

INDUSTRIAL RELATIONS
SECTION

MAR 9 1927

THE FRISCO EMPLOYEES' MAGAZINE



MARCH
1927

VOL. IV
No VI

An Easy and Quicker Way to Better Jobs



HUGH Christie is Chief of Staff of the N. R. S.—A Railroaders from a to z and one of America's greatest shop experts. Christie knows railroad men like a brother. He knows their problems—knows how to help them—and has helped thousands into better jobs. Now he's ready to help you.



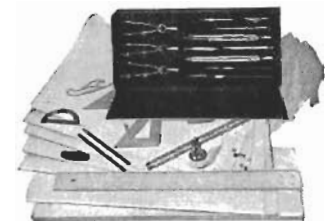
CHRISTIE uses "Work Sheets" to train you—a different series for each kind of shop work. He does not use ordinary lessons or books. His training is practical—dug right out of the largest railway shops in the country by himself and his staff of 54 experts made up of superintendents of motive power, master car builders, master mechanics, general foremen and others. No training such as this has ever been offered to railroad men before. It is different than anything you have seen or heard about.



ALONG with his "Work Sheets" Christie will send you his famous "Job Tickets" and the Job Ticket Handbook. Work Sheets to study at home—Job Tickets to carry with you to the shop. Each set of Job Tickets covers a different kind of work and describes hundreds of shop jobs step by step. This is one of the greatest and most practical features ever included in shop work training.



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Chief Christie and N. R. S. Consultation Staff at Work on Problems Submitted by Students

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More Money Quicker—That's What You Want

But you can't do it with hard work alone. It's a lifetime job at its best. You want quick action and quick results—then give me one hour a day of your spare time—that's all. In a few short months you should be ready for promotion that it would take years to get in any other way. That's my proposition—**Better Job—More Money—Quicker and Easier.**

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Lack of schooling or experience won't hold you back. You'll be amazed how simple and easy I have made things for you. You'll rejoice when you see how quickly you can understand and learn to do certain kinds of jobs that have always been considered complicated and difficult. If you can read and write that's enough—I can help you.

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arranged—special training for every job. I give you everything you must know to earn promotion in the kind of work you like best. I give you everything that will help you—nothing that won't help you. I don't waste your time. Indicate on the coupon which course of training suits your needs best.

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It's one thing to know you're ready for a better job, and another for your boss to know it. But I'll take care of that. I'll keep him posted about you. I'll tell him what you know and what you can do. This valuable service makes it impossible for him to overlook you when there's a promotion or a raise to be handed out.

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No matter what kind of work you are doing, no matter what you may know, or what you have heard about other methods of home training for railroad men—send for my book. Let me show you the one quick and sure way to better jobs and more money right in your own line of work. Let me prove to you how I can help you. It costs you nothing to find out but it may be the turning point in your life. Fill out and mail the coupon to me—**NOW.**

Hugh Christie, Chief of Staff National Railway School

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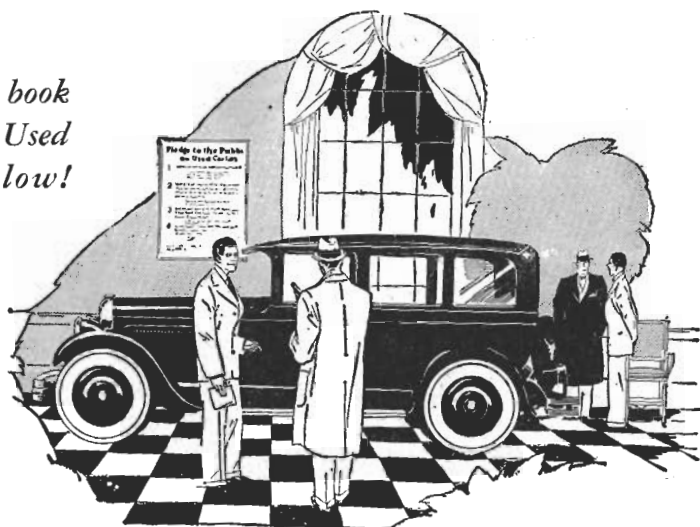
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Pledge to the Public on Used Car Sales

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The public can deal in confidence and safety only with the dealer whose policy is "one price only—the same price to all." For, to sell cars on this basis, every one of them must be honestly priced to begin with.

4 Every purchaser of a used car may drive it for five days, and then, if not satisfied for any reason, turn it back and apply the money paid as a credit on the purchase of any other car in stock—new or used.

It is assumed, of course, that the car has not been smashed up by collision or other accident in the meantime.

Not only to the public, but also to The Studebaker Corporation of America, whose cars we sell, we pledge adherence to the above policy in selling used cars.

Your Studebaker Dealer

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WHEN the average Studebaker owner trades in his car, it is not because he has exhausted its mileage possibilities. It is because he likes the latest Studebaker models so well he is willing to sacrifice something for the satisfaction of owning one.

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THE FRISCO EMPLOYEES' MAGAZINE

827 FRISCO BUILDING :: ST. LOUIS

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VOL. IV

MARCH, 1927

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.

President Kurn Issues Appeal to All Employees for Joint Effort Toward Increased Business

Frisco Clubs Organized at Kansas City, Sherman, Oklahoma City and Fort Scott, and Others Following—"Greater Traffic" Is Slogan

THE Frisco railroad launched into a new era of co-operation among employees during the month just passed, when first steps were taken toward joining the 30,000 workers of this railroad into a concerted effort for a greater Frisco, from a standpoint of loyalty, friendship, and increased business.

In a circular letter to all employees under date of January 27, President James M. Kurn urged all employees to take cognizance of the influence which they might exert on traffic and to perfect some organization which might advantageously serve toward that end.

Addressed to "All Frisco Employees", Mr. Kurn's letter follows:

"Having, as we do, on our rolls close to 30,000 employees, and feeling that there should be a much closer contact as between us, wish to take you into my confidence to the extent of indicating that, while we have met with very satisfactory results in the operation of our property, there has been during the last six weeks a noticeable let-up in traffic. For reasons of which am fully apprised, conditions in the territory as served by our property have contributed somewhat to a lessening of this traffic insofar as our proportion is concerned; but realizing that there is a tremendous strength, if wholeheartedly exerted, in an army of 30,000 employees, am personally appealing to each and every one of you to join with me and the Officers of our Company in an effort to materially increase our gross business. Every possible economy has been employed to produce net results, and while do not admit that further economies cannot be accomplished, do feel that the continued satisfactory operation of our properties can only be had by an extraordinary and continuous drive to in-

crease our gross results.

"Believe you will agree that our property has been brought up to a very high state of physical efficiency and that we have splendid power and equipment, and will say that we have in you, employee for employee, as fine a group as any railroad in the United States. It goes without saying that diminished business means diminished employment, and naturally increased business is the reverse thereof,—so that, from a selfish standpoint, it can be said that you are, with myself and the Officers of the Company, interested in attracting every pound of freight or every passenger that can be secured.

"We are particularly anxious to have the very highest degree of salesmanship exerted in attracting business for our Company, and to that end, am soliciting expressions or suggestions as to ways and means to accomplish what inspires this message to you. If you have in your community, or if you know someone or some firm who is not doing business with your Company, can you not exercise an influence which would result in securing the influence of the party who may be adverse to us and at the same time secure the business which he may have to offer for transportation over our lines? If you learn or know of any one who is likely to take a trip, can you not use your personal influence to secure for our Company the passenger business which might be involved?

"One of our principal foes in the diminished passenger business has been the bus and the privately owned automobile. Oftentimes feel that for distances of 150 miles or under the privately owned automobile is used more frequently than would be the case if some one would in a manly way discuss the possible expense incident to such operation versus the cost of

HIGH LIGHTS FROM PRESIDENT'S MESSAGE

"Realizing the tremendous strength in an army of 30,000 employees, I am personally appealing to each of you to join with me in an effort to materially increase our gross business."

* * *

"Continued satisfactory operation of our properties . . . can only be had by an extraordinary and continuous drive to increase results."

* * *

"One of our principal foes in the diminished passenger business has been bus and privately owned automobile . . . feel that employees might well take an active interest to return part of business which has been lost."

* * *

"If each of you would often secure a pound or a ton of freight it would mean a great increase in our revenues."

* * *

"If each employee made a friend for the Frisco railroad at least once each month it would build up a tremendously effective machine for us in a short time."

* * *

"Please work individually and collectively toward accomplishment of this single thought: Increased efficiency and increased business."

* * *

"Study the situation: Have no hesitancy in submitting suggestions: do not fear that you may trespass upon the rights of others."

* * *

"Kindly submit any constructive criticisms to me at any time."

* * *

"Increased business . . . means more and better employment for each and every one of you."

Frisco Entertainers

At Kansas City Meeting



These dainty and accomplished Frisco misses entertained the crowd of Frisco employes at the Kansas City "Sunnyland Club" meeting in that city on February 7. They are, left to right: Miss Irene Barbee, vocalist; Miss Helen Bobbitt, premier danseuse; Miss Doris Louise Johnson, toe dancer; and Miss Geraldine O'Brien, pianist.

passage over our railroad. The details of this can be very readily figured out, and it can be, and possibly should be used in the direction of trying to bring back to us a part of the local passenger business which has disappeared. Our through passenger business has been fairly good—our loss in passenger revenues (which has been tremendous) is directly attributable to the loss of our local passenger business, and feel that so long as we continue the operation of certain local passenger trains the employes might well take an active interest in seeing what can be accomplished to have returned to us a part of the business which has been lost.

"In our freight activities there is, as view it, a tremendous possibility of increasing same if we would but understand each other, get busy, and each of you get out and secure a pound or a ton of freight—it would mean a great increase in our revenues. There is no reason why each and every employe should not make a new friend for the Frisco Railroad, say at least once a month, and if each one undertook this accomplishment it would be a tremendously effective machine for us in a very short time.

"Study the situation; have no hesitancy in submitting suggestions—do not for a moment think that you are liable to trespass upon the rights of the other; eliminate any form of antagonism which might come from jealousy, and please work individually and collectively for the accomplishment of but a single thought—increased efficiency, and resulting therefrom increased business for the Company of which you are such an

important part. This means, naturally, if properly handled, more and better employment for each and every one.

"In carrying out this plan it is my purpose to have a supervisory committee to work with each and every individual activity that might be created among the employes for the accomplishment of the purpose of securing increased business and better efficiencies for our Railroad. This naturally must be an enthusiastic, voluntarily established working arrangement. Am, through the persuasive channel, asking for your 100 per cent co-operation. Kindly submit any constructive suggestions to me at any time, and we shall, under the organization, see that due acknowledgment is made thereof, and if it is a suggestion that means an improvement, assure you it will be put into effect, and due credit will be given for any such suggestion.

"The Committee in immediate charge of this activity will be a representative of the Traffic Department, a representative of the Operating Department, and a representative of our Publicity and Public Relationship work, and have decided that Mr. H. F. Sanborn, Assistant to the Vice President in charge of Traffic, Mr. C. H. Baltzell, representing the Vice President in charge of Operation, and Mr. W. L. Huggins, the Editor and Director of Publicity, will undertake to put into effect the organization which might be the outgrowth of this special appeal to you.

Yours very truly,

J. M. KURN, President."

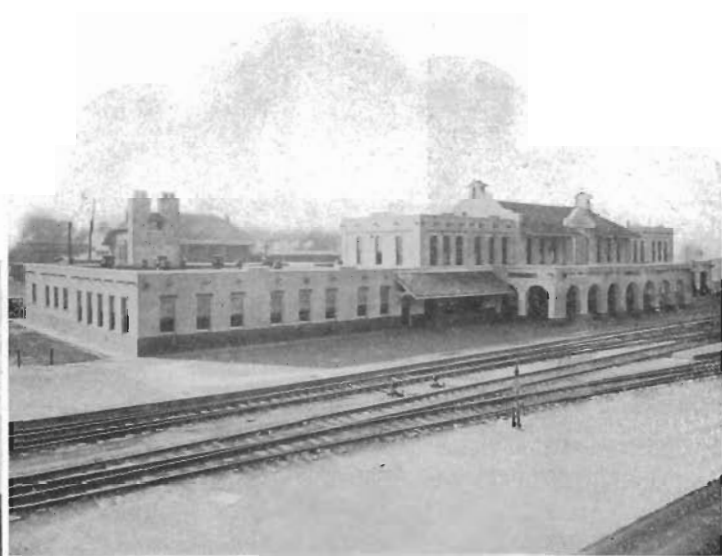
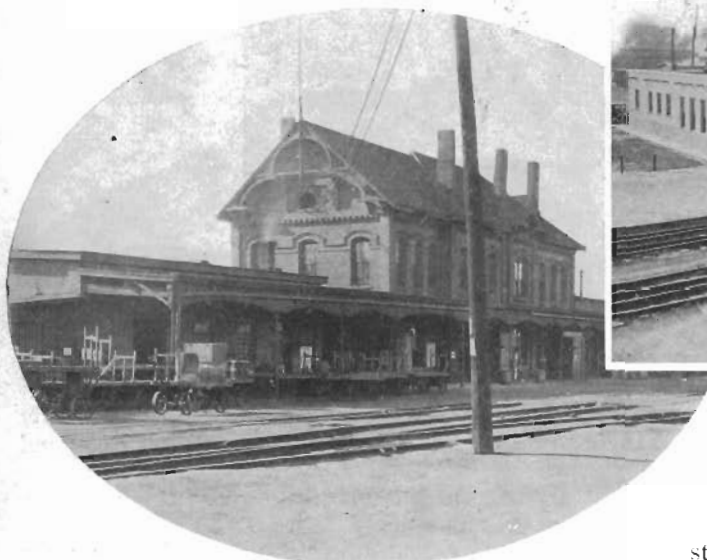
(Now turn to Page 25, please)

New Frisco Passenger Station Opened at Springfield, Mo.

*Luxurious Spanish Mission Style Building Welcomed by Springfieldians—
Replaces 45 Year Old Depot*

IT was a touching event, but not a sad one, when the old Frisco Lines station at Springfield, Mo., which had housed waiting passengers in that Missouri city for forty-five years, passed into oblivion recently.

Springfieldians were not sorry to see the



A view of the old and new in station facilities at Springfield, Mo. The old station served for 45 years.

rather majestic frame building come down, bit by bit, under the methodical and systematic razing of the carpenter crews. The old station that reared its magnificent and be-curlieued mansard roof to the sky way back in 1882 had outlived its usefulness. The cramped quarters of its baggage and express rooms, its waiting rooms and ticket offices, no longer gave the luxurious appointments that is standard on Frisco Lines, and old residents of Springfield who once praised the old station as "one of the finest depot structures on Frisco Lines, suh", now referred to "that blankety-blank old eyesore pile of old lumber down by the tracks."

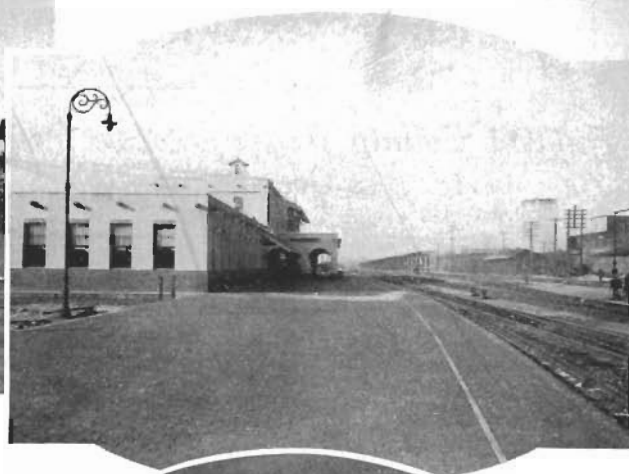
There's nothing left of the old station today.

Spread spaciouly over 13,550 square feet of ground, a beautiful Spanish mission style of modern railroad station, with port cochere front and back, and snow white stucco gleaming in the Missouri sunlight,—that is the Frisco Lines station in Springfield, Mo., today. From its high center portion a roof of variegated color Spanish tile completes the picture of mission style, and in a garden on the east end that will later bloom with grass and flowers, a fountain plays merrily.

While the Fred Harvey section of Springfield's new station was opened to a hungry public on November 4, the completed station was not ready for general use before December 24. From front door to rear door the new structure is modern and up-to-date in every respect.

The east wing of the structure is given over to the Fred Harvey service, with a spacious dining room, kitchen and bake shop, store room, managers' office, refrigerating department, and storage yard. The Harvey quarters alone occupy 6,393 square feet of floor space. The Fred Harvey interior is polychrome, light coffee-brow effect. Ivory ceilings add greatly to the color scheme. The tops of the counter and tables are of Verde antique marble, and the counters are fitted with a special toe piece effect in place of the old-fashioned rail, and with easy backed chairs. The counters are laid in double horseshoe, and in the center of each horseshoe is a walnut stained woodwork display case, with mechanical refrigeration. The Harvey kitchen has a floor of hard vitrified brick with white enamel walls and ceiling and all modern equipment. The bake shop, too, is modernly fitted and the spacious store room at the west end accommodates eight mechanical refrigerators to keep the food

(Now turn to Page 28, please)



Springfield Mo., Station Views

Two views of new station at top. At left center, the Harvey House dining room, and above, the kitchen. Lower left, a view of the spacious waiting room, and below, the well stocked commissary room in the Harvey House.



Famous Ozark Country Is "The Second Promised Land," Hon. James W. Armstrong Says

Pulaski County Representative Praises Frisco's Territory in Radio Address Over Station WOS, Jefferson City, on Feb. 7

MY theme tonight will be of my own choosing, "The Ozarks, a Hill Country, or the Second Promised Land".

So much has been said and written of the natural beauty and wondrous climate of the Missouri Ozarks, that some have been led to the conclusion that the locality from which I come is made up almost entirely of big springs of clear and cold water, roaring rivers, babbling brooks, cool shades, restful nooks, and rugged scenery. Our Ozarks have been rightly called "The playground of the Middle West", and on account of this appellation, the impression has gone out that we live in a land that has no other claim than that of gorgeous scenery and unmatched climate.

Tonight, at the risk of being tedious, I shall attempt to disabuse your minds of an error that may exist.

In the very dawn of Christian history, and modern civilization, the Great Jehovah promised His people that He would give them a goodly land, which He would show them. He called forth Father Abraham and placed him in the land that He afterwards directed Joshua to divide among his descendants.

It was a rough country, but of God's own choosing, and it was described by Joshua as "a land that floweth with milk and honey". It was this same hill country that produced the giant Anaks, that seemed so formidable that the children of Israel were deterred for forty years from taking possession of the Promised Land. It was from this hill country that the spies returned with a cluster of grapes that required two men to carry on a staff between them.

The fact is, this first land of promise, with mountain peaks, desert places, and lack of adequate water supply was, and is, far inferior to the Second Land of Promise—the Missouri Ozarks.

Our hills He filled with iron, lead and zinc, some with coal, others with granite, onyx, and almost every grade of building stone.

We are the greatest producers of lead and zinc in the whole wide world.

Our water sheds were made precipitous to rapidly carry away the super-abundant flow of our wonderful springs, and furnish opportunity to harness their flow. Some have already been put to the uses for which they were divinely intended, and when great corporations cease to quarrel over charter rights and accomplish the building of power plants proposed, power

will be furnished to light and heat every home in this state, give power to every engine, and turn every wheel of commerce. No such possibilities could exist in a land less rugged and favored, above ever other less fortunate in natural resources.

Our water power is only partially developed, but those outside of our border are losing more than we, because our "White Coal" is not active as it is destined some day to be. This is not an invitation to adventurers to attempt to exploit our natural resources. We invite only citizens of the best kind who are willing to become a part of us and assist in bringing about the fruition of our ultimate hopes.

But let no one get the idea that we are quietly content in contemplation of our potential possibilities. We are not waiting, as some suppose, to be exploited by capital, but are even now contributing a very substantial part to the prosperity and advancement of our great state. Do not make the mistake of thinking that we are lying dormant. Progress is in evidence everywhere.

The surplus products of our factories, mines, fields and forests are on the markets of the world, and hold a high place by virtue of superiority of quality, abundance and reliability of constant supply.

I have no exact figures for the year 1926, just closed, but desiring to be well within the facts, I shall use the figures as compiled by the Frisco Railroad alone, and for carlot shipments from the Ozarks for the year 1926, and assuming that all other railroads serving this section in their combined loadings, equal that of the Frisco, alone. This seems to be ultra-conservative, considering that we are served by the Missouri Pacific Railroad along our northern border;

The now famous American audience of "invisible millions" reached by the radio broadcasting stations of the nation, heard an eloquent eulogy of the radiant Ozark country on the evening of February 7, when the Hon. James W. Armstrong, representative from Pulaski County in the Missouri Legislature, broadcast an address on the resources of "The Missouri Ozarks—a Second Promised Land".

Frisco employes can take pride not only in the fact that the Hon. Armstrong referred to the Frisco as a strong development agent in the Ozark territory and quoted figures from the Frisco's agricultural, development and statistical departments to bring out his argument, but that the speaker himself is from Richland, Mo., on the Frisco's main line, where he is interested in banking, farming and stock-raising.

Representative Armstrong is several-times representative from Pulaski County and politically prominent in the state and especially in Southwest Missouri. His address was broadcast from Station WOS, the Missouri Capitol, at Jefferson City, Mo. It is a privilege to print it in these pages.

—W. L. H., Jr.

also, important branches through the very heart of our very best and most productive territory; also, the Rock Island, that traverses our territory from east to west, and the Iron Mountain through our southeast territory. Certainly, it is fair to assume that all of these roads carried as much of our products as did the Frisco.

We shall first call your attention to dairy products, of which the Frisco in 1926 carried 958 cars of butter alone, and 490 cars of condensed and other concentrated milk products. If all other roads carried an equal amount, only, this would amount to 2,896 carloads. If this represented an average of 4 per cent butter fat in the whole milk, it would have required a train 560 miles long to carry the milk alone. Much more was shipped by express and in less than carlot shipments. Thousands of carloads were used on the farms and in our own cities and towns. The solemn fact is, there was enough milk produced in the Missouri Ozarks, in 1926, to load a solid train reaching from St. Louis to New York.

Of eggs alone, we shipped 5,726 cars, and 3,930 cars of live and dressed poultry. Now, is it any wonder you hear much talk about the dairy and poultry industry in the Ozarks?

Before we get down to the big shipments, such as wheat, hay and other grains, and the really predominant industry of livestock, such as cattle, hogs, sheep, horses and mules, let me cite you to the fact that in 1926, we shipped out 3,192 cars of strawberries, and 3,020 cars of grapes, as well as 8,910 cars of apples, and still, this was called a short crop. To this let me add a little matter of 6,000 carloads of canned goods, and a little shipment of 400 cars of miscellaneous garden products.

Lime and cement account for something more than 9,000 cars, and flour alone for 4,584 carloads, and of feedstuff, 9,240 cars. The list is long, but I will leave out much of importance. I know figures are cold and not interesting to the mass of my hearers, but they are mighty important, when it comes to dealing with the actual output of a section that is supposed by some to be only a great big playground.

I think I have referred to enough to convince you that there would be an actual shortage in the nation's food supply if we should cease our shipments only a part of any year.

I made only casual reference to our shipments of meat products which are in reality the greatest of all. Do not forget that we shipped this last year more than 20,000 carloads of meat products.

No better hogs live and grunt anywhere than we produce right down here in the Ozarks. I might say we raise better hogs and cite the fact that a single hog in my own county of Pulaski, the celebrated Poland China boar "Liberator", owned by Mr. Casey,

sold for \$10,000.00 for breeding purposes, and a lady in the adjoining county, Mrs. Gladys Hornsinger of Laclede, recently sold a single turkey for \$1,000.00.

We are pre-eminently the dominant beef cattle section of the state, and no better cattle go to the market than from our hill and valley pastures of blue grass and white clover, and other so-called tame grasses, though they grow voluntarily in the Ozarks, and they show more clear profit to the livestock farmer than in any other section of the country.

Any cattle feeder can tell you the vast difference in profit in favor of the Ozark farmer, with his rich pastures. A four hundred pound gain is the rule here, placed on the grass in April, and marketed as fat steers during the season.

We produce all this and still have much room for parks, fishing resorts, game preserves, and playgrounds for the weary from less favored sections.

I do not want to be tedious and have given figures only to dispel a possible error in believing the Ozarks only a big piece of scenery, without real commercial importance. I believe you will agree that any section of any state that produces enough surplus food products in one year to load a solid train reaching from the Statue of Liberty to the Golden Gate, and is gaining fast in production, is worthy to be seriously considered.

If you want to verify these statements with your own eyes, go out to Pulaski County, and we will show you scenery to equal your fondest dream, furnish you fishing beyond compare, feed you on home-grown vegetables, rich milk,

and honest-to-goodness cow butter, fresh eggs and yellow-legged chicken, home-cured ham with buttermilk biscuits and egg cornbread.

If you stay awhile, and show yourself congenial, and entirely worthy of our lavish hospitality, we will lend you a squirrel dog that will enable you to have wild meat for both supper and breakfast. If you should stay until the season opens, and show yourself capable of real enjoyment, we will grant you permission to accompany a reliable bird dog that has more real sense and a superior scent to anything you have ever known. We will guarantee the dogs to show you the quail, but will not be responsible for your waste of ammunition.

We have numerous club houses, hotels and resorts, that entertain and minister to the wants and desires of the world-weary city people. If you are as adept with the rod and reel as you tell your friends you are, you may choose your own menu—black bass, rainbow trout, goggle eye, crappie, jack salmon, perch, channel cat, or any other game fish you may choose. We have them in abundance. If you do not fill your creel, it is your fault; it is only because you are a poor fisherman.

(Now turn to Page 28, please)



HON. JAMES W. ARMSTRONG

Nine Changes in Passenger Department Announced by Vice-President Koontz February 1st

A. P. Matthews and E. G. Baker Promoted to Assistant General Passenger Agents at Memphis and Kansas City, Mo.—Other On-line Changes

EFFECTIVE February 1, nine changes were made in the traffic department and announced by Mr. J. R. Koontz, vice-president in charge of traffic, and Mr. J. N. Cornatzar, passenger traffic manager.

A. P. Matthews, formerly division passenger agent at Memphis, Tennessee, was appointed assistant general passenger agent at the same place.

E. G. Baker, formerly division passenger agent at St. Louis was appointed assistant general passenger agent at Kansas City, Missouri.

F. R. Newman, division passenger agent at Kansas City was appointed division passenger agent at Joplin, Missouri.

R. C. Gentry, formerly traveling passenger agent out of Kansas City, took E. G. Baker's former position at St. Louis, Missouri.

M. J. Conley, formerly general agent at Joplin, Missouri, was appointed division freight agent at the same point.

R. N. Brooke, R. E. Kurtz and H. F. De Lozier were appointed traveling freight agents at Joplin, Missouri, St. Louis, Missouri, and Oklahoma City, Oklahoma, respectively.

L. A. Fuller, formerly passenger and ticket agent at Springfield, Missouri, was made traveling passenger agent at Kansas City, Missouri.

F. E. Clark, formerly division passenger agent at Joplin, was transferred to Springfield, Missouri, as passenger and ticket agent.

W. L. Pendleton, formerly chief clerk to executive general agent at Tulsa, Oklahoma, was appointed soliciting freight agent, same point.

A. P. Matthews was appointed assistant general passenger agent for the Frisco at Memphis, Tennessee, by J. N. Cornatzar, who by coincidence, was the last man to hold that rank at Memphis. Mr. Matthews has been at Memphis since 1918, going there from the position of division passenger agent. He entered the service of the Frisco Lines at Kansas City on June 23, 1900, as a stenographer in the mechanical department and held the following positions: stenographer and clerk, operating department; secretary to general passenger agent, St. Louis; chief clerk to assistant general passenger agent, Memphis; city passenger agent, Birmingham, Alabama; traveling passenger agent, Atlanta, Georgia; district passenger agent, Atlanta, Georgia; passenger service agent, St. Louis; division passenger agent, Memphis, and on February 1 was appointed to his new position. Mr. Matthews has a wide acquaintance in Memphis and throughout the territory served by the Frisco Lines from St. Louis and

Kansas City on through the south.

E. G. Baker entered the service of the Frisco Lines on January 1, 1914, as assistant Union Station passenger and ticket agent, St. Louis, and on April 1 of the same year was transferred to Cincinnati as city passenger agent, where he remained until March 1, 1918, when he was transferred to a like position in Kansas City. He became a train auditor out of St. Louis on April 20, 1918, and served in that capacity until he joined the Liberty Loan organization as office manager in St. Louis, with a leave of absence from the Frisco. On January 4, 1920, he rejoined the Frisco Lines, was sent to Tulsa, and soon transferred to Kansas City as station passenger agent. In April of the same year he became a clerk in the advertising department of the Frisco Lines in St. Louis, where he served until made city passenger agent in Chicago in September, 1920. His next appointment was to that of district passenger agent and then to division passenger agent at St. Louis on January 5, 1925. He served in that capacity until his new appointment on February 1. Mr. Baker is not a stranger to Kansas City and its people and organizations, and he found a hearty welcome awaiting him when he assumed his new duties.

Frank R. Newman began his Frisco railroad service on November 5, 1903, as assistant city ticket agent at Memphis, Tennessee. He served at Birmingham, Alabama, as city passenger agent and also held this position at Memphis, Tennessee. In 1910 he served as division passenger agent at Denver, Colorado, and later held the same position at Joplin. In 1922 he was made division passenger agent at Kansas City, Missouri, where he has been serving until his transfer to Joplin, Missouri. Mr. Newman leaves a host of friends, but he will be welcomed in Joplin by his former associates with whom he served for many years.

Richard C. Gentry comes to the St. Louis passenger department from Kansas City. He entered the service of the Frisco Lines June 17, 1910, as city passenger and ticket agent at Ft. Smith, Arkansas. In 1911 he was made traveling passenger agent out of Pittsburgh, Pennsylvania, and in 1912 appointed to the same position at St. Louis. He served as district passenger agent, Indianapolis, Indiana, and passenger agent at Tulsa, Oklahoma, prior to his service in the U. S. Army in 1918. January 1, 1919, he was appointed passenger agent for the Frisco at Tulsa, and in 1920 general agent, passenger department at Atlanta, Georgia. In 1926 he was made traveling passenger

agent at Kansas City and from there he came to his present position in St. Louis. Mr. Gentry is not a stranger to the Frisco folk and business men of St. Louis, and he has assumed his new duties with old friends.

M. J. Conley, former general agent at Joplin, Missouri, has been with the Frisco since September 17, 1887, when he entered the service as a night operator at Joplin. Practically all his service has been on the northern division, in and around Kansas City in the following capacities: Cashier, Joplin; agent, Altamont; operator, Monett; cashier, Pittsburg; city passenger agent, Kansas City for the KCF&M; agent, Clinton, Missouri; relief agent and agent, Claremore. On the consolidation of the Frisco-Memphis line in 1900 he was made soliciting freight agent at Joplin, and in 1902, assistant agent from which position he climbed up to general agent in 1912, which position he held until his new appointment.

R. N. Brooke was formerly traveling live stock agent. Most of his service has been in the transportation department, as traveling adjuster, specializing on live stock claims. He began his service in 1910 at Springfield, Missouri. In August, 1919, he was appointed traveling live stock agent in which capacity he served until his present appointment as traveling freight agent.

R. E. Kurtz came to the Frisco from the M-K-T railroad on January 1, 1918. He served with the industrial department, and was appointed traveling industrial agent. On February 1, 1927, he received his appointment as traveling freight agent out of St. Louis, Missouri.

H. F. DeLozier entered the service of the Frisco Lines on September 1, 1894. He served a number of years in the live stock department, and at the time of his new appointment was assistant general live stock agent at Oklahoma City. His new work, that of traveling freight agent, will be centered in and around that city.

F. E. Clark began his Frisco service in May, 1891, as clerk in the freight office at Springfield, Missouri. He also served as cashier at the same office. In September, 1899, he was appointed clerk, ticket office at Springfield, and in 1901 ticket stock clerk at St. Louis. From that position he went to traveling passenger agent at Atlanta, Georgia, and from there to division passenger agent, Wichita, Kansas. From 1918 until 1927

At right: A. P. Matthews, appointed assistant general passenger agent at Memphis, Tennessee, and W. L. Pendleton, appointed soliciting freight agent at Tulsa.



A. P. MATTHEWS



W. L. PENDLETON

he served as city ticket agent, Springfield, division freight and passenger agent at Wichita, and division passenger agent, Joplin, when he was transferred on February 1 to Springfield to assume his new

duties of passenger and ticket agent, that point.

W. L. Pendleton entered Frisco service September 9, 1911, as baggageman at Ada, Oklahoma. He also served as bill clerk and yard clerk at the same point, and in 1917 was made cashier at Claremore, Oklahoma. November, 1923, he was made chief clerk in the offices at Ada, and on August 24, 1925, transferred in the same capacity to the offices at Okmulgee. Since November 25, 1925, he has served as chief clerk to the executive general agent at Tulsa, Oklahoma, and on February 1, assumed his new duties. W. B. Baxter, rate clerk in the office of executive general agent, succeeded Mr. Pendleton.

Last Minute News of Employee Organizations

AS the Magazine goes to press (February 24) information from various Frisco cities indicates that the employee-solicitation movement is progressing with great strides. Too late to be included in the general story in this month's Magazine, comes word of "Greater Traffic Committee" organizations of employees in the following Frisco towns: Clinton, Missouri; Wichita, Kansas; Memphis, Tennessee; Springfield, Missouri; Enid, Oklahoma; Joplin, Missouri; and Fort Smith, Arkansas. The April issue will contain complete information on these organizations.

The Editor wishes to know of all organization work

in this connection, in order that the Frisco Clubs and "Greater Traffic Committee" workings may be properly presented in each issue of the Frisco Magazine.

"We are meeting a splendid response at every point where this new movement has been approached," said H. F. Sanborn, assistant to Vice-President J. R. Koontz, and chairman of the general committee on "Greater Traffic." "Before many weeks have passed we expect to have 'Greater Traffic Committees', composed of employee-workers, in all Frisco cities. Our employees are enthusiastically behind this movement."

President Kurn Places Loving Cup in Competition Among Mechanical Department Employees

Department With Least Injuries Per Man Hour Worked to Be Awarded Cup on April First

ONE of the largest meetings held on Frisco Lines recently occurred at Springfield, Missouri, in the Assembly Room on the fourth floor of the Frisco office building on February 16.

The meeting was a joint one with the superintendents, assistant superintendents, master mechanics and general car foremen from over the entire system in attendance. The system shop committee of the Frisco Association of Metal Crafts and Car Department employees were also present.

The gathering was for a two-fold purpose; the morning session was devoted to a thorough discussion and organization of the work recently started in connection with better business, and was in charge of H. F. Sanborn, assistant to J. R. Koontz, vice president of traffic.

The afternoon session was in charge of H. L. Worman, superintendent motive power, and those in attendance were master mechanics, general car foremen and the shop committee of the Frisco Association. One important feature of the afternoon session was the presentation to Mr. Worman by H. W. Hudgen, accident prevention director, of a beautiful silver loving cup on which was transcribed the following:

"Accident Prevention—Presented by J. M. Kurn to Mechanical Department, Frisco Lines. In appreciation of your efforts."

H. L. Worman, as chairman of the meeting, introduced H. W. Hudgen, director of accident prevention who made the presentation address.

The cup had been placed in Mr. Worman's office on January 1, 1927, when the contest to win it started, and on April 1, it will be presented to the division shop in the mechanical department which shows the lowest number of accidents during the three-month period. The department winning the cup on April 1, will keep it for three months, when it will pass on to the department which betters their record.

In part Mr. Hudgen said: "Gentlemen of the mechanical department. It gives me a great deal of pleasure on behalf of Mr. Kurn, our President, to present to the mechanical department this beautiful loving cup in appreciation of the efforts which have been put forth. Each one of you here may have an opportunity to win this cup. We will put it on a three months' plan. The master mechanic or division making the best showing in our accident prevention campaign will win the cup. Whoever wins it will keep it for three months, and if some other department beats the record, it will be passed on. The best and fairest way to figure out the plan, so that even the smallest division may win the cup, is on a man hour basis, or

the fewest personal injuries per 1,000 man hours worked. I am sure that with this beautiful cup which Mr. Kurn has presented to the mechanical department as a goal, it will stimulate interest in accident prevention."

Mr. Worman responded to the presentation, and said—"I want you to know we certainly do appreciate the cup—not so much for its monetary value, but because of the great fight which we made and are making in this campaign. I do not know of anything in the mechanical department that a bunch of men could devote their time to that means more in the final analysis to the employees of the Frisco railroad, than the prevention of accidents. We have many accidents, and some serious ones. The serious accidents in many instances take away from the family the bread-winner. I do not know who will get the cup, but I hope that the interest will be great, and that somebody else will win it. Even our smallest division will have a chance and I believe that if everybody puts forth their best efforts in the great cause of preventing accidents, not alone just to win the cup, but with the idea of saving lives, that the battle will be worth while. If all the effort each of us puts forth in 1927 toward this campaign, saves just one life, do you realize what that means to a family? Am wondering if that one thing would not be worth the entire time of the committee for the whole year, if, through their efforts they saved just one life over what we did in 1926? Of course I hope that I may keep the cup—I have kept it on my desk, hoping someone would ask me if I won it playing golf, but I shall be very glad to give it up, when it is properly won."

F. A. Beyer, superintendent of west shops was asked to tell of the manner in which his shop operated with so few accidents during 1926, with a force of 953 men employed. He explained that the men who were injured during the month were asked to attend the accident prevention meeting as visitors. There they discussed their injury, and if there was a remedy for it, the remedy was applied.

"Last year," Mr. Beyer said, "we had 126 or 127 visitors at our accident prevention meeting. As I go over the shops I invite this man and that man to attend. In the course of the next few years I hope to have had every one of my 953 men in an accident prevention meeting at some time or other, whether he has ever been injured or not."

"We have instructions out that when a man is placed on a new job, whether he has been with the company two months or twenty years, the foreman is required to explain to him the hazards of the ma-

chines which he is to operate. I do not leave this matter alone to my foreman, but I personally ask the man questions and find out if he has comprehended the advice and instructions given him.

"During the year of 1926 we had over 2,000 unsafe practices reported at our west shops and when 1927 rolled in, we had corrected all but two and they were being corrected.

"We also figured that we saved the eyes of 33 men by the use of goggles. Every time a man breaks a goggle in his work, we do not count it, but when the goggle is splintered and shivered so that we know, had he not had it on he would have lost his eye, we count it as an eye saved. One hundred and eighteen pairs of goggles were broken at our shop last year."

A most interesting discussion ensued, as to the cause and remedy for accidents which occur on the Frisco Lines, and statistics from the address of H. W. Hudgen, showed that in 1924, the Frisco stood seventeenth place from the top on reportable accidents to the I. C. C. Commission. In 1925 the figures

showed the Frisco in eleventh place and for the first nine months in 1926, figures placed the Frisco in sixth place on reportable injuries, and first place on death to employees. These figures were compiled on a million-hour basis.

"In 1926, we held 663 accident prevention meetings on the Frisco system and in addition our men talked to over 250,000 school children on our line—not once, but several times," Mr. Hudgen said.

"In 1926 there were 7,527 reports sent to our department of bad conditions on Frisco premises and unsafe practices. These have all been corrected with the exception of 182, which are now under discussion.

"I want to also give you the contents of a letter from Dr. Woolsey in which he wrote me that the number of penetrating eye injuries for 1927 numbered three, and these were among the track men.

"The only way to get such splendid results as we have been getting is by continually keeping after the prevention of accidents, cautioning men as to the hazards of certain machines, and demanding that they wear goggles," he said.

Z. B. Claypool, assistant director of accident prevention read a list which he had compiled, showing that ninety per cent of the accidents to employees were due to unsafe practices. These were, **inexperience, over-familiarity with job, over-confidence, taking chances, awkwardness, nervousness, personal trouble, ignorance, excitement, too much of a hurry, dissipation, afraid of the job, the shop joker, temporary physical disability and carelessness.** He also gave suggested remedies for these causes.

These causes, with suggested remedies follow: Inexperience, with caution, personal attention, placing with competent man and use of judgment, as remedies;

familiarity with job, with surprise tests, caution, change of work and illustrations of what may happen, as remedies; over-confidence, with same remedies as quoted for familiarity with job; taking chances, with elimination of necessity and teaching a man to anticipate danger, as remedies; awkwardness, with change of job and discharge as remedies; nervousness, with medical treatment, explanation



The men on the front row, reading from left to right are: A. A. Jones, J. K. Gibson, assistant to superintendent motive power, P. O. Wood, assistant superintendent motive power, H. L. Worman, H. W. Hudgen, Z. B. Claypool, assistant director accident prevention, G. W. Moore, assistant superintendent motive power and Harry Harrison, of the accident prevention department. Grouped back of the first row and around the cup are: J. W. Surles, W. B. Berry, W. H. Bevans, J. S. Jowers, W. J. Gillespie, W. G. Hall, R. R. Spencer, R. F. Darden, F. A. Beyer, B. G. Gamble, M. J. McCaffrey, R. G. Kaufman, W. A. Morgan, Frank Ferguson, W. J. Foley, L. J. Leysaht, J. L. Harvey, E. E. Nixon, Eugene Moore, B. Fowler, R. Sloan, J. D. Heyburn, W. W. Claypool, W. T. Clark, J. B. Gilliam, D. L. Forsythe, L. J. Lyon, J. E. Rucks, G. T. Yozwell, W. A. Neil, S. F. Cooper, J. M. Sheeley, J. L. Eudy, Claude Bond, J. L. Way, Virgil Johnson, Frank Jenkins, J. T. Fite, Howard Pickens and Hughie Roberson.

to remove fear and not too much hurry, as remedies; personal trouble, with consultation, suggestion to man's mental concentration and time given to settle trouble as remedies; ignorance, same remedy as for inexperience; excitement, make effort to determine speed of workman, foreman making men feel at ease, and a discussion of cause, as remedies; too much hurry, with thinking right and thinking faster than you work, as remedies; dissipation, with warning and discharge as remedies; afraid of the job, with remedies the same as nervousness; shop joker, with advice and laying off, as remedies; temporary physical disability with application of first aid, sending patient to company doctor, requiring man to attend safety meetings and discharge as remedies; carelessness, both temporary and permanent, with caution or accident prevention meeting for instruction, laying off, reducing rank, posters, change worker to less dangerous job and discharge, as remedies.

From Prairie Schooners to Oil-Burners in 51 Years With A. V. O. Haskill

Frisco Bridge Inspector at Springfield, Mo., Who Never Had a Vacation, Plans to Fish and Hunt When He Retires

FROM prairie schooners to automobiles—and from locomotives with bell-shaped stacks to 1500 oil-burners, is the railroad experience of A. V. O. Haskill, bridge inspector for the Frisco Lines at Springfield, Mo.

His card pass reads "Fifty-one years' service" and he has never, in that entire period, had a vacation. "I started several times," he said, "but something came up and I never got one." He has traveled mainly over Frisco rails—and a short talk with him of his long service and many experiences (which to him seem commonplace enough) would interest the most indifferent listener.

He claims Lewiston Junction, Maine, as his birthplace, and March 12, 1857, as the date of his birth. At the age of sixteen, he landed in St. Louis "looking for a job". At that time, in 1873, the United States was in the clutches of the greatest money panic it ever endured. He was fortunate in securing work with the Missouri Pacific Railroad in the water service department. He came to the bridge department of the Frisco in 1876 under G. W. Turner, later appointed superintendent of bridges, and has been in bridge and construction work during his entire service.

As one of the few men yet in service who helped build the great lines of the Frisco System, he tells interestingly of his experiences when he worked in a construction gang, building the line from Peirce City to Wichita in 1879; of driving piling from Plymouth Junction (now Monett, Mo.) to Van Buren, Arkansas, in 1882; of his part in laying track from Pacific to St. Louis, which work was done under the charter of the old Atlantic & Pacific. It was called the southwest branch of the Missouri Pacific and that road operated it. He also drove piling between Springfield and Bolivar before the grade was built. Few men, if any, have been so closely associated with the building program of the Frisco Lines and its early construction days, as he.

Most of his service has been in and around the eastern division. At one time he worked in the bridge and building shops, but since 1902 he has been working out of Springfield as an inspector of bridges.

The growth of many of the cities along Frisco Lines is a source of interest to him. "Take Tulsa for instance," he said. "When we were constructing the line in Oklahoma, I shot prairie chickens on the site



A. V. O. HASKILL

where Tulsa now stands. The Frisco Railroad certainly helped to build those towns.

"We saw many Indians during our time in Oklahoma, and we thought nothing of prairie schooners going across the plains, filled with 'homesteaders'. We were stationed at Wyandotte, Oklahoma, for a long period of time, and while there we attended a mission on Sunday, under the direction of an old Quaker.

"The equipment in those days was of antique type. The coaches were made of wood, the equipment had hand brakes, and the engine had a brake on the tender. When the engineer would whistle for a station, the brakeman, conductor and fireman would set the brakes on the train. Those were the days of the link and pin coupler and oil headlights. I remember one conductor we used to have by the name of Dryden. He was six feet, six inches tall. He couldn't straighten up in a caboose, except when he would stand in the middle of the car under the ventilator.

"When we were on the line, we slept in tents, and carried our cooking car along with us, however. When pay day came, Mr. Randolph, who used to be paymaster, would go over the division in a pay car and pay the men in cash."

In comparing some of the steel rail laid now and in former days, Mr. Haskill said: "The first steel ever laid on this railroad was called English

chair iron and the rails were twenty-four feet long, and weighed about fifty-seven pounds. Comparing that with the 110-pound rail of today, it certainly was small, but in proportion to the equipment which passed over it. Trains did not make more than thirty miles an hour, and all the coaches were heated with stoves.

"I remember the first automobile I ever saw. It was near Meramec Highlands, Missouri. I had occasion to go to the city hall with a party and when we came out I saw this automobile—one of those 'one-lungers'. I was speechless with wonder, but my friend found his voice at once and said: 'If I wasn't so old and stiff, I'd just chase that damn thing a block, just to look at it'. A few years later they were as thick as grasshoppers on the Kansas prairie.

"The first phone I ever saw was in St. Louis. It was, indeed, a sight to behold and almost too wonderful to comprehend," he said.

Mr. Haskill is so busy in the performance of his duties as bridge inspector, that he had to lay off a day to fix up his pension papers, for he is soon to enter the list of Frisco pensioners.

"I am kept pretty busy," he said.

"It might be interesting to say that on my division alone there are between 275 and 280 small bridges on the High Line between Springfield and Kansas City, 125 on the Osceola Sub, forty-seven on the Chadwick Branch, forty-five to forty-eight on the Salem Branch, thirteen on the Sligo Branch, three on the Cherry Valley Branch and between forty and fifty on the main line between Monett and St. Louis. My duties are to inspect each of these bridges once a month. Our department also looks after the repairing of buildings and stock pens."

Mr. Haskill has two sons and one daughter. One son is with the Dodge people in Springfield, Missouri, and the other one is in Kansas City. The daughter is married. Death claimed three of his children. The Haskills reside at 890 Normal Avenue, Springfield, Missouri.

When asked what he would find to occupy his time when his retirement was effective, he said: "Oh, there are so many things I want to do—fish and hunt, mostly, and maybe travel a little. I've just been so busy 'Friscoing' all my life I haven't planned my leisure time, but I'm going to catch up on all the time I didn't take off for a vacation."

Disastrous Fire Razes Coach Shops at Springfield, Mo.

FIRE of an unknown origin, which broke out in the back coach shop building at the south reclamation plant, Springfield, Mo., on January 24, completely destroyed that building and caused damage to buildings and equipment in the amount of \$100,000.00. One building, the coach shop, 310 feet long by 100 feet wide, containing thirteen coaches on which work was half way completed, was completely wiped away, and the fire burned for a short time on the roof of the roundhouse and machine shop.

L. J. Leysaht, superintendent of the south shops gives full credit for the saving of the other buildings, to the south shop fire brigade, which was called into service. They fought the fire with their equipment, and had it practically under control when the city fire department arrived on the scene.

The facts were that the men left the coach shop building at 4:30 p. m. The watchman made an inspection at 4:40 p. m., and checked up on the clock. About 6:00 o'clock, an employe working on the cinder pit discovered fire and smoke leaping from this building. One of the men in the yards secured a fire extinguisher and rushed into the burning building, but was smoked out. Shortly after he emerged from the building, two explosions took place, believed to have been the acetylene tanks in the building.

The building burned to the ground in twenty minutes. The fire was so intense that the fire brigade could not

even open the doors to the coach shop building to pull out the coaches.

The Frisco firemen centered their attention on the roundhouse and nearby buildings. Three of the oil burning 1500 class locomotives were pulled out of the roundhouse onto the table, in case the roundhouse burned. When the firemen started to save the other buildings nearby, they found the roof and doors on fire. They valiantly fought the flames and finally subdued the fire.

Special mention is given both the day and night brigade at the south shops, to whom is given the credit for saving adjacent buildings. The men serving in this fire brigade who are employed at the south shops in the day time, shown in the picture and reading from left to right are: Wil-

liam Wilhite, Homer Ritchey, Martin Lovinggood, Wm. D. Wood, Etsyl McMahan (fire chief), Wm. F. Nobles, (shop watchman), Ernest Glossip, Boyd Little and Frank Todd. The men who belong to this brigade, and due to their working on the night shifts at the south shops, were unable to appear in the picture, are Fred Barnhart, Oscar Young, Tom Elkins, Ernest Graff and Tim Emberton.

Young Wife of a year: "Right after we were married, John used to kiss me when we went through a tunnel. Now he takes a drink."

"The only difference between a wrist watch and a cuckoo clock, is that the cuckoo clock isn't ashamed to tell what it is."

Below, Frisco employes of fire brigade at South coach shops who fought disastrous fire January 24, and (right) night photograph of the blazing building. Thirteen coaches were destroyed, and the loss was \$100,000.



Veterans Making Prompt Response To Request For 1927 Association Dues

BEFORE many more pay days have been welcomed by Frisco Lines workers, the veterans of this railroad will be making plans for attending the fifth annual meeting of the Frisco Veteran Employees' Association at Springfield, Mo., in June. The exact date has not yet been set.

In a letter to the *Magazine*, February 16, Mr. J. L. McCormack of Springfield, secretary of the Association, urges all veterans to send in their 1927 dues of \$1.00, thereby renewing their membership in the Association.

"President George Taaffe of Cherryvale," Mr. McCormack wrote, "tells me that within ten days after issuance of the February *Magazine*, containing an appeal to veterans to renew their memberships, 215 of the veterans responded. He fully expects, judging from this rapid response and splendid interest, that the probable enrollment this year will greatly exceed that of any of the previous years."

Employees eligible for membership in the Association (20 or more years of service) are urged to fill out the accompanying blank and forward to Mr. McCormack immediately.

The following veteran employees have joined the Association for 1927:

Thos. L. Hasler, Dixon, Mo.; John A. Gehrs, Springfield, Mo.; W. E. Counts, Cuba, Mo.; A. R. Hull, Springfield, Mo.; John P. Allcock, Monett, Mo.; L. O. Willi, St. Louis, Mo.; Geo. J. Schraudenbach, St. Louis, Mo.; James Mansfield, Monett, Mo.; T. J. Spain, Monett, Mo.; C. E. Wright, Springfield, Mo.; Joseph N. Goin, St. Louis, Mo.; Edw. W. Gibson, Springfield, Mo.; F. H. Carr, Springfield, Mo.; A. T. Jones, Springfield, Mo.; M. S. Atkinson, Chadwick, Mo.; Harry A. Pearse, St. Louis, Mo.; T. R. Wallace, Clinton, Mo.; Fred M. Shepherd, Clinton, Mo.; W. A. Edge, Springfield, Mo.; J. G. Lorton, Springfield, Mo.; Harry Barron, Springfield, Mo.; Wm. T. Gray, Monett, Mo.; S. P. Tobias, Springfield, Mo.; W. S. Knapp, Clinton, Mo.; J. B. Nolle, Springfield, Mo.; H. G. Snyder, St. Louis, Mo.; O. E. Risser, Springfield, Mo.; A. M. Trimble, Monett, Mo.; Eugene H. Dyer, Sullivan, Mo.; Adolph Johnson, Springfield, Mo.; J. P. Hurley, Springfield, Mo.; Edw. F. Heytman, Springfield, Mo.; J. B. Browne, Clinton, Mo.; Geo. K. Bates, Aurora, Mo.; C. R. Haverly, Springfield, Mo.; H. H. Loafman, Clinton, Mo.; H. Boyd Fletcher, St. Louis, Mo.; A. T. Brown, Monett, Mo.; R. O. Beale, Republic, Mo.; W. G. Haynes, Monett, Mo.; E. G. Butler, Humansville, Mo.; Orin McGlasson, Springfield, Mo.; Wm. C. McGlasson, Springfield, Mo.; I. H. Fretz, Springfield, Mo.; J. R. Crain, Springfield, Mo.; J. Daugherty, Lebanon, Mo.; C. O. Claiborne, Clinton, Mo.; John J. Moran, Springfield, Mo.; James D. Day, Springfield, Mo.; J. C. Lynch, St. Louis, Mo.; David W. Neely, Sullivan, Mo.; F. L. Pursley, Springfield, Mo.; August F. Prugger, Springfield, Mo.;

Veteran Employees' Association of St. L. S. F. Railway Co. APPLICATION FOR MEMBERSHIP

J. L. McCormack, Secretary-Treasurer,
Frisco Veteran Employees' Association,
Room 105, Frisco Building,
Springfield, Missouri

I hereby make application for membership in the Veteran Employees' Association of the St. Louis-San Francisco Railway Company. I have had 20 years' or more accumulative service with the Company and I enclose herewith remittance of \$1.00 to cover 1927 annual dues.

Name..... Address.....

Position

Division, Terminal or Department.....

Length of Service.....Date of Application.....

ANNUAL DUES—\$1.00

John L. Fry, Stoutland, Mo.; M. A. Muratta, St. Louis, Mo.; G. T. Blankenship, Springfield, Mo.; S. L. Coover, Springfield, Mo.; Wm. Huesgen, Springfield, Mo.; H. N. Heilman, St. Louis, Mo.; Lester O. Humphreys, St. Louis, Mo.; John S. Wyre, Springfield, Mo.; Wm. H. Van Horn, St. Louis, Mo.; Louis Guidicini, Knobview, Mo.; L. E. Richardson, Springfield, Mo.; John Q. Reid, Springfield, Mo.; O. L. Call, Springfield, Mo.; O. S. Hull, Springfield, Mo.; Martin M. Kruse, Clinton, Mo.; Wm. Balke, Clinton, Mo.; F. E. Lamkin, Springfield, Mo.; D. B. Ambrose, Clinton, Mo.; Mrs. Sue Wood, Fanning, Mo.; J. F. Winn, Springfield, Mo.; E. S. Wilkins, Springfield, Mo.; W. W. Lewis, Springfield, Mo.; John D. Allan, Springfield, Mo.; Wm. H. Ritter, Springfield, Mo.; Ed. Connolly, Dodson, Mo.; W. H. Hutchison, Vinita, Okla.; C. C. Mills, Oklahoma City, Okla.; Jas. S. Campbell, Monett, Mo.; M. E. Gleckler, Wellston, Okla.; Jas. H. Warfield, Sapulpa, Okla.; R. C. Mills, Oklahoma City, Okla.; J. R. Trotter, Oklahoma City, Okla.; Erwin T. Humphrey, Sapulpa, Okla.; F. H. Broadstreet, Snyder, Okla.; P. H. Lillis, Sherman, Texas; Ace Haines, Tulsa, Okla.; M. G. Buffington, Oklahoma City, Okla.; J. C. DuBuque, Springfield, Mo.; L. W. Price, Oklahoma City, Okla.; Edmond L. Hill, Oklahoma City, Okla.; H. C. Conley, Oklahoma City, Okla.; Geo. T. Williams, Springfield, Mo.; N. E. Wells, Arlington, Tenn.; Robert R. Love, Amory, Miss.; C. E. Barnard, Birmingham, Ala.; Joe Gibbons, Thayer, Mo.; E. W. Frash, Birmingham, Ala.; N. H. Hudson, Springfield, Mo.; C. E. Carnagey, Springfield, Mo.; J. H. D. Smith, Bessemer, Ala.; R. B. Butler, Memphis, Tenn.; Mrs. P. Han-

sell, Tupelo, Miss.; A. Haselbauer, Memphis, Tenn.; Perry Pickering, Willow Springs, Mo.; D. H. Badgley, Birmingham, Ala.; S. L. Oliver, Memphis, Tenn.; H. C. Allsup, Birmingham, Ala.; Anton R. Holmquist, Amory, Miss.; L. F. Conley, Thayer, Mo.; T. R. Kirk, Kennet, Mo.; F. W. Rieck, Cape Girardeau, Mo.; J. A. Stanley, Brownwood, Texas; G. G. Beckley, Ft. Worth, Texas; Sam A. Hughes, Albuquerque, N. M.; F. G. Johnson, St. Louis, Mo.; J. W. Nourse, St. Louis, Mo.; O. M. Conley, Pittsburgh, Pa.; W. B. Wells, Chicago, Ill.; G. L. Ball, St. Louis, Mo.; J. D. Nettleship, St. Louis, Mo.; L. S. Thompson, Springfield, Mo.; H. W. Press, St. Louis, Mo.; D. F. McDonough, Birmingham, Ala.; W. D. Bassett, St. Louis, Mo.; Geo. F. Macgregor, Kansas City, Mo.; Wm. L. Evans, Denver, Colo.; Jno. C. Starkey, St. Louis, Mo.; R. L. Schoeneberg, St. Louis, Mo.; J. J. Zimmerman, Cape Girardeau, Mo.; Geo. Shields, Kennett, Mo.; Andrew C. Rief, Bloomfield, Mo.; Lula Payer, Poplar Bluff, Mo.; M. H. Stubblefield, Chaffee, Mo.; Lynn Ramey, Cape Girardeau, Mo.; Geo. E. Thoma, Cuba, Mo.; E. T. Harrell, Chaffee, Mo.; W. H. Brooke, Chaffee, Mo.; Alex E. Payer, Poplar Bluff, Mo.; A. L. Philipson, Cape Girardeau, Mo.; Wm. J. Potter, Enid, Okla.; T. W. Scudder, Enid, Okla.; H. V. Kengle, Enid, Okla.; E. A. Miller, Hobart, Okla.; Fred Olliverson, Enid, Okla.; George W. Bowers, Enid, Okla.; C. E. Schofield, Blackwell, Okla.; P. J. Beasley, Enid, Okla.; Phillip M. Bell, Carmen, Okla.; Frank Reed, Ft. Smith, Ark.; J. H. Hodnett, Jensen, Ark.; Martin Flood, West Fork, Ark.; J. W. Robinson, Fayetteville, Ark.; Chas. A. McCune, Ft.

(Now turn to Page 35, please)

Frisco Florist Gives Advice on Gardens

WITH April approaching, and the sun climbing higher in the sky and sending down warm rays to warm the earth for the spring planting, many eyes wander to the flower shop windows displaying a variety of literature and suggestions for the summer flower garden.

Don. B. Fellows, an employe of the Springfield west shops, has a hobby which is proving pleasant and profitable. He has purchased a little place on the edge of the city and when his day's work is over at the office, he spends the evening and the early part of the next morning in his acres of flowers of every kind.

"I'd like to have every Frisco station on the system just literally covered with flowers this summer, and feeling that there are many agents, section foremen and others who have charge of the grounds around Frisco property, who might be interested in flowers, I am going to give them the benefit of my experiences through the *Magazine* columns," he said.

"In this first article I want to deal with three distinct subjects, the condition of the soil, the different kinds of flowers to plant and the location of flowers in the beds.

"As you perhaps all know, the best time to prepare your seed bed is in the fall, but where it was impossible to do so last fall, it can be done this spring, as soon as the ground is in condition to be worked. If you are certain that you do not have acid soil, it will not be necessary to make a test for same. If you do desire to make such a test, one of the cheapest way is to purchase some blue litmus paper at the drug store and make this test:

"Place a piece of the paper in a dampened ball of soil and if the paper changes color, say a reddish brown, your land needs lime. Lime may be supplied in either hydrated lime or crushed limestone. This should be scattered at least a month before spading time. If available, ground limestone is preferable, as it helps in aerating the soil, as well as to correct the condition of acid soil, and there is not as much danger of applying too much. Two tons per acre is recommended of ground limestone. If well rotted manure can be broadcast before spading, this is very beneficial," he said.

As to the different kind of flowers to plant, Mr. Fellows advises that each individual planting flowers, will have to be governed largely by the kind of flowers that thrive best in his locality.

"A few varieties which I have found do remarkably well in this section of the country are first, annuals. In planting annuals, many can be started in the house or in hot beds in March, while others can be planted in the open as soon as the danger of frost is over. Asters, verbene, lantana, balsams, begonias, stocks, marigolds (both the dwarf French and the

tall varieties) canna and dahlia seed, alyssum, forget-me-nots, four o'clocks, kochia, cockscomb, sweet peas, petunia, snapdragon, gypsophila or baby's breath, scarlet sage, scabiosa, helichrysum or straw flowers, bachelor buttons, zinnias (both dwarf and tall varieties) etc., are all good.

"Space should be given I think, in each garden to bulbous flowers, such as gladiolas, cannas, tube-roses, dahlias, caladium or elephant ears, etc. In planning for gladiolas, a selection should be made of early, medium and late blooming varieties and then plant at intervals if you wish to prolong having them in your garden from early summer until late in the fall.

"The second varieties which I would suggest are perennials. The economical way to start them is to buy seed and plant in the spring. If proper care is given, they will bloom the same year they are planted, while the following spring you will reap your harvest of flowers. However, you can purchase dormant plants which will bloom this year from many dealers. Some of these are *Aquilegia*, or Rocky Mountain columbine, double English daisy, gypsophila or baby's breath, paniculata, campanula or bell flowers delphinium or hardy larkspur, digitalis or foxglove, gallardia or blanket flowers, double and single hollyhocks, carnations. Hibiscus or Mallow marvels, sweet William, phlox, lupines, dianthus or hardy pinks, chrysanthemums, tritomas or red hot poker plants, lily of the valley, lathyrus or perennial peas, bleeding hearts, etc.

"If contemplating a perennial bed do not overlook your penonias, iris, lillies, many flowering shrubs and vines, such as buddleia (or butterfly bush) barberry, flowering almond, shrub clematis, weigela, roses, wisteria, clematis, honeysuckle (red or white) and ornamental grasses; such as fountain and pampus grass. The last named is very desirable for cutting the bloom spikes in the late fall for winter bouquets.

"Now as to the location of flowers in each bed or garden, if it is the intention to have only one bed I think it advisable to measure same, draw a diagram and plan for color combinations in order that your colors do not clash. For example: devote part of your space to the lighter shades, such as pink, white, orange, yellows and combinations of same and then your darker shades such as reds, purple and lavenders. Many florist houses have color charts which amply repay for their use when your flowers bloom. Some attention should be given to the height of your plants to get the best results.

"As an example of a bed I would suggest starting same with pansies, verbenas or alyssum—next planting dwarf zinnias, snap dragon, asters, begonias, lantana, geraniums, petunias or scabiosa. Then follow with zinnias, cannas, lady fingers, spider in the

J. L. McCORMACK IS HONORED

Significant as a tribute to the splendid work of Frisco Lines in reducing freight loss and damage on its rails in recent years, is the appointment of Mr. J. L. McCormack, superintendent of freight loss and damage claims for the Frisco, as a member of the



J. L. McCORMACK

Freight Claim Prevention Committee of Section 7, American Railway Association. Mr. McCormack's eight associates on the committee are officers of transportation and freight claim departments of other American railroads.

garden, and last dahlias, tall cannas, hollyhocks or fancy castor beans.

"Here are the names of several varieties which could be used for a lovely light bed: sweet alyssum, verbenas (sea foam pure white), dwarf salmon rose zinnia, Cottage Maid or Philadelphia pink snap dragons, double white or rose scabiosa, City of Portland and Eureka cannas; then the following light dahlias—Maude Adams (white tinted pink), LaVauna (small show pink) pink cactus, Delice (decorative white tinted pink) George Walters (yellowish orange cactus), Ayshia (extra large yellow, show) and Dreers white (show).

"It is almost past planting time for sweet peas, but if you intend having a row, plant them at once as the earlier they are planted the better the blooms will be."

In a second article, Mr. Fellows will take up the subject of "Planting the Home Garden."

If there is anyone interested in where to secure the flowers which he mentions in his article, or if any further information is desired, Mr. Fellows will be glad to give this information and he may be addressed in care of the West Shop, Springfield, Mo.

AGENCY CHANGES FOR FEBRUARY

C. E. Hall installed permanent agent, Fountain, Alabama, February 1.

Lou Richards installed permanent agent, Black Oak, Arkansas, February 1.

A. C. Davis installed permanent agent, Breckenridge, Oklahoma, February 1.

W. C. Moore installed permanent agent, Jones, Oklahoma, February 1. Effective February 1, Hickory, Oklahoma, agency closed.

F. R. Newman installed permanent ticket agent vice F. E. Clark, effective February 1.

J. H. Douglas installed permanent freight agent vice M. J. Conley, effective February 1.

S. L. Martin installed permanent agent, Pierce City, Missouri, February 1.

J. A. O'Hara installed permanent agent, McMullin, Missouri, February 1.

F. E. Clark installed permanent ticket agent, Springfield, Missouri, effective February 1.

A. C. Fitzgerald installed temporary agent, Peckham, Oklahoma, February 2.

S. S. Grabner installed permanent ticket agent, Brush Creek, February 3.

L. Greer installed permanent agent, Burdette, Arkansas, February 3.

E. D. Smith installed permanent ticket agent, (Mr. Smith also freight agent) Ardmore, Oklahoma, February 4.

A. W. Wasson installed permanent agent, Gilmore, Arkansas, February 7.

L. E. Mobley installed permanent agent, Black Oak, Arkansas, February 8.

J. R. Harrison installed permanent agent, Kellyville, Oklahoma, February 8.

L. F. Mandrell installed permanent agent, Neelys, Missouri, February 11.

C. J. Elkins installed temporary agent, Perryville Junction, Missouri, February 12.

R. O. Grant installed temporary agent, Grant, Oklahoma, February 14.

L. S. Melton installed permanent agent, Garvin, Oklahoma, February 15.

W. E. Head installed permanent agent, Biggers, Arkansas, February 16.

D. H. Baskett installed permanent agent, Racine, Missouri, February 17.

W. J. Commer installed permanent agent, Arbyrd, Missouri, February 18.

J. E. Johnson installed permanent agent, Bono, Arkansas, February 21.

R. L. Wade installed temporary agent, Pollard, Kansas, February 21.

Went: "Got my golf socks on today."

Worth: "How's that?"

Went: "Eighteen holes."

A FRISCO BEAUTY



LILLIAN CONLEY

Miss Lillian Conley, beautiful daughter of J. C. Conley, traveling inspector from the office of superintendent of motive power at Springfield, Mo., has been chosen as one of the entries to the Ozarko Queenship contest.

The "Ozarko" is the yearbook published by the State Teachers' College of that city, and the girls entering the contest for Queen, were chosen by popular vote as being the prettiest of their classes.

Miss Conley represents the senior class. The photographs of the various contestants have been sent to James Montgomery Flagg, famous artist, for judging.

INSURANCE PAYMENTS \$25,500

Frisco employees have received prompt payments in full from their policies with the Metropolitan Life Insurance Company, and G. L. Ball, superintendent of insurance of the Frisco Lines, advises that payments made to insured officers and employees during the month of January totaled \$25,527.36, while the total for December, 1926, was \$18,068.77.

The total amount for January was divided as follows: Death claims, \$20,000; total and permanent disability, \$2,363.04; health and accident (weekly benefits), \$3,164.32.

The total of \$18,068.77 for December was divided: Death claims, \$11,707.66; total and permanent disability, \$2,654.00; health and accident, \$3,707.11.

A great deal of talent is lost to the world for the want of a little courage.—Sidney Smith.

GEO. S. BURNEY DIES

Veteran Telegrapher Succumbs While Performing Duties at Mansfield, Mo.

GEORGE S. BURNEY, sixty-eight years old, and one of the three oldest telegraphers on the Frisco system, as featured in the September, 1926, issue of the *Frisco Magazine*, died while in the performance of his duties at his station, Mansfield, Missouri, on January 22.

Mr. Burney was apparently in the best of health but took sick on the station platform after running down the track to mail a card on train 103. He became ill suddenly and sat down on some mail sacks. The express agent saw that he was ill, took him to the station and called a car to take him home, but he died before reaching there.

Mr. Burney had had forty-four years service with the Frisco. His first service was at Cedar Gap and he rode to his first job on the first train that ever went on the time card to that point.

At the time of his death, he was preparing to bump in at Cedar Gap on the position as operator, as his position at Mansfield had been abolished.

He is survived by his widow, Mrs. Emma Burney, to whom he was married in February, 1925, four daughters, Mrs. O. D. Morris, of Springfield, Mo., Mrs. H. E. Newton, of Holden, Mo., Mrs. Frank Beach of St. Louis, Mo., Mrs. D. M. Pickel, of Springfield, Mo.; one grandson, Burney Morris, three grand-daughters, Dorothy June and Carol Beach and Barbara Sue Pickel.

Funeral services were held at his home in Mansfield Sunday afternoon, January 23, after which the remains were brought to Springfield and taken to the home of his daughter, Mrs. O. D. Morris, where brief services were held Tuesday morning and burial made in Hazelwood Cemetery by the side of his first wife, Susie Burney, who died April 14, 1922.

The death of Mr. Burney breaks the trio of the three oldest telegraphers. Knoch Kinney, of Rolla, and J. A. French, of St. James, are the other two. The three learned telegraphy at the same time and had been life long friends.

"So Casey pleaded not guilty to a charge of fightin'?"

"He did not!" retorted Mrs. Casey proudly. "He pleaded not present."

—The American Legion Weekly.

"Hubby, do you love me?"

"Yes."

"How much do you love me?"

"How much do you need?"

—Louisville Courier-Journal.

Too many people think opportunity means a chance to get money without earning it.—Milwaukee Leader.

URGE MORE DEVELOPMENT

Farm Meetings Held in Frisco
Missouri Territory

OZARK land along the Frisco Lines can all be turned to profit for the owner if the farmer is well versed in just what to plant in each section.

Not long ago an inspection and survey of the territory between Springfield and Kansas City on the High Line revealed that that section of the country had not commercialized its products, and was not making as good a showing as other sections in and around both cities, to the east and south. Accordingly, a committee composed of W. L. English, agricultural supervisor for the Frisco Lines, Geo. W. Catts, agricultural commissioner for the Kansas City Chamber of Commerce, who was interested in the development of this section from the standpoint of the Kansas City trade territory, and J. F. Nicholson of the Missouri College of Agriculture Extension Service, together with a representative from the State Board of Agriculture at Jefferson City, Mo., made an inspection trip over that territory.

This committee met the business men of the leading towns along Frisco Lines and discussed with them the local situations, and secured suggestions for bringing about some further agricultural and industrial development in the territory.

As a means of starting the activity, meetings were called at Walnut Grove, Bolivar, Fair Play, Humansville and Osceola, Missouri, covering a period of from January 31 to February 4, inclusive.

The response was both encouraging and stimulating. Between 250 and 300 farmers and business men of these towns were present. Their interest in the meetings was genuine, and the topics discussed were largely of ways and means of expanding and making more profitable, through improved methods, the fruit, dairy and poultry business. Every angle of importance was brought up and discussed.

"In many respects the natural conditions of the farms in this territory are even better than in the territory where fruit, dairy and poultry production has reached a tremendous magnitude," said Mr. English in reviewing the new venture. "The only idea is to get the people aroused—show them records made by men in the same activity, and when they finally become convinced that by proper knowledge and advice, and by late improved methods they can produce greater results with their farm products, then they will put forth every effort to increase their production."

The plan is to follow up this work with meetings in the country school houses and other convenient places, where details of improved dairy and

Frisco at Women's National Exposition in St. Louis



THE Frisco Lines booth at the Woman's National Exposition held in the New Coliseum, St. Louis, Missouri, January 29 to February 9, was proclaimed one of the most popular there, in every respect.

The booth was in charge of Mrs. Elizabeth Temple, Home Economics Supervisor of the Frisco Lines and displayed the various farm products found along Frisco Lines.

The booth was laid out in a model farm scene. The miniature bungalow, built by J. Marcel, of the Frisco Shops, Springfield, was greatly admired. Beside the barn was a silo and grouped nearby was an apple orchard in full bloom, and a grape arbor. Chickens, cows and other animals were placed around the barnyard, and at other points in the booth were displayed the different products from such an Ozark farm as was depicted.

Home-made cheese was on display in huge cakes; grape juice, grape jelly, canned tomatoes, apple sauce and butter. Barrels of apples made a splendid showing and two crates of graded eggs, one of brown and the other of white, furnished by Baldwin-Pope Marketing Company of St. Louis,

caused much comment.

There were two distinct displays in the Frisco booth, a second one being entirely of apples. In the booth with Mrs. Temple was Mrs. Arthur Cardwell of Bentonville, Arkansas, one of the foremost women orchard owners and producers in Arkansas.

During the entire period Mrs. Cardwell explained to interested parties the care and management of an orchard, and she spoke on two different occasions over the radio at the Coliseum.

Her experiences were of particular interest to women, for her success has been acclaimed throughout the state, and the "Cardwell Orchards" are famous.

In 1912 her husband purchased 160 acres of orchard land. Mrs. Cardwell had charge of the packing and other details incidental to the shipping, but since Mr. Cardwell's death, she has successfully operated the orchard herself, and the orchards are known as the best kept in that district.

Thousands of pamphlets on Ozark summer resorts, poultry and dairy products and fruit booklets were eagerly sought and given out daily.

poultry practices may be discussed with the farmers who are just getting into the business on a commercial scale.

Oooh!

"Don't make any more of those biscuits, dear!"

"Why not?"

"You're too light for such heavy work!"

"Where's the funny paper?"

"Funny paper? This isn't Sunday—it's Washington's birthday. I told you not to take that bath last night."

"I see it costs \$25.00 a minute to talk to London."

"Well it would be worth that, to tell my wife what I think of her,—with the ocean between us."

GEO. D. EDDY NAMED

Chicago Man Is Appointed as
Valuation Engineer of the
Frisco Lines

MR. GEO. D. EDDY, of Chicago, was appointed valuation engineer of Frisco Lines on January 17, succeeding Mr. C. B. Spencer, who resigned after twenty-five years with the company.

Mr. Eddy came to his present position from the Presidents' Conference Committee in Chicago. He began railroad work as a rodman on the



GEO. D. EDDY

New York and Ottawa Railway Company in 1897, and in 1898 became assistant engineer of the Muscatine, North and South Railway Company. Subsequently, he served with the Northern Pacific as rodman and inspector; with the Great Northern as assistant engineer on maintenance and dock construction, and later in charge of construction, and in 1914 he was made assistant valuation engineer of that system. Further promotion was given him in 1919 when he was made valuation engineer of the Great Northern. He joined the Presidents' Conference Committee at Chicago on November 1, 1925.

Mr. Eddy was born at Hemmingford, Quebec, Canada, and was educated at Malone Academy, Malone, New York.

Wife: "Dear, in decorating the room, you've covered up mother's picture."

Hubby: "Well, didn't you say you wanted the room to look bright and cheerful?"

W. G. Oldham, of Enid, Recalls Days of '03

W. G. OLDHAM, first trick dispatcher at Enid, Oklahoma, recalled vividly the day of February 9, twenty-four years ago, when the first train dispatcher's office was stationed at that point.

He not only recalled the day, but feeling rather reminiscent, he traced the early history of the Frisco Line and compared the old methods and power with present day manner of railroading to a reporter.

"Things were much different in those days," he said. "Enid was then a town of only 8,000 or 10,000 people, but I remember distinctly there were 33 saloons, each one equipped with gambling devices of all kinds. The streets around the square looked like a sea of mud after a rain, and what is now our beautiful Square Park was outlined with the usual hitching racks of a small country town.

"The Frisco had been operating the old Blackwell, Enid & Southwestern (B. E. S. Line) as far south as Okeene, and took over the operation of the line from Okeene, Oklahoma, to Vernon, Texas, on February 9, 1903. A number of engines and crews from other divisions had been sent to the south end and on February 8th the Frisco's engines and crews were moved to the different terminals and divisions points to be in readiness to fill the schedules effective on the Frisco time table, Monday morning, February 9.

"The B. E. S. Construction Line had its headquarters at Cordell, where they maintained a dispatching force of one man, who worked as long as he could and then tied up for rest!

"A number of railroad men (including myself) from the Kansas division, arrived in Enid about eleven o'clock Sunday morning, February 8th. At eight o'clock the next morning I took the transfer by wire from the B. E. S. Line dispatcher at Cordell, F. N. Luse, and he arrived in Enid on No. 602 that evening about six o'clock. He insisted he was so tired and worn out that he could not work that night, so I was compelled to work through the twenty-four hours until eight o'clock the next morning. For the remainder of February Mr. Luse and I worked twelve-hour shifts. Then A. D. Leonard, dispatcher, arrived and shortly afterward a fourth man came, thus completing the force, with Mr. Luse as chief dispatcher.

"Our office was established at first in the freight room of the passenger station, which was at that time about half as large as the present building which is used exclusively as a pas-

senger station. About the middle of March we moved into our new office, which had been constructed at the west end of the yards near the boulevard crossing. During the month of February, it was bitter cold and we were treated to a life-size snow blockade.

"Our roundhouse at that time was three or four acres of open prairie and consisted of two spurs running out onto this prairie. Imagine how comfortable it was working on an open prairie and keeping engines from freezing with the thermometer at zero! Bill Hutton, now located at Beaumont, Kansas, was the roundhouse foreman.

"Our engines were of the 300 and 400 class, and we were glad to get even those. It seems to me now that we never could get enough. You can imagine the growth of this part of the road by comparing these engines (17 and 18 tonnage class) with the 1300 and 1600 class engines (49 and 51 tonnage class) which we are using now. But at that time we had something we have not had for a number of years: double daily passenger service between Beaumont, Kansas and Vernon, Texas. And people rode on those trains too—they did not travel in busses and Fords!

"The new line was attached to the Kansas division, of which J. A. Quinn was superintendent. The line from Tulsa to Enid (A. V. & W.) was not built into Enid until December, 1903. Then both lines were operated as a part of the Kansas division until April 1, 1907, when a full division organization was established at Enid, with A. J. Sams, as superintendent.

"A number of old timers, both train and engine men who were here on February 9, 1903, to begin service on the new line, or who came a few days later, are still here. Among them are Conductors J. R. Dunworth, W. C. Jackson, W. P. Leslie, B. L. Cosner, W. W. Wayne, C. W. Kennedy, W. W. Harris, Harry Fox, G. W. Bowers, J. J. Bernard, R. J. Hotaling, Ben F. Cooper. Engineers P. J. and T. M. Beasley, J. A. Harley, Sr., W. H. Kennedy, Charlie Miller, A. W. Bell, I. W. Scudder, G. H. Gabriel, W. H. Keiller, H. W. Stone, A. L. Doremus and W. F. Boone. Harley, Kennedy and Bell have since been retired.

"Yes, things are quite different now. Look at the volume of business, power, number of men employed, track conditions, weight of trains hauled, as compared to the good old days of 1903!"

Well?

A lady walked into a department store and said: "I want something in oil for the dining room."

Salesman: "What will it be? A landscape or a can of sardines?"

—Boys' Life.

A professor was deep in his work when his wife called.

"Harry, baby has swallowed the ink. Whatever shall I do?"

"Write with a pencil," was the dreamy reply.

—Illustrated Leicester Chronicle.

PASSING THOUGHTS OF A RAILROAD EMPLOYEE

By O. F. NOWLIN,
Agent-Yardmaster, Madill, Okla.

IN all lines of business, whether it be mercantile, manufacturing, banking, public utility or railroading, there are various departments reporting to, and receiving instructions from the executive head of such concerns. To insure the successful operation of the business or corporation, it is necessary to have an executive or operating head of each department who has direct charge of same, and who is held directly responsible for its successful operation. He is to report to superior officials, until the chief executive is reached, and final accounting made of the handling of such department. All departments must properly function in order to insure success of the system as a whole.

This system is especially true of a railroad. Men must be placed in charge of the various departments who are capable and efficient, honest and reliable, and who can be depended upon to successfully manage that department, whether it be large or small. They should be selected for their personality and ability to handle men. By personality, I mean they should have a way about them that will leave a good impression with employees and others with whom they come in contact. Employees, as a rule, are anxious to do their work properly and in a manner that will reflect credit upon themselves, when they understand just what they are expected to do.

Agents, yardmasters, foremen and others who are directly in charge of a number of employees should see that they are furnished the proper tools with which to work, and that they are given proper instructions in the handling of their work, following up these instructions to see that they are properly carried out.

The principal business of the railroad employee is to sell transportation. The officials give the instructions and the employee can faithfully perform the duties required in dealing with the public, by courteous solicitation to secure routings of freight and passenger business via Frisco Lines. The employee can also, with a little care, assist in the campaign to prevent loss and damage to freight shipments and see that cars are kept moving, both loaded and empty, to and from producing points.

There must be co-operation between the various departments and divisions, and between the officials and employees. The Frisco has gone a long way toward building up this co-operative spirit. We should be courteous to one another and to the public, and by doing so we will make friends for the railroad, as well as for ourself.

"Frisco To Florida" For St. Louis Browns



Photo courtesy St. Louis Star

The first delegation of the St. Louis American League Club left St. Louis, Mo., on Saturday, February 19, on the Frisco's Sunnyland for Tarpon Springs, Florida, where they will begin spring training. From left to right they are: Bill Friel, business manager; Milton Gaston, pitcher; Wallie Beck, pitcher; Mrs. Ed. Wray, wife of sports editor, St. Louis Post-Dispatch; James M. Gould, sports editor, St. Louis Star; Willis Johnson, secretary of the club; Ray Cahill, scout; Leo Dixon, catcher, and Tom Bramell, trainer. The remaining members of the club departed via the Frisco's Sunnyland to join this group, February 26.

FRISCOANS ATTEND BIBLE CLASS

Sunday, February 6, was "Frisco Day" at the world's largest Business Men's Bible Class of the First Baptist Church, Kansas City, Mo., and 185 Frisco men from many points were the guests of W. H. Churchill, pensioned Frisco conductor, who has been a member of the class for many years and now holds the office of vice-president of its division No. 6.

A special program had been arranged. Old-fashioned songs were the feature of the opening exercises, and when the great class was assembled, the Frisco men were introduced.

Dr. D. J. Evans, teacher of this class, gave a sermon of tremendous force, using as his text, "When a Feller Needs a Friend".

Some of the Frisco's out-of-town guests were: H. F. Sanborn, assistant to the vice-president and W. L. Heath, service agent from St. Louis, Mo.; M. M. Sisson, assistant to general manager and D. L. Forsythe, general road foreman of equipment from Springfield, Mo.; J. W. Morrill, accident prevention agent from Pacific, Mo.; C. C. Mills, accident prevention agent from Oklahoma City, Okla.; F. R. Newman, division passenger agent, Joplin, Mo.; C. L. Churchill, general yardmaster from Memphis, Tenn.; W. H. Bevans, superintendent, Ft. Scott, Kans.

Those who attended from the Kansas City offices included W. B. Berry, master mechanic; J. M. Flannigan, superintendent of terminals; John For-

A FROZEN FREAK

Although Commander Perry is credited with discovering the real North Pole, D. Witcher, agent for the Frisco Lines at Boicourt, Kansas, discovered a very good substitute on the morning of January 14.

This Kansas "North Pole" stood eighteen feet high, directly under the water tank. There was a small leak in the tank and the water dripped down and froze from the ground up. The pole was about five feet around the base and sides and was of almost perfect formation.

Mr. Witcher writes that he had never seen anything just like it before, nor had any of the people who viewed it, and it was so unique that he secured this small photograph as proof.



ster, mechanical supervisor; E. G. Baker, assistant general passenger agent and G. F. Macgregor, executive general agent.

When a locomotive whistles for a grade crossing, it is best to believe all you hear.—Uncle Philander.

A Few Comments on Pumping Stations

By ALBERT PHILLIPS, *Pumper, Tuttle, Okla.*

SINCE I have been reading the *Frisco Magazine*, I have seen quite a few articles written by employees in various departments, but do not remember many by employees in the water service department.



Pumpers, generally, are in a class that does not pretend to literary aspirations, and I am no exception. We usually just plug along, and keep the tank full of treated water and say very little about it. I am not trying to put myself ahead of my fellow-work-

ers, but as "whiskers" grown by length of railway service go, I have quite a long white beard, acquired during years of pumping and other water service work. However, we are all in need of knowing the best methods of performing our duties, the same as any other class of employees. A pumping station, as well as other equipment, represents an investment and as such should be well cared for.

The heart of a pump station is the boiler, the power plant itself. There are lots of things that could be said on the operation and care of a steam boiler. As a human being with the love of life strong within me, I think of my personal safety. As an employee, I consider the best interests of the Company as well.

A boiler washed out regularly and kept clean inside is safer, lasts longer, steams better and uses less fuel. I have seen boilers that had been neglected until scales had piled up on the flue-sheet, causing the flues to leak.

Some pumpers may not understand the importance of using treated water in their boilers. Pump boilers respond to this treatment as well as locomotive boilers. The soda ash acts upon the water in such a way that the scale-forming substance therein settles to the bottom to be blown out. That, I find, is a very helpful practice. The blow-off should be used often. For instance, before starting the pump, at least a glass of water should be blown out. Also, blow out occasionally during the run. This carries out the scale substance, mud, etc., that has settled in the boiler, and when the boiler is washed, the pumper will find fewer scales and the boiler in better shape. Generally, I find a small pile of scales at the bottom, opposite the blow-off valve and very little in other parts of boiler. If it were possible, I think it a very good idea to have two blow-off pipes, on opposite sides of the boiler. This would greatly simplify the problem of keeping a clean, good steaming,

economical boiler.

The water-glass fittings should be in first-class condition. It is a good idea to keep the water-glass clean at all times, and it is safer. A pumphouse should be well lighted in case of stations that are run at night. The day pumper should have good light on his steam gauge and water glass.

Another little thing to notice occasionally is the safety valve. Don't let the steam run up twenty or thirty pounds above where the valve is set to "pop." It is dangerous, hard on the boiler, and when the steam pressure is too high, the valve may stick and at last open with such a "racket" that the depot agent or some other employee is apt to think the boiler has exploded, and call an ambulance to tenderly gather up the scattered fragments of what had once been a useful pumper. And in the case of an old, weakened boiler, such an accident might really happen when the safety valve is not in proper condition.

If an inch or two of water can be kept under the grates while firing, the grates will last longer and clinkers will be easily removed. The grates are cooled to a certain extent by water underneath and the clinkers are not so bad to stick to the grates and that makes it easier on the fireman.

I have observed methods of treating water since the treating plants were first installed on the Frisco several years ago, and previously, on other roads. A pumper should always be very careful in weighing up the soda ash for the solution tank and watch closely the amount of water pumped and pump in the exact amount of solution required. The solution should always be pumped into the tank while the water pump is running, so that the soda ash is thoroughly mixed with the raw water. Otherwise the soda ash may settle to the bottom of the tank, over-treating the water there, while that in the upper part of the tank is under-treated. After one or two trains water, the whole tank of water is under-treated.

The dissolving tank should be cleaned out about once each month. This will save trouble with treating equipment, if the tank is not cleaned out, the sediment in the bottom is apt to pull into the chemical pump and cause some trouble and delay. The gauges to indicate amount of water in tank, on both the water tank and solution tank should be in perfect order. If not, this might cause some discrepancy in your treatment to show up against you.

Appearances in and around a pumphouse is another point to be given some consideration. Keeping the ground level and smooth around the

W. H. CROWE HONORED

Memphis Employee Elected as a Director of Traffic Club

WALLACE H. CROWE, traveling freight agent for the Frisco Lines at Memphis, Tenn., was recently elected a director of the Traffic Club of that City.



W. H. CROWE

Mr. Crowe began his service with the Frisco as a call boy in the Memphis terminals in 1912, and afterwards served in various clerical capacities in the terminal, earning the reputation of being one of the most efficient and accommodating clerks at that point. In 1923 he came to the traffic department as assistant rate clerk, was later promoted to the position of chief rate clerk and then to traveling freight agent, which position he now holds. He has made many friends in Memphis and his election as director of this club is a symbol of his popularity.

house will improve the looks of a station. Cinders should be used to fill in low spots instead of being dumped out just anywhere that comes handy. Personally, I like a flower bed or two around the place somewhere. Level grounds, no cinder piles and a few flowers go far toward making a pump station look nice and attract favorable attention. The inside appearances should not be neglected, either. The inside of the pumphouse should be kept as clean as possible, with oil cans lined along the wall and no oil should be spilt about the place. Sometimes the pump or other equipment will splash oil or water along the walls, which in time makes a very ugly place in an otherwise well-kept pump station. A coat of some good, heat-proof paint on the boiler, would help appearances wonderfully if it were furnished pumpers. All brass, such as lubricators should be rubbed up and polished occasionally.

No grass or weeds should be allowed to grow near the house or tank. Also, birds' nests are very unsightly things about a water tank and ought not to be allowed to accumulate.

Many pump stations along the Frisco are equipped with kerosene engines instead of steam power. I have purposely avoided this division of the subject, dealing with steam plants only, leaving the oil-engine stations for some one else to discuss in another article. I have had experience in the internal-combustion line, but that is another subject, entirely.

PRESIDENT KURN ISSUES APPEAL

(Continued from Page 7)

As a result of this letter, the central committee has received many helpful suggestions and constructive criticisms from employes of all stations and classes, all of them tending toward an improvement of traffic and service to the public.

Sentiment is crystallizing all over Frisco Lines, division workers report, toward the formation of employe clubs at the various points, which will include in their membership all employes on the payroll. Social gatherings of these organizations, with business conferences constituting a part of the meeting, are finding a great approval, as evidenced by the success of the newly organized "Sunnyland" club at Kansas City, Mo.

Beginning from accident prevention work, interest of the Kansas City employes was so aroused by President Kurn's letter, that a "pep committee" was organized to call a night meeting at La Fiesta Hall, 4050 Main street, with J. E. Harris, assistant general yardmaster as chairman. The meeting was held at 8:15 o'clock the evening of February 7 with 700 employes, with their wives and families, in attendance. The meeting was opened by Terminal Superintendent J. M. Flannigan and conducted by W. S. Pollard, claim agent.

The principal address was made by Mr. J. E. Hutchison, of St. Louis, vice president, who formerly worked for many years in Kansas City. Mr. Hutchison, talking from the floor, told the employes the splendid turnout indicated clearly the loyalty and earnestness of Frisco workers in Kansas City in striving for a clear accident record and a better, bigger railroad and said that the sentiment had not changed since he came to Kansas City on the liberty loan drive during war days and received a record-breaking response from the employes.

Mr. H. F. Sanborn, assistant to Vice President Koontz, and chairman of the general committee on organization work, explained the intended work in the interest of greater business, and urged the employes to lend a hand in the interest of themselves and their railroad.

Following short talks by other officers, including H. W. Hudgen, accident prevention agent, C. C. Mills, of the accident prevention department, made an accident prevention address and the business part of the meeting was over.

Chairman Harris had arranged for a clever entertainment, with the principal "turns" performed entirely by employes or members of their families.

Miss Geraldine O'Brien, daughter of J. T. O'Brien, switch foreman, played a pleasing piano solo, and was followed by Miss Irene Barbee, listing machine operator at the local freight office, who sang "Mother of Pearls" and "At Peace With the World and

You." Miss Barbee was accompanied by Miss O'Brien at the piano. The singer is a pupil of Earl Rosenberg of the Horner Conservatory of Music.

Miss Helen Bobbitt, daughter of R. E. Bobbitt, claim clerk at the local freight office, pleased the large audience with a "Dance Premier", accompanied by the Monte-Savers Entertainers' Orchestra, another Frisco organization. Miss Bobbitt is 16 years old, and a finished dancer. Miss Doris Louise Johnson, daughter of Mrs. Fanchon M. Johnson, comptometer operator at the local freight office, also was roundly applauded following her dance number, a classic dance. Miss Johnson, aged 10, is a pupil of Mattie Inzerello, of Kansas City.

A feature of the evening was the performance of the blackface sketch team, composed of R. Blanke, yard clerk at Rosedale, and his foil, E. J. Cahill, of the yardmaster's office. Blanke was an excellent blackface, and his jokes at the expense of prominent Friscoans of Kansas City were hilariously received.

Shortly after 10:30 the floor was cleared, and the Monte-Savers orchestra of eight pieces furnished music for the dancing until a late hour. During the dance a committee of lady employes served coffee and sandwiches on the balcony of the hall. Dances on the program were dedicated to various officials and employes of the road, many of whom were there to personally enjoy the honor.

The organization has chosen the name, "The Sunnyland Club", in honor of the Frisco's crack Florida train of that name, and plans many future entertainments and social gatherings of like nature.

At almost the same time, another response was being made to the President's call by employes at Sherman, Texas. On January 26 nearly eight hundred shop and office employes of that Frisco city met at the Chamber of Commerce with the avowed intention of organizing to secure more business for Frisco Lines. The meeting was presided over by John George, veteran Frisco employe, and many employes and officials joined in the discussion of ways and means of securing additional tonnage and passengers. This meeting was followed by another in close order, and on February 4 the employes again met, this time at the Masonic Hall, where 200 employes and 50 merchants and shippers of Sherman discussed traffic problems. Secretary Todd, of the Retail Merchants' Association, Mr. Chapman, president of the Chapman Milling Company; "Pat" Mays, editor of the Sherman Democrat, and Mayor Leslie made short addresses in which they complimented the Frisco on its service and excellent personnel. Sherman has a total monthly payroll to its 403 employes of \$67,000, a recent survey conducted by employes shows, with 1,519 people dependent through family connections.

Meanwhile Fort Scott, Kansas, was busily engaged in lining up for the movement. At a meeting in the Fort

Scott Y. M. C. A. on the evening of January 27, a Frisco club was formed with J. O. Armstrong as president; C. Jones as vice president and Frank McCann, secretary. The club's prospectus reads, in part: "Every Frisco employe is a member of this club by right of being an employe and the purpose of this organization is to bring the employes into a closer social relation with themselves and the community at large, and for the promotion of business over the Frisco." Fort Scott employes have already been active in calling on shippers through the club's solicitation committee. A supper will be held in the near future for all Frisco employes, business men and farmers, according to the club's present plans.

News of this activity in Kansas City, Sherman and Fort Scott was not long in reaching Oklahoma City, and employes of that point, 425 strong, requested their officers to aid them in organizing a similar club in Oklahoma City. Accordingly a meeting of department heads was held at the Oklahoma City Chamber of Commerce at noon of February 12, and the "Oklahoma City chapter" of the Frisco club started there. A committee of employes headed by Jim Early, passenger conductor; W. G. Poffard, brakeman; T. C. Crosby, freight conductor; A. B. Smith, engineer, and R. G. Martin, fireman, vouched for the 100 per cent support of train service employes in Oklahoma City, while T. M. Williams and J. F. Moore, of the freight house; F. E. Carter and George Blanks, of the yards; J. K. Davis, of the track department; D. L. Estes, of the operators; and Wm. A. Owens, J. L. Meadows and A. D. Minick, of the mechanical department, assured the committee the men in their various department would be enthusiastic supporters. The first organization meeting was held in the Saratoga Hotel the same night, and a coach in the South Robinson avenue yards was used for a second meeting the night of February 14. F. E. Carter was elected president, and A. D. Minick, secretary. When the organization is perfected, the club plans a dance and other entertainment at Bohemian hall. Results of this affair will be announced in a later issue of this publication.

As this issue of the *Magazine* goes to press, organization of many other clubs is being started in Frisco cities, and committees of employes are organizing to secure more business for Frisco Lines.

A full and complete report of subsequent progress will be made in the April issue of the *Frisco Magazine*.

An Error by the Stork

"Mom," said little Bobby, bursting into the house all out of breath, "there's going to be the dickens to pay down at the grocer's. His wife just got a baby girl, and he's had a 'Boy Wanted' sign in the window for a week."

Meramec River Bridge Near Steelville



L. N. Walker, Frisco agent of Holmes Park, Missouri, recently made a trip over the Salem branch and took this view of the Meramec River bridge near Steelville from the back of the train.

\$180,680 TO PENSIONERS

393 Retired Employees Received Average of \$38.81 a Month During 1926

THE annual report of the pension department for the year ended December 31, 1926, shows that the Frisco has on its pension roll a total of 393 pensioners, and a total of \$180,680.70 was paid out to them during the year of 1926. This means an average disbursement of \$15,056.73 a month or an average of \$38.81 per man.

The oldest pensioner receiving an allowance is 92 years of age, and the youngest is 41 years of age. The total number pensioned since July 1, 1913, was 643, while the total number deceased since July 1, 1913, was 250.

Below are a few averages, taken from the annual report:

The average age at December 31, 1926, of pensioners retired account of age limit of 70 years, was 75 years 8 months.

The average length of continuous service of a pensioned employe was 27 years 3 months.

The average age at December 31, 1926, of pensioners retired account of disability was 66 years 7 months.

The average age at December 31, 1926, of all pensioners, was 69 years 9 months.

NEW NON-STOP TRAIN

When M. M. Sisson, assistant general manager at Springfield, Mo., asked that a non-stop train between Rosedale and Ft. Scott, Kans., be tried out, L. B. Clary, assistant superintendent, W. B. Berry, master mechanic, General Roundhouse Foreman Kew and Foreman Walter Medlock proceeded to obey instructions.

On January 30, first 131, with a solid train of meat and merchandise left Rosedale Yard at 7:20 p. m., only to stop at the Missouri Pacific crossing at Ft. Scott, Kansas, at 10:15 p. m. At no time was the train moving less than twenty miles an hour and not over thirty. The distance was ninety-five miles.

The train was in charge of F. O. Larson, engineer; M. D. Scottin, conductor; J. L. Miller, fireman, and Brakemen Smay and Dillenger. The engine used only eight tons of coal.

Since January 30, first 131 and second 131 have been run each night as non-stop trains, and they have shortened the time between Rosedale and Fort Scott at least thirty minutes. Four engines have been equipped with extra water tanks coupled behind the engine, which makes it unnecessary for the engine to stop for a tank of water.

The average length of continuous service of all pensioners, was 28 years 9 months.

FRISCO GRANDSON MAKES MUSICAL DEBUT

When the strains of "Tie Me to Your Apron Strings Again" were wafted to the Matron's Desk, in the Union Station at Kansas City, Mo., one February day recently, she immediately rose from her chair and proceeded to the point where the song was being sung to an interested audience of travelers, waiting to meet and catch trains.

Pushing her way through the crowd, she finally caught sight of the singer, Richard De Von Glappy, four-year-old son of the section foreman at Everton, Missouri. Richard wasn't half as big as his name, and so she stood for a moment, wondering to whom he belonged. Then she spied the woman with him, his grandmother, Mrs. Ben Looney.

"You can't sing in here, little boy," the Matron said, addressing both Richard and his grandmother. "It's against the rules."

"Aw, let 'im sing," said one of the bystanders.

"He ain't hurtin' nothin'", growled another, and so the Matron tactfully withdrew, for she evidently realized that this young four-year-old would soon tire and at that his popular airs were quite appealing.

He had sung, "Yes Sir, That's My Baby", and many of the popular songs, just from sheer delight, until the nickels and dimes began to drop all around his feet. And then he noticed that he had an audience.

He was presented with balloons—a whole bunch of them. Quarters and nickels, to the amount of \$2.45 were showered upon him.

But his grandmother was quite hurt at the Matron's request that young Richard should discontinue his songs, and she was heard to remark: "My son has been section foreman for the Frisco Railway for thirty-seven years and I guess Richard can sing if he wants to."

With the remark of "Aw, forget it—let the kid go on singin'", she finally smiled again and Richard smiled, too, and said he liked the red balloon best and he'd sing the chorus again, for another one.

One of the travelers who saw both Richard and his grandmother leave for the train, said that he was loaded down with fruit and candy, and tucked away in his little mannish suit was the \$2.45 showered on him by his appreciative audience.

Plumber and wife in church to have their baby christened, turned to his wife and said—

"Good heavens, we've forgotten the baby!"

Chemistry Professor: "What can you tell me about nitrates?"

Student: "Well—er—they're a lot cheaper than day rates."

—Illinois Wesleyan Argus.

HUGE CHANGE IN 20 YEARS

Frisco Progress in Springfield Since 1907 Is Phenomenal

TWENTY years of expert operation and splendid growth have wrought a great change in the Frisco Railroad plant at Springfield, Mo., as to equipment, number of employees and facilities for carrying on the work of this great transportation unit, the Springfield (Mo.) Daily News sets forth in its issue of February 10.

In every department of the road listed in Springfield, this remarkable progress has gone on, the News finds, following a comparison of 1907 and 1927 figures, in the various departments of the general offices there.

The story reads in part:

"In 1907, the Frisco possessed 1,083 locomotives of small type and comparatively small power. Today the road has 969 locomotives of large and powerful type and of the most modern construction. The modern engines, although fewer in number, haul much longer trains over far longer runs. As an example, four of the old type locomotives were used on the run from St. Louis to Oklahoma City. Today only one engine is used to pull a train over this run, although crews are changed frequently. There also are approximately 25 gasoline motor cars operating over short lines, displacing the old type locomotive.

Much Better Coaches

"An increase during the past 20 years of 133 passenger coaches is revealed by the figures. The Frisco today owns 726 such coaches as compared with 593 passenger coaches in 1907. The present coaches are larger, much more comfortable and of more permanent construction than those of 20 years ago. The majority of coaches now in use are of all-steel construction, lighted and cooled by electricity and heated by steam. The former coaches were lighted by the old-type gas lamps and heated by coal stoves in each end.

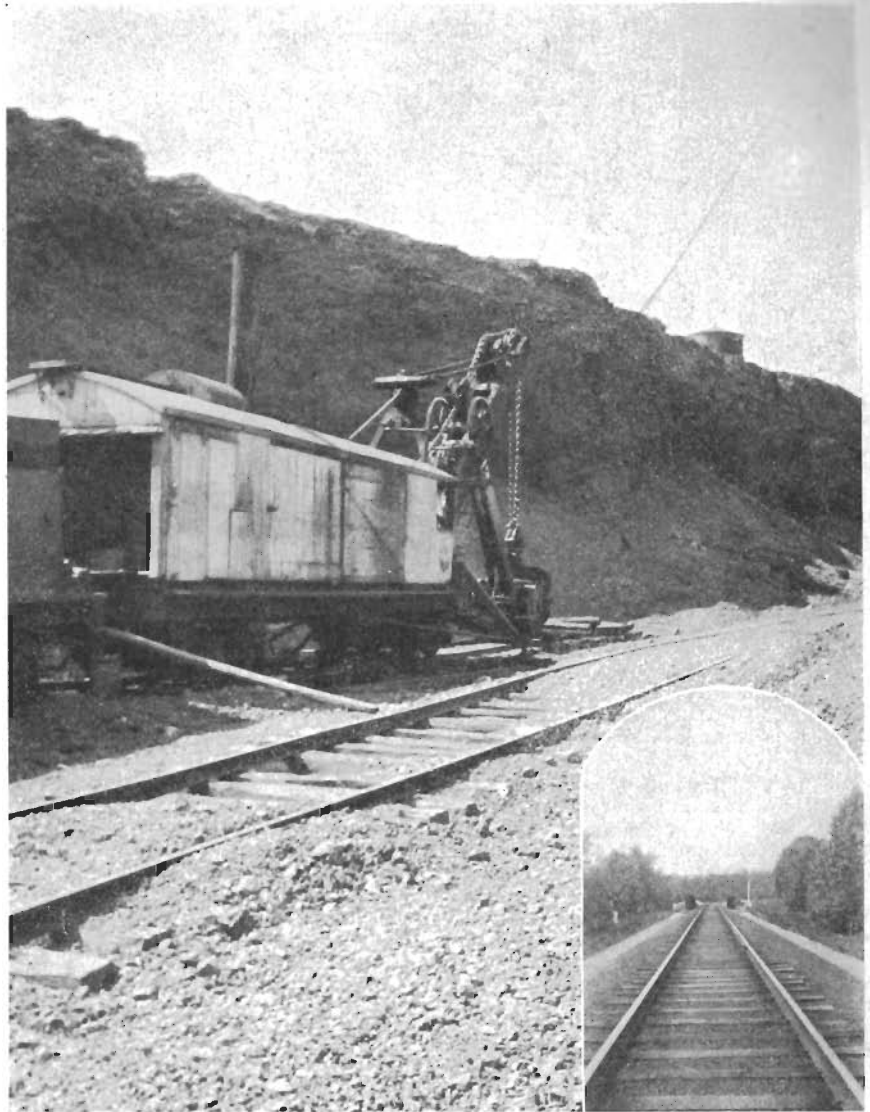
38,000 Freight Cars

"The Frisco at present owns 38,000 freight cars, mostly of steel construction, longer, higher and of much larger tonnage. The new cars have capacities as high as 50 tons, while the old cars, although greater numerically, ranged from 15 to 20 tons, were of wooden construction and equipped with the old hand-power brakes, applied by brakemen as they maintained precarious footing on the tops of the swaying cars.

"The expansion generally conceded to have been of the greatest importance to Springfield was the opening on July 5, 1909, of the new Frisco shops, in the northwest section of the city. These shops have attained nationwide recognition for completeness and efficiency. They are frequently visited by railroad officials of various other lines.

"Approximately 3,000 shopmen are employed in the Frisco shops here, as compared with about 2,500 in 1907.

The Slag Pits at Herculaneum, Mo.



THE slag pits at Herculaneum, Mo., are a decided asset to the Frisco in general and the river division in particular.

Thirty-five cars of the finest ballast obtainable are shipped from the pits each day for ballasting Frisco tracks, and the slag pits seem unending. As great a quantity as desired can be taken from them. The above photograph shows a steam shovel which works on the pile of slag, which, as

the picture indicates, is almost mountainous.

In the insert is a segment of track at bridge T-125.3 on the St. Louis subdivision. This track was laid with new ninety-pound rail in 1924, and ballasted the same year with slag. The track was put up and dressed by J. A. McAllen, extra gang foreman and maintained by C. W. Watkins, section foreman. So well does the track hold up that both McAllen and Watkins are decidedly proud of it.

His Associates

Little Willie: "I don't want to go to that damn school any more!"

Father (who is a bricklayer): "Why, Willie, where did you ever learn such a word as that?"

"Why, William Shakespeare uses words like that."

"Well, then, quit runnin' around with him."

The Frisco payroll here in the mechanical department alone amounts to \$300,000 monthly as compared with \$150,000 a month in 1907, it was stated.

"These figures are exclusive of clerks and other office employees, which increase the number of Frisco employees in Springfield to almost 5,000 persons, it was said, due to the location in Springfield of Frisco operating headquarters."

Wichita (Kans.) Skyline from Vantage Point of Freight Terminals



Cut courtesy of Orient Magazine.

The Frisco stands positively in the forefront, even when the cameraman points his "weapon" toward the imposing skyline of Wichita, Kansas, for a picture of the busy freight terminals of that bustling city. Located on the northern division of Frisco Lines, Wichita has a population of 100,000 and is an exceptionally strong shipping center, with 205 manufacturers and many wholesale and jobbing houses. It is the largest livestock center west of the Missouri River, leads in meat packing in Kansas, and is the largest broom corn market in the world.

SPRINGFIELD STATION IS OPENED

(Continued from Page 8)

that goes into dining cars on the Eastern division.

Excellent lighting effects are employed in the main waiting room, which has seating capacity for 305 people on oak settees. An attractive floor of cement composition in two color effects of red and black makes an agreeable contrast with the unadorned board flooring of the old station. A spacious women's rest room and a newstand are included in the waiting room arrangements.

Frisco employees can boast of the modern arrangement of the baggage room at the west end with its high platforms set flush with the trucks. The trunks of Frisco customers into Springfield never touch the ground. They are unloaded from trains at car level, trucked to the baggage room and unloaded at car level to waiting platforms. The Frisco is one of the few American railroads employing such modern methods. The room has a capacity of 15 trucks.

The center section of the new station is two stories in height, and the employees of the Fred Harvey system are housed upstairs. The second floor is divided into sleeping quarters for Manager R. W. Lochrie and his help. Twenty-one sleeping rooms are included in the upstairs arrangements, with shower baths for both men and women and adequate storage room for trunks and baggage.

The express and mail building is located 85 feet west of the station building, and is 40 by 206 feet. All business of the express company, and the Frisco train-to-train mail is handled at this location. All buildings are heated from a central heating

plant, which also supplied steam to the coach lines from pipes laid underground.

"We are very proud of the station," R. C. Stephens, Frisco architect who designed the building and supervised its construction said. "The fountain at the east end serves a two-fold purpose—one of beauty and one of utility since it is used as a cooling arrangement for water running to the condensing coils in the refrigerator. Work of razing the old structure was completed in May, and the new station was begun immediately. It is a credit to Springfield and to the Frisco."

PRAISES OZARK COUNTRY

(Continued from Page 11)

Truly we are a chosen people, and dwell in the Second Promised Land, that indeed flows with milk and honey, but we are not at all selfish. Come and enjoy yourself for a season, and get acquainted with a people that are content and happy in the enjoyment of the lavish gifts of nature and nature's God.

As I have said, we are not seeking capital to exploit our natural resources. We want only citizens who are willing to work, build homes, and aid in substantial development, while they enjoy the scenery, the cool, clear and health-giving water, our abundance of pure air and ample breathing space.

If you are not willing to become one of us in spirit as well as in residence, we ask you to only look us over and move on.

Today our greatest impediment to progress, and most damaging to our good name and fame, are those from other sections who come to us with an exaggerated ego, and with the

idea that they can live without capital or labor, that the natives are so unsophisticated as to support them as drones.

If you are neither able nor willing to become one of us, we still invite you to come and verify the truth of our claims.

The Queen of Sheba heard much of the magnificence of King Solomon's Court, but when she had seen with her own eyes, she returned to her palace and said as you will say, "The half has never been told".

A LIMIT BAG



Thirty-eight rabbits and thirty-two quail occasioned the smile on the faces of the three men, Messrs. W. J. Ficke, R. C. McNabb and E. R. McNabb of the Lindenwood shops, Lindenwood, Mo.

Old "Shep", posed so gracefully in the center, asks that he be given credit for some of the luck, which enabled the folks at home to have either rabbit pie or quail on toast, "a Merveille"!

For Meritorious Service

NORTHERN DIVISION

SUPERINTENDENT W. H. Bevans reports the following cases of meritorious service rewarded with merit marks:

Charles Sumner, conductor, and R. M. Mikesell, brakeman, both of Neodesha, Kansas, discovered broken rail at MP F-437-11 and Conductor Sumner stopped the train, while Brakeman Mikesell went back to protect 311 which was following. The record of each man was credited with fifteen merit marks.

L. F. Carper and Dave Williams, brakemen, Pittsburg, Kansas, on January 29, found SF Car 73853, partly loaded with coal, off center and in bad condition. They kept it from going into service where it might have caused damage. A commendatory letter, from Mr. Bevans, of commendation was filed with the record of each man.

C. E. Tibbetts, conductor, Roy Reese and A. Phillips, brakemen, all three of Fort Scott, Kansas, had letters of commendation from Mr. Bevans placed with their personal record on account of stopping a leak of gasoline from car E.M.W. 260 at Carthage, Missouri, on January 28.

M. D. Scotten, conductor, W. F. Dellinger and C. C. Smay, brakemen, at Kansas City, Missouri, were given ten merit marks each on their personal records due to finding bottom of arch bar hanging down eight inches below oil box on MRL 9560 on January 31. They made repairs so the car went on through in the train to destination.

H. A. Keitzer, brakeman, at Neodesha, Kansas, found broken arch bar on HHC 247, car of oil at Leon, Kansas, on February 1. He was given ten merit marks for his careful inspection.

John M. Beverly, brakeman, at Neodesha, Kansas, was given fifteen merit marks, when he ran in front of train 306 and flagged it just before it hit a coupe which was stalled on the track at the road crossing, just west of the Piedmont, Kansas, station on February 5.

RIVER DIVISION

Superintendent J. A. Moran reports the following cases of meritorious service, which were properly rewarded:

Wm. Brooks, porter at St. Louis, Missouri, discovered a pair of wheels under coach 715 with vertical flange. He made a report of same on his arrival at St. Louis. His record was credited with five merit marks.

W. F. Ryan, Walter I. Robinson and Zeakle Gibbs, at Harviell, Missouri, on December 17 about 4:00 p. m., noticed a fire at Harviell, a distance of one-half a mile from the place where they were working. They placed motor car on the track and hurried to that point, where they found cotton gin on fire and they assisted in moving an empty box car and nineteen bales of cotton away from the burning gin. Fifteen merit marks was credited to the record of each man.

Geo. Roth, engineer, and E. H. Miller, fireman, both of Chaffee, were given ten merit marks each, when they found engine 703 not in proper condition for local work. They placed the engine in proper working order.

E. J. Cable, engineer, and J. J. Fitzgerald, fireman, at Chaffee and Cape Girardeau respectively, were given ten merit marks each, when they placed engine on one side, after a cylinder head had been knocked out, and continued their run.

W. B. Lattimore, at Brownwood, Missouri, discovered broken rail on main line at MP 33, and called section laborers who flagged train extra 1289, which avoided possible derailment, while they made repairs. His record was credited with ten merit marks.

SOUTHWESTERN DIVISION

Superintendent C. T. Mason reports the following cases of meritorious service:

O. L. Martin, engineer, W. J. Stevens, fireman, and O. N. Breeland, brakeman, of Oklahoma City, upon their arrival at Lawton with train 436, on November 30, found right front truck spring hanger on engine 1631 broken and pilot dragging on rail. They assisted the roundhouse foreman in making repairs, due to the absence of mechanical force at that time. The record of each man was credited with five merit marks.

B. H. Terry and Bud Nelson, brakemen, at Sapulpa, Oklahoma, on train extra 4164, on January 13, replaced a carrier iron on SF 41646, so it would hold the draw bar, with result that car was handled through to destination. The record of each man was credited with five merit marks.

W. O. Dodd, conductor, Lee Peppers and Ben A. Fortner, brakemen, at Francis, Oklahoma, on January 20 unloaded three cars of cattle, when upon their arrival of extra 4114 they found no one at Hickory, Oklahoma, to unload them. The record of each man was credited with ten merit marks.

Roy Thompson, yard clerk, at Sapulpa, Oklahoma, in checking cars in extra 4162, January 24, found SF car 50731 moving as an empty when it was loaded with sand. He stopped the car at Sapulpa and secured billing for same. His

(Now turn to Page 37, please)

ENGINEER BRUNDIDGE DIES

Veteran Employee Succumbs After Appendicitis Attack on Feb. 3

W. S. BRUNDIDGE, engineer on trains 111, 112, 117 and 118, between Ft. Scott, Kansas, and Sapulpa, Oklahoma, died on February 3, shortly after he brought train 111 into the terminal at Sapulpa, Oklahoma.

He suffered an appendicitis attack and was rushed to a hospital, but died before an operation could be performed.

Mr. Brundidge was born at Great Bend, Kansas, on September 23, 1872, and was fifty-four years old at the



W. S. BRUNDIDGE

time of his death. He had served the Frisco for thirty-three years, the first six years as a fireman and the last twenty-seven years as an engineer.

On January 23, 1920, he was married to Mrs. Edith Stark, at Olathe, Kansas, who survives him. He also leaves three children, Wilma, Tommy and Ruth, all at home, and two children by a former marriage. Four sisters and one brother also survive.

The deceased was a member of the Baptist Church, of the Brotherhood of Locomotive Engineers and the Odd Fellows Lodge. Funeral services were held from the Baptist Church at Ft. Scott, Kansas, on Sunday, February 6, and the body was shipped to Neodesha, Kansas, for burial in the family lot in the Neodesha Cemetery.

Contributor: "What's the matter with those jokes I sent you?"

Editor: "Well, some of them I've seen before. The rest I haven't seen yet."—M. Cagney.

Work with a smile is work worth while.

A FRISCO PUGILIST

Leo A. Van Nest Challenges the Frisco Boxers for a Match

By AGNES LARKIN

LEO A. VAN NEST, employed in the zone bureau at Seventh Street Station, has now entered the professional ranks of pugilism. He made his debut on February 15, when he met Billy Cain at Belleville, Illinois.



LEO A. VAN NEST

Van Nest got his start as a fighter about six years ago, when a heated argument brought on a street fight in front of the Cinderella Theatre in south St. Louis. Neither he nor his opponent were able to strike a decisive blow and after a twenty minute round, each gave up. Van Nest was called

aside by one of the spectators of this fight, who happened to be a promoter of the pugilistic ring. He took Van Nest to the Stag Athletic Club where he, acting as his manager, arranging several bouts for him.

In May, 1923, he fought for championship of east and southern Illinois, defeating Wetstone by a knock-out in the second round. He held this title until September, 1924, when he was matched with Kid Wolfe. This fight was conceded when Van Nest broke his hand, however, he was never given a return match.

He dropped from the ring until the early part of 1926 when he fought Bruno Klaessner, losing on the referee's decision after four rounds of toe to toe battling, the judges disagreeing at the end of the fight. This fight still stands as one of the finest fought amateur fights. There was not a clinch in the fight. They were rematched some time after, with the same result.

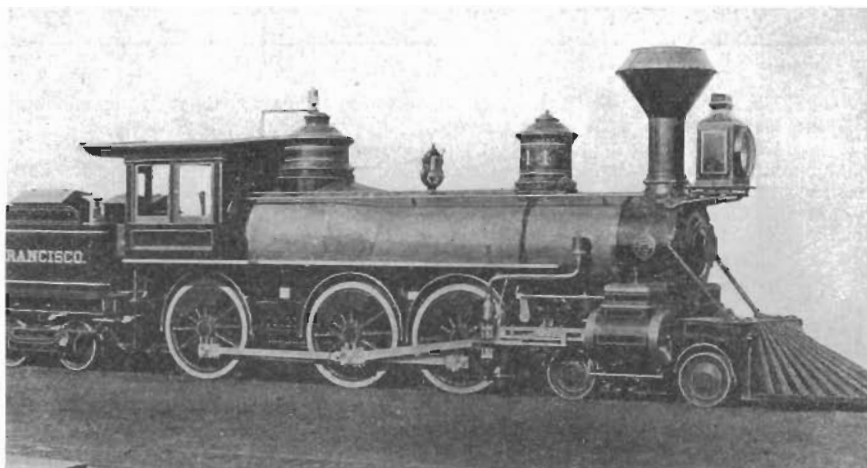
Van Nest has never weighed more than 104 pounds, and fights in fly-weight, bantams and lightweight classes. He is particularly anxious to meet Frisco fighters in any of these classes.

FRISCO GIRL HONORED

Miss Frances Lewis, daughter of Mrs. Pearl Lewis, secretary to the Frisco agent at Monett, Missouri, has been acclaimed one of the honor students for the first semester at Drury College, Springfield, Missouri.

The "Freshman Tenth" is a list of ten per cent of the students of the freshman class at this college who make the highest average grades for all subjects. The list contains nineteen names, as there are 187 students in the freshman class of the college. All of the nineteen averages were between 89 and 94.

An Old-Time Frisco "Mogul"



The Magazine is indebted to Mr. George M. Littig, of the Railway Historical Society of New York, for this picture of one of the Frisco's oldest engines, now scrapped and out of service. This engine was built by the Pittsburgh Locomotive Works in 1879 and after years of service with this railroad, was scrapped in 1914. Its cylinders were 19x24, weight on drivers 63,000 pounds, and total weight 84,000 pounds.

RAIL MEN TO WICHITA

Seven hundred citizens of Wichita, Kansas, and from 10 to 30 representatives of each of the railroads entering that city, attended the Chamber of Commerce dinner at Hotel Lassen the evening of February 17, for the second "unveiling" of Wichita's assets—her railroads. A month ago the Chamber of Commerce "unveiled" the vital statistics concerning the municipal operation of Wichita, and acquainted her citizens with that work. At the February 17 dinner, facts concerning the railroad industry in that city were presented, a sum total amazing to those not familiar with the railroads of that city.

The combined value of Wichita's railroad equipment and property totals \$5,780,180. In 1926 the railroads paid Sedgwick County, in taxes, a total of \$274,626.97. The annual railroad payroll in Wichita is \$3,482,189.56; her outbound tonnage is 1,903,739 tons and inbound, 2,118,044 tons. The railroads' freight receipts total \$12,000,000; her passenger receipts, \$1,800,000.

Employees of the railroads total 2,247, of which 816, or 40 per cent, own their own homes, with 6,269 persons dependent upon their earnings. Eighty-eight passenger trains daily, 67 daily freight trains, and 60 merchandise cars, come in and out of Wichita.

Each announcement was greeted with cheers by the surprised citizens, and even the railroad workers admitted their unfamiliarity with the amazing total of the figures.

Following the actual ceremony of "unveiling" the figures on a wall chart, Mr. J. E. Gorman, president of the Rock Island Railroad addressed the diners.

BOWLING LEAGUE SCORES

The bowling league schedule of the Frisco Railroad bowling league of the general offices, St. Louis, Mo., has passed the two-thirds mark, with keen competition among the various teams, three of which are tied for first place and league leadership at the present time, namely, interline, engineer and auditing teams. Each of these teams has won 43 games and lost 26.

The freight traffic and passenger teams are close to the leaders. There remain twelve match games on this year's schedule and each match will prove very interesting, as the interline team has won the league pennant since the inauguration of the league, five years ago and a battle is planned to win it for the sixth time. The auditing, engineering, freight traffic and passenger teams are trying to displace the interline team from the top of the list.

The interline, auditing and engineering teams have won 43 games and lost 26; freight traffic, won 40, lost 29; passenger, won 38, lost 31; revising, won 25, lost 44; Tower Grove, won 23, lost 46; general freight, won 21, lost 48.

The team standing and high three: interline, 2,936; engineering, 2,775; freight traffic, 2,770; passenger, 2,730 and general freight, 2,699. The high singles follow: auditing, 1,042; passenger, 1,033; interline, 980; freight traffic, 972 and engineering, 961.

She: "I see you're getting your mustache on the instalment plan."

He: "How's that?"

She: "A little down each week."

SAVES DROWNING BOY

Joseph Miller, Frisco Son, Rescues
Lofton Sandidge from Icy
Water

JOSEPH MILLER, fifteen-year-old son of F. A. Miller, cashier at Seventh street station in St. Louis for Frisco Lines, was acclaimed a hero on January 17, when he saved from drowning, ten-year-old Lofton Sandidge, the son of D. H. Sandidge, a former employe of the Frisco fuel department.



JOSEPH MILLER

Young Sandidge with several companions, was skating in Shrewsbury park in Webster Groves, Missouri, when his dog fell through the "rubber" ice. In attempting to rescue the animal, young Lofton plunged through the ice into water over his head. He cannot swim, and his cries for help reached Joseph Miller, who was standing in the yard of his home, 4103 Gratiot avenue, nearby.

While Sandidge's panic-stricken playmates stood helplessly by, Miller thrust a stick into the hands of Sandidge, and hauled him to safety. After Mrs. Miller gave the shivering boy hot tea and warm clothing he was taken to his home, 7602 Big Bend road, none the worse for the experience.

The chest of the Seventh street cashier for Frisco Lines is considerably larger these days, but the young hero lets his dad tell the story.

"It wasn't anything," Joseph says. "I just gave him the stick and pulled him to shore. Anybody could o' done it!"

Frisco Personalities on Texas Lines



N. C. DORCHESTER

N. C. Dorchester is freight agent for the Frisco Lines at Sherman, Texas. He was born September 8, 1882, and entered the service of the Frisco Railway at Sherman, as a check clerk under Agent W. H. Upton, on March 22, 1902. For four years he held the position of chief clerk of the Frisco North Sherman yard office.

He resigned on March 20, 1907, to accept a position as local freight agent and yardmaster for the Southern Pacific Lines at Sherman, but on January 5, 1925, he returned to the employe of the Frisco on January 6, 1925, as freight agent at Sherman.



W. A. MORGAN

W. A. Morgan serves the Frisco Lines in Texas as general foreman of the car department. He was born April 12, 1883, and began his railroad career as a machinist helper with the Santa Fe in Topeka in 1905. After serving in various capacities for that road, he came to the Frisco as head piecework checker at Springfield, Mo., on May 1, 1914, and served as assistant general coach shop foreman at Springfield, car foreman at Neodesha, Kans., car foreman at Oklahoma City, traveling car inspector, and on November 1, 1923, was transferred to Sherman, Texas, where he was assigned the duties of his present position.

RIVER DIVISION RECORDS

"The various division officials have boasted through the columns of the *Magazine* of the exceptional records made by crews under their jurisdiction, and the river division would like to put in the *Magazine*, two records made by our crews, of which we are exceedingly proud," writes Ila Cook, of the Chaffee, Missouri offices.

It appears that on February 3, Conductor Stokely, Engineer Abernathy, Fireman Hall and Brakemen Barber, Lasley and Lamb left Chaffee at 4:55 a. m. and tied up at Harvard, Arkansas, at 4:30 p. m., having covered a distance of 149 miles. They were delayed three hours and fifteen minutes enroute, handled 100 cars, 74 empties and 6,384 tons and brought into Har-

vard, 71 cars, 29 empties and 3,452 tons.

Again on February 5, the same conductor and engineer, with Fireman Christenson and Brakemen Barber, Stackhouse and Lackman, left Chaffee on Extra 1299 south at 2:00 p. m. and arrived in Harvard at 1:50 a. m., where they tied up until 2:15 a. m. They were delayed three hours and fifteen minutes enroute and handled 82 cars, 71 empties and 5,405 tons.

"We are mighty proud of these crews and the extra good runs which they made," Miss Cook writes.

Cake Eater (to Druggist): "Will you give me something for my head?"

Druggist: "I wouldn't take it as a gift."

VETERAN ENGINEER DIES

Henry D. Higby Passes Away at
Oklahoma City, January 21

HENRY DAVID HIGBY, well-known Frisco veteran engineer, died at his home at 631 West Sixth Street, Oklahoma City, Oklahoma, at 8:00 p. m., January 21, after a lingering illness. He was seventy-five years of age.

He was born in Rushville, Illinois, September 3, 1850. His father died in 1866, leaving the widow and three sons, Henry, Edgar and Frank. Henry was the eldest, and at the age of fifteen he started carrying the pony mail, from Plymouth to Rushville and Carthage, Illinois. In 1868 he entered the service of the C. B. & Q. Railway as a section man and in 1871 started braking for the same road. He left his position as brakeman, as he did not like train service, but in 1872 started firing out of Quincy, Illinois. In the latter part of 1873 he was promoted to the position of engineer and was transferred to Galesburg, Illinois, running between that point and Quincy until 1888, when he left the service of the C. B. & Q. Railway and came with the Frisco, going to work at Chester, Ark. He learned the road under Engineer J. C. DuBuque, who is still in active service between Springfield and Sapulpa.

Mr. Higby left the service of the Frisco in 1898 and went to work for the D. & R. G. Railway at Denver, Colo., but returned to Frisco service in 1890 and was employed at Springfield and sent to Monett, Missouri. He ran an engine between Monett and Neodesha until 1901, when he was transferred to the Oklahoma division and moved to Oklahoma City. He pulled a passenger train between Oklahoma City and Sapulpa until December 31, 1915, on which date he received injuries in a rear-end collision from which he never fully recovered. He applied for his pension in 1916.

On February 9, 1871, Mr. Higby married Nettie Wade of Macomb, Ill., and to them were born one son and two daughters. The son died in infancy, and Mrs. Higby died at Monett on July 17, 1892. Mr. Higby then married Macy Lewis, daughter of a Frisco conductor, on June 6, 1894. To them was born one child, which died in infancy.

Funeral services for Mr. Higby were conducted by the Masonic Order, January 24, and burial made in Rose Hill Cemetery. Mr. Higby is survived by the widow and one daughter, Mrs. Winkler of Portland, Oregon, and the grandchildren. He was a member of the First Christian Church of Oklahoma City, also Masonic Order, A. F. & A. M. No. 36, and B. of L. E., Division No. 721.

An Honest Man

At least Nero was honest.

The towel found in his bathhouse recently by excavators did not bear the Pullman mark.

A Word on Smoke Abatement

By MURRAY WHITSETT, Fireman

AT THE last regular meeting of the Smoke Abatement Committee, held at the R. R. Y. M. C. A. in St. Louis, the various railroads entering St. Louis volunteered to select one of their employees to write an article on smoke abatement, this being another step which the railway companies are taking to prevent the public from suffering through the smoke nuisance.

Many locomotives today are fired as if smoke prevention was not a possibility, and under this system an immense waste of money has resulted.

Smoke abating attachments to the firebox are in use on most locomotives today, but the fact is generally admitted that the best of smoke preventing appliances are worth very little without the help of a **good fireman**. Therefore, I believe it would be proper to say that I consider the work of a well-trained fireman as one of the most important factors in this movement.

Railroad companies, I believe, should employ experienced firemen whenever available. The efficient fireman will not only help in the abating of smoke, but he will also be a contributing factor in the saving of fuel. However, even a good fireman cannot accomplish much without co-operation from the engineer. It is equally important that officials and enginemen co-operate together.

In the first place, the coal purchased should be as nearly uniform in quality as possible and it should be broken fine enough for firing without the fireman spending much labor in cracking down hard lumps to the size required.

The practice of light firing should be followed at all times. Not only is this system essential in smoke abatement, but it is also a large factor in helping to save coal. Particular attention should be given to the proper drafting of engines, so that free steaming is assured and the grates must be kept in good order so that this system may be successfully carried out.

Most all of our engines on the Frisco are equipped with smoke consuming devices and the brick arch, which is also an important device in helping to combat smoke. The brick

arch has also proven valuable in fuel saving.

We also find that by opening the fire door and using the blower slightly, a great deal of smoke can be eliminated. All of our mountain type engines used in heavy passenger service entering St. Louis are oil burners, and, with proper handling of this type, black smoke is practically eliminated.

The Smoke Abatement Committee is doing a great deal of good in this cause. Through their meetings, many valuable suggestions have been received in the interest of smoke abatement.

It is a little difficult to write entirely on smoke abatement without mentioning something regarding fuel economy. One of the chief problems affecting railroad operation today is the lowering of fuel costs and I believe about the best solution to be used in working this out is to try and get along on less fuel. There are numerous ways in which we may save fuel, and chief among these should be the co-operation of the officials and of those employees whose duties chiefly contribute to its direct handling.

Another important step in this movement is the proper making of "work reports". They should be made out accurately, and cover all work needing attention.

We should try and eliminate delays as much as possible, because they have never been beneficial to fuel economy. The proper loading of trains is essential to fuel economy, and I believe this should be carefully watched. We are saving a great deal of fuel on the Frisco, through out fuel meetings which are held once a month at the different terminals.

It is through these meetings that much valuable information has been secured in the interest of fuel conservation. I have tried to briefly outline herein what I consider some of the most important methods to be used in the practice of smoke abatement and fuel economy. There is much more that can be said and many employees are involved, but it may all be summed up in the one word, "**Co-operation**".

BIG FOUR MEET

On January 1, New Year's evening, representatives of the four brotherhoods of the railroads running out of Oklahoma City, Oklahoma, held a well attended meeting in the club rooms in that city. Four hundred and fifty people were present.

The evening was purely a social one, and after the sumptuous banquet was served, the crowd danced and made merry until a late hour.

"Uncle Billy" Morrill, C. C. Mills and Harry Harrison, of the accident

prevention department, were in attendance, as well as many trainmen from the Frisco's southwestern division.

We wonder if Washington knows just all he has become the "father" of.

She: "Why do you call all girls Phillys?"

He: "Isn't that their cry 'Phillys-up'?"

BUYS OFFICE BUILDING

Frisco Purchases General Office Building Now Occupied in Springfield

THE contract for the sale of the Springfield, Mo., Frisco office building, on Jefferson Avenue, between Water and Olive Streets, to the St. Louis-San Francisco Railway Company by the Frisco Realty Company, of which John T. Woodruff is president, was closed on January 15, according to an announcement by President Kurn.

Negotiations for the purchase of the building were started in November, 1926, by E. G. Nahler of the law department, St. Louis, and E. P. Mann, of Mann & Mann, Frisco attorneys, were in charge of the negotiations at Springfield.

The building consists of four stories and was erected in 1910 and 1911. The ground where it stands was once the site of the old Central High School building and was acquired from the school district in 1910 by Mr. Woodruff. At that time the office force of the railroad had quarters in the old Ozark hotel building on Commercial Street, but upon completion of the building in February, 1911, the Frisco office force moved in. The building has been occupied under renewed leases since the company first took possession of it.

The Frisco office building was built with a view to future expansion, and is of very superior construction. Two more stories could be added to the building very easily. The present carrying capacity of the building is 150 pounds to the square foot.

Mr. Woodruff, who for years was in the legal department of the Frisco Railroad, and who always has had a personal interest in the welfare of the road and in the men connected with it, stated in an interview that he could foresee for the Frisco, one of the most wonderful futures of any of the great roads of America, not so much by virtue of the wonderful agricultural region which it taps, as by the acumen that characterizes the officers and directors of the road.

He also also pointed out the importance of the activities of the railroad at present centered in Springfield, and stated that he believed a greater civic appreciation should be taken of these important assets to the city.

"In all these years in which the Frisco has been an important factor in the development of Springfield and this territory," he said, "I have felt, as have many others, that perhaps Springfield has never appreciated to a proper extent, what the Frisco has meant to the city.

"I wish sincerely that the citizens of this section, and particularly of Springfield, view the future of the Frisco in Springfield, in the light of establishing closer and more sympathetic relationship."

MORE FUEL RECORDS

There were some very good fuel records made during the month of February. A few of the observed trips are shown below:

Eastern Division

ENGINEER MULLIN, FIREMAN BURGETT, engine 55, extra west, January 1, 145 pounds.

ENGINEER H. R. SMITH, FIREMAN WALLACE, engine 46, train 36, January 3, 100 pounds.

ENGINEER KING, FIREMAN SAUNDERS, engine 42, extra west, January 27, 163 pounds.

ENGINEER A. MONROE, FIREMAN H. BUNCH, engine 59, train 35, February 12, 141 pounds.

Southern Division

ENGINEER LEE, FIREMAN WOOLDRIDGE, engine 4005, extra north, January 4, 110 pounds.

ENGINEER PHILLIPS, FIREMAN WYATT, engine 4015, train 131, January 5, 81 pounds.

ENGINEER ADAMS, FIREMAN WOOLDRIDGE, engine 4001, train 234, January 7, 114 pounds.

ENGINEER HOWE, FIREMAN DENTON, engine 4001, extra north, January 25, 87 pounds.

ENGINEER HUDDLESTON, FIREMAN DAVIS, engine 4013, train 136, January 3, 117 pounds.

ENGINEER FROMMEL, FIREMAN MILLIKEN, engine 4001, train 136, January 17, 103 pounds.

ENGINEER SMITH, FIREMAN LITUS, engine 19, train 136, January 10, 107 pounds.

ENGINEER HERRING, FIREMAN M. RYAN, engine 1524, train 106, January 12, 15 pounds.

ENGINEER GARY, FIREMAN SPENCER, engine 4129, train 136, January 26, 188 pounds.

River Division

ENGINEER ROBERTSON, FIREMAN PARK, engine 1289, train 832, January 26, 84 pounds.

ENGINEER AUBERSHAUM, FIREMAN MASSEY, engine 1299, train 832, January 24, 100 pounds.

Northern Division

ENGINEER C. ANDERSON, FIREMAN KEW, engine 4140, train first 131, January 5, 119 pounds.

ENGINEER HARRIMAN, FIREMAN ALEXANDER, engine 4141, train first 164, January 6, 103 pounds.

ENGINEER HOFFHAUS, FIREMAN FLEMING, engine 4141, train first 164, January 4, 118 pounds.

ENGINEER JACKSON, FIREMAN C. L. MILLER, engine 4140, train first 131, January 11, 120 pounds.

ENGINEER LIVESY, FIREMAN LINDSAY, engine 1315, train first 164, January 11, 85 pounds.

ENGINEER COOPER, FIREMAN BRANSTETTER, engine 4120, train first 131, January 14, 151 pounds.

ENGINEER FRAHS, FIREMAN HOPKINS, engine 1275, train 332, January 10, 80 pounds.

Southwestern Division

ENGINEER D. BEELER, FIRE-

MAN E. BAILEY, engine 4154, train extra west, January 25, 136 pounds.

ENGINEER D. WORTMAN, FIREMAN ATWELL, engine 4159, train second 434, January 24, 102 pounds.

ENGINEER GRIFFIN, FIREMAN COBBS, engine 1507, train number 7, January 10, 16.6 pounds.

ENGINEER GILLEN, FIREMAN GEORGE, engine 4147, train first 434, January 12, 116 pounds.

ENGINEER DWYER, FIREMAN DAVIS, engine 1517, train number 9, January 14, 7.5 pounds.

ENGINEER J. L. RENO, FIREMAN W. BALL, engine 4154, train 434, January 11, 127 pounds.

ENGINEER C. DUBUQUE, FIREMAN BURROWS, engine 1519, train number 10, January 12, 8.4 pounds.

ENGINEER C. M. HOGAN, FIREMAN C. DOWD, engine 4155, train 439, January 12, 131 pounds.

Central Division

ENGINEER O'NEIL, FIREMAN GRANGER, engine 1253, train second 736, January 13, Hugo to Hope—121 miles, handled 230,316 gross tons, consumed 14,000 pounds of coal or 60 pounds per 1,000 G. T. M.

ENGINEER FINLEY, FIREMAN DICKERSON, train extra 1257 east, January 14, Hugo to Hope—121 miles, handled 247,274 gross tons, consumed 20,000 pounds of coal or 80 pounds per 1,000 G. T. M.

ENGINEER HUGHES, FIREMAN BAIRD, engine 1254, train 737, January 21, Hope to Hugo—121 miles, handled 230,626 gross tons, consumed 20,000 pounds of coal or 86 pounds per 1,000 G. T. M.

ENGINEER CARROLL, FIREMAN J. P. FURLOW, engine 1291, train 742, January 14, 152 pounds.

ENGINEER ESKRIDGE, FIREMAN T. HUFF, engine 576, yard engine at Muskogee, Okla., January 7, 124 pounds per switch locomotive mile.

ENGINEER NULPH, FIREMAN STEWART, engine 1047, train number 5, January 16, 9 pounds.

ENGINEER CAMPBELL, FIREMAN STUMP, engine 710, train second 735, January 20, 106 pounds.

ENGINEER HOGAN, FIREMAN COWAN, engine 708, train 734, January 13, 108 pounds.

ENGINEER McCONNELL, FIREMAN A. FURLOW, engine 721, train 735, January 13, 90 pounds.

Western Division

ENGINEER McFARLAINS, FIREMAN GOOSECK, engine 1337, train 637, January 31, 122 pounds.

ENGINEER ROBINSON, FIREMAN GOODRICH, engine 1345, train 637, January 20, 130 pounds.

ENGINEER SMITH, FIREMAN CANA, engine 1345, train 634, January 26, 139 pounds.

ENGINEER BLADES, FIREMAN MASSEY, engine 1344, train 637, January 25, 157 pounds.

"THINK IT OVER"

By JOHN ALDREDGE,
Dallas, Texas

The main factor today with the railroads is service, personal and operative, as the business men depend more or less on dependable service rendered by the various carriers in making shipments and placing orders for future shipment. As a rule, they are well acquainted with the schedules of all lines, as our soliciting force usually make this a strong point in their line of duty, and it is, therefore, just as important to maintain our freight train schedule as it is the passenger.

Our duty as employees is to render efficient service to our employer and sell personal service to the public, sellings acts rather than things, as all we have to offer is service, and to make the shipper and receiver of freight and the traveling public realize that they are getting something better than the ordinary when they use our service, and to make them remember that they get this good service from the Frisco. It is the habit of humanity to kick about poor service and to take good service for granted.

Therefore, it is essential that all departments co-operate with each other to the end that good service and friendly relationship is maintained throughout. We should, at our leisure moments, familiarize ourselves with the conditions of other departments, which will enable us at all times to explain to the public in a satisfactory manner any question or combat any complaint that might arise. The public today demands instant information as well as service. Remembering at all times that there are no local points, and all tonnage is competitive, when paying our bills or making purchases and in associating with the public, we should not hesitate to mention that we are representatives of the Frisco. This often results in the party to whom such mention is made, revealing some information about some friend who is going to have a shipment or make a trip. This, I think, is one of our regular duties as it always pays to advertise.

Let us all strive to render efficient service in our various capacities, assuring our officials this campaign will be a success. Surely, we can think of some additional service we can render from time to time, which will serve to increase our tonnage.

Think it over!

All Upset

"Nearly everybody has a well-developed bump of curiosity."

"And what does it lead to?"

"Why, in this case it leads to turning the page upside down."

—Clipped.

OLDEST ON THE SOUTHWESTERN

Jim Amber, passenger brakeman at Monett, Mo., may well be proud of his well earned title, as the oldest passenger man on the southwestern division, having served a total of 40 years.



JIM AMBER

Mr. Amber was born October 16, at Conlounge, Edgar County, Illinois, and entered the service of the Frisco on February 8, 1887, in the paint shop at Springfield, Mo., under F. E. Merrill, then superintendent. A year later he was transferred to the brakemen's board and became a freight and passenger brakeman. On February 8, 1927, he completed forty years of continuous service.

OPERATOR SHOTS ROBBER

Peter Cone, joint Frisco - Rock Island operator at Mansfield, Ark., is probably one of the few people in the world who can say, "Well, I planned on doing just that thing, if I was ever accosted by a robber, and that's just what I did".

On Sunday night, February 13, as he was closing the station to go home, two masked men covered him with guns, demanding him to throw up his hands. Instead of putting them up, he reached for his revolver and shot one of the men in the abdomen. The men shot at Mr. Cone four times, one bullet passed through his shirt sleeve, the others missing him entirely. Then they ran—the unhurt man assisting his wounded companion to a car about three blocks away, which contained two other men. They were later apprehended, and three of them are now in jail and a fourth in the hospital. Last summer Mr. Cone was the victim of an attempted holdup, and since then he has been carrying a revolver, which he used to advantage in this case.

Frisco Employees' Hospital Association

Receipts and Disbursements after September 30, 1926, through December 31, 1926.

Balance brought forward from September 30, 1926.....\$17,588.93

RECEIPTS:

From assessments on members.....	\$60,949.20	
" interest on daily balances in bank.....	72.93	
" interest on securities in Treasury.....	2,645.00	
" donation by St. L.-S. F. Ry. Co.....	125.00	
" sundry accounts collectible.....	1,373.37	
proceeds sale \$15,000. p. v., U. S. A. 3 1/2 % Treasury Certificates of Indeb., Series T J- 1927 (maturing June 15, 1927), on Oct. 19, 1926, at 99 29/32, for.....	\$14,985.94	
acc'd. int., Sept. 15, 1926, to Oct. 19, 1926.....	48.77	15,034.71
" proceeds sale \$14,000. p. v., Rock Island-Frisco Terminal Ry. Co. 1st Mtge. 5% Gold Bonds, due Jan. 1, 1927, on Dec. 31, 1926, for.....	14,000.00	94,200.21
		<u>\$111,789.14</u>

DISBURSEMENTS:

For payrolls.....	\$26,053.46	
" professional, ordinary and emergency services.....	12,792.39	
" labor, material and supplies.....	6,093.13	
" provisions.....	7,225.58	
" drugs.....	6,282.66	
" light, water, ice, gas, fuel and telephones.....	1,661.26	
" all other expenses.....	2,005.15	
" \$13,000. face amount, Current River Railroad Co. 1st Mtge. 5% Bonds (mature Oct. 1, 1927), purchased Oct. 19, 1926, at par.....	\$13,000.00	
acc'd interest, 18 days.....	32.50	13,032.50
" \$5,000.00, face amount, K. C. & M. Ry. & Br. Co. 1st Mtge. 5% Bonds (mature Oct. 1, 1929), purchased Oct. 19, 1926, at 99 1/2 %.....	\$ 4,993.75	
acc'd interest, 18 days.....	12.50	5,006.25
" \$14,000.00, face amount, Illinois Central Rd. Co. 4 1/2 % Equipmt. Trust Ctls., Series N (mature Oct. 1, 1929), purchased Dec. 31, 1926, at par.....	\$14,000.00	
acc'd interest, 3 months.....	157.50	14,157.50
Balance Dec. 31, 1926, p. m., at: First National Bank, St. Louis, Mo.....		17,479.26
		<u>\$111,789.14</u>

(Statement concluded on next page)

VETERANS RESPOND

(Continued from Page 18)

Smith, Ark.; J. H. Henson, Van Buren, Ark.; George Daniels, Ft. Smith, Ark.; J. S. Hogan, Ft. Smith, Ark.; Chas. L. Stanley, Muskogee, Okla.; T. E. Walker, Muskogee, Okla.; Joe B. Ellison, Rogers, Ark.; G. W. Irby, Muskogee, Okla.; Thos. Madison, Ft. Smith, Ark.; Noah Basso, Kansas City, Mo.; B. B. McCrum, Independence, Mo.; C. D. Fessenden, Cherokee, Kans.; Geo. Bailey, Joplin, Mo.; J. E. Bowser, Clinton, Mo.; Henry M. Cox, Kansas City, Mo.; H. B. Wilson, Joplin, Mo.; J. W. Springer, Lamar, Mo.; W. O. Adams, Cherryvale, Kans.; W. B. Smith, Cherryvale, Kans.; George Taaffe, Cherryvale, Kans.; Edward Van Dyke, Springfield, Mo.; Wm. K. Goodrich, Springfield, Mo.; Louis A. Henshaw, Joplin, Mo.; Wm. Baumgardner, Cherryvale, Kans.; D. J. Spencer, Ft. Scott, Kans.; S. B. Ramsey, Wichita, Kans.; Adelbert R. Paine, Kansas City, Mo.; Mike Dorsey, Olathe, Kans.; O. C. Fountain, Joplin, Mo.; C. O. McCain, Ft. Scott, Kans.; George W. Wood, Ft. Scott, Kans.; Wm. Dotts, Buhler, Kans.; M. V. Nolan, Wentworth, Mo.; G. B. Cox, Sarcoux, Mo.; Wm. Simmine, Rose-dale, Kans.; Wm. S. Lester, Monett, Mo.; Frank G. Farmer, Wichita, Kans.; S. E. Ferguson, Olathe, Kans.; J. E. Miller, Ft. Scott, Kans.; A. F. Kalousek, Lorraine, Kans.; Anton Keitzer, Neodesha, Kans.; W. E. Loehr, Carthage, Mo.; Jas. W. Thomas, Neodesha, Kans.; Harry C. Shipp, Kansas City, Kans.; T. W. Hogue, Mt. Vernon, Mo.; Jas. W. Gray, Boicourt, Kans.; Carl E. Aldrich, Mound Valley, Kans.; Chas. Ayars, Neodesha, Kans.; Robt. J. Armstrong, Kansas City, Kans.; O. H. Lane, Joplin, Mo.; W. H. Bevans, Ft. Scott, Kans.; Guy P. Ax-tell, Altamont, Kans.; A. C. Scherman, Cherryvale, Kans.; John F. Ryan, Ft. Scott, Kans.; J. W. Carlile, Arkansas City, Kans.; Albert Carlson, Kansas City, Mo.; H. H. Goodell, Kansas City, Mo.; Miles W. Barrett, Kansas City, Mo.; Chas. L. Mahan, Ft. Smith, Ark.; B. R. Davidson, Fayetteville, Ark.; Will T. Harlen, Ft. Smith, Ark.; J. H. Heyburn, Ft. Smith, Ark.; L. C. Beazley, Hugo, Okla.; Dave Wilson, Leith, Ark.; W. E. Alexander, Fayetteville, Ark.

MILK PLANT AT TUPELO

A new branch of the Carnation Milk Company has been located on Frisco Lines at Tupelo, Mississippi, which represents an investment in equipment and buildings of one-half million dollars. The plans of the concern are to make this plant the model plant of the South.

The location at Tupelo was selected due to the long summer season which produces green food so necessary in the dairy business. The plant will serve the territory within a radius of fifteen to twenty miles from Tupelo, which will place most of the milk production in Lee County. According to J. B. Hilton, industrial

Frisco Employees' Hospital Association

(Continued from Preceding Page)

THE ASSOCIATION OWNS:

	Par Value
Southern Railway Co. 5% Equipment Trust Certificates, Series Y (mature March 1, 1927).....	\$ 5,000.00
U. S. A. 4½% Treasury Notes, Series B-1927 (mature March 15, 1927).....	15,000.00
New York Central Lines 5% Equipment Trust Certificates of 1924 (mature June 1, 1927).....	5,000.00
Current River Railroad Co. First Mtge. 5% Bonds, (mature Oct. 1, 1927).....	17,000.00
Edison Electric Illuminating Co. of Boston 4½% Coupon Gold Notes (mature Jan. 15, 1928).....	10,000.00
Cincinnati, New Orleans & Texas Pacific Ry. 5% Equipment Trust Certificates, Series G (mature April 1, 1928).....	2,000.00
Chesapeake & Ohio Ry. Co., Series V, Equipment Trust 5% Notes (mature July 1, 1928).....	20,000.00
Canadian National Rys. Co. Equipment 4½%, Series H, Gold Certificates (mature July 1, 1928).....	20,000.00
Kinloch Telephone Co. First Mtge. 6% Bonds (mature Aug. 1, 1928).....	10,000.00
U. S. Third Liberty Loan 4½% Bonds (mature Sept. 15, 1928).....	7,500.00
Illinois Central Rd. Co. 4½% Equipment Trust Certificates, Series L (mature Oct. 1, 1928).....	3,000.00
New York Central Rd. Co. 4½% Equipment Trust Notes of 1917 (mature Jan. 1, 1929).....	6,000.00
Baltimore & Ohio Rd. Co. 5% Equipment Trust Certificates of 1923 (mature Feb. 1, 1929).....	2,000.00
St. L.-S. F. Ry. Co. 4½% Equipment Trust Certificates, Series BB, (mature Feb. 15, 1929).....	10,000.00
St. Louis Southwestern Ry. Co. Equipment Trust 5% Notes, Series J, (mature March 1, 1929).....	4,000.00
Pennsylvania R. R. Co. Equipment Trust 5% Gold Notes, Series B (mature April 1, 1929).....	7,000.00
St. Louis Bridge Co. 1st Mortgage 7% Bonds (mature April 1, 1929).....	10,000.00
Cincinnati, New Orleans & Texas Pacific Ry. 5% Equipment Trust Certificates, Series G (mature April 1, 1929).....	3,000.00
Southern Pacific Co. 5% Equipment Trust Certificate, Series G (mature May 1, 1929).....	5,000.00
Baltimore & Ohio Rd. Co. 5% Equipment Trust Certificates of 1922 (mature Aug. 1, 1929).....	1,000.00
New York Central Lines 4½% Equipment Trust Notes of 1922 (mature Sept. 1, 1929).....	4,000.00
St. Louis Southwestern Ry. Co. Equipment Trust 5% Notes, Series J (mature Sept. 1, 1929).....	4,000.00
New York Central Lines 4½% Equipment Trust Notes of 1924 (mature Sept. 15, 1929).....	6,000.00
Pennsylvania R. R. Co. Equipment Trust 4½% Notes, Series C (mature Oct. 1, 1929).....	2,000.00
Kansas City & Memphis Ry. & Bridge Co. 1st Mtge. 5% Bonds (mature Oct. 1, 1929).....	5,000.00
Illinois Central Rd. Co. 4½% Equipment Trust Certificates, Series N (mature Oct. 1, 1929).....	14,000.00
Illinois Central Rd. Co. 4½% Equipment Trust Certificates, Series L (mature Oct. 1, 1929).....	2,000.00
Baltimore & Ohio Rd. Co. 5% Equipment Trust Certificates, Series A (mature Dec. 1, 1929).....	2,000.00
Canadian National Rys. 4½% Guaranteed Gold Bonds (mature Feb. 15, 1930).....	10,000.00
St. L.-S. F. Ry. Co. 4½% Equipment Trust Certificates, Series BB (mature Feb. 15, 1930).....	10,000.00
New York Central Lines 4½% Equipment Trust Certificates of 1925 (mature May 15, 1930).....	10,000.00
Receiver's, Chicago, Milwaukee & St. Paul Ry., 5% Equipment Trust Certificates, Series D (mature Aug. 1, 1930).....	9,000.00
St. L.-S. F. Ry. Co. Equipment Trust 5% Gold Notes, Series AA (mature Sept. 1, 1932).....	6,000.00
St. L.-S. F. Ry. Co. Equipment Trust 6% Gold Notes, Series 71-C (mature Jan. 15, 1935).....	10,000.00
U. S. Fourth Liberty Loan 4½% Bonds (mature Oct. 15, 1938).....	35,000.00
U. S. First Liberty Loan (Converted) 4½% Bonds (mature June 15, 1947).....	15,000.00
St. L.-S. F. Ry. Co. Prior Lien, Series A, 4% Bonds (mature July 1, 1950).....	14,000.00
St. L.-S. F. Ry. Co. Adjustment Mortgage 6% Bonds (mature July 1, 1955).....	5,000.00
	\$325,500.00

St. Louis, Mo., January 29, 1927.

F. H. HAMILTON,
Treasurer.

commissioner, when the plant gets under operation it will use 150,000 pounds of milk a day, and when working to full capacity the Frisco should receive in the neighborhood of 600 or 700 cars from this plant in a year.

Skill to do comes of doing.
—Emerson.

She: "Can you tell me why a black cow gives white milk that makes yellow butter?"

He: "For the same reason that blackberries are red when they are green."—Pitt Panther.

When you lose your head, hold your tongue.

The Pension Roll

GEORGE EMANUEL HIRSHMAN, yard engineer, St. Louis Terminals, was retired from active service on December 31, 1926, due to having reached the age limit. He was born at St. Louis, Missouri, December 7, 1856, and received his education in the public schools of that city. His father was a shoemaker. At the age of sixteen he secured work with the Wabash Railway as call boy, with which road he also served as fireman and engineer until July, 1894. On



G. E. HIRSHMAN

April 12, 1895, he came with the Frisco in the capacity of an engineer, in both yard and road service on the eastern division, where he remained until his retirement. On April 26, 1881, he was married to Katherine C. McGrath and to them were born five boys and one girl, five of whom are living. One son, George, now deceased, served in the Frisco's auditing department at St. Louis for twelve years. Mr. and Mrs. Hirshman reside at 2221 Thurman Avenue. Continuous service of thirty-one years and eight months entitles him to a pension allowance of \$44.85 a month, effective from December 31, 1926.

JOHN PATRICK NOLAN, agent-operator, Drummond, Oklahoma, was retired from active service on November 12, 1926, due to total disability. He was sixty-four years of age. Mr. Nolan was born at Hamilton, Illinois, on August 15, 1862, and educated in the schools of Illinois and Iowa. His father was a section foreman of an Illinois railroad, however Mr. Nolan's first work was on a farm in Nebraska. He worked



JOHN NOLAN

at the brick making trade for fourteen years at different points in Nebraska and Kansas, and also served for ten years as a section foreman for the Santa Fe at points in Kansas. He came with the Frisco in November, 1898, as section foreman at Patterson, Kansas, and worked at Patterson, Burrton and Augusta, Kansas, as section foreman; as station helper

Five veterans, with a total of 118 years, one month service, were placed on the Pension Roll at the meeting of the Board of Pensions, held January 25, 1927, in the offices at St. Louis, Mo.

at Greenup, Bessie, Carleton and Drummond, Oklahoma; as claim clerk and ticket clerk at Arkansas City, Kansas, and after the close of the world war returned to Drummond, Oklahoma, as agent-operator, where he finished the remaining period of his Frisco service. On July 2, 1891, he married Mary Holland, of Hutchinson, Kansas, and to them was born one daughter, Gertrude. Mr. and Mrs. Nolan reside on Main Street, Drummond, Oklahoma. Continuous service of twenty-seven years and eleven months entitles him to a pension allowance of \$33.70 a month, effective from November 12, 1926.

CHARLES EDGAR WHITLATCH, switchman, Monett, Mo., was retired from active service on December 18, 1926, due to his having reached the age limit. He was born at Vinton, Ohio, on December 18, 1856. His father was a farmer and he was educated in the schools of Taylor Town, Pa. At the age of eighteen years he worked on a farm. His previous railroad experience was with the M&StL Railway at Ft. Dodge, Iowa, and with the KCFS&M Railway at Ft. Scott, Kansas. He came with the Frisco in December, 1886, as a brakeman at Springfield, Missouri, and was later promoted to the position of conductor. He served intermittently in yard service, Springfield to Monett, Missouri. In June, 1877, he was married to Florabelle Matthew, of Knoxville, Iowa, and to them were born two boys and two girls. Mr. and Mrs. Whitlatch and three children reside at Monett, Missouri. Continuous service of twenty-four years and eleven months entitles him to a pension allowance of \$40.30 a month, effective from December 31, 1926.

JOHN PRIOR ALLCOCK, crossing watchman, eastern division, was retired from active service December 7, 1926, due to having reached the age limit. He was born on December 7, 1856, at Forrest City, Arkansas. His father was a farmer and he attended the country schools of Barry County, Missouri. He worked as a farmer for fourteen years, and for three years was a U. S. Mail carrier on the Star Route at Verona, Missouri. On September 1, 1902, he came with the Frisco as a section laborer at Monett, Missouri, was later promoted to as-

sistant foreman and then to section foreman, where he served at Hayti and Cape Girardeau, Missouri. On August 3, 1879, he married Nancy Elizabeth Bennett, of McDowell, Missouri, and to them were born four boys and three girls. Two of the sons served at one time as brakemen for the Frisco, and a third was a Frisco employee. Mr. and Mrs. Allcock and five children now reside at 310 Pearl Street, Monett, Missouri. Continuous service of fourteen years and seven months entitles him to a pension allowance of \$20.00 a month, effective from December 31, 1926.

JAMES C. WILLIAMS, switchman, Monett, Missouri, was retired from active service on October 14, 1926, due to permanent disability. He was



forty years of age, born near Newtonia, Missouri, in September, 1886. His father was a traffic policeman, and Mr. Williams was educated in the public schools of Monett, Missouri. In September, 1906, he began his service with the Frisco at Monett, as a switchman. In April, 1906, he was married to Ollie Mae McFalls, of Monett, and to them were born two girls and three boys. Mr. and Mrs. Williams reside at 306 Eighth Street, Monett, Mo. Continuous service of twenty years entitles him to a pension allowance of \$30.80 a month, effective from October 14, 1926.

In Memoriam

JOHN ALBERT FERGUSON

JOHN ALBERT FERGUSON, pensioned car repairer, of 1430 East Thoman Street, Springfield Missouri, died on January 24. He was born at Livingston, Clark County, Illinois, on February 7, 1844, and was pensioned on reaching the retirement age, on February 28, 1914. He had served the Frisco Lines twenty-seven years, his entire service having been in the shops at Springfield, Missouri, in various capacities. He leaves a widow, Annie S. Ferguson. His pension allowance was \$20.00 a month, and up to the time of his death he had received a total of \$3,100.00.

ALEXANDER M. ARTMAN

ALEXANDER MICHAEL ARTMAN, pensioned trucker of Seventh Street Station, died at his home, 3919 Shenandoah Avenue, St. Louis, Mo., on February 7. He was pensioned on April 1, 1926, due to having reached the age limit. His pension allowance was \$20.00 a month and up to the time of his death, he had received a total of \$200.00.

HENRY BENJAMIN SMITHMIER

HENRY BENJAMIN SMITHMIER, pensioned locomotive engineer, died at his home at 1024 North Campbell Avenue, Springfield, Missouri, on January 26. He was born at Richmond, Indiana, on February 3, 1856, and entered the service of the Frisco Lines as a B. & B. laborer in November, 1884, transferring from that department to the mechanical department as a wiper in March, 1885. He later became a fireman and was promoted to engineer in September, 1891, which position he held until his retirement on July 30, 1921, which was due to physical disability. His pension allowance was \$81.40 a month and up to the time of his death he had received a total of \$5,291.00.

LARRY LAVIN

LARRY LAVIN, pensioned crossing flagman, died at his home at Baxter Springs, Kansas, on January 29. He was born at New Durham, England, July 19, 1855, and came to America in 1860, and entered the service of the Frisco Lines in July, 1908, as a freight brakeman on the Kansas division. He was placed on the pension roll, due to his having reached the age limit. His last service was as crossing flagman at Baxter. His pension allowance was \$20.00 a month and up to the time of his death he had received a total of \$360.00.

WALTER S. BOOKER

WALTER S. BOOKER, former conductor on the Frisco's southern division, died at his home at Carbon Hill, Alabama, on January 17, 1927.

Mr. Booker received an injury about three years ago, in which he suffered a broken back. He spent many months in a hospital at Birmingham and in the Frisco's St. Louis Hospital. After his release, he was sent home and managed to get around in a wheel chair after he had regained the use of the upper part of his body, however, the lower part remained completely paralyzed.

He was always cheerful, although he knew that he would never walk again. He had been with the Frisco a number of years prior to his injury.

Mr. Booker is survived by his widow, two daughters, one brother, Luther Booker, yardmaster at Carbon Hill, and his parents. Burial was made in Pisgah Cemetery, Carbon Hill, Alabama.

BENJAMIN F. GRIFFITH

BENJAMIN FRANKLIN GRIFFITH, pensioned springmaker, died at

his home, 1903 Ramsey Avenue, Springfield, Missouri, on February 10, 1927. Mr. Griffith was born in Carroll County, Arkansas, on November 20, 1859, and went to work for the Frisco Lines as a section laborer at Lebanon, Missouri, in April, 1887. He worked in the maintenance department until 1897, when he was transferred to the mechanical department and at the time of his retirement, which was due to physical disability, in February, 1919, he was a springmaker in the north shops at Springfield. He leaves a widow, Georgie Griffith, and one daughter, Hazel Dean Griffith. His pension allowance was \$20.00 a month, and up to the date of his death he had received a total of \$1,920.00.

FOR MERITORIOUS SERVICE

(Continued from Page 29)

record was credited with five merit marks.

W. Morgan, agent, Ray L. Weaver, trainmaster, and John Gregory, section laborer, at Wyandotte, Oklahoma, repaired bad order mail crane at that station, which would have necessitated stopping No. 4 there for the mail. Mr. Mason placed a letter of commendation on each man's personal record file.

L. R. Morford, fireman, at Sapulpa, Oklahoma, on January 27 purchased, with his own funds, necessary pipe fittings at Claremore to provide steam heat connection for engine 1327 to place it in condition for passenger service on train No. 7 that date. His record was credited with fifteen merit marks.

General Brown, brakeman, at Sapulpa, while looking over train 438 on January 22, found a broken arch bar on GATX car 21573. His finding of this defect no doubt prevented a serious accident, and for his careful inspection, his personal record was credited with ten merit marks.

J. W. Hicks, engineer, at Monett, W. W. Hartman, brakeman, and C. J. Dunham, fireman, at Sapulpa, on train 434, engine 4148 on January 4 discovered AC key had worked out of draw bar next to engine and draw bar was almost dragging on the ground. The draw bar and AC key were replaced before causing a delay. A letter of commendation was placed on each man's personal record file.

James Lewers, engineer, at Sapulpa, and Dr. H. L. Wilbur, local physician at Granby, Missouri, were successful in soliciting several cars of freight via our line, and a letter of appreciation was addressed to both these men by Superintendent Mason, and copy placed on the personal record file of Mr. Lewers.

WESTERN DIVISION

Superintendent S. J. Frazier reports the following cases of meritorious service which were rewarded with letters of commendation placed on the file of each man:

C. L. Thomas, brakeman, of this division, for his alertness in discover-

SOME FINE RECORDS

EVERY division on the Frisco system has been striving to report gangs and departments in which personal injuries have not occurred for years, and the River division sends in three records which are most worthy of mention.

H. Becker, foreman of section No. 7 at Rush Tower, Mo., advises that his men have not had a personal injury in ten years, and he has, at times, worked as many as twelve men at a time.

Robert Swift, foreman of section No. 9 at Ste. Genevieve, reports that no member of his gang has reported a personal injury since 1922. He has been employed by the Frisco as a foreman since 1898, and has never been injured in any way.

Ben Grieshaber, foreman of the only bluff gang on Frisco Lines, advises that this gang reported the last personal injury to any of its members in 1919. This is a remarkable record, since the service performed by these men is more or less of a hazardous nature, and requires a strict adherence to the rule of safety first.

ing and reporting unsafe conditions and practices and in his interest taken in accident prevention meetings.

Bert Erwin, conductor, and Frank L. White, brakeman, of the western division, for assisting in clearing main line where wreck had occurred, thereby getting the line open and traffic resumed in least possible time.

SOUTHERN DIVISION

Superintendent R. B. Butler reports the following cases of meritorious service:

Frank Preston, fireman, on yard engine at Thayer, Missouri, November 14, discovered broken rail in track opposite track engine was on. Same was reported by him and immediately repaired. Again on January 13, Preston, while moving on track No. 3 making a drag, noticed a broken rail on No. 4 track, which was reported and repaired.

Charles Pennington, brakeman, on extra 51 north, December 5, found broken truck bolster on SF car 82795, car of company coal, eighty-one tons, while looking train over at Cedar Gap, Missouri, which resulted in car being set out and a probable accident avoided.

D. D. Hackett, brakeman, while looking over extra 4138 on December 20, found SF car 95062 with broken bolster, south truck, top bolster. Same was reported and repaired promptly.

Judge: "I understand you have a very pleasant home—a wife and two children."

Prisoner: "Yes sir."

Judge: "Well, you won't see them for sixty days."



Homemakers' Page



MISS LORETTO A. CONNOR, Editor

Do You Have Decorated Furniture?

WHETHER milady's interests incline her to making smart table favors or linens, to embroidering frocks or painting interesting designs on furniture, the newest and best way of achieving an end is ever the right way and an up-to-date woman always concerns herself with finding it out.

Right now, to paint's the thing. For some time a reaction against grayed interiors and polished woods or dulled surfaces, as the case may be, has been in progress. The first step was the introduction of gay cretonnes for draperies; next came an occasional nest of tables lacquered red, to brighten a sombre living room; now we are coming out frankly in favor of painted walls and furniture, with more than a dash of vivid color.

Painted furniture is easy to secure, but the prices of the hand-decorated variety make it prohibitive for most of us. Unless she has had considerable experience with brush and pal-

ette, the average woman feels that to undertake the work herself is attended with too much hazard. However, a widespread demand for anything always calls forth a response.

The latest decorative contribution to the home is also the easiest and quickest to apply. Medallions, gay in color and varied in design, can now be procured in all the shops. They can be readily pasted on any object that is smooth and hard, and inasmuch as they are artistically blended, they look decidedly hand-painted.

Care must be taken to paste the medallion on smoothly. After it has dried, a thing coating of transparent, amber sealing wax paint should be applied. This should be about the consistency of syrup. Shellac will answer the purpose just as well.

If the medallions are pasted in appropriate places, they given an unusually smart final touch to painted furniture.

characteristic and so subject to modification. Remember, age, mood, temperament and personality are reflected in your carriage, so be on your guard against your's letting out anything you don't want all the world to know. Is your walk an asset or a liability?

HOW DO YOU WALK?

Obvious things are always hardest to discover. This may explain why so few people realize how much an individual's walk reflects her personality and why so many people display such indifference and carelessness regarding their own gait.

If you doubt that walks are revelatory, stand at your window some time and watch those who pass along. Study their walks and pick out the aggressive and the adventurous; the defensive and the dilatory; the suspicious and the buoyant—and all the other types of human beings, too. Covertly watch your friends and see how plainly outstanding characteristics are revealed. Note how different moods are reflected in the way those you know carry themselves at different times—in joy, sorrow, rage or despair.

An old legend of the Orient, one with more than the usual amount of truth in it, says that mirrors are a protection against evil influences. The woman who faces her mirror honestly will, in all likelihood, be kept from conceit on the one hand and, on the other, shown how she may improve.

So when you have convinced yourself that there is truth in all this, walk before your mirror and see what kind of advertising matter your walk is distributing for you.

Remember, all of us have to learn to walk. It is not something with which we are born, but an acquired

SAUSAGES AND CABBAGE

Dietitians may laud the merits of the homely cabbage to their hearts' content, but try as they will, they find it hard to turn many people from a Mrs. Jiggs'-like contempt for this supposedly plebeian vegetable.

Realizing, to the full, the risk involved in doing so, we brazenly place the stamp of our approval on sausage rolls made with cabbage leaves.

Drop whole cabbage leaves into boiling salted water until they are pliable. Select link sausages or make bulk sausage into rolls of convenient size. Wrap each sausage in a cabbage leaf, lay in a baking dish, add stock or tomato juice to cover and bake in a moderate oven for an hour. Remove the rolls to a serving dish and thicken the liquor left over to be used as a sauce.

Hamburger, used in the same way, makes excellent hot meat sandwiches.

FOR THE SEVENTEENTH

Many a one whose ancestors never set foot on the Emerald Isle, chooses St. Patrick's Day to celebrate, because it affords so much opportunity for clever conceits in the way of menu and decoration. Many novelties may be purchased at gift or candy stores and others may be made inexpensively at home by those with deft fingers.

The Woman's Magazine suggests a number of unique items for the menu, some of which follow:

Shillalah Eclairs—1 cup boiling water, ½ cup butter or other fat, 1 cup flour, 4 eggs. Add boiling water to fat, bring to boil and stir flour in thoroughly. Remove from fire, let mixture cool slightly; add eggs one at a time, beating in each thoroughly before adding next. Press mixture through a pastry bag onto greased tin, forming strips ¾ inches long and 1 inch wide. Keep string slight distance apart. Bake thirty minutes in moderate oven (350 to 400 degrees Fahrenheit). When thoroughly done, split lengthwise and fill with cream filling. Frost with green icing.

St. Patrick's Ice Cream—2½ cups sugar, ¼ teaspoon salt, ½ cup pistachio nuts chopped fine, green coloring, 2 tablespoons vanilla, 2 cups heavy cream, 2 junket tablets, 2 tablespoons cold water, 1 tablespoon almond extract, 8 cups milk. Mix sugar, salt, cream and milk. Dissolve junket tablets in cold water and add to mixture. Turn into hollow dish and let stand over night in cold place. Add flavoring, coloring and nuts. Freeze and mold in brick shape.

Shamrock Cookies—¼ cup shortening, 2/3 cup sugar, 1 egg (beaten lightly), 1 tablespoon milk, 1¼ cups flour, 1½ teaspoons baking powder, vanilla flavoring. Cream fat, add sugar and cream thoroughly; add beaten egg, milk, flour and baking powder sifted together, and enough flour to make stiff enough dough to roll. Roll on floured board, cut with shamrock-shaped cookie cutter, bake in hot oven (400 to 450 degrees Fahrenheit) from five to eight minutes. Cover with green icing, with a large white nut-meat pressed down into center of each.

Blarney Lozenges—1½ pounds dates, ½ pound figs, ½ pound raisins, ½ pound sliced citron, 1 tablespoon currant jelly, ½ cup powdered sugar. Stone dates, pull figs apart, mix with raisins and sliced citron and run all together through meat chopper. Press firmly into shallow pan to about ¾ inch thick. Cut in squares and roll in granulated or powdered sugar. These are especially good for children.

The Spring Wardrobe of Miss Frisco



Fashion decrees large straw hats for spring. Miss Margaret Byrne (above), freight traffic department, St. Louis, models a popular number.

Miss Arlie Hart, of division freight office, at left, in tailored coat suit with accessories to match, of purse, gloves, hat and shoes. A blouse, with vestee effect, permits removing coat.

Miss Gabriel Gorman, purchasing department, chooses a two-piece afternoon frock of blue georgette. A rhinestone buckle fastens the belt.





The TWILIGHT HOUR

A Page Just for Children



ANSWERS TO FEBRUARY PUZZLE

MARY SPILLMAN of Chaffee, Missouri, proved the best "puzzle solver" for February when she sent the Twilight Lady thirteen of the fourteen incorrect things in the February puzzle on the Twilight Hour page.

The next highest number found correct was 12, by Lawrence Hicks of La Cygne, Kansas.

The Twilight Lady was delighted with all the letters she received. Although she hasn't had time to answer each one yet, she is hoping that all the Frisco little folk who wrote will read this little notice, which is a promise that she will write them each one, very, very soon.

You know she had to have a way to judge the puzzles, and this she did by the fourteen incorrect items listed with the puzzle, but gracious! You Frisco children found many more things that were wrong than were listed.

The sixteen incorrect items were as follows:

Word "cigarettes" misspelled.

Steps on pole upside down.

One of horse's hoofs is wrong.

Horse and wagon on wrong side of street.

Reins are missing from horse's harness.

Traffic officer has his hand up with wrong signal.

Pumpkins do not have leaves like shown in wagon.

Man in foreground has his coat on backward.

Bow on man's hat band on wrong side.

Man in foreground has only four fingers.

Flags waving in opposite directions.

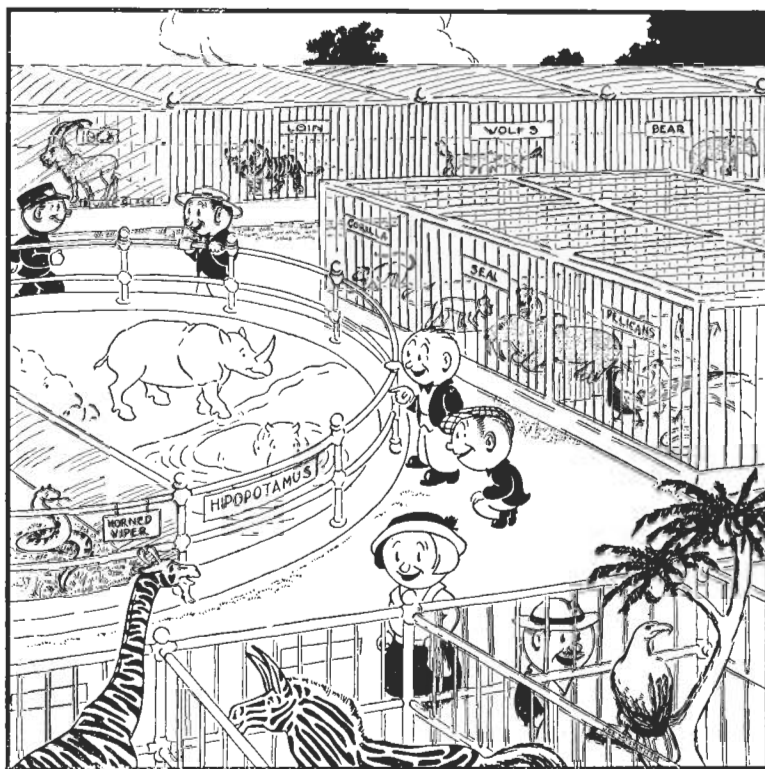
Girl's stockings and shoes do not match.

Wrong kind of tail on dog.

Rear wheel of bicycle too large.

Below is the list of the Frisco little folk, with the number of correct items which they found, opposite the name:

Mary Spillman, Chaffee, Mo.	13
Lawrence Hicks, LaCygne, Kans.	12
Mildred Stanley, Thayer, Mo.	11
George M. Scott, Springfield, Mo.	11
Billy Egerer, Neodesha, Kans.	11
Georganna Hubbell, Burrton, Kans.	11
Lorene Morris, Cape Girardeau, Mo.	11
Ethel Baker, Springfield, Mo.	10
Millard Morrow, Springfield, Mo.	10
James Quimby, Pensacola, Fla.	10
Kenneth Ball, Springfield, Mo.	10



Irene Cole, Kansas City, Mo.	10
Mary Hood, Dacome, Okla.	10
Dollie Corn, Willow Springs, Mo.	10
Rex R. Mullen, Centerton, Ark.	10
Junior Graves, Wichita, Kan.	9
(310 Cook Ave., Chaffee, Mo.)	9
Dorris King, Eileen Long and Leola Carnes, Marion, Ark.	9
(Mountain View, Mo.)	9
Freida Tulk, Springfield, Mo.	9
Edna Hinkelbein, Chaffee, Mo.	9
Neama W. Welch, Severy, Kan.	8
Beatrice Adams, Thayer, Mo.	8
Betty Terrel, Garland, Kan.	8
Eleanor L. Bridges, Springfield, Mo.	8
Ivan Tunnell, Marshfield, Mo.	8
Billy Cave, Memphis, Tenn.	8
Theima Glaus, Chaffee, Mo.	8
Jacqueline Hall, Bluffdale, Tex.	8
Nadine Standley, Kansas City, Mo.	7
(1130 E. Monan, Sapulpa, Okla.)	7
Gerhard Lang, Maplewood, Mo.	7
Leonard Barnes, Vinita, Okla.	7
Howard Southern, Ft. Smith, Ark.	7
Pauline Simpson, Chaffee, Mo.	7
Florence Foster, St. Louis, Mo.	6
Lucille Young, Springfield, Mo.	6
Esther Inmans, Ozark, Mo.	5

At first it wasn't the intention to give any prizes for this little puzzle, but on second thought the Twilight Lady is going to give four prizes. There will be four puzzles, and after the fourth one has appeared, she is going to give four prizes—one for each winner, or one to the kiddo who had the highest average for each month. In other words, May Spillman had the highest number of cor-

rect items for February, and the little Frisco boy or girl who addressed the Twilight Lady from 6802 Scanlon Avenue, St. Louis, is entitled to the prize for January.

Now—the puzzle for March! It's a sort of circus puzzle. According to the man who drew the puzzle, there are seventeen incorrect things in the picture, but here is what the Twilight Lady is going to do; she is going to give the third prize to the one who gets the most incorrect items, whether they are the ones on the list which she has or not. That will give you all a chance to get more than seventeen, and of course the one who gets the most correct, incorrect things, wins the prize for March, see?

The prizes won't be awarded until after all four puzzles are printed—so there are two more chances to win!

Write the Twilight Lady what you found on your visit to this circus, and don't miss a thing!

*Your own
Twilight Lady*



1



2



3



4



5



7



6



8

FRISCO BABIES

1—Madge Nadine, age 17 months; daughter of S. J. Matlock, yard engineer, Afton, Okla. 2—Doyle Stoop, son of John Stoop, Neodesha, Kans. 3—Arthur B. and Jack W., children of A. B. Estep, Dallas, Tex. 4—H. F. Jr., son of H. F. Stice, interchange clerk. 5—James, age 4 years, Katherine, age 4 months; children of Perry Calhoun, groundman, telegraph department, Norwood, Mo. 6—Mona Marie, age 9 years, Millard Oscar, age 7 years, children of Oscar B. Howerton, Monett, Mo. 7—Mary Lou and Bobbie, age 7 months, twin children of R. C. Meador, Afton, Okla. 8—Edward Paul, age 1 year, son of O. B. Howerton, Monett, Mo. 9—Frances Norma, age 7, Joyce Dolores, age 9 years, daughters of Engineer J. W. Hicks, and Robert Douglas, age 2 years, grandson of Engineer Hicks. 10—"Jack Ross" Harbison, 10 weeks, son of N. H. Harbison, telegraph department, Hickory, Okla. 11—James Hampton and Claude Edward, children of D. M. Stratton, agent, Elsinoe, Mo.



9

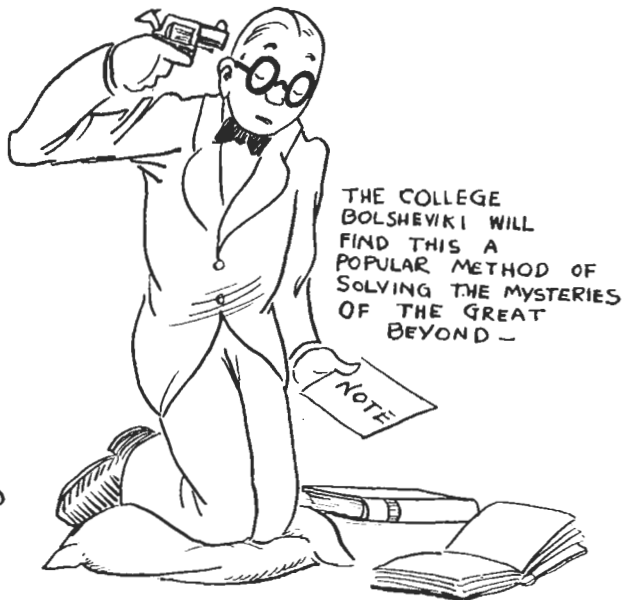


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11

SPRING FASHION HINTS-



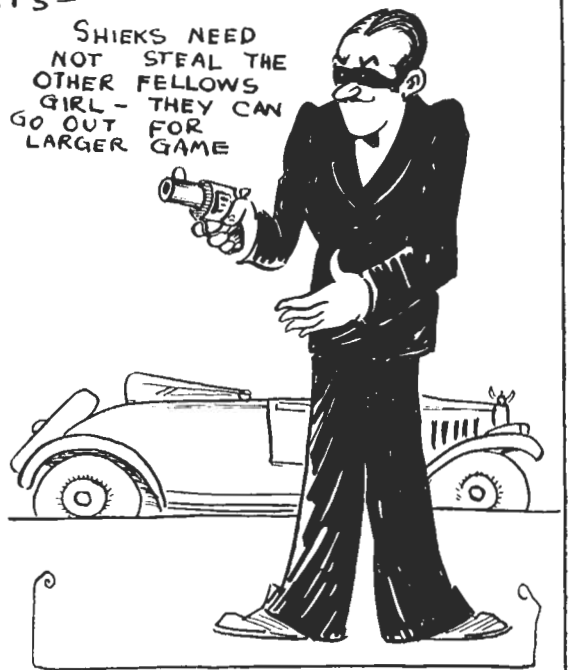
THE COLLEGE
BOLSHEVIKI WILL
FIND THIS A
POPULAR METHOD OF
SOLVING THE MYSTERIES
OF THE GREAT
BEYOND -

EXPLAIN TO YOUR FRIEND **WHY**
HE SHOULD SHIP VIA **FRISCO** -!

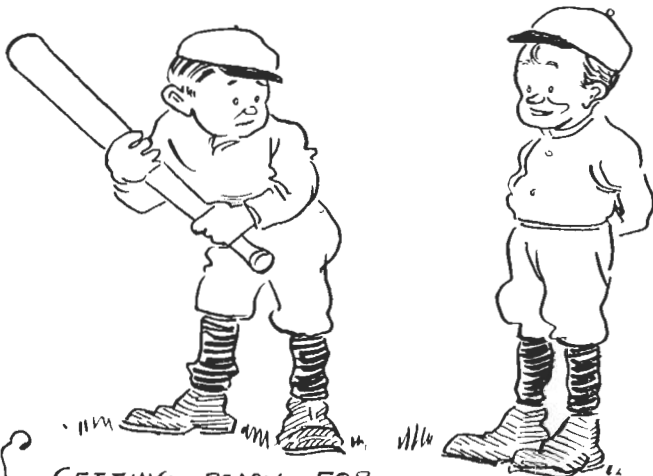


FASHION HINTS
FOR
FRISCO
EMPLOYEES -

SHIEKS NEED
NOT STEAL THE
OTHER FELLOWS
GIRL - THEY CAN
GO OUT FOR
LARGER GAME



CONVINCE YOUR BUDDIE THAT
HE SHOULD RIDE THE
INSTEAD OF HIS
CAR - TRAIN



GETTING READY FOR
A NEW EDITION OF "SCANDALS"

JOHN COOSEY



FLAPPERS WILL
FIND THAT TO
MARRY A RICH
REALTOR WILL
BE THE
VOGUE -

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.

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St. Louis, Missouri

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Vol. 4

MARCH, 1927

No. 6

**The "Unveiling" of Wichita**

SEVERAL years ago when we were spending our summer vacations sampling the various and sundry brands of acerbity dispensed so fluently by newspaper city editors in the middle west, as a reporter, we chanced to be employed by the Wichita (Kansas) Beacon, published, directed, owned and edited by Hon. Henry J. Allen, then governor of Kansas.

For two or three months we devoted our efforts to gathering and writing facts about Wichita and Wichitans. We spent sweltering July days in the stock yards. We explored the bloody interiors of packing houses. We interviewed workers in the mill district. We "covered" conventions in the Coliseum, politics at city hall, civic club luncheons at Innes' tea room and the hotels, interviewed both genuine and spurious "celebrities" at the Union station, and chased ambulances and "Black Mariars" with avidity. On one occasion we became well (if not favorably) acquainted with the surly "turnkey" at the Wichita "calaboose." There was a good deal to learn about Wichita, and if we didn't learn it all we at least found out that Wichita was securely in her stride, rapidly climbing the population ladder, and taking her rightful place as a leader in the manufacturing, packing and livestock industries. There was an inescapable attitude about Wichita five years ago. Wichita was "on her way" and knew it!

A few months ago Harrison W. Albright, chairman of the publicity committee of the Wichita Chamber of Commerce, came to the conclusion that the splendid progress the city had made should be lastingly impressed upon her citizenry.

Accordingly he fostered a plan unique in municipal affairs of America,—that of "unveiling" municipal assets to the public. The first of these "unveilings" took place in January when Wichitans assembled at the Hotel Lassen and learned about the municipal affairs of their city. They found out how many men were employed, how much they were paid, what they did, how they were directed and by whom, and learned the workings of a municipal government which has for its job the governing of a city of 100,000 people.

On February 17, 700 Wichitans and representatives of every railroad operating in the city gathered at Hotel Lassen for the second "unveiling", and learned exactly what the railroads meant to Wichita, her industries and her people. The figures concerning the railroads, as presented, appear on page 30 of this *Magazine*. It is probably unnecessary to relate that the Wichitans at the banquet were surprised. Accepting their railroads complacently, as most people do, they were amazed at the sum total of the railroads worth and business equipment.

This month Wichita will learn of her public utilities and their contribution to her growth and welfare, the April meeting will "unveil" the retailers, then the manufacturers, the wholesale jobbers and distributors, the bankers and real estate businesses, the building trades, the schools, the civic service groups, the professional men, and the churches.

When the yearly program is concluded, the people of Wichita will have a thorough knowledge of their city's inner workings. We venture the prediction that the average citizen of Wichita will be the best informed man on his particular town in the middle west.

As far as the Wichita Chamber of Commerce can learn, Harrison Albright's plan is original. But it will not long remain unique. Other cities will adopt it as an excellent, wholly effectual way of acquainting their people with the various industries which combine to bring prosperity. Wichita is to be congratulated.

She is "on her way" and shouting about it. More force to her bellows!



A Pocketful

Frank Craven, once in his career as a showman, made friends with an elephant. Before going on each night, he put a sack of peanuts in his hip pocket. "One day," said Mr. Craven, "I thought I would give him a real treat, so I put some nice, fresh, new, sticky popcorn candy in my pocket. The elephant could not get the candy out—nor could he extricate his trunk."

Mr. Craven paused for effect. "You've heard an elephant trumpet," he resumed, "but did you ever hear one trumpet in your hip pocket?"
—Houston Post-Dispatch.

Naturally

First Angel: "How'd you get here?"
Second Angel: "Flu."

Just Right

"I want some raw oysters. They must not be too large or too small; not too salty nor too soft. They must be cold, and I'm in a hurry for them."
"Yes, sir. Will you have them with or without pearls, sir?"

Try This

"Went to a dance last night and something was wrong with the taxi and we had to drive backwards the whole way."

"I guess you didn't like that!"
"Oh, I didn't mind. When we got there the company owed me two dollars and a half."

Applying Himself

"Sir: I am Wong. I can drive typewriter with good noise and my English is great. My last job has left itself from me for the good reason that the large man is dead. It was on account of no fault of mine. So, honorable sirs, what about it? If I can be of big use to you, I will arrive on some date that you would guess."

All Wrong

"It's all wrong about those Irish being good fighters."

"Yeh?"

"Yeh. Last night me and my brother Gus and two other fellows licked one."

A Funny Bird

"Who said I was going to buy a new car for your birthday?"

"A little bird told me."

"Must have been a little cuckoo."

A Clear Vision

They were seated in the dining car on the Sunnyland, bound for Alabama.

"Notice that Scotchman," she remarked to her escort as her eyes turned in the direction of a man seated at another table across the aisle.

"I see a man," replied her escort, "but I don't know that he's a Scotchman. What makes you think he is?"

"He licked his spectacles after eating his grapefruit."

Settling Up



"Well, Snowball, I hear that you married a rich widow. I suppose you're going to settle down now?"

"No, suh! I'se goin' to settle up."

Profane

Little Harry had been invited to a birthday party at one of the neighbor's homes. His mother, fearing he would disgrace her by his profane language, refused to let him go. The hostess begged, and the mother finally consented, after being promised that Harry would be sent home after he had said the first cuss word.

Fifteen minutes after he had left for the party he was back. His mother, in a rage, ordered him to his room. After she had recovered her composure, she went to the room and said:

"Well, tell me what terrible word you said this time."

"I didn't say a damn thing—the party ain't till next week!"

The Great Need

"What do you think this country needs most?"

"What it needs most is more men plowing the fields with plows, and less with niblicks and mashies."

Lost Revenue

College Senior: "I would give five dollars for just one kiss from a nice little innocent girl like you."

Innocent Co-ed: "Oh, how terrible."

C. S.: "Did I offend you?"

Co-ed: "No, I was just thinking about the fortune I gave away last night."

Standing Room Only

"How do I look in my new gown? Does it fit all right?"

"Not so bad, but can't you get into it a little further?"

Such Is Fame

Several years ago, Firestone, Ford, Edison and Burroughs were touring through West Virginia. A light on their car went bad, and they stopped at a little crossroads store in the Buckhannon section. Mr. Ford went into the store to make the purchase.

"What kind of automobile lights do you have?" said Ford.

"Edison," replied the merchant.

"I'll take one," said Ford, "and by the way, you may be interested to know that Mr. Edison is out in my car."

"So?" said the merchant.

When the light was put in it was found that a new tire was needed, so Ford went back into the store and asked what kind of tires the merchant had.

"Firestone," was the reply.

"By the way, you may be interested to know that Mr. Firestone is out there in my car, and that I am Mr. Ford—Henry Ford."

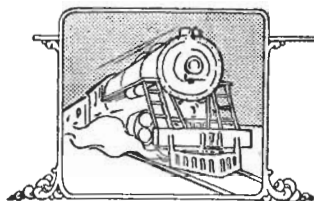
"So?" said the merchant, and let drive a long squirt of tobacco juice against the wall.

While the merchant was putting on the tire, Burroughs, who had white whiskers, leaned out of the car and said, "Good morning, sir."

The merchant looked up at him with a grin full of sarcasm and said:

"If you try to tell me that you are Santa Claus, I'll be damned if I don't crown you with this wrench."

—Exchange.



The FRISCO MECHANIC

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



SPRINGFIELD LOCAL MEETS

Four Hundred Members Attend
Session on January 28

A SUCCESSFUL and interesting meeting of the Springfield, Missouri, division of the Frisco Association of Metal Crafts and Car Department Employees and Ladies' Auxiliary was held in the club hall at 214½ East Commercial Street on January 28. The meeting was attended by more than four hundred members of the organizations.

Wm. C. Bush, president of the local introduced Frank Junkins, general chairman of the association, who took up the question of adjustment of grievances. At the close of his address he announced an open forum, answering the questions of several of the men.

Jerry B. Fenton, an attorney, addressed the men on the advantages of membership in the American Legion, and on the matter of bonuses and compensation.

Otho Henderson, director of athletics for the association, delivered a hospital report and urged that all members visit those confined in the hospital.

Ten men were initiated into the association: John Dixon, Ollie Fitch, R. H. Yelvington, L. I. Wilhite, James B. Billingsley, W. A. Mattocks, James O. Clary, Louis Bunch, F. J. Brown and Samuel M. Hays. The total membership of the association is now 2,150.

The meeting of the Ladies' Auxiliary was well attended and the organization is working closely with the Association in promoting its social affairs. At this meeting plans were made for holding a joint party with the men, and committees were appointed to arrange details.

Following the two business meetings, an athletic meet was held, and the meet opened with a battle royal between two white boys and two negro boys. After two rounds the battle was called a draw by Referee Henderson.

Frank Palmetter, of the Y. M. C. A., weighing 140 pounds, defeated Irvin Carr, 140 pounds, of the north car department, in an interesting wrestling bout. Palmetter gained his fall in eleven minutes with an arm bar lock.

Nark Norbury, 150 pounds, was the victor in a wrestling match with Leonard Butler, 145 pounds. Norbury took his fall in twelve minutes with a hammerlock.

A mixed bout between Roy Newman, wrestler and George Mitchell, boxer, was then staged. Newman,

Here's Your System Committee, Boys!



THE above photograph of the system committee of the Frisco Association of Metal Crafts and Car Department employees was taken recently. This committee has served efficiently and well, and each member is a popular Frisco employee, and a Frisco enthusiast.

They are, bottom row, left to right: G. T. Youell, division chairman, Yale, Tenn.; John M. Sheeley, division chairman, Chaffee, Mo.; J. L. Way, division chairman, Sherman, Texas; Frank Junkins, general chairman, Springfield, Mo.; Howard Pickens, secretary to the general chairman,

and W. A. Neal, division chairman, Tulsa, Okla.

Top row, left to right: L. J. Lyons, chairman west shops, Springfield, Mo.; James E. Rucks, chairman, Birmingham, Ala.; Claud C. Bond, chairman, Enid, Okla.; Virgil L. Johnson, chairman, south shops, Springfield, Mo.; A. A. Jones, chairman, St. Louis, and S. F. Cooper, chairman of north shops, Springfield, Mo.

J. L. Eudy, chairman of the central division at Ft. Smith, Ark., was the only member whose picture does not appear with the group.

greatly outweighed, was knocked to the canvass within the first few minutes and Frank Palmetter took his place, with Mitchell discarding the gloves and wrestling. The bout was called a draw after a few minutes.

The main event was a six-round boxing contest staged between Dox Landrum, 135 pounds, of the south side shops, and Frank Chastain, 135 pounds, of the west shops. The bout was fast and brought forth much applause from the crowd. Referee Henderson called the match a draw.

Dick Skelton, well-known wrestler, challenged both men to a match, offering to throw them both separately within twenty minutes. This match will be arranged at a future meeting.

Blackie Mays, 150 pounds, won the final wrestling match from Jack Graf, 170 pounds, with a head lock after ten minutes of furious wrestling.

THE FRISCO MECHANIC

Published each month as a part of the Frisco Employees' Magazine, as the official organ of the Frisco Association of Metal Craft and Car Department Employees.

HOWARD PICKENS, Editor
W. C. BUSH, Managing Editor

All correspondence should be addressed to Howard Pickens, Editor, Room 400 Frisco Building, Springfield, Missouri.

These Frisco Employes "Keep the Fires Hot" in



A Father's Confession

"LISTEN, son: I am saying this to you as you lie asleep, one little paw crumpled under your cheek and the blond curls stickily wet on your damp forehead. I have stolen into your room alone. Just a few minutes ago, as I sat reading my paper in the library, a hot, stifling wave of remorse swept over me. I could not resist it. Guiltily I came to your bedside.

"These are the things I was thinking, son: I had been cross to you. I scolded you as you were dressing for school, because you gave your face merely a dab with the towel. I took you to task for not cleaning your shoes. I called out angrily when I found you had thrown some of your things on the floor.

"At breakfast, I found fault, too. You spilled things. You gulped down your food. You put your elbows on the table. You spread butter too thick on your bread. And as you started off to play and I made for my train, you turned and waved a little hand and called 'Good-bye, Daddy!' and I frowned, and said in reply, 'Hold your shoulders back!'

"Then it began all over again in the late afternoon. As I came up the hill road, I spied you, down on your knees, playing marbles. There were holes in your stockings. I humiliated you before your boy friends by making you march ahead of me back to the house. Stockings were expensive—and if you had to buy them you

would be more careful! Imagine that, son, from a father! It was such stupid, silly logic!

"Do you remember, later, when I was reading in the library, how you came in, softly, timidly, with a sort of hurt, hunted look in your eyes? When I glanced up over my paper, impatient at the interruption, you hesitated at the door. 'What is it you want?' I snapped.

"You said nothing, but ran across, in one tempestuous plunge, and threw your arms around my neck and kissed me again and again, and your small arms tightened with an affection that God had set blooming in your heart and which even neglect could not wither. And then you were gone, patting up the stairs.

"Well, son, it was shortly afterwards that my paper slipped from my hands as a sickening fear came over me. Suddenly I saw myself as I really was, in all my horrible selfishness, and I felt sick at heart.

"What has habit been doing to me? The habit of complaining—of finding fault, of reprimanding—all of these were my rewards to you for being a boy. It was not that I did not love you; it was that I expected so much of youth. I was measuring you by the yardstick of my own years.

"And there was so much that was good, and fine, and true in your character. You did not deserve my treatment of you, son. The little heart of you was as big as the dawn itself

over the wide hills. All this was shown by your spontaneous impulse to rush in and kiss me goodnight. Nothing else matters tonight, son. I have come to your bedside in the darkness, and I have knelt there, choking with emotion, and so ashamed!

"It is a feeble atonement. I know you would not understand these things if I told them to you during your waking hours, yet I must say what I am saying. I must burn sacrificial fires, alone, here in your bedroom, and make free confession. And I have prayed God to strengthen me in my resolve. Tomorrow I will be a real daddy! I will chum with you, and suffer when you suffer and laugh when you laugh. I will bite my tongue when impatient words come. I will keep saying as if it were a ritual: 'He is nothing but a boy—a little boy!'

"I am afraid I have visualized you as a man. Yet as I see you now, son, crumpled and weary in your cot, I see that you are still a baby. Yesterday you were in our mother's arms, your head on her shoulder. I have asked too much, too much.

"Dear boy! Dear little son! A penitent kneels at your infant shrine, here in the moonlight. I kiss the little fingers, and the damp forehead, and the yellow curl; and, if it were not for waking you, I would snatch you up and crush you to my heart.

"Tears came, and heartache and remorse, and I think a greater, deeper love, when you ran through the library door and wanted to kiss me!"

—From "The Valve World."

the Forge Shop at North Side, Springfield, Mo.



WITH THE NEW BOOKS

"UP-TO-DATE AIR BRAKE CATECHISM"

Reviewed by F. A. Geister of New York Air Brake Co.

THE publication, "Up-to-Date Air Brake Catechism", now being offered in a revised, up-to-date form by the Norman W. Henly Publishing Company, is one of the few books of this character that should be read by everyone interested in the subject of air brake practices. The original book by Robert H. Blackall has been revised and re-arranged by F. H. Parke, general engineer with the Westinghouse Air Brake Company, who is one of the best-known experts on air brake practices now contributing to the railway public. Into his book, Mr. Parke has brought many of the up-to-the-minute practices of modern air brakes, including the present standard UC passenger brake equipment, brakes for motor trucks, high-speed electric passenger trains, automobiles and gasoline-electric rail cars.

The functioning of all parts of apparatus is explained in detail, and in such a manner that it is not only instructive, but interesting, as in many instances, ways of locating trouble and the remedy to apply is given in illustrations and diagrams, together with formulas, specifications, tables and other useful information, contained and introduced in such a man-

ner that each item under consideration is easily understood and appreciated.

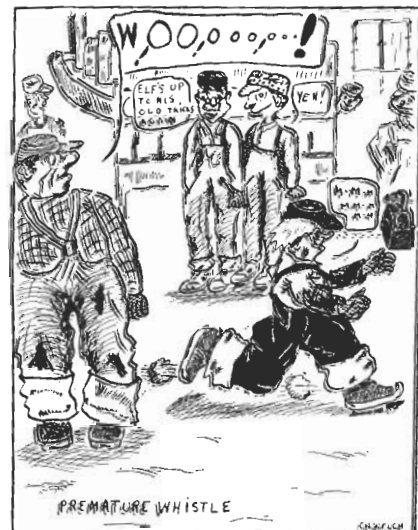
In addition to containing a history of the air brake from its inception until the present time, this book contains the original fundamentals with cuts and descriptive instruction which makes all of the devices more easily understood, and for this reason is considered by the leading air brake examiners and instructors to be without a peer for the person desiring a complete treatise on the subject of air brake practice.

Complete chapters are devoted to such interesting subjects as the E-T locomotive air brake equipment; empty and load freight equipment; all types of freight triple valves, including the K, plain, and quick action; the different air compressors with methods of testing, and many other of the important parts comprising the different schedules are discussed at length.

Of special interest is the chapter devoted to train handling in both freight and passenger service, as practically all conditions of operation are fully explained. This chapter alone is worth many times the price of the book and should be read by every person now handling the modern, up-to-the-minute trains, and especially the freight engineer, since Mr. Parke has upset many of the old-fashioned ideas now being practiced. In this chapter slack action in all manner of conditions has been thoroughly dis-

cussed, together with the proper manipulation of the brake valve.

In the discussion of the universal valve passenger equipment nothing has been omitted, and the operation of the valve, possible defects and remedies are fully covered. As this universal valve is now the standard on passenger equipment on practically all railroads, a full understanding of it is necessary for all who come in contact with it. There has been nothing of so complete a nature on the universal valve offered, before this edition.



The Windows With the Drawn Shades

By J. N. PAISLEY,
West Freight Shop, Springfield, Mo.

THE eyes have been called most appropriately "The Windows of the Soul", yet in the course of a year's time we wonder how many of these windows are closed, not in death, but in life—the shades drawn, and a period of darkness entered into by those unfortunates—possessors of the windows with the drawn shades!

Statistics compiled by the Government, the American Railway Association and others, tell us that during the year 1925, approximately 450,000 men lost the sight of one or both eyes in industrial accidents. What a stupendous train of thought this figure sets before us! Nearly one-half a million men enmeshed in the throes of eternal darkness. Double, yes, even triple this number, when we consider their wives and children left entirely dependent on the charity of state, county and institutions and upon interested individuals. A million and a half human beings dependent upon charity in the course of one year! This number of public wards within so short a period can be equalled only by the chaotic conditions of some great catastrophe.

Let us take from the mass, one family, symbolic of the average household, and follow them from prosperity into adversity, where we must perforce leave them to eke out a meager existence in want.

The father, strong and upright, proud of his job and proud of his wife and of his two rosy-cheeked little children who come scampering gaily to meet him as he returns from work in the evening, and who accompany him, one on either hand to the house where his wife, a charming woman, awaits him with a warm dinner upon the table. She is proud of this tall, strong, kindly man who has provided so generously for the wants of his family. She is happy in the neat little bungalow with its flower beds and the hedge surrounding it, and in the little car in which many pleasant hours are whiled away.

And then one day it happened!

A phone call. Her husband had been hurt. At the hospital she was told that he was blind—blinded by slivers of steel and he would not be able to see again—ever.

He was taken home. In a few short months their savings were gone—then the car, and finally the little bungalow went, in an attempt to stave off the inevitable. The little family moved to poorer surroundings and the wife has to take in washing. Her features are pale and worn. The husband can do nothing. He sits in utter darkness, thinking, thinking. The

children are undernourished, their faces pinched and drawn.

And here we must leave them to a dreary existence and a colorless future.

This word picture is the true fate of those hundreds of thousands of others. It is going on around us day in and day out. Large corporations have been aroused to a realization of this appalling loss of labor and its resultant curtailment of production, and are doing their utmost to prevent it.

At the Springfield west freight shop, the following bit of data has been compiled on eye injuries alone for the year 1925 as compared with 1926. These eye injuries range from foreign bodies blowing into the eye, to rivet heads, nuts and chips of steel. In 1925 there was an average working force of 240 men. During that year there were fifty-five eye injuries from various causes—none of which proved serious. This represents a percentage of .203. In 1924, with an average working force of 102 men, we had but six eye injuries—none of which were serious. This represents a percentage of .059 or a reduction of .144 per cent over the previous year.

But when a reduction is made and a fine showing is broadcast, then is the time to redouble efforts along safety lines.

The wearing of goggles is the only solution for the prevention of eye injuries. They are the only safe insurance against the loss of eyesight. This fact has been demonstrated time and again in company shops since the advent of goggles. The most recent employee at the west freight shop to save his eyes through the use of goggles was J. P. Michael, a carrepairer. While cutting nuts off of the siding of a car, one of the nuts flew up and shattered his goggle lens. His eye was uninjured.

A recent canvass of the employees developed that when the question was put to them, "If you were granted permission to work either with or without your goggles, which would you do?" the answer was always, "I would wear goggles."

Any man who says, "I have worked twenty years without goggles and I'm not blind yet", should be reported to the safety supervisor, for statistics show that most of the injuries come from the old-timers who think that because they are more familiar with shop devices, that they cannot be the victim of an accident. Perhaps he is not blind yet—but there is always a first time for everything.

Don't take a chance and perhaps join that vast army of unfortunates—possessors of the windows with drawn shades!

TO PREVENT ACCIDENTS

307 Employees Attend Safety Meetings During Month

A TOTAL of 307 employees and visitors attended the accident prevention meetings on Frisco Lines from January 12 to February 7, inclusive.

Reports of three meetings held in February show they were attended by forty-seven, and a report of the nine meetings, held January 12 to January 31, shows an attendance of 260.

On February 2, J. T. Fite, general foreman of the car department, Springfield, Missouri, called a meeting of his men in the interest of accident prevention. Twenty were in attendance. So far in 1927, ten unsafe conditions and practices have been reported, which were discussed at this gathering.

F. M. Darden, general foreman of the car department, Springfield, Mo., called a meeting with ten employees present. So far this year, in the west freight shop, no unsafe conditions have been reported. Only one injury was reported for January and the employee only lost two hours from his work.

Seventeen men were present at the meeting held by F. A. Beyer, superintendent of west shops, Springfield, on February 7. A report was made that all unsafe conditions reported in 1926 had been corrected.

The largest meeting held during the last of January was at the Y. M. C. A. Building, Sapulpa, Oklahoma, on January 14, with C. T. Mason, superintendent, acting as chairman. Sixty-five men were present. H. W. Hudgen, Z. B. Claypool, C. C. Mills and J. W. Morrill, director of the accident prevention department, and his assistants were in attendance, and each in turn addressed the meeting, dealing with some special problem of accident prevention. The night meeting, in the Tabernacle at Sapulpa was reported in the February issue.

On January 12, J. W. Surles, master mechanic at Sherman, Texas, held a meeting with thirty-five of his employees; J. D. Heyburn, master mechanic at Ft. Smith, Arkansas, met with fifteen of his employees on January 14; E. E. McGuire, superintendent of terminals, Memphis, Tennessee, held a meeting on January 17, at which forty-one men were present; W. B. Berry, master mechanic at Kansas City, met with twenty-seven of his men on January 18.

Other meetings were held at Enid, Oklahoma on January 20, with seventeen present; Memphis, Tennessee, on January 25 with twenty present; Chaffee, Missouri, on January 26, with fifteen present and at Enid, Oklahoma, on January 26, with twenty-five present.

Husband: "That's a pretty belt you have."

Wife: "Belt! That's my new dress!"

USE THE FRISCO!

The following letter by Mrs. J. M. Lyle, wife of a Frisco machinist, appeared in the Chaffee Signal of February 10. It tells its own story of loyalty and co-operation to the railroad for which Mrs. Lyle's husband works.

—W. L. H., Jr.

"I have noticed in almost every issue of the Chaffee Signal that you have had something to say to the people about spending their money in Chaffee, as they make it here. That is all right.

"I have lived in Chaffee four years. My husband is employed by the Frisco R. R. Co., and has been in their service during this time as a first class machinist.

"We have never gone outside of Chaffee to purchase one dollar's worth of anything since we have lived here, but we have bought everything we have bought in Chaffee.

"Now I would like to ask you merchants of Chaffee: Are you practicing what you preach? For instance, I have made a few inquiries about the freight that is being shipped into Chaffee by truck, and I find that it averages from 50 to 75 to 100 thousand pounds monthly at the rate of 25 cents per 100 pounds.

"Now, we will take the lowest estimate of merchandise at 25 cents per 100 pounds, which gives us the neat little sum of \$1,250 monthly that you spend to have your freight hauled here by truck.

"Why not give the Frisco R. R. this business? As it is their pay roll you are depending on, in order that you may run your business successfully in Chaffee. Is there a merchant in Chaffee who does not await pay day as eagerly as does any employee of the Frisco? Of course, there is not.

"If it were not for the Frisco R. R. what would you do? They have helped make your town what it is today.

"I would judge by roughly estimating the Frisco pay roll here, that it will average at least between \$50,000 and \$60,000 per month. At least 90 per cent of this money is spent in Chaffee, I should think.

"Have the trucks contributed anything towards the building of your town? Have they paved any streets? And do they employ labor enough to patronize your store? If so, then patronize the trucks. If they do not, then patronize the Frisco, which is creating business for you.

"Don't bite the hand that is feeding you."

MRS. J. M. LYLE."

Boss: "Miss Smith, er—have you anything to do Sunday evening?"

Miss Smith, brightening up: "Why, no sir, not a thing."

Boss, sternly: "Well, then, be sure and be at the office on time Monday morning!"

He Who Anticipates Danger, Prevents Accidents



The employee who anticipates danger, is the one who prevents accidents!

That is just what the car man in the above picture has done. The jack base block has been made level. There has been a wood block inserted between the jack head and the car, to avoid slipping of jack head, which often happens from a metal to metal contact.

A tripod is in position to place under the car, as soon as the car is raised to clear the truck center casting, which relieves the jack of the strain and makes it safe for the car men to remove the trucks and to work underneath.

Note the car man is working at the end of the jack lever, thereby gaining advantage of all the leverage possible, and should the dog fail to catch the ratchet tooth of jack, or if the jack lever handle should fly up for any other reason, it would not hit or injure the employee operating it.

The photograph was made at the north car shops, Springfield, Missouri, and the car man, Tom Norman, is operating the jack.

"DO'S" FOR SHOPMEN

By ROY W. RECTOR
Fort Scott, Kansas

1. Be sure that you have your goggles on when grinding on emery wheels.
2. Never stand a jumping bar up against an engine, as it is liable to fall and cause an injury to someone working around the engine.
3. Be sure to see if your goggles are placed properly over your eyes before doing any chipping on any metal.
4. Always keep grease and oil from acetylene hose connections and gauges, as this is subject to explosion.
5. When doing repair work on line shafts or counter shafts, see that they are not in motion.
6. Jumping on a turntable while it is in motion, is a dangerous practice.
7. Always put up a blue flag at the front and rear end while working on an engine in the yard.

8. Pouring babbitt without goggles is a dangerous practice.

9. Always note the voltage of an electric light bulb before screwing in to socket.

10. Never run over an electric light cord with a truck, or with anything which will cut or sever the insulation.

11. Never get upon a Brown hoist while it is in motion without first notifying the operator.

12. Never have an engine spotted without notifying all the workmen around the engine.

This issue of the Frisco Magazine is the largest ever published. Eighteen months ago 64 pages constituted each issue. This issue has 88 pages, and even then the Editor could have used more. It is your Magazine—write for it and read it. Let the Editor know what you want in its columns.

PRAISE FROM WELCH'S

The writer of the following letter, G. D. Eddy, traffic manager of the Welch Grape Juice Company of Westfield, N. Y., sounds the keynote in the fourth paragraph of his letter to S. S. Butler, freight traffic manager.

After great care has been spent in picking out the best and choicest fruit; after this fruit has been carefully packed and sent on its way, to know that it has arrived safely is indeed satisfactory.

The letter reads as follows:

"Your file has reference to our shipment from Springdale, Ark., September 4, consigned to ourselves in care of the Howland Warehouse Company, St. Louis, Mo., and was delivered to the Terminal Railway Association, September 6, for ultimate delivery.

We are pleased to advise you that the car was unloaded by the Howland Warehouse Company, September 8, practically three days in transit and the products in A-1 condition—not even a single unit broken.

We are pleased at this opportunity of thanking the Frisco Lines and their connection for such transportation as is exemplified in this instance.

After the producer has selected choice, ripe fruit, cased the packages after careful and expensive production, putting out high-class food products in glass bottles and jars, it is a little disappointing sometimes when shipments are delivered in bad order condition. There is nothing gained by ourselves or the carrier when necessary for us to recover through loss and damage claim. We prefer our products being used to supply the demand and keep our customers satisfied.

In cases of this kind everybody is happy, i. e., the producer, carrier, distributor and jobber. We appreciate this kind of transportation.

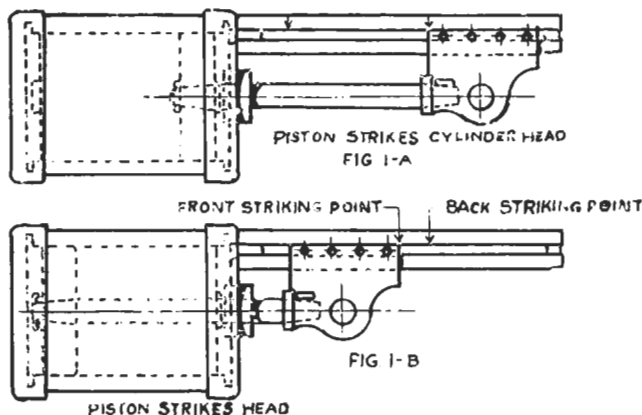
During the present calendar year, the Frisco has hauled 79 carloads of our products. The above case being representative of the great majority in movement and delivery."

LIKES THE MAGAZINE

The *Frisco Magazine* is speaking right out loud for itself and for its railroad, if the commendatory letters which come to the editorial offices can be accorded a criterion. The following letter is from L. V. Graham, of Joplin, Mo., former Frisco worker:

"I've just been looking over the October number of the *Frisco Magazine*—the first one I have seen for about three years. I was greatly surprised at the size of the *Magazine* and the good things it contains. I worked as a freight brakeman out of Sapulpa for several years, leaving the service about three years ago to become associated with the Eagle Picher Lead

Two Arrangements of Striking Points on the Guides



FRISCO NIGHT SCHOOL
STRIKING POINTS ON GUIDES.
SPRINGFIELD, MO. JAN 27, 1927
DR. BY L.M. BARNHART
TR BY L.M.B.

SOMETIMES the striking points on guides are marked as shown in Fig. 1-B, instead of as described in the text (see Fig. 1-A). That is, the front striking point is scribed at the back of the crosshead, and the back striking point is marked at the front of the crosshead. This method is convenient for noting the clearance while trailing engine over, because the mark at the rear of the guides is sometimes covered by the moving parts.

To find how much total clearance there is, if the marks are arranged in this manner, relocate the back striking point by measuring back the length of the crosshead from the arrow (see Fig. 1-B). The arrangement described first, is the most popular, but sometimes, as on the high pressure guides of a balanced compound engine, the marks would be covered, unless the second method is used.

Some crossheads of the alligator type are provided with removable brass gibs. To take up wear of the

guides and gibs, it is only necessary to insert liners between the gib and the crosshead. In applying these liners, it is necessary to caliper from the piston rod to the guides, and keep the rod central between the guides. On engines having babbitted shoes on the crosshead, or if equipped with four bar guides, the wear is taken up by rebabbiting or by closing the guides.

Guides are closed by removing or inserting liners where the guides rest on the guide blocks. It is customary to raise the bottom guide, for on account of the bull ring wearing off, the piston rod gets low, and it is desirable to keep the rod central away from the bottom of the stuffing box. Often the guides rest on top of the front guide blocks and on the bottom of the back guide blocks. In this case if a 1/16 inch liner is removed from the back, and the same liner inserted in front, the guides will be closed 1/16 inch. Some free motion should be allowed in closing guides—a scant 1/32 inch.

and Zinc Co. I would like very much to get the *Frisco Magazine* each month if you publish for outside circulation as well as for your employees. I ride the Frisco to St. Louis, Kansas City and Wichita regularly. My trips on other roads serve to make me surer that none of them can beat the Frisco for

service, and the employees on the Frisco are the most polite of any men I have ever come in contact with on any railroad. Drop me a line in regard to receiving the *Magazine*, and accept my sincere wishes that the Frisco may live long and continue to prosper as it greatly deserves."

MECHANICAL DEPARTMENT OKLAHOMA CITY, OKLA.

ARTHUR D. MINICK, Reporter

The Frisco Boosters' Club of Oklahoma City, Local No. 4, had its initial meeting Monday night, February 14. The officers of this club were elected at this meeting of which, F. E. Carter was elected president and, in turn, he selected the writer as secretary-treasurer. A vice-president was elected to represent each craft at Oklahoma City, and I am sure that we will have one of the best booster clubs on the Frisco System. Each and everyone that was present at this meeting had the real "get-together spirit", and several speeches were made by the employees with reference to getting more business for the Frisco and also keeping what business we had. Attendance, 58.

C. W. Nummy, general roundhouse foreman at this point, has resigned his position to accept a similar job at San Antonio, Texas, for the I. & G. N. R. R. He has been with us about four years and we all will miss him.

John Herold, general carpenter out of Springfield store, has been at this point for some time, repairing the store room fixtures.

Jack Dalton, clerk, was relieved by Emelia Kalt from West Tulsa. The moving of the Sapulpa terminal to West Tulsa effected this change. Miss Kalt seems to be homesick for Tulsa, already, but I know that she will be satisfied with Oklahoma City.

Chas. High, car carpenter, has been off for two weeks and will not be able to resume work for another two weeks.

H. P. Palmer, wife and sons, were called to Bellefontaine, Ohio, recently, account of the death of a relative.

Reubin G. Martin has been off a few days account of sickness. It looked like he was going to make another flying trip to St. Louis, but he rallied through his sickness, and is now back on the job.

Will Temple, storeroom counter man, went to Springfield to attend a meeting of the clerks' organization.

LOCAL No. 32—NEWBURG, MO.

ED. F. PULLAR, Reporter

Our general chairman, Mr. Junkins, was with us recently. We had a very interesting meeting. He initiated six new members, and gave us more enlightenment on the contract than we had ever received before. At the close of the meeting, refreshments were served.

D. B. Ege, our staybolt inspector, is sporting a new Chevrolet sedan. Some class to David B.

The fuel department is storing a large quantity of coal here. Mr. Borders, our coal chute foreman, is quite an adept chauffeur on the Brown hoist.

Peter Guffey, of the storeroom, has been in the hospital, but is much improved at this writing.

William Gowers, the champion grapevine raiser of Newburg, had a dream the other night that he was trimming grapevines, but when he awoke he found that he had been cutting on two of his fingers instead of the vines.

An order was placed with the blacksmith from the car department for two anchors. It later developed they were for Daddy Barnum's Ford, as it is in the habit of starting off rather hurriedly.

Clarence D. Ward, our night foreman, is back on the job after his long illness.

Mr. and Mrs. Floyd Courson are the proud parents of a baby girl, born February 10.

It has been whispered about that car foreman R. D. Wilson was noticed at a certain affair recently, quite ably

"putting on the dawg". All who were present refuse to talk, but appear to be in a delicious state of suppressed mirth when reminded of the occasion. Assistant Day Foreman S. A. Montgomery drove into the wrong rut during a recent trip to Rolla. Sam says he got "run around" several times the two hours thereafter.

MECHANICAL DEPT., LOCAL No. 12 AFTON, OKLA.

L. J. HUDSPETH, Reporter

E. P. Hogan, who has been general yardmaster at Afton for the past six years, has been transferred to Henryetta, vice W. R. Grace, general yardmaster at Henryetta, transferred to Afton. We hate to lose Mr. Hogan from Afton, and our best wishes go with him, but we also welcome Mr. Grace into our midst.

The coal chute at this point is still out of commission, having taken longer to procure the necessary repairs than was figured on, but should be in operation within the next few days.

Geo. B. Marsh, hostler helper, has been granted a sixty-day leave of absence, having undergone an operation for appendicitis. George is getting along nicely and expects to return to work not later than March 15.

Mr. and Mrs. J. E. Eckley and sons, John, Jr., and Gerald, spent February 6 and 7 in Tulsa, visiting relatives and friends. Mr. Eckley is our night foreman.

The switch engine shift that was abolished in the Afton yard December 31, was put back on, January 18. It seems that Afton is entirely too busy to be run with only two engines.

Otis M. Wynn was hired as coal chute helper, February 2, and is now working on the midnight shift.

Henry Truman returned to work on February 7, after spending several days in the Frisco hospital at St. Louis, account of sustaining a personal injury, January 19. Mr. Truman is a car repairer at Afton.

The water service men were in Afton, February 3, 4 and 5, installing a new water pump, which we were sorely in need of.

M. L. Guinney, traveling inspector, spent February 7 in Afton, checking up on our lubrication and supplies, as well as other records. Mr. Guinney seemed very well satisfied with conditions at Afton, at least we hope he was.

We received notice today of the appointment of W. E. Bunch as assistant general car foreman. Mr. Bunch was car foreman at Afton at one time, and his many Afton friends will be glad to learn of his advancement. Sure can't keep a good man down.

James T. Anthony, switch engineer at Afton, and Mrs. Susie Hitson, were united in marriage sometime during December and kept their marriage a secret until just recently, thus accounting for not reporting it sooner. Their friends extend congratulations and best wishes, although rather late in forthcoming.

LOCAL No. 19—MEMPHIS, TENN.

D. P. HENLEY, Reporter

Local No. 19 gave a fine entertainment January 20. The evening was enjoyed by all. We wish to extend a word of thanks to Mr. Duncan, sales manager for the Memphis Baking Company for the use of the hall and courtesy which was shown us.

Bill Wagner, electric welder, was transferred from Tulsa to this point. He succeeds C. A. Palmer, who resigned.

Miss Montez Hainey, daughter of Mr. and Mrs. S. S. Hainey of Covington, Tenn., became the bride of Larry Glass, Sunday, February 6. They were mar-

ried at the home of Mr. and Mrs. Henley. Only a few relatives and friends were present. They will be at home to their friends for the present at 1244 Cummings Street. Mr. Glass is held in very high esteem among his fellow-workers, who all join in wishing them a long and happy life.

Fred Gwin, sheet metal worker, is working extra, relieving Harry Houston.

W. H. Gimson, general foreman, is able to resume his duties again after his operation. We were glad to have him back.

Frank Junkins paid us a visit last week.

C. A. Berry, general foreman at Thayer, visited us on the tenth. Glad to have you, and come again.

Received the following through the car department:

"Regular monthly meeting of foremen and car inspectors of Memphis, Yale and Harvard, was held in the office of the general car foreman of the car department, Monday, January 17, at 9:00 a. m. and 7:00 p. m., with sixty employees present, W. T. Clark presiding.

"A. R. A. rules, effective January 1, 1927, and other matters pertaining to train yard work, etc., thoroughly discussed.

"We also had with us C. C. Mills and W. J. Morrell of the St. Louis Safety Bureau, who made appropriate talks on safety, which were thoroughly enjoyed and were very educational. B. G. Gamble, master mechanic, attended the evening meeting, addressing same on the importance of inspectors doing their work in 100 per cent manner. H. A. Malette, road foreman of engines, made a short talk on the relation of brake pipe leakage and short piston travel, to fuel conservation, and N. A. Rickman of the car repair bureau, Springfield, discoursed on the importance of inspectors—only recording repairs made, and the vital necessity of recording all items of repairs made.

"The subjects of the evening were handled by W. T. Clark and J. V. Ware. J. J. Drashman, coach foreman, had his full quota of men out, as did J. R. Stewart at Harvard. Foremen and piecework checkers from Yale were well represented.

"A word of praise is due the men who turned out to a man, and it showed the interest they are taking in their work and the Frisco Railroad, and it is certainly indicative of the pep and enthusiasm on the part of the men which is to be highly commended, the result of which means maximum efficiency in the handling of their daily work. A fine meeting was the verdict of all."

LOCAL No. 10—NEODESHA, KANS.

W. J. EGERER, Reporter

Grover Delap and wife went to Blairtown, Mo., where they visited friends and relatives. They brought back Mrs. Delap's mother, Mrs. D. Simpson, who will remain in Neodesha.

John H. Stephens just returned to work after being off for about a week on account of sickness.

Edw. Thompson is the proud possessor of a new Star sedan. Things are looking kind of prosperous around Neodesha, again.

L. Gerheart, our worthy machinist, spent a few days in Tulsa, Okla., recently, where he visited friends and relatives.

Frank Grabner took another auto tour to Kansas City, and, as usual, he got stuck, and also ran into a snowstorm. Some one of these days Frank will learn that the only, best, and most reliable way to travel is via the FRISCO R. R.

Local No. 10 had the pleasure of a visit from Frank Junkins. The meeting was largely attended, and all present enjoyed a very pleasant evening. After the meeting, a lunch was served, un-

der the direction of Chef Toomey and his able assistants, Willis Goings and Troy Teague, who saw to it that nothing was missing. After the meeting, a lively dart ball game was played, between the machinists and the boiler-makers, which resulted in a tie, that was played off, the boiler-makers winning by a score of 28 to 1.

W. Hutton, of Kansas City, was down to see us on the tenth. He reports that everything is getting along nicely at Kansas City and that he has a new car. Hutton was car foreman here, up to the first of the year.

Dave Munn spent a few days in Southwest, Mo., where he visited friends and relatives.

L. Hoag was off sick a few days, but is now able again to resume his regular duties in the car department.

Quite a number of Neodesha boys and girls have sent in their answers of the picture puzzle, of the Twilight Lady. Here's hoping that someone from Neodesha will head the list.

There were only ten news items in the little box in the machine shop. While that is better than it was, there is still room for improvement, and if, in the course of a month, everyone would put in just one item, there would appear each month almost a full page from Neodesha.

Among those who are going to the auto show in Kansas City are: John Dunn, our auditor, Chas. Stevens, engineer, Edw. Thompson, grease cup foreman, J. W. Fitzgerald, boiler foreman, Otto Walker, boilermaker, and Dave Munn, assistant tank truckman.

The Boy Scouts took complete charge of the City of Neodesha for a day. All of the official positions were filled, and the Scouts did credit to themselves and received the compliments of all.

Below is the result of a contest, that was held for members of Local No. 10. Each member was to submit a snappy saying or a motto, and the one who submitted the best, according to the judges, was to be given a prize. The following men are the judges: A. W. Nelson and John Brady.

It is not the whistle that pulls the train.—W. Provence.

Careless days bring lean pay days.—Troy Teague.

Don't shift your mouth in high till you are sure your brains are in gear.—Cole Douglas.

Is your luck bad? Put a "P" in front of it and start over.—Geo. Pyle.

It is well to know when to stop talking, but better when not to begin.—Dave Mallory.

A rabbit's foot is a poor substitute for horse sense.—Rex Showers.

Do your best, your very best, and do it every day.—Rex Rolston.

It is much easier to be critical than corrected.—Ed. Thompson.

The hen is the only creature that can sit still and produce results.—H. Lynn.

If you want to arise with the lark, avoid the midnight swallow.—W. P. Martin.

Grouchiness pays no dividends.—Dave Munn.

Stretching the truth makes it thinner.—L. Gerhart.

The peacock today is the duster for tomorrow.—G. Evans.

John Stoops will purchase and deliver the prize, according to the decision of the judges. The name of the winner will be published in the April FRISCO MECHANIC, together with the winning saying.

Below is a sentence that contains all the letters that are used in spelling the full name of a member of Local No. 10. All letters in the sentence must be used and none left out. Can you solve it?

WHY DO I LOVE OLA?

The correct answer to the above will appear in the April number, also the names of those who have found the hidden name.

Now, boys, don't forget the little box in the machine shop and drop in a few items.

LOCAL No. 29—FT. SCOTT, KANS.

ROY W. RECTOR, Reporter

Robert Bradley, after losing five weeks' work as a result of a broken wrist, sustained while performing gymnastic work in the Y. M. C. A. gymnasium, suffered another misfortune the day after he returned to work by having his finger cut off in one of the lathes. Bob has our sympathy, as he certainly has had his share of bad luck during the past few months.

It is the general opinion that Ross Bishard has very queer notions as to the proper time of the year to go swimming. In other words, the other morning, Ross took a dive into one of our drop pits and discovered same was half full of water. We will, at this time, omit what was said following the swim.

Floyd Mason, our most enthusiastic pugilistic performer, has wonderful talent when it comes to judging bouts staged here at the memorial hall. We would be highly elated over receiving a tip from him as to who the victors will be, because of the fact that Floyd was at one time a ring man himself.

Mrs. Dewey Queen has returned from the hospital. Mrs. Queen was operated on for appendicitis and is reported as doing very nicely.

Collectively, the boys here at the shops have been calling Mr. Will Fundenburger's attention to the brand of cigars smoked by the majority employed here, but as yet we have no assurance that the smokes are forthcoming. However, the bunch of fellows are very patient, and are not prone to use drastic measures concerning the fulfillment of a treat which they feel they are justly entitled to.

John Kelley has at last staggered and fallen as a result of a well-aimed shot from Cupid's bow. We are only assuming this, however, but it is very strongly suspected from the fact that he never bids her the fond adieu each night, until the wee small hours. (She's a keen radio, boys!)

We are extremely proud of our Frisco Volley Ball Team in that they are making a splendid showing. They are constantly on the job, practicing.

LOCAL No. 20—HUGO, OKLA.

J. A. KING, Reporter

The membership at Hugo extend their deep sympathy to the family and friends of B. C. Tanner, who has been confined in the St. Louis hospital for a great while. Mr. Tanner had the misfortune of falling and breaking his leg while on his way to work. We are very glad that the diphtheria quarantine has been lifted from his home since his accident.

Wish to announce to all that Charlie Potts, one of our beloved brothers, is actually punching the clock before 7 a. m., since his recent promotion from second to first-class machinist.

LOCAL No. 30—PITTSBURG, KANS.

M. P. MURPHY, Reporter

F. W. Wright, traveling storekeeper, paid us a visit recently and was very much pleased with things. Come again, Mr. Wright.

John L. Ring, who was off account of being sick, is back on the job again. Glad Brother Ring came back with us, hale and hearty.

Gus Burkholz paid us a visit last month, looking over the power. We try to keep everything up in good shape so that our inspectors will always have a good word to say for us.

Loran F. Reno, blacksmith, and Mrs. Reno made a trip to Springfield. Mr. Reno is having his furniture shipped to Pittsburg. We welcome them to our city.

J. E. Beckett, our storekeeper, was transferred to Wichita recently. Our loss is Wichita's gain.

H. F. Lacey, general foreman, who was on the sick list for several days, is much improved at this writing. We are all delighted to have him back with us again. He says that his health is better than it has been for many months.

One of our brothers was compelled to enter the St. Louis hospital where he is taking treatments. We hope that he will be back with us again soon.

One of our very efficient mechanics, Claud Steely, night machinist, has composed a song called "Oh, Morris, Why Don't You Answer Me?"

LOCAL No. 6—MONETT, MO.

COY WADLEY, Reporter

Everybody is enjoying the winter sports of today—sleighbing, skating, etc., as the surface of the earth has been covered with ice, which gives us a very pleasant appetite for this sort of fun. Ernest Suttles seems to enjoy driving his car with a train of sleds following him. Ernest says he don't need any four wheel brakes going down hill, as the idea is to keep on going. We would suggest a sign on the rear of his car, in the face of his train—"Safety First".

Willis G. Kinsie, machinist, says he is going to be the champion chicken raiser this year, as he just hatched off 150 baby chicks the latter part of January. Good luck to you, Willis!

George Conboy has a habit of entering the washroom saying, "Someone stole my soap". On entering recently with a bar, the gang wondered if it was George.

"Whoa! Whoa!" Someone cried out in approaching a downtown stop sign. After an inquiry, we found that it was Charles Mathews, our blacksmith, trying to stop that Dodge car he purchased recently. We think the car or Charlie one, is better trained by now.

Dillard Blankenship, boilermaker helper, has been seen riding around in a new Ford roadster lately. Guess he has traded again. Yes, it's him alright, as he's about due for another trade.

Otto Gelsheimer and L. A. Coggins, machinists, were transferred from South Springfield to Monett recently. We welcome them both into our midst.

We have a new machinist arrival—born to Mr. and Mrs. Wm. Walpert, a boy. They have named the youngster Kenneth Dean. Alright, Bill, let's have his picture soon.

Frank Reasor, car man, who has been off duty for sixty days in the Frisco hospital at St. Louis, has been very low, but think he is on the road to recovery now. We all hope so, anyway. Hurry up, Frank, and get well, as we will all be glad to see you back on the job again.

Local No. 6 is coming to the front since Mr. Jinkins came down here and gave us a boost. Last meeting night we had about forty members present, and initiated three members, and everybody had a jolly time. Come on, boys, and let's make Local No. 6 the best on the system!

SPRINGFIELD, MISSOURI SOUTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

President Kurn's letter of January 27 created a profound impression among the South Shop boys. It has brought to mind more forcibly than anything of recent date that the time has come in railroading that employees must not only give a fair day's work for a fair day's pay, but they must extend to the company the same loyalty off the job, as they do on the job. A booster club has been formed by members of Local No. 1, along the

lines suggested in Mr. Kurn's letter. These men are pioneers of a new venture and much good is expected from this movement.

After one of the finest records of any point on the entire system in the matter of fire prevention, we received a visit from the red demon on January 24, which caused one of the most disastrous fires to ever occur at the South Shops. The larger of the two coach shop buildings was completely destroyed, causing a loss of almost a quarter of a million dollars. While the loss in the fire from the company's standpoint is severe, the loss to the employees in the matter of tools and clothing will be keenly felt. The loss in the tools alone will go into the thousands. F. J. Nerud, an employee of 30 years, is the heaviest loser, losing about \$450.00 worth of tools.

A fine example of co-operation was manifested between the company and employees when G. W. Moore, assistant superintendent of motive power, authorized the construction of a very fine tool chest to be presented to each fire victim. The boys deeply appreciate this commendable action.

Everyone who was thrown out of employment here by the fire has been sent to the west shops. R. M. Porter, coach carpenter and shop committeeman of the Metal Crafts Association, reports that they are all well satisfied with conditions at the west shops, praising especially the supervisors who have done everything in their power to get the boys started out in their new surroundings.

The remaining coach shop building, which housed the mill room and gas motor department, will continue to operate as part of the reclamation plant, of which L. J. Leysaht is superintendent, and J. W. Thompson general foreman. Tommy Reynolds will be lead man in this building under the new arrangement.

John Amos, machinist on the roundhouse night force, is the first to report a new arrival this month. He and Mrs. Amos are the proud parents of an eight and one-half pound girl, named Zola Lee.

J. E. Williams, who for the past eight years has worked in the store-room, has resigned to accept a position as bookkeeper for a local coal company.

T. M. Hall, locomotive inspector in the roundhouse, will view the Ozark scenery this summer from a new Oldsmobile coach, which he has just purchased.

Frank Beyer, Jr., roundhouse foreman, is also sporting a brand-new Essex.

Our sympathy is extended this month to Mrs. E. W. Fleeman in the loss of her mother, whose death occurred at Stockton, Mo. Mr. Fleeman is coach carpenter, now at the west shops.

Paul Preston, machine man at the reclamation shop, has returned from a visit with his parents at Lockwood. Tim Emberton worked Mr. Preston's job during his absence—that of running the rail planer on the night shift.

James McMullin, powerhouse engineer, is another one of our force who is absent on account of sick relatives, his brother being critically ill at Wichita, Kansas.

Etsyl McMahon, foreman of the bolt house, reclamation plant, is at present in Joplin where he and his mother went on account of the serious illness of Mrs. McMahon's mother.

Hiram Evans, carpenter in the motor car department, is the proud daddy of a seven and one-half pound girl, who arrived February 3. The little miss has not yet been named. Mrs. Evans' condition for a time was serious, but we are glad to say that she is at present recovering nicely.

C. A. Nash, foreman of the tin shop, is also the proud daddy of a girl who arrived at his home January 26, and who has been named Yvonne.

Bonnie May, the six-year-old daughter

of Virgil Johnson, gas motor department, has been very ill with pneumonia, but we are glad to say she is recovering nicely at present.

Eugene Maybee, blacksmith, is another one of our boys to have had serious illness in his family. His twin children have been suffering from measles and pneumonia at the same time.

Otto Gelsheimer and Lafayette Coggin, machinists in the roundhouse, have been transferred to Monett where they will continue the same kind of work.

Artie McCoy, machinist in the roundhouse, has resigned and left the service in order to take care of his farm in Christian County.

John Harwood, truckman on the roundhouse night force, has also heeded the call of farming, having traded his property on South National Boulevard for a farm near Flemington and will leave the service March 1. We are glad to know that he is locating on the Frisco.

Mrs. Edith Johnson, wife of Leaford Johnson, machine man, roundhouse, has been ill, suffering from the measles.

Robert, the seven-year-old son of William Mattox, foreman of the reclamation plant machine shop, is recovering from a very serious illness.

Homer Kerr, of the tin shop, is off at present on account of illness, of which we never learned the nature, but hope it isn't serious.

Willis Maples, of the reclamation plant, reports the arrival of an eight-pound boy at his home February 1. Young Mr. Maples has been named William Jerome.

Bluford Sanders, also of the reclamation plant, was not to be outdone by his fellow-employee, so on February 3 he reported the arrival of an eight-pound boy who has been named Billy Gene.

Roy Hicks, blacksmith, has been off for some time suffering from the much prevalent measles.

Edgar Hunter, former mill room foreman in the coach shop, has been transferred to the west shops, where he will do mill room machine work.

John C. Evans has been absent from work for some time, suffering from rheumatism. Mr. Evans works in the reclamation plant machine shop.

Ralph Mitchell, also of the reclamation plant, is off, suffering from a very severe attack of rheumatism in his feet.

L. J. Leysaht, our south shop superintendent, is a victim of radioitis, having just recently purchased a set, but as yet he has not developed that sleepy look and action that is so prevalent among those radio bugs.

William C. Crouch, cab carpenter in the south roundhouse, and Fannie Pinkman of this city, are this month's victims of Cupid's little arrow. The young couple are at home at 316 Nichols Street, where their many friends wish them a very happy life.

Ershel M. Cauley, machinist, roundhouse, had the misfortune of having his house burglarized recently, during the absence of the family. The thieves secured a valuable watch and chain and other items of minor worth.

SOUTH TRAIN YARDS SPRINGFIELD, MO.

JESSE L. BRANDON, Reporter

Marion Kelly, truckman on the freight platform, underwent an operation in the St. Louis hospital recently. Glad to notice, at last report, he was recovering nicely. We look to the time when we shall have a new hospital here.

The workers on the outbound platform lost the efficiency pennant for January, after having held it for a long time and they are just "darin'" anyone to keep it.

A team of frightened horses from the east lime kiln took down the main

line in front of train No. 135 the other day. Judging from the way the lime scattered, they belonged to the Frisco ballast crew. Anyway, the train stopped so they could return for another load.

A foot bridge, five feet wide, was built over Jordan River, west of the freight station for the convenience and safety of the switchmen who herd the cars in on the loading tracks. It was a first-class safety measure, since most of the shifting over these tracks is done at night.

Sorry to hear Jake Williams, 18-year veteran of the freight department, is sick. He must hurry back for he has become a part of Frisco service during these years of faithfulness.

Improvements are still being made around the passenger station. The platform is being finished between the express and baggage rooms, and the grounds back of the station are being graded. The widening of Main Street to the business section will be the next important step, and then we can sow the lawn about the fountain. It will be some place, too!

Glad to report the promotion of Sam Hays to third trick inspector of light repair work.

Rev. W. E. George, inspector on the third trick, filled an appointment over Saturday and Sunday, February 12 and 13, respectively. That is surely keeping busy.

Business is steadily increasing over the loading tracks and we are looking for a big increase in March. Every man of us is a Frisco booster.

The appeal of President Kurn recently sent out to all employees for co-operation and help in securing more freight and passenger business for the Frisco Railroad, and efforts to combat the growing competition of trucks for freight handling, passenger busses and private pleasure cars for passengers, is receiving hearty support from the employees of the Frisco freight platform and yard men, who have pledged themselves to do as much as each man can do with his friends among the freight shippers, and those who contemplate taking a summer vacation, to use the railroads instead of patronizing the trucks or busses.

With organizations which are being formed among all of the thirty thousand employees of this great railroad and their efforts in that direction being put forth in a systematic manner, much good is sure to result, so that the already fine showing made by this railroad will be greatly enlarged. Business over the freight platform has shown a gratifying increase over January and with the coming of settled weather, much improvement is expected for March.

EASTERN DIVISION MECHANICAL

M. F. BROWN, Reporter

The small daughter of Orrie Gray, first-class pipefitter, north roundhouse, is rapidly on the road to recovery after having the measles and pneumonia.

J. P. Forst, engineer, southern division, who was painfully injured in an automobile accident the latter part of January, is now able to be around and expects soon to take his turn again at the throttle.

Bill Schaller, assistant roundhouse foreman, north roundhouse, says he has no trouble getting WIBM, our local radio station, with his crystal set.

Al. Bolles, deadwork foreman, north roundhouse, is back at work after being off with the flu.

G. A. Moore, timekeeper in the master mechanic's office, recently went to see George White's scandal's and ever since he has been hard to get along with.

E. A. Baron, our file and general clerk, is going to be absent a few days, undergoing a minor operation. Here's hoping that Ed. is back with us in the near future for his smiling face will be greatly missed by the gang.

The writer has been busy getting out income tax reports this month, and is in hopes he can give you some better goods for next month's issue.

LOCAL No. 24—AMORY, MISS.

EVERETT DALGAS-HANSEN,
Reporter

A meeting of the Frisco Association of metal crafts and car department employees was held February 7, 1927. About fifteen members were present. At this meeting Marshall Malone was taken in as a new member. After the meeting had closed, Mr. Orman, car foreman, passed a box of cigars around and everyone had a good smoke.

The car office is looking good these days. Bob has painted it from top to bottom, even varnished the floor.

Alme, the little four-year-old daughter of our carpenter, Willie T. Ritter, fell off a pile of lumber a few days ago and broke her arm. We are glad to report that she is doing nicely now.

Several of the boys have been off on account of the flu this month.

Willie A. Bullard and Anton B. Holmquist, apprentices from Springfield, were visitors in Amory a few days ago.

H. G. Dollhite, caller, is building a new home in Edgewood, the new subdivision of Amory.

Dillard Gateley, pipefitter, who has just finished his time at Springfield shops, is visiting his parents, Mr. and Mrs. Chas. A. Gateley of this city. He is enroute to Birmingham, where he intends to go to work.

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

MRS. WILLIAM. C. BUSH, Reporter

It has been suggested that, as a matter of information to all members of Local No. 1, Ladies' Auxiliary, to relate a brief sketch of the organization and its origin.

The first meeting was held on the evening of December 5, 1924, with an attendance of thirteen ladies. This meeting was a very informal one, inasmuch as there was not a nucleus from which to start, and, too, it was necessary to gather information from other sources in order to formulate rules, or rather by-laws, by which the organization could build from. After quite a good deal of discussion pro and con among that little group, it was agreed to adjourn to meet again the following Friday evening at the same hour, 7:30 p. m., December 17, 1924, with the idea and sole purpose of following out suggestions which had been made in the previous meeting, that the body proceed to elect a president, vice-president, secretary and treasurer. This task was accomplished on the evening of December 17, 1924, and the following parties were selected as the first officials of the Ladies Auxiliary to Local No. 1: Mrs. Roscoe Hamilton, president; Mrs. Virgil Johnson, vice-president; Mrs. Francis Cooper, secretary, and Mrs. Joe Harjung, treasurer.

During this time Mrs. Carlson, who had been a member of the Ladies' Auxiliary to Local No. 8, Enid, Okla., but upon moving to Springfield, immediately transferred her membership to Springfield, gave us the benefit of her experience gained during her affiliation with the Enid Auxiliary, which helped us to organize the Springfield Auxiliary. She gave a report in connection with the manner in which the Enid Auxiliary was being conducted at the time of her leaving; also the by-laws of said Enid local were read before the body and discussed by various ones, thereby enabling Local No. 1 Auxiliary to be the better equipped to draw up a set of rules, etc., governing the local.

It was voted unanimously that the members present at these first two

meetings be the Charter Members.

Following is a list of those present at the first two meetings which constitute members of Charter Springfield Ladies' Auxiliary to Local No. 1.

Mrs. Roscoe Hamilton.....	1046 Belmont
Mrs. Thomas Ladd.....	922 State St.
Mrs. A. W. Skelton.....	1155 Florida St.
Mrs. Virgil Johnson.....	804 S. Main St.
Mrs. Otto Henderson.....	221 Chase St.
Mrs. Francis Cooper.....	1301 E. McDaniel
Mrs. Joe Harjung.....	1221 Lyon St.
Mrs. Barnes.....	1024 State St.
Mrs. Carlson.....	1433 North Sherman St.
Mrs. Wilson.....	Address Unknown
Mrs. Graves.....	1500 E. Lombard St.
Mrs. Watson.....	1050 Stewart St.
Mrs. W. M. Underwood.....	2355 N. Fremont

Our meetings have been interesting and well attended in spite of the bad weather and, too, a great many of our members have had sickness in their homes.

Friday, January 14, the Auxiliary enjoyed a special treat, due to the fact that Mrs. Frank Junkins, wife of our new general chairman of system board, was present and the oath given her. She received the initiatory work on January 7, and the ladies cordially welcome her as one of our members.

After a short business meeting, the ladies held an informal reception in honor of Mrs. Junkins. Peaches and whipped cream with coffee and cake were served, followed by a social hour.

The absence of Mrs. Lon Van Winkle for the last few weeks has been keenly felt by the Auxiliary. Mr. and Mrs. Van Winkle spent their vacation at Rogersville, Ark., their home town. At this writing, they have returned, and we expect Mrs. Van Winkle at our meetings soon.

Mrs. Leo Lyons, wife of division chairman, was called to Detroit, Mich., account of the illness of her mother. She has returned and reports that her mother is much improved.

Mrs. Thomas Ladd, president of Local One Auxiliary, spent a short time recently, together with Mr. Ladd, visiting friends and relatives in Sparta, Mo., and reported having a grand and glorious time.

We are sorry to learn of sickness in the home of one of our good members. The children of Mr. and Mrs. Virgil Johnson have been very ill with the measles, but understand they are improving. When it rains, it pours, is an old saying: We understand that Mr. Johnson is confined to his home account of sickness. Mrs. Johnson has the sympathy of every member of the Auxiliary in carrying all these burdens. However, we hope that the family will soon be well again, and that Mrs. Johnson will be with us at the Friday evening meetings.

Mrs. Charles Beck is visiting at Cabool, Missouri, the old home town. We know that Mr. Beck greatly misses her as do the members of our group. We will welcome Mrs. Beck back with us.

A stork shower was held recently at the ladies' hall for Mrs. Lucille Sanders and Mrs. Young.

Mrs. Horace G. Crawford has been quite ill, but understand that there is nothing serious, and she will be able to be with us again soon.

The ladies greatly missed Mrs. Frank Austin in their meeting, Friday evening, January 14. She had not been absent for several months. We hope that her health will be such that she will again be able to take her place among us.

We are glad to welcome Mrs. Nancy Smith back with us again.

Mrs. Otto Henderson has the deep sympathy of the members of the Auxiliary, in the serious illness of her sister.

LOCAL No. 7—FT. SMITH, ARK.

A special meeting of Local 31 at Baco, Oklahoma, was held on January 10, in a passenger coach, with Brother J. L. Eudy, division chairman, presiding. The meeting was well attended

and five members on the night force presented themselves for membership and were initiated into the order in the regular order. Brother Eudy rendered a splendid address, with reference to the good work that our association is doing and made special mention regarding our group insurance, stressing the importance of carrying this policy as offered by the Frisco. He stated that every Frisco employee in the shops should, if he hasn't already, get lined up on this insurance.

The membership there responded splendidly with the promise of making their point 100 per cent in both membership and insurance.

Local No. 7 membership read with a great deal of interest concerning the activities of our general chairman, Brother Junkins. We all agree that he is a splendid fellow and is bringing about good results in the interest of our association; if he does not put the entire Frisco System on a 100 per cent basis it will not be for lack of effort and hard work. We are for him 100 per cent and intend to stay with him.

Accident prevention meeting at Muskogee, Oklahoma, on February 10 was attended by two members of Local No. 7, Brother J. L. Eudy and H. E. Burgess, water service mechanic. They reported a large attendance and a splendid program put on jointly by the Oklahoma Gas and Electric Company and our Oklahoma City local, which was very enthusiastically received.

Machinist apprentice Ernest Oliver has returned to work after spending three weeks in Hot Springs. He has been taking advantage of the special treatments offered there and he seems much improved now.

The first week in February our roundhouse foreman contracted a severe case of the flu, but after a few days he came back well and hearty and, of course, enjoyed more than ever a good ride in his new Chrysler.

Division Chairman J. L. Eudy reports conditions on the central division as 100 per cent.

We are proud to report at this writing that Mrs. Streetman, wife of one of our car repairers, is well again.

WEST SHOPS LOCOMOTIVE DEPT. SPRINGFIELD, MO.

A. A. GODFREY, Reporter

C. H. Bearden recently returned from a very enjoyable trip to the north central part of Kansas, where the jack rabbits grow as large as calves. He speaks very favorably of the Kansas section and hopes to have the opportunity of returning for a more lengthy visit. However, Mr. Bearden is spending a great deal of his leisure time listening in on his new five-tube radio and states the pleasure derived therefrom is well worth the money.

H. E. Wilson, blacksmith at the south side, was greatly disappointed when his new cob pipe became misplaced. The unfortunate thing about the loss which Mr. Wilson feels a deep sense of regret in, is that Santa Claus left it with him during the holidays.

Recently two of our popular and efficient boiler foremen, L. E. Reddick and family, and Eddie Burch and family, took a pleasure trip to New Orleans, La., and reported a very enjoyable and pleasant trip.

B. F. (Casey) Jones has returned to work after an absence of several days. He suffered an injury to one of his hands which became infected and resulted in blood poisoning. He is a first-class tank truckman, employed in the west shop tank shop. The boys are all glad to see him back on the job again.

Allen Mitchell, electrician at the west shops, is sporting a new Essex car.

George Heeren is driving a new car. He tells us that he gave his old Ford away and bought this Chevrolet.

Mr. and Mrs. J. W. Burk are delighted to have as their guest, a new son, born January 15, 1927, and will carry the name of Donald Lee.

William (Whitey) Barnes is smiling over the arrival of a young son at his home on February 5, 1927. He informed the reporter that Paul Eugene would probably be the guest of the Barnes family for at least twenty-one years. We congratulate Billy on such a splendid gift. Mother doing nicely at this writing.

Oscar Lee, second-class boilermaker, employed at the west shops, is back again on the day shift, after one and one-half years on the moonlight shift. The boys are glad to see him back on day work.

We are glad to report that one of our fellow workers is back on the job again after an illness of more than two months. Mr. Wommack was operated on and has completely recovered. J. M. is a third-class boilermaker and is well liked among the boys.

We are proud of the splendid record made at west shops relative to accident prevention work. Our superintendent, E. A. Beyer, has very efficiently directed this program of devising ways and means of preventing accidents. All of the supervisors are constantly on the alert in helping to prevent accidents and Mr. Beyer and his associates are deserving of high and worthy praise. All of the shop boys are going to co-operate with the foremen in this accident prevention campaign and try to bring about an even better record than was made in 1926.

LOCAL No. 31—BACONE, OKLA.

R. O. McCool, Reporter

Bacone hasn't been represented in the Frisco Magazine, but we are going to send in our report every month hereafter.

We had with us at meeting, February 11, J. L. Eudy, chairman of the central division, and Mr. Burgess, water service man from Ft. Smith. Both night and day employees were present. We had a good meeting.

We believe that the F. A. M. C. & C. D. E. is improving every day.

We are looking for C. H. Dingman, engine inspector, and are always glad to have him with us. Everything is kept up in good shape at Bacone.

C. L. Stanley, night foreman, who was seriously ill some time ago, is back on the job and says he feels better than ever.

Night Machinist R. B. Hughes was off one night last week and reports his children very sick with the mumps.

F. B. Martin, night boilermaker, says he has the prettiest baby girl in Bacone. (But she doesn't look like her daddy.)

M. T. Caughman, machinist is going into the poultry business.

S. P. Webb, locomotive carpenter, is keeping his henhouse locked.

I. T. Thomas, machinist, has moved from Felix Avenue, to East Side Boulevard.

The only trouble Frank Maxey, boilermaker, seems to have is that he loses his button, that is "Button Donegon", his colored helper.

NORTH SPRINGFIELD SHOPS SPRINGFIELD, MO.

WM. F. KRAFFT, Reporter

February 9, Mr. and Mrs. Geo. L. Whitlock entertained at their home, 923 East Pacific, the following north shop supervisors and their wives: Mr. and Mrs. H. J. Ray, Mr. and Mrs. J. W. Reddick, Mr. and Mrs. E. F. Esser, Mr. and Mrs. J. A. Gehrs, Mr. and Mrs. J. A. Woodson, Mr. and Mrs. Fred Shanks, Mr. and Mrs. Chas. Heinze, Mr. and Mrs. Al. Ball, and Mr. and Mrs. Tim Regan. Refreshments were served and

all enjoyed a very pleasant evening. John T. Reed, sheet metal worker, has been confined at his home with pneumonia for the past several weeks. However, he is now much improved, and expects to return to work in the near future.

Dillard B. Gateley, sheet metal worker apprentice, finished serving his apprenticeship February 10, and left immediately for his home at Amory, Mississippi. His friends at the north shop wish him success.

James Burrell, blacksmith second class, was transferred to Hugo, Okla., January 25.

Mrs. Martin D. Moffitt and two children were called to Denver, Colo., the last of January account of the death of a relative.

We wish to extend our sympathy to J. S. Wyre, boilermaker, in the death of his brother recently.

Oscar Miller, blacksmith second class, has returned to work much improved after a series of treatments at the hospital in St. Louis.

S. M. Ferguson, formerly gang foreman, north shop, is now inspecting engines under E. W. Brown, general foreman, West Tulsa. "Ferg" dropped in for a short visit the other day.

Marion West, blacksmith, and Mrs. West, have the sympathy of everyone in the death of their nine-year-old daughter on February 12.

Harry Gazette, wheel foreman, was laid up for a few days with an attack of tonsilitis.

Harley C. Cozad, machinist, is still confined to his home account of illness. We hope to see him back at work soon.

Jos. Saunders and wife were called to Kansas City, January 21, account of the illness of Mrs. Saunderson's sister.

Has anyone misplaced a Studebaker Special Six lately? J. J. Collins, chief clerk, has been seen recently driving one and, when questioned, gives very evasive answers.

Not to be outdone by the women-folks with their spring styles and Paris modes, Mr. McSweeney, lead machinist in the air room, has blossomed out in a brand new "speckled" jumper, which would make a leopard envious.

The noon-day accident prevention meeting for all employees at the north shop was held in the erecting department, February 18. C. C. Mills, accident prevention agent, gave a very interesting talk on the safety movement as carried on by the Frisco in co-operation with the employees, and outlined the progress made in this work. Approximately 400 men and supervisors attended the meeting.

LOCAL No. 17 WEST TULSA, OKLA.

E. F. BEATTY, Reporter

R. L. Beckwith has been appointed chief day car inspector of Tulsa terminals. We all wish him success in his new duties.

S. J. Crump, labor foreman, is suffering from a broken foot, received Sunday, while unloading a car of material.

E. L. Willsey, rip track foreman, made a flying trip to Dallas, Texas, last week. He reported a good time.

It has been decided that Local No. 14 will be abolished and all members will be taken into Local No. 17 at the next meeting night.

Lloyd Richison, blacksmith helper, has returned from a short visit in Chaffee, Mo. He says he had a wonderful visit, but is glad to be back on the job again.

Local No. 17 held an open meeting Monday, February 7. Quite a few visitors from the Sapulpa local were present, also several foremen.

P. J. Kemper, car oiler at West Tulsa, has been in the St. Louis hospital for the past few weeks. We all wish him a speedy recovery.

Everyone has been on the jump in

West Tulsa for the last week, trying to straighten things up after the move from Sapulpa. It is hoped that everything will be ironed out in the next day or so.

Ira D. Henry, coach carpenter, has not been able to go home for the last few days, due to the fact that one of his boys has scarlet fever. He does not seem to be so cheerful as usual, no doubt due to the meals he has been getting.

M. T. Sortore, formerly of West Tulsa, who has been working in Sapulpa for the past two years, is now back with us. Millard says that he always did feel that West Tulsa was the right place for a big Frisco terminal.

Ye reporter would sincerely appreciate any tips on news that his fellow employees would bring around. I want to put our local over big and it cannot be accomplished without the hearty co-operation of all its members.

NOTES FROM WICHITA, KANS.

L. G. HARDY, Reporter

Upon receipt of President J. M. Kurn's general letter of January 27, addressed to all employees, a meeting was called by H. E. Morris, general freight and passenger agent. The meeting was held in the office of S. B. Ramsey, car foreman, and those present were: S. B. Ramsey, car foreman; B. G. Morgan, roundhouse foreman; R. H. Grimes, yard master; J. A. Moffett, car clerk; H. E. Morris, general freight and passenger agent; S. P. Haas, agent; C. S. Underwood, freight and passenger solicitor; T. H. Bannister, chief clerk to H. E. Morris, and A. O. Hamilton, chief clerk to S. P. Haas.

The questions of how to secure new business and to hold the business we now have were thoroughly discussed and all present pledged themselves to take the matter up with the employees of their different departments and interest them in getting their friends and dealers to route their business by the Frisco Lines.

Business has been much better in the Wichita yards since the holidays, making it necessary to work four switch engines part of the time. All Frisco employees are doing all they can to add more business to the Frisco.

Are glad to state that the machinery now being used on the sewer and canal work here came in over the Frisco. It was shipped from Lincoln, Nebraska, to Kansas City over the C. B. & Q. and then on to Wichita over the Frisco Lines.

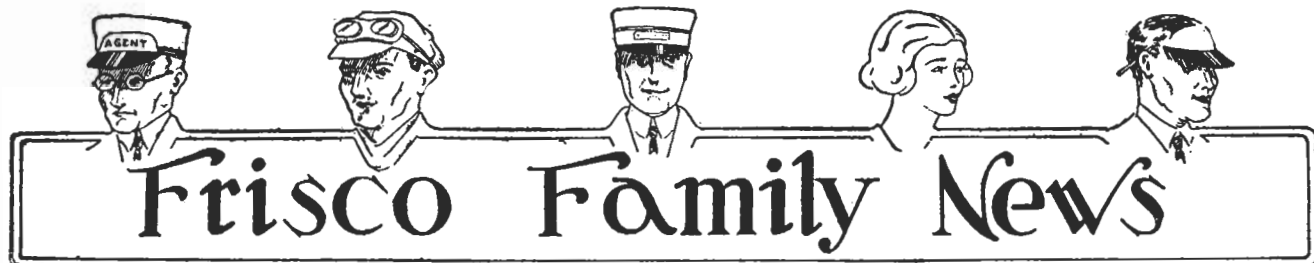
The B. and B. department finished putting a new roof on the roundhouse, the middle of February.

Yardmaster R. H. Grimes and car inspector L. G. Hardy, each started the new year with new, No. 992 Hamilton watches.

The Frisco baseball team will begin practice about the middle of March and will get their new uniforms about April first. They will again be managed by Switchman Merl Calvert. Last season they finished in second place in the Utility League, one of the strongest leagues in the city, and they expect to finish in first place in the 1927 season, as the team will be made stronger with several new players.

Bert Duryee, son of Switchman Duryee left on 306, February 6 for St. Petersburg, Florida, to compete in the National Horseshoe Tournament that will be held February 14 to 23. Duryee held the Kansas state championship for several years, and last year in the National Tournament held in Florida, he finished in third place, taking down almost \$1,000 in prizes.

General Chairman Frank Junkins was here February 11, and a special meeting of Local No. 16 was held that evening, and was well attended and all were glad to again have Mr. Junkins here and were pleased with his talk. He left here for Kansas City,



EASTERN DIVISION

MONETT YARD
MONETT, MO.

FRANK L. KYLER, Reporter

It is with the best of regards that the fellows in the yard bid farewell to the sleet and snow that was a recent visitor in our midst. Car jockeys can endure snow if they have to, but they just can't stand sleet and ice.

Louis Tucker, engineer on the second trick east lead crew, attended the auto show in Kansas City recently. He reports a great show and also that the Chevrolets are looking better every day.

At a recent "Frisco Booster" meeting held here committees were appointed to aid in the work of boosting the line and to solicit business for the company especially in the line of local merchandise haul and short travel passenger business. This is a good cause and one worthy of the support of each and every employee on the line. If every man or woman employee would make themselves a self appointed committee for the purpose of business getting, it would mean a lot more to the road and incidentally a lot more jobs for the men who are now on the waiting list. Let's get in the game.

Speaking of gathering the grapes, we hand Harry Loyd the diamond studded shoe makers rasp. He has the uncanny power to influence the men of the first trick crews to swap around on a bulletin while he follows up the bulletin and collects the sunshine work. Drastic measures will be resorted to within a short time if we can't get Harry placed on this night crew that he will eventually fall heir to.

A. Cleveland Russey, switchman on the second trick middle yard crew was said to have fallen off a car during the recent slick weather. He was caught in the act of getting on a car. Rather incriminating for "Cleve" and his reputation.

It snowed a little skiff recently and Orin Donlavy, second trick engine foreman laid off.

Dainty petite waxen hirsute adornments are very much in evidence around the yard office these days. This cookie duster business is very well but it only fits certain chaps. Ephriam tried his skill at propagating a "stasche" recently and it did very well until it started to look like a feather duster and then the trusty old blade clipped it off and for keeps. Yea, verily, no lip alfalfa for mine.

Howard White, switchman on the eleven p. m. crew is somewhat the berries pushing his new Dodge coupe around. Nice car Howard!

Little Mary Katherine Pittman, daughter of P. S. Pittman, second trick telegrapher, celebrated her fifth birthday with a party on Saturday, February 12.

I wish to compliment Mrs. Lewis. The other day when I got a new Chevrolet she reported me to the local newspaper as making a good picture, looking out of this "Chevvie." Now I never did make a picture without a compound fracture of the lens, so therefore Mrs. Lewis is to be complimented; she has a means of photographing us homely brutes so we look civilized.

Jesse J. Newberry was the successful

applicant for the latest daylight vacancy. This creates a vacancy as helper of the 4 p. m. crew.

F. L. & D. CLAIM DEPARTMENT
SPRINGFIELD, MO.

CHARLENE WILLARD, Reporter

Some of us still remember the Chicago fire, years ago (we won't say just how long) but we will always remember the claim department fires of February, 1927. One morning, Mrs. Hannah Dickerson, while preparing breakfast, left the draft of a wood stove open and as she passed by her skirts were swept into it and before she realized it she was a blaze. Mrs. Dickerson was very fortunate in that her cries for help were immediately answered by friends, who lived on the other side of the house. No serious burns were sustained. The following morning, Mrs. Ettie Acton's home was burned as a result of defective wiring. Most of the furniture, clothing, etc. badly damaged by smoke and water. A few mornings thereafter the jitney conveyance from the south part of town, caught on fire and Abe Martin, Marie Morelock and Mary Adams, who were among the passengers, made a stampede and managed to fight their way out. However, during the excitement none of them thought to ask the driver to refund their nickle (?).

Little Martha Louise Gilbert, daughter of R. D. Gilbert, has been confined to her home with scarlet fever. Latest reports are that she is getting along nicely.

Mr. and Mrs. R. E. Everett are the proud parents of a nine and one-half pound baby boy, born February 9. Mrs. Everett, before her marriage two years ago, was Mary Skopeck of this office. The new ruler has been named Richard, Jr.

St. Valentine's Day was celebrated quite extensively in this office. Red, red roses were much in evidence on the desks of Alma Fielden and Kathryn Young. A few of us received comic valentines.

The Misses Marjorie and Kathryn Risser, vocalists, accompanied at the piano by their mother, Mrs. O. E. Risser, have been broadcasting some delightful programs over WIBM. Marjorie and Kathryn Risser spend a great deal of their time in the O. S. & D. department, but outside, are making quite a hit with the public as they both possess unusually beautiful voices.

W. A. Warden of the O. S. & D. department has been confined to his bed on account of "ill treatment accorded by an inhuman dentist." However, the report is that he is doing nicely and will soon return to the office.

Elsie Weddell of the typing department spent the latter part of February in Oklahoma City, visiting her sister, Mrs. Dick Thurston, formerly Mary Weddell of this office.

Mysteries yet to be solved: What is the attraction at Ft. Scott for Angeline Golden? Who supplies Minnie Bossert with chocolates?

Mr. Rice, when Marjorie Risser and Mary Lohmyer start the day out with that cross and late-hour expression on their faces, please be patient, for they have a new radio and as soon as the toy gets old, they will be 100% efficient in their work again.

Mrs. Lyda Lewis entertained at bridge, evening of February 15. The house was

prettily decorated with hearts and at the close of the game, dainty refreshments in a color scheme of pink and white were served to Alma Fielden, Freddie Draughan, Dazel Lewis, Mamie Gurley, Marjorie Risser, Ettie Acton, Carrie Livingston and Charlene Willard. Alma Fielden was awarded high prize and Mrs. Acton, low prize.

OFFICE OF GENERAL
YARDMASTER
MONETT, MO.

HELEN NORTHERN, Reporter

Richard Mills, chief yard clerk and wife spent January 17 and 18, in Kansas City, Missouri.

M. K. Pace, general yardmaster, has been ill with the "flu." Wm. Caffey worked as general yardmaster during the time he was off.

Joe Short, bill clerk at Monett, will for the next thirty days act as cashier at Aurora, relieving Miss Anna Patton, who is on a thirty day leave of absence.

Ralph Waltrip, third trick train clerk, lost several days recently account sickness. Louis Maritan, extra clerk, filled his vacancy.

The list of personal injuries for the month of January and first half of February number three in Monett Yard. Walter Bray, switch engineer, got a hot cinder in his eye; C. R. Gillette was injured while making coupling, his left hand being badly crushed; and switchman G. B. Bowen, when he attempted to throw a switch and was struck just above left eye by switch lock chain.

Mr. and Mrs. C. E. Whitlatch, pensioned switchman and wife, will leave sunny California on March 8. After all there is "no place like home" especially when it is in "The Land of a Million Smiles."

J. R. Short and wife visited for a few days in St. Louis, last month.

The "Booster" meeting held at the Y. M. C. A. on Friday, February 11, for the purpose of completing an organization in line with Mr. Kurn's circular letter addressed to "All Employees", was a great success, and our department will be right there when it comes to bringing home the bacon.

Wm. Caffey came back late from lunch the other day, claiming he had the best of "kickers" and we agreed with him, if the lump on his head was a fair example. Oh! no, you see it was this way,—while cranking his Buick, the engine back-fired, causing the crank to strike him between the eyes, leaving him quite cold for several minutes. No, there positively was not a mark from a rolling pin.

Those whose names appear on the list of student switchmen are, Carl C. Paul, Wm. Wormington, and J. E. Kissell.

OFFICE OF CAR ACCOUNTANT
SPRINGFIELD, MO.

MARIE ARNOLD, Reporter

Curly locks and velvety brown eyes look well together we know, but we would much rather have Helen Justice wear straight hair than lose her eyes. Helen suffered what came very near being a tragedy a few weeks ago, when she stuck a hot curling iron in her left eye while

curling her hair. All danger is past now and Helen is back at work again with both eyes as brown and good as ever.

T. H. Wommack's father, who lives at Seymour, had a real misfortune during the latter part of January, while the ground was covered with ice, when he fell and broke his hip. He is now in St. John's Hospital and is rapidly recovering.

Mrs. Annie E. George, who is off on leave of absence on account of serious condition of her eyes, was recently called to Fayetteville to the funeral of her aunt.

In the January magazine Emery Hague-wood of the South Shops stated that measles were the rage with them. We thought we too, had outgrown such childish diseases, but Myrtle Capron "broke out" this month while at work and was away from the office several weeks.

Don't be misled by the above items and think that the past month has been all gloom for us, for we were more than surprised when Coila Melton announced her resignation on January 28. Coila is now Mrs. Joe Sigler, the ceremony having been performed at the home of Mr. Sigler's sister at Fayetteville, Ark. The couple are now at home to their friends at the Pearl Apts. on South Jefferson Ave. No one has ever left with more good wishes for the future than did Coila.

A miscellaneous shower was given in her honor at the home of Irene Boren on the seventh of this month, at which Coila was presented with linens, pictures, fancy pillows, silver and other dainty things necessary for the proud housewife. The office gave Coila a chest of 1847 Rogers "Anniversary" silver.

For fear that H. P. Chranford may be caught napping most any day, will explain that he is now on the night force, having recently acquired a radio.

Huck Finn (Mrs. Alderfer) evidently hadn't hid the fishing tackle very good, as it appeared on the first warm day and she was the first to drive toward the river on a Saturday, spending her vacation day as usual, fishing at Hollister.

Others from the office spent their holiday according to their individual tastes, visiting and shopping in the city, and at home.

FREIGHT ACCOUNTING DEPT. ST. LOUIS, MO.

BESSIE G. MARMADUKE, Reporter

The office has been cleaned nicely, floors scrubbed and pipes dusted, and it is now a very pleasant place. Mr. Rychlicki of the claim department says various denizens, both young and old, we had with us in the past, are conspicuous by their absence.

Estelle Hogan of the statistical department was married in January. She was well liked and congratulations are extended by all.

Joe O'Neill assumed the duties of head claim clerk on January 26, which position was formerly held by Jack Ryan who is now selling real estate. We are all glad to have Mr. O'Neill again officially in the department.

Ann Jean Meyers, who was bumped from position in claim department, is now in the machine bureau on the eleventh floor. Her occasional visits are appreciated.

C. B. Stewart, chief clerk in the auditor's office of the Texas Lines at Ft. Worth, departed February 12, after a stay with us of three months. While here he was assisting Mr. Moody in installing a new system to be used in the office. We regretted his departure.

Grace McCullough, waybill filer, from the thirteenth floor, is assisting with the special work in the recheck department for the time being. She is not so well satisfied on the twelfth floor—at least she says she is not—perhaps there is not enough action for her!

George Filla left the service to go on a farm with his parents at Washington, Mo. George intends to devote his time to raising chickens.

Hugh Finnerty of the revising department was using the dictating machine—"Operator, make a dash after that" was what he said—we wonder what the girl did.

Ray "Shorty" Schulte, efficient file boy for group ten, bought himself a new pipe and now he is smoking himself to death.

Marie Gettys, key punch operator, left the service to accept a position with the Sinclair Oil Co., in Oklahoma City. Miss Alice Keough of the statistical department resigned in order to complete her college course at Washington University and Gladys Robertson, also of the statistical department, account of being married.

Horace Clermont's wife has been recuperating in California, and is now sufficiently recovered to return home, much to Mr. Clermont's joy.

A. E. Hochle, from the eleventh floor, is now with us, fitting hither and thither in the office, his desk being in the statistical department. U. E. Porter of Mr. Press' office, is also with us temporarily in the statistical department.

There is much talk of the weight contest which Messrs. McGill and Geekie of the claim department have entered. Arus claims there is no doubt but what he is the heavier, however, it is the opinion of some in the department that "Long John's" feet are in his favor—they will help lift his standing. Mr. Geekie claims he could say a lot but is awaiting developments. So are we!

Geo. Kendall of the statistical department says he has been eating oysters a long time but he never knew they were a product of animals (what animal?). See R. A. O. A. commodity classification.

O. S. Jones, assistant head clerk of the recheck department was transferred to the zone accounting bureau as head of the revising force there. We all wish him success in his new position. Tom Dalton of the claim department was down there helping them for a while but is now back again, much to our delight. Emil Wentz bid in a position in the zone revising bureau and is missed by his former associates in this office. We hope he will soon be with us again.

Mrs. Gertrude Ellgass, who formerly worked in the claim department and left to get remarried now resides in East Liverpool, Ohio and she paid us several visits recently, when she returned to St. Louis. She is looking well and only regrets she is not in a position to come to see us more often.

Frances Russell, who recently entered our service as typist in the recheck department, claims Houston, Texas is the premier city. We hope she will catch our spirit in the near future and proudly boost St. Louis.

The tight sholk of the claim department (guess who?) is still saving all his pennies and will gladly accept any loose ones you may have.

Lester Forcade, file clerk in the recheck department, was recently at the Frisco hospital for an operation on his nose, being a patient at the same time Mr. Rex was there. We are glad to have "Less" with us again, well and happy.

Ed Sheve is now office boy having taken Roland Diehl's place. Milton L. Pleske, rosy cheeked and obliging office boy is now in the claim department, Raymond Stanley having been promoted.

Mr. Moody, chief clerk, has had an addition to his family, a son, who arrived in January and Joe Manion, chief, transit bureau, is also the proud father of a boy who was born on February 16. Congratulations!

Corinne Uhlenhaut, formerly in charge of the file bureau on the eleventh floor, has been transferred to this office and placed at the head of our file system. She recently took a trip to Washington in connection therewith and it is contemplated our files will be without equal in the near future.

We are glad to have Frank C. Fogerty with us again after an absence of ten months, due to neuritis. He has resumed his duties in the interline department and is feeling well now and in good spirits, too.

SEVENTH STREET STATION ST. LOUIS, MO.

AGNES M. LARKIN, Reporter

The "Fewest Error" pennant in Group No. 1 has been awarded to our platform for the month of January, 1927. Making

New Year's resolutions is one thing and carrying them out is another (as we all can testify), but our platform men have demonstrated that they had the stamina to carry out theirs. After reading in the January, 1927 issue of the enviable record of the Springfield Station, Seventh Street platform men resolved that the January, 1928 issue would tell a different story—Here's to you, Springfield!

Harry Helker, checker, was seen at



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

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

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| <input type="checkbox"/> Traveling Engineer | <input type="checkbox"/> BOOKKEEPER |
| <input type="checkbox"/> Traveling Fireman | <input type="checkbox"/> Cost Accountant |
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| <input type="checkbox"/> Air Brake Repairman | <input type="checkbox"/> Private Secretary |
| <input type="checkbox"/> Round House Foreman | <input type="checkbox"/> Business Correspondent |
| <input type="checkbox"/> Trainmen and Carmen | <input type="checkbox"/> Stenographer and Typist |
| <input type="checkbox"/> Railway Conductor | <input type="checkbox"/> Good English |
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| <input type="checkbox"/> Mechanical Draftsman | <input type="checkbox"/> ADVERTISING |
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| <input type="checkbox"/> Boiler Maker or Designer | <input type="checkbox"/> ELECTRICAL ENGINEER |
| <input type="checkbox"/> Gas Engine Operating | <input type="checkbox"/> Electrician |
| <input type="checkbox"/> CIVIL ENGINEER | <input type="checkbox"/> Electric Wiring |
| <input type="checkbox"/> Surveying and Mapping | <input type="checkbox"/> Elec. Lighting & Railways |
| <input type="checkbox"/> R. R. 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 _____
 Present _____ By _____
 Occupation _____
 Street _____
 and No. _____
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**Employees of this road will receive
a Special Discount**

Grand Leader, recently pricing a double seated baby buggy. Congratulations.

Edward Reiser, laborer on the outbound platform, complained of throat trouble. Upon the doctor's examination a piece of glass was found lodged in his throat. Ed's O. K. now.

The first annual dance of the Brotherhood Railway Freight Handlers No. 123 was held at Trimps Hall, February 16. All our platform finale hoppers report an enjoyable time.

The stork paid his sixth visit to the home of Maurice Slattery, our chief claim clerk, Sunday, February 13. The mother and babe are both reported doing nicely.

ROLLA, MO.

BESS LEA, Reporter

The many friends on Rolla-Sub join in extending congratulations to conductor Ed. Stubblefield, who was recently married to Miss Maude Helton of Valley Park, Mo.

Mrs. N. A. Kinney, wife agent, is visiting in Chicago, Illinois.

Mrs. LeRoy Fuller and little son who have been visiting in Newburg, have gone to Kansas City, Mo., to join her husband who was recently appointed traveling passenger agent.

Fireman Wilson and family of Newburg, were called to Richland account death of an aunt. We extend our sympathy to them.

R. E. Nichols, relieved agent W. L. Atkinson, Chadwick, Mo., a few days while he made a business trip to Marionville, Mo.

Operator Atwell relieved agent Smeltz, Valley Park, for a two weeks' vacation.

Second and third trick operators' position at Northview and Richland, having been abolished recently caused quite an epidemic of bumping among the operators which has hardly subsided enough to tell where all are located. Operators Hathaway and Dell Roberts bumped in on second and third at St. John, Mo.

S. E. Fellos, storekeeper, Newburg, entertained his storeroom force and their families at his home recently and all report a jolly good time.

Again the many friends on Rolla-Sub join in extending congratulations, this time to agent Smeltz, Valley Park, who was married to Miss Maude Boatman, Franks, Mo.

Mrs. Joe Short, Monett, Mo., was guest of the writer enroute home from St. Louis. Mrs. Short will be remembered as Jessie Hall, stenographer for the superintendent of terminals, Monett, before her marriage.

Very sorry our family news arrived too late for the last issue. Will try to be more prompt hereafter.

WEST SHOPS—FAMILY NEWS

NAYDEAN G. BLAKELY, Reporter

Radio News — Barney Google Haskell, foreman, purchased a crystal set recently. Barney was wild with joy — to think that news from all over the country could be heard — and only \$1.75! All attempts to receive were a failure and sadly Barney handed the set over to A. L. Grummeyer for a tryout — latest bulletin on Barney's purchase — SILENCE.

Fashion News — Tom Musgrave, shop checker, recently purchased a pair of overalls. Tom couldn't stand seeing the rest of the good looking fellows in overalls so he had to try a pair of "blue rompers."

Rolla H. Garton, machinist apprentice, was transferred to the north roundhouse, February 14.

Harry Harrison, accident prevention agent, gave an interesting talk at the apprentice school last week. Mr. Harrison stated that the safest method of transportation today was the railroad. Fewer accidents in this manner of travel than any other. The class in safety appliances who are actually creating appliances to prevent accidents, were especially interested. Mr. Harrison was accompanied by M. L. Ryan, safety inspector at the west shops.

M. L. Ryan, safety inspector, left for Macon, Ga. to be chief witness in a lawsuit involving several hundred thousand dollars.

Mr. and Mrs. Hoover have the honor of announcing the birth of the finest baby girl in the country — Mary Imogene. We also have the honor of wishing all three the happiest of all happy lives.

Clyde Dicks, west coach shop, resigned effective February 16. Mr. and Mrs. Dicks are going to move to the country and we extend our best wishes for a successful farm life.

Geo. Mitchell, machinist apprentice, was transferred to Kansas City; and Wm. C. Bryant to Ft. Scott, Kansas, February 15 where they will receive roundhouse experience.

The entire west shops extend their sympathy to Chas. Carter, master painter, who suffered a broken leg. Mr. Carter has our wishes for an early recovery.

J. P. Hurley, chief engineer, attended the Power Show held February 15 to 19, inclusive, at the Coliseum, Chicago, Illinois.

Messrs. Robt. Gardner, foreman, and C. E. Grundburg, material supervisor, spent the week end in Memphis.

H. A. Lamkin, traveling accountant, checked the west shop mechanical rolls 2 and 3, week of February 7. We are more than elated to receive a return of 100%, no discrepancies, report.

Blacksmith R. E. Thomas announces the birth of a daughter, Clea Francis, February 4, 1927. Mr. and Mrs. Thomas have our congratulations.

PASSENGER ACCOUNTING DEPT. ST. LOUIS, MO.

ESTELLE HILTON, Reporter

Our young folks are highly enthusiastic over the skating parties they are having these winter evenings. Those learning are being assisted by the more experienced ones; one little lady needed no assistance whatsoever, as she went out on the ice for the first time and skated the entire evening without a fall; then exclaimed, "Oh Dear! just think what I have been missing all this time when it is so easy to learn." A cordial invitation is extended to other departments to join these skating parties and all are assured a good time.

Aubrey Smith underwent an operation for sinus trouble at the Frisco hospital the first of February and was quite ill for several days, but is able to be back at work again.

We are glad to add the name of Evelyn Castles to our roster. She is a comptometer operator.

Melvin Eckles accompanied a delegation of young men of St. Louis Chapter, Order of De Molay on a Lincoln pilgrimage trip to Springfield, Ill. on February 12, in honor of our martyred president. Melvin reports that he enjoyed the trip very much but the time was too short to see everything.

OFFICE, OPERATING DEPARTMENT STATISTICIAN SPRINGFIELD, MO.

MARY PROPHET, Reporter

There's a funny little microbe that's as old as the world and he's looking for you and for me. Our former reporter wasn't at all careful and let this funny little bug, called love, bite her. December 13 Mallie King became the bride of Joe Cahill of St. Louis. Joe formerly worked in this office. The thirteenth seems to be popular with Mallie as she didn't let us know about her marriage until she

left for St. Louis, January 13. Best wishes for an untroubled journey on the sea of matrimony!

As the bride wasn't here we all got together and sent her a "Shower" box. It would have been worth the trip to have seen Mallie's face when she looked at her things.

Shorty says he will take a chance if Marguerite is willing.

Mr. Ward thinks the new reporter should be a flapper. She hasn't flapped yet.

Since the arrival of Martha Louise, Herman Plumb has joined the army of floor walkers. We feel sure she will make Herman live up to his initials of H. O. P.

Springfield has been fortunate in having Dr. Gouthey, who is to take William Jennings Bryan's class, hold a revival at Grace Church. Reva Crane, Lillian Brooks and Mr. Todd were especially interested.

If you are interested in falling out of a chair, and landing right-side up, see Reva for lessons. She knows just how to do it gracefully.

Mamie Bradley has taken Mallie's position and is now stenographer for Mr. Davis and is getting along nicely.

Vacations have already started in the office. Dorothy Leake is staying at home, helping to move.

God saw fit to call a soul home when Dorothy Leake's mother slipped across the river into eternity. We all extend our deepest sympathy to the Leake family.

A better business club for the Frisco Railroad is being organized. Mr. Todd has been elected chairman from our office. I am sure Mr. Todd is well able to handle the matter well.

R. H. Kerr, spent February 15 to 18, inclusive in Pensacola, Fla., on company business.

Valentine day has come and gone. As a sequel to no valentines, some hearts have been broken forever while others are all aglow with happiness.

MONETT LOCOMOTIVE DEPT. MONETT, MO.

MARGUERITE FROSSARD, Reporter

Have you a Frisco Booster Organization at your terminal? Monett has one which they are sure to have reason to be proud of ere long. On Friday evening, February 11, Frisco employees met en masse at the Y. M. C. A., in response to an appeal from local officers, for the purpose of taking action on Mr. Kurn's recent letter addressed to all employees. There were about one hundred and twenty loyal Frisco enthusiasts present, — each one vowing to appoint himself a committee of one to solicit revenue traffic, and in general to propagate throughout the country the knowledge of superior Frisco service. A committee composed of the different crafts and trades was selected "viva voce," with A. T. Brown, agent, unanimously appointed as chairman.

CAPE GIRARDEAU ADVERTISERS

St. Charles Hotel

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T. P. Mooney, machinist, recently acquired an additional member to his family, when his daughter Angeline was married to Kenneth Williams, whom we understand is also a Frisco employee. The young couple are making their home in Monett, and we all unite in extending our best wishes for their future success and happiness.

In reading various issues of news items from the shop crafts local at Neodesha, we have gleaned the fact that they are still harboring unto themselves an undue amount of self-satisfaction and glory, all because of a trifling defeat rendered the Monett Base Ball Club away back in the dim, dark past. You may have excelled that one time, Neodesha, but we do not acknowledge your superiority!

C. H. Dingman, traveling locomotive inspector, spent the third and fourth days of February, renewing acquaintance with the power operating in and out of Monett.

Engineer H. E. Davies has returned to the old home town after a month's residence in St. Louis, — Frisco hospital. Mr. Davies' health is greatly improved, although he does not yet feel equal to taking up the trials, tribulations and struggles incident to the life of a locomotive engineer, so is enjoying (?) a longer lay-off.

Fireman Chas. Rauch is excitedly jubilant over the arrival of an eight pound baby boy at his home on February 15. Can't tell you the name of the infant as yet, for to date that momentous question hasn't been decided.

M. H. Cruise, chief clerk, unsuspectingly awoke the other morning to find his young son gloriously blossomed out in a covering of roseate, fiery hue. They were fearful lest he should be the victim of the scarlet fever contagion, which is extremely prevalent here at this time, but after consulting medical advice, found it was nothing more serious than the childish malady of measles.

In answer to an S. O. S. from West Tulsa, for experienced stoker firemen, firemen Cecil Long and Dallas Smith were sent to that point for temporary service. If all reports circulated about the intense activity of that terminal be true, am sure these men will not want for work.

Engineer T. F. Mansfield has returned to work after a lengthy leave of absence, necessitated account of injuries received some two or three months ago.

Well, folks, if you have had the courage and loyalty to stay with us thus far, we wish to record what has doubtless been running through your thoughts ever since you first started to peruse this column, — that is, there has been a singular lack of newsy events around here the past month; also, that the writer's brain (if any) seems to be somewhat befuddled and foggy, — a combination which can't be beat for resulting in dull, uninteresting reading. We'll therefore sign off!

YARD OFFICE—NEWBURG, MO.

LAWRENCE PLANCHON, Reporter

The first sure sign we had that spring was almost here was when some of our sportsmen were seen getting out their fishing tackle and looking for bait, but when we see F. H. Donaldson walking towards 'Little Piney' with his rod and reel we'll know that spring is really here.

Mr. and Mrs. W. O. Daugherty have moved back to Newburg from Pacific, Mo. They seem to think that there is no place like "the old home town."

L. A. Fuller, division passenger agent, Kansas City, Missouri is visiting his mother, Mrs. Frank Fuller. We are proud to say, Roy is a native of this place.

Harold Stoll, trainmasters' clerk at Springfield, visited his mother, Mrs. G. C. Stoll.

Thomas Crow, "the traveling Pinochle King" is spending a few days here playing with the gang. He says he is getting

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good, for he won one game out of eleven. Tom is an old pensioned engineer. We hope he was a better "hog-head" than a pinochle player.

W. E. Hines, from Birmingham, Alabama, bumped Fred A. Smith, third trick dispatcher. We all welcome you, Mr. Hines, and are all very glad Fred is going to stay with us.

Don't be surprised if Newburg carries off the honors in long distance endurance walking, for there was a dispatcher and caller seen "practicing" the other morning when George Cromer's Studebaker couldn't find the roadbed between Rolla and Newburg.

Radio competition is great, the "Gey-Rod" was holding all honors until D. R. Wilson, general car foreman installed a new, "Nine-in-line Super Hel."

Pete Guffy, store room helper has just returned from the Frisco hospital at St. Louis, where he underwent an operation.

We have an operator which has earned a title of "Chief Camp Clerk." Claud should be proud of such a title, but for some reason or other he doesn't appreciate it.

AGENT'S OFFICE—MONETT, MO.

PEARL E. LEWIS, Reporter

The Monett Fruit and Truck Growers Association have just completed the erection of their shipping shed, which has been pronounced the most "Model shed on the Frisco railroad."

We were pleased to see in the February issue a new reporter listed among our family news. Congratulations Lawrence, on your first installment — though Newburg may claim you now, the Monett freight office is your dear old "Alma Mater."

Rolland, the little four year old son of William Ezell, is recovering from a serious illness.

In a recent issue of the Monett Times it gave some instructions to rural reporters concerning their items, among which was, "do not comment on the weather, it might change before your items are printed" — but we cannot resist mentioning the several "spring days" we enjoyed in February — weren't they GRAND?

Frank Kyler, one of our correspondents has deserted the rank of Ford owners and is now comfortably inclosed in a Chevrolet coach.

We would like to know the advantage of feeding a horse lay-more egg mash — we have heard there is a certain passenger brakeman on the central division who has his horse on the above diet.

Is there anyone who thinks having a carbuncle on your neck is "fun"? John Sherman, special officer has just had "the time of his life." He was confined in the hospital about three weeks and underwent three operations, however, he has now returned to work.

Jack Mercer, former water service foreman at Monett was a visitor in the city a few days this month. He is now in the same department at Clinton, Mo.

Arch Long, station master and daughter Virginia enjoyed a visit with relatives in Clovis, New Mexico the last of January. Otis Burg acted as station master in his absence.

Ray Guinney has turned his leisure time over to the raising of pure bred Rhode Island red chickens. Some poultry fancier in looking over his pens has pronounced them "show birds" and Ray insists on "showing" them to everyone that passes.

Clyde Noe, who has been associated with the water service department at Mo-

nett for past several months has been transferred to Springfield.

Pete Frandsen, our genius coach carpenter, came to the rescue of the "boys" during our icy spell with the invention of "anti-skids" made with rubber and brads — they sure did the work.

H. H. Edwards, check clerk was off duty several days on account of his children being ill with the measles.

Mr. and Mrs. A. T. Brown are enjoying a visit from their son, Dr. Norman P. Brown and family of Dallas, Texas.

We expect to have some thrilling adventures in our next installment, as our messenger boy is planning on spending a few days in St. Louis. He says there isn't any danger of his getting lost for he has been to several cities — Peirce City, Stotts City and Southwest City.

SPRINGFIELD GEN. STORE ROOM

BERTHA V. REED, Reporter

We are glad to see Mary Moore, clerk in the accounting department, back at her desk. She said the flowers, which the general storekeeper's office sent her, were beautiful and they helped so much during her illness.

Helen Aldrich, invoice clerk, was recently removed from the Frisco hospital to the home of her aunt on Kimbrough Avenue. Helen is improving, for which we are all glad and hope that she will be able to return to the office soon.

Henry Nelson, checker, who was operated on for appendicitis the latter part of December, has fully recovered and is back on the job.

T. G. Hinsley, trucker, was confined to the Frisco hospital a few days, account receiving an injury to his right limb.

The small son of W. D. Price, stock man, who has been ill for several days, is rapidly improving.

J. G. Akridge, platform foreman, was absent from work recently, account having the "flu." J. G. is back at work now and is feeling much better.

Georgia Maxine and Darlene, daughters of Oscar Cook, counterwoman, who have been suffering from the "flu," are improving.

Elmer Eastburn, trucker, reported for work February 14, after being absent for thirty days account of sickness.

James H. Horton, trucker, had bad luck Monday morning, January 24, on his way to work, when he fell to the icy pavement and broke his right arm. We hope that Mr. Horton will soon be able to return to work.

Nola Rook, stenographer in general storekeeper's office was absent from her desk three or four days this month account of having the "flu."

E. R. Parker, caboose supply man, was called to Olney, Ill., recently account of the death of his sister. Sincere sympathy is extended to Mr. Parker.

Pearl Fain, stenographer in general storekeeper's office attended a Baptist S. Convention in Memphis, Tenn., recently. Pearl was a representative from the Robberson Avenue Baptist Church of this city. She had the pleasure of meeting Miss Ila Cook, reporter from Chaffee, Mo., on the train while enroute to Memphis.

We have almost lost confidence in J. G. Akridge, platform foreman, as a real fisherman, since he received a valentine entitled "Fisherman". It read something like this.

If all the fish
You say you caught
Were put back into the ocean
There'd be no room
For the water.

Alvin, Jr., son of Alvin T. Laughlin, stock man who has been ill at his home on Route 10, this city, is improving.

The stenographic position of the valuation department was abolished and we lost one of our most cheerful and congenial girls, she being, Mable Burg. We regretted to lose Mable, however, at the present time she is doing temporary work in general storekeeper's office.

E. Henderson, our timekeeper, enjoyed the performance at the Pure Food Show very much.

SIGNAL DEPARTMENT SPRINGFIELD, MO.

MATILDA C. HOFFMAN, Reporter

H. G. Goodman, signal maintainer, Springfield terminals, has been off duty account illness. Paul Davis acted as relief man.

J. C. Reece relieved maintainer W. J.

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Hawkins at Winfield, Ala. for several days this month while the latter was off account sickness.

Office engineer L. E. Owen, and L. L. Owen, signal maintainer at Fairland, are enjoying a visit from their parents Mr. P. Nisson and wife of Port Clinton, Ohio. We are glad Mr. Ground Hog was so considerate and made the arrangements he did for Mr. and Mrs. Nisson to enjoy our wonderful Missouri climate.

Mrs. F. V. Hutehison recently spent a week visiting relatives in Muskogee.

C. A. Kennedy and gang are located at Nichols, much to Little Raymond Kennedy's delight as he now gets to see his daddy more often.

Foreman S. L. Uhr and gang are located at Adamsville, returning and doing underground work where new rail laid.

Foreman Kelton's outfit is engaged on the same work at Valley Park and Spring Hill.

We have been favored this week with a visit from J. C. Anderson of the National Train Control Co. We are always glad to see Mr. Anderson, and enjoy the sunshine of his smile.

Valentine Day having passed, we are now looking forward to Washington's Birthday and judging from the remarks of a few, if the present balmy, spring-like weather continues, the fish in some of our neighboring streams are going to suffer.

On February 10, we held a meeting and perfected our office organization for the solicitation of traffic and better business move.

D. A. Ball was elected chairman and judging by the interest displayed by all, Don's enthusiasm and his rapidly growing file on the subject, am sure everyone is going to put forth their very best efforts to assist in increasing our company's revenue.

OFFICE GENERAL MANAGER SPRINGFIELD, MO.

ORVILLE COBLE, Reporter

"Frisco money goes to every industry in town — except to the bootleggers," remarked C. J. S. at the solicitation committee meeting. J. M. Connelly was appointed solicitation chairman for the general manager's office and plans were made to influence traffic to the Frisco. Hithertofore Williams has been our star

traffic man, but now several have threatened his laurels.

A sleet, a rain, and a freeze made Springfield a difficult place for upright walking. Among the more fortunate who lost their poise that morning was J. G. Taylor. He reported his fall was broken by his watch spring. The watch spring was also broken.

C. H. Baltzell never overlooks a chance to preach safety. While stationed at Topeka on legislative duties he addressed the Yellow Cab employees, February tenth, in the interests of safety.

Messrs. Sisson, Stephenson, and Madison attended the Business Men's Bible Class of the First Baptist Church at Kansas City, February sixth, as guests of ex-conductor W. H. Churchill and former master mechanic, John Forster. These two men are among the class leaders, and have been instrumental in winning a number of Frisco men to the class.

Miss Elizabeth Thorn, thirteen year old daughter of A. R. Thorn, entered Roosevelt high school (St. Louis) this month. She was graduated from the Bryan Mulvanphy school January twenty-sixth with an average grade of Excellent. "Takes after her father," A. R. T. said.

During the past thirty days we were visited by three former office boys. First came William Hoy, who served us five or six years ago. Bill is now a telegrapher for the Postal Company at St. Louis. Our next visitor was Dan McKoon. Dan is now a practicing chiropractor in Roseville, California, and is doing mighty well at it. He seems, however, a trifle more familiar with prescriptions than one would expect of a chiropractor. Then Willard Jones, who was office boy back in 1914, dropped by on his way west from Washington. Jones is now a full fledged air pilot.

Some of our gang are interested in checkers and advocate a championship tournament. The big match has not been arranged but a few preliminary tryouts leave us hopeful.

If Dumbur's voice sounds a trifle queer over the phone it is because all thirty-two pearls have been extracted from his mouth. A little later he expects to have them replaced by a handsome set of ivory.

Many queer complaints reach this office. Just as an example is the objection of an extra gang waiter to dishing up frog-wings upon second hand tie plates.

H. L. Adkins and wife were called to Dixon, February seventeenth, by the death of a friend, Mrs. Dodd.

MILL STREET PASSENGER STA. SPRINGFIELD, MO.

ROBERT E. HOLMAN, Reporter

February 1, L. A. Fuller, former C. P. & T. A. was promoted to traveling passenger agent with headquarters in Kansas City. We all regretted to see Mr. Fuller leave, but it was our loss and his gain. We wish him success in his new position and hope that he will not forget the Springfield ticket office employees.

F. E. Clark, former division passenger agent at Joplin succeeded Mr. Fuller at Springfield. He was transferred on February 1. No doubt, Mr. Clark hated to leave Joplin, but understand he likes Springfield too, "The Queen City of the Ozarks," as he has resided here before, he having started his Frisco career at this point.

Brotherhood of Railway Clerks held their annual entertainment at the Kentwood-Arms Hotel, February 4 with station WIBM broadcasting. Mickey Marcel's Orchestra furnished the music. The ticket office was well represented, those attending were J. P. Hamel and wife, C. C. Dillard and wife, E. D. Chaudet and wife, and the writer and wife. J. M. Weaver and wife, of our baggage room also were present. First thing on the program was lots of dancing, then all were served with punch. J. M. Weaver won the prize drinking punch, though once we thought we would have to take him home, but everyone knows punch hasn't much kick. Several vocal solos were given by Theodore Trapp, local business man and singer, which everyone enjoyed very much. The writer and C. C. Dillard won the prizes dancing, this being the first time either of us were ever on the floor, believe it or not. No doubt, all of you can imagine how we looked and got around. Believe the judges gave us the prize for being on the floor more times than on our feet. At the close of the fun, addresses were broadcast by Messrs. C. J. Stephenson, assistant to general manager, J. L. McCormack, superintendent freight loss and damage claims, and H. E. Sullivan, general chairman, brotherhood of railway clerks, Frisco system. They were enjoyed by all.

A. G. Ball, assistant baggage master, reports he is a proud owner of a new Ford touring car. Presume the Essex coach, which he was driving heretofore, was too expensive, as that is the trouble in most cases. Think Mr. Ball should invite us to take a ride or at least let us look it over.

W. S. Wood, ticket seller, must have struck an oil well recently, as just the other day he came to work wearing a new outfit including a new suit, hat, etc. Give us a tip, Bill, some of the other boys would like to dress up.

The writer spent February 2 in Kansas City on account of business. The most comical thing that happened during my visit was a foot race between Main St. Theatre and Union Station in 13 minutes — can you imagine walking ten blocks in that length of time. Last call for train 103 had already been made. Of course this is understood, as they call no trains in Kansas City, but the writer was just in time to catch the last sleeping car.

Blanche Handley, typist, freight station, who has been off on account of sickness for over two months, has re-

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sumed her duties on her position. Glad to see Miss Handley back on the job, as too much vacation gets monotonous.

We all regretted to hear of the death of Bessie Jones' mother who passed away February 14. Miss Jones is a bill clerk at the freight station. We all extend our sincere sympathy to the bereaved family.

Things around the station look much nicer, as it is practically completed. Springfield should have no kick now.

G. L. Arnold, ticket seller, is in the market for a new car. "Bring on the cars now," says Leslie, as he enjoys taking a spin in a so called "Demonstrator" every once in a while. Understand it will be either a Chrysler, Studebaker, Moon, or Pontiac—at least these are the cars that have been demonstrated to him. Watch your step, Leslie, and get the right one.

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PASSENGER TRAFFIC DEPART- MENT—ST. LOUIS, MO.

MOLLIE S. EDWARDS, Reporter

There has been quite a few changes in the department the last few weeks. E. G. Baker, formerly division passenger agent was made assistant general passenger agent, Kansas City, Mo. Vacancy filled by R. C. Gentry, formerly traveling passenger agent, Kansas City. We all welcome Mr. Gentry to our family circle, but it goes without saying that we didn't like to lose Mr. Baker. "Can't keep good men down."

With all the sunshine the last few days—looking up from your desk about 5:00 p. m., will see the latest in spring styles for men. Sh! Sh! Frank McEnemy couldn't wait for the Easter Bunny so he thought he would be the spring model for the office. New blue suit, gray hat, gray top coat, tan shoes 'n everything that makes up the wardrobe for spring, some shick, eh? As for Connie Fries, well, Connie is thinking seriously of getting a heavier coat. He has a wool lined coat now, but says he thinks he had better get a warmer one so he won't lose his beauty.

Everything seems to be somewhat quiet in the rate department. All the old married men (excuse me, I should have said, young married men) are busy figuring out summer tourist rates. The topic of the day discussed now is "Radio." Used to be all about Eddie Bernard's Ford, but now that he has a radio, that is all they have to talk about.

DIVISION ACCOUNTANT'S OFFICE SPRINGFIELD, MO.

JULIA A. GIMBEL, Reporter

For the past few months, there have been many complaints about the driveway on Commercial Street being too narrow, so one slippery morning last month, E. J. Wood, chief clerk to the superintendent made an attempt to widen it—though he wasn't quite successful. His car skidded, turned around two or three times, stood up on the back wheels, and finally came down, just barely touching the gate.

Miss Regina James, stenographer in the office of division engineer, spent a few days in St. Louis last month with her brother, who was visiting there from Indianapolis.

Cecil Scott, claim clerk, spent about a week in the Frisco hospital last month, where he had his tonsils removed.

John S. Wood, general foreman, B. & B. & W. S. spent a few weeks in New York City last month, visiting his family, and enjoying all the sights in the big town.

Frank Hicks, chainman, was off several days during the past month with tonsillitis.

O. W. Wilson has taken a great interest in the study of Art, and spends quite a bit of his time gathering up all the information he can find on the subject, so it would seem, since he has been overheard several times at the magazine stands asking for the best Art magazines.

E. L. Welch, shop accountant spent a few days in Enid, Oklahoma during the past month, where he attended the funeral of his brother-in-law.

Rolla Jones, file clerk in the superintendent's office has one great ambition, and that is to look like "Buffalo Bill." He came very close to realizing that ambition last month when he started to grow a mustache; however, since he's had about half of it trimmed off, he looks more like "Lew Cody" than "Bill Cody."

Male Beaman, comptometer operator, spent Washington's birthday in St. Louis.

John Stauffer, transitman, is the proud parent of a baby girl, born January 31. This makes three for John, and maybe you think he isn't strutting around the office now.

OFFICE, SUPERINTENDENT OF TERMINALS, SPRINGFIELD, MO.

DOLYNE SCOTT, Reporter

The new passenger station has now been completed, the grading in connection with the track and platform changes is practically complete, and the station is in operation one hundred per cent. We hear numerous favorable comments daily from the traveling public with reference to the improvements.

We are proud to state our car handling for the month of February to date, February 18, shows an increase of 1834 cars over the same period for January, and we are anticipating a continual increase.

A record of which we are justly proud is the overtime work by yard engines for the month of January and February to date, which is zero.

L. E. Sullivan, chief clerk to Mr. Bruton, is one of the first to step out in a new spring car, having purchased a new Ford sedan a few days ago.

C. O. Traylor, switch foreman and wife, have gone to New Orleans to visit Mrs. Traylor's sister.

Mrs. Sarah Jeffrey, mother of Mrs. C. O. Traylor, has gone to San Diego, California, to visit her daughter.

Mr. and Mrs. C. E. Huntley, 1107 North Rogers Avenue, announce the birth of a son, Billy Edgar, on January 26.

Arthur Ward, switchman, spent a week in Pensacola, Fla., recently.

Mrs. Martha Clark, mother of Mrs. W. B. Eckles, is visiting relatives in Los Angeles, California.

Benjamin Griffith, father of Harry Griffith, switchman, died February 11.

Harold Motz, caller, was called to St. Louis recently by the death of his cousin.

C. L. Willis, switchman, is laying off account of the death of his grandfather, B. G. Willis of Strafford, who died February 15.

Robert, small son of B. W. Gaffga, switch foreman, has recovered from a severe case of scarlet fever.

Edward, son of E. G. Wall, yardmaster, is still confined in the hospital at Maryville, it being necessary for him to undergo another operation.

Jack Campbell, switchman is very busy these days acting as pilot to brown hoist, which is unloading storage coal near the creosote plant.

L. V. Carner, yardmaster, is sporting a new Nash.

Owing to the warm spring days we have been having, Mr. Gustin states a number

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of the yardmen are getting the fishing fever. We are inclined to think Mr. Gustin's temperature is one of the highest.

Yardmasters Finkenbinder and Thompson are going around with their chests thrown out since the completion of the new passenger station.

The "Radio Bug" has certainly found the yardmen at Springfield, as practically all of them have sets. B. W. Gaffga is kept busy telling the new fans what is wrong when their sets get out of order.

Springfield terminal accident prevention and better service meeting was held Friday, February 15. This was a very enthusiastic meeting, as all employees in the terminal have taken a great personal interest in this particular part of the work.

OFFICE SUPT. TRANSPORTATION SPRINGFIELD, MO.

EULA STRATTON, Reporter

Are you broke too?! If not, sure you haven't forgotten your automobile license? We couldn't forget for the Chief of Police's son and the Mayor's son-in-law both are members of this force and we had to be on the safe side; but I do think it a shame that these two did not take it upon themselves to teach the "sweet young stenographers" of this department how to purchase the license which would have kept some from applying for chauffeur license.

Vacations are upon us again — Miss Lillian Fuller spent an early one in Kansas City visiting relatives, while Miss Grace Wall is now at the same place visiting friends. Can't understand what's so interesting in Kansas City. "Will investigate and advise later."

Other Kansas City visitors were Misses Eva Westenberger and Pauline Griesmer, who spent a recent week-end there visiting Mrs. M. R. Bradley formerly of this city.

Lester Langsford, chief clerk of the merchandise department made a trip to Tulsa recently for the purpose of revising merchandise schedules covering cars working to and from that point owing to the consolidation of the Sapulpa and Tulsa freight houses.

F. L. De Groat, chief car distributor, has also been to Tulsa in connection with the consolidation.

The office was favored with a visit recently from Mrs. Ruth Franklin Crane of Detroit. Mrs. Crane was formerly manifest clerk in this department.

Carmen Bowman was another one of those tonsil victims but suffered no ill effects from having them removed and is now back with us with all her usual speed and ability.

"April — Spring will be here soon! Then watch business for the Frisco boom. Pleasing consignees and consignors. In A-1 service as we move their cars."

MECHANICAL DEPT. NEWS SPRINGFIELD, MO.

ALTA NORTHCUITT, Reporter

Springfield's radio bugs were recently given a rare treat when "The Arion Entertainers" broadcasted from WIBM at Kentwood Arms Hotel. The talent furnished by this office numbered Flo Blevans, LeRoy Prater, Hersehel McNally and D. G. Stark.

A very welcome visitor at this office recently was Mrs. J. B. Gilliam. Although it has now been several months since Bernice decided to take "dictation" from the general car foreman, rather than from our mechanical engineer, somehow we just cannot reconcile ourselves to the fact that she is gone.

Hazel Clark was called to St. Louis recently, due to the serious illness of her sister. We are glad to report that Miss Clark's sister is much improved.

One of Springfield's social events of the past month was the Valentine dance given at the Country Club by Mr. and Mrs. J. K. Gibson to some two hundred or more friends. Everyone reports a splendid time, which is always the case when J. K. entertains.

Don't whisper it to anyone, — but we believe F. S. Rountt is planning to call on King George this summer. It is rumored that F. S. has been training for the position of poet laureate.

A number of this office's force listened in recently when Dute Brown of the Southern Wheel Company, St. Louis, broadcasted from WIBM. Mr. Brown's smooth tenor voice was at its best when he sang the three songs, one each of which were dedicated to our assistant to superintendent motive power, J. K. Gibson; our chief material inspector, E. E. Bell, and to his assistant, J. H. Sadler.

The sheik of our office, "Buck" Winn, has been forced to take a few weeks' leave of absence to mend a case of shattered nerves. We sincerely trust the rest cure will prove beneficial to Buck and that he is soon able to resume his office duty.

F. G. Baker seems to have chosen a very timely season of the year to do some electrical work in Pensacola. With the thermometer here standing at 18 degrees above today, we almost wish we could be with F. G. in the land of sunshine and magnolias.

The mechanical department is very much interested in the drive for additional passenger and freight business. Appropriate committees have been appointed over the system to carry on this work and each supervisor and traveling representative, as well as all other employees, are requested to keep eyes and ears open and make a diligent search for prospective business. Suggestions and ideas presented by the mechanical department employees are being followed up and J. W. Seabough, chairman of the committee for this department, says that if all suggestions can be developed and prove as successful as it seems they should, the mechanical department will blaze a trail for other departments to follow.

TELEGRAPH DEPARTMENT

SPRINGFIELD, MO.

O. L. OUSLEY, Reporter

This department extends sympathy to Marcella Porter on account of the death of her father who died at his home here January 27.

Misses Flo Laeher and Louis Morris, PBX operators, Sapulpa, are off duty account sickness.

Operator J. D. Freeman has recently transferred from Memphis to permanent assignment in Springfield telegraph office.

Glen C. Hawkins, messenger, has recently been assigned to position in Mr. Doggrell's office. Extra messenger Ed Bodanski has been promoted to vacancy caused by Hawkins leaving the telegraph office.

Virgil C. Duvall, messenger, has returned from a week's visit in Lockwood. He was relieved by extra messenger Harry Freeman.

Miss Ethel Hill, PBX operator, is spending a sixty days' vacation in California.

Everett Gammon, messenger, returned to work February 7 after having been absent several weeks on account of sickness.

Frank Bayless, telephone maintainer, was called to Coffeyville, Kansas, February 12 account death of Mrs. Bayless' mother.

Division lineman R. P. Benedict of Quanah, is still in the St. Louis hospital but we are glad to report that he is recovering from an operation.

PHARRIS' GANG BROWNINGTON, MO.

B. W. ELLIOTT, Reporter

This gang was called in to Springfield, January 23, to repair wire breaks caused by sleet in Missouri, Kansas, and Oklahoma.

Marvin Prouse, lineman, has resigned and gone back to the farm. We all wish him much success.

H. E. Millen, lineman, reported to this gang, January 31.

C. E. Robertson, division lineman, spent two days with us this month, helping us cut over on the new line at Brownington.

Efton Rantz, lineman, was off duty for a week account getting copper dust in his eye.

We have our radio equipped with a power tube and have plenty of volume on all stations now.

Frank Schill of the floating gang is away on account of sickness. B. W. Elliott is filling the temporary vacancy.

George Finley, floating gang foreman, is anxious to get back to the Mansfield branch where he can have good Arkansas biscuits.

OLIVER'S GANG GREENWOOD SPRINGS, MISS.

JOHN ATKINSON, Reporter

George Beaty, groundman, is back on the job again after having been off for more than a month account sickness.

It seems that all of the groundmen want to transfer out of Mississippi. Lynn Alsip and Fay Coble transferred to Oklahoma this month.

We have worked in water since we left Gatman, but have just reached dry land.

This gang was lucky during the sleet storm. We were called out but were turned back at Memphis.

Harry Eherman, our cook, says that he will trade his new Chevrolet coupe for a motor boat if it don't quit raining soon.

No accidents this month.

COLEMAN'S GANG ADA, OKLA.

EDWARD BROWN, Reporter

This gang was called away from Kingston on Sunday evening, January 23, to go out on storm repair work account sleet storm.

William S. Ward, groundman, was transferred to Harris' gang at Mill Creek, Oklahoma, recently.

Art Worthy, groundman, took the homesick blues and was transferred to foreman Oliver's gang in Mississippi.

Messrs. McCann, Daugherty, Sawyer and Peterson of the Western Union Telegraph Co., spent one day with us recently.

John House and Ben H. Edmonds, linemen, are helping division lineman Laxton at Sapulpa this week.

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Chaney Deskin, lineman, reported for work after being off few days account slight injury.

We are glad to report that our cook, Mrs. A. Hull is recovering from a minor operation performed at Ada.

The following men were recently transferred to this gang: Mike Calhoun, Lynn Alsip, W. T. Wilson and Fay Coble.

DONOHUE'S GANG IMBODEN, ARK.

J. E. NUSSBAUM, Reporter

This gang is the proud possessor of a new radio. The boys clubbed together and bought one from a salesman from Thayer. We are able to tune in on any station, and have had some wonderful entertainment.

Sunday, January 23, train No. 105 dropped a "butterfly" at Ravenden, calling out this gang to go to Chaffee; stating that the telegraph line was down and out on account of sleet storm. We arrived there January 24, and after restoring service, returned to our regular work January 27.

We moved from Ravenden to Imboden ground hog day, February 2, and will be here for about six weeks. The work from here on south to Hoxie will be somewhat lighter on account of dropping the Bell lead, and leaving only one arm and eight wires to work.

A. R. Speegle of Woodall's gang, came here February 7 as assistant foreman. The boys all like him.

Alvin Cruise, groundman, is spending a vacation somewhere in the Ozarks.

Just received information to the effect that our old motor car RC 1155 will arrive here about February 15 and the gang is well pleased to know that they will not have to walk or run to get the motor started.

Jack Nussbaum, groundman, was at home the week of February 14, celebrating his twenty-seventh Wedding Anniversary.

WOODALL'S GANG ROFF, OKLA.

E. L. BRAY, Reporter

Due to the recent sleet storm we had our stay in Missouri and north Arkansas cut short and we are again located in southern Oklahoma, but we are doing our best to put this line in first class condition so that we may return to our regular estimate between Mo.-Ark. state line and Fayetteville, Arkansas.

We had the pleasure of visiting the city of Sulphur during the storm. There were only two places where we could find hotel accommodations. So many different line gangs in this section and they beat us to the small town hotels.

Linenman P. W. Mead is relieving division lineman R. P. Benedict at Quanah, Texas during Mr. Benedict's illness.

According to information just received, Lineman Bruce Davidson will fill the vacancy just made by Lineman A. R. Speegle, who was promoted to assistant foreman in Donohue's gang. The gang regrets the loss of Mr. Speegle and welcomes the arrival of Mr. Davidson.

We lost another old settler February 5, when groundman O. E. Hudson bade us farewell and departed for his home at Seligman, Missouri.

E. L. Bray returned to the gang January 16, with the report of the arrival of a 7½ pound boy at his home January 11. The baby's name is Billy Gene.

Linenman James Poole reports sickness in his home. We wish all an early restoration to health.

Our motor car driver S. A. Stratton is doing some extra work. He is repairing extra division lineman E. C. Holt's motor car so he can make the necessary trips over his division without the usual motor car trouble. We are sure he will get results from Mr. Stratton's efforts.

It has been some time since we gave a list of the members of this gang, and there have been many changes since our last, so will give one in this issue. They are as follows: H. Z. Woodall, W. U. foreman; Ross Rancier, assistant foreman. Linemen Chas. Malone, Garrett Wright, James Poole, Clarence Coleman, P. W. Mead and Everett Bray. Groundmen J. A. Gelling, Shelby A. Stratton, George Denny, Orville Davis, Vester Henry, Tom Crawford, David P. Jones and Thos. Pentzer. Central Boarding & Supply Co., cooks Mr. and Mrs. A. Newberry.

No accidents this month.

HARRIS' GANG MILL CREEK, OKLA.

MARSHALL WILSON, Reporter

Gordon Davis, lineman, is on the sick list again. He had the misfortune of spraining his back. We hope he will soon be back on the job again.

Linenman J. M. Saxton's wife left for a few days' visit with home folks in Missouri. Poor "Tex"! He looks mighty blue now.

Mrs. T. E. Floyd, wife of our assistant foreman, is expected to return to Oklahoma soon.

Bert Bell, lineman, had the misfortune of losing his mother-in-law the first of the year.

Martin McGuire is our new camp boss. He is doing fine work.

W. E. Ward from Coleman's gang has transferred to this gang as motor car man. We wish him good luck with our car. It's in good condition now since we gave it a general overhauling.

Linenman E. C. Holt is relieving division lineman R. C. Wise at Madill, account sickness.

A rock pile isn't a very good place to break in a new "grunt", but Alley Donaghe is doing fine.

Linenman Dave Standridge is working in Holt's place while he is on division relief work.

The ice storm during the last of January did quite a bit of damage. Broke down three miles of poles just ahead of our work, and ruined several miles of wire work which will all have to be done over. The Coleman and Woodall gangs are helping us make repairs.

Here is a good one for the Central Boarding & Supply Company and for our cook W. M. Thompson. A young man came to this gang recently who weighed 150 pounds. After eating our board for four months he weighs 195 pounds. (Superintendent's office suggestion to foreman: Have him dig about four more holes each day. Perhaps he could work off some of that fat.)

"SP" OFFICE—SPRINGFIELD, MO.

G. C. VERMILLION, Reporter

Bump! Bump! That's the slogan. Second and third tricks at Northview and Richland abolished. Second trick operator Northview, Mr. Mooney, bumped second trick at Conway. Mr. King displaced operator Musgrave on third at Conway, Musgrave bumped operator Gilbert on third trick at Billings. Gilbert bumped operator Basket on third at Mosselle, who in turn bumped third trick at St. John and operator Roam returned to the extra list.

Operator Owens, third trick at Northview, bumped Sutterfield on second trick at St. Clair. Sutterfield went back to Stanton agency placing Ray Schmelz on the extra board again.

Second trick operator at Richland, Mr. Hathaway, bumped Davis on first trick at St. John. Davis went to third at Sleeper, displacing Trotter, who went to Sullivan third, bumping Stevens. Stevens went back to second trick at Southeastern Junction, placing operator Wallace on the extra board.

Operator Roberts, on third trick at Richland, bumped Edmonson at St. John on second. Edmonson going to second at Franks bumped Pat Paulsell. Pat

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says he likes Franks, so took the third trick there, displacing DeBerry, who bumped Reed on third, at Sheffield. Reed took third at Southeastern Junction, placing operator Jones on the extra list.

We are all familiar with the aroma of blue denim. Operator Willis on second trick there, has been sporting several new suits of overalls, together with some new shirts and a new hat, not mentioning the brand new pair of bright red, squeaky, moose hide plow shoes. We were all under the impression that he was predicting a large yield from his strawberry patch and is merely getting ready for the usual rush.

Mr. Lewis, agent Verona, had the misfortune of losing his best fox-hound, Steamer. She did not happen to be one of those specimen of canine clan that could read, naturally, she did not stop, look and listen when she crossed the right of way about No. 4's time. The writer sympathizes with Mr. Lewis in the loss of this particular animal, as he personally knew her to be a Reynard pursuer par excellence.

Our third trick operator at Globe, is sporting a new transportation means—one of those kind that made Detroit famous. If he is not careful the State Highway Commission will bring suit against him for carrying part of their road bed on the exterior of his baby Lincoln. George, water is cheap, even though you do have to carry it a quarter of a mile.

SOUTHERN DIVISION

LOCAL FREIGHT OFFICE MEMPHIS, TENN.

VIRGINIA GRIFFIN, Reporter

B. S. Linville, assistant station accountant, was absent a couple of days the latter part of January account illness.

Clarence Maupin's mother and dad have moved to Memphis from Hoxie, Ark., Mr. Maupin bid in section foreman job on Broadway, and Clarence is a clerk in this office, having been here for some time.

A. V. Garrett, O. S. & D. clerk, had a very narrow escape several weeks ago when the automobile in which he was riding collided with a street car. Vac received a few scratches on his nose and forehead.

T. P. Lockhart, clerk, has also been on the sick list, and not able to come to the office.

Wife and children of B. C. Scruggs, assistant cashier, have returned from a visit with Mrs. H. V. Cook in Blytheville.

Howard Easley, chief messenger, was

called to his home at Tyronza, Ark., on January 27, account illness of his father. Howard was away a week, and we are glad to know that his father has recovered.

We regret to learn of the death of John R. Armstrong of Forrest City, Ark., father of Mrs. Wm. W. Humphrey, wife of switch clerk in this office. Mr. Armstrong died very suddenly on January 29.

C. L. Tidwell, special officer, tried the new Sunnyland train out on January 30, going as far as Chaffee and returning the same day.

Glenn Brown, clerk on outbound platform, has recently come to us from Jonesboro, where he was employed for some time.

Gerald Cauble, small son of Earl D. Cauble, night chief clerk, had his tonsils removed on January 29. Gerald is recovering nicely from the operation.

Sympathy is extended B. C. Scruggs, assistant cashier, in the loss of his aunt Mrs. Tennie Hampton on January 31. She was 73 years old and a life long resident of Memphis. Mrs. Hampton was also the aunt of Mrs. John A. Ladd, wife of uncollected clerk.

Faye Barbee, stenographer, has another reason to be happy, as her mother and father have moved to Memphis. They are now living at 1081 McLemore Avenue, and came here from Jonesboro.

Walter Ramsey, crossing watchman, and father of our team track clerk, Paul W. Ramsey, is now on a 60 day leave of absence which he is spending with his daughter, Mrs. John Ratcliff at Pedro Miguel, Canal Zone.

During the noon hour of February 7, Theodore Birkner, Everette Hanover, Jimmie Carrigan, and Willie Humphrey were in a Ford coupe going to town and just a short distance from the office on Front Street a large touring car ran into them, turning their car over completely. Everette was the only one hurt when he bumped his face against a light in the wind shield.

Two of our messenger boys, Pat Wilson and Howard Easley, spent Sunday, February 5, in Jonesboro.

Thos. E. Hanson, now on a leave of absence, had one of his eyes removed at the Methodist Hospital on February 8. Mr. Hanson is feeling fine and we sincerely hope that the other eye will soon be much stronger.

Mrs. B. S. Linville and daughter, Lucille, are now visiting in the home of C. A. Reddens, assistant general freight agent, St. Louis. Mrs. Linville expects to return within a few days, but Lucille will remain there for several months.

The following clerks in this office attended the meeting of the system board in Springfield on February 13, B. C. Scruggs, Leon Rohrbough, C. F. Vaughn, J. F. Wright, and Frank W. Bauer.

ACCOUNTING DEPARTMENT MEMPHIS, TENN.

R. D. WILLIAMS, Reporter

Wm. J. Kelly has been appointed construction accountant in charge of work on the new road, Aberdeen, Miss. to Aliceville, Ala., which will connect the Frisco with the Pensacola Lines.

H. S. Coleman was a Memphis visitor the first of February.

B. D. Harsha has been in Memphis on special work as representative of the accounting department in conjunction with George Lodge of the transportation department and John Connely of the mechanical department.

Robert Langston has been assigned completion report clerk. Bob held this position before going to Pensacola and we are glad to have him back. Yes, he still has that nice warm sweater, but it seems to be understood as to who will wear it, at least.

Glad to hear from S. W. Booth that the sun is shining in Chaffee. Mrs. Booth was a visitor in Memphis account missing connection enroute from Springfield where she had been visiting home folks.

A. E. Biggers is again in court at Blytheville as a witness in a lawsuit.

Russell James paid us a short visit the first of the month, stopping in between trains on the way to Birmingham where he has been making a check of joint facilities.

Broe Mitchell was in Memphis recently. A. E. Davidson is in Pensacola again, however, the joke is on him as the expected cold wave did not reach Memphis this time.

C. M. Quigley of the auditor's office has been checking contracts in division accountant's office.

FREIGHT TRAFFIC DEPARTMENT MEMPHIS, TENN.

KATE MASSIE, Reporter

Messrs: McDonough, Springer and Mosley paid us a visit on their return journey from the family meeting in Saint Louis recently.

G. L. Oliver, of our Pensacola line also paid us a visit.

Commercial agent Imboden has been a grandfather for about three months, but has not become reconciled to the title, so have delayed making the announcement.

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our Memphis people, and received many congratulations on his recent promotion. The Traffic Club of Memphis entertained the ladies with a Valentine luncheon at the Hotel Gayoso, February 14, where several delightful musical numbers, a short address by former Governor Malcolm R. Patterson, and prizes for the ladies made up the program.

M. S. B. & P. GENERAL OFFICE PENSACOLA, FLORIDA

F. AMBROSE, Reporter

Greetings to all Frisco employees from Pensacola, the wonderful city of advantages.

Among the visitors we have had since the first of the year were: E. R. Belt, A. E. Hoehle, A. E. Davidson, Mr. and Mrs. Geo. Moore, F. G. Baker, Wm. Boyne, Harry Johnson, D. L. Forsythe, G. R. Scott, J. J. Stowe, J. C. Breckenfield, L. Bangert and Mr. and Mrs. Raymond Ivy. "Pinky" was on his honeymoon while down here.

Seems as though Messrs. Hoehle and Bird are the ones that have had the hardest luck while down here. Art Hoehle lost his trousers, and also contracted a severe cold while here. Mr. Bird lost his laundry. You will have to ask these fellows for an explanation of how it all came about as they said nothing while here in the way of explanation.

The rehabilitation of this line is progressing rapidly. The coal tipple has been operating for several months. The rail and tie programs are nearing completion, and dock and roundhouse facilities are well under way.

Gordon Reedy, roadmaster's clerk, has purchased a new bicycle and also the necessary license. You should see "Reedy" put on his parade up Palafox Street three times a day.

Most of us went out to the flotilla of submarines while they were in port here a few weeks and went through one of the "subs", also through the flagship "Camden." One of the submarine crew explained all the working parts of the submarine to us.

Messrs. C. W. Skates and H. L. Bird went fishing Sunday, February 13. Bird acted as power for the boat and Skates was officer in charge. Bird says they drifted out into the Gulf, and that he made Skates wish he wasn't where he was.

OFFICE OF SUPERINTENDENT TERMINALS—MEMPHIS, TENN.

JOHANNA WEINER, Reporter

The office force of E. E. McGuire, superintendent terminals are to be congratulated upon enlargement and rearrangement of their office which is a source of satisfaction to all concerned.

Work was directed and supervised by J. L. Kiburz.

Several changes in the office force of superintendent terminals have been made recently and the new additions are Oliver Farris, performance clerk, formerly of local freight agent's office, A. W. Sive-wright, stenographer to general yardmaster, formerly of signal engineer's office at Springfield and A. A. Loeffel who came to us with the transfer of the terminal timekeeping from the division superintendent's office to this office. We hope they are satisfied and will stay with us.

Meeting of the safety committee, accident prevention, was held during latter part of January in the office of E. E. McGuire, superintendent terminals, Mr. McGuire acting as chairman. Messrs. C. C. Mills and J. W. Morrell were present for the occasion and their talks on the subject of accident prevention were of great interest and education. Attendance at the meeting was strong and it is felt much benefit will be derived from it.

Clinton McClure, yard clerk, one of our foremost golfers challenges anyone on the Frisco System to a match during the coming season. Let's hear from the golfers.

Completion of the new track at Yale and extension of the passing track at Bridge Junction, should, it is felt, be instrumental in making the Memphis Terminal even "bigger and better."

W. G. Cary, assistant chief yard clerk, accompanied by his wife and young son, spent two days recently at Aberdeen, Mississippi visiting their parents.

BIRMINGHAM TERMINALS

MRS. NELLIE MCGOWEN, Reporter

A. Schafnitt, former car foreman at Birmingham, now located at Enid, Oklahoma, paid us a visit recently.

A very interesting safety meeting was held at Birmingham on January 19, with about eighty in attendance. This was one of the largest meetings of the kind ever held here and indicates that employees in Birmingham terminal are very much interested in the safety movement.

H. C. Wilson, head train clerk, is confined to the St. Vincent hospital with pneumonia. We hope for him a speedy recovery.

W. A. McGlothlin and wife were called to Williamsville, Mo. recently account of death of Mrs. McGlothlin's mother. We extend our sympathy.

Have heard a lot of good "fish stories" but C. J. Thompson, assistant to superintendent terminals, has the best "dog story" out. A few days ago he called his dog in to feed him and he came rush-

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BIRMINGHAM, ALABAMA

ing with a one dollar bill in his mouth. Have been unable to find out where the dog got the one dollar bill unless he is an accomplice in some of the recent bank robberies or hold-ups.

Birmingham can now boast of the most up-to-date ice dock on the Frisco system which was recently completed by B & B foreman A. L. Burleson. This dock is 530 feet long and equipped with electric conveyor. Twenty-eight cars can be spotted at this ice dock at one time, fourteen on each side. It is figured that an hour's time will be saved on each perishable train arriving in the terminal and will also eliminate the hauling of cars three miles to 9th Avenue to an old five car ice dock which has been maintained at that point.

Birmingham terminal also has a new fifty foot scale track which was recently installed and which is quite an improvement over the old scale.

Demurrage clerk J. A. Morton is spending several days in St. Louis.

C. J. Thompson and wife spent the week-end in Amory, Mississippi recently.

Everybody received a "comic valentine" so we have at last seen ourselves as others see us.

STORE DEPARTMENT NEWS SOUTHERN DIVISION

WARREN PUCKETT, Reporter

Jake Lutz, car foreman, Yale, recently purchased for himself a brand new Pontiac Six coupe. Jake was talked into buying the Pontiac by B. Sinks, traveling air-brake foreman, as "B" owns one himself. Jake says there is all the difference in the world between a Ford coupe and a Pontiac coupe.

D. A. Riddle, store foreman, Memphis, recently traded his old Ford touring for a Ford coupe. D. A. says there is no comparison in the two cars. Mrs. D. A. Riddle has been confined to her home for the past two months with a gripe and throat trouble, but we are glad to announce at present that she is able to be out again. I suppose that D. A. is glad, for he has been telling wild stories about his cooking and house cleaning recently.

E. C. Kummerle has accepted the job of "stationary engineer" for the Memphis shop, which vacancy was brought about by the resignation of J. C. Murphy, who has returned to his old job at the city water department. Mr. Kummerle comes to us well recommended, having served in the capacity of chief engineer for the Tuscaloosa Utility Company, at Tuscaloosa, Alabama, as well as having held several jobs in Memphis with a great deal of responsibility attached to same.

A. P. Matthews, who for a number of years has been division passenger agent at Memphis was promoted to general passenger agent on February 1, with headquarters at Memphis. We congratulate Mr. Matthews upon his promotion and wish him much success in his larger field. Mr. Matthews has a host of warm friends in and around Memphis who will be delighted to learn of his promotion.

W. H. Gimson, general foreman, Memphis shops, returned to his duties on January 31, after a sojourn in the hospital.

Gladys Irwin, stenographer to general car foreman, Memphis, has been seen several times recently riding around with different automobile salesmen in new roadsters. Gladys is contemplating on buying for herself a new roadster, and it is hard for her to make up her mind what kind of a car she wants.

For the benefit of those who help to make the Frisco the largest and best railroad in the country, I am going to give you the following information which was given first-hand to me by another party who was interested in the Frisco's welfare. Jimmie Scruggs, switch engine foreman between Harvard and Yale, and who has been with the Frisco about ten years, and who was formerly yardmaster at Yale, stopped his train on December 21 and walked back some 600 yards to pick up a 5x9 journal brass, which he noticed laying between the rails as he passed over it. The above brass was turned over to car inspector at Georgia Street. Men who have the interest of the Frisco at heart like Mr. Scruggs, should

be commended for acts of this kind and this is the reason I mention the same in these columns.

"AMORY, MISS. STORE"

Mrs. J. W. Patterson, wife of storekeeper, has been visiting friends in Oklahoma recently.

Mrs. J. C. Allen, wife of clerk to storekeeper, spent some few days recently visiting friends and relatives in Quincy. "Cotton", husband of Mrs. Allen, says that time sure drags in Amory while his wife is away. Would recommend "Cotton" that you run up to Memphis to help chase the blues away.

James H. Fears, store helper, has been on a leave of absence recently on account of illness. Mr. Fears has been confined in the St. Louis hospital with an attack of diabetes, but reports that he will very likely be able to return to his duties soon.

Robt. A. Evans, relief counterman, says there is quite a bit of difference between working with the bridge and building gang and working in the store department at night. Mr. Evans is handling Jim Fears' job while he is away.

Walter Dixon, extra man, has been working in the place of A. J. Malone who resigned recently to take up new duties in the car department.

Dillard Gately, who just recently completed his apprenticeship as sheet metal worker, paid our office a very pleasant visit recently. Dillard is now located at Amory in his new line of work.

BIRMINGHAM, ALABAMA STORE DEPARTMENT

W. H. King, store checker, Birmingham recently resigned his position to accept a position with the Frigidaire Company on 5th Avenue. We wish Mr. King much success in his new work.

W. F. Barton has been assigned the job of store checker, which vacancy was brought about by the resignation of Mr. King. Mr. Barton comes to us from Montgomery, Alabama, where he formerly held a position with the Western Railway of Alabama.

Mr. Westerhouse, general foreman, Birmingham, is contemplating taking his vacation sometime soon, and "Louie" is to handle his duties while he is away. Louie is a good sort of a fellow but he does want a lot of baggage shipments from Springfield for material.

Birmingham terminal now have the

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Ten Million Dollars
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SAINT LOUIS

1500 class locomotives running into Birmingham and quite a bit of material has been ordered recently to take care of the requirement for these "giant engines."

Joe Thomas, better known as "Shorty Joe" says that Spring surely must be close at hand from the number of flying ants that he has unearthed in the lumber yard recently. Joe works with goggles on to keep the ants out of his eyes.

G. E. Westbrook, storekeeper, has bought himself a bicycle recently to go to and from work on and he says that his Chevrolet car is too expensive to drive down to the office every day. The bicycle is better known as "Spark Plug" around the East Thomas section.

Birmingham terminal has no cause to think that times are slow as they report a great amount of freight as well as passenger business during the month of February.

DORA, ALABAMA

F. M. SCOTT, Reporter

The Pan-American Petroleum Corporation of New Orleans, La., has installed two large storage tanks at Bergens, for the storage of gasoline and kerosene. This is a modern plant and located next to the Standard Oil Company's plant. The Pan-American Petroleum Corporation is under the management of W. W. Paul of Dora, and until the installation of these tanks the users of the Pan-American products were furnished from the Jasper plant. The installation of the Pan-American tanks gives us two oil storage plants, the Standard Oil Company and the Pan-American Petroleum Corporation.

The Dora Chevrolet Company, another new enterprise on our line, is about three months old and doing a good business. Doing all kinds of repair work and having installed quite a bit of modern machinery, to make necessary repairs to the Chevrolets, as well as to other makes of cars.

Rumor has it that the City Ice Delivery Co., of Birmingham, is to build and maintain a twelve-ton ice plant at Dora. During the summer months there was shipped from the Birmingham plant a car of ice daily to the local dealer here.

W. M. Houston, warehouseman bumped by Sidney R. Utley from New Albany, Houston bumped at Guin, Ala., and job later pulled off. He then went to Amory, Miss.

G. O. Gaylor bid in Lillieh vacancy on first Dora job. O. Clay bid in Gaylor vacancy.

Horace Parrish, brakeman, has gone to Birmingham extra board. O. Clay was bumped off second Carbon Hill mine job as conductor, and came to Dora, bumping on Sipsey run as brakeman.

BIRMINGHAM GENERAL OFFICE

LAUNA M. CHEW, Reporter

It is with deep regret we have to announce the death of our soliciting freight agent, John W. Shill, who passed away on January 19, after a very short illness. Each feels we have lost a good personal friend, and the Frisco a most loyal worker.

Balfour F. Thompson, formerly chief clerk, has been appointed soliciting freight agent, succeeding Mr. Shill. Mr. Thompson came to this office from the local office in June, 1922. We feel sure business will pick up right along now—Tom is a hustler.

Carl E. Bowen has been appointed chief clerk, succeeding Mr. Thompson, coming back "home" after having spent a year with the Wabash railroad. We welcome "Abe" back in the family and wish him every success.

H. J. Green, cashier, Beasener agency, paid us a pleasant visit today. Wish more of the fellows would call on us.

Since removal of the trainmaster's office to Amory, we certainly miss the "Lovely Lady" and the whole gang. Hope they will spend a week-end with us occasionally anyway.

Mr. H. H. Thomas, operator, Winfield, Ala., wife and daughter, Margaret, spent the day in Birmingham recently, motoring through.

Dr. and Mrs. R. C. Woodson are leaving the eighteenth for a vacation trip to points in Florida and Cuba. On their return we expect a report of a wonderful trip.

FREIGHT TRAFFIC DEPARTMENT ATLANTA, GA.

ETHEL GERRY, Reporter

J. E. Springer, G. A. P. D., accompanied by J. B. Morrow, G. A. P. D., attended the family gathering held in St. Louis, January 24 and 25.

C. C. Mosley and J. C. Midyette, of the Jacksonville, Fla., office, stopped by on the way home from the family gathering. We enjoyed their brief visit very much.

Mr. and Mrs. W. E. Post have been transferred from Kansas City, and we are glad to have them back.

We learned with sorrow of the death of our former traveling freight agent, John W. Shill, of Birmingham, Ala. We all liked Mr. Shill very much.

I. O. Schaub, formerly with the Frisco, agricultural department, at Springfield, paid us a visit last week. He is now connected with the State Agricultural College, Raleigh, N. C.

SUPERINTENDENT'S OFFICE MEMPHIS, TENN.

BERTHA HARRIS, Reporter

The Birmingham dispatching office has been consolidated with and transferred to the Amory office. The consolidation brought about some "bumping." M. D. Ross being displaced on first trick Tupelo sub, displaced Chas. W. Gentry, who in turn displaced J. B. Tipler in the Memphis office.

Allie Mai Speight, secretary to Chief Clerk Shannahan, gave a bridge luncheon on Washington's birthday at her home on Trigg Avenue. Katherine Surles of the accounting department, Mary Buhler, Cozette Parker and Bertha Harris of the superintendent's office, were among the guests present.

We know spring has "come" to Memphis. Lee Ford appeared Monday in a brand new spring suit. Mary Buhler and Allie Mai are also sporting new spring suits and Cozette threatens to appear in a brand new outfit soon.

S. L. Williams, timekeeper, has a new "Chivvy" coupe ordered and on the way. All the girls have bids in to make the Main Street "drag" in the new car. Mr. Williams says he has a waiting list, and if any of the girls haven't their bids in, they had better hurry.

Chief Clerk Shannahan says he don't have to look at the calendar to know when it's Saturday. He just watches the office door about 7:55 a. m. and when the girls come in looking like an Easter parade he knows.

When Bill Hencke arrived on the scene in the accounting department some weeks ago, he started something—and now Ralph Williams, also of the accounting department, is trying to raise a mustache, too.

Ed Fleming, transportation clerk, is the proud possessor of a new Ford sedan.

Mrs. R. B. Butler has been called to Fort Scott account serious illness of her mother.

SOUTHWESTERN DIVISION

OFFICE SUPERINTENDENT
SAPULPA, OKLA.

JENNIE F. AITCHISON, Reporter

Miss Margaret Hughey, who has been working as stenographer to the mainte-

nance of way clerk for the past eight months, has returned to the freight office at Okmulgee as bill clerk. Miss Hughey's home is at Okmulgee.

Miss Lois Flanigan entertained the girls of the superintendent's office with a Valentine party. There were four tables of bridge, after which delicious refreshments were served. The following week Mrs. Ara. Lee Mosteller entertained the girls at her home.

Myrta Vayana is working temporarily in trainmaster's office at Sapulpa. Miss Vayana recently came to Tulsa from Cleveland, where she was connected with an eastern road.

Frank Campbell and Mrs. Campbell attended the consistory ceremonial at Guthrie. They were the guests of Mr. Campbell's uncle.

Mrs. Mac Miller recently returned from a trip to Kansas City and Iowa, and is now working temporarily as ticket clerk at Sapulpa.

Miss Ella Thrasher has been selected as pianist for the Kiwanis Club at Sapulpa. Miss Thrasher is also a member of the "Bull Frog" Band which was organized by the Kiwanians.

Miss Mabel Spence spent the week end at Oklahoma City, as the guest of Miss Stripling, a former Frisco employee.

A. D. Woodruff, who was affected by the consolidation of terminals, has moved his family to Oklahoma City and is working as yard clerk; R. L. Allred, formerly of Sapulpa, has also moved his family to Oklahoma City and is working in the yard office. Mrs. Ara Lee Mosteller, for several years assistant file clerk, has gone to Oklahoma City to work in the agent's office.

M. B. Reynolds, telegrapher, has returned from Arizona where he has been for the past three or four months because of ill-health. Although not fully recovered, Mr. Reynolds is gaining rapidly and will soon return to work.

Alone Kinlock of Sapulpa terminal was visitor at Sapulpa recently. Mr. Kinlock has been discharged from the Veteran's hospital at Muskogee. Leslie Snyder is a patient at this hospital and reported doing nicely. Last word received from Mr. Snyder was in the form of holiday greetings. Two more of the Frisco boys who have been discharged from Veteran's hospital at other points were W. T. Rouse, who is convalescing in Colorado, and J. B. McMillen, who is now recuperating at the home of his father at Lebanon, Mo.

DEPOT TICKET OFFICE TULSA, OKLA.

E. W. SHANNAHAN, Reporter

The many friends of the late G. W. Green, industrial commissioner, no doubt will be pleased to know that his wife and son George, Jr., are living in Tulsa with her father, mother, and sister at 1843 East Sixteenth Place and getting along nicely.

A. L. West, our night ticket agent, is wishing for warm weather. He says that it is easier to get the trains in and out without delay.

L. E. Roney has returned from St. Louis hospital and on duty as usual, although he was missed him very much.

Mrs. J. G. Marsh and son Jimmie, spent five weeks in Tulsa with her brother E. W. Shannahan. Mrs. Marsh has returned to her home with her mother who lives in Los Angeles, California. Mr. Marsh was city passenger agent, Wichita, Kansas, until his death two years ago.

40th AND 43rd TRACK DIVISIONS SAPULPA, OKLA.

J. A. MACMILLAN, Reporter

Employees of the maintenance of way department are very sorry indeed to learn of the illness of I. N. Tague, who has been our foreman at Neosho for many years, and hope that he will recover speedily and be able to again take charge of his gang.

F. M. Mathews of Tulsa has been as-

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are sorry, indeed, to lose Pauline and the best wishes of all Tulsa terminal go with her to her new home.

Again we have to report that Earl Copeland, clerk in the office of storekeeper, has resigned his position here and accepted a position at Seminole with the Public Supply Company. Don't forget the Frisco, Earl, and remember you have our best wishes.

There have been so many new employees in the terminal since the consolidation of Sapulpa-Tulsa terminals, that it is quite difficult to recognize the status of each person. A man was walking through the yards the other day and met one of the employees and asked him what his duties were. He replied that he was a yard clerk, and the party making the inquiry replied that he was very glad to meet him; that he was the first one he had met since his arrival here that was not a yardmaster.

Harold L. Cousis, yard clerk, has secured a sixty-day leave of absence, during which time he expects to visit Los Angeles, Calif., Portland, Ore., and many other points of interest in the west.

Donald P. Denny, son of L. G. Denny, our agent at West Tulsa, who is a student at Oklahoma University, recently made a trip with the University Glee Club over the Frisco, enroute to St. Louis, where they met the Missouri Valley Collegiate Glee Club.

RIVER DIVISION

SUPERINTENDENT'S OFFICE CHAFFEE, MO.

ANNA GOLDEN, Reporter

Mrs. S. J. Frazier of Enid, Okla. was visitor for a few days in Chaffee last month while returning from Hayti, Mo. where she was called account death of her father.

C. L. Tidwell, of Memphis, has been appointed assistant special officer on this division, filling the vacancy created by Bob Hogsett who has gone with the Cotton Belt Road.

T. J. Houlihan, general agent at Cape Girardeau was guest at a dinner given by Chaffee Lions' Club, February 15 at Arnold's Cafe.

"Buddie" McBride has severed his connection with the engineering department to accept position with a Mining Company with headquarters at St. Louis. "Buddie" has been with the Company for about four years, has made many friends in the office and out on the line from whom he has the very best wishes for success in his new line of work.

Jimmie Campbell is our latest addition to the engineering department, having decided that he will learn how to build railroads instead of selling shirts and ties.

Otto Haman, of the engineering department at Memphis was the guest of Mr. and Mrs. S. W. Booth a few Sundays ago, after paying a visit to his parents at Cape Girardeau, Mo.

Mrs. C. McBroom has been visiting for some time in Kansas City, and even though our chief clerk has been batching, he seems to be able to be at his

desk early each morning.

Ralph Stephens, who has been holding down the assistant timekeeper's desk for some time, has been sent to Crystal City to help out station force at that point. "Cy" is getting mighty close to the big city.

Catherine Welch, formerly of the mechanical department, is acting as clerk to assistant superintendents during the absence of Mary Daily, who is taking a thirty days' vacation.

R. C. Giesike, Jr. has resumed duties as chief timekeeper after an absence of about ninety days account sickness.

Leota Friend was hostess to the F. F. F. Club the evening of February 15, entertaining with three tables of bridge. Irene Rigidon was awarded first prize while Elizabeth Grieshaber received consolation.

Cletis Price, our former file clerk, and who for a while was with the accounting department at Memphis, is at present helping out with the station force at Cape Girardeau.

O. O. Baker, of Blytheville, is working stenographic position in trainmaster's office.

OFFICE OF DIVISION ACCOUNTANT—CHAFFEE, MO.

ILA COOK, Reporter

At last we are seeing signs of spring! On January 16, Southeast Missouri was covered with a heavy coat of ice which tore down telephone, telegraph and electric light wires. The efficiency of the different companies was shown by the rapidity in which the wires were replaced. The Frisco was without telegraph service only about 48 hours.

Mrs. H. H. McGarvey has resigned her position in Springfield and moved to Chaffee, so as to be with Mack.

Mrs. S. W. Booth spent a week visiting friends in Springfield.

We had some of our old force back to visit us on Sunday, February 6. Cleatus Price, Harold Fariss and V. L. Thomas.

Mrs. H. A. Mitchell and two children drove from Fort Scott to Chaffee last week. She says that she only paid \$37.50 to be "towed" part of the way.

Miss Lorena Bollinger, steno-clerk at Blytheville, and Ila Cook spent Sunday, February 20 visiting in Memphis.

Miss Irene Rigidon is taking pictures these days. I think she had a birthday recently and a camera appeared on the scene.

The joint facility accountant, Mr. Sites, has been with us this past week. Also Mr. Davison, traveling timekeeper.

Our tennis courts are being "touched up" for use. We did not make much of a record last year but expect to do better this year.

We are very proud of our new Sunnyland. Travelers are rapidly learning that Frisco service is the best.

Freight House

To celebrate the coming of spring, we have a new foundation and new steps to our office building.

We are glad to report that Earl Patchett is back on the job after being in the hospital for some time.

R. C. McKnight is also reported greatly improved but is not yet able to return to work.

Joe Huber, Jr. and family have returned from St. Louis where they have been visiting relatives.

At last we have our new scales installed. They are fifty feet long and hold one hundred and fifty tons. It is a great improvement to Chaffee yards.

Trainmaster's Office

V. E. Hopkins has been away from the office on account of an ulcerated tooth. R. Q. Jennings who has been operator on the second track here, has been transferred to Hayti.

Mr. and Mrs. R. L. Cooper are in Centralia, Illinois, where they were called by the serious illness of Mr. Cooper's mother.

Tom Hudson and wife have just returned from a vacation in Florida. Of course they had a wonderful time.

Mrs. Lee Story has returned from a visit in St. Louis.

Jerry Payne, former brakeman on this division, passed through here on his way to Weiner, Ark. Jerry is working for the Pennsylvania Lines in Pittsburg, but he says he would like to be back with the Frisco. They all come back!

W. L. Anderson has moved his family here from Blytheville where he has been working.

Charles Barham, brakeman, was rushed to the Frisco hospital last week for an operation but after an examination, it was decided that his condition was not so serious.

On February 7, while giving signals from the top of the caboose at Ste. Genevieve, Missouri, conductor J. S. Lloyd was hurled to the ground where he was badly injured by blows on the head. He was taken to the hospital where he is recovering nicely.

OFFICE OF B. & B. AND MAINTENANCE OF WAY CHAFFEE, MO.

EVA WRAY, Reporter

The section house at Brownwood, occupied by foreman L. L. Pritchett and family was destroyed by fire the night of February 7.

Water service department is very busy putting down a new well at Brooks Junction, Mo.

Mr. Alsobrook has just completed the raising of new smoke stack at Hayti, Mo.

After ten days, operations were resumed on the Jonesboro Sub on February 9 with water twenty-four inches over the rail.

Our B & B foreman, Mr. Brooke, after wearing out all of his socks by wearing hip boots, has finally discarded his boots. Yes, he bought some new socks which he hopes will last until spring at least.

We are sorry to lose Mr. Terry, our well known and liked roadmaster on Chaffee Sub, who has accepted the position of foreman of the system rail laying gang. Mr. Terry has been on this division since 1922, when he came here from the northern division off of the rail laying gang to which he is returning. He started his railroad career in 1888 on the old Memphis Line and has since worked various places on the railroad. Mr. Terry prefers the wide, open spaces, as most of us do when spring approaches, and we extend our best wishes to him in

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Farmer-Cannon Jewelry Co.....Birmingham, Ala.
Finley, R. W.....Chaffee, Mo.
Fink, John, Jewelry Co.....Fort Smith, Ark.
Graves, A., Co.....Memphis, Tenn.

Gahlenbeck Jewelry Co.....Pensacola, Fla.
Haltom, G. W.....Ft. Worth, Texas
Mace, J. H.....Kansas City, Mo.
Russell, E. E.....Altus, Okla.
Standard Jewelry Co.....Muskogee, Okla.

this work and welcome W. N. Patterson who will take his place.

Daughter of J. F. Patterson at Steele, Mo., is rapidly recovering from serious injuries she sustained when run over by an automobile last week.

Thomas Mulkey who has been in the Frisco hospital for some time, is now able to resume his duties as section foreman of section 21.

Mr. Alsobrook and gang have been quite busy the past few weeks repairing depots, and building stock pens at Monett and Lake City, Ark.

"Uncle Bill" Alsobrook, spent his 43rd Wedding Anniversary the first of the month repairing coal chute at Hayti. He reports however, that he was not quite as excited as he was 43 years ago.

If the Gulf of Mexico is any larger than Big Lake was for a while, it is quite large. But the Gulf should grow after it gets all of the water out of Arkansas.

Mr. and Mrs. Martin Kehrt of Ten Brook, Mo., have returned from a vacation spent in Florida and Louisiana.

I hope you all noticed the poem published on the children's page in the last issue of the magazine, written by Ruth Ervin, daughter of E. M. Ervin, foreman in the B & B department.

MECHANICAL DEPARTMENT CHAFFEE, MO.

JAMES F. HALEY, Reporter

M. L. Flannery, machinist, sustained a very painful injury to his right hand, cutting two bones on the back of his hand nearly in two. He was immediately removed to Frisco hospital in St. Louis, where it is reported that he is getting along as well as could be expected.

Leo Sternberg, locomotive inspector at Memphis, visited friends at Chaffee recently. We asked him if reports were true about his having been sporting around Memphis in a Lincoln sedan. Leo grinned and winked, but said nothing. Come up and see us often, Leo.

Mechanical department accident prevention meeting was held in master mechanic's office January 26. Locomotive department at Chaffee did not have a single injury during month of January, while car department had only a few.

Ralph Zimmerman has resigned as stenographer in master mechanic's office and returned to his home in St. Louis. Miss Glenna Fay Kay is filling his vacancy.

Andrew Owens, of store department, has resumed his duties after an absence of over a month, receiving treatment in Frisco hospital in St. Louis.

John Sheeley, River division representative of Frisco metal craft and car department employees, attended a meeting at Springfield February 15 and 16.

Condolences of all engineers and mechanical department employees is offered to family of Engineer Fred Bruns, who was instantly killed in yards at Cape Girardeau. Mr. Bruns had been in the service fifteen years and was a faithful employee.

James E. Stout, locomotive inspector, narrowly escaped serious injury during the rain and sleet storm this country witnessed recently. While driving to work on Highway 61, just out of Cape Girardeau, a large limb broke, account of the heavy sleet and ice on it, and fell on top of his car. Mr. Stout lay down in bottom of car, still holding steering wheel, and his presence of mind probably saved him from serious injury.

The young son of Otto Jennings, grease cup filler, has been in serious condition the past week. However, high hopes are held for his recovery.

Robert Mathis, electrician, and Glenn Cooper, locomotive painter, are at present widowers, as their wives are visiting in Sapulpa, Okmulgee and Tulsa and Fort Scott.

Charles Baronowsky, machinist, who has been receiving treatment in Frisco hospital in St. Louis for the past three months, is expected home this week. His many friends will be glad to see him back on the job.

WESTERN DIVISION

TRANSPORTATION DEPARTMENT WESTERN DIVISION—ENID

Our Slogan—Boost or Blow

CAMPBELL and CAMPBELL
Reporters

Received a visit from Frank Hinkle, roadmaster. He seems to be improving rapidly and hope to see him back on the job in a very short time.

George Snyder, trusty clerk at the freight house, found it necessary to go to the hospital in St. Louis, where we understand he is getting along nicely.

Ada Dillon, chief stenographer, is back again after two weeks' illness. We are more than glad to have her back, the place isn't complete without Ada.

Elma Williams, former trainmaster's clerk, paid us a visit last week. Elma is now working in Oklahoma City in the assistant superintendent's office. To date she doesn't know which town or job she likes best, but we have our suspicions.

On January 28, train 609, in charge of Conductor R. J. Hotelling, near Lucien, was flagged by a former Frisco man named Frank Williams. He had found a broken rail and by flagging the train probably averted a serious derailment. The train and engine crew made up a purse for him, and No. 609 proceeded on its way.

The past month seems to have been the open season for odd happenings: Noticed on January 17 the B. & B. department shows, unloaded 14 cars of piling on the 1927 program in 14 hours. Work train left Enid and worked north to Lamont, returned to Enid and worked south to Southard, running 150 miles. B. & B. Foreman Fred Richardson and seven men were responsible for this splendid showing.

On January 13 Conductor L. L. Lawless and Engineer W. H. Keller handled extra 1313 tons, and Engineer Keller advises 1313 east, with 13 loads and 29 empties, he is the thirteenth child. With all of these unlucky numbers they had no delays and no accidents.

On Sunday, February 13, account derailment, the K. C. M. & O. detoured a fruit train from Custer City to Enid over Frisco rails, the train was delivered to the Santa Fe here for continuous movement. Looking over the train sheet we find the following: K. C. M. & O. train, Mo. Pac. engine 114, Frisco pilot from Custer City to Enid, then due to the fact that the K. C. M. & O. crew did not have them to complete the trip, and the Santa Fe had no crew to furnish, the Frisco supplied the crew, and they left town as K. C. M. & O. extra, with Mo. Pac. engine, over Santa Fe rails with Santa Fe pilot and Frisco crew. Looks like all the railroads in this vicinity had a hand in the matter.

Notice on a railroad crossing sign near very dangerous curve: "Speed on, big boy, hell ain't half full yet."

TEXAS LINES

STORES DEPARTMENT SHERMAN, TEXAS

IVA SEWELL, Reporter

We are all enjoying the beautiful sunshine after about two weeks of rain. Gardening will soon be the chief conversation, and it won't be long until time for spring house-cleaning, (which we always dread.)

Miss Delphine Jordan, daughter of chief clerk to master mechanic, is recuperating after an operation for appendicitis. We are wishing for Miss Jordan a speedy recovery.

August Machlinski, who worked in the bolt house, was retired on pension Jan-

uary 31. We miss him around here very much.

W. H. Blimmerman, section stockman, succeeded Mr. Machlinski in the bolt house and Jay H. Thomason of Fort Worth bid in Mr. Blimmerman's job. Mr. Thomason assumed his duties February 15.

Mr. and Mrs. Jimmie N. Honaker entertained a few of the Frisco men and wives with an informal party, Friday, January 21. Games and dancing were enjoyed until a late hour.

The shop crafts and business men of Sherman held a meeting at the Chamber of Commerce, Wednesday night, January 19, for the purpose of discussing the business affairs of our city. The shop men have on a campaign for "more freight business for the Frisco in and out of Sherman." Another meeting was held Friday night, February 4, and proved to be a very enthusiastic one. Quite a number of the business men were speakers of the evening, as were also Mr. McCarty, W. C. Preston, M. M. Sisson and C. H. Morrill.

Mr. and Mrs. C. Pierson entertained with a party Friday night, January 28. Square dancing was the chief amusement of the evening. Mr. Pierson is employed in the car department.

Miss Ida May Hutcherson of the general offices, Fort Worth, spent February 13 here visiting her mother.

Mr. and Mrs. L. McMillan are sporting a brand new Chevrolet landau. Quite different from the Ford sedan, but they have already mastered the art of shifting gears now.

John McKinstry's mother has returned home after being away for three weeks. John says he never was so glad to see her, because he has not had a good square meal during the entire time she was away, but he intends to make up for lost time now.

The clear silent call of the fire alarm summoned forth the fire department Tuesday night, February 8 at about 10:30 p. m. The dope house had caught fire but by the quick work of the boys the fire was soon in hand with only a small amount of damage done.

STORES AND MECHANICAL DEPT. FT. WORTH, TEX.

H. R. GLASCOCK, Reporter

Jay H. Thomason, storekeeper, was the successful bidder on the section-stockman position at Sherman. We wish Jay the best of luck on his new job and are sure he will like the bunch up there.

It is with regret that we learned of the death of S. L. Hampton, who for years was connected with the Frisco. At the time of his death Mr. Hampton was a retired section-stockman, of the Fort Worth stores.

A. T. Todd and John McKinstry made a shivering trip on the supply cars this month. One consolation for you, John, is that summer is near.

E. J. Sanders, formerly of the Sherman shops, is filling the job of car department blacksmith.

J. J. Cain, machinist, Sherman shops, is working on the air compressors at this point.

It looks pretty good to see old familiar faces, especially to the writer, who is from Sherman also, though at the same time these two shops can not be beat for fellowship among the men.

W. C. Preston, traffic manager, and O. H. McCarty, vice-president, held a short meeting with the shop men and interesting talks were made about securing new business for the Frisco. Much enthusiasm was aroused and am sure that results will soon be seen.

T. C. Melton, engineer at this point, and Miss Bertha Meers, of Menard, Texas, were united in marriage January 25. The bashful groom has steered clear of this office since his marriage, so it has been difficult to learn the details. But this much we would like to know, how Tommy enjoyed his first part of his honeymoon in the baggage car as an item of baggage, to be delivered to a certain destination.

Dan Hartman, passenger engineer, is off

with the flu, and it is hoped he will soon be able to resume his run.

Not much news from the roundhouse this month, except that the safety first rules are being observed rigidly.

CENTRAL DIVISION

ACCOUNTING DEPARTMENT FT. SMITH, ARK.

FLORA BOLLINGER, Reporter

C. H. Baltzell visited the central division for a few days recently. Mr. Baltzell was proudly displaying a very beautiful watch presented to him by his former co-workers at Little Rock, Ark.

L. O. Mouser, bill and voucher clerk, has returned to the office after several days' absence account having the flu.

Mr. and Mrs. Ed Carter are the proud parents of a baby boy, born January 16, 1927. The accounting department extend congratulations and best wishes.

We are all very proud of Oscar F. Nelson, completion report clerk, who won the booby prize at the last bridge party he attended.

S. Kelton, former assistant superintendent on the central division with headquarters in Ft. Smith has been transferred to Oklahoma City, and F. E. Brannaman has been assigned assistant superintendent at this point.

Pauline Smrecker, stenographer in the superintendent's office, celebrated her birthday, February 4, and she gayly announced that she had now reached the "half century" mark.

Grace Heyburn, stenographer in the engineering department, has resumed her duties after having been ill with the flu.

Maggie Morgan, formerly in the Frisco offices at Paris, Texas, is now stenographer in the dispatcher's office at Ft. Smith.

Roadmaster J. A. McAllen, who has been seriously ill, returned to his office February 15. During the absence of Mr. McAllen, the duties of roadmaster were taken care of by J. F. Johnson.

Anyone interested in the purchase of a good kodak at a bargain price are referred to J. S. Bartles of the engineering department.

MECHANICAL DEPARTMENT FT. SMITH, ARK.

IRENE WOESTMAN, Reporter

Miss Emma Jo Scholze, daughter of Mr. and Mrs. Fred Scholze, has returned from a two weeks' visit with relatives in Muskegon.

Death has again visited our ranks and has taken from us one of the most valuable employees on the Central division, namely, J. H. Woolverton. Mr. Woolverton was employed on this division as fireman for nineteen years and while making a trip on February 3 was taken sick on his engine, and it was necessary that he be brought to Fort Smith hospital, where he was operated on, but died the morning of February 5. He was held in the highest esteem by the mechanical officers of the Central Division, and was considered among the best of firemen. No complaints were ever made about his work and he was a favorite with all the engineers for whom he fired.

We wish to extend to Mrs. Woolverton and children our sincere sympathy in their great bereavement.

Mr. Prugger is in Fort Smith installing machinery in the new mill shop, which will be of material advantage in the local car department.

The small air compressor that has recently been installed in the stationary plant is now in operation, and the use of this compressor during the hours that the shop is not working will make a decided reduction in the power plant expense at Fort Smith.

We were pleased to receive advice that J. F. Hill, road foreman of equipment on the Fort Smith sub, who has been in the

St. Louis hospital for several days, is improving and will soon be able to return to the division.

Mrs. E. T. McKenna and son, Eugene, motored to Springfield with relatives, where they are now visiting.

ENGINEERING DEPARTMENT FT. SMITH, ARK.

GRAYCE HEYBURN, Reporter

A bumper strawberry crop is expected in this section, and we have submitted plans for enlarging our facilities at Purdy, Butterfield, Rogers and Springdale, in order to take care of this potential increase.

Mrs. E. L. Collette has returned home from a visit of several days in Springfield, Mo.

Our pile driver is back from the Springfield shops after undergoing general repairs.

J. A. McAllen has resumed his duties as roadmaster on the 3rd track division, after having been confined to his home for the past thirty days with the smallpox.

We extend our sincere condolence to Mrs. S. J. Frazier, who recently lost her father.

Ed Carter, water service foreman, was successful in having the Loden Motor Company route a car of Hudson and Essex automobiles into Fort Smith over the Frisco. Formerly this business has been handled via Kansas City Southern.

The finishing touches are being put on the passenger station at Payetteville, and the agent and his force have transferred into their new home. This building is of Spanish type architecture, and the town folks of Payetteville, as well as the railway company, are very proud of it.

Sign on Garrison Avenue: "We tie you, collar you, and sock you."

Johnson Ehing comes to work every morning with a new song heard on the radio the night before, and it takes the office force all morning to figure out just what he is trying to sing. However, we are all for Johnson, and believe he will get one right some day.

Marking the announcement of the engagement of Miss Helen Topping to Walton William Loevy of St. Louis, Mrs. Harry Booth entertained with an apron shower Wednesday, and on Thursday Mrs. Cantrell was hostess at another afternoon party for Miss Topping.

OFFICE OF SUPERINTENDENT FT. SMITH, ARK.

PAULINE SMREKER, Reporter

Fireman J. H. Woolverton died in a Fort Smith hospital February 4, being survived by his wife and seven children, to whom we wish to extend our sincere sympathy.

G. W. Nordin, general yardmaster, was seriously injured February 1, when an automobile in which he was riding skidded into another machine. Mr. Nordin's skull was fractured and he suffered severe body bruises. Attending physicians report his condition as improving and we hope he will soon be able to be back on the job. W. L. Mayfield has been acting general yardmaster.

At Albion, Okla., where school children ride in a bus, they have a boy flag the railroad crossing while they cross. This is a very good practice from a safety standpoint and we should urge everyone to use this precaution.

H. H. Westbay has been confined to his home in Monet during the past month on account of a severe case of the "flu." Mr. Westbay is missed by all, and we hope he will soon be able to return to Fort Smith.

Alice Cantrell returned Tuesday from Ann Arbor, Mich., where she went to attend the annual Junior Prom of the University of Michigan.

In honor of Helen Topping, whose engagement to Walton William Loevy of

St. Louis, was announced recently, Mrs. H. M. Booth entertained with an apron shower Wednesday, February 16. Numerous parties and showers are being planned for Miss Topping before she leaves next week for St. Louis, where she will be the guest of her uncle and aunt, Mr. and Mrs. H. M. Edmunds.

We are glad to have with us Maggie Morgan of Paris, Texas, who was awarded the position of trainmaster's stenographer.

Even though the groundhog did see his shadow, G. W. Walker, special agent, thought spring had arrived, so he purchased a new Pontiac sedan.

Effective February 1, S. Kelton was transferred to Oklahoma City as assistant superintendent, F. E. Brannaman coming to this division in the same capacity. We wish them both success at their new locations.

NORTHERN DIVISION

MECHANICAL DEPARTMENT KANSAS CITY, MO.

DORAL L. DENISON, Reporter

We wish to express our deepest sympathies to John Hahner and children in the loss of their beloved wife and mother who passed away on January 25 at Olathe, Kansas. Mr. Hahner wishes to thank the employees and friends for the respect and kindness in their sad hour of loss.

Phil Picard is the proud possessor of a run-like-new Star touring car.

Frank Bertina, machinist helper had a very narrow escape from a serious injury when his Ford coupe was wrecked recently.

We wish to express our deepest sympathies to the friends and family of Mrs. Mary Foster, mother-in-law of Charles Hamer, boilermaker, who passed away at her home in Independence, Kansas, recently. She was 78 years old. Mrs. Foster had been in failing health the past two years.

William Teeple, hostler, who has been off with the flu, is back with us again and looking fine.

Mrs. Fred Chaffin, wife of inspector Chaffin, has entered the hospital for the treatment of an infected tooth.

Banta Phillips, hostler helper, is the proud owner of a set of new teeth and we all admit that he looks fine.

Hugh White, formerly machinist at Ft. Scott, Kansas, has taken the vacancy caused by the transfer of John Nachbar. We welcome you to our midst, Hugh.

William Churchill, vice president of the business men's bible class and retired Frisco conductor, gave what was known as Frisco Day in his class held in Ivanhoe Temple the first Sunday in February. This was a great success and was attended by over 250 Frisco employees.

Albert E. McFarland who has been off on the sick list is back with us again, and has taken the job as air man helper from four to twelve.

We wish to express our deepest sympathies to Mr. and Mrs. E. M. Gillispie and daughter, in the loss of their beloved son and brother, Edward Jess, who passed away January 17, at the age of twenty-seven years. Mr. Gillispie is employed as locomotive engineer and has been with the Frisco for the last thirty-seven years.

Con Kennedy, blacksmith, has had a severe attack of blood poisoning in his arm, but has improved at this writing.

We wish to express our sympathy to William R. Singleton, car man at Rosedale, in the loss of his father.

Clarence Phni has recovered his car which was stolen some months ago.

Clarence Rockers is the proud possessor of a new Chevrolet coach.

Buddy Jackson and Dan Hurley have sent to Sears Roebuck for two pair of rubber boots, since they have been working in the roundhouse drop pit.

James E. Johns, formerly of Ft. Scott, Kansas, has accepted a job as blacksmith at Kansas City.

The first annual Frisco accident preven-

tion pep meeting held in the LaFiesta auditorium was a howling success and there were assembled for this occasion approximately 600 people. There were a number of three minute talks made by the safety supervisors which was very interesting and educational and we were also entertained by a very talented group of entertainers which consisted of Mrs. R. C. Snyder, Miss Helen Bobbitt, Miss Doris Louise Johnson, Miss Geraldine O'Brien, Miss Irene Barbee and Cahill and Blanke. The rest of the evening was given over to dancing which was participated in by all.

The reporter of this column and Walter Mitchell, wish to express their deepest appreciation of the wonderful treatment received by us from the doctors and attendants of the Frisco hospital at St. Louis, while there.

We hope that our friends, Mr. Gandy and Mr. Bidwell, who are still in the hospital, are doing nicely.

Mrs. John Renz, wife of machinist Renz, who has been ill for some time, has shown quite an improvement at this writing.

LOCAL FREIGHT OFFICE KANSAS CITY, MO.

DAVID H. TODD, Reporter

The Frisco gave a big dance January 31 to defray expenses for our first annual accident prevention and pep meeting held February 7.

Our hard working rate clerk, Herm Wilson, has finally had to pay the price, and has just purchased his first pair of glasses. Chief clerk Fenner has also purchased a pair, and tells us that nothing gets by him now.

Harry Bowers was the first one in the office to receive a valentine, and Rich O'Connor, a shamrock. Rich, who was the fellow who drove all the frogs out of Ireland?

We are glad the record men came up from St. Louis and found the boxes of candy the claim department hid so well in the record room that they couldn't find them. Certainly cleared things up for the rest of us.

We are having our spring house-cleaning a little early this year, due to the fact that Mr. Kiburz and his helpers are removing the records from part of our old record room into the main office, and making a place for the new zone auditor's office.

All of you have probably figured out how far a spider would have to crawl to reach a fly in a room that is 30 feet long, 12 feet high and 12 feet wide, if the spider was stationed 1 foot from the ceiling and 6 feet from the side wall, and the fly 1 foot from the floor and 6 feet from the side — the fly remaining stationary; but Gus Gabauer would like to know how far a mosquito would have to fly if he traded places with the spider. All answers will be treated confidentially.

"Gleanings from the Bill Desk"

Franchon Johnson was called to St. Louis owing to the death of her Aunt. Our sympathy is extended to Willene Jacobs over the loss of her step-father recently.

Glenn Holland, one of our efficient bill clerks, — or better known as the "Slot Machine King," has the California fever. Better stay on that bill desk Glenn.

Mark Cassidy, another of our bill clerks, does not believe in buying cigarettes or apples. Let Charley pay for them. (Lucky Mark).

Willene Jacobs, one of our popular comptometer operators, has gone to California for sixty days. Miss Toogood is relieving her.

Harry McCarthy, waybill checker, is relieving Earl Leonard in the Rosedale office for a few days. Clay McGraw is working in his place.

In line with Mr. Kunr's request to get more for the Frisco, our agent called a special meeting with all the heads of the departments to see what the office as a whole could do along these lines. Cards were passed to those who could influence their friends to ship via Frisco, and we are greatly surprised to note how things

are working out by way of suggestion as several large freight shipments have already been secured, and a passenger to Tampa, Florida.

MASTER MECHANIC'S OFFICE KANSAS CITY, MO.

H. F. SHIVERS, Reporter

C. O. Edmisson, coach foreman, had the thrill of a lifetime when he ran head on with a truck on the Pasco some time ago. The truck was without lights and the damage to Edmisson's Oldsmobile was \$65.00. Defect card in the form of a check was issued Edmisson by the owner of the truck and his car was repaired on authority of said defect card.

H. P. Crew, car clerk at South yard, has decided to make Kansas City his home for a while, so has moved his family from Pratt, Kansas.

H. L. Johnson, timekeeper in this office, figures on picking up a few extra dollars this spring, on the sale of bird dogs. **LATER.**—We hear that all his young dogs fell in the Missouri river and were drowned.

Coach inspector, Curtis Kincaid and wife, visited in Wichita a few days the first of February.

Installation of the new track scales has been completed in the Nineteenth Street train yard and are working to the satisfaction of all concerned.

R. W. Schulz, formerly superintendent car department of the Frisco, but who now holds a responsible position with the Union Draft Gear Company of Chicago, was a pleasant caller some time ago.

A. R. King, triple rack man at North yard, accompanied by his wife, visited in Springfield the first part of February.

Hugh L. Grammer, formerly employed as mill machine man at this point has left our services to accept a position with the M. & N. A. at Harrison, Arkansas.

The most delightful occasion of the season was the second meeting of the accident prevention committee held at La Fiesta hall February 7.

Lee Taylor, chief clerk in division store keeper's office went to the mat with old man flu some time ago, coming out victorious, but looking somewhat the worse for wear.

Agnes Lynch, our file clerk heard some time ago that it was going to turn cold so she drove up to a filling station and asked for some alcohol to put in the radiator. The attendant to be obliging drained all the water out and filled the radiator completely full of alcohol which will undoubtedly prevent same from freezing.

The regular monthly meeting of the southwestern car men's club was held in the assembly room, sixth floor of the Union Station, Wednesday evening, February 9, with a good attendance from all the lines in the city. J. B. Gilliam, general foreman car department of the Frisco, presented a very interesting talk on the cause and prevention of hot boxes on our freight trains, which was enjoyed by all those present.

OPERATING DEPARTMENT KANSAS CITY, MO.

NICHOLAS J. FRACULA, Reporter

Here we are again, after an absence of several months. This is due to the fact that the old reporter, H. J. Hoke, was practically exhausted after the summer and fall social whirl.

We were glad to see the pictures of the ladies of the mechanical department in the issue before last, also our friend, H. F. Shivers.

Satchel Adams and John Miller, both owners of "Before 1900" Fords, are dickering for a trade. All that keeps them from trading now is that Adams claims that the knife that Miller wants in addition to his Ford still has one good blade left.

We worked Goof Anderson days while

Adams was off sick. Had to light a lantern so that he could see.

Red Swindell is wearing one of his Christmas presents. He claims that the shirt he got was a present from his wife and was lavender. We claim that it's pink. Better have a field test for Red.

Notice to Bob Brees: 1927 license plates are now available. They are cheaper than three trips to police court.

John Burch may have won the prize for the best dancer at the Sunnyland dance had there been one, if perseverance would have decided it. He did not miss a dance. We paid for it the next day in the yard office.

We could have had more young folks at the Sunnyland dance than we did. Some of the youngsters seen dancing—Conductor Scotten, Engineer Regan, Jim Cummings, Yardmaster Jim Harris, Charlie Kew, John Miller and various others too numerous to mention.

Glenn C. Ballenger, otherwise known as "Sugar," is the owner of a new Ford.

R. W. Walker wants to meet the man who invented "Impact recorders." He says that all the gray hair on his head was caused by this man. Every time a car hits he yells to his helper, Kramer, "Put it down in your book so that Burch can't blame us for that one."

Paddy Murray is the owner of a new Ford sedan. Several days ago he was driving home on Fifteenth Street. A colored man with a load of ties was crossing Fifteenth Street. Evidently Paddy thought that Tower 4 controlled traffic on Fifteenth Street, as he didn't stop until he plowed into the load of ties. The result was a black eye for Paddy and two for the Ford. When Paddy got out to crank the Ford his hand slipped and he skinned his nose on the radiator. This was enough for Paddy. He hired a garage man to drive the car home.

The ranks of the single men in the yard office have been thinned again. This time the "Old Reliable" got married. Champ Clark Phillips has deserted us, leaving only two to hold the fort. We wish him happiness in his new venture.

Miss Kate, the operator, attended both the Sunnyland and the Safety First dances. It took lots of coaxing to get her to go to the first one, but none for the second.

MECHANICAL DEPARTMENT FORT SCOTT, KANSAS

WALTER R. HECK, Reporter

George Ermatinger and wife were called to Minneapolis recently on account of death of Mr. Ermatinger's brother-in-law.

Guy Rea and wife were called to Douglas, Wyo., on account of the serious illness of their daughter, Margaret. She has been employed in a hospital in Douglas for the past two years, but has been unable to work for the past two months on account of sickness. She will accompany her parents home, as soon as she is able to travel.

Orville Newell, machinist apprentice, has completed his apprenticeship, and is now ready for a job as a full fledged machinist. He has not secured a job as yet, but is hoping to stay with the Frisco.

William C. Bryant, who has been serving an apprenticeship in the west shop at Springfield, has come to Fort Scott to finish the last six months of his time, in order to get some roundhouse experience.

Two engineers employed at Fort Scott passed away recently. Frank Russell died at his home on January 29 of heart disease. He has been running an engine in Fort Scott yard since 1910, and will be greatly missed by his associates.

Engineer William S. Brundidge died at the end of his run in Sapulpa on February 4 from an acute attack of appendicitis. Engineer Brundidge was running on No. 111 and 112 and was taken violently ill at Tulsa, but managed to take his run on to Sapulpa.

Will Bendure, former apprentice at Fort Scott, was in Fort Scott recently for a visit with his friends. Will is now associated with his father, George Perrine, in a butcher shop in Kansas City.

The Fort Scott roundhouse has been very unfortunate in the number of personal injuries sustained the past few days. Robert Bradley lost a portion of the third finger on his right hand in machine shop lathe. Chas. Wingblade hurt his right hand under the steam hammer in blacksmith shop, and Verne Mahan injured third finger on right hand while driving a brass in back end of main rod engine 4031. Also Albert Johnson suffered a slight injury when an oil can dropped off an engine and struck him in the face. We went through the months of December and January without any personal injuries, but certainly made up for it in February.

The company is storing about 5000 tons of coal at Fort Scott. Lee Thomas was employed as extra hoist engineer to assist in storing the coal. Mr. Moore and Ace Estill have been very hard pressed to figure out space to store the coal.

Mrs. Tom Freeman, wife of our cellar packer, underwent an operation recently for appendicitis. She is getting along very nicely. Mrs. Roy White also underwent an operation for appendicitis and has been taken to her home, where she is doing well.

The bridge and building men have just completed laying a new oak floor in the roundhouse, which was very badly needed.

Several of the roundhouse employees are attending the automobile show in Kansas City. Harry Moore, who went up on the opening day, says it is the best display he has ever witnessed.

COMMERCIAL OFFICE CHATTER KANSAS CITY

IRENE MORRISON, Reporter

Our office force turned out one hundred per cent for the Frisco Sunnyland dance. Everybody reported a wonderful time, including Chink Warner, our expert fan tan player.

Bill has a new sedan. Been out of the garage four times and no accidents reported.

Johnny says he did not get a Valentine that did him justice. Joe says he will get him one that will. Sounds like a threat.

We thought Pete and Steve had reformed, after Mr. MacGregor took them out to Bible class one Sunday. However, since learning that Pete went to the Women's Club and had luncheon with several hundred ladies, we think he must have slipped.

Steve sure has a lot of hard luck. After bringing home a Collie pup to replace the hound that was killed last fall, his wife refused to keep it. However, to erase all doubt that might be in the minds of his friends, it was not Steve who was found sitting on the steps of a police station with a steamer trunk and a dog.

OFFICE DIVISION ENGINEER FORT SCOTT, KANSAS

C. B. CATCHING, Reporter

B. F. Johnston, who has been rodman out of this office for the last several months, has been transferred to the new work in Alabama.

W. E. Bates, who has been employed out of the River division engineer's office, has been transferred to this division as rodman.

Instrumentman W. H. Smith, who has charge of the draining of wet cuts on the Northern division, reports the work on the Kansas City sub completed.

Below is a short note about the Alpha Dancing Club, which is about sixty per cent Frisco employees:

"Here it is the third season of the Alpha (originally the Frisco) Dancing Club and I don't think any of the rest of you have heard yet who we are and what good times we're having, and we want to tell you about it so that any of you coming through may drop off on dance nights and enjoy our good times with us. We're truly a very congenial Frisco family.

"The Alpha Dancing Club meets every two weeks on Monday night.

It was originally organized with Frisco folks only, but since then we've spread out to twenty-six couples—sixteen couples of them Frisco folks and ten of them from various business houses in the city.

"On February 14 (St. Valentine's night) we had one of the most enjoyable affairs yet. The hall was decorated in red and white streamers and red and white hearts and arrows. A local five-piece orchestra, managed by Mr. Knox, one of our boys, furnished peppy music for the evening. There was the slipper dance, ladies' choice and other novelty dances. All too soon Clarence (Chicken) Jones, the efficient manager, announced that the men draw for supper partners.

"Delicious refreshments of sandwiches, coffee and ice cream were served by Mr. Hobson of the Frisco lunch room, after which the dance took on the aspect of a REAL carnival dance with colored paper streamers, etc.

"Those present were: Mr. and Mrs. McCarty, E. E. Sandberg, J. E. Harris, Walter Higgins, George Scott, C. B. Catching, Leon Huff, Leo Chumles, Clarence Jones, Frank Shearer, Norman Miller, Clyde Gordon, H. E. Seelye, Harry La Munyon, Harry Craine, J. J. Anderson, Jo Lee, Fred Long, M. J. DeBoben, Carl Mertz, C. C. Cowen, Reid Darling, Marvin Darling, Wm. Meeks, A. B. Konantz, and Misses Childress and Swisher and Messrs. Gardner and Wolf."

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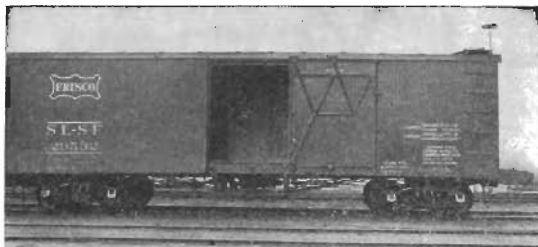
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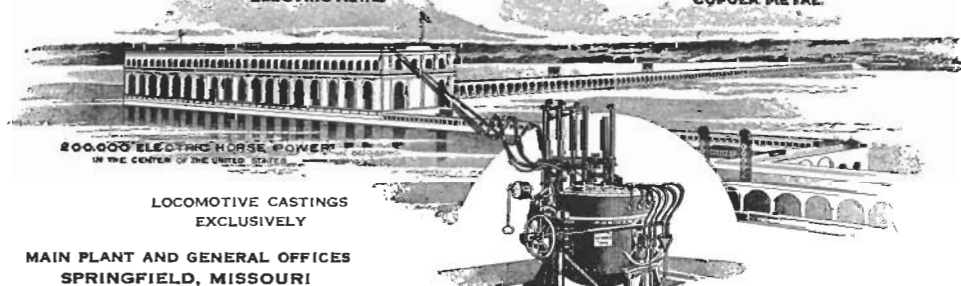
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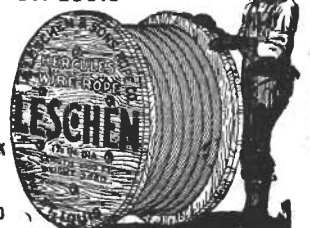
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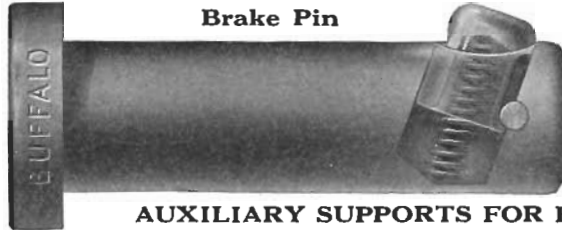
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Schedule of the



Read Down

Read Up

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5:23 am Ar.....	Vinita.....	Lv	9:13 pm
7:00 am Ar.....	Tulsa.....	Lv	7:25 pm
7:40 am Ar.....	Sapulpa.....	Lv	6:45 pm
10:45 am Ar.....	Oklahoma City.....	Lv	4:00 pm
7:40 am Lv.....	Tulsa.....	Ar	6:30 pm
12:20 pm Ar.....	Enid.....	Lv	2:05 pm
8:10 am Lv.....	Sapulpa.....	Ar	6:15 pm
9:20 am Ar.....	Okmulgee.....	Lv	5:10 pm

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