the rear portion, this causes some head end brakes to re-apply. As they cannot be prevented from re-applying, the wait of 7 or 10 seconds in running position allows them to re-apply all that they will, and the last movement to release position releases them without any appreciable increase in the brake pipe pressure. They will then remain in release position, the restricted re-charge of type "K" for 30 cars back aid in preventing an overcharge.

From this it may be seen that in releasing brakes on freight trains, the length of the train is important, as is the amount of the main reservoir pressure. How much the brake pipe pressure has been depleted, that there should be no fear in using release position on ample time if, on the return to running position, the brake pipe pressure falls below the feed valve adjustment. This brings out the point more clearly that where the engine has been cut off for some time, as for coal or water, that it is very important that the automatic brake valve be lapped before coupling to train to insure a maximum main reservoir pressure.

Application After Set-Outs

To release effectively following coupling up trains after the cutting of public crossings, after making set-outs, filling, etc., the brakes on the front portion of the train should be applied somewhat heavier before cutting in the rear portion. This pre-

vents emergency action of head portion and aids in giving a lower auxiliary reservoir pressure. Hence, an easier release, release re-apply.

There is experienced following release position of the automatic brake valve, a re-applying of the locomotive brakes. This is due to the more rapid recharging of the equalizing portion from being subjected to a higher pressure. In releasing position on the return to running position, the pressure falls to some extent and the triple valve portion of the automatic control valve responds to the drop of pressure, thus applying the brakes, but by the proper use of the "kick off" they may be released without re-applying. In cases where this re-applying on the return to running position is instant, it usually indicates that the release position was not used a sufficient length of time. Whereas, if the release position is used too long, the re-applying will be more gradual.

Starting Trains Easily

When starting train, sufficient time must always be allowed for the brakes of the engine and train to release. No attempt should be made to do this until the brake pipe gauge hand indicates sufficient pressure to insure that all brakes are released.

In starting, steam should be used as light as is consistent with the starting of the train, moving the engine at a uniform rate of speed slowly for 75 or 80 feet.

Where starting and with two engines ahead, the leading engineman should endeavor to start the train and not be aided by the second engineman until nearly stalled. Where helper engines are used and on rear of train, the helper engine should be the first to use steam.

Where necessary to take the slack when starting, the slack of the entire trains should be taken, and where grade conditions will cause the train to run back, slacking had best be done by use of steam. A light application of train brakes and preventing the locomotive brakes from applying, then after stopping, continue the reduction to at least 15 pounds for 30 or more cars, then making the proper release. Where stopping on grades, by means of the train brakes, the proper use of the final reduction when within 40 or 50 feet from stop aids materially in banking the slack for starting. The use of sand for the last few car lengths is also of assistance.

Slipping of drivers in starting may be caused by slippery rail conditions, and also is caused by slack action and does not necessarily imply any service push or pull, which conditions may be materially aided by sand.

When running enroute, engineman should frequently note the air gauges to be sure of sufficient air pressure at all times. If it is important at this time to observe the accuracy at which the feed valve maintains the brake pipe pressure, where any variation

in same, there will be experienced a "creeping on" of the driver brakes.

Undesired Quick Action

While undesired quick action may be caused from a number of reasons, such as a dirty condition of a triple piston and slide valve or a weak or broken graduating spring when the train is short, it may also be caused by a very slow application of the brakes, such as lapping the automatic brake valve and allowing the brakes to "creep on", or as "loafing on lap" position for 8 or 10 seconds in preparatory of making a service application.

This should be avoided for obvious reasons. Such a slight variation of brake pipe from the auxiliary reservoir pressure may bring some triple piston partially toward service position, thereby closing the feed groove and bringing the triple piston, carrying with it the graduating valve, to a position where its shoulder on the stem contacts the triple slide valve, the differential in pressure not being sufficient to move the slide valve. Then when the actual brake pipe reduction is started, a greater differential is required to move the slide valve, with a result that when once started, it goes to its extreme travel into emergency. This same condition may also be caused from a failure to make the "kick off" movement of the brake valve after releasing train brakes.

And another contributing cause for undesired quick action is that of excessive brake pipe leakage, it is productive of the same ill results as these just mentioned. Hence, it should be avoided.

Where proper braking is had and undesired quick action does occur, it can sometimes be located, but will require the assistance of trainmen. While the effects of slack action may sometimes be helpful in ascertaining from which vicinity of the train it comes from, by observing how the slack runs, where there seems to be a severe bunching at the head end and slack runs out abruptly toward the rear end, it may be considered that the defective triple is somewhere near the forward end of the train. Whereas, if the slack runs out abruptly toward the head end, it may be considered as in the rear portion of the train. To locate, observers should be stationed along the side of the train, standing back some distance and by hearing and seeing in daylight may be able to locate the defective triple.

After the brake system has been completely charged, wait full 10 minutes, then by making a slow or light reduction of 3 or 5 pounds, wait for brake pipe leakage to increase this to about 8 pounds, then if quick action has not occurred, add 7 or 8 more pounds to this reduction. Where an observer thinks it is located, two on each side of it should be cut out before the brakes are released.

After all other brakes are released slowly, move the cut out cock handle toward the open position until the brakes start to release, then move one-fourth of an inch further toward its open position. In this position the brake will charge and respond to a service reduction, yet if it causes quick action it will not cause other brakes to be applied in quick action. Where undesired quick action occurs with proper braking, it affects materially the continuity of the brake pipe exhaust, where some triple goes into emergency during the progress of a service reduction, the brake pipe exhaust will end abruptly, and if the brake pipe gauge hand is observed it will be noted to have a sudden drop of pressure followed by a harsh running in or out of the slack.

Stuck Brakes

The term stuck brakes is familiar to all engine and trainmen. It implies such brakes as do not respond to a release along with all other brakes. Such brakes are contributing causes for harsh slack action where in slackening train and attempting to start all brakes have been released.

Such conditions may be caused occasionally by a defect in the foundation brake gear, defective condition of a triple valve, too much haste in starting after releasing and failure to make the proper use of the "kick off" after using release position, and dirty feed valve, and on long trains insufficient excess pressure. It is important that release position is used a sufficient length of time to restore the brake pipe pressure sufficient to insure a complete release. It should be borne in mind when applying brakes that the total reduction does not exceed 20 pounds. This leaves the auxiliary reservoir and brake pipe pressure more nearly balanced. Hence, is the most favorable condition to effect a complete release.

Bleeding Brakes

When for any reason it becomes necessary to bleed off a brake by exhausting a part of the air in the auxiliary reservoir, no more air should be drawn out through the bleed cock after the triple valve assumes release position, which is indicated when air is heard to be escaping through the retainer. This is important where type "K" triple valve is employed. As such action as holding the bleed cock open too long with type "K" triples causes the retarding spring to be compressed and the triple assumes its restricted release position. Hence, delaying the releasing of the brakes. The proper method the "K" triples is allowing small amounts of air, with intervals between, to escape, thus allowing the triple to assume normal release position. Since normal release gives the quickest release.

Switching With "K" Triples

Where switching with a few type "K" triple ahead, running position of

the automatic brake valve will serve for a more prompt release, as this avoids the required higher pressure necessary to compress the retarding springs. Hence, the triples assume normal release position.

Signals

It is important that hand signals be given clearly when switching. Having due regard for the serial action of the brakes, slack of the cars and the engineman given time to judge what may be required and to obtain without harsh slack action.

Double Heading

Where two engines are used ahead, the leading engineman should have control of the train, the double heading cock on second engine must be closed at all times. Where conditions necessitate a change of control, stop, change control by switching defective engine to rear, then insure that the leading engine has full control by applying and releasing the brakes.

Where helper engine is employed, the regular enginemen should apply the train brake with a full 20 pounds reduction, then close the double heading cock, and when helper engine couples on, the helper engineman should release the brakes and have control of the train and the brake valve of the second engine carried in running position.

While braking with two engines ahead, it should be done with unusual care, as slack action will be more violent.

Roy Putman and S. Tuter Made Special Apprentices

Two Springfield Employees Promoted Following Two Years Work

Two boys, serving their apprenticeship at the west shops and during the week-nights, attending the Frisco Apprentice School, have earned the promotion as Special Apprentices at the West Shops, Springfield, Mo.

These boys, Roy Putman, machinist apprentice and Sherman Tuter, boiler-maker apprentice have attended the night school for two and a half years. During this time they have both made a complete drawing of a locomotive, which has taught them the names of all parts, and how to assemble an entire locomotive, such as the ones assembled and rebuilt at the West Shops.

J. A. Pullar, apprentice instructor writes: "These apprentice boys have made excellent grades in their work in the shops and in school. They realized that F. A. Beyer, superintendent of the west shops was willing to advance ambitious boys who did their share in the interest of their own advancement."

Their appointment as Special Apprentices has caused twenty applicants to try for special apprenticeship appointments.



FRISCO Family News

TEXAS LINES

BEN B. LEWIS

Division Editor

YARDMASTER'S OFFICE FORT WORTH, TEXAS

O. L. ROBINSON, Reporter

They make islands, lakes, and build a whole city in Florida between supper and breakfast, but they have nothing on the switch and clerical forces at West Yards. On February 4 we received a train of brick billed from Boynton, Okla., to Texas City, Texas, for export to Florida. The gross tonnage of this load of brick was 4,484,000 pounds. We received these cars at 1:55 p. m. and delivered them to the I. & G. N. Railway at 2:21 p. m. Total time of handling was 26 minutes. They may make houses out of them this quick, but I doubt it.

The employees of all departments of the Frisco had a meeting in the roadmaster's office last Monday night and organized a Frisco baseball club.

We have two new yard clerks at West Yard now: John Taylor, who bid in the second trick yard clerk's job, and Sam Holloway, who is working extra. Mr. Taylor relieved H. A. Compton, who bid in a yard clerk's job at Sherman.

Switchman H. T. Barnes is laying off because of sickness. He is not seriously ill. Brakeman W. W. Dickson is also laying off sick.

Jack Ballew, former Frisco fireman, was a recent visitor at West Yards. He is now braking for the Rock Island.

STORES DEPARTMENT SHERMAN, TEXAS

IVA SEWELL, Reporter

Business is still good down on the Texas Lines. On February 4, a solid train load of brick, consisting of 37 cars, passed through Sherman from Boynton, Okla., to Texas City, Tex., via Frisco to Fort Worth.

K. P. Guin has been on the sick list, but is improving now.

A. T. Todd, storekeeper at Fort Worth, was in Sherman on February 10, and came around and visited for a little while.

C. V. Montgomery and H. R. Glascock have returned from a trip on the supply cars. They are always glad to get home, especially Hobart.

Safety First meeting was held in Sherman on February 10, and they report a very enthusiastic meeting. Several were here from Fort Worth and Brownwood to attend.

Jimmie Honaker and Carl Alexander and families motored to Ardmore, Okla., Sunday, February 7. They report an excellent time, not a puncture or anything.

Dick Horn, our messenger boy, spent Sunday, February 14, in Fort Worth, Tex. Will also report that Dick is now building a new brick veneer home. (For the information of all single girls will add that Dick is not married.)

P. Stenger, back shop foreman, contributes the following:

"The supervisors' association of the Sherman shops gave their annual ball on February 13 at the Elks' Club rooms of this city. We are delighted to report that everyone had a most enjoyable evening. The ball was given for the purpose of getting in a closer touch with the merchants, Chamber of Commerce and the citizens of this city. Many of the prominent people attended the ball, including the Frisco employees and their families.

"One of the most appreciative features was the grand music donated by the managers of the R. & R. Washington Theatre, which has one of the most famous orchestras in Sherman.

The entertainment included the old square dance and many of the old-timers participated in it. The Charleston had its place on the program, too.

The money left, after expenses are paid, will go to forming a baseball team, and in the future will be glad to hear from any team on the Frisco, and if you think we are kidding, just try us out.

C. E. Blentlinger and E. F. Tuck and families of Fort Worth attended the ball.

The committee in charge were W. A. Morgan, ex-officio; N. Thorworth, chairman; L. C. Fuller, P. L. Stenger, G. Scott, J. J. Thurston, P. Steffensky and J. Morgan.

CENTRAL DIVISION

STORE DEPARTMENT FT. SMITH, ARK.

KATHRYNE McMAHON, Reporter

Effective March 1, S. R. Gardner will become division storekeeper at Sapulpa, Okla., due to the resignation of C. B. Smith. Mr. Gardner has been division storekeeper at Fort Smith since July 1, and everyone on the division regrets very much to see him leave. Our best wishes go with him for success in his new field. Glenn V. Stone, who has been material clerk at Fort Smith, has also been transferred to Sapulpa as chief clerk to Mr. Gardner.

R. P. Manley, storekeeper at Fort Scott, Kan., has been appointed division storekeeper to relieve Mr. Gardner at Fort Smith. Mr. Manley spent a few days the first part of February in Fort Smith looking over the situation, and we hope he was favorably impressed.

Miss Irene Woestman, of the mechanical department, spent the 11th and 12th in Hugo, where she attended the mechanical safety first meeting and took down the minutes of same.

W. F. Griggs, wife and two daughters, Louise and Eleanor, spent the 22nd in Springfield visiting.

Porter W. Brown, storetrucker, was confined to his bed for several days with the flu.

Mr. and Mrs. J. M. Blankinship are spending a few weeks in Memphis as guests of their son, J. A. Blankinship. J. M. Blankinship is on leave of absence on account of ill health,

and we trust he will soon be back with us much improved.

Jasper Toon, our efficient yard foreman, has been limping around for the past few days, and he insists that it is rheumatism, but the general consensus of opinion is that Mr. Toon was crippled in a Charleston contest.

NORTHERN DIVISION

LOCAL FREIGHT OFFICE KANSAS CITY, MO.

DAVID H. TODD, Reporter

Edith Zahl invested in a big receiving set but could not get Europe on account of old Aurora Borealis being too actively engaged broadcasting from Station NP (North Pole).

I would like to know who it was that sent F. W. Wagner and Joe Kramer those comic valentines. My first guess would be Herm Wilson.

James Zachariah Quinlan also has the home building fever and is building a new house out near Swope Park.

The Horse Shoe Slingers Union have recently acquired another set of Sears, Roebuck's all-steel regulation pitching horse shoes, price \$2.06 per set f. o. b. 15th, and Cleveland. Many fierce battles will be fought on the battle grounds near our office this spring.

YARD OFFICE—FT. SCOTT, KANS.

LEO D. CHUMLEA, Reporter

Chester Fulton has accepted a position as comptometer clerk in superintendent's office.

Charles Hanes, who has worked for the Frisco for the past ten years as yard clerk, chief dispatchers clerk, ticket clerk, claim clerk, file clerk and 691 clerk, has resigned to enter the real estate and insurance business. We all wish him good luck.

E. R. Schumaker has been assigned to the 691 clerk position vacated by Chas. Hanes.

Fred Frease, file clerk, was confined to his home a few days with the flu.

O. B. O'Neal has accepted a position with F. G. Ward accounting department.

W. J. Chesney is working E. R. Schumaker's position while under bulletin.

MASTER MECHANIC'S OFFICE KANSAS CITY, MO.

H. F. SHIVERS, Reporter

H. S. Green, car foreman at Rosedale, has resumed his duties after an absence of several months on account of poor health.

Chas. Luckey, who comes to us from the Houston and Texas Central at Dallas, Tex., has accepted the position as car clerk at Rosedale, succeeding W. A. Allen, who left our service to accept a position with the Sea Board Air Line at Arcadia, Fla. We extend

to Mr. Luckey a most cordial welcome to our ranks and wish Mr. Allen the best of luck in his new position.

Bob Watson was telling us the last time he was up here about a necktie he received for a Christmas present. From the way he described this said tie, it must, in addition to possessing a beauty all its own, be a very valuable tie as he says he is afraid to wear it out on the road for fear he will be held up and have it taken away from him.

In addition to being a mighty good reporter, Howard J. Hoke, report clerk in general yard master's office, bids fair to become an expert exterminator of the multitudinous flocks of pigeons that inhabit the 19th St. train yards, if all reports are true as to his recent success while out in company with Slim the Caller on a pigeon slaughtering expedition.

H. G. Joynt, labor foreman at north car yards, was called to Hugo, Okla., on February 3, on account of the death of his sister.

Among those from this department who have made application for membership in the Veterans' Association, we find the name of Dan McCarthy, a young man in our service who has been earning his salary as car inspector at Kansas City for some forty years.

We were much pleased to note the advent of the Ft. Smith store department in the columns of the magazine last month. We are quite sure that under the capable handling of Miss McMahon the store department at that point will be well represented in the future.

Ben Denny, car repairer at north yard, was called to Springfield, February 13, on account of the death of his sister.

Steve, the porter, is still wondering why the wind blew the electric lights out when he was up in the attic some time ago searching for a certain file box.

The regular monthly meeting of the northern division accident prevention committee was held in Kansas City, February 16, with the usual attendance, which is practically 100 per cent. If you want to see a real live organization, just make it a point to attend one of these meetings.

We wish to make a correction wherein we stated in last month's issue that Bill Dunn, air brake man at north yards, had purchased a Ford as we now find he is only contemplating the purchase, being as you might say "under conviction." But Dan Tate has finally slipped and is now sporting a brand new roadster of the kind that made Detroit famous. It is alleged that he stores it under his bed every night for fear someone will steal it. Eighty miles an hour is the most he has been able to get out of it so far but then it is new and stiff yet.

The radio bug finally bit R. E. Wilber, consequently he is now the proud possessor of an eight-tube set and all records for distance will be shattered.

While this is being written we have before us a letter from the editor urging us to send in the biggest bunch of family news we have ever sent and we would willingly comply with his request, only we can't, owing to a lack of happenings in this office, and should perchance anything happen they are generally so modest they talk me out of saying anything about it.

One of the most enjoyable occasions of the mid-winter season was the hobo party given at Indian Village, February 13, under the auspices of the Business and Professional Women's Club of Kansas City. Among those from this office participating were the Misses Erma Reece, Eleanor Forster and Dorothy Johnson. The hobo idea was very typically carried out by the wearing of overalls and the serving of a real old-fashioned mulligan stew.

We understand James Van Peyman, machinist helper, is figuring on going into the business of raising German police dogs, as he was exhibiting one

of his dogs around the shops a few days ago.

Chas. Sedge, car carpenter at north yard, is "somewhere" in California trying to relocate a gold mine he discovered some thirty-five years ago while prospecting in that section. We hope he brings us back a sack full of nuggets for souvenirs.

DIVISION PASSENGER AGENT'S OFFICE—KANSAS CITY

E. V. WALTERS, Reporter

Marybelle Newman, the very charming daughter of Mr. and Mrs. F. R. Newman is visiting relatives in Green Cove Springs, Florida, and having a wonderful time.

Mr. and Mrs. W. E. Post, who have been spending the winter months with us, have returned to the Atlanta territory again.

The next time you see George Light ask him what wave length you get Kansas City on with a four-tube set.

One advantage of our office having two doors is that it enables Perry to make a circle tour instead of returning over the same route when rushing madly to another office.

Have you seen McCune lately? He has developed a severe case of radio-itis. His "leads" take turn about in breaking, the automatic dials won't work right, the top doesn't seem to fit right after he takes it off, and altogether it has added two wrinkles to his troubled brow.

When the chivalrous Sir Walter Raleigh made a sidewalk out of his coat, it most likely didn't inconvenience him much as he evidently had about seventy-five more at home, and besides it might have been a warm day, but when Davidson gave up his lower berth for a charming passenger, he knew none other was to be had and nothing but an upper loomed on the horizon. We ask you, is not this chivalry?

MECHANICAL DEPARTMENT FORT SCOTT, KANS.

WALLER R. HECK, Reporter

Harry Moore, back shop foreman, is now in Mercy Hospital, recovering from an operation. He is doing very well and expects to be removed to his home before many days. His place is being filled temporarily by Roy White.

Machinist Apprentice Will Bendure is on a thirty-day vacation. Understand he is going to make a trip to Texas.

Mr. Prugger, millwright foreman, is spending a few days at Fort Scott, going over the mill shop machinery.

L. W. Elliot was in Fort Scott the past two or three days. He came up from Springfield to attend the chicken supper and entertainment given for W. F. Kelchner, water service foreman, who was retired on a pension November 1.

The above mentioned chicken supper was given by the roundhouse, car department and water service employees and about 100 employees and their families turned out to partake of this supper and enjoy the entertainment afterwards.

Engineer John C. Staib, who has been operating the motor car out of Ft. Scott, has been on the sick list for the past thirty days. Engineer Abe Phelps is running the car and the job is now bulletined under the thirty-day clause.

Engineer Geo. P. Johnson is running the motor car at Aurora, having bid this job in when Engineer Bates retired.

Every month for the past three or four months we have had a new stenographer in the general foreman's office, and this month will be no exception to the rule. Miss Cleis B. Hunt is the new stenographer, Miss Mary Bishard having resigned and accepted a posi-

tion with the McKey Overall Factory.

Elmer Jaquay, A. M. Westerhouse and family went to Kansas City this week, to attend the automobile show. Understand Mr. Jaquay is going to look over the coupes, as he is contemplating purchasing a new car in a short time.

Machinist Floyd Mason, who has been off for about two weeks on account of an injury to his foot, has returned to work.



"The Boss Didn't Even Know My Name"

"He said my face was more or less familiar and he remembered seeing me around, but he didn't even know my name until the I. C. S. wrote him that George Jackson had enrolled for a course of home study and was doing fine work.

"Who's George Jackson?" he asked. Then he looked me up. Told me he was glad to see I was ambitious. Said he'd keep his eye on me.

"He did too. Gave me my chance when Frank Jordan was sent out on the road. I was promoted over older men who had been with the firm for years.

"My spare-time studying helped me to get that job and to keep it after I got it. It certainly was a lucky day for me when I signed that I. C. S. coupon."

How much longer are you going to wait before you take the step that will bring you advancement and more money?

It takes only a moment to mark and mail this coupon and send it to the International Correspondence Schools at Scranton. Isn't it better to do this today than to wait a year or five years and then wish you had?

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<input type="checkbox"/> Traveling Fireman	<input type="checkbox"/> Cost Accountant
<input type="checkbox"/> Air Brake Inspector	<input type="checkbox"/> BUSINESS MANAGEMENT
<input type="checkbox"/> Air Brake Repairman	<input type="checkbox"/> Private Secretary
<input type="checkbox"/> Round House Foreman	<input type="checkbox"/> Business Correspondent
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<input type="checkbox"/> R. R. Constructing	<input type="checkbox"/> Telegraph Engineer
<input type="checkbox"/> Bridge Engineer	<input type="checkbox"/> Telephone Work
<input type="checkbox"/> ARCHITECT	<input type="checkbox"/> Mining Engineer
<input type="checkbox"/> Architectural Draftsman	<input type="checkbox"/> Stationary Engineer
<input type="checkbox"/> Architects' Blue Prints	<input type="checkbox"/> Airplane Engines
<input type="checkbox"/> Contractor and Builder	<input type="checkbox"/> AUTOMOBILES
<input type="checkbox"/> Structural Engineer	<input type="checkbox"/> AGRICULTURE
<input type="checkbox"/> Concrete Builder	<input type="checkbox"/> Poultry Raising
<input type="checkbox"/> CHEMIST	<input type="checkbox"/> RADIO

Name _____ Employed _____
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Employees of this road will receive
a Special Discount

Tom Ransom lost a couple of weeks on account of an injury to his eye, but is now back on the job.

Engineer Perry N. Hammer is absent from duty on account of sickness and has asked for a sixty-day leave of absence. Engineer Hammer is going to visit his ranch in California before returning to work.

Pete Crouch and wife were called to Nashville, Tenn., recently on account of the death of Mr. Crouch's father.

YARD OFFICE, KANSAS CITY, MO.

HOWARD J. HOKE, Reporter

Ground hog day meant nothing to the boys at Rosedale. They received a sign long before. Sign was when W. W. I. B. inspector came out of hibernation and washed the windows in the yard office. Yardmaster Harris came in the office and, thinking the window was open, threw an empty ink well through one.

Assistant to Superintendent F. E. Morgan purchased a new Chevrolet coach, also D. A. Thomas a Ford coupe.

Stenographer Champ Phillips was off for three days with hiccoughs, taking them Friday morning and not losing them until the following Sunday night. He says they caused so much vibration in his body, they shook his back teeth loose.

Warm weather is welcomed by Geo. Kaylor. He says he is now not afraid to go out in the yards alone. On one of our last cold days he fell down while out in the yards and it was three hours before he was found. He had on so many clothes he could not get up unassisted.

It is rumored that Messenger Boy Kirk has leased a seat in the front row at the Twelfth Street Theatre.

Operator Howard took upon himself a new Ford coupe. Nothing to report, only his tangling with two fire plugs and a brick wall. He is now off. I hope he did not try to wreck the Twelfth Street Viaduct as H. C. Barnett did a few months ago.

Call boy's lament: "Paint, paint, faint, the cops are coming," by Axel "Slim" Enburg.

Paymaster's lament: "I may be gone for a long, long time," by C. F. Sametz.

RIVER DIVISION

MECHANICAL DEPARTMENT CHAFFEE, MO.

JAMES HALEY, Reporter

Leo Sternberg is acting general foreman at Cape Girardeau, protecting A. W. Brinkman's position. Mr. Brinkman is in the hospital.

The accident prevention meeting held recently at the Empress Theatre was a decided success in both the attendance and the way the meeting was handled.

John Sheeley advises that he has received a bouncing baby boy at his home and has named it John Raymond. John says he is going to make him president of the Frisco in time.

Boilermaker Sheeley, Machinists Kay, Hinkelbein and Abernathy of the car department and Electrician Smith from Cape Girardeau, attended the meeting held at Springfield the other day.

Federal Inspector Myers is at Chaffee and so far has reported things in first-class shape.

Joe Baronowsky has been assigned to the position of chief car clerk and J. F. Haley to timekeeper. G. M. Coohon was assigned to the position of roundhouse clerk.

The Frisco Clerks' Basketball Five went to Oran last week for an engagement with the Womack Cowboys Independent team, and they beat us 26 to 13. Our alibi is the fact that we were all tired after wading mud up to our knees in some places in order to get there.

Seems as though all of our ex-callers are doomed to be married after leaving the Frisco. Ed. Dunn, ex-mechanical caller, claimed Miss Willa McKnight, attractive daughter of Yard Clerk R. C. McKnight, as his bride last week, and although they tried to keep the news as a secret, the pleased smile and happy look that Ed. carried on his face betrayed them.

H. E. Hubbard, general foreman, spent a few days in Springfield, recently, at the meeting of the Frisco mechanical supervisors.

G. A. Beinert, ("Dad") has just returned from the Frisco Hospital where he has been for the past two weeks receiving treatment. Dad says they wouldn't let him play pinochle, so he came back home.

Ben Gallagher, boilermaker, who was recently cut off, has been called back to work, and the writer thinks this the right place to relate a practically unimportant thing, which brings out

the feeling the Frisco employees have for one another. Boilermaker Williams stood in line to be cut off at Chaffee, and inasmuch as he had moved his family here from Sherman, Gallagher offered him his job.

Johnnie Crippen, chief ARA clerk, wears a new kind of smile on his face every morning. Cause—radio! He eats with it, sleeps with it and thinks with it. He can get stations like Memphis, St. Louis and Chicago plain, but never any further than that.

Pipefitter Apprentice Jess Dudley and wife are spending an extended visit in Indiana and Southern Illinois. Jess has only two more years time to be a full-fledged pipefitter.

Machinist Jose Silva spent a week at Jonesboro dismantling engines 26 and 30, former Jonesboro, Lake City and Eastern engines.

For the past two months "our" inspector, Leo Sternberg, has been making trips to the branch lines inspecting engines belonging to commercial companies, which are run on our lines. This sort of work just suits Leo, as he likes to be a runabout. Leo is a regular fellow and an enthusiastic Frisco booster.

Chaffee and the surrounding territory was given something to talk about recently in the weird stories told by a Mr. Scott Wallace in which he related that by chance he discovered a hidden entrance to a large cave in Southeast Missouri, which had glass walls, mummies, ancient remnants of a civilized world and also automobiles. Of course, everyone was excited and the day was set as February 5, as the opening to the public. A company was formed to take it over and stock sold. About a week before the time came around it was reported that Mr. Wallace had been kidnapped. However, on the day that was to mark the opening, letters were received from Wallace in which he admitted that his tale rivaled those of Mark Twain or Robinson Crusoe but explained that the "Fish" was the guy who laid plans to do away with him and claimed the discovery as his own. Much fun has been made over this and one of the St. Louis dailies had a correspondent on hand to get the story.

SUPERINTENDENT'S OFFICE CHAFFEE, MO.

ANNA GOLDEN, Reporter

S. R. Kennedy has been made superintendent of the central division with headquarters at Ft. Smith. Mr. Kennedy has been assistant superintendent of this division for about three years and has made a number of friends who are glad to hear of his promotion although hate to see him leave.

F. L. DeGroat, our genial car service agent, has been promoted to general car service agent, with headquarters at Springfield. Frank is going to be missed around the office as well as by the many friends he made among the shippers. He has the best wishes of the Chaffee force in his new work. V. E. Hopkins is working the job temporarily.

W. P. Page, who was formerly employed as file clerk is holding down assistant timekeeper job for a while.

Word has been received from Daves Williams that he is not improving in health as rapidly as he hoped, and that it would be necessary for him to spend some time longer in the south.

Trainmaster J. L. Mumma is back on his job after an absence of about two weeks account sickness.

Assistant Superintendent L. C. Beasley has been transferred to Hunk, Okla., and expects to move real soon. The Beazleys will be very much missed by their many friends in Chaffee, as they have lived here a number of years.

Miss Clarice McBroom, daughter of our chief clerk visited with her parents last month. Miss McBroom is now located at Hot Springs.

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A very good safety first meeting was held at the Empress Theatre on Sunday afternoon, January 24, with quite a number of out of town visitors present.

Mrs. J. J. Whelling, wife of dispatcher, was called to Cairo a short time ago account sickness of her father.

Harry Cheatham, son of Conductor H. V. Cheatham is about the saddest boy in town. Harry was the proud possessor of a German police dog, and "Boy" was very devoted to his young master. A few days ago while playing in the street he was killed by an automobile and Harry is wondering how he is going to put in his days without "Boy".

George (Tobe) Mills, relief agent, had the opportunity of going snipe hunting the other night with some of the boys at Ten Brook, Mo., and of course, Tobe was elected to hold the sack. After several hours of waiting, Tobe came strolling down the track with his lantern in his hand and his sack under his arm (but no snipe), reporting that the light was set to the wrong side of the sack and no luck this time. Here is wishing you better luck next time, Tobe.

B. & B. WATER SERVICE DEPTS. CHAFFEE, MO.

VICTOR L. THOMAS, Reporter

We now have another bridge gang on our list. This gang will be located at Pocahontas, Ark., most of the time. James Inman has been appointed as the foreman of this gang and we would certainly like to have some "Frisco news" from this gang, after they have settled down at their new location.

C. V. Ervin of sub-gang number five is now back on the job again after being off for several days account of sickness.

Ed. Cadwallader and his paint gang have made some nice improvements around Chaffee during their recent stay here, mainly at the general office building, store room and master mechanic's office.

W. L. Buckley, bridge inspector, or the Czar of Puxico, as he is called around the office, paid us a short visit on February 15 last, and reports that since J. M. Vanzant and gang have been working on the Jonesboro subdivision, they have made some wonderful improvements on that territory. Keep up the good work "Van".

E. P. Trawick of Ed. Ervin's gang, who was called to the bedside of his wife, has again returned to work. Mr. Ervin has had several men laying off lately account of sickness or illness in their families and now that most of them are back on the job again he should be able to continue his good work of general repairs in the vicinity of Chaffee.

W. J. Alsbrook and gang are now working at Blytheville moving the water tank there and re-arranging the buildings in connection with the arrangement of the tracks serving the passenger station at that place.

Miss Aline Proffer, daughter of water service mechanic W. F. Proffer, has been very ill for the past three or four weeks, but is reported slowly improving at the present time.

Our water service budget for the year 1926 is going to give us some extensive improvements, particularly at Chaffee, Hayti, Brownwood, Puxico, Pascola, Crystal City and Blytheville.

The water service gang have just recently installed a new water crane at Blytheville, Ark.

In the way of personal injuries, we have started out the new year in a fine manner, having gone through the entire month of January without a single injury. We have the support of all our foremen and bridgemen in trying to make the year 1926 the best year we have ever had in this department.

OFFICE OF DIVISION ACCOUNTANT—CHAFFEE, MO.

ILA COOK, Reporter

We did not really think the diamond that Bea Spalding was wearing would mean anything serious for a long time but one morning Frank DeGroat rushed upstairs and told Bea that he was being transferred to Springfield as general car service agent. Bea grinned and about an hour later, Mr. Pipkin found a letter on his desk which read something like this: "Please accept my resignation effective—"

Anyway they were married Saturday, February 13, in St. Louis. The entire office force wish them a long and happy married life.

In remembrance of Bea's long acquaintance, the girls gave a Valentine party for her on Wednesday, February 10, at the home of Ila Cook. She was presented with a beautiful blue and gold breakfast set and electric toaster. We did not want Frank to go to work without any breakfast. And then we are all planning to spend some weekends in Springfield so we have to eat.

Mrs. L. W. Pipkin has been in Rogersville, Mo., for some time because of the illness of her mother. We are glad to hear that she is improving rapidly.

We are very sorry to lose Mr. Kennedy as assistant superintendent, who is now superintendent of the central division, headquarters at Ft. Smith, Ark.

Miss Eva Wray is the new stenographer in the superintendent's office. She likes her work very much and we all like Eva.

Miss Esther Rigdon is assisting our department as stenographer until the position has been assigned. Esther and the dictaphone have great times. So much for the hard working girls.

We had a wonderful get-together meeting here on January 24, at our claim and accident prevention meeting.

The youngest son of E. C. Heard is recuperating from a serious attack of pneumonia.

Roadmaster Ramey has been very ill in the Frisco hospital. We are glad to say that he is back on the job now and hope he may continue to improve.

Miss Eva Wray and Chick McDonough both spent the holidays in Benton, Mo.

WESTERN DIVISION

TRANSPORTATION DEPARTMENT WESTERN DIVISION—ENID

Our Slogan—Boost or Blow

A. L. KINKADE and GRACE CAMPBELL, Reporters

While in Enid a short time ago, W. H. Bevans, former superintendent of the western division, now the northern, was presented with a very fine Masonic ring by the employees of the division, in appreciation of his fairness and consideration of everyone during his stay on this division.

Mighty sorry to lose our maintenance clerk, Ben Kapka, who has resigned his position with the Frisco to accept one in the production department of the Marland Refining Company at Ponca City. Ben has been with the Frisco for the past eleven years and during that time has held several positions, all of which were ably filled. While we disliked very much to see him leave us, we wish him all the success in the world in his new field of work.

Floyd Wright, roadmaster's clerk, at Enid, bid in the job as maintenance clerk, made vacant by the resignation of Ben Kapka, and we know the job will be handled in a very satisfactory manner.

Crossing Watchman Pebasco suffered a stroke of paralysis a few days ago

while on duty at Washington Street, Enid, and was taken to his home. We hope for him an early and complete recovery.

SOUTHERN DIVISION

BIRMINGHAM TERMINALS

JOHN L. GODSEY, Reporter

Our good trainmaster, C. H. Goldsmith was attending one of the shows at the Jefferson Theatre one night and could not locate his car after the show and therefore had to walk home. The next morning he was demonstrating to Mr. Butler and several others the location in which his car was parked, and as he gazed across the street there was the car unharmed, but he has not convinced Mr. Butler or anyone else why he didn't look across the street after the show.

The past month brought its share of misfortune to several of the employees. Mr. Tyler was suddenly called to Atlanta, where his daughter was seriously injured. Mrs. McGowan nearly lost her husband due to illness. Marshall Ford was also at his sister's bedside. All have now recovered and are on the road to good health.

The freight house boys have composed and dedicated a little song entitled, "The Wind is Now Blowing at East Thomas." Howell will gladly sing this song at any request.

C. J. Thompson was giving W. R. Brown the "horse laugh" about bursting fenders on automobiles, when one morning he rolled up in the newly acquired Overland all pressed out from having bumped into some big truck on the way to the office.

Bill Burrus has announced the arrival of another yardmaster weighing 10 pounds and looks every inch like his proud father. Bill is running Chief Fred McDuff of the Birmingham police force a close race for family honors.

Mrs. F. G. Kirk, wife of the general clerk in the accounting department, has been very ill in the hospital, and was the recipient of a floral offering from the office forces.

W. A. Drago of Springfield has been appointed general yardmaster of Birmingham terminals. "Al," as he is known, all the boys to call him, is a hustler and is making his popularity increase as he comes in contact with ever employee. We hope that he will soon bring Mrs. Drago and little "Al" down to our community.

Mr. Cooper, the claim agent, was questioning a dark section laborer about how he met with the accident. "It wasn't my fault, ah mule kicked me, suh," said the section laborer. "Well, don't you call that an accident?" responded the claim agent. "No, suh; he did it on purpose," said the laborer.

Chief Clerk Whitten, who has been making regular trips to "We-haw-hitcha," Florida, has declared his in-

Lowers Gasoline Cost to 9c per Gallon

Mr. J. A. Stransky, C-600 Stransky Bldg., Pukwana, S. Dak., has invented an automatic and self regulating device which has lowered the gasoline cost of autos to 9c per gallon because they have made from 37 to 57 miles on a gallon of gasoline. The device fits all cars and can be installed in five minutes. Mr. Stransky wants agents and is willing to send a sample at his risk. Write him today.

tentions of going to Pensacola this year after seeing the last issue of the magazine.

J. Marvin Darrah is a speed demon when it comes to walking to the car line after work.

Joe C. Bates has now joined that large army of "Married Men." As yet Joe does not take the matter seriously, but he has only been married a short time.

Bill McCaffrey, master of the dominoes (not the galloping kind), was invited out to demonstrate his ability and made good his claims as a champion.

TUPELO SUB-DIVISION AMORY, MISS.

K. I. ALLEN, Reporter

Abe Smith, colored brakeman, Tupelo sub-division, sitting in caboose after his crew had tied up at Holly Springs yard, noticed a Ford car stall on highway crossing just a short distance away. Fast freight No. 135 was due and Smith had heard them whistle for railroad crossing about a half mile north. Knowing it would be practically impossible for the occupants to get the Ford off the track, and that No. 135 with a heavy train would not be able to stop in time to prevent hitting car, due to curve and cars on siding obstructing view of engine crew, Smith grabbed a red fuzee and rushed up the track and succeeded in stopping the train, then returned and helped the man get his car off the track.

The occupant of the car claimed the steering gear of his car failed to function. Smith's quick action prevented the possible destruction of the car and may have saved injury to the owner of the car.

At recent fuel meeting of colored employees at Amory, it was quite noticeable the interest these men take in such matters.

Ed Roberts, fireman, of Birmingham, presided as chairman, and he proved very efficient. His reference to incidents that occurred when he was a

boy firing wood burning engines down in Georgia elicited a great deal of merriment among the white folks who were present. Messrs. Butler, Erwin, Gabriel, McElveny, Reed and a large number of white employees were present.

The meeting was held in a church building, a fine brick structure, and after the meeting the wives and daughters served a banquet that was thoroughly enjoyed by all.

Switch Engine 2719 went down the Muscle Shoals division a few days ago. Several locomotives have gone down and our new acquisition is apparently getting in shape to prove that it will be a very healthy and prosperous addition to the Frisco family.

J. L. C. & E. cars are coming out of Yale shops bearing the Frisco shield on their sides and just another proof that the Frisco is fast entering the ranks of America's largest railroad systems. Under present management there can be no question of our advancement as past events have proven.

E. A. Teed, newly appointed assistant superintendent Birmingham Sub-Division, arrived today (February 2, 1926).

E. L. Lea, agent at Byhalia, was found dead by second trick operator Davis at 3:10 p. m. on January 26, when he came on duty. Apparently, Lea's death was due to heart trouble. He came to the Frisco in 1893, working in various capacities, and in the meantime learned telegraphy. In the year 1900 he entered the ranks as an agent and telegrapher.

He leaves a wife and one child. He was one of the best known agents on the southern division, and was liked by every one who knew him. He was buried at Byhalia, Miss. He is a brother of Dispatcher W. E. Lea, of Amory, Miss.

A glance at the business thermometer shows the southern division handling the greatest amount of tonnage on the system. Watch the banner division.

FREIGHT TRAFFIC DEPARTMENT MEMPHIS, TENN.

KATE MASSIE, Reporter

You know how easy it is when anything goes wrong for one of our patrons to get the "Boss" on the line and tell him all about it, and so seldom they say anything when everything is just right, so we are giving you a copy of letter paying us a compliment, which naturally makes us just a bit "set up."

THE UNITED STATES HANDLE
EXPORT COMPANY

Piqua, Ohio, U. S. A., Jan. 29, 1926.
Mr. Edwin Imboden,
Commercial Agent,
Frisco Lines,
Memphis, Tenn.

Dear Sir:—

We want to thank you for your letter of January 27th for the prompt attention you have given our bills of lading and request that the steamer copies be rushed to Seaboard at the earliest possible moment. We are pleased to note that this was taken care of in accordance with our wishes, and there should be no difficulty in

these two cars clearing aboard the steamer we have scheduled on January 31st, providing the two cars go through on schedule.

With kind personal regards from the writer and thanking you for this attention, we are,

Very truly yours,

THE UNITED STATES HANDLE
EXPORT CO.

Robert H. Schulz, Ass't Manager.

We have recently had a few changes in our office, Rate Clerk Cook having been appointed traveling freight agent, succeeding C. C. Proctor, resigned. J. E. Patten, assistant rate clerk, has been made rate clerk, and J. L. Driver, Jr., assistant rate clerk. "Pat," of course, is an old head among Frisco clerks, and we are happy to see him promoted, also welcome his successor to our family.

STORES DEPARTMENT MEMPHIS, TENN.

WARREN PUCKETT, Reporter

Thelma Drashman, steno-comptometer operator in the mechanical department at Memphis, has been very ill with a severe cold, but is now able to be back at her desk again.

J. W. Hanna, who used to be general foreman at Memphis, was in the city recently attending the funeral of the late George H. Butts.

Millard Rhodes, car inspector at Yale car shops, was called out of the city recently on account of the serious illness of his mother in Jackson, Tenn. At this time we are glad to announce that Mrs. Rhodes is getting along nicely and we hope for a speedy recovery.

Since the boys in and around this office received the last issue of the Frisco Magazine they are figuring on getting a one-way pass to Pensacola to see more of the bathing beauties as pictured in the last issue. Pensacola must be a good place from what we can see and learn about it.

The Yale car shops had a little scare recently when the pile of shavings and debris caught fire and caused quite a bit of excitement. No damage was done, however, but several lengths of hose were sent out from the Memphis shops to help get the fire under control.

"MIRACLES NEVER CEASE"

Mr. Tiffany, terminal accountant at Birmingham, must have started off the new year right this time, for his material distribution for the month of January balanced to the penny with our totals, without having to be checked back for a discrepancy. That's fine, Mr. Tiffany, let's do that again.

Eleanor Patten, stenographer, Memphis store, spent February 21 and 22 (Washington's birthday) in Birmingham with relatives and friends.

AGENT—TERMINAL ACCOUNTS BIRMINGHAM, ALA.

ETHEL COPELAND, Reporter

It was suggested to Harry Johnston, traveling auditor, at the present time in Birmingham, to go on a reducing diet, as the Belt office can't afford to have their chairs broken every time he sits down, and then, too, we must consider the poor old floor.

Miss Violet Goldsmith spent the week-end in Memphis. Miss Goldsmith is to be the guest of Mr. and Mrs. H. E. Bailey of that city. This was Miss Goldsmith's first visit to the Bluff City and there was no question as to whether or not her stay was a pleasant one.

Yard Clerk Fossett certainly is "True Blue" now that he has become engaged to a certain sweet little nurse in Chattanooga. The wedding bells will soon be ringing for "Me 'n My Gal."

W. A. Drago, from Springfield, Mo., has been appointed general yardmaster, succeeding W. R. Brown, who is

BIRMINGHAM ADVERTISERS

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MANGANESE TRACK WORK

CINCINNATI, OHIO

BIRMINGHAM, ALABAMA

For better Concrete, Culverts and Bridges,

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Ala.

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MAIN 9

AMBULANCE SERVICE
NIGHT AND DAY

A new improved overall with **FREE** service



IN the first place, there never has been an overall better than the new Signal, and there are mighty few of them that come anywhere near being as good.

You can buy overalls at all kinds of prices—but you're not making any money buying cheap ones. We know, and we have Government tests to prove that Signal overalls are made of the best denim on the market. Men who wear Signals know they get their money's worth and then some. Now here's something we've done to give you even greater service from Signals.



FREE Repair parts

A burn, a drop of acid, a jagged piece of iron, or a nail might put your overalls on the sick list. There's more "stuff" in a pair of Signals than in your \$50 or \$60 suit of clothes—but accidents will happen. Now you can go to your dealer and get Signal TubTest patches, buttons, slides, anything needed to put your overalls in first-class shape—and these repair parts are *absolutely free*. No charge and no obligation whatever. Your dealer and ourselves are interested only in giving you the greatest service and wear, and the most for your money you ever heard of.

Start wearing Signals now and give the money you save to your wife.

SIGNAL SHIRT COMPANY
Racine, Wisconsin

© 1926, The S. S. Co.

Makers of the famous Signal R. R. Shirts, Windbreaker Shirts and Jackets, Signal Flannel Shirts and Blouses

now stationed at Ninth Ave. as assistant yardmaster. The Birmingham Belt office force welcome Mr. Drago, and hope that he will like our city very much.

TRAINMASTER'S OFFICE BIRMINGHAM, ALA.

VIOLET GOLDSMITH, Reporter

J. J. Cummings has been appointed agent at Birmingham, vice C. J. Snook, retired account of ill health. Miss Aline Early is working as bill clerk in the freight office. She has come to Birmingham from H. W. Johnson's office in Springfield.

Miss Ethel Copeland made a visit to

Orlando Is Calling You

Do you want to get away
From the grind of every day—
From the drudgery of things you have
to do?

Do you want to settle down
Near a lively, busy town,
Where the joy of living will appeal to
you?

Do you want to scent the breeze
Coming through the orange trees?
Do you want to hear the birds call—
loud and clear?

Are you seeking perfect health
That's combined with certain wealth
And an income from an orange grove
each year?

Do you want a piece of land
That will grow to beat the band
All the different garden crops that you
enjoy?

Do you want to make a "Nest",
And a permanent bequest
For the future welfare of each girl and
boy?

Do you want a sunny clime
Where there's fishing all the time?
Where there's ducks and deer and quail
and other game?

Where the summer climate's cool,
And within each lake and pool,
You can swim in January—just the
same?

Do you want to buy this land
On an easy-payment plan.
With about your monthly outlay for
cigars?

Do you want to read a book
That will make you want to look
On the finest land that lays beneath the
stars?

Send a letter right away;
Put it in the mail today,
We will send this Booklet absolutely
FREE.

After you have read it through,
If a **thought** occurs to you—
Just address another letter here to me
We will answer, straight and true,
Questions that occur to you.

We have nothing to evade or to conceal;

On an Orange County Farm
Life will take on added charm,
And you'll never lack a dollar—nor a
meal.

Send for our Big, FREE Illustrated
Book—"TWENTY ACRES AND PLENTY".
It tells of almost unbelievable
profits from trucking and fruit-
growing in our part of FLORIDA. Also
about sick-and-out-of-work clauses,
and other protective features of our
contract. Address:

SYLVESTER E. WILSON, Dept. Y-2
Orlando, Florida.

Memphis February 20 to 23, and reports having a very lovely time.

Mrs. F. M. Scott, wife of first trick operator, Dora Ala, had quite a serious operation in Norwood Hospital at Birmingham. We are glad Mrs. Scott is now able to return to her home.

We gladly welcome our new assistant superintendent, E. A. Teed, to the Birmingham Sub-Division.

We have a new messenger in our office—Woodrow Wilson Phifer, and sixteen, weight 152 pounds. With his name and size we should expect big things out of him some day.

MEMPHIS TERMINALS

LANGSTON—WILLIAMS, Reporters

Miss Dimple Fowler, daughter of Homer Fowler, switchman, visited her parents recently. Dimple and her sister, Hazel, are in training in St. Louis as graduate nurses.

Perhaps those of you who know and remember E. A. Hatchet will be interested to learn of his success as a salesman of real estate in Florida. Mr. Hatchet gave a very interesting description of the part of Florida where-in lies the present speculation in land values. He wished to be remembered to the Frisco family.

Sometime ago it was necessary for E. D. (Dawes) Williams to request a leave of absence on account of ill-health. Recently received word from him that although his treatment is still incomplete, he has gained weight and can eat without consulting a chart. Mr. Williams, who is now in Mobile, Ala., wishes to be remembered to all his acquaintances of the Frisco family and hopes to be among them again soon.

C. J. Anderick of the superintendent's office returned to work the latter part of January, after being on the sick list for several days.

A. E. Biggers was delighted to receive an opportunity of breaking the monotony of routine office work recently when Mr. Booth decided on a motor car inspection trip of the joint tracks and facilities between Jasper and Pratt City, Ala.

Miss Ross, of local comptometer school, worked a few days on special work under supervision of division superintendent.

Mr. Foster, secretary, to chief clerk to superintendent, resigned recently. Mr. Foster returned to his home in Wichita, Kan.

Mrs. W. J. Kelley and children are visiting in Chattanooga, Tenn.

S. W. Booth was called to Rich Hill, Mo., on account of the death of his uncle.

J. L. Kiburtz of St. Louis visited the office the first part of February. As a result some of the old files that were of no further use were packed up and shipped to Springfield, thereby making room for the usual accumulation.

Quite an epidemic of people falling out of their chairs happened recently. Harold Taylor and Lee Moore seem to have mastered the art. We know they were not asleep, therefore it must merely have been due to loss of equilibrium.

It must be an embarrassing feeling to arrive at work on the minute only to discover that you have forgotten a necktie, especially when several would-be applicants for a stenographic position are scheduled for an appearance. Fortunately, a member of the engineering department came to the rescue by supplying the missing article.

W. A. Allen recently employed at Ft. Scott and formerly of Chaffee and Memphis paid us a visit on February 9. Mr. Allen was on his way to Arcadia, Fla., to accept a position with the Sea Board Air Line.

It was noticed recently that Miss Bertha Harris has taken a few demonstration trips in a new Star coupster.

C. E. Reed is the new general clerk in the accounting department. This

position, formerly occupied by Mr. Crickman, who has accepted a position at Birmingham.

Miss Levi of the accounting department has tendered her resignation, effective February 17, in order to accept a position with the N. O. Nelson Company of this city. Miss Levi was no doubt, influenced in her decision by the rumor of insanity being connected with the "Units of Cost." Of course she appreciates the joke now, but for a few hours it was a matter of concern to her.

The B. of R. C. dance given at Dreamland Garden January 28, was a big success. Miss Virginia Griffin and Gordon Robertson won the prize waltz and awarded a beautiful corsage by Mr. and Mrs. Henry Ramsey of the Art Flower Shoppe.

The following, a clipping from a Springfield paper, will be of interest to the many friends of Traveling Accountant James: "Mr. and Mrs. Thomas N. Welsh, 739 South Boulevard, announce the engagement of their daughter Marian to Russell W. James of St. Louis. The wedding will take place in April."

SUPERINTENDENT'S OFFICE SOUTHERN DIVISION

BERTHA HARRIS, Reporter

The February number of the Magazine was a huge success, especially so among our boys. Johnnie Evans, our 691 clerk, after viewing the "Beauties" of Pensacola on page 7, immediately turned in a pass reading to New Orleans and requested one to Pensacola. Says as a loyal Frisco employee, he should "See Frisco First."

M. F. Shannahan, chief clerk, is spending some time in Denver with Mrs. Shannahan. Mrs. Shannahan has been in Denver for the past six months on account of her health and we are all glad to learn she is rapidly recovering.

J. Lee Moore, B. & B. clerk, is spending a few days working on his new country home at White Haven, Tenn., located some miles out of Memphis on the Hernando Road. Look out for that housewarming, Lee.

Allie Mae Speight, formerly of the accounting department, is now installed as stenographer to our chief clerk. Glad to have you with us, Allie Mae.

Lee Ford, formerly Mr. Butler's secretary, had been made chief clerk to Mr. O'Neill, superintendent terminals, Memphis. We were sorry to lose Lee but glad of his promotion.

The clerks recently gave a dance at Merry Garden Hall. The superintendent's office and the trainmasters' office was well represented. Fred Mansfield almost won the prize for the most graceful waltzer. Had he had been handicapped by those new yellow shoes we are sure the prize would have been his. Our trainmaster, C. B. Callahan, didn't miss a dance. He failed, however, to give an exhibition of the Charleston.

The girls of the superintendent's office have organized a bridge club to while away the noon hour. Anyone desiring lessons apply to Allie Mae Speight or Minnie Deaton.

L. E. Martin, assistant to President Kurn, was a recent visitor in our office.

WILLOW SPRINGS, MO.

J. S. ABBOTT, Reporter

In connection with our roundhouse. We have a fine storeroom and general foreman's office. The oil house is up to date with steamheated packing vats. The rip track buildings include lumber shed, storeroom, office and workshop. There are four men employed to handle car inspection and rip track repairs.

General Foreman S. E. McCoy is back

on the job. Machinist Kyle Reynolds and Carman Verne Seber are recovering satisfactorily from their painful but not serious injuries.

Verne Seber, to prove he has no hard feeling against the Fords, is driving a new touring car.

E. R. Billingsley relieved Third Trick Operator E. B. McGinnis for a week.

Freight Clerk E. G. Clingan is back to work after two months' illness. The depot force are glad to have him back.

Mr. and Mrs. I. B. Cromwell are quite proud of their baby daughter, Huldah Louise, born January 17. Mr. Cromwell is senior engineer and has the Current River passenger run.

Henry Hanebrink is working extra on the rip track.

S. M. Weaver is working in L. H. Fromels place during the illness of the latter.

Engine Watchman Loyd (Boogie) Bays and wife announce the birth of a baby son, Eugene, born January 26.

Boilermaker Mike Murphy is enjoying the freedom of his eleven-acre farm. He has it stocked with chickens, two cats, a bull dog, and is planning on a cow. Mike is making up for the time he spent in the crowded Kansas City.

Fireman H. T. Adams and wife had their daughter in Springfield for a minor operation.

Agent R. F. Livingston promised news for the Magazine this month. We'll forgive him if he makes good next month.

All employees in Willow Springs and employees on the Current River branch send me items for the Magazine.

LOCAL FREIGHT OFFICE MEMPHIS, TENN.

VIRGINIA GRIFFIN, Reporter

Several in this office have been sick with the flu and colds recently. Jasper Tankersley, Frank Aiken, "Doc" Lockhart and Mrs. Clara Speer among those recovering.

P. W. Ramsey, assistant cashier, is also sick, has been off since the first of February, and sorry to learn that he will have to be away for a while as it is necessary that he get a complete rest. We all wish for him a speedy recovery.

The clerks enjoyed another very nice dance on January 28.

Sam Allen went to the St. Louis Hospital several days ago to have his tonsils removed.

Faye Barbee, stenographer, was called to Lepanto, Ark., on February 6, account the serious illness of her mother. Glad to report Mrs. Barbee is better and well enough for Faye to return to work.

Disposition Clerk H. G. McKenzie is now on a thirty-day leave of absence.

Elma Wright, comptometer operator, was off a day and a half recently on account of the illness of her sister, who is much better now.

Agent S. L. Oliver has left to attend the Freight Claim Prevention and Better Service meeting to be held in Springfield.

Mrs. Edith Huddleston and Miss Elma Wright spent Washington's birthday in St. Louis.

BIRMINGHAM GENERAL OFFICE

LAUNA M. CHEW, Reporter

Mr. and Mrs. J. E. Springer of Atlanta paid us a visit last week, which was thoroughly enjoyed by all of us. Mr. Springer is general agent, freight department, Atlanta, Ga.

We are delighted to learn Hugo, Jr., and Edith, children of H. F. Stender, traveling freight agent, are improving "day by day" from an attack from that old enemy of all children, the whooping cough.

Well, just learned of the arrival of B. E., Jr., three and a half months old

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Capital & Surplus
Ten Million Dollars

-TO ST. CHARLES

SAINT LOUIS

son of Traveling Passenger Agent B. E. Hanley. He claims he has been crowing over the arrival of Junior ever since he came, but he has been crowing mighty low, as this is the first we have heard of it. However, better late than never, so congratulations, ole top.

The Birmingham Traffic and Transportation Club will have their annual banquet and election of officers on February 23. Our esteemed superintendent of terminals, G. R. Carson, is running for board of governors on ticket No. 2. The man with the pleasant smile C. J. Thompson, is running for secretary on ticket No. 3, the rainbow ticket. The "Bolshevik or Rainbow Ticket" is running against the two regular tickets and seems to be carrying considerable strength. They expect 350 to 400 guests at the banquet and anticipate a very lively evening.

SOUTHWESTERN DIVISION

TULSA, OKLA., FREIGHT OFFICE AND WAREHOUSE

Everyone is looking forward to their back pay, as settlement has been made as to the amount each clerk will receive.

Miss Vanderford, secretary to Agent Hensley, has bid in a position in Mr. McGuire's office, West Tulsa, Okla. We all miss you, Christie.

Miss Minnie Kruse has been appointed as secretary to Freight Agent Hensley.

Fred Bashe, warehouse foreman, made a short trip to his old home town, Exeter, Mo., to visit with home-folks for a day or two last week. Wonder if anyone has seen Phil.

Herbert Allen has been assigned a temporary position in West Tulsa as performance clerk.

Miss Mary Jane Shoemaker resigned her position with the Frisco. Sorry to see Mary go but wish her well. R. L. Kerns has bid in the position as counter clerk at the freight office.

The Frisco railroad handled into Tulsa 376 carloads of automobiles the last six months of 1925. This doesn't look like Tulsa was a small town.

Miss Bernice Gamble, telephone operator, has been at home ill with the "flu" for several days.

W. A. Bryan, rate clerk, says he

was 39 years of age the 14th of February. He doesn't act that old. Some of the boys say that day is Ground Hog Day, anyhow.

The traveling auditors are here giving the station a check.

A. S. Kerr, night chief clerk, has been ill for several days, but is back on the job again and everyone is glad to see him.

Have another new Ford roadster in the Frisco family. Myrtle Smith, messenger, purchased a new roadster.

E. W. Wilson made a short trip back to the old home town, Springfield, Mo., a few days ago, and reports that Springfield is all right but Tulsa is good enough for him.

Mrs. C. H. Hensley, wife of our agent, has been on the sick list but is able to be up again.

Tulsa has been promised a new auto dock or unloading platform that will be one of the best in Oklahoma. Work will no doubt be started on the dock in a very short time. The dock will be shedded and have an incline off to Elgin St., which is paved and right in the center of the city on the Frisco tracks.

Mrs. G. R. Woods was called away by the death of one of her family last week.

Dale Young, clerk in superintendent's office is taking a 60-day layoff on account of ill health.

Bill clerks at Tulsa freight office, billed during the month of January, 8,346 tickets and made two errors in billing. How's that for eliminating errors?

STORE DEPARTMENT SOUTHWESTERN DIVISION

RUTH E. SMITH, Reporter

Division Storekeeper Carl Byron Smith, has resigned and will retire on his farm near Pierce City, Missouri. Someone has said, "A friend is a rare book, of which but one copy is made." This expresses, in a measure, the feeling which is held for Mr. Smith by those who have worked under his leadership. Mr. Smith began his work with the Frisco as chief clerk to the division storekeeper at Cape Girardeau, Mo., August 25, 1916. He was promoted to division storekeeper for the southwestern division, March 1, 1919. During this time he has had in his employ an average of 50 employees. We cannot speak for the employees of

former years, but the present forefeels that they not only lose an executive, but a true friend as well. We will be quite like a ship without a rudder on the morning of March 1. From his encouraging "good morning," with which he greets one as he enters, until his ever pleasant "good night," his words have always been those that inspire one to do his or her level best.

Former Storekeeper Sam R. Gardner of Ft. Smith, Ark., will succeed Mr. Smith.

Mr. Willard, who has been chief clerk at Sapulpa store for the past five years, is also leaving us, and will take Patterson's place as storekeeper at Francis, Okla., Patterson transferring to some point in Mississippi. While we are indeed glad of Mr. Willard's promotion, we would like for him to remain with us.

Mr. Stone, also from Fort Smith, Ark., will take Willard's place.

Harley Waggoner, former stenographer in Sapulpa store, went to Oklahoma City just recently for two weeks' visit with friends and relatives and failed to return. We learned that he had taken a position with the Missouri Pacific. Miss Edith Shaffer, Sapulpa, is now filling this position.

MECHANICAL DEPT. NEWS WEST TULSA

G. H. STORY, Reporter

West Tulsa car department almost lost its prize piecework checker the other day. It came about this way: The P. & R. Refinery have been tearing down an old still foundation with the aid of dynamite. At this particular time they must have used an extra heavy charge of soup, as very shortly after the explosion, great showers of rocks began to descend upon our office—one of which entered unceremoniously through a window near Mr. Dillon's desk, glanced off the draft shield and resumed its journey in a general direction of our hero's

Carnegie Recognized An Opportunity

When Andrew Carnegie visited England to inspect the new Bessemer Furnace, he watched a demonstration, keenly interested. When it was finished, he cabled his plant superintendent in America to junk his equipment for the new type furnace. A courageous move? Yes, but Carnegie recognized an opportunity. And typical of the man, he took advantage of it.

Here, too, is an opportunity for men engaged in traffic work; the

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We teach by actual practice, traffic management and traffic law, and nothing else. Our staff is composed of men of long experience. The comprehensive text material includes every practical form used by the foremost traffic men in their daily work. It is the one course that really helps you to become an executive type traffic man—a big pay man.

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head. With a superhuman effort Dillon aroused himself from a deep sleep and at the same time instinctively threw up his arm to protect his glasses. The rock glanced harmlessly from his head where it fell to the floor unharmed (the rock, not his head). Everybody marveled at the extreme toughness of the rock and our hero proudly exhibits it as a concrete example of what a rock can do if it wants to.

R. L. Beckwith, care foreman, West Tulsa, made a business trip to Cleburne, Tex., recently. Incidentally he called on his dentist while there. He says, otherwise, he enjoyed his trip.

Ethel Morford, steno-clerk in the car department, is the proud possessor of a pair of brand new high-top boots, which she used to good advantage during the recent snowstorm. She says they are also very useful in learning to Charleston—just now, we do not know.

E. E. McGuire, superintendent Terminal, has decided that after all, West Tulsa is the logical point for his office and has moved into the general foreman's office. Hope they stay with us.

Anybody having the least doubt in their mind as to whether this is 1925 or 1926 will be convinced immediately by merely inquiring of Ira B. Moody. Speaking of Mr. Moody reminds us of a rumor that has been persistently floating about—said rumor has it that Moody was a participant in a beauty contest held recently. We understand there were three contestants and Ira won third place by a hair's breadth.

William S. Quigg, who has been off since November, returned to work February 10.

Bryant Woodard, first-class machinist, who has been off on account of sickness, is expected to return to work by March 1st.

Barney Eldridge, fuel foreman at West Tulsa, has been receiving a great number of letters in feminine handwriting. This looks bad, Barney! Be yourself, boy!

Holly McCoy, millwright, who has been working at West Tulsa since the recent fire that destroyed the machine shop, was sent to St. Louis about the first of February. Sure hope he comes back soon. Everybody likes "Holly".

Robert H. Warfield, formerly report clerk at Sapulpa, is now with us as roundhouse clerk in place of J. P. Neeley who is on sick leave.

Miss Edna Wooden, timekeeper in superintendent of terminals office, is of the opinion that all tracks in West Tulsa yards should have been built flush with the ground. Particularly when 118 passes up the water tank and she has to walk back from the depot.

A. N. Beck, storekeeper at West Tulsa, has purchased a Ford valve re-facing outfit. The other day when interviewed by the local reporter he was found to be industriously grinding valves. To use Mr. Beck's own words, "This is a great little machine and in my spare hours I have more fun with it."

Have received a very serious complaint from Johnny Overstreet, local sheik and messenger. He says that the amount of U. S. mail being received by E. E. Copeland, steno-clerk in store department must be reduced—otherwise he will have to have overtime. We think it will only be a short time until Earl will eclipse Mary Crenshaw's record.

SUPERINTENDENT TERMINALS TULSA, OKLAHOMA

EDNA A. WOODEN, Reporter

During the early part of February a general official of the Chicago, Rock Island & Pacific Railway Company moved into Tulsa over the Frisco Lines in a Rock Island business car. Our superintendent of terminals made a call to this business car to meet this Rock Island official and found he had just left the car and had gone to the city.

The terminal superintendent left his card, and in a few days he received a letter from this official, reading in part as follows "I got your card. Am very sorry that I did not get to see you; however, there were quite a number of Frisco men that came around to see if there was anything I wanted, and I want you to know that for courtesy, the employees on the Frisco cant be beat." We have one employee in this terminal who makes it his business while calling upon those moving in over our line in foreign business cars, to furnish the car with whatever Frisco literature he can procure, and never fails to leave with the car a late copy of the Frisco Magazine. Superintendent of terminals has instructed that all foreign business cars moving into Tulsa over our line be supplied with these magazines.

Miss Teresa Kunz, stenographer to the chief clerk, was united in marriage to Mr. Lewis Bibes on January 25. The loving interest of the entire office force goes with you, Teresa, to your new home, and our wish for you is many bright and happy years of wedded life. It seems a precedent has been established on this position for securing a husband. Everyone is anxious to have this position and Chris-

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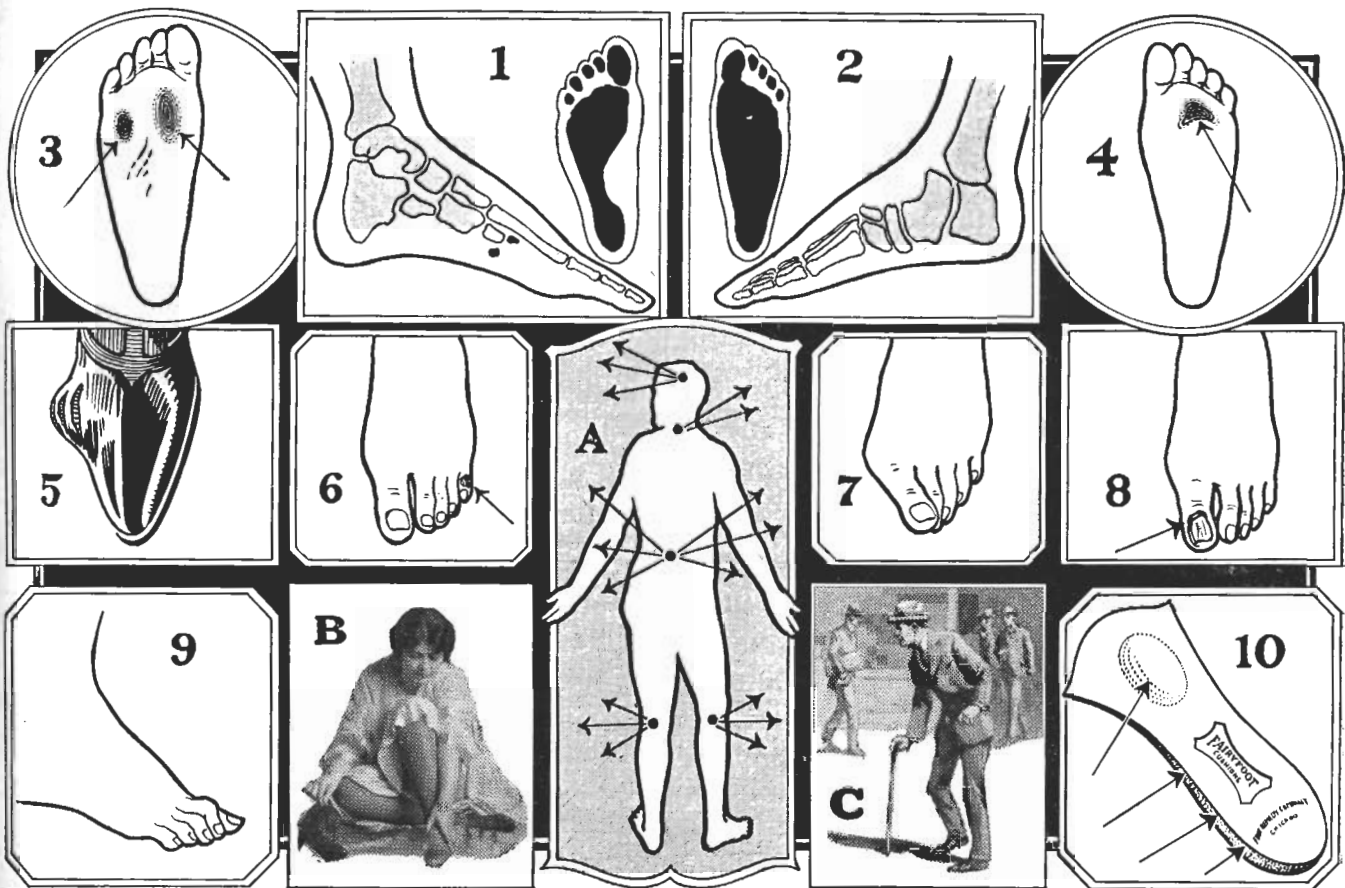
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Why Foot Pains Go in 5 Minutes

Five minutes is now the time limit for foot and leg pains. Reports from people who were chronic sufferers tell of practically instant relief from all sorts of foot troubles, also relief from leg and back pains and headaches, caused by feet out of order. A wonderful new, scientific invention, known as Fairfoot Cushions, has brought astounding, sensational results. The amazing reports seem almost incredible, but a very special offer enables you to prove without a penny's risk that this great invention will do the same for you.

What Ails Your Feet

Twenty-six bones form the arch of the foot. Even one of these bones getting out of place puts abnormal strain and pressure on the muscles and nerves—then the pains appear.

It is displacement of these bones by the weight of the body, too much standing or ill-fitting shoes that causes "flat foot." The weight of the body is thrown out of balance and the foot is often crowded down into the shoe causing bunions, corns, calluses, ingrowing toenails, hammer toe, or Morton's toe, and the shoes become misshapen and run over at the heel.

Then you have agonizing pains in the feet and often leg pains, backache, headache, "rheumatism" and nervousness. Let the arch drop ever so little and trouble starts. You can't always see that your foot is flat—it may look all right—but the merciless pains tell you that something has gone wrong.

How Fairfoot Cushions "Position" the Feet

These wonderful Cushions (highly recommended by orthopedists and physicians)

bring relief by "positioning" the feet. They point the toes straight ahead, causing the arches to take their natural position. They also direct the body's weight to the ball, heel and outer part of the foot, where Nature intends it to be. Every bone and muscle is put just where it belongs.

Fairfoot Cushions are very flexible, and while positioning the foot normally, gently massage and exercise the muscles which have become soft and flabby and give them strength to support the readjusted arch.

Still metal devices can't give this kind of pressure and strengthening exercise. They act merely as supports and actually allow the muscles to become weaker. They usually have to be fitted and adjusted by experts. Pads and bandages are mere makeshifts.

You don't have to adjust Fairfoot Cushions, and they weigh less than an ounce. Fairfoot Cushions are made in 50 different sizes to fit the daintiest slipper or heavy shoe—no costly made-to-order appliances to pay for. Last a year or longer.

Your feet also regain their correct shape. The instep, the heel, the toes all stay in their proper positions. Your shoes keep their shape, your suffering has vanished. Results are immediate. Guaranteed in five minutes.

Heed the Danger Signals

Any pain in your feet, legs or back means most likely that something is wrong with your feet—something that needs attention right away. Don't assume that these pains will "cure themselves." Even a few slight twinges may point to a condition that will mean serious trouble later on. Fairfoot Cushions will correct the cause of the trouble and then the pain must go.

Proved by Thousands

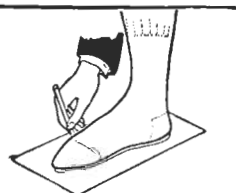
Letters like these, from former foot sufferers, show what Fairfoot Cushions will do: "I had to hobble on a cane. With Fairfoot Cushions I walk perfectly."

"Had a bad case of fallen arch. Fairfoot Cushions have completely corrected it."

"Leg and back pains all gone now, thanks to Fairfoot Cushions."

"Bunion and Morton's toe have gone, also my pains and nervousness. Fairfoot Cushions did it."

"The first real relief I have had from foot pains in 10 years."



How to Order

Place stockinged foot on piece of paper and trace outline of foot with pencil held vertically, as shown above. Send this and also write size and width of shoe in coupon.

Send No Money

So sound are the scientific principles on which Fairfoot Cushions are made, so remarkable have been the results obtained in "hopeless" cases, that we gladly send them on free trial.

The regular price is \$3.00, but for a limited time we offer Fairfoot Cushions for only \$1.98. Pay only when postman brings them. Or you can send money in advance if you wish. Either way, Make the 5-minute test—see how quickly the pains go. Then wear them 14 days and if not satisfied return them and we refund your money. Send coupon today.

FOOT REMEDY CO.

22nd Street and Millard Avenue
Dept. 143 Chicago

Enclosed is outline of my foot. Send me a pair of Fairfoot Cushions. I will pay special price, \$1.98, on arrival, and will make the 5-minute test. Am also to have privilege of wearing them 14 days at your risk. If I am not satisfied, I will return the Cushions and you will refund my money.

Name _____
Address _____
Size Shoe _____ Width _____
Check ☐ Man ☐ Woman ☐ Boy ☐ Girl F.R.C.

time Vanderford, the fortunate bidder, is in hope fate will be as kind to her as to those that have gone before.

On sub-division number 43 at Red Fork, Oklahoma, we have Section Foreman "Bill" Peteet. He has been located on this section for almost five years, has five miles of double track, also about two miles of sidings. During the time he has been located here, he has bank widened with shovels, his entire section on one side, also has fenced his entire section, using old ties for fence posts, in addition to his other duties of keeping his track in first-class riding condition. His labor allowance has been no greater than any other foreman on the 43d track division, and in addition to bank widening and fencing his section, he has been very alert all of the time looking after the company's interest in every emergency that has ever come up on his territory in the way of rendering assistance to the claim agent and all other representatives of the railroad, who have had occasion to call on him for assistance in any way, which seems to speak very highly for Mr. Peteet.

Among the radio fan entertainers this week from WNAD, the voice of Soonerland, University of Oklahoma Station, Norman, were Reon and Paul Denny, daughter and son of L. G. Denny, agent, West Tulsa. Mr. Denny is a freshman engineer in the University and Miss Denny a sophomore in the College of Arts and Sciences. The program included a number of vocal solos by Mr. Denny, who is a member of the University Glee Club and of the Boomer Quartet. Among them were, "On the Road to Mandalay" by Kipling, "Mah Lindy Lou" by Strickland and "A Barnegat" by Robinson. Miss Denny, a pianist pupil of Harry Jacob Spindler, Tulsa, played three Chopin preludes and a Chopin impromptu and nocturn, concluding with a tarentelle in G flat by Mosezkowski. We are proud, indeed, of these two musicians, and claim them as part of our Frisco family.

The past several days have seen considerable enthusiasm among the employees with reference to organizing a Frisco-Tulsa ball team. A meeting was called on the evening of February 16, with thirty-five in attendance. At this meeting officers were elected and the organization of the team perfected. Switchman W. A. Bailey was elected as business manager, Clerk Dewey Allen was elected captain, Engine Foreman Fay Warren was elected manager. We are proud to say that this team is made up of men from each department; that is, switchmen, engineers, clerks, store department and car department employees, mechanics, etc. Everybody is very much interested in the team and we are now raising money by subscription to pay for uniforms, bats, balls, etc. We are proud to say this team will be ready within a very short time to meet on the field any light

team on the Frisco Railroad and take them to defeat.

The employees in each department are talking accident prevention and are all proud that the Tulsa terminal had only one personal injury during the month of January, taking first place, and we are just as proud to announce at this writing that so far, the month of February has not seen a single personal injury in any department in the Tulsa terminals, and each department is advertising the fact that they expect to be one hundred per cent at the close of February; in fact, they are saying, "WE ARE NOT GOING TO HAVE ANY PERSONAL INJURIES IN OUR DEPARTMENT DURING THE ENTIRE MONTH".

Dale Young, performance clerk, has secured a sixty-day leave of absence because of ill health, a portion of which time he and Mrs. Young will spend in New Orleans. This temporary vacancy will be filled by Herbert Allen.

40th AND 43rd TRACK DIVISIONS SAPULPA, OKLAHOMA

J. A. MACMILLAN, Reporter

Mrs. Olson of Afton left for St. Louis on receipt of news that her mother was seriously ill.

W. W. Oakes has been relieving the foreman at Sequoyah for several days. Siston Cruz and wife of Red Fork are making a trip to Laredo.

Wm. Stewart, crossing flagman of Tulsa, is taking a sixty-day leave of absence account of bad health.

Tom Herndon of Wyandotte has been assigned the position of foreman at Sequoyah.

W. E. Peteet and wife of Red Fork are taking an extended trip to the South, visiting Birmingham, Meridian and Selma. He says he has nothing to fear down there as all the alligators know him.

Mr. Bedaz and wife of West Tulsa are taking a trip to Laredo.

W. F. Carley has been working on the roadmasters desk for the past two weeks.

Treat Owens is relieving Foreman Pierce of Afton on account of illness.

The writer has been transferred to the superintendent's office.

Mrs. Hanson and daughter, Bernice, of Pierce City, are visiting in St. Louis.

Mrs. Monroe Clark and children left for Salem, Mo., on receipt of the news of the serious illness of Mrs. Clark's mother.

Mrs. Treat Owens of Afton left for Pierce City on receipt of news that her father had died.

Extra Gang No. 23 has completed the high water protection work at Pierce City and moved to the Oklahoma sub, 41st track division.

Extra Gang No. 21, in charge of Foreman Overby, is working at Foyil, engaged in general track work.

MECHANICAL DEPARTMENT OKLAHOMA CITY

AMELIA GARRETT, Reporter

Claude Greeson, boilermaker third class, passed out the cigars in honor of the arrival of a 10-pound son.

Hugh Reinhardt was called to Dallas, Texas, on February 9, on account of the death of his mother. Mr. Reinhardt has the sympathy of all the employees.

Engineer Ross Ryan is confined to his home on account of sickness.

Chas. P. Harnest, who has been employed at Oklahoma City for the past two years as machinist, was transferred to Lawton, where he has accepted the position as night foreman. While we regret very much to lose Mr. Harnest, we rejoice with him in his promotion and wish him success.

Wiley Dove, our faithful porter, is back on the job after an absence of some time, due to sickness.

Messrs. J. L. Meador, Frank Thomas, J. P. McNamara, Lewis Rue, Wm. Owens and Edward C. Lynn attended a meeting of the metal craft and car department employees at Springfield, on February 11. J. P. McNamara was elected as one of the members of the adjustment board to represent the southwestern division.

Ross T. Hughes, air brakeman, has returned to work after being off, due to a slight injury to his leg.

E. W. Gee has returned from a week's vacation in Arkansas.

Arthur Becker, machinist, has been transferred from Lawton to Oklahoma City.

The family of C. W. Nummy, general foreman, who have been quite ill with scarlet fever, are greatly improved.

Max Ward, machinist, has returned to work after having his tonsils removed.

EXECUTIVE GENERAL AGENT'S OFFICE—TULSA, OKLA.

W. B. BAXTER, Reporter

Everyone seems highly pleased with business conditions in Tulsa and this district, especially Tulsa, where the Frisco's monthly business statement runs well over a million dollars monthly. There are several towns on the Frisco which have a larger population than Tulsa, but mighty few are in Tulsa's class when it comes to business. There is a reason for this exceptional showing. There are four trunk line railroads entering Tulsa and in order for the Frisco to maintain this exceptional average, it is necessary to render superior service and in order to render this service, it is necessary to have efficient and capable men to direct the service. This condition prevails in Tulsa, which, I think, accounts for the remarkable showing the Frisco has made and is maintaining here.

R. C. Culter, soliciting freight agent, and W. L. Pendleton, chief clerk to the executive general agent, have moved into new homes on North Cincinnati Street.

There has been quite an epidemic of toothache in this office since Christmas, especially among the fair sex. They say too much candy isn't good for the teeth, anyway.

We have been having some very fine weather during the month of February.

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ary, and this part of Oklahoma is gaining quite a reputation on its Florida weather. No need to go to Florida or California for sunshine when the weather is ideal at home.

SOUTHWESTERN DIVISION MECHANICAL DEPT. NEWS

HAZEL MORFORD and L. A. MACK
Reporters

Switch Engine Fireman Wm. F. Boydston, of Sapulpa, is now in the St. Louis Hospital. Mr. Boydston is president of the B. of L. F. & E. No. 23.

General Foreman, B. W. Swain, of Sapulpa, is in the Sherman hospital for an operation.

Master Mechanic R. B. Spencer was off several days the early part of this month, having had his tonsils and a very bad tooth removed.

The G. I. A. and L. S. gave a banquet to the B. of L. F. and E. and B. of L. E., at Sapulpa, in honor of the retirement of Engineer Wm. H. Hughes, who is seventy years of age, having reached the age limit, and having spent more than thirty-five years in the service.

Engineer Jack Cross was retired on account of his eyesight failing and has now passed the age limit, also Engineer Geo. Salsman, former chief engineer of division number 578, as well as many people from four states, gathered to make this banquet a success.

Third Class Machinist Blair Flegal, of Sapulpa, has decided that it is not the proper style to wear a misplaced eyebrow. Guess the machine shop boys are the ones who changed his mind.

Sapulpa was honored with a wonderful accident prevention meeting during January, at which officials from St. Louis and Springfield were present. The morning meeting was held at the Y. M. C. A. and the evening meeting was held in the Sapulpa high school.

We wish to extend our sympathy to Abraham Columbus and his family, in the recent illness and death of his baby daughter, who died of pneumonia.

Roundhouse Clerk J. P. Neely has been granted a sixty-day leave of absence account of illness and was relieved by Robert Warfield, from the master mechanic's office. Bobs place was filled by Leah Steele, who has been working temporarily, at different points on the division, as relief clerk, since August, 1925.

Fireman Harry L. Simpson was given a sixty-day leave of absence account of illness in his family.

Two more of our fellow-workmen are the proud owners of cars: Car Foreman W. E. Bunch has recently purchased a Hudson and Robert H. Francis, road foreman of equipment, has also purchased a car.

Fireman Harley Sawyer, of West Tulsa, has been given a thirty-day leave of absence in order to visit his home in North Carolina.

Locomotive Inspector Paul M. White has also been given a thirty-day leave of absence account of a vacation.

DEPOT TICKET OFFICE TULSA, OKLA.

E. W. SHANAHAN, Reporter

The fellow who starts out in the morning behind time buckles a handicap on himself that follows him throughout the day. He is wrong himself, and when a man is wrong and knows it, he is sure to diffuse a feeling of discomfort wherever he goes and leaves an imprint upon the product of his hand and brain.

People who get into the habit of always being just a few minutes behind time go through life dragging the heavy chain of disturbed existence behind them. Why not check up on yourself and notice the difference?

EASTERN DIVISION

FUEL DEPARTMENT ST. LOUIS, MO.

LOUISE S. GIBSON, Reporter

Mrs. Geo. L. Schneider accompanied Mr. Schneider to St. Louis for the week-end and a shopping tour.

Chas. E. Bissell, fuel inspector in the Kansas field, spent the 5th in this office.

D. B. Reed, fuel inspector from the Alabama field, also spent a day with us this month.

Our fuel inspectors are always thoroughly in touch with the fuel situation in their respective districts and are always ready to give us information that is helpful.

As Washington's birthday was celebrated this month the clerks had a holiday. Miss Finn spent a few days with her brother's family in Peoria, Ill., where we are sure she was pleasantly entertained.

Miss Cooke has her "Aunt Mollie" visiting her from Denver, Colo.

Friends of Mr. Walter L. Schroeter, former fuel accountant, will be interested to know that he is now the foremost real estate broker in Baldwin Park, Cal., and sends his regards to his old Frisco associates. Anyone who wishes to drop him a line may reach him at 846 Covina Blvd., Baldwin Park, Cal.

WEST SHOPS—FAMILY NEWS

NAYDEAN G. BLAKELY, Reporter

George Dwyer, our Irish singing sheik, made his early spring debut at the office wearing wiggly waggly bell bottom trousers with accessories to match.

Tom Musgrave, shop distribution clerk, visited Paris, Tenn., stopping at Memphis for a visit with Bob Langston of S. W. Booth's office.

Fred Bird, machinist, is going to improve his method of locomotion when the next snow comes. The last snow Mrs. Bird pushed the baby carriage through to break a path for Mr. Bird, but next time Mr. Bird is going to make a sled and Mrs. Bird can pull he and the baby both, thus satisfying both babies with one path.

Geo. Dwyer, clerk to A. C. Reeves, accompanied by Slim Matthews, machinist, entertained the 7:45 a. m. interurban line crowd recently with songs of spring—and other things.

J. E. Foster, chief clerk, has been confined in St. John's Hospital since February 2, account serious illness. We miss Ed. and will be glad to see him back struttin' his stuff.

George Washington certainly had his birthday celebrated royally this year. Churchill K. Ruxton made a trip to Oklahoma City, Wilson Mills to Osceola, Mo., Tom Musgrave to Paris, Tenn., and Virgil Eneidcott to Joplin. If we had any more shop checkers, no doubt they would celebrate too.

BIRTHS

Don B. Fellows, shop accountant—January 28, daughter.
Leonard Peace, machinist—January 3, son.

L. O. Davis, boilermaker—January 16, daughter.

Joe Rushing, machinist—January 28, daughter.

Fred J. Reynolds, electrician foreman—January 16, son.

Wm. Barnes, boilermaker—December 4, son.

Frank Berg, boilermaker—December 17, son.

Congratulations are extended to the above from the west shops.

DEATHS

Infant son of Mr. and Mrs. S. W. Ely.

Infant son of Mr. and Mrs. Joe B. Gardner.

Mr. and Mrs. Ely and Mr. and Mrs. Gardner have the sympathy of the west shops.

Miss Mabel Boren, secretary to Superintendent F. A. Beyer, was nominated by a large majority at a meeting held in A. W. Blume's office Monday, February 15, as a candidate to represent mechanical and stores departments in connection with the Jefferson Memorial Fund.

Infant son of Warren R. Wyatt, laborer, died Wednesday, February 10. Mr. and Mrs. Wyatt have our sympathy.

Albert Nimmo and wife were called to Detroit account illness of their daughter. Mr. Nimmo is employed at the west store.

The west shops extend their sympathy to Mr. Franklin, chief clerk to P. V. Hampton, storekeeper, in the recent loss of his father. Mr. Al. Franklin was a prominent and highly esteemed officer and will long be remembered. Mr. Franklin met his death while performing his duty to protect the public.

Mr. and Mrs. Don B. Fellows announce the birth of an eleven-pound baby girl January 28, Martha Elizabeth. Don hasn't come down to earth yet and of all babies in the country I suppose Martha Elizabeth is the greatest, or at least, one of the greatest.

Carl Edgar Grundberg, material supervisor, has entered the hog calling contest at the convention hall and from all reports our blond curly-haired Swede will carry away all honors.

According to propaganda, presumably issued from fuel dealers, there was coming to the Ozark region, such a winter as few of its old-timers have experienced. Accordingly, Engineer Farmer of the power plant, did not wait to start the New Year right, but at its first approach laid in an ample supply of heavy B. V. D's.

This terrible winter now being on the wane, and no signs of an unusual winter, he is now trying to make restitution in that he fears he has not accomplished anything by reading what somebody thinks. The long and narrow of it is this—will some kind and diligent income tax expert please advise Mr. Farmer if he is not exempt from paying any income tax on said \$3.00 worth of useless UNDERWEAR.

While we are not an authority on this subject, we might say from past and PRESENT observation that it might be a good example for all chicken raisers to wait until their chicks are hatched before having a round-up.

"INCOME TAX QUESTIONNAIRE NO. 23"

- (1) When and where were you born? Why?
- (2) Are you married or single? Why?
- (3) Did you withdraw any money from the bank during past year? If, so, where in the "L" did you get it

End Your Rupture

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Without Pain, Operation or Delay
You Can Try It FREE!



No springs or gouging pads to push into the rupture opening. Its soft, clean, oval air cushion brings the edges of the rupture together. Asleep, awake, at work or rest, it works for your cure. It has healed thousands. The most modern and the cleanest healing method known to science.

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Brooks Appliance Co., 115D State St., Marshall, Mich.

to put in the bank in the first place?

(4) Can you give the name and address of anyone with less intelligence than yourself yet making more money than you do?

(5) When the volume of business is low during the winter months, do you wear a belt or suspenders?

(6) State average monthly grocery bill and payments, if any.

(7) Do you drink? If so, where do you get it?

(8) Exclusive of bootleggers, how many persons are dependent on you for support?

(9) Do you keep chickens? If so, does your wife know it?

(10) Are you troubled with cold feet? Whose?

MONETT YARD—MONETT, MO.

FRANK L. KYLER, Reporter

Business is good from every angle except the extra board. The yard extra board has been reduced to five men. We look for things to pick up again in the near future and then all the boys will be back on the board. You see we are a sociable bunch around here and we hate to lose anybody.

Wm. E. Schafnitt, one of our boys who has been vacationing, has returned to work. Glad to see you back again, William.

Yardmaster E. O. Gillette spent the last three days of January and two first days of February, visiting in Paris, Texas. Jess J. Newberry officiated in his absence, on the day platform.

Mr. and Mrs. O. U. Vermillion are the proud parents of a daughter, born February 2. Mother and Babe are doing splendidly.

The exact date isn't known to the scribe, but what we wanted to tell about is this. Our highly respected and efficient yardmaster, Mr. Wm. Caffey,

has taken unto himself a bride. Congratulations and all that sort of thing.

If any of you folks notice a tall young man passing through your town, traveling at a high rate of speed, give him right of track over all classes of traffic. That will be our second trick call boy, fleeing from a certain gnos that has been dogging his footsteps, of late. Carl is a pretty fast lad, so give him a chance to do his stuff.

A golf club is being lined up for action here. Harry Loyd wants to know if golf is played like shinney, or the famous pastime known as African golf. There isn't much danger of any of the rails belonging to the club, though, as the entrance fee is one hundred smacks. That's a whole lot of night work-hours-cash to expend on a club, just for the fun of cussing a caddy and chasing a little pill around a forty acre field.

OFFICE—SUPT. TRANSPORTATION SPRINGFIELD, MO.

C. H. HUSS, Reporter

Miss Carlotta Lane spent January 25 to February 1 at home with a sprained back account too much bob sleighing during our heavy snow.

A. T. Silver, our former reporter, has returned from Kansas City, and on advice of his doctors, has gone to bed for thirty days to take a complete rest. We all hope Mr. Silver will overcome this illness and be back with us as good as ever real soon.

Alfred Ball, Mr. Doggrell's former secretary, now secretary to Mr. J. E. Hutchinson, was in the office January 28th, shaking hands with all of us. Al was just as pleasant and smiling as usual, said he had just returned from Florida, and reports that it is a wonderful country.

Miss Pauline Griessmer, clerk this office, had her tonsils removed Saturday, January 30, and has now resumed her duties, smiling as usual.

E. A. Teed, general car service agent this office, has been appointed assistant superintendent southern division, with headquarters at Amory, Miss. We all wish him success in his new position and regretted very much, his leaving us.

Frank L. DeGroat, car service agent, Chaffee, Mo., has been appointed general car service agent, with headquarters this office, effective February 7. We all welcome Mr. DeGroat to our midst.

Mr. and Mrs. J. S. Breckenridge, Savina Fellin and Catherine Toon spent Sunday, February 7, in Kansas City, seeing the Follies, and report a wonderful time.

FREIGHT ACCOUNTING DEPT. AGENTS' ACCOUNTING DIVISION ST. LOUIS, MO.

LILLY KULAGE, Reporter

Joseph Loeckener, traveling auditor has been laid up for the last several weeks account an injured knee, sustained in an accident while on duty on the river division. We hope to see him hobbling up to the office soon, even if he does have to borrow Dick Woods' cane.

If the boys in the A. A. department don't become beautiful, it will be no fault of Jewell Hynes, as she insists that they have arched eye brows. Or, is she figuring on starting a beauty shop and practicing on Ed Volkert and George Thiele?

Chief Clerk Schoeneberg had the right idea and selected a good "fresh air advocate" when he appointed Jack Culver to position of noon day draft clerk. Jack is a steady top bus customer.

The "Sunshine Miss" was missing from our office several days lately while Marie Kleyer was absent account a spell of bronchitis. We were all glad to see Marie back.

Norman Rodgers believes in preparedness, for he started early in the season to keep cool on the icing desk.

We now have a new office boy, Harry Smith by name, "Smiling Harry" by nickname.

However, we still have Raymond Marohn, his predecessor with us, of which fact we are mighty glad.

Hilda Uthoff has now taken to Zippers. Who said she would not be next to have her hair bobbed?

The recipients all wish to thank Tom O'Brien for the valentines. Easy telling Mr. O'Brien is keeping up with his youngsters. While we all enjoyed the valentines, don't think anyone got a "bigger kick" out of it than T. J. himself.

Speaking of valentines, Mr. F. R. Griffith is certain he received the most welcome valentine of all when he received one from that beloved granddaughter, and especially the photos. We don't blame Mr. Griffith one bit for being such a proud grand-daddy.

A girl in our department, Jewell Hynes is her name. A wedding never misses.

For the groom she always kisses. The Borese-Hindert she attended. Her purpose to fulfill.

And though her chance seemed ended. She said, "Kiss him, I will".

She did, but in the meantime. The rest of us had gone. Back to the Frisco office.

And there she was alone. It was a dirty trick no doubt. And peevish she was a bit. But just like Jewell, the good old scout. She, too, now sees the joke of it.

ST. LOUIS, MISSOURI

Passenger Traffic Department

MOLLIE S. EDWARDS, Reporter

Spring housecleaning on the eighth floor. The smell of paint has been terrible, but the results most gratifying.

M. A. Muratta has been confined to the Frisco hospital. However, we understand he is progressing nicely and here's wishing Mr. Muratta a speedy recovery and an early return to the office.

J. Stulhman is back on the job after several days at home due to illness.

Several new names to be added to the roster—Alber H. Pauli, second assistant in the mail room and Louis Behnken, third assistant.

Richard Knoll is confined at home with pneumonia. We all wish him a speedy recovery.

Roy Bendoff, formerly stenographer in this department was appointed secretary to R. N. Nash, A. G. T. M., St. Louis. We wish Roy the best of success in his new position and want to remind you, Roy, to pay us a visit once in awhile. Don't forget your old friends.

The passenger department is very proud of our expert bowlers—Robert Reed and Connie Fries. (Did you read the nice write-up the Globe-Democrat gave them.) They are on Fred Rose's team, and we feel that he is just as proud of them. Keep up the good work Robert and Connie, we're for you.

FREIGHT—TRAFFIC DEPT. ST. LOUIS, MO.

ROY BENDOFF, Reporter

Being a new reporter and desiring to get a few pointers on the art, it occurred to me that it wouldn't be a bad idea to consult with the other reporters, seeing that most of them are girls.

An organization for the prevention of cruelty to stenographers should be formed—one of them was made to cry by the boss' cruel suggestion of work.

Too, a bawl-room should be provided in which the damsels may indulge in their tear-able outbursts.

Why not call them *secrete-tear-ies*? Oh! too convincing—dangerously dear—

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To save, subdue—at once her spear and shield.—Byron.

When men are irritated by the suggestion of work, they vent their wrath in the manner which is cuss-tomary to their sex.

We can't choose our faces, but we can pick our teeth.

Will some one please show W. B. T. how to get sugar out of those new-fangled hog-proof sugar dispensers?

ROLLA, MO.

BESS LEA, Reporter

Miss Maude Snyder, roadmaster's clerk, Cuba, is enjoying a sixty-day leave of absence at present, visiting home folks in Lebanon, Mo.

Miss Lillie Sickles, assistant superintendent clerk, Newburg, visited home folks in Willow Springs recently.

Edward Brown of Dillon, has been assigned section foreman position here and Ed Hughes, Cuba, assigned Dillon.

F. E. Smith is filling the temporary vacancy in roadmaster's office, Cuba.

Roy Fuller, formerly cashier Newburg, has been assigned city and passenger ticket agent position, Springfield. Congratulations, Roy, from all your friends on Rolla-Suh.

B. W. Fisher, second trick Leasburg, has thirty days leave of absence and Florida bound. At present he is as far as Atlanta, Georgia. Operator Roach is relieving him.

Jay Stoll, extra man, has sixty days leave of absence. He went down to New Orleans some time ago, but did not like the country, so came back to old Missouri, to enjoy his vacation.

Quite a few changes made among the operators of late. After all the bumping and bidding in new jobs had subsided, we find Martin, first trick; Pack, second trick and Joe Lick, third trick, West Lebanon. Operator Robertson, third MO. Monett; Roberts, third, Crocker; Christopher, second, Globe; Roderick, third, St. Clair; Gilbert, third, Moselle; Cheatem, second, Moselle; Smeltz, third, Franks.

Lee Roach was lucky enough to hold a regular job, third, at Franks, just five days and it was his first regular job at that. Well, anyway, he would rather roam around while he is still

young—so he went on the extra board again.

Not many of us are lucky enough to have a holiday on our birthdays, but we do enjoy taking advantage of February 22. R. E. Nichols spent the day in Chadwick, Mo. Bess Lea visited in St. Louis.

George Greener, second trick SP, Springfield, is enjoying a sixty days leave of absence also, but is spending it in Florida, being relieved by Operator Nevils.

ST. LOUIS MECHANICAL DEPT.

LOUISE SCHUTTE, Reporter

Lloyd Klose, electrician, and Edward Homewood, machinist, each have a radio and, of course, are enthusiasts. But when it comes to getting the long distance stations, it takes John Daniels. He claims he got Los Angeles and New York. Naturally, Klose and Homewood asked themselves why they couldn't do the same. After considerable effort, Edward thought he had New York, but the announcer assured him it was just the voice of St. Louis.

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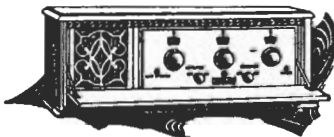
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 When the shopmen never growl,
 Or some engineer howl;

When the engines always steam;
 And the foreman is not mean;
 When an air pump does not stop,
 Or the temperature suddenly drop;
 When the sanders always work,
 And no one tries to shirk;
 When an inspector never appears
 And this lasts for years and years,

Dear readers you can see,
 This is the nearest heaven that
 A roundhouse foreman can be.
 This is a very familiar inquiry:
 "How is the family, Bert"? Of course,
 they mean Jennie, Marie, Carlisle, and
 to all those who are interested will say
 that Jennie is a very fine looking baby
 and from all predictions she is going
 to be still finer when she grows up.

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MECHANICAL DEPT. NEWS
SPRINGFIELD, MO.

LOYD LAMB, Reporter

Chief clerk Potts has again exchanged autos—this time it's a Willys-Knight. Got to hand it to J. E., he knows how to trade 'em in. In fact, it is rumored that J. F. Ferguson, general car foreman at Enid, is figuring on driving his 1912 model "Something" up

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AGENT'S OFFICE—MONETT, MO.

PEARL E. LEWIS, Reporter

Since receiving their "income tax" information for filing returns we are of the opinion some more of our eligible young men clerks are contemplating matrimony.

Carl Archdale, transfer clerk at freight office has been off duty several weeks account of illness and is being relieved by Oliver Gulick, extra clerk.

Edward Planchon who has been the "peppy messenger" for the past year has joined the ranks as an extra clerk and is now "breaking in" at the east yard office.

The Y. M. C. A. building has just been renovated and re-decorated throughout and Mr. Wilhelm, the secretary, has announced work will be resumed in the educational department—shopmen's classes on Monday evening and employed boys Thursday evening of each week. If necessary a day session will be inaugurated for those who work at night.

Some of the residents in the west part of the city reported a severe hail storm the other evening, but it developed that one of our clerks who had recently married got a load of Frisco wood and proceeded to take a little exercise and I expect the chips falling around did sound like hail stones. Ray says there is an "art" in this wood chopping business.

Mr. and Mrs. Frank Kyler were called to Miami, Okla., the first part of the month account illness of Mrs. Kyler's mother. They have returned and report Mrs. Bayless on road to recovery.

A new broom and a new messenger boy can surely work "wonders"! For verification just take a look around the freight office.

FREIGHT ACCOUNTING
DEPARTMENT—ST. LOUIS, MO.

BESSIE G. MARMADUKE, Reporter

The resignation of John V. McCarthy came quite suddenly and surprised

even his closest friends. Mr. McCarthy resigned to accept service with the Great Western Smelting and Refining Co., in the capacity of traffic manager. The heartiest congratulations of the department are extended to him and we all hope that the future is of great promise for him. He was presented with a suitcase by his co-workers in the re-check department as a farewell gift. He is a young chap with a likable disposition, affable, even tempered, respectful and has a keen desire to acquire knowledge and succeed.

"Joe" Cleary of the claim department, left the service February 5, 1926, and was presented with a cash token by his associates of the concrete friendship which prevailed between them and Joe. A clean-up has been made in various homes since he left the service (he is now selling vacuum sweepers).

FOOLISH REMARKS FROM THE
RATE DEPARTMENT

Milton Trefz—Checking rate on cow ponies. "What are these, little cows?"

Elmer McCormack—Revising way-bill covering shipment lead pigs. "This ought to go to Group 8, I don't check live stock."

Herries—"Give me a rate on hides."

Leppold—"What kind, green hides?"

Herries—"No, brown."

Wonder why John Robertson of the rate department eats his lunch in a hurry, dashes down toward 12th St. where he was seen looking in the furniture store windows. It looks like "Pete" Hentscher will have to get some one else to go with him on his vacation this year, as we think the bells are ringing for John.

Has anyone noticed the hair comb on "Mickey" Trefz. He says the reason for it is his hair is falling out and that you can't have hair and brains both. If that is the case the Frisco has quite a few brainy men.

"Bill" Dorsey of the recheck department has also achieved a different type of hairdressing for the same reasons.

Ed. Fogerty was disappointed with his radio during the International Radio Week because he could not get Europe on his crystal set. Too bad. Fog., Ed. Mead claims he got FKI

(Los Angeles) on his (and it is the same kind of a set.)

We regret that illness has kept R. R. Smith of the recheck department away from the office for the last week. We miss his smiling face and contributions to our news, and hope for his early return.

OFFICE OF GENERAL MANAGER
SPRINGFIELD, MO.

ORVILLE COBLE, Reporter

Europe is the only topic of conversation among Frisco girls at this time. Of course, all our girls want to go but they decided to unite in supporting Miss Anna Willigan. If Miss Willigan gets a vote for every pass she has issued she is sure of election.

Ann McClernon is off on account of the illness of her father.

F. L. & D. CLAIM DEPARTMENT
SPRINGFIELD, MO.

CHARLENE WILLARD, Reporter

C. F. Smith, traveling adjuster, was sent down to Olden, Mo., the other day, to assist in disposing of one or two cars of wrecked merchandise. However, on his arrival at the scene of the wreck, he states he found nothing but engine springs, angle bars, track spikes—all company material.

Mrs. Hannah Dickerson attended the "possum banquet" at the Shrine Mosque on the occasion of the celebration of Lincoln's birthday. She reports enjoying the program very much, but could not remember whether the 'possum was very appetizing or not.

Miss Alma Fielden entertained the "Swastika" club on the afternoon of February 13. Ruby Northcutt won the first prize and Marjorie Risser, the consolation prize.

The ancient Seven Wonders of the World are no longer, since Nettle Sartori is now a modern flapper, bobbed hair and all and Bill Warden approves it!

Acting upon the suggestion of L. F. Sewell, Worshipful Master of Solomon Lodge No. 271, A. F. & A. M., the Master Masons in the freight claim department, have organized a degree team for the purpose of assisting the officers of the various Blue Lodges in conferring the degrees. The following names constitute the present personnel of the team: W. N. Doss, J. E. Head, L. C. Cox, J. R. Lodge, H. L. Wilks, H. E. Walters, G. R. Reed, C. E. Harris, R. D. Gilbert and L. F. Sewell of this department, Boyd Orr of the mail department and Oswald Rainey of the demurrage bureau.

There is a new tonic on the market called "distemper medicine" and it seems to speak for itself. Just ask Bob Gilbert.

Mrs. Ettie Acton spent February 21

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PEARL PETERS, Editor

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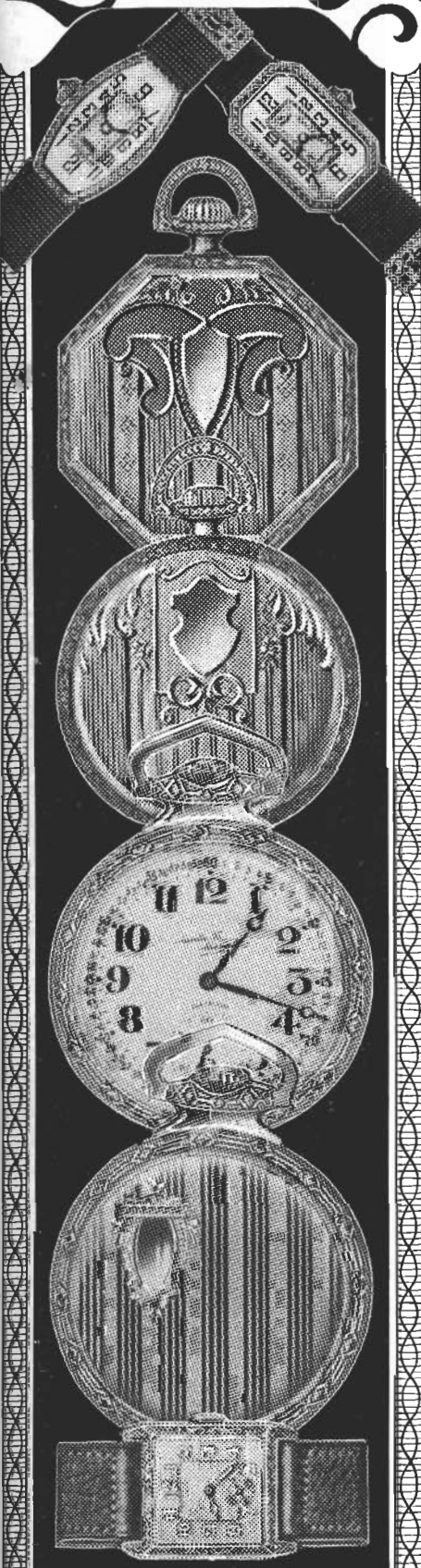
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and 22 visiting friends and relatives in Parsons, Kan., her old home. Ruby Northcutt and Clara Ermes enjoyed a little week-end visit in Tulsa the latter part of February. Angeline Golden visited Ft. Scott, where it is reputed blond sheiks are in favor. Oh, yes; must not forget to mention that Opha Hardcastle made a short trip down in "lamp land" where the swamp angels live and that place is no other than Gentry, Arkansas. Then there was Nora Sutherland and Verne Tullock, who spent a few days in St. Louis sightseeing and window shopping.

The employees of the claim department extend sincere sympathy to Mrs. Imo Johnson of this department, whose sister, Mrs. Brady Chandler, passed away on February 3.

Mrs. Pursley, wife of our chief clerk, who is visiting in California, remembered her husband with a box packed with sweet-smelling geraniums, orange blossoms, dates, Chinese nuts and fresh green peas (in the pod), which Pop Pursley says are far better than the cooked ones.

Ray Lodge entered the hog-calling contest staged by the Boosters in the Pure Food Show at Convention Hall recently.

LINDENWOOD MECHANICAL DEPARTMENT

CELESTINE DEVEREUX, Reporter

We extend our condolences to William R. Golden in his bereavement occasioned by the death of his wife.

Randolph's opinion of your "gentler nature" is very reassuring, Mr. Gorman. What improvement may we expect?

Engineer F. J. Lawler is recovering from a severe spell of pneumonia.

The articles concerning Pensacola, Florida, our southern terminus, so ably written by J. B. Morrow of the Pensacola Chamber of Commerce, has thrilled every true Frisco employee with the knowledge of the greater expansion of our system. The insertion of a photograph to accentuate the writer's claim of one of several attractions of Floridan resorts fills us with longings to visit the land of the palms and loll in the limpid waters of the gulf. Dreaming of this pleasure was about as far as a good many of us could go, only to be awakened by the realization that time was fleeting and a number of things had to be accomplished by five o'clock.

After a long spell of illness necessitating his confinement to the hospital, Mr. Birch is convalescing at the home of his niece in Memphis. He expects to report for work March 1.

Our machine shop foreman, D. A. Normington, recently moved to Lindenwood. He says Gloria and David need a large yard to play in but our opinion differs in this, that the local hardware dealer is replenishing his stock of hoes, rakes, spades, etc. Is it a trip "back to the by-gone days" for you this summer?

LOCAL FREIGHT OFFICE SPRINGFIELD, MO.

MYRTLE PEARSON, Reporter

Now that the Republican convention is over, the O. S. & D. department is settled down to the regular routine of business.

E. J. Lundstrum has been acting as miscellaneous clerk at home as well as at the office, as all of his family were ill at the same time. I understand they are all well on the road to recovery at the present writing.

The bill clerks proved to be real heroes recently when they discovered a fire in a box car which was placed on a track near the office. It might have resulted in a serious fire had they not called for assistance.

OFFICE OF CAR ACCOUNTANT SPRINGFIELD, MO.

MARIE ARNOLD, Reporter

Two more brides for this department this month—we seem to be averaging that number regularly. Loretta Lyons of the per diem department surprised us by announcing that she was terminating her leave of absence at once and would be married soon. Misses Marie Hill, Anna Helbig, Pearl Hutton and Nellie Clifton entertained with a miscellaneous shower at Miss Hill's home. Loretta received many beautiful and useful gifts for her new home. We wish her happiness in her new home in Kansas City.

Bertha Newton is the other bride-to-be, although she has not yet announced the date. Theda Pyland with others will entertain in her honor with a miscellaneous shower in the near future. Bertha is to remain in Springfield, becoming a grocer's first assistant.

We challenge any office to present an older and more used envelope than one which we have had called to our attention by the agent at Breckenridge, Okla., being Form 3410 Uniform, used for sending demurrage, storage and car reports to this office. The envelope was printed in November, 1915, and bears stamps as follows: Breckenridge, Okla. 7-11-16—Trn. 7, 2-28-18—Trn. 112, 8-26-27-24—Foyll, Okla. 10-11-24—Festus, Mo. 1-31-25—Trn. 112, 2-9-25—Hoxie, Ark. 1-18-26, showing that it has been in constant use since printed.

Bob-sledding days are over but we are reminded of them every day. However, the limp is fast disappearing.

We seem to be getting talent among some of our new employees—Shirley Williamson gave a short talk at Springfield Business College during assembly hour recently and Marguerite Cochran entertained with a solo dance at the B.A.R.E. party.

Income tax statements make us wonder what became of all that money.

The entire office extends its sympathy to Mr. Chandler of our office and Mrs. Imo Johnson of Mr. McCormack's office, in the death of Mrs. Chandler on February 3. Beside her husband and sister who are connected with the Frisco, Mrs. Chandler is survived by an infant son and another sister, Mrs. Miles of this city.

OFFICE, SUPT. OF TERMINALS SPRINGFIELD, MO.

DOLYNE SCOTT, Reporter

L. E. Sullivan, chief clerk to superintendent of terminals, was called to Marceline, Mo., recently, due to the death of his aunt.

W. A. Drago, assistant yardmaster, has accepted a position as general yardmaster at Birmingham, Ala., and left the latter part of January to take up his duties at that point.

W. P. Gustin, general yardmaster, who was very sick for several weeks, is back with us again.

P. J. Kelley, yard engineer, is away

SHERMAN ADVERTISERS

Sherman Steam Laundry Company

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We Write Every Kind of Insurance Written
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If It Should Be in a Hardware Store
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SHERMAN

TEXAS

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THE MERCHANTS AND PLANTERS NATIONAL BANK
SHERMAN, TEXAS

Capital and Surplus \$1,200,000.00

Will Appreciate Your Account

on a leave of absence and has gone to Florida on an extended pleasure trip. Mr. Kelley was accompanied by his wife.

John W. Beckerleg, yard engineer and wife, are in Florida at the present time on business—and pleasure.

A great deal of interest has been manifested among the Frisco employees in regard to the Jefferson Centennial Election Contest, and deeply appreciate the offer of the Frisco to send

two of their women employees on a trip of this kind.

All terminal employees were very glad to hear of F. H. Shaffer receiving the appointment of general manager. During the time he was superintendent of the eastern division, a great deal of his time was spent in Springfield terminal and everyone learned to know him and appreciate his ability. The terminal force join in wishing him success in his added responsibilities.

TELEGRAPH DEPARTMENT SPRINGFIELD, MO.

O. L. OUSLEY, Reporter

Mitchell Tucker, formerly messenger in Springfield telegraph office, has been promoted to position of secretary to Division Superintendent C. T. Mason, Sapulpa. This is a splendid example of the results accomplished by part

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CAPITAL, \$50,000.00

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FRISCO DEPOSITARY

We Appreciate Your Checking
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4% Paid on Savings Accounts

Telephone 40

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for Economical Transportation



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Chevrolet Motor Co.**

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What you save is 100% profit

Put it in a safe place and let it earn 9%

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Sapulpa, Okla.

PHONE 450

**Munn's Cleaning
and Hat Works**

Deodorized Cleaning

SERVICE MAKES US GROW

312 E. Dewey SAPULPA, OKLA.

time study. Tucker worked in the relay office from 3 p. m. until midnight, and spent his forenoons in State Teachers' College, absorbing a secretarial course. We wish him continued success.

On account of a very small per cent of telegraph department employes being located in Springfield it is difficult for one reporter to properly represent this department without co-operation from other employes. It would be greatly appreciated if our gang foremen, chief telephone operators, division linemen and managers and wire chiefs would send in news items.

Division Lineman J. J. Mathos of Puxico, visited this department February 11 en route to St. Louis to spend a few days with his son, J. J. Mathos, Jr., who is a professional baseball player, and is preparing to leave soon for southern training quarters. Mr. Mathos said his son was with a league team at Des Moines, Iowa, last year, and will manage the Houston, Texas, ball club during 1926 season.

R. W. Honse, Pittsburg, spent some time this month in Chicago closing out the estate of his father who died recently. He was relieved by Lineman R. C. Yancey.

Miss M. B. Deming, accountant, left February 17, for a two weeks' visit with friends in Miami, Fla. We hope she does not become so much attached during her visit as Miss Stella Meatie did last month.

Al. Sievewright has been assigned permanent position as messenger at Springfield. Tom Talbot is now working extra.

E. Wolfe, lineman, Talihina, was off a few days recently, being relieved by J. W. House of Woodall's gang.

B. L. Kennedy attended the Onion Growers' Convention at Carthage this month.

Glad to see Messenger Glen Harkins back on the job after a few days' sickness.

G. A. Burd was called to Louisville, Ky., recently on account of the serious illness of his mother. Operator Burd has resumed work in the relay office and reports his mother is convalescing.

Everyone in the office misses our chief lineman, J. J. Stow, who has been in St. Louis hospital several days. We hope he will be able to be with us again soon.

Telegraph Gang—Christie, Okla.

W. E. WARD, Reporter

The gang survived the winter snow storms without any frozen feet of fingers and are moving right along, although rocks are plentiful. The boys are in good spirits and are pressing onward in spite of bad weather.

We all regret the loss of our esteemed cook, Louis Calvin and wife.

Mrs. Fannie Rancier, wife of Ross Rancier, has just turned home after a two weeks' visit with us. Call again, Mrs. Rancier—we enjoyed your visit fine.

Groundman F. H. Jones visited home over Sunday, at Winslow, Ark.

This gang moved to Christie from Westville, February 1. The home guards are all nice friendly people, especially our agent. He has certainly shown all courtesy to the boys that had occasion to call on him.

Groundman Alex Carson and Lock Langley was recently transferred to this gang. (Curley) Lynn Alsip was transferred to Finney at Sapulpa.

This gang reports no accidents last year.

Telegraph Gang—Schulter, Okla.

H. E. MILLEN, Reporter

Our foreman, Mr. Bradley, was relieved February 3 by Foreman Paul Coleman from the Gulf division. Mr.

Bradley taking a Western Union gang in the central division. We hate to lose "Brad" but wish him the best of luck in the future.

We are getting accustomed to the "Black Diamonds" and don't think them much heavier than cedar poles.

This gang boasts the best Charleston dancer in any of the gangs. R. E. Perkins is the guy.

A. E. Anderson visited in Springfield recently.

This gang spent a week on storm repairs in January somewhat less than last year's storm work.

Garland Wright has been transferred to this gang.

Ben Pierce and E. V. Robinson have traded jobs. Ben is still in the hospital. We hope to hear of him being on the job again soon.

We regret very much to lose our straw boss, Roy Scurlock, though his successor, Bert Jones, is well liked by everyone.

Linemen Jones and Millen spent a week assisting Sisemore of Fort Worth on storm repair.

The recent change of weather makes me believe the ground hog knows his stuff.

Telegraph Line Gang Camp No. 83 Racine, Mo.

J. E. NUSSBAUM, Reporter

Mr. and Mrs. W. L. Hall have been transferred from Camp No. 80 to this camp to take charge of the kitchen for the C. B. & S. Company.

The gang moved into their new camp cars the first of the month. The cars have been rebuilt and repainted up to standard.

Lineman Albert Trebble was sent to Jasper, Ala., to relieve man at that point for a week.

Straw Boss F. K. Worthy was called to Springfield, due to illness of his brother, "Smiles."



FRISCO EMPLOYEES

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If It's a GIFT—He Has It!

Your Local Watch Inspector will be glad to advise or assist you to make an appropriate selection—for any occasion.

HIS NAME HERE IS YOUR PROTECTION AND GUARANTEE

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B	K
Burman, E. P.Springfield, Mo.	Hafner Watch & Optical Co.....Dallas, Texas
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Dilworth Jewelry Co.....Jasper, Ala.	King, MaudFrancis, Oklahoma
F	P
Farmer-Cannon Jewelry Co.Birmingham, Ala.	Mace, J. H.Kansas City, Mo.
Finley, R. W.....Chaffee, Mo.	R
Fink, John, Jewelry Co.....Fort Smith, Ark.	Prager & Son, D.Ft. Scott, Kansas
G	S
Graves, A. Co.Memphis, Tenn.	Russell, E. E.....Altus, Okla.
	Shadel & AshbyMonett, Mo.
	Standard Jewelry Co.....Muskogee, Okla.

Buy It From Your Local Watch Inspector—ALWAYS!

Everything was quiet at camp February 14, as all of the boys left to see their "Valentines."

If the fair weather continues as it has, the boys will begin telling a lot of fish stories and talking baseball. Camp 82 moved to Racine, Mo., and will be located in this town for about seven weeks.

We are over the hills out of Neosho, Mo., and getting away from the rocky digging which slowed up our work considerably.

Telegraph Gang—Golden City, Mo.

B. W. ELLIOTT, Reporter

We have been on the move during the last month, having made one short move from Lamar to Kenoma and another move to Sheffield.

R. C. Wise returned to us after an absence of a few months.

E. C. Daily is laying off on account of his father's illness.

S. M. Worthy underwent an operation for appendicitis at Springfield Hospital and is recovering nicely.

Bob Mitchell returned to work after being out of the lineup for a week with the flu.

Rolla Wise is away, relieving Division Lineman Mathis of Puxico, Mo.

P. W. Mead is leaving us—transferred to Foreman Finney's gang in Oklahoma.

No accidents for another month!

Telegraph Gang—Kiefer, Okla.

MARSHALL WILSON, Reporter

Howdy, Gangs!

The first two months of the year have started out in fine shape and with our new foreman we hope to have a fine year. J. H. Finney is our new foreman, taking the place of Chaney Deakin.

We have experienced a light sleet storm down west of here, but most of it is cleared up now.

B. R. Davidson has resigned his position in the telegraph gang and is firing out of Springfield, Mo. We wish him the best of luck.

Our assistant foreman, T. E. Floyd was married recently, as was also one of our linemen, N. H. Harrison.

Our ex-assistant foreman, R. B. Jones is back from the floating gang. He was also married during December. We wish these boys a long and happy married life.

One of our groundmen, Garland Wright, was transferred to Foreman Bradley's gang.

Everybody work for safety first and accident prevention!

FRISCO MECHANIC FAMILY NEWS

SPRINGFIELD, MO. SOUTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

Our boiler force, under the supervision of Howard Kelchner, has just completed the job of re-bricking the fire boxes of all oil burning locomotives that are working through here. This has been a very extensive job in which almost one hundred tons of brick were used. This work represents a new plan of which Mr. Kelchner is the originator. The laying of brick was performed by Boilermakers John Dorrell and Alvin McVay, working the day and night shifts respectively, and turning out one engine for every eighteen working hours.

Under the new plan, emergency repairs can be made much easier, also making a 30 per cent saving in brick, and at the same time making combustion more perfect to the extent of saving about 15 per cent in fuel oil.

Roy Hicks, blacksmith, is requesting everyone to call him "Daddy," for the very simple reason that he will be used to it when Lester Roy gets old enough to talk. Lester Roy is a 9-pound youth that was left at the Hicks home several days ago by the stork.

Otis Cook, electrician, is back again after performing the sad duties of burying his father. The elder Cook's death occurred at his home in Claremore, Okla., as a result of heart trouble. Interment was made at Baxter Springs, Kan. Otis has the sympathy of everyone.

Hugh Doran, reclamation plant, evidently has taken the "Own Your Own Home" slogan seriously, as he has purchased the property at 1507 College St.

Artie McCoy, machinist, roundhouse, has purchased a brand new Chevrolet.

Jack McChrissy, reclamation plant, is the proud daddy of an 8-pound Irishman. The young son of old Erin has been christened James Carlton.

The Irish rivalry again manifested itself, as Wyatt O'Neal, also of the reclamation plant, came forward with the announcement that a 10-pound Irishman has just arrived at his home. The young man has been named Walter Edwin.

The old coach shop is undergoing very extensive repairs at present, consisting of a new floor and pits, also concrete jack stands are being built, which makes a much safer condition as well as expedites the work of rebuilding coaches.

Bonnie Mae, the young daughter of Virgil Johnson, gas motor department, has been very ill with scarlet fever, but glad to say her recovery seems to be complete.

Charley Davis, reclamation plant, is at work again after a tussle with pneumonia fever. Davis is one of the oldest employes around the south shops and his many friends are glad to see him out again.

The gas motor car department has been moved out of the reclamation plant machine shop to space provided for it in the new coach shop. This arrangement makes better working conditions for everyone, as well as providing badly needed room for the reclamation plant.

J. G. Taylor, special engineer, who inspects all material turned out by the reclamation plant, says that the volume of work turned out is increasing month by month. The quality of work is also improving, according to Mr. Taylor.

Thomas Reynolds, gas motor department, seems to be collecting quite a fleet of automobiles, the last one being a Ford coupe. Reynolds says

he wants one that will be sure to take him—where? To the ball games this summer.

Emory Bumgarner of the roundhouse night force is the owner of a new Ford.

Gene Harkness, reclamation plant, has a new Essex.

Joe Weddell, also of the reclamation plant, followed suit—a new Essex.

Artie Rose is back at work again after being off for some time with the flu.

We have heard of the sleepy individuals caused by the radio, but it seems to have the opposite effect on Marion Brayfield, boilermaker in the roundhouse, as he seems to be wide-awake since his wife had a radio installed. Marion no longer has an excuse for going out at nights.

Fred Barnhart, machinist, roundhouse, is also a late victim of radioitis.

Homer Kerr, reclamation plant, has traded his property at 2137 Summit Ave. for the property at 782 Lincoln St. This brings Mr. Kerr much closer to his work.

James Burt, reclamation plant, is proudly boasting that his six-months-old son has a full set of teeth. We hope to have this little sheik's picture for the baby page soon.

The boys of the south shops, as well as Local No. 1, subscribed very liberally to the Harjung Memorial Fund. In the death of Mr. Harjung Local No. 1 loses a member who will be sadly missed. Mrs. Harjung has the sympathy of everyone in her sorrow over the loss of her husband, which is all the more keenly felt by the tragic manner in which it occurred.

James Robert, the five-year-old son of Charles Jackson, night tank inspector, is seriously ill. His condition at the present writing is extremely critical, and we are sorry to say, shows no sign of improvement.

So many promotions, transfers and changes have been made recently that we cannot enumerate them here. It seems enough to say that our service is still maintained on a 100 per cent basis, as the following will show. We have several engines running into and out of here that are never worked on any where except at the south side shops. Recently an engineer in turning in his report on condition of locomotive at the end of his run, made the following notation: "Engine is working 100 per cent in every respect. Make no changes whatever."

NORTH SPRINGFIELD SHOPS

WM. F. KRAFFT, Reporter

Edward C. Dysart, ex-south and west shop machinist, has cast his lot with Mr. Ferguson's gang on the floor at north shop. We are mighty glad to have him with us.

We have a report that Sherman Ellis, electrician, has become movie-

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Ships sailing from American ports are now required to carry at least two expert Radio Operators. Steady work. Big Pay. Commercial Radio demands expert service in every department—engineers, broadcasters, ship and shore operators! . . . Our Radio Course, produced under the direction of one of the World's great experts, is NOW READY! . . . The short route to a U. S. Government Radio License. . . Write today for particulars, American Institute, Washington, D. C. ADDRESS Eastern Branch, 145E, Station Z, Philadelphia, Pa.

GALACITE Makes Your Tires PUNCTURE-PROOF in ONE minute

Tires hammered full of nails, leak no air. This startling new invention banishes tire trouble forever. Repairs punctures without taking the tire off the rim. Actually makes any tire puncture-proof for life. Seals instantly all punctures, slow leaks and porous places, often increases tire mileage from 10,000 to 12,000 miles by preserving rubber and keeping tires properly inflated. Positive money back guarantee means GALACITE* must make good—or we will.

AGENTS \$10,000 a Year IMMEDIATE Tremendous profits selling this revolutionary invention to car owners, Garages, Service Stations, etc. Earn up to \$10,000 a year with exclusive territory. Your name and address brings particulars by return mail. Send Today before someone else gets territory you want.

G.F. JOHNSON & CO., 19 W. Jackson Blvd., Dept. 116, Chicago, U.S.A.

struck, and wants to enter slap-stick comedy.

Jas. K. Cook, machinist, is back with us after an illness lasting several weeks. We are sure glad to see you again, Jack.

We hear that Othel C. Smith, machinist third-class, is building a home on North Franklin Ave. That's the spirit, boys!

Harry Huntziker, blacksmith ox-welder, was called to Lytton, Iowa, February 8, account of the death of his brother.

Mr. and Mrs. James Bales are the proud parents of a 10-pound baby girl, Mary Catherine, born January 25. Jim is a boilermaker third-class, under Mr. Reddick.

Roy G. Williamson, machinist apprentice, married Miss Elma L. Lemaster of Lockwood, Mo., December 31. Luck to you and yours, Roy!

A. C. Swineford, local philanthropist, has started a home for homeless cats. The latest addition is black with four white feet and answers to anything that sounds eatable.

Joe Bodey, blacksmith, went to Pierce City, February 3, account illness of his parents.

Charley Frizzell, machinist, and Miss Edith Weddell of the F. L. & D. claim department, were married recently and the happy couple spent four weeks honeymooning in California. Congratulations! May the best always be yours, Charley.

J. R. Burrell, blacksmith, and family, went to Nianuga, January 15, to attend the funeral of Mrs. Burrell's niece, Ada Sells.

Paul Climer, laborer, is now back at work. He took a six weeks' vacation after a wrestling match with an air motor, but is now "fit as a fiddle" again.

Lost—One apron, good as new. Please return to Chas. Garney, blacksmith, and receive liberal reward.

The following resolution was drafted at the Accident Prevention meeting held at the north shops February 2, 1926, with reference to the death of one of the committeemen, Joseph O. Harjung, who was killed, January 30, 1926, at Springfield, Mo.:

God in His Infinite wisdom has called from among us our committeeman and co-worker, Joseph O. Harjung, who is sadly missed by all who knew him, as he was a loving husband, a kind and thoughtful fellow-worker, and an energetic committeeman, always conscientious in the discharge of his duties and considerate of his fellowman.

He gave his life in an honest endeavor to render assistance to a neighbor in distress.

Therefore, Be It Resolved, That the committee shall spread this resolution upon the minutes of our Accident Prevention meeting in expression of our sadness in his untimely death.

Be It Also Resolved that a copy of this resolution be furnished the Frisco Magazine for publication.

And Be It Further Resolved, That a copy of this resolution be sent to the family of the deceased.

Shopmen's Accident Prevention Committee, North Springfield Shops.

Local No. 19--Memphis, Tenn.

OTTO KITTMAN, Reporter

This finds everything down in Dixie O. K.

B. G. Gamble, southern division master mechanic, recently purchased a new Buick sedan.

Mr. Metzger, back shop foreman, was off recently, due to an operation.

Mr. Gimson, our general foreman, was testing out the stoker on Mike 16 recently. Made an awful noise. James Glass, carpenter in the cab with Mr. Gimson remarked that it sounded like a Nash.

Robert Herr was appointed assistant roundhouse foreman.

C. A. Palmer, welder, has purchased a new Essex coach.

We didn't know the Frisco had so many Mike's! Let's have some more, Birmingham, we'll fix 'em.

C. A. Berry, general foreman Thayer, was in Memphis on a short visit.

Someone just for pastime, looked up 1803 statutes on Blue Sunday for Tennessee. Now we have no gasoline on Sunday. Think street cars will be next. They better not stop the Frisco from running in here!

K. M. Hathaway, blacksmith, was off recently due to illness of his wife.

M. M. Garner, machinist, reports an addition to his family February 5—a nine and a half pound boy! Another Frisco machinist.

O. A. Craft, boiler inspector, is temporarily relieving O. W. Erickson, boiler foreman, who had the misfortune to break a leg.

"Smiles" Morgan, chief clerk to general foreman, has a trained watch cat.

The American National Bank Okmulgee, Oklahoma

SAVING — Is a Matter of Mind Over Money

The formula for accumulating money is simple—"Spend less than you earn; save the difference." The results in the beginning may seem small but they gain volume and force day by day. They steadily lead to success.

Any one can save who resolves to do so and sticks to the resolution. It is simply a matter of controlling one's finances—of being master of one's circumstances.

OUR CHRISTMAS SAVINGS CLUB

Is a practical plan for saving by easy stages. We invite you to become a member; get particulars today.

First National Bank

First in Size
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Broadway - Locust - Olive

Open Mondays
Until 6:30 o'Clock

BANKS ALONG THE FRISCO LINES

Successful Banking

— SINCE 1873 —

RESOURCES
Eighteen MillionThe Fort Worth National Bank

FRISCO DEPOSITARY

Main at Fifth Street

UNITED STATES DEPOSITARY

THINK OF THIS!

Your ability and inclination to save in anticipation of whatever the future may bring are the best possible insurance of your continued employment and your standing in the community, for the man who saves is the successful man. He always has first call on opportunity.

THE CENTRAL NATIONAL BANK

"Bank With Security"

NATIONAL BANK

The Only National Bank in
St. Louis Open to
5 P. M. Daily

Extra Interest
Extra Hours
Extra Safe

Eighth St., bet. Olive and Locust

THE UNION NATIONAL BANK
SPRINGFIELD, MO.

3% Interest Paid on Savings Accounts

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The Bank That Always Runs Strong

We seek business on a basis of
sound co-operation.

We'd be glad to talk to you.

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Think of First National First

First National Bank
OF CAPE GIRARDEAU

Where the Frisco Banks

A Complete Banking Service
Featuring Commercial, Savings, Investment
and Trust Departments. Establish your
Oklahoma City connection here.

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OKLAHOMA CITY, OKLAHOMA
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"FRISCO DEPOSITARY BANK"

The Peoples Bank
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*We Appreciate
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OUR MOTTO
**COURTESY, FAIRNESS
AND EFFICIENCY**

We solicit your business. Offering you all
the service consistent with good, careful
banking.

The Citizens Bank

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BOATMEN'S BANK
ST. LOUIS, MO.

The Oldest Bank
in Missouri

A Safe Place for Savings
Since 1847

BANK WITH
Oklahoma's
Largest Bank

SAFE — SANE — SERVICE
Resources Exceed \$40,000,000

The EXCHANGE NATIONAL BANK
With which is affiliated  *The Exchange Trust Company*

Fred H. Shaffer Appointed General Manager Frisco Lines

(Continued from Page 9)

solidated Denver, Toledo & Ironton and the Ann Arbor and Steamship Lines, with headquarters at Toledo, Ohio. In 1911 he resigned to become superintendent of transportation of the Maine Central Railway, but after a short time returned to the D., T. & I. as general manager.

From that position he became general manager of the Gulf, Florida & Alabama Railway, with headquarters at Pensacola, Florida, and in October, 1920, he became vice-president and general manager of the Wichita Falls, Ranger and Fort Worth Railway, with headquarters at Ranger, Texas.

Following his affiliation with Frisco Lines at Kansas City in 1921, Mr. Fraser was made assistant general manager in 1922, and his appointment as general manager came January 1, 1924, following the promotion of general manager J. E. Hutchison to the position of vice-president in charge of operations.

Sisson Given Both Districts

No appointment to succeed Mr. Shaffer was made by President Kurn, and the jurisdiction of M. M. Sisson, assistant general manager in charge of the second district, was extended to include the entire system.

Mr. Sisson is also a veteran in railroad service, coming to this railroad in 1918 as chief dispatcher at Sapulpa, Okla., after a long experience in the operating departments of the Santa Fe and the D., T. & I. He has filled the positions of assistant superintendent and superintendent of the Red River Division, and was appointed assistant to the president with offices in St. Louis on November 15, 1922. He became assistant general manager on June 1, 1923.

Railroad Tie Plays Important Part In Operation

(Continued from Page 11)

enough ties accumulated for an inspection, the inspector is notified and he inspects the ties at the one spot, rejecting and accepting as he sees fit.

Formerly white oak timber ties only would be accepted, but the scarcity of wood has made it necessary to accept various kinds. The softer woods are subjected to treatment. Ties of red oak and pine are accepted. These last two mentioned are treated with creosote or zinc chloride at plants located at Springfield and Hugo. The white oak ties are used untreated. The average life of a white oak tie (untreated) is six years, while the life of a treated red oak or pine tie is about fifteen years and even then, the treated tie is not always removed on account of decay, but due to mechanical wear. These ties removed on account of mechanical defects can be used for right of way fence posts and serve many years longer.

While the inspection and accumulating of ties take up a great deal of

the time of the tie inspectors, they also are required to inspect all lumber used on the Frisco Lines, which includes that used in maintenance of bridges, buildings, repairing stations, round-houses, store room platforms, etc., which amounts to another half a hundred million feet annually. Another item is the inspection of 20,000 sticks of piling used each year.

If all the forest products used by the Frisco in one year were reduced to actual board measure, the total would approximate 125,000,000 feet.

The foregoing is just a brief history of a department never mentioned before in the *Magazine*, and although a railroad tie is not a subject of daily comment, its work is important. It is due to the selection of good ties upon which to lay steel tracks, that the Frisco can advertise and make good the slogan of "speed and security".

Frisco Had 701 Miles When H. Tyson Entered Service

(Continued from Page 13)

in the day or night that this track was not watched.

Has Ancient Pass

"I have here," he said as he pulled out his pocketbook, "a pass issued to me in 1881, signed by Mr. C. W. Rogers, general manager at that time. The writing is distinct and clear. The back of the pass shows the mileage as totaling 701 miles, divided as follows: St. Louis to Vinita, I. T., 364 miles; Pierce City, Mo., to Wichita, Kans., 218 miles; Oronogo, Mo., to Joplin, Mo., 10 miles; Joplin, Mo., to Girard, Kans., 39 miles; Plymouth, Mo., to Fayetteville, Ark., 70 miles."

This pass is one of his treasures and he proudly displays it when he talks of the old days on the Frisco. As far as he can learn, he is the only man living who used to work under the administration of Mr. Rogers. He spoke with fond remembrance, the names of James Dunn, chief engineer; S. Lyman, general roadmaster; D. H. Nichols, superintendent, and John Coffee, roadmaster, all friends and men for whom he worked for many years.

In 1908 the Frisco lost the services of Mr. Tyson as he went with the Kansas City Southern where he remained until his retirement in 1921.

This robust pensioner, seventy-three years of age, finds many hours in the day when time hangs heavy on his hands, since his retirement. His wife, whom he married in Rolla, Mo., has been dead a number of years and so he makes his home with his son, who owns and operates the Ozark Hotel in that city.

Mount Vernon Milk Plant Owes Much to Frisco Lines

(Continued from Page 12)

plant, consisting of some seventeen or eighteen cars, and this same program was repeated on the first day of 1926. The milk is sold and delivered

within a radius of two hundred miles around Mt. Vernon, going into Arkansas, Oklahoma, East Kansas and Missouri, and the majority of it routed along Frisco Lines.

It is one of Mt. Vernon's most thriving industries, and its method of working in conjunction with the Frisco's agricultural department in the interest of better stock, better pastures and a program of diversified farming, is building that section of the country until it will soon lead in high-class dairy production.

CHOSEN VALEDICTORIAN

Son of Road Foreman of Equipment Heads High School Students

Eugene Hill Makes Average of 437—Will Enter Arkansas University

EUGENE HILL, son of J. F. Hill, road foreman of equipment, and Mrs. Hill, was chosen valedictorian of the mid-year graduating class of the Ft. Smith, Ark., High School. His scholastic average was 437.

Eugene, better known as "Gene", completed his freshman year in the Irving High School of Oklahoma City.



EUGENE HILL

after which he transferred to the Ft. Smith high school, where he specialized in pre-engineering and displayed unusual talent in that particular subject.

He chose "Courage" as the subject of his graduating essay, and read it at the closing exercises in the high school auditorium on January 29.

When the final work for the year is completed, it is his intention to take up undergraduate work at the University of Arkansas at Fayetteville, Ark.

Wonder what'll be next.

James Glass, carpenter, and Clyde Stansbury, painter, are planning on buying a new brick bungalow in the near future.

Mr. Motes was recently transferred from the roundhouse to the back shop.

J. F. Anderson, air man, off again. This time on account of illness in his family.

We all like our Magazine very much and always look forward to its arrival.

NORTH SPRINGFIELD ROUNDHOUSE

RAY A. SALSMAN, Reporter

Electrician Chas. W. Webb of the west shop, Springfield, was badly burned in a fire at his daughter's home on the night of January 30. He is now in the Springfield hospital, making a game fight for recovery.

To those who are not personally acquainted with "Webby", will say that for eighteen years he has been a sort of "grandpa" to Frisco electricians, helping everyone that he came in contact with. Young fellows he encouraged and helped are scattered all over the country.

All of the electricians are requested to drop him a letter or card and let him know that every man in the electrical department is thinking of him and hoping for his speedy recovery.

Shorty Barton, hill mechanic at north side roundhouse, was called to St. Louis recently due to illness of his brother.

The night forces at North Springfield are boasting of a politician in the form of air man, Ben Stoner. Ben is sure a good air man.

Lots of excitement in Springfield lately, and all the boys at the north back shops and roundhouse can say we were mighty sorry to hear of the death of Brother Joe Harjung and extend our sympathy to Mrs. Harjung and family.

"Big Chief" Andrews, stoker man is off again, to the wilds of Mexico.

Spring is just around the corner, and some of the boys have taken their spading forks and rakes out for an airing.

The north side did not succeed with their basket ball team this winter, but from all signs the baseball club will have lots of material, and, of course, north side will have a team for this summer.

Roy Johnson, cinder pit man, layed off due to illness, and spent his time at his old home town, Grove Springs eating chicken and getting lots of sleep.

James J. Higgins, "extra man", passed the cigars around. Best wishes for you and Mrs. Higgins!

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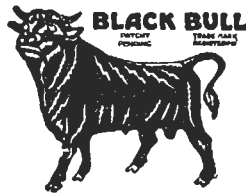
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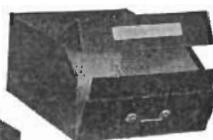
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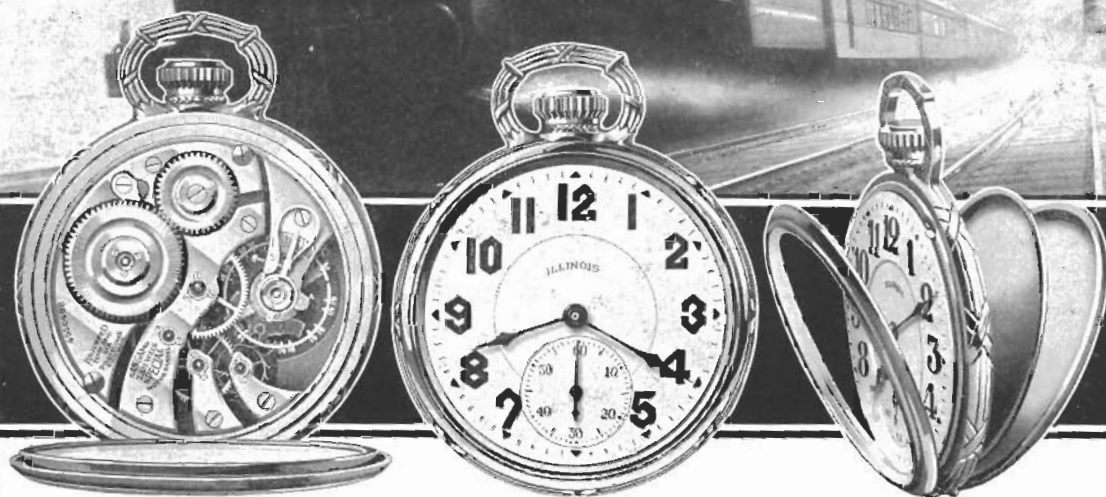
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