

THE FRISCO EMPLOYEES' MAGAZINE

INDUSTRIAL RELATIONS
SECTION

SEP 12 1925

VOL. II NO. 12

SEPTEMBER 1925



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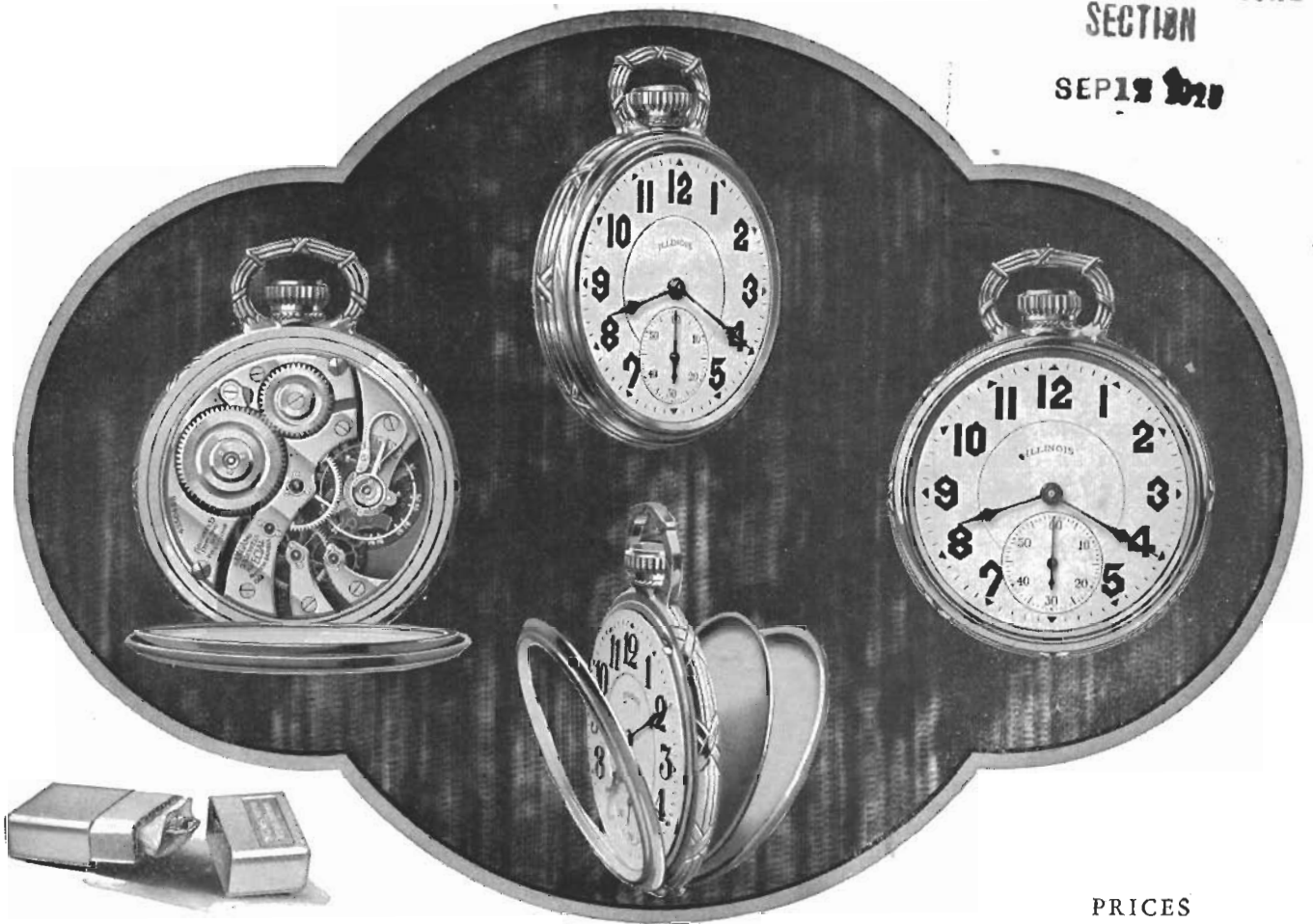
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SEP 13 1921



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The Crown contains a positive dust proof feature in the form of a dust proof ring, absolutely eliminating the possibility of dust or dirt working through the pendant into the movement.

These complete Sangamo Special Watches are packed and shipped in attractive aluminum boxes as illustrated.

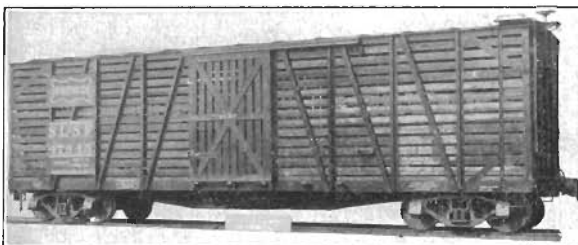
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THE FRISCO EMPLOYEES' MAGAZINE

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VOL. II

SEPTEMBER, 1925

No. 12

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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.

Seventy-seven Frisco Cities with Half Million Aggregate Population Pledge Support to Frisco in Competition with Bus Traffic

Splendid Response in Resolutions and Petitions to Plan of M. T. Fullington, General Chairman O. R. T.—“Most Encouraging to Frisco,” Says President Kurn

THIS is one of the most encouraging things that has come to the Frisco in some time.”

That is the remark President J. M. Kurn made when the seventy-seventh resolution pledging loyalty to the Frisco Lines in its efforts to compete with motor bus lines came to his office, from the Chamber of Commerce at Springfield, Mo., on August 11. The seventy-six preceding petitions were from other towns on Frisco rails, thirty-five of them in Missouri and the rest in Oklahoma, Kansas, Alabama, Mississippi and Arkansas. Approximately one-half million people are represented.

The story of the resolutions and their passage is one of intense interest to employes of the Frisco for the reason that the idea itself, and the execution was handled by members of the Order of Railroad Telegraphers, Frisco Unit Number 32.

M. T. Fullington, widely known on the Frisco Lines as general chairman of the O. R. T., was in conference with President Kurn several months ago, when the discussion turned to bus lines versus railroads.

“Our membership,” Mr. Fullington said, “is particularly interested in keeping all stations open and running, in that the O. R. T. is composed of agents, agent-telegraphers, car distributors, operators of mechanical telegraph machines, telephone operators, assistant agents, block operators, tower and train directors, towermen, levermen, staffmen and others. It is of primary importance to us, if we are to continue to hold our jobs, that the Frisco continue to keep these stations open for us. I think I know a way to aid in this project.”

When Fullington and President Kurn had concluded their conference, Fullington returned to Springfield and went to work on the project which he had outlined.

“GET THE BUSINESS”

First, he coined the slogan for the O. R. T., “Get the Business—Keep All Stations Open.”

Secondly, he entered into a series of letters to mem-

bers of the order, outlining to them the need for a campaign of business-getting and asked for their support in the campaign.

“The response of the fellows was wonderfully fine,” Fullington said, “and I want to say here, that the spirit of service on the part of the members of our order was splendidly demonstrated to the Frisco railroad, in the way they helped me.”

On June 18, Chairman Fullington sent to each member a circular in which he wrote:

“Allow me to suggest means of promoting our own welfare and, at the same time, demonstrating our interest and loyal co-operation to our employers. You men are fully competent to secure for the railroad, by solicitation, most of the freight and passenger traffic now moving over our highways. It will, in time, amount to great sums. Make it a point to talk to all shippers and receivers of freight and prospective passengers, explaining to them that railroads offer long-distance service with a regularity and cost motors are unable to equal; livestock facilities motors cannot duplicate; volume service impossible for motors; responsible service in cases of damage or failures, by settling claims promptly and justly; advantages and conveniences of telegraph service, where conditions permit; adequate daily passenger facilities, regardless of number or distance; and employment to thousands who spend their earnings where they work.”

To the June 18 letter, Chairman Fullington enclosed the following resolution, which he urged the O. R. T. members to present to the Chambers of Commerce in their cities, or to the organization performing Chamber work:

RESOLUTION.

WHEREAS, We realize that the railroads are now and have been one of the greatest factors in the development of the country, in that they have spent millions of dollars in building and maintaining roadbed, equipment and other facilities in the handling of their affairs, thus furnishing employment to many persons living in the communities through which they operate; also realizing that they cannot maintain local service at a loss, and, further, that

without railroad service we would not be able to induce new industries to locate here, therefore, be it

RESOLVED: That all business concerns, members of this organization, be requested to use the railroad service wherever possible in transporting freight, either long or short haul, and be it further

RESOLVED: That the members of this organization use their influence in getting all persons with whom they come in contact to ride the railroad trains; also use the express and baggage service furnished by such trains, thus helping to maintain the service we now have, and if possible make it necessary that other trains be added to handle the business originating along the line, and be it further

RESOLVED: That copies of this resolution be mailed to the President of the Frisco Railway, St. Louis, also to the local agent of the Frisco Railway.

In order that the smaller towns, where Chambers of Commerce or Commercial Clubs do not exist, might not be left out of the plan, Chairman Fullington sent the following petitions to agents in those towns, asking them to secure signers from heads of business houses handling freight:

PETITION

WHEREAS, We realize that the railroads are now and have been one of the greatest factors in the development of the country, in that they have spent millions of dollars in building and maintaining roadbed, equipment and other facilities in the handling of their affairs, thus furnishing employment to many persons living in the communities through which they operate; also realizing that they cannot maintain local service at a loss, and, further, that without railroad service we would not be able to induce new industries to locate here,

We, the undersigned business men of.....agree to use the railroad service, wherever possible, in transporting freight, either long or short haul, and to use our influence in getting all persons with whom we come in contact to ride the railroad trains; also use the express and baggage service furnished by such trains, thus helping to maintain the service we now have and, if possible, make it necessary that other trains be added to handle the business originating along the line.

"Within a few weeks we began to get results," Chairman Fullington said. "Mr. L. E. Martin, assistant to the President, began to receive resolutions and petitions from on-line cities, and we got them in Springfield.

"Three months have passed now, and seventy-seven towns have signed so far, either through their Chambers of Commerce, or individuals, and the campaign is still going on. I expect many more resolutions before the first of the year."

SPRINGFIELD LARGEST CITY TO SIGN

Springfield, Missouri, where the Frisco maintains large offices and employs 4,800 officers and men at a monthly payroll of \$570,000, is the largest city to heartily endorse the resolution.

In a letter to the magazine department, Mr. M. V. Carroll, secretary, said:

"The resolution was brought to our attention by Mr. W. C. Smith, Frisco freight agent here, who sent it along with a letter from your Mr. Fullington, general chairman of the O. R. T., Division No. 32. It was presented to our board of governors and they not only unanimously endorsed it, but did so with hearty enthusiasm. The sentiments of the resolution are echoed by a large majority of the men composing our membership and it is my humble opinion that but very little agitation of the subject would be necessary to get practically all of them to take the same attitude.

It is, indeed, a worthy project, and your Mr. Fullington is to be congratulated for his enterprise in bringing forth the idea."

And that, fellow employes, is the spirit of the Frisco towns.

The following list of towns includes those who signed either the resolution or the petition, or both:

Springfield, Old Orchard, Crescent, Jerome, Monett, Sligo, Buick, Dillard, Bixby, Velunimum, Ozark, Sparta, East Lynne, Willard, Humansville, Butterfield, Pierce City, Ritchey, Neosho, Racine, Seneca, Iantha, Kenoma, Greenfield, Wentworth, Minden Mines, Diggins, Mountain View, Burnham, Brandsville, Menfro, Seventy-Six, Neelys, Sikeston, Commerce, Swinton, Barnhart, Bragg City—all in



M. T. FULLINGTON

Missouri.

Osceola, Greenland, Summer, Hope, Boy and Success—all in Arkansas.

Tahlequah, Albion, Sawyer, Millerton, Bokhama, Southard, Clinton, Cold Springs, Pawnee, Perry, Carmen, White Oak, Verdigris, Spaulding, Cyril, Cache, Madill, Narcissa—all in Oklahoma.

Bonita, Farlington, Scammon and Weir in Kansas; Hickory Flat, Sherman and Plantersville in Mississippi; Crews, Eldridge, Carbon Hill and Woodward in Alabama.

President Kurn and all other officials and employes of the Frisco Lines—30,000 persons in all—join in hearty appreciation of the splendid support tendered by these loyal on-line cities and towns. This move is one of splendid significance in the struggle of the railroads for profitable operation.

Two "Whistling Wonders" of Frisco Lines Rewarded by Arkansas Farmer

Engineers D. D. Adams and J. G. Bushno, of Southern Division, Presented with Home-Made Sorghum, by F. R. Long, of Black Rock

A WHISTLING engineer is a good engineer!" This proverb on safety has been expounded to the engineers of the Frisco Lines repeatedly by H. W. Hudgen, chief claim agent and safety superintendent of the Frisco, and coupled with the fact that rigid whistling regulations are in effect on this railroad, Mr. Hudgen believes much good has resulted.

Nor is Mr. Hudgen alone in his conclusion.

From many non-railroading people residing on the Frisco Lines, letters of commendation for the vigilance of our engine crews in "pulling heavy on the whistle cord" have come in.

Recently, however, an Arkansas farmer went a little farther in indicating his appreciation of what he termed "two of the whistlingest engineers any railroad ever had."

The Arkansas farmer is one F. R. Long, residing a couple of miles from Black Rock. He is a prosperous landowner, proprietor of good cattle and productive land, and a good Frisco patron, shipping a large amount of poultry, cream and other farm products over Frisco rails.

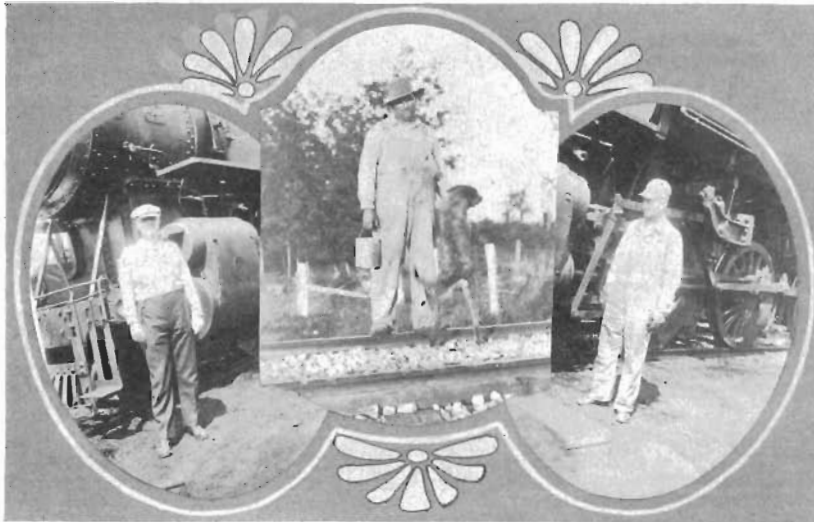
Two Frisco engineers here enter the story, both of them old-timers in the service, D. D. Adams and J. G. Bushno. Both men run between Thayer, Missouri, and Harvard, Arkansas—a trip that takes them past Long's farm near Mile Post 388.

Both Adams and Bushno are conscientious workers, and when the safety department coined its slogan, "A whistling engineer is a good engineer", they took

the hint and began exercising the whistle religiously.

Farmer Long noticed it. He found that when Adams' train or Bushno's train was approaching his land from either direction, he was warned from a distance by shrieking, piercing whistles.

Farmer Long has at one time and another lost a few head of cattle, due to their wandering proclivities which bring them to graze on railroad right-of-way, and the diligence of these "Whistling Casey Jones" delighted him.



F. R. LONG AND ENGINEERS D. D. ADAMS AND J. G. BUSHNO

One day Long was in a field near the tracks and heard the steady whistling of Engineer Bushno. Glancing over toward the right-of-way where the crossing to his farm was located, Long saw several of his fine cattle grazing on the right-of-way and dangerously near the track. He had no time to care

for them himself, but he need not have worried.

For Engineer Bushno "came through a-whistlin'", and by the time Engine No. 724, his old favorite, had rushed abreast the crossing, the cattle were safely out of the way.

Farmer Long determined to reward both Bushno and his companion whistling champion, Engineer Adams.

The next day when Bushno pulled into Black Rock, Long was waiting for him—and in his hand he held a covered bucket.

"Mister Engineer," said Long, "you're the by-damndest best whistler I ever heard in an engine cab. I figure you've saved me several hundreds of dollars
(Now turn to Page 22, please.)

Florida Multimillionaire and Forty-two Relatives Start \$40,000 Trip Over Frisco Lines

Real Estate Operator Praises Frisco Service While Two Pullman Cars Wait on Party—He'll Ride Florida Special Back at End of Junket

WHEN Charles Green Rodes, of Ft. Lauderdale, Florida, awoke one morning last month to find himself several times a millionaire through Florida real estate, the first thing he thought of was to wire forty-two relatives throughout America to prepare for a majestic cross-America junket at his expense.

The second thought which came to Millionaire Rodes was the Frisco Railway—and he immediately made arrangements for his flock to ride the Florida-Special from Jacksonville to Kansas City on the first lap of the \$40,000 journey he planned for the aunts and uncles, nephews and nieces.

And while Brother Rodes is going west and north through many states, he isn't forgetting the Frisco either, for on the last lap of his journey, Rodes will couple his palatial Pullmans again on the Florida-Special—this time bound from Kansas City to Birmingham, and back to Fort Lauderdale.

It all seems like a miracle, even to Rodes—this millionaire business. He can't hardly realize it himself until he looks at that enormous balance in his check book.

Only a few short years ago Rodes was raising vegetables and such truck on a small plot of ground at Fort Lauderdale—and using Frisco fast service to get his perishables to Kansas City and St. Louis markets.

Then something happened somewhere—and Rodes quit raising vegetables to begin raising Florida real

estate prices toward the present peak.

And a right good job he did of it, too!

His first bit of luck hove in sight when he was offered \$2,250 an acre for a 150 acre piece of ground he had paid \$150 an acre for a few days, or weeks, or months before. Rodes can't remember how long it took these prices to jump—but it wasn't long.

He didn't sell that 150 acres, however, but began buying bits of real estate here and there and holding on. He stretched his credit like a rubber band, but it never broke. Instead of that it grew able to stretch farther and farther, as Rodes' purchases reached farther and farther into the hundreds of acres.

"Fifteen months ago," Rodes told Frank Newman, Frisco division passenger agent at Kansas City, Mo., while his private cars rested in Union

Station, "a fellow offered me \$150,000 for some suburban lots. I didn't take it—though it was a temptation. Eight months later I did sell them—for a total of \$593,000. Quite a little profit, isn't it?"

Rodes and his forty-two relatives are traveling in two special Pullmans with an army of chefs and waiters and cooks and maids. The junket as it is planned so far, will cover 6,000 miles, and take them into most of the states in the Union. A special motion picture photographer is along to take reels and reels of pictures and a special news writer is in the party to handle the publicity.

(Now turn to Page 39, please.)



Some of the forty-two members of the Rodes' family, who started a \$40,000 junket through America by riding the "Kansas City-Florida Special" from Florida to Kansas City on the first lap. Multimillionaire Rodes, who is the "angel" of the trip, is the gentleman in the bottom row, left hand corner, holding the panama hat.

Twelve Thousand People Attend First Grape Pageant at Springdale, Ark., August 14

Festival of First Rank Given Enthusiastic Reception by Visitors from Three States—Miss Mary Snapp, Harrison Maid, Crowned Queen

TWELVE thousand people from three states gathered at Springdale, Arkansas, on the Frisco Lines, August 14, to honor one of the Ozark's newest industries, the grape, at the first annual "Ozark Grape Festival" ever held in the pretty mountain country.

The parade was one of the most beautiful of many beautiful things during the eventful day. The prize-winning float, that of Springdale, was an automobile decorated as a rainbow and covered with grape vines and luscious purple fruit. Rainbow girls of Springdale, dressed in white robes, sat on the bow. Fayette-



1—Miss Mary Snapp, 17-year-old Harrison, Arkansas girl, who was chosen Queen of the Ozark Grape Festival from a field of many contestants. She is a daughter of W. L. Snapp, Harrison horticulturist, and a graduate of the Fort Smith high school last year.
2—The Springdale float, winner of first prize.
3—A part of the crowd and parade on Emma Avenue in the morning.

To the crowds of folks that poured in on horseback, in automobiles and buggies, and via the Frisco, the affair was a splendid event.

Every town and community in the Ozark grape territory and even beyond, had its quota in attendance, and attractively arranged booths in the large Springdale park were visited by thousands upon thousands during the day.

Governor Tom J. Terral and Mrs. Terral were guests of honor and headed the morning parade in the first automobile, followed by Senator Thad. H. Caraway, Congressman John Tillman and other notables.

Everything moved off on schedule from the early morning parade until the huge street dance, covering two blocks, in the evening.

When the parade started down Emma Avenue, crowds were jammed in the streets clear to the line of march to see the gorgeous grape pageant unfolded.

ville, with a purple and gold entry; Washington County, with an old-fashioned carriage and a span of spanking horses; Monett, Mo., as the "Magnet of the Southwest"; and the Boys' Bicycle Brigade from Fayetteville—all took their share of the numerous honors.

LARGEST CROWD IN HISTORY

The largest crowd ever assembled in Springdale's city park, gathered at 11 o'clock to hear the address by Congressman Tillman of Arkansas. He stressed the remarkable growth and growing importance of the grape industry and praised Springdilians in particular and Northwest Arkansas folks and the Frisco in general, for their foresight in developing so valuable an industry. Ray Gill, secretary of the Fort Smith, Ark., Chamber of Commerce, followed Tillman with a short talk.

(Now turn to Page 23, please.)

Oil Men With Aggregate Wealth of \$100,000,000 Ride Frisco Special

*Years Ago Frisco Took Them, Penniless to Tulsa—August 9 It
Took Them Back to Bradford, Pa., Millionaires*

WHEN the "Colonel Tulsa", special Frisco all-Pullman train, pulled into Union Station, St. Louis, at exactly 7 o'clock on Sunday morning, August 9, \$75,000,000 or \$100,000,000 of the wealth piled up by Oklahoma's oil gushers, was represented in the seventy-five oil men and their families aboard.

The "Colonel Tulsa" is an epoch-making train in Frisco history, in the history of Oklahoma and also of Bradford, Pa.

It is a story that will interest everyone in that the Frisco has played a prominent part from beginning to the present—and the end is not yet in sight.

A good many years ago when the oil fields around Bradford, Pa., pioneer oil town of the nation, were turning out thousands of barrels of the "black gold" a day, the first faint rumblings of another great field—the "Mid-Continent"—were heard in the West.

One by one, the citizens of Bradford who were laborers in the oil fields or employed in Bradford stores, started for the land of plenty then opening in the Middle West.

They alighted in Tulsa—Mecca of the Mid-Continent fields—from box cars and brake beams, and took what jobs afforded a living wage until they could get the start they desired.

Most of those early-day Bradfordites rode on the

"Colonel Tulsa", Frisco special from Tulsa to St. Louis, on the first lap of the journey to Bradford on August 9. They were returning to Bradford to "put on a party", the greatest party Bradford ever had—the first home-coming week for former Bradfordites.

A reporter for the Magazine chatted in the observation car of the "Colonel Tulsa" with them while photographers from St. Louis newspapers busily arranged a picture outside.



Between \$75,000,000 and \$100,000,000 is represented by the group of Oklahoma oil men in the picture above. They were photographed at St. Louis en route on the special Frisco train, "Colonel Tulsa", to Bradford, Pennsylvania.

The Tulsans were clad in lavish cowboy costumes and brilliant Indian get-ups, and the guards at the Union Station gates had their hands full holding back the crowds that pushed forward for a look at the strange assemblage.

In a chair on the observation car of the "Colonel Tulsa", surrounded by other wealthy oil operators, sat W. G. Skelly, multimillionaire head

of the Skelly Oil Company. Skelly came to the Mid-Continent fields from Bradford as a producer of decidedly limited means.

"Barney" Horrigan, another who made a fortune in oil, was a Bradford plumber until the move west. He was attired in a colorful Indian costume at the station.

E. M. McEntire, who had charge of the publicity on the trip, ran a men's clothing shop in Bradford until
(Now turn to Page 26, please.)

Agent C. O. McCain of Paris, Texas, Wins Better Service Contest for August

Personal Letter to Paris Shippers Pronounced "Highly Commendable" by Committee on Awards—No Women Contestants

ONE day recently Agent C. O. McCain, of Paris, Texas, sent out a personal letter to the heads of all business firms in Paris who use the Frisco Lines. In that letter Agent McCain did a little heart-to-heart inquiring. He was sure Frisco service was superior to any other, but he wished to be additionally sure that the business men of Paris realized it. If any of them were disgruntled, Agent McCain wanted to know about it—and corrective measures would be used.

"Are you getting the service on the Frisco to which you feel you are entitled," his letter read. "Have you any suggestions to offer which would enable us to better serve you? Are we overlooking anything, do you think? Please let me ask you, as a personal favor, that you write me whether or not you are pleased, especially from a local standpoint."

And because of that letter, the committee on awards for the August Better Service Contest, awarded Agent McCain the coveted gold button for his coat lapel.

"That sort of personal work is what we need among our employes who are dealing with, meeting with, and serving the public," the committee report stated. "Agent McCain has done a piece of Better Service work that is highly commendable from every standpoint. It is particularly to his credit that the answers to his letter offered only commendation; however, that was not considered in awarding him the prize. His efforts to get to the bottom of any discontent, and keep to the surface the good service, were the points considered."

"I feel that the success of our work, like that of any other business man, is largely dependent upon our ability to win the good will of those whose business we handle," Agent McCain wrote in his letter to H. F. Sanborn, assistant to Mr. Koontz, vice-presi-

dent in charge of traffic. Mr. Sanborn is acting chairman of the Better Service Contest Committee. "Only by continued good service can this good will be retained, once it is won. The success of an agent lies in his ability to organize his force with the object in view to satisfy the patrons. At the non-competitive point we should exercise just as much care as at the point where there are several competing lines, I believe, because the non-competitive point shipper today may be

Only one more month remains for those who wish to wear the coveted gold Better Service Contest buttons, to win them via the "suggestion" method. Beginning with the November issue of the Magazine, another plan will be introduced, with a working basis which will provide awards on another project. The name "Better Service Contest" will still be held, but the present contest has served its purpose, the committee believes, and the other plan is now in process of completion. Send in your suggestions to H. F. Sanborn, assistant to the vice-president, St. Louis, on or before September 15, for the September contest.

—W. L. H., Jr.

a competitive point shipper tomorrow. If he is satisfied with us, he will continue to use our line. I am convinced that the public is favorable to the railroads in just such measure as the employes of the railroads impress the public. That is our job, because to the patron, the railroad IS its employes."

The fact that McCain has the good will of the business men of Sherman was genuinely reflected in the hearty responses he received from many of them.

"We find your freight and passenger service the best to be had here, and we are glad to give your company any business possible, coming our way," J. E. Osburn, head of the Osburn Motor Company, wrote.

"We have been highly pleased with the service and appreciate greatly the many accommodations which have been afforded us," wrote W. Horn, Paris manager for Armour and Com-

pany. "Switching service, especially, has been good and the products we have routed over your line have reached us in exceptionally short time."

"Our relations with you have been pleasant and very satisfactory," James D. Gee, president of the National Hardware & Stove Company, wrote.

"Frisco service is ne plus ultra and then some," J. R. Roach, manager of the Lamar Chevrolet Company wrote Mr. McCain, "and we have no sugges-

tions to make for further improvement except that we would like to have you and other Frisco employes come in for a look at our new cars—all of which arrived here over your good railroad."

"We wish to assure you that insofar as the Southland Cotton Oil Company is concerned, your service is 100 per cent perfect," wrote James R. Gill, department manager of that concern.

A promise of several cars was contained in the letter from R. C. Lane, general manager of the Paris Grocer Company in his letter which pronounced Frisco service at Paris "excellent".

"We are getting excellent service in and out of Paris via Frisco rails," wrote J. C. McGill, vice-president of the Conner Manufacturing Company, "and we sincerely appreciate your efforts to make things pleasant."

Honorable mention in the August contest was awarded George W. Higgins, agent at Tuttle, Okla.; J. A. Sanderson, operator at Cedar Gap, Mo.; F. A. Thomas, agent at Butterfield, Mo.; and A. E. Mills, passenger brakeman of Springfield, Mo.

None of the Frisco's ladies entered suggestions in this month's contest. And with the sun pounding down with terrific intensity during the entire month, particularly in the south, the ladies can't be greatly blamed for their laxity.

Frisco Texas Employes Are Learning to Swim Under Expert Tutorship

LIFESAVERS!

That is the proud distinction which is claimed by Marshall R. Evans and Joe B. White, Ft. Worth accounting department employes, who last year successfully passed the rigid tests of the Red Cross Lifesaving Corporation, and

one hundreds yards, using one stroke. Break the following holds four consecutive times: front strangle, back strangle, body scissors and wrist lock, all in the water and usually with a husky opponent who resists violently. Demonstrate the following 'carrys': cross chest, arm lock, head carry, hair

have learned to swim: L. L. Burton, Paul T. Mosier, R. D. Ward, Mattie Pitchford, Lois Sheppard, Lillian James, Henry Keller, Manette Brightwell, Ruby Long, B. L. Morgan, Joe Tomlinson, P. N. Davis, Jessie Arterbury and Ivan Stephenson.

Two of the young ladies, Mattie



No. 1—Miss Ruby Long, star pupil in the swimming class is a Fort Worth local freight office stenographer.
Nos. 2 and 4—Part of the Frisco Swimming Class at Fort Worth, Texas.
No. 3—Lifesavers Joe B. White (left) and Marshall R. Evans (right).

in July of this year passed their re-examinations with flying colors.

Some idea of their accomplishment may be gained from an outline of just a few of the Red Cross requirements

"Swim one mile, free style; recover a ten-pound weight from a depth of twelve feet, four consecutive times; float one minute; tread water one minute; disrobe in water and swim

carry, tired swimmer's carry; and on land, the fireman's carry and saddle-back. Demonstrato Shafer's system of artificial respiration; and write an essay on life saving and precautionary methods for safeguarding swimmers!

A Frisco swimming class was organized a few weeks ago by Evans and White, and the following employes

Pitchford and Manette Brightwell perhaps owe their lives to the training and quick wit of their instructors. Each brought a girl safely to shore when it seemed they were going under for the last time. On another occasion, Marshall Evans again earned the right to his title when he swam twenty-five yards to the rescue of a young girl who was floundering helplessly.

Happiness and Sorrow Go Hand-In-Hand Through Union Station

*Huge St. Louis Structure Requires Large Force to Wait on Travelers—
Many Peculiar Happenings All in Day's Work*

PROBABLY no other one place in the world holds such a colorful variety of romance, such happiness, such sadness and such anxiety beneath its roof, as the mammoth station of a big city, and the St. Louis Union Station, located on the corner of Eighteenth and Market Streets, is no exception.

Its corps of workers are busily engaged from morning until night, directing and explaining to the traveler the ways of the new city, the time of arrival and departure of trains, and millions of other inquiries directed at them daily.

F. W. Dunard, Frisco depot passenger agent, whose office is in the Union Station, is perhaps one of the most important of employees. "Judge" Dunard they call him, and anybody in the station can sight him to you.

He is a man of pleasing personality and is necessarily in touch with every activity around the station and city. It is his duty to inform the traveler of anything to his interest.

"We have some one hundred and fifteen inbound trains, and one hundred and fifty-two outbound trains daily, through this station. I should estimate that 30,000 people pass through here a day, and, of course, this calls for a vast amount of work on the part of every employe in the station."

His Many Duties

And his duties are many. There are eighteen consolidated lines entering this station on the thirty-two tracks. Each of them have two station representatives, who look after the traveling public for their road. Mr. Dunard assists in securing berths, inspects equipment, finds lost baggage and directs and aids in any way that he can in the interest of the Frisco Lines.

"I consider myself a salesman," he said. "I sell transportation and Frisco service. St. Louis, Mo., is the terminal from which the famous 'Texas Special', the 'Meteor' and the 'Memphian' depart, and on some of these trains the competition is keen. Besides these famous Frisco trains, St. Louis is the starting terminal for the 'American', the 'National Limited', the 'Sunshine Special', the 'New Yorker', the 'Night Hawk', the 'Sunflower', the 'Scenic Limited', and the 'Chickashaw'."

Mr. Dunard is very familiar with all classes of equipment and spoke of inspecting some new salon-buffet cars which had come in on one of the eastern trains.

"People are demanding more and more in the way of luxurious travel. These cars, operated by the Pullman Company, are fitted up for every comfort of the traveler," he remarked.

Our Trains Heaviest

According to Mr. Dunard, Frisco trains nine and ten are the two heaviest loaded passenger trains which ar-



F. W. DUNARD

rive in St. Louis Union Station. "There never is a day but what we have all we can do at the station to take care of those two trains."

To handle the volume of business

passing through the station daily, there are employed twenty-six ticket sellers, pullman and railroad combined, which does not include the agent and chief clerk. Approximately 150,000 tickets are sold through this office a month. These men are hired by the Terminal Railroad Association.

The "red cap" boys are in charge of J. H. Clifford, station master. These boys are not paid a regular salary, but are dependent on the money given them by the traveling public. They work much harder and are more ambitious when they are working on their own efforts.

"You should be here some Tuesday and Thursday morning to see them in their drills," Dunard says. "They have army regulation drills, directed by a member of the Terminal Railroad Association. Some of them have been here a number of years. Robert Ebert, head usher, has had thirteen years' service in this station, and Joe Banks, the 'veteran' red cap, has twenty years to his credit."

"We have about 1,800 passenger cars come into this terminal a day," he estimated, "and we have sixty-five boys who meet them."

Many Queer Incidents

Mr. Dunard related a trying experience in which Joe Banks played the hero. A woman came into the station some years ago, and asked Joe to take care of her two children, one about a year and a half old, and the other four years. Joe performed the task nobly for some two hours and then he began to worry about the returning mother, for she did not come. Feeling that something was wrong, he turned the babies over to the Travelers' Aid and later found that the mother had deserted them.

"Just the other day," Mr. Dunard continued, "one of the red caps was bringing an old lady from the train in a wheel chair, and when he got her inside the station, he found her dead. These red caps have to be able to cope with any situation."

"Joe Banks came running up one day with the exclamation: 'Migosh—a fellow over there just lost his wife and he give me a dollar to find her! I told him not to worry, that was one thing you couldn't lose, she'd come back,'"

(Now turn to Page 29, please.)

There is probably no other employe on our railroad who comes into contact with the rawness and the delightfulness of human nature as often in twenty-four hours as F. W. Dunard, depot passenger agent at the Union Station, St. Louis. Dunard, during his years of service, has learned human nature to such a splendid degree, that he can "figure you out" to a fair fraction if he comes in contact with you during a day's business. And it is a favorable thing for humanity when Dunard says, from his wealth of experience: "There is a preponderance of 'good folks' in this world—the bad ones are in the minority." We present this interview with a great deal of pleasure.—W. L. H., Jr.

Special Agent Must Not Play Favorites With Police Department Personnel—Allender Says

All Employees Should Give Sharp, Crisp Facts to Officers in Reporting Crime—Co-operation Is Highly Essential

IT IS, I think, of high importance to help as much as possible in having your force working on that case—and perhaps the police have some bit of information that matches up with the case you report to them. But the other purpose is, in my estimation, of the greater importance. It lets the police know that you are considerate of their worth in cases of that kind, lets them know that you are depending upon them, is the simplest and most conclusive refutation of the belief they may entertain that, "these railroad fellows don't think we know how to catch thieves".

Go to Local Officers

So, do not insult the intelligence or ability of your local police by waiting until you have exhausted every possible lead before reporting your troubles to them. It strikes me that this is one of the big reasons why relations between police and special service departments are not closer; the special service departments have been too prone to seek the assistance of the police only as a last resort.

In furnishing information to police departments, the special agent must be careful to see that the information gets into the proper hands. By this we mean that in ninety-nine out of one hundred cases the proper person to receive reports from the special agent is the chief of police, the chief of detectives, or the district captain. The special agent must never play favorites. He must consider the police department as a whole rather than the officers as individuals. Police departments are continually changing, officers are being promoted, there are shifts in the force, rearrangements, etc. It follows that the special agent who plays favorites will be able to maintain his prestige only as long as his favorites occupy places of authority. The direction of police departments frequently changes over night, and to guard against the possibility of his good standing with the police department being swept away, the special agent must remember that the police department as a whole is engaged in

the same work he is trying to do, and that in order to aid them or secure their assistance he is not obliged to show especial favoritism to any one officer or group of officers.

Keep in Touch With Headquarters

The special agent, if he and his force are to be on the lookout for bits of information of value to the police, must keep in touch with matters at headquarters. This does not mean that he needs, or should attempt to

Although the accompanying article, which is Part II of an address given by Samuel Allender, chief special agent of the Frisco Lines, to a meeting of special agents in Chicago July 8, concerns itself with the "what to do" of the special agents' job, there is much for the railroad employee of other departments. It is an able and learned outline of what every railway employee should know if he is interested in his railway to the extent he should be. Occasions arise from time to time when police protection is desired immediately and forcefully. No one has advance information of a condition of this kind. It is plunged at him and his reaction must be immediate and correct. In this outline of a special agent's work, Mr. Allender, former chief of police of St. Louis, has put forth crisply the results of his many years in the work of protecting the public. It is applicable to the work of protecting railroad lives and railroad property and should be read by every employee of the Frisco System.—W. L. H., Jr.

gain, an intimate knowledge of each case the police are handling; but he will be in a better position to aid the police if he has a general understanding of the progress of the department from day to day.

But he will want to guard against the possibility of becoming regarded as a "hanger-on" at police headquarters. Many police departments have, in effect, closed their doors to railroad special service departments because of the thoughtless tactics of some special agents who seemed to labor under the belief that a police station was a place to loaf, gossip and idle away one's time smoking.

The special agent must pay close attention to keeping an up-to-date, detailed list of the goods he is short. While it may seem that we are dealing in platitudes here, yet there are many, many special agents who do not keep such a list in a manner calculated to be of service to the police in time of need. Some special agents

trust to memory, others commit the information to writing—and forget where they put it. Others—and here is the fault most common—keep a list of shorts, but content themselves with merely listing the commodities, failing to secure the all-important information with respect to brands, sizes, colors, marks, etc. When the police department calls the special agent, asking, "Are you short any ABC brand shoes?" the special agent should be able to say "Yes" or "No", and if the answer be in the affirmative, he should be able to turn to his record and immediately make positive identification (insofar as positive identification can be made in such a case) or be able to say, "The shoes are not ours".

Give Sharp, Crisp Facts

That is what the police department expects of the special agent, and he will be aiding the police in the degree that he is able to fulfill their expectations in that respect. Sharp, crisp facts; any police official will tell you that his department could wish for no greater assistance.

The special agent in the smaller cities may be able to render invaluable service to the police by locating among his own force something which the police department does not possess. Perhaps the special agent has a special officer who is a linguist; or he may have a man familiar with police characters in some other city; or he may have a man especially proficient in the science of photography; or he may have a fingerprint man; or one who is an authority in some one of the many branches of learning into which the police are obliged to dip from time to time. If such a man is found, his assignment should be arranged in such a manner as to permit of his assisting the police if wanted. Know the capabilities of your force in lines other than police work.

How to Co-operate

Here a question arises. It is a question which is difficult to answer except in a general way. It is: To what extent should the railway police officer assist the municipal police in

(Now turn to Page 39, please.)

Co-operation Between Supervisors and Employees Responsible for Splendid Shop Record

Finest Equipment and Policy of "Shopping on Schedule" Allows Force of 1000 to Turn Out One Locomotive Each Day

By F. A. BEYER, Superintendent of West Shops, Springfield, Mo.

Part II

IN DETAILING the long list of splendid features at the West Shops of the Frisco Lines at Springfield, Mo., one must not neglect the splendid power plant building, one of the most important of all the splendidly equipped plants which comprise the shops.

The power plant building is 118 feet wide and 145 feet long. It has a battery of five Babcock and Wilcox water tube boilers of 400 horse power each, fed by automatic chain grate stokers and burning approximately fifty-six tons of slack coal per twenty-four hours during the summer months and 100 tons during the winter season. The coal is elevated from cars into hoppers and fed automatically to stokers, the cinders being elevated into cars in which the coal was received. The smokestack is ten feet in diameter from top to bottom, inside, and is 220 feet in height. Three deep wells, averaging a depth of 1,000 feet each, furnish an abundant supply of good water for drinking, boiler and general purposes. A large artificial lake is used for cooling condensing water and fire protection, two 1,000-gallon-per-minute fire pumps being used for this purpose and for general service throughout the plant. A stand pipe 145 feet in height with a capacity of 100,000 gallons furnishes pressure of sixty pounds for general service. On account of being located outside of the city fire limits, it is necessary to maintain fire protection at all times. A fire brigade, consisting of men living near the shops are given actual practice fire drill each week to educate them in properly handling an emergency of this kind. The Gamewell fire alarm system is maintained throughout the shops and when an alarm is turned in, the shop whistle is sounded to notify the fire brigade. Two 3,000-cubic-foot, electrically-driven air compressors and one 2,000 - cubic - foot, steam-driven compressor furnish power for all pneumatic air tools. Two 500-K. W. Parsons steam turbines furnish light and power for the shops,

440-volt, three-phase, A. C. motors and 220-volt D. C. motors being used. As stated above, owing to the splendid facilities which the plant has, it is entirely independent of public utilities for such items as light, power and water.

Shopping Locomotives Done on Schedule

The master mechanic of the division to which a locomotive is assigned, secures authority from the office of superintendent of motive power before forwarding an engine to the shops, at which time a report of necessary work is also made to the shop superintendent, enabling him to arrange for probable shopping date and for ordering such material and castings as are not in stock. Immediately on arrival at the shop, a thorough boiler and machinery inspection is made and a list of any additional material or castings found missing, broken or worn out, is given to the stores department so that such material not on hand may be secured. The locomotive is then placed on the wash track, thoroughly cleaned and prepared for shopping.

Railroads of the country have been active in recent years in adopting scheduling or production systems in their principal locomotive shops. Originating in industrial plants, the shop schedule system has been remodeled to fit the needs of railway shop practice. There are a number of different types of schedule systems in use, some of which are comparatively simple, while others are very

elaborate, embracing not only production, but shop accounting as well. However, they all have a common purpose—that of increasing shop output or production.

Probably in no other undertaking is co-operation so essential as in shop scheduling, not only between the foremen and heads of the various departments, but between the workmen as well.

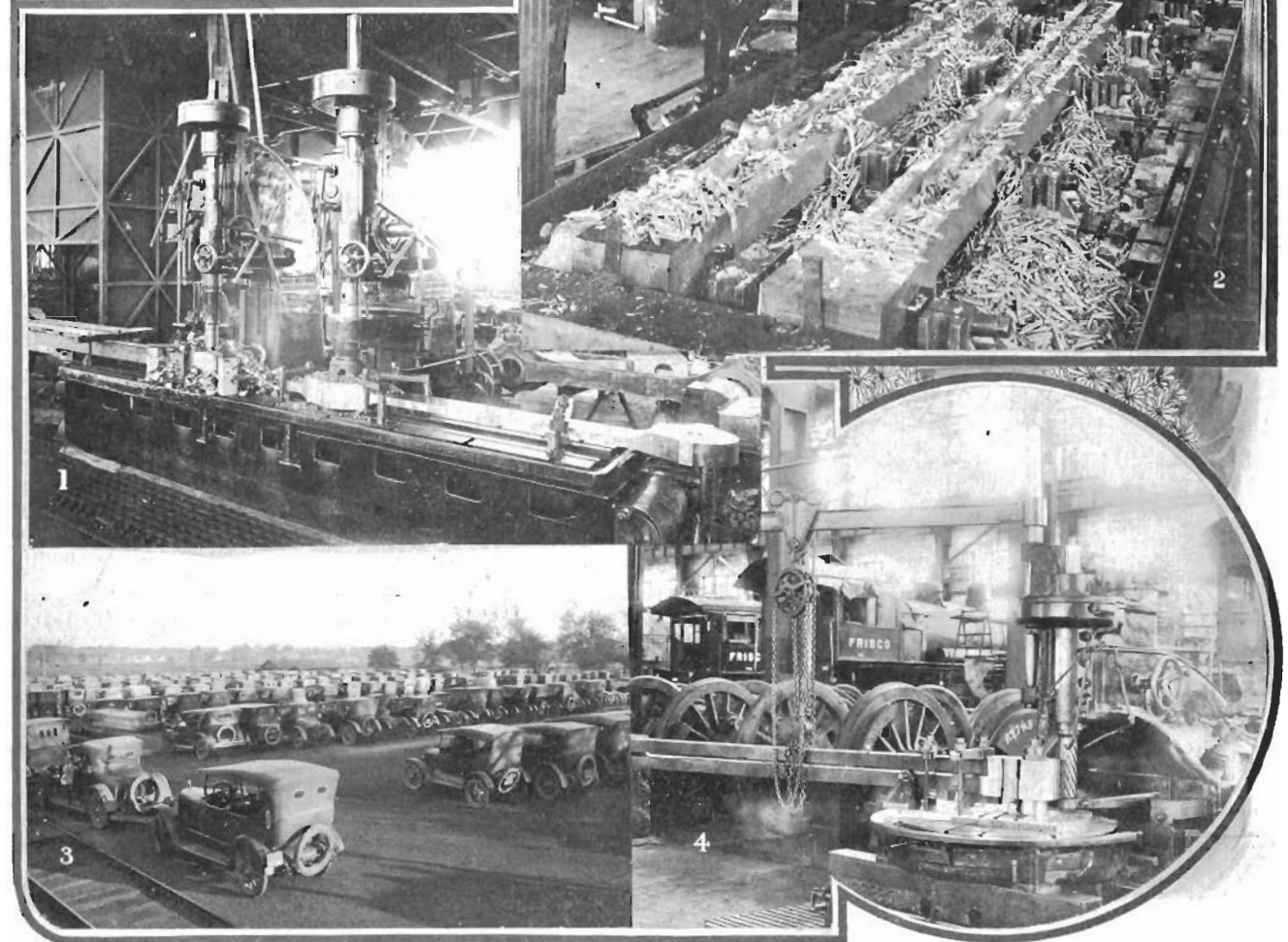
Excellent Results Obtained

The excellent results obtained in the high grade of workmanship, as well as the amount of output at the West shops is without question due in a very great extent to the efficient shop personnel in which unusually good feeling and close co-operation has been secured between supervisory forces and shopmen.

One of the principal objects of a scheduling system is to point out and correct weak spots in the organization of the shop by setting a certain standard of time for the completion of work in each department, promptly investigating cause of delays and applying the remedy. To be of the greatest benefit, a schedule system must so function that the probable delay is apparent and proper steps taken to prevent it, instead of waiting until after the delay occurs. In shopping locomotives, care must be exercised to maintain the proper balancing of the shop, taking into consideration the power ready to leave, and the power remaining under repairs, otherwise a congestion occurs resulting in serious delays. On being placed in the shop, a copy of the report showing necessary work on the locomotive is placed with each department, together with a list of additions or betterments to be applied. Each department or gang at the West Shops, of which there are twenty-seven, is given a card on which is listed the various operations and date expected to be completed and as fast as they are completed, such date is marked on the card by the foreman. These cards are checked up at frequent intervals, being turned in to

To the employee not in the mechanical department, the idea of giving a huge locomotive a general overhauling and repairing and turning it out in A-1 shape all in the space of eight working hours, seems almost impossible. Yet that is what the 950 to 1,000 men employed at the West Shops of the Frisco at Springfield, Mo., do each working day in the year. Superintendent F. A. Beyer, in the second and last installment of his splendid shops story, says that "co-operation and good will" are responsible for this splendid feat. That should be an incentive to each of us to bring those two splendid elements more and more into our daily tasks.—W. L. H., Jr.

No. 1—Special double spindle rod boring machine used in boring the rod ends by the trepanning method and finish boring by the use of a special boring head.
No. 2—Two main rods being channeled on heavy duty milling machine. Cutting time for channeling entire length of rods being approximately one-tenth of what was required by the old method.
No. 3—Mode of transportation of our shop employes.
No. 4—Modern vertical milling machine shaping ends of a pair of main rods; rods being held in a special jig provided for the purpose. This process assures both rods being of equal length and same dimensions and work is done in minimum time.



the schedule supervisor when completed. He consolidates them on a recap sheet, showing the number of the locomotives through the shop during the month, also the number of days each locomotive and department schedule is behind or ahead.

A Daily Check-Up Made

A daily check-up is made of all jobs delayed or held up. The necessity for fireman handling with store department when unable to secure delivery of material not on

hand has been discontinued by delegating a material supervisor who or-

ders all material and handles with stores or purchasing department.

With the present working force of 952 men, one locomotive per working day is being produced, practically all locomotives receiving heavy general repairs or being entirely rebuilt with new frames, cylinders and boilers.

As previously stated, the success which has been obtained at the West shops is due to two things: the splendid facilities and the co-operation of the men.



FRONT VIEW OF GENERAL STORE WITH DRIVEWAY

Frisco Dedicates New \$50,000 Station at Neodesha, Kansas, July 30

Gov. Ben S. Paulen and Vice-President Hutchison Are Featured Speakers at Gala Event

ONE of the prettiest and best arranged of the many fine Frisco stations was opened to the public at a splendid all-day ceremony on Thursday, July 30, at Neodesha, Kansas, when officials of the Frisco Railway and of Neodesha, and Governor Ben S. Pau-

len at a banquet in the American Legion hall. No speeches were scheduled for the banquet, but H. H. Brown, superintendent of the Northern Division and a former resident of Neodesha, introduced the Frisco family to the



The new \$50,000 station at Neodesha, Kansas, as it looked at the dedication ceremonies, July 30. Inset, H. H. Brown, superintendent of the Northern Division, formerly of Neodesha.

len of Kansas formally dedicated the new \$50,000 structure. The new station replaces one burned several years ago.

The new building is as fireproof as it is possible to construct buildings. Built of maroon colored brick and trimmed with fabricated stone with a red tile roof, the new station is truly an asset to Neodesha.

Splendid work by the committee on arrangements, composed of Neodesha citizens, made the day a gala event.

At 2 o'clock in the afternoon, the general public was invited to the station for the first of the day's ceremonies. A crowd of 500 persons filled the waiting room while the Neodesha high school orchestra, which won first prize at the annual Southeast Kansas high school orchestra contest this spring, played a pleasing concert of several numbers.

W. J. Egerer, Frisco telegrapher at Neodesha, was also on the program, and pleased greatly with two piano solos.

Daughters of Frisco employes presided behind a mammoth punch bowl during the afternoon and dispensed cooling drinks to the visitors.

At 6 o'clock the Neodesha Chamber of Commerce entertained Governor Ben S. Paulen and the Frisco family

enthusiastic diners.

At 8 o'clock the party adjourned to the station, where a crowd estimated at 3,000 had gathered for the formal dedicatory ceremonies.

W. J. Rath, president of the Neodesha Chamber of Commerce presided over the meeting and introduced the speakers.

Mayor "Jack" Bogue, mayoralty incumbent at Neodesha for fourteen years, was the first speaker. He complimented the Frisco upon the splendid station and thanked the road for its generosity.

J. E. Hutchison, operating vice-president of the Frisco, spoke next and told the Neodeshans that the Frisco was more pleased, possibly, than they, that the new station was completed.

"Proud of Neodesha"

"We are proud of Neodesha as a live-wire Kansas town," Mr. Hutchison said, "and I am glad to hear your mayor say Neodesha is proud of this station and of the Frisco. This station and Neodesha are admirably suited to each other. Both are splendid specimens of their respective fields."

Other Frisco speakers were: J. N. Cornatzar, passenger traffic manager, who convulsed the 3,000 listeners with

Three Important Changes in the Official Organization Made on August 1

H. E. Morris, C. A. Redden and B. E. Thomas Affected in Promotions

Three important changes were made in the official organization of the Frisco during the last month.

H. E. Morris, who has been assistant general freight agent at St. Louis for several years, was promoted to the position of assistant general freight and passenger agent at Wichita, Kans., effective August 1.

C. A. Redden, Wichita, who held the position of division freight agent at Wichita, was promoted to assistant general freight agent at St. Louis at the same time.

The transfers were made because of the desire on the part of Frisco officials to give Wichita a more important office, due to its growing importance as a Frisco point.

B. E. Thomas, former chief clerk in the freight department, St. Louis, was promoted to assistant general freight agent, also on August 1.

Morris and Redden are long-time service men with the Frisco and have filled many important positions at different points. Thomas came to this railroad in 1921 from previous service with the Missouri Pacific and M-K-T Railways.

his humorous remarks; J. L. McCormack, superintendent of freight loss and damage claims, who made the shortest speech of the evening; and Dr. Charles Huffman of Columbus, Kansas, company physician at that point and chairman of the state board of administration for Kansas.

Governor Paulen made a pleasant ten-minute talk as the feature speaker of the evening, and praised the Frisco for "building the finest station in Kansas in one of the finest cities—Neodesha."

The Governor closed his talk quickly, however, in order that the three orchestras present might begin with the music for the dancing.

The new freight and baggage rooms were promptly taken over by Neodesha young folks, and the dancing lasted until midnight.

The Frisco nine-piece orchestra from Springfield, led by J. E. Foster, played most of the evening and was heartily applauded.

Other Frisco officials not mentioned above, who attended the dedication of the station were: J. F. Fraser, general manager; M. M. Sisson, assistant general manager, both of Springfield; C. E. Morrill, assistant freight traffic manager, St. Louis; H. E. Morris, assistant general freight and passenger agent, Wichita; C. E. Redden, assistant general freight agent, St. Louis; R. C. Stephenson, architect who designed the station; C. S. Underwood, Wichita, traveling freight agent; C. S. Welsh, traveling auditor and W. I. Huggins, Jr. director of publicity.

PROUD OF THREE FIRSTS

Engineer "Shep" Smith Ate Fred Harvey's First Meal at Topeka

He Has Handled Engine on One Run for Thirty-nine Years

By H. F. SHIVERS

SHEPARD B. SMITH, who has handled a locomotive throttle for thirty-nine years on the run between Kansas City, Mo., and Fort Scott for the Frisco, lays claim to three important "firsts" in his life.

He sat down to the first meal Fred Harvey ever served in a little lunch room in Topeka, Kan.; he fired the engine that drew the first Santa Fe



SHEPARD B. SMITH

train that entered Kansas City, and he was at the throttle of the first regular passenger train on the Frisco to leave the present Kansas City Union Station.

And that is not quite all.

He pulled trains into and out of Kansas City for the full life of the old Union Station and he has now spent thirty-nine years on the one run, between Kansas City and Ft. Scott. He is the Frisco's senior man in point of road service out of Kansas City.

The first meal eaten in a Fred Harvey restaurant was in 1875, when Smith was still a fireman. It consisted of coffee, ham sandwich and a piece of apple pie served by Fred Harvey himself in the lunch room he had fitted up in a corner of the Santa Fe depot at Topeka. The fireman wore his usual work suit of overalls. He pronounced the coffee excellent and gave the ambitious restaurant man his best wishes.

That auspicious start was recalled many years later when the Fred Harvey System had become the greatest

Twenty-three Per Cent Reduction Over 1924 Made First Seven Months in Claim Prevention

Frisco Substantially Lower Than Average Class One Railroads for This Year's Period to Date

The Frisco's reduction in claim payments for the first seven months of 1925, amounted to \$92,697.93, or a twenty-three per cent reduction over the same period in 1924, according to a statement issued August 18 for the Magazine by John L. McCormack, superintendent of freight loss and damage claims, Springfield, Mo.

With the exception of live stock, Frisco claim payments per car are substantially under the general average of all Class I railways, as compared with Section VII of the American Railway Association published report, Mr. McCormack adds:

"On behalf of the management, I wish to thank the employees generally for their good and loyal support and co-operation in our campaign to lower claim payments from month to month, and to ask for their continued aid and assistance through the balance of the

year, in order that the 1925 record will be one of which we can all be proud," Mr. McCormack concluded. "Like the old backwoods preacher, who, in explaining to his congregation his theory of theology and his interpretation of the Bible, said: 'If all the Scriptures was "squiz" up into one verse, it would be the Golden Rule, and we wouldn't need the balance.' So is it with freight claim prevention. We need a determination on the part of every employee to handle the property of our patrons with the same care and consideration that he would handle his own. Details and refinements of this work will adjust themselves—and our basic need is carefulness and regard."

The following condensed table, shows plainly the remarkable record made by our railroad for the first seven months of this year:

Commodity	No. Cars handled by all R. R.'s	Payments	ALL ROADS				FRISCO			
			Avg. per car	No. Cars handled by Frisco	Avg. per car	Payments	Avg. per car	No. Cars handled by Frisco	Avg. per car	Payments
All Live Stock.....	1,684,878	\$ 2,542,115.00	1.52	39,077	\$73,380.13	1.88				
Fresh Meats & P. H. P.	419,653	1,123,566.00	2.68	8,422	11,252.59	1.34				
Butter, Cheese and Dairy Products.....	51,899	203,911.00	3.93	761	811.70	1.07				
Eggs	50,967	589,726.00	11.57	2,178	6,579.03	3.02				
Fruits and Vegetables..	954,077	11,785,608.00	12.35	27,160	73,556.88	2.71				
Coal and Coke.....	8,283,792	2,337,199.00	.28	123,206	21,674.33	.18				
Lumber and Products..	1,983,748	621,476.00	.31	113,477	8,766.89	.08				
Agri. Implements.....	143,954	144,903.00	1.01	2,211	750.57	.34				
Flour & Mill Products..	892,478	1,033,577.00	1.16	44,236	20,017.36	.53				
Grain	1,500,484	2,095,119.00	1.40	35,810	25,780.82	.73				
Petroleum & Products..	308,418	459,344.00	1.49	110,141	20,478.62	.19				
Canned Goods	163,082	321,962.00	1.97	3,724	2,793.45	.75				
Autos and Trucks.....	734,730	1,556,253.00	2.12	15,986	14,248.90	.90				
Household Goods.....	61,256	319,248.00	5.21	3,287	5,183.31	1.58				
Furniture (new).....	94,420	538,550.00	5.70	1,788	5,383.18	3.01				
Cotton.....	289,706	96,541.00	.33	(See below)						
Sewer pipe & drain tile				2,926	9,178.10	3.14				
Horses and Mules.....				2,575	17,688.44	6.87				
Frisco Cotton Payments on Carload.....					\$4,077.79					
Frisco Cotton Payments on Less than Carload.....					3,868.50					
Total.....					\$7,946.29					
Frisco Cotton Handled.....					1,109,303 Bales					
Frisco Payments per bale handled.....					.007					

concern of its kind in the world, and opened its pretentious dining rooms in the new Kansas City Union Station. A special invitation was issued to Mr. Smith and his family, and they were served the first meal, a course dinner, there before the general public was admitted.

He is proud of having been on the

first Santa Fe engine into Kansas City.

"I was firing from Atchison to Emporia," he said, "and happened to hear that the Santa Fe was to buy the Midland Railway Company that ran from Kansas City to Topeka. So I went to the Santa Fe people and

(Now turn to Page 23, please.)

FRISCO CLUB AT K. C. MO.

Formation of Outing Organization
Started by Employees There

Plan to Break Ground April 1, 1926,
for Summer Season in Kaw
Addition

THE employees at Kansas City have noted with interest the Frisco Club featured in the July issue of the Magazine, but it seems that its location is too far from Kansas City and they are branching out with a club that can be reached by members of the Frisco family in and around that point.

So far, the plans are to break ground April 1, 1926, for the new and elaborate vacation club.

After some deliberation and much discussion, and after the return of three of their foremost scouts, the most likely location was found to be about eighteen miles west of Kansas City in the beautiful Kaw addition, which is easily accessible.

Rich Conners, one of the foremost authorities on outdoor life in the country, has decided to take over the management of the club. Mr. Conners served as a clerk in the local office at Kansas City for a number of years.

One of the interesting features of the club will be the dancing pavilion designed by Mr. Lacy, an employee of the Frisco.

Ed. Cunningham has offered his services at the soft drink stand, while John Heisler will have charge of the checking stand, assisted by Louis Gabauer. Milo Sigler will have supervision over the dancing pavilion.

Melvin Anderson, noted fisherman, has assured all that this place holds charms untold for the man who likes to fish, however, for the benefit of the members who are not familiar with the methods of catching fish, "Old Folks" Collins has offered to run a fish market, so that no member need return home without a catch. He will also furnish a story in written form to go with each purchase.

This plan is well under way, and it is most possible that every detail will be worked out.

Mr. Todd would greatly appreciate any suggestions from those interested in the Kansas City Frisco Club, and these suggestions will be given personal attention if directed to him at Kansas City, Mo.

Birmingham Superintendent of Terminals
Went Without Food to Get First Job

*G. R. Carson, Widely Known on Frisco, Has Lived
Eventfully—Forty-two Years With Frisco*

BACK in the pioneer days of 1882, an Ohio school boy of sixteen years, eagerly opened a letter from his two brothers in Kansas City. They had written for him to come west.

His father dead, the boy felt it was necessary for him to start working to help support the family. He had few clothes, and only enough money, which

news agent came through the train, selling oranges and bananas, he spent the entire sum to appease his appetite for fruit. After that, he did not eat for two days until he arrived at Kansas City.

It was in the railroad Y. M. C. A. at Kansas City that he met his brothers, who soon placed him with the old Missouri River, Ft. Scott & Gulf Railroad (taken over by the Frisco in 1902) as a switchman.

For eight years he worked in this capacity, then moved to Colorado, where he worked as a civil engineer for two years. Coming back in 1892, he worked as brakeman for about a year, as conductor from 1892 to 1911, yardmaster in 1911 in the coal fields of Pittsburg, Kans., and in 1917 he was made assistant superintendent, and in 1923 appointed to the position he now holds, that of superintendent of terminals.

While in the Colorado mountains in 1890, Mr. Carson was the driver of a four-horse stage coach, and the bandits were numerous.

The greatest curse in the old days of the railroad men was drink. Many times, Mr. Carson states, he has seen enginemens stop engines on crossings and everybody go in and get a drink of whiskey. The comparison between those days and the present days, with the rigid rules for enginemens is indeed a contrast.

Mr. Carson made up the first meat train that came through from Kansas City to Memphis, after the Frisco was built through to that point. This train consisted of meat, flour, and whiskey. This was in the year of 1880. There were no iced refrigerator cars and the meat was loaded in box cars by the Plankinton & Armour Company of Kansas City, now known as Armour Packing Company.

The most noticeable change which Mr. Carson has noted is that of the motive power. The old engines of the 92 and 94 class of eight wheels, were to them what the huge 1500 class power is to us today.

The largest capacity car was 30,000, both box and coal and these trains were operated with hand brakes, as air brakes had not arrived to industry.

Mr. Carson is of the old school. He has a varied store of knowledge and he is a veteran with forty-two years service to his credit.



G. R. CARSON

he had borrowed from his brothers, to get him to Kansas City.

This boy is now the man, Mr. G. R. Carson, who holds the responsible position of superintendent of terminals on the Southern Division. His life story is like that of many successful railroad men, in that he received his training from the school of experience.

He had never seen a railroad or a train, and on that first trip west he walked six miles to the Hocking Valley Railroad station where he bought a second-class ticket for Kansas City. This entitled him to a board seat in the smoking car. At that time, there were no sleeping cars.

Although it was in November, he distinctly recalls that he wore a straw hat, and carried on his back the little trunk containing his few belongings.

His total cash amounted to \$1.85 after buying his ticket—but when the

The Editor Is a Friendly Sort of
a Cuss! Why Not Write Him Your
Suggestions for Magazine Im-
provement?

Do You Remember This Old Timer?



How many old timers remember way back in 1905, when the little old Frisco depot above was located at Sixth and Virginia Streets in Joplin? When it rained hard, Willow Branch ruled supreme, and all baggage was taken into the waiting room and the baggageman on the job wore hip boots. Those were the days when the Frisco kept a cab and a "cabby" to drive people to and from trains. None of the employees shown in the above picture are with the Frisco at this time except L. S. Barney, who stands in front of the baggage room. Who knows the others?

O'Connor-Kratky

Announcement was made on July 11 of the marriage of Miss Nellie O'Connor and Chester Kratky, secretary to President Kurn.

This marriage was the culmination of a short romance. Miss O'Connor was an employe of the telegraph department, St. Louis office, and is a charming girl of pleasing personality. Both Mr. and Mrs. Kratky have a host of friends among Frisco folk.

They were presented with a chest of silver and also a floor lamp, which found very appropriate places in their little apartment, which they are at present decorating.

Their host of friends extend through the Magazine their most sincere congratulations, and Miss Loretta Connor, editor of the Homemakers' Department in the Magazine, who has worked with Chester for some time, offers the following which might rightly be an expression from all their friends:

Mr. and Mrs. Kratky will be at home after September 1 at 2931 Sidney Street, St. Louis, Mo.

EPITHALAMIUM

(Page the Groom)

Yes, dear readers,
Our "Own Chester",
From good old
St. Louis town;
Whose philosophic
Monthly sayings,
Did attain such

Great renown;
Put aside his
Book and pencil
With a firm,
Determined hand;
Single life—he
Couldn't stand it
With a queen
At his command.

So he left the
office gaily
On August's
First bright day,
For to claim
His little Nellie
Never more from
Her to stray;
And they built a
Little love nest,
Just the kind that's
Made for two,
There to dwell
In joy and comfort,
Vowing ever
To be true.

Happiness, of course,
We wish them;
Worlds of it
And all that's good;
From all sorrow
We would shield them,
If 'twere possible
We could;
Best of luck, then,
Ches and Nellie!
All the joys
The world can know;
Health and wealth
And love enduring,
Be these yours,
Where'er you go.

Here's to you, dear
Ches and Nellie,
In this hour of
Dreams come true:

A YOUNG PIANIST

Nine-Year-Old George Willhoite
of Monett Began When Four

Son of Conductor George Willhoite
Plays Difficult Selections by Ear

A FRISCO pianist nine years old is making a name for himself at Monett, Missouri. George Howard Willhoite, young son of George F. Willhoite, Southwestern Division conductor, is the budding genius, and already his services are in demand at many musicales in Monett.



George Howard began his musical career when four years old. He had to stand on a box to reach the piano keyboard, but his tiny fingers soon learned to pick out chords and fragments of music he had heard, despite the handicap of his size.

A remarkable thing about the young man is that he has never had a piano lesson. His ear is musically tuned to such an excellent degree that he can pick out the most difficult selections by merely hearing them played.

The young master is a grandson of Daniel Guinney, now retired, who served the Frisco as a Northern Division conductor for 42 years, and is a member of the "Monett Midget" orchestra, a group of talented young musicians in that city.

May your joys be
Great and many
Be your sorrows
Light and few;
May a kindly heaven
Grant you,
A long life of
Cheer and song,
Is the wish of
Your friends many,
Who make up the
Frisco throng.

—L. A. Connor.

DAIRY COW A REAL FRIEND

Diversification of Farming Thru
Dairy Herds Urged by
McDowell

Frisco Dairy Agent, Over Memphis
Radio, Cites \$7,000,000 Ozark
Income as Proof

IF THE dairy cow were lost to man, one of his best friends would have disappeared.

This fact, embellished by proof in form of figures and records, formed the gist of an address made over the radio at Memphis, Tenn., recently by A. J. McDowell, dairy agent of the Frisco Lines, at the request of the Farm Service Department of the Memphis Chamber of Commerce.

"We have heard much of these nebulous 'friends of man'", Mr. McDowell said, "but I submit to you the dairy cow and I can prove, I think, that she is indeed one of the greatest gifts to humankind.

"To begin with, the dairy cow produces a greater amount of food from a given amount of feed consumed, than any other animal, thus making milk the cheapest as well as the best food.

"There is little upkeep to the dairy cow after the purchase price, and her value to soil fertility is great. Dairying has a tendency to make the farmer diversify his crops, a system that does much to avoid the disasters that sooner or later follow the one-crop system of farming.

"It is a notable fact that the sections of the United States given over mainly to dairy farming are the most prosperous agriculturally. This fact is forcibly shown by Wisconsin, the greatest dairy state in the Union, when one realizes that the farmers of Wisconsin suffered less from agricultural depression following the World War."

Brought \$7,000,000 to Ozarks

"One of the sections which has profited in recent years through this remarkable animal, the dairy cow, is that part of the Ozarks traversed by the Frisco Lines.

"Frisco officials, realizing, of course, that the prosperity of the peoples on their lines would in turn bring prosperity to the railroad, and knowing that the Ozarks are particularly adaptable to dairying, became very active through the agricultural department in the development of the dairy industry in the Ozarks.

"In a territory where there was practically no dairying 15 years ago, the growth has been phenomenal. Some twenty-five creameries in the Ozarks churned more than 17,000,000 pounds of butter in 1924, which brought into the territory a revenue of approximately \$7,000,000.

"Needless to say, this tremendous income has done much to change an unprosperous, dejected section into one of prosperous happy homes, and

Chicago Union Station One of World's Greatest Terminals



One of America's greatest railroading and structural triumphs is the new Chicago Union Station which is now open to the public. The station is used by the Pennsylvania, Chicago, Burlington and Quincy, Chicago, Milwaukee and St. Paul, and Chicago and Alton Railways. The accompanying pictures show the exterior of the gigantic structure, and the interior of the majestic main waiting room.

contented, well-to-do farmers."

In the closing minutes of his talk, Mr. McDowell turned to the South with the advice that the residents of that territory adopt the dairy cow as their "Moses" to lead them from the "Wilderness of Cotton" growing alone.

"With cotton her one big crop, the South has been particularly prodigal in wasting soil fertility," he concluded. "I realize that theirs has been the lot of subduing a wilderness and turning it to a region of remarkable productivity, but I suggest a diversification in the Southland, led by the dairy cow, as one great agency for a prosperity hitherto not realized."

"Be What You Is"

Don't be what you ain't,
Jes' be what you is.
If you is not what you am,
Then you am not what you is.

If you're just a little tadpole,
Don't try to be a frog.
If you're just the tail,
Don't try to wag the dog.

You can always pass the plate
If you can't exhort and preach.
If you're just a little pebble,
Don't try to be the beach.

Don't be what you ain't,
Jes' be what you is.
For the man who plays it square
Is a-goin' to get "HIS".

—Broke Hustler.

AGENT KILLS BANDIT

A. B. Cox of Sarcoxie Stops Robbery of his Station

Thomas Madden, Louisville Bandit,
Victim of Charge from Cox'
Shotgun

FRISCO folks, generally, will join in hearty commendation of the bravery and quick action of A. B. Cox, 68-year-old station agent of Sarcoxie, Mo., in stopping the robbery of his station at 3:30 o'clock in the morning of Sunday, August 16, even though Agent Cox was forced to fatally wound one of the three robbers.

Thomas Madden, wounded robber, who gave his home as Louisville, Ky., died in a Carthage hospital a few hours after he was hit in the neck by a charge from Cox' shotgun.

Two other robbers escaped over a nearby embankment, but Frisco special agents and civil officers in the community expect to apprehend them. One is believed to have been wounded by a shot from the gun of Raymond Cox, son of the agent, as blood was found nearby.

About 3:30 o'clock Sunday morning, Mrs. Jennie Wilson, neighbor and friend of the Cox family, called Agent Cox on the phone to inform him of considerable commotion in the station, and her belief that a robbery was in progress. Cox and his two sons, Raymond, 35, and Cecil, 26, set out for the station armed with shotgun and revolvers.

About 35 yards from the station, one of two men called upon Cox to halt, firing one shot from his revolver, which jammed after the shot. Agent Cox was approaching the station from a deploy to the east, and almost as the shot was fired, he crouched at the window of the station and saw Madden appear in the waiting room door. A shot through the window dropped Madden with a gaping wound in his neck, near the jugular vein.

The other two bandits had escaped in the meantime, and at the time the Magazine went to press, had not been captured.

A bottle of nitro-glycerin was found on Madden's person and another bottle in a motor car which the robbers had abandoned.

"We found the safe in the station soaped," Agent Cox said, "and every preparation had been made to dynamite it when we interrupted the little party."

The jury's verdict read as follows:

"We find that Thomas Madden came to his death as a result of gunshot wounds inflicted by A. B. Cox, station agent at Sarcoxie, said wounds being made by A. B. Cox in performance of his duty in protecting his employer's property from robbery. We exonerate him from all blame and commend him highly for the courage shown."

Ten New Baggage Cars Delivered August 20



THE first of ten all-steel baggage cars, built by the American Car & Foundry Company of St. Charles, Mo., for the Frisco Lines arrived in St. Louis on August 9th, and left the same night on its initial trip over Frisco rails, attached to train number seven.

These cars are seventy feet long, and are modern in every respect. A new feature is that each one is covered with a turtle-back roof.

Complete delivery of the cars was

made on August 20, and they were immediately placed in service to relieve cars which were scheduled for shopping.

The mechanical department is especially proud of these cars as they are the last word in passenger equipment and special instructions have been issued as to their care and handling. They are to be given preferred handling, especially in the way of repairs and cleaning. The cars are numbered 381 to 390, inclusive.

A TREMENDOUS BEAN

Rogers, Ark., holds an annual Apple Blossom Festival, and Springdale, Ark., shows the world how grapes can be made into dollars.

Just now Mr. J. S. Wade, Frisco passenger brakeman between Fayette-



J. S. WADE

ville, Ark., and Okmulgee, Okla., may be planning on having a bean festival.

The story that he tells of his "bean-yard" with twenty-seven-inch beans hanging from the vines sounded a bit off until he produced the accompanying photograph.

Young Frisco Operator at Aurora Takes Nasty Header in Plane

"Swede" Christopher Failed to Negotiate Landing in His New Airplane on First Solo Flight

"Swede" Christopher, third trick operator for the Frisco at Aurora, came to quick, but not serious grief on the afternoon of July 24, when his new airplane took a header in landing. The plane was badly damaged, but Christopher escaped with only minor injuries, according to the Monett (Mo.) Times.

Christopher recently purchased a plane for \$1,250 and contracted with Ed. Wagner, Monett aviator, to teach him to fly. After several lessons, Christopher decided he was competent enough to take the plane up alone. He cleared gracefully and flew over Aurora successfully for some time. In attempting to light on a field about three miles north of Aurora, he struck some electric light wires and crashed to the ground. Both wings of the plane were crumpled and the propeller broken. Although painfully, but not seriously injured, the aviator walked to a taxi and was taken home. He has no intention of giving up flying, however, and will have the plane repaired.

Wilson Miller, Tulsa, Killed

Wilson F. Miller, first class machinist at West Tulsa Shop, was killed in an auto accident on the evening of August 17. Mr. Wilson was considered an expert machinist and in his death the Frisco loses a good worker and loyal man. Mr. Miller leaves a wife and two small children.

The sympathy of the Tulsa employees is extended to Mrs. Wilson and children.

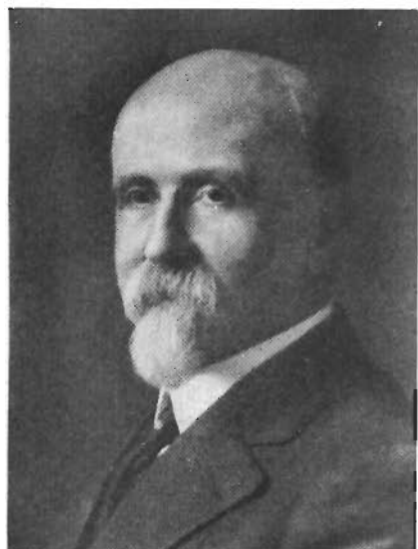
HE CLEARED THE WAY

Maj. B. R. Davidson Condemned Arkansas Right-of-Way for Frisco

Fayetteville, Ark., Attorney Brought
Frisco Rails Over Missouri
Line in 1880

THE accompanying photograph is of a veteran Frisco employe who perhaps had more to do with clearing the way for Frisco rails over the Missouri line into Arkansas than any other one person.

He recalls condemning the right-of-way in 1880, when it was finally de-



MAJOR B. R. DAVIDSON

cided to lay the track for the Frisco Lines into Arkansas.

This man is Major B. R. Davidson, of Fayetteville, Ark.

The Major was born in Monmouth, Ill., in February, 1847. All his life he has been a student and during his earlier days was a constant reader. He chose for his profession in life, that of a lawyer, and was admitted to the bar in June 1870.

Upon the establishing of Fayetteville as an important Frisco station, Major Davidson was appointed attorney for the Frisco in March, 1896, however, he had been handling cases for them for several years previous.

The Major lives in a beautiful old southern mansion in the city of Fayetteville, his home since 1859. He has a pleasing personality, which has won him a host of friends, and to him the Frisco has always been and will always be, "the grandest road in the world."

Although the Major was pensioned in 1917, he is still intensely interested in the Frisco family.

Station and Yard Employees at Lawton



The station and yard employees at Lawton, Oklahoma, gathered one bright morning this month, in response to the Magazine's request for pictures of employes, and had the above photograph made. The employees are, reading from left to right:

Earl Dunnam, operator; J. L. Shradar, yard clerk; John Fox, Jr., warehouse foreman; J. H. Banta, trucker; Wallace Violet, yard clerk; Ida Macmillan, ticket clerk; LeRoy Forsythe, baggageman; P. P. Ewell, cashier; I. J. Black, claim clerk; Tom Cannon, yardman; S. D. Ligett, agent-yardmaster; C. A. Harden, car inspector; J. M. Tinnell, fireman; J. R. Geissler, engineer; H. B. Tutor, engine foreman; A. R. Johnson, switchman.

F. K. Petera Killed by Motorist Who Did Not Stop

Employe in Auditor Freight Accounts
Office Run Down August 13 in
St. Louis

A pall of gloom enshrouded the office of the auditor freight accounts, St. Louis, Mo., on August 13, when it was learned of the death the previous evening of Mr. Frank K. Petera of the interline department, as the result of a most distressing automobile accident.

Returning home about 10:30 p. m., August 12, at Broadway and Russell Avenue, Mr. Petera was knocked down by an automobile and before assistance could be rendered him, he was run over by another speeding automobile, which continued on its course. Without regaining consciousness, the victim succumbed at the City Hospital a few minutes later.

"Pete," as his comrades called him, was a man of athletic ability and endowed with great strength and courage.

He took quite an interest in all manner of sport and was a keen fisherman. Well liked and popular about the office, his quick wit and ready humor made him many friends, who will greatly miss him in his untimely demise at the age of thirty-nine years.

By a queer coincidence, Mr. Petera met his death on the seventh anniversary of his employment with the Frisco, having entered the service in the freight accounting department on August 12, 1918.

Mr. Petera is survived by a brother, Fred T. Petera, and two sisters, Misses Mayme F. and Frances C. Petera.

Two "Whistling Wonders" Are Rewarded by Arkansas Farmer

(Continued from Page 6.)

by warning my stock away from the crossing in front of my place, and I want you to take home this gallon of home-made sorghum to the wife and kids. If you'll find out the name of that other engineer I'll be tickled to give him a gallon of sorghum, too."

The next day Adams got his gallon.

And now, Mr. Hudgen says, all the engineers on the Southern Division are "heavy whistlers".

"The way our boys are tooting down through that country is going to call for a good many more gallons of sorghum from Mr. Long before Christmas comes," the safety superintendent says.

Engineer Adams is 41 years old and resides with his family at Thayer. He began working for the Frisco Lines in December, 1901, as a fireman at Thayer and has been in continuous service as fireman and engineer since that time. During the 18 years Mr. Adams has piloted a Frisco engine he has never had a grade crossing accident and has killed very few head of cattle. Engineer Bushno, 45 years old, has piloted a Frisco engine for 23 years, never had a grade crossing accident, and resides at Thayer, Mo., with his family. Bushno is the son of Harvey Bushno who has been with the Frisco since it took over the old K. C. F. S. & M. Railway.

**Frisco Fuel Savers Are Making
Marvelous Records. You Should
Read About Their July Performance
in This Month's Magazine.
Maybe You Can Help Them.**

SWITCHMAN CLARK A HERO

Employee Grabs Ten-Year-Old From Path of Switch Engine

John Hunt Owes Life to Prompt Action in Narrow Escape at Hugo, Okla., July 5

S. A. Clark, switchman of Hugo, Oklahoma, did no more than any person should do in performance of duty on July 5 when he saved the life of John D. Hunt, 10 years old, of Hugo, but he played the part of a hero just the same.

On that eventful morning of July 5, Yard Engine 3638, with Clark aboard as switchman, was backing up over the Jackson Street crossing at Hugo. Ten-year-old John Hunt was skating in the street and, oblivious of the danger, he skated in front of the backing engine. Clark grabbed the youngster, holding him in one arm until the engine could be brought to a stop and saving him from possible death and certain dismemberment.

Charles Baltzell, superintendent at Fort Smith, Arkansas, sent Clark a splendid letter, commending him upon his "meritorious action", and placed a copy of it in his personal record.



C. J. THOMPSON

Another gentleman with a broad grin (at least for the camera) is C. J. Thompson, agent-accountant at Birmingham, Alabama.

Twelve Thousand at Springdale Grape Pageant

(Continued from Page 8.)

Meanwhile, 20,000 pounds of grapes, neatly packed in baskets all ready for mailing, were being given away at the park post office, and at 3 o'clock in the afternoon the last basket was gone. The only expense to the mailer was postage—the grapes were complimentary from Springdale and Springdale's luscious vineyards.

Following the luncheon recess, hundreds of cars piloted by proud Arkansas men, took the tourists on a two and three-hour trip through the vineyards. Routes had been carefully marked by the Springdale committee on arrangements.

At 2 o'clock the afternoon program began at the city park, and Governor Terral was the speaker of the day.

At 6:30 o'clock, while the Governor and his party were being dined at the Southern Hotel, the queen and her beautiful train were also being banqueted, and at 8 o'clock the coronation services were held.

With bands playing on Emma Avenue and a surging mass of spectators almost blocked the street, the searchlight battery from the Fayetteville R. O. T. C. turned its rays upon the throne which was built on a raised dais, and Miss Mary Snapp, who won her queenhood from a dozen or more contestants, was crowned by Governor Terral amid the cheers of the gathered thousands.

It was a day of splendid, well-deserved tribute to the grape industry, and many Frisco people attended.

Three bands and as many orchestras furnished the music for the dance that followed on Emma Avenue and the day of the First Annual Ozark Grape Festival was not done until the dawn of a new day had come.

"Abe" Robinson, Widely Known Porter, Killed at Wichita

Frisco Employee Shot by Irate Man in Argument Over Estate

"Abe" Robinson, well known Frisco porter of Wichita, Kansas, was killed on Sunday, August 9 in front of his home.

Robinson had been appointed administrator of an estate for a negro family at Wichita, and on Sunday afternoon one of the members of that family met Robinson in front of his home and demanded his share of the estate.

Robinson explained that it would be impossible to do anything until the proper time, whereupon the man turned a revolver on him and shot. He died instantly.

Robinson had a run between Monett and Wichita and was well known among railroad men at Monett. He was well-to-do, owning considerable property in Wichita and Beaumont.

Ten Safety Commandments

1. Thou shalt learn to recognize railroad crossings and approach them with extreme care.
2. Thou shalt look both ways and listen for trains.
3. Thou shalt be doubly alert if there are two or more tracks.
4. Thou shalt always use good judgment at railroad crossings that thy days may be long upon the land and the enjoyment of thy car continuous.
5. Thou shalt not kill the passengers within thy care.
6. Thou shalt keep thy brakes girded with effective brake lining.
7. Thou shalt not depend upon the driver of the car ahead.
8. Thou shalt, when in doubt, take the safe course always.
9. Thou shalt not try to "beat the train".
10. Thou shalt Cross Crossings Cautiously.

Proud of Three Firsts

(Continued from Page 17.)

asked them for the new run. They put me to work firing the engine of a construction train, as the track from Topeka had to be almost entirely relaid. We pulled a pile driver, bridge crew, and labor gang with boarding cars. We were about three weeks making the trip from Topeka. The old Union Station was not yet built. What is now Argentine was then only a log cabin at the end of the bridge across the river and we stopped down in the West Bottoms."

"Shep" has ridden in the cabs of so many engines that he is somewhat ill at ease on the rare occasions when he travels back in the coaches. Not long ago he had a berth in a sleeping car on the way to a railroad men's convention, traveling the road he had been over so many times as engineer.

"Back there in the sleeper, I could tell every minute just where we were and about what time we were making," he says. "Without looking out of the window, I knew just what farm houses we were passing and what crossings we were whistling for, and by the click of the rails, I knew whether the engineer was running cautiously or taking what I consider chances in order to make up time.

"When I drive an engine, I have three considerations chiefly in mind: first, my own life; second, the lives of the others on the train, and third, the welfare of the company."

Ding: "We must stir up a little pride and improve this village. The muddy streets are a disgrace."

Bat: "Chass, we must put our hedts togedder vonce und mage a block pavement."

July Fuel Performance Bests June, Making Month Banner One for Frisco Lines

Fuel Saved Would Run Thirteen Hundred Ton Train Three Times Around World—Crews Gave Efficient Co-operation

By ROBERT COLLETT, Fuel Agent

THE Magazine carried the information last month that the June fuel performance was the best record made up to that time. In July we did even a little better than in June. The record as follows:

	July 1925	June 1925	July 1924
Lbs. per 1,000 G. T. M.....	161	165	176
P. C. M.....	13.90	13.90	13.83
Sw. Loco. Mile.....	125	128	121.56

It will be noticed, we saved in freight service alone 15 pounds or one scoop of coal per 1,000 G. T. M. over July last year. In passenger service the pounds of coal per car mile increased one-tenth of one pound over July, 1924, but this was more than accounted for by the decrease in the number of cars per locomotive mile. In switch service, we had an increase of 3 pounds per locomotive mile, but based on the number of cars handled, we made a slightly better performance.

One scoop of coal does not sound like a very big saving, considered by itself, but on the Frisco System, in July this year, we burned 10.3 scoops of coal to handle 1,000 tons one mile, as compared to 11.3 scoops in 1924. In freight service, in July this year, we made 887,899 train miles and handled one billion one hundred ninety million gross ton miles, or an equivalent of 8,876 trains of an average weight of 1,341 tons per train. Some trains had considerable more tonnage than this and some trains a great deal less, but that was the average.

Now, had we burned as much coal in moving 1,000 tons one mile as we did in July last year, which was 176 pounds, our fuel consumption would have been 8,928 tons more than it was. In other words, due to saving 15 pounds or one scoop of coal for each 1,000 gross ton handled one mile, we reduced our fuel consumption 8,928 tons. That much less fuel went into the fire boxes of the locomotives and the money that would have been spent for fuel is being utilized to improve the engines, the roadway, and the facilities.

Is Effort Worth While?

Is the effort in fuel saving worth

while? When we consider the good conditions we now have and which are steadily improving, I believe all will agree that the effort toward economies of all kinds is more than worth while, and further, realizing the improvements that are still needed, it behoves all of us to lend every reasonable assistance through suggestions and personal effort to further improve the performance.

There are many things that need to be done and which will bring about a very large ultimate saving in fuel,

Let's have a look at this splendid fuel performance this way.

Do you realize that the July saving for the Frisco Lines in freight service would have supplied all of the engines in through freight service on the Central and River Divisions with coal for the entire month, with 830 tons to spare?

Did you know that this saved coal would haul a train of 1,341 tons 82,700 miles (based on our July freight performance) or three times around the world—with enough coal left to take an additional run one and one-half times over the entire Frisco Lines?

Do you know that placed in cars containing 50 tons each, this coal which you saved would make 10 trains of 1,341 tons each?

Imagine, if you can—that this saved fuel heaped into a pile, would make a mountain of coal the size of a twelve story office building 150 feet high, with a 70 foot front and a depth of 35 feet.

That is what you have done.

That is real, efficient co-operation.—W. L. H., Jr.

but some of which require a very considerable initial outlay of money, such as lengthening passing tracks, reducing grades at certain points, improved location of water tanks, more superheaters and brick arches, and many other things. Every dollar that we can reduce the fuel expense will hasten by that much these improvements.

We are also still burning a great deal more coal at some of the terminals than is actually required to prepare the engines for service, due to lack of house-room and facilities. This is something that has to be watched very closely at all points, as it is a well-known fact that where the general conditions are such that it frequently requires that engines shall be fired up to make house-room, it is very difficult to prevent this from becoming a habit, and even though there are times when the firing up could be

postponed, engines are fired in anticipation of needing the house-room.

The condition in which the fire is brought into the terminal has quite a bearing also on the fuel record. Another item that is causing some waste of fuel, but in which all of our officers are keenly interested in making the best possible improvement, is delay at terminals after the crews are called, and delays on line of road.

Monthly Meetings Valuable.

The monthly fuel meetings held by the superintendents are one of the best mediums for exchange of ideas on these matters, and everyone who can should make it a point to attend these meetings and feel free to make suggestions. If you find you are not going to be able to attend the meeting, send word by someone else or send in a note to the superintendent or master mechanic, or call up some one of the officers on the telephone and tell them what you wanted to bring up at the meeting. They will be glad to hear from you and will appreciate your suggestions. A note on a clearance card or any convenient piece of paper and dropped in the suggestion boxes which have been put up at most of the terminals will help out.

Whatever saves fuel will help the operation on the division, and whatever improves the operation, likewise saves fuel.

To save a scoop of coal per mile, in itself, does not seem of very great consequence, but in the sum total this small average saving for each mile and for every trip runs into large figures. Our boys returning from the B. of L. F. & E. Convention told us that everybody there was talking about fuel economy. Our thirty-eight representatives at the International Railway Fuel Association, which included four of our superintendents, four master mechanics, four engineers and four firemen, know something of what other railroads are doing, and returned to their divisions determined that the Frisco shall stand in as favorable a position in this respect as any other railroad.

Only Four Beat Frisco

In this connection it is interesting to know that of forty-five representative Class I roads, having a total volume of business of 5,000,000 or more 1,000 gross ton miles in the year 1924, compared with the year 1923, only four of the forty-five roads made a better percentage of improvement over their own fuel record for 1923 than did the Frisco in passenger service. In freight service only six out of the forty-five made a better percentage of improvement over their previous year's record than the Frisco. We are striving to be at the top of the list in 1925—that is, make the best percentage of improvement over our fuel record of 1924 of any of the principal railroads of the United States. That would be a record to be proud of, in addition to what was accomplished in 1924. There are five and one-half months remaining of the present year, and if we continue as well as we have been doing, I believe our prospects are good for reaching this goal. Let us all boost for it.

Following is a group of special performances, by divisions:

Eastern Division

August 5th, Engineer John Bowler, Fireman Ernest Unger, Engine 1511, Train No. 2, Springfield to Newburg, 120 miles, 10 cars, 1,200 passenger car miles, consumed 786 gallons of oil or .65 gallon per passenger car mile.

July 19th, Engineer Press. Moore, Fireman C. N. Morton, Engine 1506, Train No. 2, Springfield to Newburg, 120 miles; handled 1,320 car miles, consumed 806 gallons of oil or .61 gallon per passenger car mile.

July 15th, Engineer J. O'Melia, Fireman W. Childers, Train No. 10, 13 cars, 1,560 car miles, consumed 855 gallons of oil or .54 gallon per passenger car mile.

July 23rd, Engineer G. R. Berger, Fireman H. C. Fowler, Train No. 10, Engine 1503, Newburg to St. Louis, 120 miles, 1,680 car miles, consumed 1,003 gallons of oil or .59 gallon per passenger car mile.

July 14th, Train No. 10, Engine 1505, Engineer Bowler, Fireman Unger, 12 cars, 1,440 passenger car miles consumed 855 gallons of oil or .59 gallon per passenger car mile.

July 21st, Engineer Walter Dooley, Fireman Wm. Moon, Engine 22, Train No. 32, Springfield to Newburg, 119 miles. On duty 5 hours and 20 minutes, handled 2,840 tons, consumed 16 tons of coal, 337,960 G. T. M. or 95 pounds per 1,000 G. T. M.

July 17th, Engineer Ed. Carter, Fireman Joe Earp, Engine 45, Train No. 34, Springfield to Newburg, 119 miles, on duty 5 hours and 40 minutes, handled 2,522 tons. This was a melon train, 299,618 G. T. M., consumed 13 tons of coal or 87 pounds per 1,000 G. T. M. With a train of this kind, Ed. and Joe do not even hesitate at the Lebanon coal chute.

July 20th, Engineer M. T. Smith, Fireman C. F. Minor, Engine 21, Train

2/38, Newburg to Lindenwood, 113 miles, handled 63 loads, 3,151 tons, consumed 15 tons of coal, 356,063 G. T. M., 28,363 G. T. M. over potential rating of engine, 89 pounds per 1,000 G. T. M. This is the heaviest train ever handled on the Rolla Sub.

August 4th, Engineer Zack Carner, Fireman C. H. Bridges, Engine 41, Train No. 36, Springfield to Newburg, 119 miles, handled 56 loads, 19 empties, 2,814 tons, on duty 5 hours and 40 minutes, 334,866 G. T. M., consumed 15 tons of coal or 89 pounds per 1,000 G. T. M.

August 5th, Engineer Ed. Rice, Fireman Joe Earp, Engine 19, Train No. 38, Springfield to Newburg, 119 miles, on duty 5 hours and 55 minutes, handled 3,140 tons, consumed 16 tons of coal, 373,660 G. T. M., or 75 pounds per 1,000 G. T. M.

Central Division

August 1st, Engineer Merideth, Fireman Trent, Engine 617, Train No. 736, Hugo to Hope, handled 154,000 G. T. M., consumed 14,000 pounds of fuel or 90 pounds per 1,000 G. T. M.

August 4th, Engineer C. A. Moore, Fireman Horton, Engine 662, Hugo to Hope, handled 153,000 G. T. M., consumed 16,000 pounds of fuel or 104 pounds per 1,000 G. T. M.

August 4th, Engineer Brock, Fireman Wantland, Switch Engine 3638, Hugo Yards, 8 hours on duty, consumed 2,000 pounds of coal or 41 pounds per switch locomotive mile.

August 3rd, Engineer Leak, Fireman Collins, Switch Engine 3653, Ft. Smith Yards, 8 hours on duty, consumed 2,000 pounds of coal or 41 pounds per switch locomotive mile.

Southwestern Division

August 1st, Engineer Couch, Fireman Morford, on train Extra East, Engine 4134, equipped with booster, went from Sapulpa to Afton, 90 miles, handling 42 loads 41 empties, 2,862 tons, Sapulpa to West Tulsa; 45 loads, 26 empties, 2,802 tons, West Tulsa to Chelsea; 46 loads, 26 empties, 2,852 tons, Chelsea to Afton making a total of 254,300 gross ton miles, burning 1,612 gallons of oil, a performance of 6.3 gallons or 75 pounds of coal per 1,000 G. T. M. Were on duty 6 hours and 25 minutes, delay 1 hour and 55 minutes, actual running time, 4 hours and 30 minutes.

August 1st, Engineer Wolfe, Fireman Pickens on Train 439, Engine 4130, equipped with booster, went from Afton to Sapulpa, 90 miles in 4 hours and 5 minutes with 1 hour delay, handling a total of 152,974 G. T. M. on 1,008 gallons of oil; 6.4 gallons or 76 pounds of coal per 1,000 G. T. M.

July 23rd, Engineer Davis, Fireman Cobbs, Train 434, Engine 4112, from Sapulpa to Afton, 90 miles, handled 40 loads, 10 empties, 2,305 tons, Sapulpa to West Tulsa, 47 loads 2 empties, 2,605 tons, West Tulsa to Chelsea; 46 loads, 2 empties, 2,530 tons Chelsea to Afton in 5 hours and 10 minutes with 1 hour and 30 minutes delay, running time, 3 hours and 40 minutes. Total G. T. M. 228,525, burned 1,365 gallons of oil, 5.9 gallons

or 70 pounds of coal per 1,000 G. T. M. This engine crew by close co-operation, won the gold star for the best fuel performance, four months this year.

Western Division

August 3rd, Western Division, Engineer Decker, Fireman Breesawitz on Train 634, Engine 1628, from Enid to West Tulsa, handled 36 loads, 1,905 tons, Enid to Mannford, 37 loads, 1,935 tons Mannford to West Tulsa. On duty 8 hours, delay 2 hours and 10 minutes, running time 5 hours and 50 minutes. Burned 1,468 gallons of oil, made 229,290 G. T. M., a performance of 6.2 gallons or 74 pounds of coal per 1,000 G. T. M.

August 4th, Engineer Gehroan, Fireman Hall, Train 634, Engine 1619, from Enid to West Tulsa, 120 miles, handled 1,951 tons over the division on 1,287 gallons of oil. Were on duty 9 hours and 10 minutes, delayed 3 hours and 40 minutes, running time 5 hours and 30 minutes. Made a total of 234,120 G. T. M., a performance of 5.5 gallons or 65 pounds of coal per 1,000 G. T. M. This is an exceptionally good record and this crew states they will be wearing the gold star on their engine for this month.

August 5th, Engineer McFarline, Fireman Conley on Train 634, Engine 1632, Enid to West Tulsa, 120 miles, handled 42 loads, 4 empties, 2,325 tons Enid to Perry; 40 loads, 4 empties, 2,212 tons, Perry to Pawnee; 35 loads, 2 empties, 1,905 tons, Pawnee to West Tulsa, a total of 253,237 G. T. M. Were on duty 10 hours and 50 minutes, actual running time 5 hours and 50 minutes. Burned 1,654 gallons of oil. 6.5 gallons or 77 pounds of coal per 1,000 G. T. M.

Northern Division

July 30th, Engineer Hale, Fireman Henry Tucker, Conductor Wagner, on Train 132, Engine 1317, Afton to Ft. Scott, handling a total of 255,968, G. T. M.; time on road 6 hours and 15 minutes, total delays 1 hour and 50 minutes; actual running time 4 hours and 25 minutes. Burned a total of 8 tons of coal or 62.5 pounds per 1,000 G. T. M. (This performance is considered by Road Foreman of Equipment Holland as the best that has ever been made on the Afton Sub-division.)

Southern Division

July 15th, Engineer Crowe, Fireman Smith, Memphis to Potts Camp, Train No. 135, Engine 1298, handled 110,623 G. T. M., burned 4 tons of coal, or 71 pounds of coal per 1,000 G. T. M.

July 16th, Engineer Nolan, Fireman Brown, Amory to Memphis, 128 miles, Train Extra, Engine No. 1301, handled 231,612 G. T. M. or 77 pounds of coal per 1,000 G. T. M.

River Division

July 30th, Engineer Mouser, Fireman Bryant, on Train 832, Engine 741, Hayti south yard to Chaffee (70 miles) handled 189,600 G. T. M. in 63 loads with 8 tons of coal, including 1 ton for firing up, or 16,000 pounds, making a performance of 83.3 pounds per 1,000 G. T. M.

Carroll Young After 'Lasses White's Crown

"Lasses White" has keen competition in the field of black face comedy, as those who witnessed a recent performance of Carroll Young, employed in the East Thomas Shops, known as "Alabama Blossom", of Birmingham, Ala., will testify.

Mr. Young has always "helped" in



CARROLL YOUNG.

Better known as "Alabama Blossom", Birmingham, Ala.

amateur theatricals, but lately got up an act of his own, which includes songs, dances and jokes.

He is making quite a name for himself among the Frisco folks, because of his originality, and his willingness to aid in any of their gatherings.

His last performance was on August third, when he entertained the regular meeting of Local No. 18 at Birmingham, Ala.

NEW STEEL TARIFF CABINETS

The wooden mailing cases which have done many years' duty in the office of the assistant freight traffic manager on the seventh floor of the general office building in St. Louis, have been removed and 16-gauge steel mailing cases installed in their place. The new equipment is indestructible, fire-resistant and completely modern. The new cases are eight in number and large enough to handle all the tariffs in our offices. They were installed under the direction of Jack Bursey, St. Louis railroad salesman, agent for the General Fireproofing Company of Youngstown, Ohio.

A. G. Anderson Appointed as District Horticultural Agent at Blytheville

Missouri University Graduate Given Growing Ozark Territory for Frisco Lines

A. G. Anderson, of Monett, Mo., was appointed district horticultural agent for the Frisco, with territory in Southeast Missouri and Northeast Arkansas, and his headquarters at Blytheville, effective August 1.

Anderson is a graduate of the University of Missouri with the degrees of Bachelor of Science and Master of Arts. He is also a graduate of the Monett public schools and a son of August Anderson, prominent Monett farmer.

The position to which Mr. Anderson was appointed is a new one, warranted by the tremendous development of the territory in Southeast Missouri and Northeast Arkansas. His duties will be to co-operate with the farmers of that section with a view to continued progress in the splendid development of that particular Frisco territory.

FAIR VACATIONERS



These happy looking girls are employed in the purchasing department at St. Louis but they didn't leave the Frisco when they took the annual two weeks' vacation. The picture above was snapped at Springfield, Missouri, during a joyous week-end. The girls are, top row, left to right, Misses Margaret Cowan and Lucile Meyer. Bottom row, left to right, Misses Kathryn Hughes and Grace McEvoy.

Lesson in geography, teacher asks son of a railroad man:

"What is a mountain pass?"

"A mountain pass," said the pupil, "is a pass given by a railroad to its employees so that they can spend their vacations in the mountains."

—Safety Flashes.

Men Worth \$100,000,000 Ride Frisco Special

(Continued from Page 9.)

he came west and coaxed millions out of the earth.

Howard Tallman played a piccolo in the Bradford Town Band during his youth, but came west with the change in oil centers and now has difficulty in counting his cash-on-hand.

W. F. "Billy" Clark, one of the old-timers, was deputy sheriff and then sheriff of McKean County, Pennsylvania, until he, too, thought in terms of oil and came west.

"Colonel Nate" Bushnell, hale and hearty god-father of the expedition, and the man for whom the special train was named "Colonel Tulsa", is seventy years old and has spent 50 years in the oil business. He is undoubtedly one of the best-known of the oil millionaires of the Southwest.

Of the others, the least important listed his assets in hundreds of thousands, while the biggest counted millions.

President Skelly was optimistic as to the success of the oil industry's present effort to install a system of economy in operation.

"Stability is at last on its way in the oil industry," Mr. Skelly said. "In place of the former lavish extravagance which flourished among oil men in the early days, rigid economical measures are coming. Through reorganizations of the entire operating structure, we are affecting economies which are not publicly recognized, but which will put the oil industry upon the same systematic, sound basis that the Frisco and other railroads are now on, within a few years."

At 8 o'clock, when the photographers and newspapermen had done their best, the "Colonel Tulsa" pulled out over the tracks of the Illinois Central to Chicago, and from Chicago to Bradford on the Erie, arriving in Bradford the next morning.

The Frisco brought those oil men to Tulsa, penniless and ambitious. It took them out of Tulsa bound for "the old home town" with \$100,000,000 distributed between them.

And in the meantime the Frisco has hauled thousands and thousands of cars of their products.

Truly, they all feel kindly toward our railroad.

As You Were

"Clarence," she called. He stopped the car and looked around.

"I am not accustomed to call my chauffeurs by their first name, Clarence. What is your surname?"

"Darling, madam."

"Drive on, Clarence."—Daily News.

A bill passed in the Pennsylvania State Senate requiring that milk "be sold only in original containers" should certainly stimulate the livestock market.—Detroit News.

ON WAY TO HEALTH

**Mr. and Mrs. Claude Hedges
Recovering at Tucson, Ariz.**

**Snyder, Oklahoma, Agent Sends
Thanks for Remembrances to
Frisco Friends**

ONE may travel many miles and remain months on leave, but the good friends left behind on the Frisco will not forget or neglect.

Some months ago, due to severe illness, it was necessary for both Mr. and Mrs. Claude C. Hedges, of Snyder, Okla., to hurry to Tucson, Ariz. Mr. Hedges was first truck operator and ticket agent at the Snyder, Okla., station.

Mr. Hedges suffered several severe attacks, but the following letter, written to the Magazine, by Mr. and Mrs. Hedges, for reprinting, contains good news for those of their friends who are anxiously awaiting their speedy recovery:

"The undersigned wish to thank the many kind friends who so generously donated funds to assist us and make the dark hours of our illness more cheerful. It is our prayer that none of you kind people will ever have to trod the stony road that has been our lot.

God bless you one and all.

(Signed)

Mr. and Mrs. Claude C. Hedges.

During the severe illness of Mr. Hedges, it was thought necessary to send for their ten-year-old son Howard, who made the trip alone, from Snyder, Okla., to Tucson, Ariz., and he wrote the Magazine of his many interesting experiences:

"My daddy was terrible sick. We were afraid he wasn't going to get well, and my mother sent for me. And I come all the way from Snyder, Okla., to Tucson, Ariz., by myself. Now, don't you think I am smart? My daddy is better now. Think seeing me nearly cured him, anyway. I sure was glad to see him and my mother. It had been three months since I had seen them.

I sure had a nice trip. Saw lots of things. At Albuquerque, N. M., I saw the Indians weaving rugs. My daddy's nurse layed off for a few days—her husband is a miner and lives in a shack up in the mountains about 90 miles from Tucson. She went to see him and I went with her. Oh, boy, I sure did have one time.

We also saw a horse race. That was my first horse race and it sure was thrilling! Then we went riding and I saw Harold Bell Wright's home. He sure has a beautiful home.

It is a wonderful place here and my mother and daddy are getting well and I am so glad."

The Hedges' will be glad to receive letters from friends on the Frisco, which will reach them if sent to 270 N. Stone Avenue, Tucson, Ariz.



W. J. FOLEY

W. J. Foley, master mechanic of the Western Division, is known to his friends at Enid, Oklahoma, as "the man who always smiles". Foley and the Frisco did a lot to make Enid the place it is today.

**C. C. Mills Appointed as Safety
Supervisor at Oklahoma City**

**Oldest Conductor on Southwestern
Division Made Last Run July 31**

C. C. Mills, one of the oldest passenger conductors, from point of service, on the Southwestern Division of the Frisco Lines, made his last run on July 31, having been appointed to the position of safety supervisor, with headquarters in Oklahoma City, Okla.

For many years, Mr. Mills has been passenger conductor on trains nine and ten between Monett and Oklahoma City, and has made a host of friends.

Mr. Mills will make inspection trips covering the entire system, to correct all hazards which might cause accidents; correct employees who are guilty of practices which will be apt to cause injury; look into the condition of appliances and machinery as to safety conditions, and report anything which might constitute a hazard.

On his recent appointment, Mr. Mills was tendered a banquet by the Kiwanis Club of Monett, Mo. He spoke of his love for Monett and her people and said that he hoped some day to return to Monett and make his home there.

Heavenly Repartee

"Well, Woodrow," said Moses, "they don't seem to be treating your Fourteen Points very kindly down below."

Woodrow: "Not so well, but take a look at what they are doing to your Ten Commandments."

**Volunteer Firemen Are Thanked
by Citizens of Chaffee, Mo.**

**Valiant Work in Fighting \$60,000
Blaze Brings Praise From
Chaffee Signal**

Frisco volunteer fireman who aided valiantly in checking the blaze which swept the City of Chaffee, July 17, have received commendation through the Chaffee Signal.

The fire raged for more than an hour and destroyed \$60,000.00 worth of property.

The Chaffee Signal prints the following in appreciation of Frisco service:

"To the Frisco fire brigade the citizens of Chaffee, through the Signal, wish to convey their heartfelt gratitude.

"To the Frisco officials who so readily saw the crisis that would have undoubtedly wiped out a large portion of our community and who were responsible for having their employes on the ground, the citizens of Chaffee also wish to express their gratitude.

"To the untiring efforts of each any every man who participated in rendering this service, the citizens of Chaffee are more than thankful."

THE RAILROAD MAN'S PRAYER

"Oh Lord, now that I have flagged Thee, lift up my feet from the rough road of Life, and place them safely on the deck of the train of Salvation. Oh, Lord, let me use the safety lamp known as prudence, and oh, Lord, let me make all the couplings in the train with the strong links of Thy love. Oh, Lord, let my hand lamp be the Bible, and keep all the switches closed along the line that leads to a siding, especially those with a blind dim. Oh, Lord, let every semaphore block along the line show the white light of hope, that I may make the run of life without stopping. Oh, Lord, give us the Ten Commandments for a schedule and when we have made the run of life on schedule time and pulled into the great, dark station of death, may the Superintendent of the Great Universe say, 'Well done, thou good and faithful servant; come and receive your crown of Glory forever and ever. Amen!'"

Card of Thanks

We wish to express our appreciation and gratitude to the many citizens of Beaumont and the many Frisco employes who gave us their help and sympathy on the death of our beloved husband, father, son and brother, also for the beautiful floral offerings.

Mrs. Abel Roberson and children,
Mrs. Nettie Roberson, mother,
Messrs. Walter and Elijah
Roberson, brothers.

The Pension Roll

Richard Downing, who was retired at a meeting of the Board of Pensions, July 28, together with five other veterans whose histories are included in this month's "Pension Roll", has had a career which glows with loyalty and service to the Frisco Lines.



RICHARD DOWNING

Downing was born in Stony Stratford, England, June 14, 1855, 70 years ago, the son of a blacksmith and gasfitter. He was educated in England and went to work when 14 years old as a pupil teacher—an apprenticeship which he held five years. Upon completion of this schooling, he taught in Somerset and Devon, England, was a post office clerk in Northampton and Shrewsbury and came to America in 1883. He first worked as an assistant in the supply stores of the Big Four Railroad at Mattoon, Illinois, but entered the service of the Frisco Lines in March, 1886, in the office of the auditor of freight accounts at Kansas City, Mo. In 1901, he was transferred to the offices at St. Louis, and since that time he has occupied the same desk and the same job. He has been a resident of Missouri nearly 40 years. In September, 1898, he married Miss Louisa E. Replogle of Kansas City, and his wife is still living. They had no children. Following his retirement on a pension allowance of \$52.65 per month, Mr. Downing left for a visit to England, but will return shortly to his residence at 931 Beach Avenue, St. Louis.

Mose Ellis Runyon, veteran hostler at Kansas City, Mo., was retired when he became permanently disabled



MOSE E. RUNYON

through arthritis, bronchitis and impaired sight. He is 67 years old and was retired on a pension allowance of \$67.85 a month.

Runyon was born on an Illinois farm, July 30, 1858, the son of a farmer, and moved to Nebraska, when a small child. He attended schools in that

city and went to work at the age of eighteen. His first job was engine wiping with the Burlington. Later he was an engine wiper with the old North Missouri, now a part of the Wabash, and still later became fireman on that road. In October, 1876, he entered the Frisco employ on the Missouri, Ft. Scott and Gulf Railway, now a part of the Frisco, as an engine wiper at Kansas City, Mo. He was promoted late in 1877 to locomotive fireman on a Kansas City yard engine and in 1884 to engineer on the Northern Division. Except for a short time during which he was transferred to engineer on the Southern Division, Runyon has held his position on the Northern Division since that date.

He married Miss Olive Emmack, November 21, 1882, and was married for the second time to Miss Rose Emmack, June 21, 1898. No children were born to either union. Runyon resides at 1217 West Fortieth Street, Kansas City, Mo.

Joseph Mayrs, a mechanical laborer at Springfield, Mo., was retired at the July 28 meeting of the Pension Board,



JOSEPH MAYRS

upon attaining the age limit of 70 years. He has had 28 years and 10 months service with the Frisco and his pension allowance is \$28.50 per month. Mayrs was born in Rentten, Germany, the son of a farmer, and was educated in the grade schools of his native land. He went to work when 14 years old as a farm hand and worked for his father six years. On June 1, 1875, he came to America and arrived in Benton County, Iowa, June 30. For eight years he worked in a sash and door factory at Clinton, Iowa, and about 12 years as a farmer in Cherokee County, Iowa. He entered the Frisco employ on the Fourth of July, 1896, as a laborer at South Springfield, Mo. He was made labor foreman in 1909 and has been employed as a laborer since 1913. Mayrs married Miss Mary Doyle, September 1, 1881, and they have five children, Martin, Cora, Frank, Carl and Gertrude. Mr. and Mrs. Mayrs reside at 503 Newton Avenue, Springfield, Mo.

Riley Franklin Pritchett, locomotive engineer on the Southwestern Division,

was retired through permanent injury, incurred in service, at the age of 56 years.



R. F. PRITCHETT

Pritchett was born in Camden County, Missouri, August 24, 1869, the son of a prominent farmer in that section. He attended the country schools in Camden and Laclede Counties, and went to work at the age of 13 as a farm hand. In 1901, he entered the Frisco service as a hostler helper at Paris, Texas, later an engine watchman at Sapulpa, Okla. On October 1, 1902, he began firing and in 1907 was promoted to engineer out of Sapulpa. He was injured in an accident on July 18, and was retired. He is unmarried and resides at Richland, Missouri, Box 14, R. F. D. Route 3. His pension allowance is \$38.75 per month.

Jacob Young Boyd, a conductor on the Southern Division was retired at the meeting, due to osteoarthritis of the spine which brought about disability. He was 60 years old August 11, 1925, and was retired on a pension of \$36.80 per month.

Boyd was born in Eddyville, Lyon County, Kentucky, August 11, 1865, the son of a farmer. He was educated in the country schools of his home county, and went to work in a tobacco factory when a lad of fifteen. Early in his youth he began work as a water boy on the Iron Mountain Railroad, and filled consecutively the positions of engine watchman on the Iron Mountain, brakeman on the Cotton Belt, brakeman and conductor on the Mobile and Ohio, and brakeman and conductor on the Frisco. He entered the employ of this railroad January 11, 1901, as a brakeman on the K. C. M. & B. and was later promoted to conductor. He has never married and resides at 1820 Eighth Avenue, Birmingham, Alabama. His continuous service totals 23 years and seven months.

In Memoriam

MARK SPENCER

Mark Spencer, engine wiper, died in the Springfield Frisco Hospital, July 17, 1925. He had been retired on (Now turn to Page 39, please.)

Happiness and Sorrow Go Hand-in-Hand Through Union Station

(Continued from Page 12.)

"Did you find her?" Mr. Dunard asked him.

"Sure. She wandered up—she was just lookin' at the different stores in the station!"

The Clock Moved Not

One day a woman was standing on the platform where the trains are called and depart, looking intently at the dial, which is set to show the time of departure of the train. She turned to Mr. Dunard and said: "I've been watching that clock for fifteen minutes and it hasn't moved!"

Mr. Dunard once assisted an oil man from Tulsa on the train, and, after he had gotten all his baggage in the state room on the Texas Special, the man found he had lost his wife. They looked for some time, but failed to locate her. The train was ready to depart, and the only thing to do was to have the baggage taken off, and institute a search. The train left, and still the wife had not been found. In about an hour, a wire came from Bismarck, Mo., advising that she had boarded a Missouri-Pacific train in error, and was without money. It was necessary to wire her money and to wait until the next morning when she would arrive back in St. Louis. Just another of the many duties Mr. Dunard performs.

But it remains for the Information Bureau to give out the "Foolish Questions" which are asked by the thousands who go through the station daily. The persons on duty must be walking encyclopedias, and know every bit of news in the town.

One of their number, Adam Rosenthal, who is one of the five employed in the office, has been taking down some of these amusing questions for some time, and he gladly told of a few.

What!—A Bawth!

A woman, on an excursion to Hot Springs, Ark., asked if there would be any possible chance to get a bath between St. Louis and Hot Springs!

"But the funniest thing I believe I ever heard, was not so long ago; an elderly man came up to the Information Bureau and asked, 'Can you tell me where I can pass out?'"

An old negro wanted to have his ticket validated, however, when he got to the window, he asked: "Can you all tell me where I can gits dis ticket ventilated?"

One woman called and asked if she could take a child on the train who had scarlet fever, and another man inquired for a lower in a car with an alcohol bath.

"Foreigners are perhaps the hardest to deal with," Mr. Dunard said, "as they rarely have anyone in the crowd who can talk English. But there is always someone around the station who can interpret their language. They are usually given a ticket where they board the train, and travel to

their destination, entirely dependent on the employees of the big terminal stations to see that they board the proper train. It has always been a marvel to the average observer that there are not more of them lost. They seem so utterly helpless, but the efficient force at the terminals care for them admirably."

Public Is Courteous

Every employee of the terminal stoutly asserted that the traveling public as a whole is very courteous, and they all were in accord that they would much prefer to wait on people who had not traveled extensively, than those who had, for they receive the advice in much more graciously and are eager to learn.

These people are also the ones who tip the most for service received. They are deeply appreciative.

And this is only half the story.

This huge station has been the scene of many stories. It has been the scene of the reuniting of families, and of their departure, the scene of the send-off of a bridal couple and the participants in these events are of every nationality and from every walk of life.

If you feel that you're having a hard row in life, watch a family of some five or six children with their mother—their only belongings packed in a shabby suit case, eagerly clutching the ticket that is to take them to the father. They haven't eaten for perhaps a day.

Watch the little co-ed, on her way home for a vacation—the actress, treading on air with her poodle clutched tightly in her arms—the farmer, in for a little shopping tour; or the cowboy, dressed in "civilized" clothes, except for his sombrero.

Mr. Dunard has a great philosophy of life, and he gets a chance to study many different types. His work is highly interesting and he sells Frisco service in quantities, at an "on the job" schedule.

New Ozark Hotels

The Ozark region, traversed by many miles of Frisco Lines, is fast gaining the prominence which it rightly deserves, and every summer hosts of new friends view its scenic beauties.

Comfortable hotels are being erected to accommodate the public, and the latest is "The Frances", located at Monte Ne, just fifteen minutes from Rogers, Ark. This hotel is owned by Rogers' business interests, and is under the management of Messrs. Graham and Wayne, who have had several years' experience and exert themselves to please their guests with efficient service.

Among the attractions which surround this lovely hotel is the Iris Armstrong Camp for Girls; a summer dramatic school; also another camp for girls from Dallas, Texas, which joins Monte Ne on the East.

A large dancing pavilion has been built, and the Pathfinders of America held their summer convention at this hotel.

East Yard Office at Monett, Mo., Destroyed by Fire, August 12

Damage of \$6,000 When Frame Structure Is Struck by Lightning—Valuable Records Lost

The east yard office of the Frisco at Monett, Mo., was completely destroyed by fire, August 12, following a storm in which it was struck by lightning.

The fire department responded to an alarm sent in, but the building was completely burned before the fire could be checked.

This building was a frame structure and was moved from the Frisco property at Fifth Street a number of years ago to the east yards.

There were thirty-two lockers in the building, containing the clothing of the switchmen, such as rain coats, boots and work clothes. They were completely destroyed. This office was used as headquarters for the yardmaster and for a telegraph station.

The loss of the building is estimated at \$6,000 and some of the records destroyed were highly valuable.

Strawberries in Film

Monett, Mo., has just enjoyed one of the most prosperous strawberry seasons in the history of the city. Monett strawberries were shipped to practically every state in the Union.

Recently, the Fox News Service exhibited at one of the Monett local theatres, pictures of the strawberry industry, from the field to the loaded express car, and these films will be shown all over the United States.

While many eastern wholesale dealers are familiar with the fine size and quality of Ozark strawberries, this film will be a fine bit of advertising for those who are not in direct communication with the story of the growth and the immense volume of the Ozark strawberry industry.

Etiquette of the Hat

Without consulting any of the authorities on etiquette, we will answer the question, "When is the proper time for a man to lift or remove his hat?" for the benefit of our readers. At the following times and on the following occasions, respectfully, the hat should be removed or lifted as the circumstances indicate: When mopping the brow; when taking a bath; when eating; when going to bed; when taking up a collection; when having the hair trimmed; when being shampooed, and when standing on the head.—Dodo.

Four Letters Meaning Dumb

We hear that this was pulled at the Cross-Word Puzzle Ball held recently:

One of the nicest men in town said to the nicest matron: "May I have this dance?"

"No, I'm too danced out."

"Why, you're not too damned stout. You're just plump. Please dance this one."



Homemakers' Page



MISS LORETTO A. CONNOR, Editor

A MARSHMALLOW CAKE

Mrs. Prather Langley of Springfield Bakes "Best of All"

Wife of Machinist Gives Reporter a Generous Slice—and Gains Everlasting Gratitude

HOW about a marshmallow cake? Mr. Prather Langley, machinist at the south round-house, Springfield, Mo., boasts that his wife, Florence, can bake the best cake he ever tasted.

The accompanying photograph is certainly tempting enough, and we



MRS. PRATHER LANGLEY

find Mrs. Langley just finishing one of these famous cakes.

Her recipe follows:

- 5 tablespoons butter or other shortening
- 1 cup sugar
- Yolks of two eggs
- 1 teaspoon lemon juice
- 1 teaspoon vanilla extract
- $\frac{3}{4}$ cup milk
- $1\frac{1}{8}$ cups flour
- 3 teaspoons Royal Baking Powder
- $\frac{1}{4}$ teaspoon salt.

Reserve two egg whites for the icing. Cream the shortening; add sugar and beaten yolks of eggs and flavoring; mix well and add half the milk; add half the flour which has been sifted with the baking powder and salt; add remainder of milk, then re-

Cosmetics—A Fad or a Complex?

SOME intended-to-be appalling statistics on the amount of money spent annually for cosmetics by the women of America confront us. The figures run well up into the millions and we find ourselves wondering whether their publication is the initial step in a crusade on the part of the "antis" to eradicate the prevalent practice of carrying ones "good health" around in one's compact.

If this be true, we can recall numerous countenances that tempt us to devoutly hope that their efforts may succeed. Moderation and discretion in the use of artificial aids to beauty may produce artistic results, but countless numbers of our contemporaries apparently have never even suspected that these words could be associated in any way with the use of lipstick, rouge and powder.

It is impossible to state where or when the precedent for using cosmetics was established, but it is certain that even in the gray dawn of history women knew how to give their cheeks the "rosy hue which nature had denied them". Recall Jezebel in the Book of Kings. In ancient Nineveh, enameling the face was very common. The skin was made clean and smooth with pumice stone and then covered with a layer of some white chemical preparation. A toilet

case containing a series of little bottles filled with perfumes and complexion "accessories" was found among the ruins of Thebes.

The women of Athens painted their faces with white lead and vermilion and the Roman poet Ovid describes the various beautifiers used by the matrons of his day. Ovid likewise regrets that the women tried to imitate with cosmetics "the ruddy glow that health alone can give". He writes feelingly of the deceitful pallor lent to the cheeks of the Roman damsels by white lead and expatiates upon the curious practices used to beautify the eyes.

The philosopher, Socrates, was likewise loud in his denunciation of cosmetics, and Solon, the great Athenian statesman, enacted laws prohibiting their sale.

All of us are familiar with Savonarola's work among the Florentines and with the efforts made in Puritan England to legislate women into wearing their complexions "au naturel".

The use of art or artifice to improve on nature is almost as old, then, as the race and criticisms of the practice well nigh co-existent with it. In spite of opposition, it has grown apace and today it is almost universal, although women of sense and refinement are coming to discriminate more and more in the choice and use of their cosmetics.

INCOME VS. EXPENDITURE

In David Copperfield, Dickens puts the following very excellent aphorism into the mouth of Mr. Micawber:

"Annual income twenty pounds, annual expenditure nineteen nineteen six; result, happiness.

Annual income twenty pounds, annual expenditure twenty pounds naught and six; result, misery.

The blossom is blighted, the leaf is withered, the god of day goes down upon the dreary scene and—and, in short, you are forever floored."

In other words, if you would play the game safely, balance income and expenditure. No other matter causes more unhappiness and discord in a home than a careless and thoughtless handling of the family income. On the other hand, nothing gives greater security and consequent happiness than wise and careful expenditure.

EDITRESS CONNOR WANTS TO HEAR FROM FRISCO WOMEN. WRITE HER YOUR RECIPES.

Irma Winchell, of the office of auditor, St. Louis, Mo., selected this natty two-piece tailored suit of imported English mixture for early fall wear.



For serviceable wear, we find Lucile O'Connor, of the auditor's office, St. Louis, Mo., modeling this newest of top coats. It is double-breasted style, goods of a tweed mixture with raccoon collar and with the popular kick pleats of the latest fall fashion.



Miss Frisco in *Fall Attire*

An important item in the wardrobe of any woman is this fall frock of satin crepe, featuring the new back flare. Exquisite lace collar and cuffs finish the dress. The attractive model is Marie Dent, of the division freight agent's office, St. Louis, Mo.



**Grown-Ups
Please
Be Quiet**

THE TWILIGHT HOUR

**A Page
Just For
Children**

The Romance of Warren and Ellen—and the Kidnappers

ELLEN BAKER lived next door and it was generally conceded in the neighborhood that she was just about the sweetest little girl who ever was.

At least that's what Warren Tarr and his buddies thought, and more than once, one of their number had come to the rescue of fair Ellen. Johnny strain rescued her darling little pet dog from the wheels of a passing car, and gratitude beamed from her eyes when she thanked him. Then again, Billy Brown brought her a little lost kitten he had found. And so, Ellen was always receiving attention, but it just seemed to Warren that all the other "guys" thought of the nice things to do before he got there.

Never mind, he'd show 'em. Some day something terrible would happen, and they would all be so far away and he'd happen on the spot just in time, and—well, things did happen, and you never could tell.

This was what Warren was turning over and over in his mind while he lay in his bed that night. And he was also trying to plan some heroic deed.

"That pie of mother's certainly was great tonight! Gee, whiz, an' she give me two pieces! Wisht I'd a saved one for Ellen fer tomorrow." Warren thought as he gazed out of the window where the trees were rocking in the wind. The moon was shining brightly, and as he lay there, he made funny images out of the clustered leaves.

One bunch just exactly made an old man's face—and another was a perfect elephant's head. Wonder if Ellen ever made things out of the leaves on the trees—!

Then all of a sudden things began to happen. Ellen Baker's house was in plain view of Warren's window. He gazed out in astonishment. What was it that he had heard. A voice? No, two, talking in undertone.

He strained his ears to listen!

"Git me a ladder and we'll climb up," one of the voices whispered.

"Got one right here—where'll we put it? We gotta be careful." This voice seemed concerned for their safety.

And then Warren saw in a minute just what was happening. They were trying to get a ladder to the window where Ellen was peacefully slumbering! But why? Then it dawned on him that they were going to kidnap Ellen Baker!

For a moment he stood, rooted to the spot, while one of the men, assisted by the other, was climbing the

ladder, which would give him a chance to slip into the opened window.

Crickets were chirping, and the moon was lighting the scene. The wind was slightly rocking the trees, but no other breath of life existed, as far as the two men, Warren and Ellen were concerned.



THE HEROIC DEED

Something must be done! Quickly, too. Warren slipped on his clothes and started down the stairs.

What an awful noise those old steps made. Never before had their creaks been so audible.

Warren would go and wait under the window, for they would surely return the way they had gotten in, and they would have Ellen with them.

Towser barked violently.

"Sss-hh! Com-mon, Towser, help me out and we'll both be heroes! Nice dog!" Warren patted his head and Towser, realizing that his assistance was needed, bristled up the hair on his back, prepared for the occasion. Warren unleashed him and together they crept toward the window where the kidnapping was to take place.

Yes, the men had made the ascent and—well—"I'd just like to see 'em get away from Towser an' me," and Warren gave Towser a pat of companionship, which meant he must help and do his part.

Patiently they waited minutes, which seemed hours. Finally a head was thrust out of the window—and

the coast being apparently clear, a foot was cautiously placed on a round of the ladder, and down came the first man. The second one followed, and as Warren peered at him, he noted that he had over his shoulders a sleeping child. Together the two men succeeded in carefully getting the child to the ground where they laid her quietly down.

But the commotion began shortly after they had reached the ground—for Towser, with a "Sic 'em" from Warren, made a dash for one man, while Warren, putting his foot before the other man, tripped him so that he fell. In a second he was in the middle of his back—punching his head, his shoulders—wherever he could get a chance.

Towser was doing his best to entirely disrobe the second man, and his screams of "Oh, ouch, help—call off yer dog!" led one to believe that the worst of the fight was over.

"What do you mean by kidnapping Ellen—don't you know she don't want to go with you! Take that—and that!" And Warren was beating away relentlessly, with blows which were evidently taking effect.

"Why, Warren—what in the world are you doing?"

Mother had entered the bedroom, to find Warren straddling a huge pillow, beating it until the feathers were beginning to fly.

"Warren—wake up!"

"I'm saving Ellen's life—I'm—why—" and then he opened his eyes to a bright sunshiny morning. Mother was standing in the doorway with her trim, white apron, and the room was littered with feathers, while the two pillow "kidnappers" were on the floor, and Warren relinquished his hold of the "bold, bad bandit".

"Warren, those two pieces of pie were too much last night! Only one piece after this. You've had a nightmare. I suppose you've forgotten that this is the first day of school. Several of the boys have been whistling for you, and I thought you were dressed. Ellen Baker just went by. Hurry and dress, breakfast is waiting."

Warren sank back on the pillow for an instant. "Well, can you beat that—the only time I ever was the hero, I had to go an' wake up and spoil it all! Just a dream! Anyway, if that did really happen, I'll just betcha Towser and I could catch most anything that would get Ellen."

"Warren! Warren, are you dressed yet?"

"Nome. But I'm pretty near awake. Mother will you fix me up two apples in my lunch. Maybe there might be somebody I'd like to give one to!"

—M. C. M.

FRISCO BABIES

1.—James Wesley Cochran, grandson of J. L. Hemphill, Madill, Okla. 2.—Gerald D., son of Carl D. Cauble, Memphis. 3.—George, Jr., son of Engineer G. J. Westphal, Oklahoma City, Okla. 4.—Harrison, Jr., son of Harrison Will, city passenger agent. 5.—Jack Lynch Buhler, grandson of Conductor J. L. Lynch. 6.—Edwin, son of A. E. Elliott, Jr., Memphis. 7.—Oliver E. Bradway, son of O. E. Bradway, Amory, Miss. 8.—Billy and Bobby, sons of E. J. Lennartz, Sherman, Texas. 9.—Max and Jean Doty, sons of Otis Doty, Okmulgee, Okla. 10.—Ruth and Edna, daughters of J. A. Rollen, Ft. Smith. 11.—“W-C,” son of Wm. Wright, Memphis. 12.—Mary Patricia, daughter of Mrs. B. C. McDonald. 13.—Chester L., son of H. G. McKenzie, Memphis.



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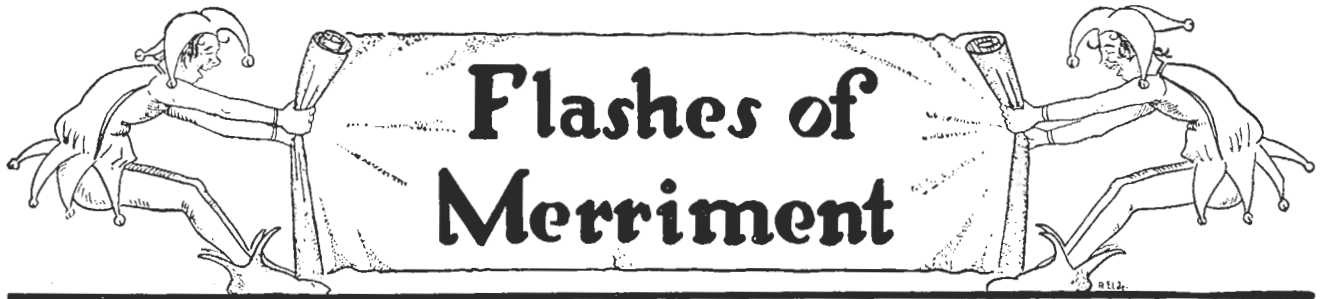
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13



A Calendar Romance

Our hero was the common sort, when
all is said and done;
He worked his head off daily and was
out to get the

MON.

The reason for his diligence was com-
monplace 'tis true—
He tried to swell his salary so it
would suffice for

TUE.

And maybe that's the reason why one
day he lost his head,
And falling on his knees, he cried,
"Oh, maiden, wilt thou

WED.

He may have thought this sudden,
but it seemed not so to her;
She lisped a quick acceptance and
said forcibly, "Yeth

THUR.

But when they went to keeping house,
he feared that he would die;
For, oh, that modern maiden could
neither bake nor,

FRI.

She could not run a bungalow, or
even run a flat,
So on many sad occasions in a restaur-
ant they

SAT.

But he forgave her everything—as
man has always done,
When she presented him one day, a
bouncing baby

SUN.

(Jack Canuck)

Hard Luck for the Cat

Two hunters in the North Carolina
woods had chased a wildcat to a clear-
ing and were terrified to see the beast
jump into the window of a cabin from
which the sound of a woman's
voice had just been heard. Friend
husband sat on the porch rocking
comfortably.

"For heavens sake, is your wife in
there?" screamed one of the hunters.
"Yeah."

"Good Lord, man, get busy! A
wildcat just jumped in the window."

"Yeah? Well, let him git out the
best way he can. I got no use for
the pesky critters. Danged if I'm
goin' to help him."

Wrong Label

Judge: "Did you buy whiskey from
this bootlegger?"

Witness: "Well, your Honor, I
thought it was whiskey; in fact he
told me it was whiskey. But what I
really bought from him was a combi-
nation of cyclones, tornadoes, earth-
quakes and railroad boiler shops."

Wireless Made Plain

"Mose, can you explain wireless
telegraphy to me?"

"Yessuh, it's like dis: Ef you-all
had a long, long houn' dawg, an' he
stretched from Cincinnati to Cleve-
land, an' you stepped on his tail in
Cincinnati, he would howl in Cleve-
land. Dat am telegraphy. Only in
wireless you does de same thing with-
out de dawg."—Columbus Dispatch.

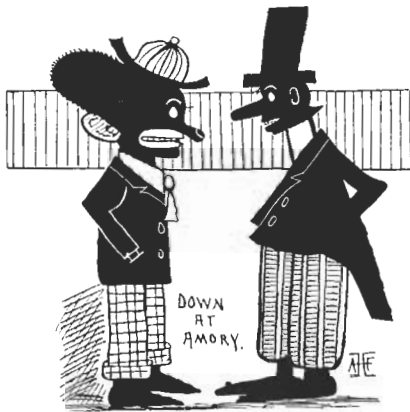
To the Point

The battle was preceded by the fol-
lowing conversation:

Mike: "What were wheelbarrows
invented for?"

Isaac: "To teach de Irish to walk
on dey hind legs."

Not another word was said until
the cops arrived.



Eph: "What am de difference be-
tween a' old man, a young man an'
a worm?"

Mose: "Nuffin—chickens gets 'em
all."

Every Man for Himself

Pat was in the middle of the stream
and his canoe turned over. He was
desperately working his arms and
legs, splashing around trying to find
a hold of safety.

Mike, running along the shore,
frantically yelled: "Hang on to the
boat, Pat, hang on to the boat."

"The hell with the boat," said Pat.
"It's meself I am after saving."

Poor Dad!

"Mother," said daughter, "I think
I will slip on my raincoat and go to
the post office for the mail."

"Why, it isn't fit for a dog to be
out in this kind of weather, let your
father go!"—Exchange.

If It's Around 2:00 A. M.!

"Yes," said Mrs. O'Hallagan. "It
was 2 o'clock the following morning
when you came home the other night,
and it was 2:30 the next morning
when you came home last night. But
I'm telling you, if it's 2 o'clock in the
morning when you come home tonight,
or any other night the next morning,
you'll have to get up and let your-
self in."

Too Tired!

"Are you a messenger boy?" asked
the near-sighted man of a boy in the
street.

"No, sir," was the indignant reply.
"It's my sore toe that makes me walk
so slowly."

The Age Limit

Conductor: "Is that child eight
years old, madam?"

Lady: "Oh, no. He's only seven."

Conductor: "Then you must pay
his fare. Only children under six ride
gratis."

A Slight Misunderstanding

The sweet-faced elderly woman,
who was shopping in a large, popular-
priced store, was peering nearsight-
edly at a small cup which she had
picked up from a pile on the counter.
Presently she remarked: "I can't see
very well without my glasses. Are
these tin?"

"No," said the salesgirl, "they're
fifteen."

Were There No Laundries Then?

Uncle Reuben had been asked if he
thought Solomon had shown wisdom
in having seven hundred wives.

"No, suh," he answered emphati-
cally, "specially ef Solomon hisself
had ter call for and deliver all the
washing dat bunch er wimmen could
take in."

He Got It

A ten-year-old boy entered one of
the banks of a thriving town and
walked up to the cashier.

"Mister," he said, "I want a check
book for a lady that folds in the mid-
dle."

We Must Print This One

"I know a fellow who was all
smashed up in a railroad accident and
won't even admit he was hurt."

"He must be a Christian Scientist."

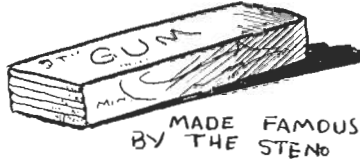
"No, president of the road."

—Princeton Tiger.

"AMONG OURSELVES" THE STENOGRAPHERS.

"I'M STARVED- MAKE
ME A SANDWICH"

"I'M FAMISHED—
GIVE ME SOME
DIE"

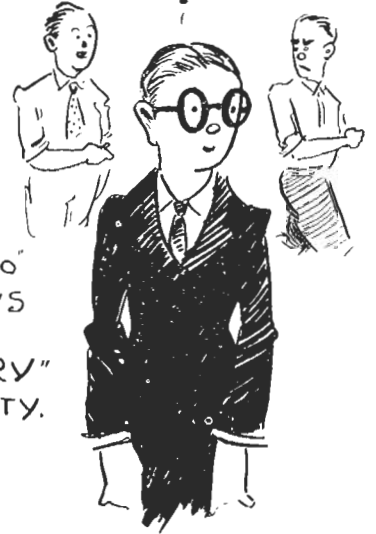


"YOU OUGHT
TO SEE OUR
NEW STENO— SHE IS
A PEACH—!"

"OK
Boy."



"THIS IS
HER— ?" "—"



A HEAVY
MENU

THE "STENO"
IS ALWAYS
A "PRIVATE
SECRETARY"
IN SOCIETY.

JOHN
GOLDFEY

"THERE'S TWO
KINDS OF STENOS—
SAYS "MRS GUFFY—
THE
WORKING
KIND—"

AND.

"THE
OTHER
KIND"



The FRISCO EMPLOYEES' MAGAZINE

Published on the First of Each Month

By the

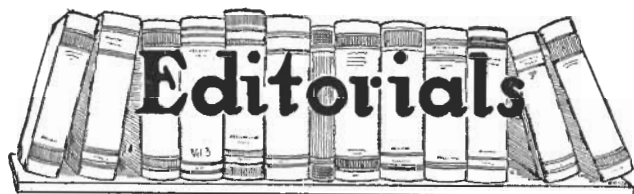
St. Louis-San Francisco Railway

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**The Increase in Freight**

THE loading of revenue freight for the week ended August 8, totaled 1,051,611 cars, according to reports filed with the Car Service Division of the American Railway Association by the carriers.

The loading constituted the greatest number of cars loaded during any one week so far this year, and was an increase of 8,548 cars over the preceding week. It was the fourth consecutive week this year that loadings have exceeded the million car mark.

To the railroad man, that record speaks positively.

He knows that with such a volume of business traversing the many networks of steel across the continent and back, an era of prosperity for the railroads should come in.

He knows that with the expedited service which the railroads are giving, with a decreased operating expense due to rigid regulation, and with an era of prosperity and feeling of confidence abroad in the land, his employer—the railroad—should settle down to steady business with every wheel and piston flying, and make a legitimate return from this vast tonnage.

But what does he find?

Instead of a fair return on invested capital, the railroad man knows that his employer is worried and harassed at every side by a multitudinous and heterogeneous collection of regulations, mandates and laws.

He knows that railroads are going before the

Interstate Commerce Commission with varied requests for a means to make what the law of the nation prescribed as a "fair return on invested capital"—5¾ per cent.

He reads of the Hoch-Smith resolution, passed by Congress at the last session, which orders the Interstate Commerce Commission to effect "such lawful changes in the rate structure of the country as will permit the freedom of movement by common carriers of the products of agriculture affected by the depression, including livestock."

He reads that the resolution refers to the "existing depression in agriculture," and he wonders where the depression is.

If he cares to investigate he will find that the depression is not. It is a myth—a has-been—an almost forgotten condition.

There was a considerable fluctuation in farm commodity prices the first seven months of this year, but despite that, the prices have steadily held their own with other commodities.

When the Hoch-Smith resolution was passed, the prices of farm commodities had been relatively low for a few years before, and the commission evidently thought they might be low again.

And in the face of such an order—where is the commission to affect the "lawful changes in rate structure"? It has, it seems, an impossible job.

The railroad man wants to know. He deserves to know. And someone will have to explain.

No Skeletons Here

THERE can be no mystery in dealing with the public.

The public wants to understand what corporations are about—in order that it may criticize or sympathize—whichever it desires.

Railroads of America have no skeletons hidden in closets, no dank secrets of shady financing or operating, no mysterious slight-of-hand performers among their ranks of officials.

It is just that the public, to which the railroads have only one thing to offer—SERVICE—should know fully and freely what the railroads are doing. In this way, and only in this way, will the railroads enlist the sympathy from the patrons that they so righteously deserve.

It seems to be a solution.

Between The Rails

A MIXTURE of FACT & FANCY RAILROAD & OTHERWISE

by W.L.H. Jr.

Well, we're glad you all liked the bathing beauties! We've had letters from almost every point on the line about them. Most of the folks agree that our own girls could show a trick or two to Beryl Halley, Gosnova and some of Ziegfeld's other beauties.

Now the proof of the pudding will be the hundreds of proposals and mash notes that Misses Helen Yehtes, Alpha Cordez and Helen Moore will get from the easily-influenced males. It's just a case of flies and sugar!

The Frisco has a hustling, live wire city in Neodesha, Kansas, where a \$50,000 new station was dedicated July 30. Not a person in the city failed to see the station at some time during the day—and praise for the Frisco was abundant.

Editor Beebe, of the Neodesha Sun, turned out his usual first-class daily that evening, and treated the Frisco official family splendidly in connection with the gala opening. In our opinion, there is no better daily newspaper in a city of 5,000 folks anywhere else on the globe.

Apropos editors in general and country editors in particular, brings to mind the story of the small town editor who, after thirty years of grind, retired with a capital of \$50,000. "I attribute my ability to retire with \$50,000 capital," he told friends, "to the fact that I have worked damned hard, saved every penny, and to the death of a beloved uncle—God bless him—who left me \$49,999.50."

That's a good story, but its inference, plain as it is, is not well founded.

We know many editors of small town dailies, weeklies, semi-weeklies and occasionals. For the most part they are prosperous men with fine homes. And furthermore, they own them. They have usually splendid families, a good car, and the comforts and luxuries of life. There are hundreds of them running the papers that you read in Frisco towns.

We suppose you read the news item recently in which a judge awarded a railroad company damages when an automobilist drove his car into one of the railroad's engines—necessitating repairs to the locomotive. And that

was in sunny Californy, too! Some celebrant drove his car onto the railroad tracks, stopped it and proceeded to take a snooze. The ensuing crash didn't hurt the automobilist—but bashed up the engine. Thus the damages to the railroad company.

Anyhow, that paragraph may contain a ray of hope. Times are changing from anti-railroad to pro-railroad in this country—and that sensible judge's decision might be another turning point.

Since one paragraph leads to another, let's develop the statement that "times are changing" for the railroads.

Records for freight train performance in May for all Class I roads, show three things. First, the average freight train in that month contained more cars than ever before. Second, the average freight train operated in May was heavier, including the freight in it than ever before. Third, the average freight train was moved more miles per hour in May than ever before.

The average gross tons per mile, excluding locomotive and tender, but including cars in May, the Railway Age states, was 1,695, and the record was almost entirely due to the fact that the average number of cars per train was 44.6. A previous high record made in April of 12 miles per hour, was shattered by a May record of 12.2 miles per hour, although the trains were heavier than ever before.

As long as American railroads give that sort of performance to the public, there can be no doubt but that the public will in turn favor the railroads, both in good will and in good business.

We heard recently, the true story of how a rival railroad lost some high-grade freight business amounting to more than \$25,000 a year, all due to the fact that a passenger train conductor had arisen too late to get breakfast before going on his run. His surly disposition and short, terse manner caused the trouble.

An elderly lady, the mother of the shipper who paid the XYZ Railroad \$25,000 a year, was a passenger on

this conductor's train. He caught the train early in the morning, and came through to collect checks for transportation. The lady had lost hers. Then the conductor proceeded to lose his company \$25,000 a year.

The conductor insisted the lady had her check, and was, in fact, rude and ungentlemanly. It was apparent from her attitude that she would see to it her son routed his freight business a different way in the future.

That conductor was not a Frisco employe, of course. But he is employed by a rival road, and it is safe to guess that at least a large portion of that changed business came over our rails.

The moral in the incident is that courtesy pays. A polite and gentlemanly conductor may sometimes bring in \$25,000 through the influence of some person whom he has favored.

It is surely worth remembering. Courtesy costs nothing—yet it cannot be purchased.

Contrast that conductor's ungentlemanly conduct with this story—about one of our own employes.

A boilermaker, not on duty at the time, dismounted from a Frisco train at ———. Ahead of him, experiencing considerable difficulty with her two heavy suit cases and other bundles, stumbled an elderly lady. She was changing trains, and had a walk of two or three hundred feet.

The boilermaker picked up her parcels and suitcases and escorted her to her waiting train. The feeble, old woman insisted on giving him a quarter, but he declined, of course.

"No, thanks—that's alright," the Frisco employe said. "I'm not on duty, and train service isn't my line, anyhow, but whenever we can help a patron, we want to do it. We consider it all a part of the service."

And with tears in her eyes, the old lady again thanked Emery Haguewood, boilermaker at the North Shops, Springfield, Mo. Haguewood is, incidentally, one of the Magazine's best reporters—and a Frisco employe who believes in "Frisco First"—on or off the job.

P A S T I M E

Springfield North Shops Defeats Fair Grove, 8 to 4

Shortstop Salsman Gave Stellar Performance in Tight Innings

The North Shop baseball team of Springfield, Mo., defeated the Fair Grove team at Fair Grove, Sunday, August 2, in a well-played game, 8 to 4.

Salsman at short-stop for the shop boys, gave a stellar performance.

This is the ninth game of the season for the North Shop team. They have won six out of the nine games played, the last three were won in succession.

The box score:

SPRINGFIELD SHOPS

	A.B.	R.	H.	E.
Denoen, 1b.	5	0	1	0
Salsman, ss.	5	3	1	0
Newbold, 2b.	5	1	3	1
Choate, rf.	5	1	3	0
Sallee, p.	5	0	0	0
Frizzell, cf.	5	1	1	0
Dolson, 3b.	4	0	1	0
Woods, lf.	5	1	1	0
Kirt, c.	4	1	3	0
Tindell, 3b.	0	0	0	0
Total	44	8	14	1

FAIR GROVE

	A.B.	R.	H.	E.
Taylor, 1b.	4	0	0	0
Gearhardt, rf.	4	0	3	0
Mayfield, 2b.	4	0	0	1
Pettegrew, ss.	1	1	0	0
Wingo, 3b.	4	0	1	0
Herd, cf.	4	0	1	0
Highfill, c.	4	1	1	0
Cowan, lf.	3	0	0	0
Gates, p.	3	1	1	1
Total	34	3	7	2

Passenger Accounts Trim All-Stars, 21 to 12, in St. Louis

Fisher for P. A.'s Makes Feature Play August 8, in Attempt to Score on a Single

On Saturday afternoon, August 8, the All-Stars met the Passenger Accounts team at Triangle Park on South Broadway, St. Louis, Mo. The Passenger Accounts team won by a score of 21 to 12.

The outstanding feat of the game was the speed exhibited by Dan Fisher of the Passenger Accounts, when he attempted to score from first base on a single to the outfield. He was thrown out at the plate, as he was compelled to slow up in rounding third base for Muskoff, who was on third at the time.

The box score:

ALL-STARS

Name	A.B.	R.	H.	P.O.	A.	E.
Grellner, 2 b.	5	4	4	2	4	0
Knoll, 1 b.	4	3	4	8	0	1
Lavan, 1. f.	1	2	0	2	0	0
Grob, s. & p.	5	0	2	2	2	2
Baumann, 3 b.	5	1	1	1	2	3

Youngest Frisco Baseball Squad Composed of Youngsters Under Twenty-One Years

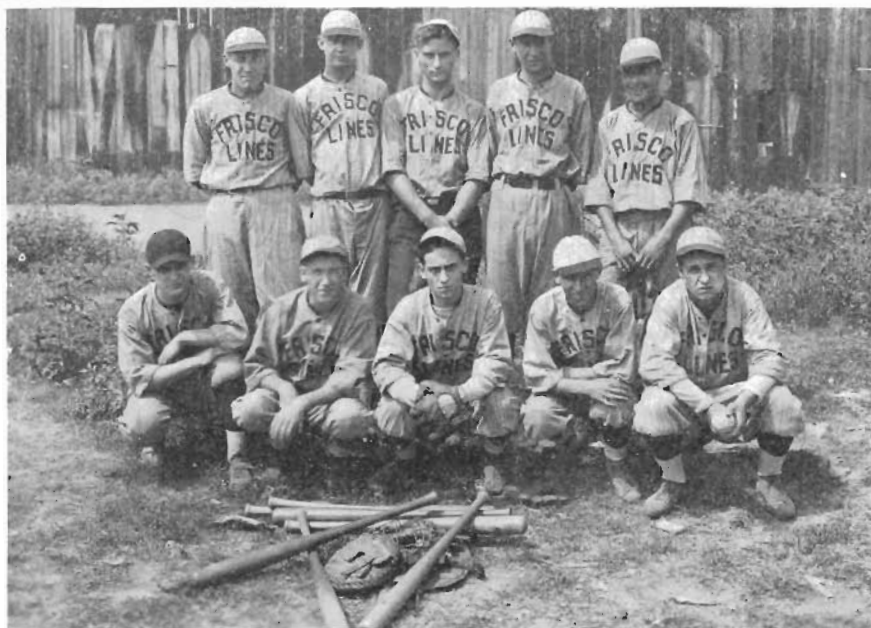
THE Seventh Street Station, St. Louis, boasts one of the fastest and youngest teams on the Frisco Lines.

This team was organized during the early part of the season, and has played eight games, winning every game but one.

seventh inning and only four hits thereafter. The Federals brought in six runs.

Nick Altrock has a dangerous rival in Bill Davison, the comedian coach.

The infield is well organized and is made up of Jerry Freud, George Hof, Bill Davison and Carl Haug. Freud



Top row, reading from left to right: George Hof, first baseman; Carl Haug, second baseman; Al Depke, left field; Albert Cozzoni, catcher and R. Fairchilds, right field.
Bottom row, reading from left to right: Jerry Freud, shortstop; Richard Sullivan, outfield; F. Denzel, pitch; Leo Van Nest, center field and Bill Davison, third baseman.

Organized by their manager, Leo Van Nest, all of these boys are under twenty-one years of age. Within the last month they met and defeated the South Side Federal Team, one of the strongest in St. Louis, with a score of 16-8.

Frank Denzel and Albert Cozzoni make up one of the best batteries in the independent circle today. In the game with the South Side Federals, Denzel did not allow a hit until the

and Haug form a smooth working key-stone combination and are twin murder experts.

Al Depke, star left fielder is a great lead-off man, while Dick Sullivan and Rus Gore are fine, fast outfielders and can hit.

The team is anxious for a game with other Frisco teams, and manager Van Nest would be glad to get in touch with the proper party so plans can be made.

	A.B.	R.	H.	P.O.	A.	E.
Zowark, c. f.	5	0	0	0	0	0
McEntee, p.	3	1	0	2	2	1
McGeever, r. f.	3	0	0	0	0	0
Klug, c.	4	2	1	7	0	1
Total	35	13	12	26	10	8

PASSENGER ACCOUNTS

Name	A.B.	R.	H.	P.O.	A.	E.
Muskoff, p.	5	2	3	0	2	0
Fisher, c.	5	1	2	8	0	0
Benidict, 3 b.	3	2	3	1	2	0

	A.B.	R.	H.	P.O.	A.	E.
Poetz, s. s.	4	1	0	2	2	1
Rasher, r. f.	5	2	2	0	0	0
Stoessel, c. f.	5	2	3	1	0	0
Merkle, B. l. f.	4	2	3	2	0	0
Buder, 1 b.	4	1	2	10	0	2
Merkle, F., 2 b.	4	1	3	3	2	0
Total	39	11	21	27	8	3

Innings	1	2	3	4	5	6	7	8	9	R.	H.	E.
All-Stars	0	0	1	6	0	0	3	0	3	13	12	8
Pass. Accts.	2	2	0	0	3	2	0	3	2	14	21	3

Special Agents Must Not Play Favorites

(Continued from Page 13.)

making arrests, raids, etc., in cases that do not directly concern railroads?

There are many small municipalities in our section of the country where the local police regard the special service representatives as members of the force. The police will do our bidding without hesitation. On the other hand, they expect our men to assist them in their work, to accompany them on expeditions against lawbreakers.

I presume this condition is general all over the country: in the states our railroad serves there is a rather generous sprinkling of damage suit lawyers, looking for business. The mistakes, actual and alleged, of special service representatives have long been one of the chief financial supports of this gentry, so they generally try to keep an eye on our operations and we must conduct our affairs with that condition in mind.

For that reason our men cannot always wholeheartedly join the police in an expedition against wrongdoers, as might be the case if we did not have to be eternally on the alert to prevent some shyster finding alleged grounds for a damage suit.

Dilemmas Sometimes Arise

So we frequently find ourselves in a rather uncomfortable situation. We cannot afford to refuse to help the police, our friends and supporters, when they ask for assistance; nor can we consent to become parties to a proceeding that may eventually result in a drain upon the road's finances. For be it remembered that damage suits cost the road money, regardless of the outcome. So we frequently find the welfare and best interests of our employer jeopardized, no matter which way we turn.

It seems to me that in a case of this kind the best solution is to go to the chief of police, explain your position to him, stay with him until he understands it. Then assure him that you wish to help him—that you are going to help him and that the only request you have to make is that your men be permitted to help in a quiet manner, that they be permitted to work effectively, but unobtrusively; and that they get no newspaper publicity at all. If the chief is at all fair—and they almost invariably are—he will appreciate your position, arrange his program of procedure accordingly; and you will have made of him a loyal, sympathetic friend.

We have been considering this question mainly from the standpoint of the special agent, since he is generally the representative of the special service department who comes in actual contact with local police departments. But there are two questions that I think we, as heads of special service departments, should ask ourselves:

Have we ever indicated to our men just what we wish done in the matter of co-operation? Or have we been

content to merely talk co-operation all of these years, while failing to outline a specific policy in that respect? I sometimes think that we use the word loosely, let it come tripping off the tongue without taxing ourselves with the burden of thinking about what the word means.

Methods of Promotion

The other question is: **Are we diligent in seeking out and promoting the co-operators in our force?** When casting about for someone to promote, let us ask ourselves, "How well does he get along with those he must work with?" Let us consider a man's ability to co-operate as one of the foremost recommendations for his advancement, for if we do that, we shall presently have elevated the worth of our force in that respect.

Special service departments need the police, and the police need the special service departments. They are both interested in the same line of endeavor and in the name of efficiency and practical economy they ought to supplement the efforts of one another. A golden opportunity presents itself to special service departments. In return for their earnest thought and patient experimentation they are offered the privilege of becoming co-laborers in a most worthy project—the protection of society.

New Booklet Out

Much interest has been aroused among the fruit and dairy men by the appearance of two attractive pamphlets now being distributed by the Frisco Lines.

One, "Fruit Growing in the Ozarks of Missouri and Arkansas", along the Frisco Lines, is a twenty-page booklet, showing the various fruit agricultural products of Ozark Orchards and farms.

The second contains data and statistics relating to dairying, grazing, marketing and transportation of dairy products. Some space is devoted to poultry raising, and growth of Ozark creameries.

The producer of Ozark products is always eager and anxious for information as to how to increase his crops, or the dairyman, as to the best mode of transportation and marketing, and these pamphlets are enjoying a wide distribution and creating great interest.

Florida Millionaire on \$40,000 Trip Via Frisco

(Continued from Page 7.)

And everywhere. Multimillionaire Rodes is advertising Fort Lauderdale. All of the party wear bright yellow Fort Lauderdale badges. All of them praise Fort Lauderdale as something a little less than "heaven".

After the Florida-Special had set them down neatly and nicely in the Union Station at Kansas City, Rodes had a good word to say for the Frisco.

"Sure I took the Frisco from Florida to Kansas City. It's the only road to ride. To prove it to you, I'm going to take it back."

IN MEMORIAM

(Continued from Page 28.)

a pension allowance of \$20.00 per month since May 1, 1921, and had received \$1,240.00 at the time of his death. He was born February 5, 1857, in Putnam County, Missouri, and entered the Frisco service April, 1891, in the South Springfield roundhouse.

CHARLES MILTON MILES

Charles Milton Miles, died at his home in Mansfield, Mo., on July 25, 1925. Miles had been retired May 1, 1919, upon reaching the age of 70 years. He was born at Rome, N. Y., on May 2, 1847, and entered the Frisco employ as a steam shovel engineer at Jonesboro, Arkansas, in December, 1897. He was employed at all times while the shovel was in operation and served this company faithfully up to the time of his retirement. He had been on a pension of \$20.00 a month, and had received \$1,746.00 at the time of his demise.

JOHN MATT MELTON

John Matt Melton, died at his home in Springfield, Mo., on July 14, 1925. He was born September 20, 1848, at Woodberry, Tennessee. He entered the employ of the Frisco Lines as a laborer in the South Springfield boiler shop in August, 1902, and served in various capacities in the boiler house and roundhouse until his retirement on account of the age limit, in October, 1918. He was paid a pension of \$20.00 per month and during his lifetime received a total of \$1,620.00 from this source.

WILLIAM SIMS

William Sims, conductor on the Southern Division, died at his home in Springfield, Mo., on July 28, 1925. He was born at Robberson Mill, now Jamesville, Mo., July 15, 1869. He came to the Frisco as a truckman at Springfield, on the old K. C. F. S. & M. Railroad in October, 1889. He rose to brakeman in May, 1893, and worked as brakeman and conductor until his retirement on January 11, 1924, due to ill health. Mr. Sims received a pension amounting to \$57.45 a month and was paid a total of \$899.00 from this source prior to his death.

JOHN DAVID BELL

John David Bell, age 82, a pensioned pumper, died at the home of his son in Berkeley, California, August 12. He was born at Hartville, Wright County, Missouri, September 29, 1843, and entered the service of the old K. C. F. S. & M. Railway as agent and operator at Scammon, Kansas, on August 1, 1884. He returned as pumper, and pumped regularly at Liberal and Arcadia, Kans., until the time of his retirement on April 10, 1913, due to injuries received while a passenger on a train. He was retired on a pension of \$20.00 a month, receiving an aggregate of \$2,840.00 during the time he was on the pension roll.

A
MAGAZINE WITHIN
A
MAGAZINE

The Frisco Mechanic

Published in the
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VOLUME I

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The FRISCO MECHANIC

Published and Edited as a Department
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Frisco Employees' Magazine

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Associate Editors

WM. UNDERWOODChairman
HOWARD PICKENS.....Secretary

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

A SPLENDID SPIRIT

Train Crew Does Repair Job on Bessemer Branch Locomotive

Only Twenty-Seven Minutes Consumed
in Job—Cylinder Head Removed
and Replaced

ENGINEER KELLY and H. Crawford, fireman, were running along with Engine 1201 recently on the Bessemer Branch. A bad pound developed in the right cylinder.

Taking no chances, a repair crew was organized on the spot, consisting of Engineer Kelly, Conductor Bazemore, Joe South, flagman, E. C. Doggrell, brakeman, and H. Crawford, fireman. They removed the front cylinder head and found a piece of brass, one-half inch square and one and one-half inches long in the cylinder.

This was removed, the head put back and the entire operation delayed the engine and train only twenty-seven minutes.

This is one example, out of the possible hundreds, showing the personal interest and pride Frisco employees take in their duties and responsibilities.

It would have been much easier to have driven the engine to the nearest point and probably tied up until a repair crew could have been called, for these men were not hired as repair men. In the meantime, however, the pound might have developed into something serious, causing an accident or an engine failure and it is the splendid spirit of every train crew on the Frisco System to do everything possible to prevent either of these.

RETIRED SUPERINTENDENT IN FLORIDA

"My address is general delivery, Winter Haven, Florida, and I'd like to hear from some of the old friends," B. F. Shirk, retired assistant superintendent, Birmingham, wrote the magazine this month. Announcement of Shirk's retirement was printed in the August issue of the Magazine.

Perseverance Will Win—Do You Have the Proper Tonnage?

By HOWARD PICKENS, Associate Editor

LOOK back a few years to the beginning of the independence of our country. Think of its splendid progress and prosperity. Consider the men who have contributed a greater portion of their lives toward its phenomenal growth. What is the inexplicable "something", the one outstanding factor that has made America the greatest nation on earth? Perseverance, is the answer. The "to-do-or-die" spirit.

The political, industrial and geographical history of America is in that one word. You'll find by a close analysis that in that word is summed up all the things that have made our greatness possible. European nations have wondered what gods have helped America, but if they would take a close scrutiny, they would find the word "perseverance" written on every American forehead.

The story of the career of Mr. Edison, his rise from obscurity to fame and wealth, is well known. Years of study and work and experiment were the things that produced his greatest achievement to mankind—the electric light.

Abraham Lincoln, when a young man, became a candidate for a legislative office in the State of Illinois. He was defeated. He then ran for Congress and suffered another defeat. His next aspiration was to be United States senator, and again he was defeated. As a candidate for the vice-presidency in 1856, he lost out. Now consider these setbacks of Lincoln. They lasted the greater part of his life, but, after this series of defeats, his opponents found him greater than ever, stronger than ever, and he succeeded, through his failures.

There were dozens of reasons for quitting in the middle of the game, but he was not that type of a man. Defeat and obstacles meant all the more incentive for going on ahead.

Your future will be just what you make it. You can tell what the result will be by the kind of workmanship you are putting into it, day by day.

The Brook and the Pond

Sauntering through the country once, I saw a beautiful, green pond. Close by ran a brook. For the brook there were meadows to water, mill wheels to be turned and more and more work

to be done the further it went. To the pond, green and stagnant, the law of compensation will take its due course. The farmer will some day come by and drain it away, while the brook will grow larger and larger and will become a useful river. Is that not enough comparison as to what stagnation or lack of activity will do to any of God's creatures? You must always try for something better. Busy minds, like running water, purify themselves.

Each and every shopman can be likened to rivers of latent light and power. All of us have unlimited possibilities, but what a waste if we do not tackle our obstacles and develop our power. Anyone can drift along with the tide, but only the ambitious and courageous ever do the difficult, worth-while things. Great things have been done by the strugglers, for they are the only ones who have developed the power and energy to do them.

Many men do not have any fear of the future. They imagine that some day they will take a jump and get on a short cut to success. But there is no such road. You must work hard and go after things in this life. If you are simply waiting to step up, with never a thought of a plan as to how you will gain promotion, the chances are you won't step very high.

Do not for a moment think that the boss will give you the job. If you want it you will have to win it on your own merits. The next man in your place to move up will be a man who has already started after the position. He is a fighter, and he also plans. A fighter because he is constantly fighting stagnation and he plans to prepare himself for the job.

Many times you've heard the expression, "It's what you get that counts—not what you want". Make whatever you want count, and then set yourself to get it. Accept no substitutes. Do not give up, for that is the real test of perseverance.

In the words of Madeline Bridges: "Life is the mirror of king and slave.

It is just what we are and do. Then, give to the world the best you have,

And the best will come back to you."

Ladies' Auxiliary of Local No. 1, Springfield, Met July 30

Mrs. Harjung, in Charge of Entertainment, Planned Pleasant Evening

On Friday evening, July 30th, the Ladies Auxiliary of Local Number One held open house at the hall, 214½ Commercial Street, Springfield, Mo.

The meeting was called to attention by Mrs. Joe E. Brandon, president, following which Wm. Underwood gave an address of welcome.

The program consisted of readings by Miss Beck and Mr. Cooper, piano solo by Mrs. Short, Miss Clouser and Mrs. Harjung. Mrs. Harjung was in charge of the entertainment features and the splendid success of the evening, in a large measure, was due to her untiring efforts.

Following the program, light refreshments were served, and the crowd of some one hundred and fifty spent the evening in dancing.

The Ladies' Auxiliary was organized in December, 1924, with a very small membership and has grown until the membership now is more than fifty.

Mrs. Brandon, president of the organization, invites all wives of the Frisco shopmen to join and help build up the Auxiliary of Local Number One. It is the largest on the system, with a membership now of more than two thousand, and it is hoped that the Ladies' Auxiliary will grow in comparison.

Birmingham Local Meets

Local Number Eighteen of Birmingham, Alabama, held its regular meeting the night of August third.

Mr. Gomer, general foreman, and several of the supervisors addressed the men, after which they were entertained by "Alabama Blossom", otherwise known as Carrol Young, who entertains the Frisco folk near Birmingham with his impersonations.

The evening concluded with refreshments, and was one of the most enjoyable the local has ever had.

A Counter Encounter

Scene: A window at the post office.
Clerk: "What's yours?"

Customer (timidly): "Er, just a 2-cent stamp this time."

Clerk: "Anything else—special delivery?"

Customer: "No, thanks."

Clerk: "Insurance? You really ought to have it insured."

Customer: "No, I guess not."

Clerk: "How about a nice money order?"

Customer (impatiently): "No."

Clerk: "Perhaps you'd like a postal savings certificate?"

Customer (emphatically): "No."

Clerk: "By the way, who do you think will win the fight?"

Customer: "See here! What's the idea of asking me all these fool questions."

Clerk: "Well, aren't you my barber?"

The Question Box

Conducted by A. H. OELKERS

- Question.** How much pull or tractive power is required to haul a 70-ton passenger car under various conditions?
- Answer.** To start into motion from stop on level, straight track.....1,680 lbs.
To keep in motion at 30 miles per hour on level track..... 285 lbs.
To keep in motion at 60 miles per hour on level track..... 518 lbs.
To take around a six-degree curve on level track at 30 miles per hour..... 619 lbs.
To go up a two-per-cent grade at 30 miles per hour.....3,084 lbs.
To go up a one-per-cent grade on a curve of four degrees at 30 miles per hour.....1,907 lbs.
- Question.** How much tractive power or pull at rear end of tender can a locomotive exert under the above conditions, taking a Pacific type engine like our No. 1040?
- Answer.** When starting a train into motion on a level, straight track39,000 lbs.
When running 30 miles per hour on level, straight track22,350 lbs.
When running 60 miles per hour on level, straight track.... 9,590 lbs.
When going up a two-per-cent grade at 30 miles per hour on a straight track.....13,840 lbs.
When going up a one-per-cent grade on a curve of 4 degrees at 30 miles per hour.....16,988 lbs.
- Question.** What is a locomotive injector and what makes it work?
- Answer.** An injector is a device used for keeping the boiler supplied with water by forcing it in at about the same rate at which it is consumed in the production of steam. The principle of its operation is to bring water from the tender into contact with a jet of steam at full boiler pressure escaping from the nozzle, the water being thrown forward at high velocity and combining with the steam which condenses in it, is thrown against an opening into the boiler with such force that it enters against the full boiler pressure. The entrance to the boiler is controlled with a check valve which permits the flow of water in the entering direction only.

Correct Setting of Lathe Tools

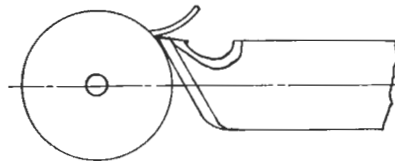


FIG. 1 TOOL SET TOO HIGH

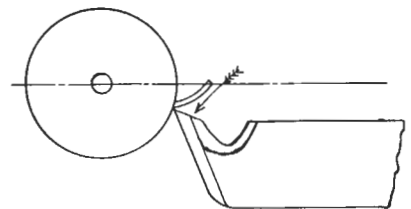
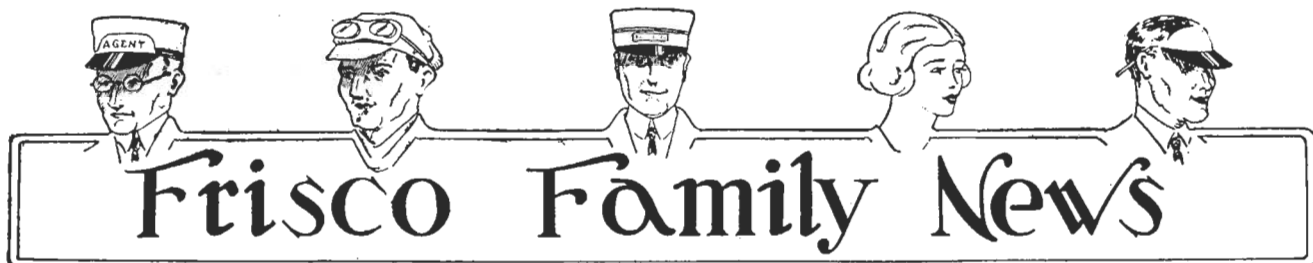


FIG. 2 TOOL SET TOO LOW

DRAWN BY PIERCE EATON
BOILERMAKER APPRENTICE
FRISCO NIGHT SCHOOL
JUNE 25, 1925.

The tool should be set so that the cutting edge will coincide very nearly with a horizontal line passing through the axis of the work. Most machinists set the cutting edge a little above this horizontal line. When so set, the stress tends to force the tool down along the line of its greatest strength. The tool may, however, be set too high. If this is done, as in Fig. 1, the angle of clearance will disappear, and the curve of the work will rub against the bottom of the tool. This will tend to force the tool out; heating the tool and producing a rough surface on the metal being turned. If, on the other hand, the tool is set too low, as in Fig. 2, the cutting edge does not stand in line with the motion of the work at the point of contact. The result will be that the metal will be scraped rather than cut, as there is no rake; and the pressure upon the tool will be in the line of its least resistance, as indicated by the arrow. Such a position might cause the point of the tool to break off. It will also cause the tool to tremble or chatter as it removes the chips, leaving a rough and wavy surface on the metal.

As stated above, most machinists prefer to set the cutting edge a little above the center. The amount the tool is set above the center is slight, and, of course, depends upon the character of the work, and upon the shape of the cutting tool. It should be only about 5 or 6 degrees.



TEXAS LINES

BEN B. LEWIS
Division Editor

Comanche, Texas, has just begun to discover that in soil, climate, and other natural advantages, it can outclass California, Florida, and even the Ozarks, in the production of grapes, fruits, melons and garden truck, according to G. W. Jessup, agent.

A "back to the farm" movement has been started by a number of young bankers, merchants, clerks, bookkeepers and professional men, who are working little tracks of sandy land on the outskirts of the city, and are growing the above commodities. They motor out about 5:00 a. m., come back to town about 8:00 o'clock, open up their business and are gone again about 5:00 p. m. They say it beats playing golf and is more remunerative, says Jessup. And the best part, he says, is the fact that they are actually making good at it.

Comanche planted about 500 acres of Tom Watson watermelons this year, and will probably plant more than 2,000 acres next year. Their grapes are already famous for their fine flavor and high production. The yield was three tons per acre this year, and the price eight cents per pound and better. Agent Jessup says: "Figure it out and you will see for yourself the reason for the 'back to the farm' movement."

Another candidate for the "booster" class is C. Crawford, agent at Brady, Texas, who points out that in that little city of 3,500 population, the revenue on business in and out, during 1924, was considerably in excess of six hundred thousand dollars. Brady originated in that year 1,200 cars of cattle, 300 cars of sheep and goats, 200 cars of cotton-seed products, 84 cars of dressed poultry and 26,174 bales of cotton.

On July 28, 29 and 30, Brady entertained the Texas Sheep and Goat Raisers' Convention, consisting of 15,000 visitors—and nobody had to sit up all night, unless he wanted to!

Needless to say, the Frisco was well represented by Fort Worth officials.

We clip the following from the Sherman Daily Democrat, of August 14:

Car Shipment Is Given Extraordinary Service

Dan Murphy, of Dan Murphy, Inc., says he received such good freight service on a recent shipment of a car of Pennsylvania oil that he felt inclined to "tell the folks about it".

The car left Clarendon, Pennsylvania, routed via the Pennsylvania Railroad to St. Louis, via the Frisco to Sherman. Within six days from the time the car left Clarendon, the car was unloaded, bill of lading received, signed for and returned. Mr. Murphy says that's "some service".

As our old friend "Dad" Burnet says: "FRISCO SERVICE kinda reminds me uv th' way I use t' do, back in my sparkin' days: I wuz allus a-bentin' some other lad's 'time'!"

Which reminds us that the fraternal relations existing between Frisco officials and Sherman business men are becoming closer and more worth while all the time. The spirit of co-operation is actively in evidence, and this is resulting in "good business" to all concerned. Some of the leaders in this new movement are R. A. Chapman, Frisco director and Sherman manufacturer; C. B. Dorchester, banker and capitalist, a Frisco booster for a long time and all the time; Lee Simmons, secretary of the Sherman Chamber of Commerce, and A. G. Mayse, manager of the "Sherman Daily Democrat". Sherman business men are showing their appreciation of the Frisco as never before.

ROADMASTER'S OFFICE BROWNWOOD, TEXAS

R. R. KINGTON, Reporter

Safety First Inspector Harry Harrison recently made a motor car trip over the railroad, Stephenville to Menard, accompanied by A. T. Todd, storekeeper west yards; E. V. Maxfield, claim agent, and C. L. Elliott, roadmaster.

Wonderful rains over the entire division have greatly increased prospects for heavy cotton movement this fall. Ranges that have been dried up, were greatly benefited and a good water supply made for the stock.

Section Foreman W. S. McGraw, of May, Texas, was visiting and attending to business in Dublin, Monday of last week. We are very glad to see that Mr. McGraw's health is greatly improved since his recent illness.

R. R. Deaver, section foreman at Winchell, has returned from the hospital, where he has been taking treatments for his eyes. Mr. Deaver is one of our oldest foremen and much interest is taken in his early recovery.

W. A. Britt, section foreman at Brownwood, and family, left Sunday, August 16, on a 10-day vacation to points in New Mexico and being a great fisherman, expects to try out the Elephant Butte Dam while there. Now, Britt, don't let the big ones get away this time.

Warehouse Foreman A. A. Beck and wife spent a very pleasant vacation in and around El Paso. The trip having been made overland in their Volvo six. Alva assured us, however, that he did not get to cross the Rio Grande.

Yard Clerk Jeff Spoon was off on a ten-day vacation, but we have been unable to learn where it was spent. Jeff was seen at Brady with the rest of the sheep herders on July 28, 29 and 30, there is no doubt in our minds but what Jeff had a splendid time.

Rate Clerk J. J. McDaniel is the proud possessor of a brand new Ford. No doubt Mack will have some very interesting fish stories for us soon. Go on, Mack, and tell them, if Uncle George and Forgey snore you, we'll help throw them both in the creek. You will notice that Uncle George gets a wonderful kick out of telling how he "mazed" 'em when he was down on Caddo Lake.

Brakeman Carl Blalock has returned from a vacation spent "back home" in the mountains of North Carolina.

Mrs. Blalock will return home later. Carl has not given us any information about this trip. I wonder if he remembers very much about it, do you, Carl?

Brakeman A. V. Yeager and family are on a vacation at this time. Understand they will visit Phoenix, Ariz., and other points of interest before returning.

Car Inspector Baxter Porter spent a very pleasant vacation in South Texas visiting relatives.

Edward Champion, boilermaker 3rd class, is in hospital at Ft. Worth for tonsil operation. We hope to see "Big Ed" back on the job soon.

Jack O'Neal has returned to work, having lost about two months from work account of illness. Jack, we are sure glad to see you back on the job.

It was our pleasure to have with us on the 13th, our new master mechanic, J. W. Surles, general car foreman, W. A. Morgan and Road Foreman of Equipment J. T. Odell.

Fireman H. J. Gest is spending a vacation "back yonder" in sunny Tennessee, particularly around Chattanooga and Cleveland. Sure wish we could be with you, Harry, that's our old tramping grounds.

Engineer A. L. (Daddy) Sharp is on thirty days' leave of absence. Understand the greatest portion of his leave will be spent in and around Detroit.

Cashier-Operator J. H. Forgey and family are on a vacation out on the plains, the trip being made overland in their new Chevvie. Now, Joe, tell us all about how "the best automobile made" stood the trip. Uncle George can't snore you, 'cause he is the proud possessor of a Chevvie himself.

DUBLIN, TEXAS

D. B. TIPTON, Reporter

Business continues to hold up and from present outlook think we will have a busy fall and winter. In addition to our cotton tonnage, we are looking forward to some kind or size of oil field. At present we have a wild cat well five and one-half miles southwest of town that will make between 250 and 500 barrels, and several more locations to be drilled out. Who can tell? Dublin might be a second Tulsa before this is over.

G. H. McMurry, our cashier, is in Sherman hospital, where he was operated upon for appendicitis ten days ago, and we are all glad to report he is about ready to return home and resume his work.

Jesse Cole, yard clerk, is the proud father of an eight-pound girl, born August 3.

F. A. West made one of those fast fishing trips he is noted for, July 27, and claims he caught forty pounds in forty minutes. Don't think he had a companion, as he was reported to be in Tolar the following morning, a distance of 150 miles from where he made the big catch.

W. V. Claybourn, second trick operator, is trying to get back in "S" again. Claims too much work in Dublin.

Frank Rowney, third trick operator, made a fast trip to Cisco to visit his daughter last week.

Now I'm Ready for 800 Men who can Earn \$150 a Week

A. E. McLaughlin, bill clerk, and R. H. Spencer, baggage man, have returned from their vacation and report good times.

Jim Smallwood, our beloved section foreman, is returning to work August 11, after acting as local chairman for the maintenance of way since March 1. We are glad to have Jim back again and regret to lose Bill Mitchell, who has been relieving him.

GENERAL OFFICES—FORT WORTH

R. E. EVANS, Reporter

Wm. Rudd, assistant superintendent, recently spent his vacation with his son, who lives in San Antonio. They drove first to Corpus Christi, where he said the water was fine, then down to Brownsville, and on over to Matamoros, Mexico. (He didn't say anything about the water there, though.) From there, they took a trip up through the famous Rio Grande Valley, where they saw the Texas oranges, grapefruit, lemons and many other things growing with the aid of irrigation. They then returned by the way of Corpus Christi (where we suppose, they had more water) to San Antonio. Mr. Rudd expressed himself as having had a very enjoyable trip. He brought Willis and I some Mexican cigarettes as souvenirs, which were very good. He says the people of the "Valley" appear prosperous and in good spirits in spite of our dry summer.

C. P. Hoff, assistant engineer from Mr. Jonah's office, spent a few days here on business.

Ralph Hanley, first trick dispatcher, returned recently from Chicago, having attended the dispatchers' convention there. Said he had a nice time, and that the weather was fine—nice and cool. Also saw some good fishing.

T. E. Bliss, assistant engineer, Mrs. Bliss and son Byron, spent their vacation visiting relatives and friends at Kiowa and Oskaloosa, Kans. He looked like the rest did him good.

L. C. Wilds, secretary and treasurer, spent the eighth in Galveston at the meeting of the Texas section of the Railway Treasurers' Association.

R. L. Truitt, superintendent F. L. & D. claims, recently attended the southwestern claim conference at Galveston. He is vice-chairman of the organization. Didn't hear him say whether he attended anything besides the conference.

J. E. Steele, division freight agent, Mrs. Steele and son Louis, are to spend their vacation in Colorado Springs.

Mrs. W. O. Moore and little daughter Jean Marie, are leaving soon to visit relatives and friends in Kansas City, Jefferson City, St. Louis, Chicago and Centralia, Ill. They are the wife and daughter of our chief clerk to O. H. McCarty. Willis will go up later and return with them.

C. M. Hadley, cashier at Denison (our second oldest employe on the Texas Lines), is in the hospital at Springfield. If he is still there when this is published, some of you good folks go out to see him. We hope he will be able to return soon, however.

Mrs. G. G. Beckley, wife of our claim agent, is now in California, where she has gone to recuperate from the effects of serious illness. We hope she will be able to return in perfect health.

Ethel Freeman, chief clerk to Mr. Beckley, is on the "donkey special", which is to make a tour of the east. She is to return via Chicago, where she will engage in a talkfest with Priscilla Sanborn, who was formerly secretary to R. B. Cochran in this office. It will be a treat for the gods when they get together. We know Ethel will have a pleasant trip and a good time.

W. B. (Bill) Plumb, chief clerk to traffic manager, started on his vacation last week, but was called to Dallas on some special work. S'all right, Bill, you will enjoy it when it does come.

Take orders for
this wonderful
suit at \$12.50



C. E. Comer.

President of the
Comer Manufacturing
Company, wear-

ing a Comer suit.

Look at the style!

Notice the fit! And

the amazing low price!

Think how easily you

can sell hundreds of these

suits. Mail the coupon

AT ONCE for full details.

This Suit
only - - \$12.50



In addition to the big earnings
I have a plan whereby you can
get a Chevrolet Coach to help
you in developing this great
business. Mail the coupon for
full details.

If you are looking for the big chance—your real opportunity to make money—this is it. If you have the ambition and the vision to go after \$500 to \$1,000 a month profit for yourself, then you will realize that this is the one opportunity you have been looking for.

Stylish, Long Wearing Suit

Now read this carefully. Get it! On the left is a picture of a suit of clothes. It's a good suit of clothes—stylish—good looking. It fits. It holds its shape. The pattern is excellent. Thousands of men in your locality need this new, modern, sensible, low priced suit.

Wears Like Iron!

Listen! The treatment this suit will stand is almost unbelievable. It is made entirely of a special cloth that is amazingly strong, durable, tough and long-wearing. Is unaffected by treatment that would ruin an ordinary suit.

Tremendous Demand

And now we're making this wonder suit in tremendous quantities—not one at a time—but by the thousands. All that modern machinery and efficient methods can do to produce big value at small cost is applied in making the new Comer suit.

And finally, we are using the same modern efficiency in selling it—direct from factory to wearer through our local representatives. The result is amazing. It brings this suit to the wearer at a price that is revolutionary—a price that everyone can afford to pay—a price that makes it the greatest clothing value in years.

A Miracle Suit at the Amazing Price of - - \$12.50

Think. \$12.50 for a good suit of clothes. You can see immediately that every man is a prospect. A million suits a year is our objective. Every community in America is swarming with opportunities for sales. And now if you are interested in making money we want to show you how you can make it. We are appointing men in every locality to represent us—to take orders. That's all. We furnish all instructions. We deliver and collect. But we must have local representatives everywhere through whom our customers can send us their orders.

Experience is not necessary. We want men who are ambitious—industrious and honest. Men who can earn \$30 or \$40 a day without getting lazy—men who can make \$1,000 a month and still stay on the job. If you are the right type—you may be a bookkeeper, a clerk, a factory worker, a mechanic, a salesman, a farmer, a preacher, or a teacher, that makes no difference—the opportunity is here and we offer it to you.

A Few Hours' Spare Time Will Convince You

If you feel you want to devote only spare time to the work, that is satisfactory to us. You can earn \$10 to \$20 a day in a few hours. You will find in a few days that it will pay you to give this work more time—for your earnings will depend entirely on how many men you see.

Write Today Territories will be filled rapidly. Orders are now coming in a flood. Men are making money faster and easier than they even hoped. So don't delay. Write today for complete descriptions; samples of cloth and full information. Do it now. Don't send any money. Capital is not required. Just fill out the coupon and mail it for all the facts.

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MAIL NOW FOR FULL DETAILS

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Please send at once complete details of your new \$12.50 suit proposition that offers opportunity for a man without experience or capital to earn as much as \$1,000 a month. I understand that this does not obligate me in any way.

Name.....

Address.....

W. S. (Bill) Moore, fuel clerk office of V. P. & G. S., in order to retain his commission in the air corps, must report to Kelly Field (San Antonio) from August 10 to 22. He was 1st Lieutenant in the A. E. F. (not Arkansas). Mrs. "Bill" is going down also. We suppose to see that he don't "fly too high". Don't know whether he calls it a vacation or not.

R. A. Hughes, secretary to Mr. McCarty, Mrs. Hughes and son Leon, spent their vacation in Cloudercroft. N. M. Sure is nice to get away from the heat down here and go up where it is cool. Of course, they had a good time.

H. J. (Cy) Perkins, chief freight rate clerk, traffic department, Mrs. Perkins and daughter Harriett, are spending their vacation in Iowa—also might go over to Milwaukee—don't imagine there is much in Milwaukee now, though. Anyway, hope they have a good time.

Speaking of correct spelling: Guess it is a pretty good thing for the editor that his reporters write their manuscripts on typewriters? ? ? (Orville Coble please note!)

Jas. Grace, trainmaster, spent part of his vacation on the San Saba some time ago with his boys (four of 'em), and now to square himself with his daughters, he is taking them down to Galveston for the week-end (8th) to visit relatives there. Guess he won't have time to do any fishing this time.

J. L. Bilbray, extra dispatcher, wife and son Charles Lee, spent their vacation with relatives and friends at Many, La. He says they had a nice time.

R. L. (Bob) Beal, operator in "FS" office, and wife are spending their vacation with Mrs. Beal's relatives in Dodd, Texas, and with his folks at Galveston. They are not back yet, but hope they have a good time. Guess he will have some good fishin' yarns for us.

E. V. Maxfield, assistant claim agent, says that he and A. T. Todd, storekeeper Fort Worth, were making an inspection trip last week, and the old motor car got balky and wouldn't go—sed about the time they got er started, she'd stop, so they pushed her from Granbury to Stephenville—can't say they haven't lots of "push".

J. E. (Joe) Duran, special agent, says he is going to spend part of his vacation up in Canada. It's been a long, dry summer down here, Joe—hope the change won't be disastrous. Of course, if it is a vacation, you are going after, you don't need to go to Canada to get it—so it's sed.

E. S. Birdsong, assistant land and tax commissioner, who spent a few days up in Missouri, while back, came down here telling us how nice it was up there; so cool at night, etc., etc.—

he sure has his nerve coming back here and telling us such things when it is so hot, I'm afraid I'm going to dry up and blow away if I don't put on some weights to hold me down.

Irene Ray, stenographer in the traffic department, says she wonders if Lois Sheppard and Gladys Horton are taking a rest cure, or just overworked, inasmuch as they spend their noon hours sprawled out over the desk (s). Irene says if they are reducing, she'd like to be in on the secret.

We down here want to express our congratulations to George McKenna upon his promotion to chief clerk to master mechanic at Chaffee.

Wonder if Pat Hayes, chief clerk to superintendent, Enid, still "busts" cominas and chews tobacco like he used to.

I make the motion we nominate Bess Toon as reporter for the president's office, when Chester doesn't have time to attend to those duties. We would like to know the folks better up there.

I almost forgot to say that the reporter, his wife and little sons, Harold and Harry, will leave soon for Arizona, where they will visit relatives and "fish".

Wonder how "Pete" and the flivver are getting along?

Something to look forward to; we are going to try to get a picture of our assistant superintendent, Mr. Rudd, and our PBX operator, Lottie Sullivan taken together. Watch for it.

WEST YARDS—FORT WORTH

O. L. ROBINSON, Reporter

General Yardmaster W. H. Thompson proudly announces that he has a baby girl, Martha Ruth, born Aug. 4.

Former Yard Clerk Raymond Croft was a recent visitor at west yards.

Sam Lanham, second trick clerk, has been trying to persuade the boss to let him lay off for a few days to go to Galveston. Poor Sam, these beauty contests are the cause of that. (Eds. Note—Yeah, but you won't say "poor Sam" if he gets to go!)

Night Yardmaster A. H. Gibson is back on the job after a trip to West Texas.

Switchman A. J. Thomas has returned from a trip to Springfield and St. Louis.

Joint Car Inspector Elie Ross also took a trip to West Texas recently, and reports that the main topic of conversation among West Texans is the railroad situation out there.

Conductor C. S. Stone reports a very enjoyable trip to Arkansas.

Engineer Walter F. Amick and a

party of friends, including H. K. Taylor, Clarence Potts and Dr. Lyle, went fishing on Pecan Bayou, near Brownwood, the other day and has produced two 35 pound cat fish as evidence.

F. L. Perkins, the official reporter for the mechanical department, west yards, is authority for the statement that Engineer Amick had a tame catfish that followed him every place he went until one day, in crossing a small creek on a foot log, the pet fish, while attempting to follow his master, slipped off the log and was drowned.

And then there is the story about—(darn the luck!)—"Is that you, caller? Well, mark me up!"

ACCOUNTING DEPARTMENT FORT WORTH, TEXAS

HENRY KELLER, Reporter

H. L. Mahaffey, passenger accountant, has returned from a two-weeks' vacation, most of which was spent with relatives and friends at Sulphur Springs, Texas.

W. T. Nelson, timekeeper, has also returned to work after a short vacation. Mr. Nelson did not leave the city, but appears to have had a good rest. It is not always necessary to go away to have a good time, as there are a lot of ways to enjoy yourself in Fort Worth.

Jessie Arterbury, comptometer operator, is spending a week in Houston and Galveston.

E. C. Wilson and family are spending their vacation visiting relatives in Missouri. Before leaving, Mr. Wilson borrowed several suit cases. We knew he couldn't fill them with wearing apparel, so he was questioned, and the answer was that the last time he went home, the folks gave him so much farm produce he had no way to carry it home, and he was not to be caught again.

J. M. Freeman recently bought a new home in the fashionable T. C. U. addition. It is certainly a beauty; in fact, it is perhaps the prettiest home of any employee in the accounting department at Fort Worth. I don't think he would stand for a "house warming", owing to the present temperature, so we will have to wait for cooler weather.

J. B. White is back from two weeks of idle bliss, but I feel sure he is glad to get back to work, especially as he now has to work overtime every night.

C. B. Stewart and A. W. Fagan are in St. Louis on special duties for an indefinite period. If any St. Louisans wish to indulge in an argument, get acquainted with Art Fagan. But expect to lose!

J. H. Richards, payroll department, accompanied by his family, had a wonderful trip to Colorado, Wyoming and Idaho. They spent about a week with his brother on a ranch near American Falls, Idaho. He kept the whole office bunch in love with him by sending us pictures of snow storms while we were getting along so nicely at just 107 degrees and worse. While in Kansas City, Mr. Richards called on a friend who controls quite a bit of freight tonnage, and was promised that the Frisco would receive all the business he could route our way. The moral is: when you have an opportunity, "boost the Frisco!" That's ONE thing vacations are good for, when you look at it right.

Lillian James, who has been in the accounting department for several years, is in California on leave, recuperating from a very serious illness. She has been away for some time, and we all hope she soon recovers sufficiently to rejoin our ranks.

Manette Brightwell is back in the office from an extended trip through California and points in the east. She accompanied Miss James to California, and while there, visited her sister, who resides in Los Angeles. From there she went to Chicago, where she visited

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Among all the 11,000 Associations, none surpasses ours for safety and high earnings of 9½%. \$5.00 per month accumulates \$1,000.00 in approximately one hundred and twenty months. All loans on Homes \$13.33 per month, per thousand. Assets, One and One-fourth Million.

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FORT WORTH, TEXAS

HARVESON & COLE
FUNERAL DIRECTORS

Magnolia at Fifth Avenue
FORT WORTH, TEXAS

friends who were formerly of Fort Worth. She states she had "a real time".

Mrs. Gertrude Moody, abstract clerk, is away on vacation. I have not learned where, but am sure she will visit Houston before she returns.

SHOPS AND STORES SHERMAN, TEXAS

IVA SEWELL, Reporter

"There was a man, who fancied that
By driving good and fast
He'd get his car across the track
Before the train came past;
He'd miss the engine by an inch.
And make the train crew sore.
There was a man who fancied this—
There isn't any more."

E. E. Glascock and family spent their vacation visiting his son, Hal, and wife in DeQuincy, La. Owing to the low atmosphere having an undesirable effect on Mr. Glascock, they had to return home earlier than they had planned.

K. P. Guin and daughters, Gerthal and Maragret, made an overland trip to Ada, Okla., July 25 and 26, where they visited Mr. Guin's parents. They returned by way of Sulphur, where they spent some time sight-seeing.

A. F. Davis, of Brownwood, was in Sherman to attend the safety first meeting August 12.

J. J. Fortner and family have returned from a vacation spent with relatives at Ballinger, Texas. So far he has not reported any fish stories.

T. B. Cobb, roadmaster, Fort Worth, Texas, was in Sherman and attended the old settlers reunion Wednesday night, August 5. By special request, will also add that he was by himself.

Mr. Guin was on the war-path the other morning when he came to work. A woman, driving a new Star car, ran into his car. Can't repeat all he said, but he did say for one thing that he "did not trust women much any time, and not at all when they were driving a car".

C. V. Montgomery and wife, together with some friends, spent Sunday, Aug. 9, in Dallas, Texas.

Guy Scott, roundhouse foreman, has returned from his vacation since the last issue of the magazine, but we have been unable to find out where he went. He has told no fish stories and refuses to tell anything about the trip. Evidently he intends to keep all the good things to himself—or perhaps, his experiences were unpleasant. But that's all right, Guy, keep it quiet. We've been there, too.

Mr. Carlson, roundhouse foreman, Kansas City, with Mrs. Carlson and son, were visitors here recently. They seemed to be pleased with our facilities, but did not like our Texas weather. Come again, about Christmas, and you will like it better.

We are all delighted with our new master mechanic, J. W. Surles, and feel sure that under his supervision our shops, as well as the entire mechanical department on the Texas Lines, will make satisfactory progress. We trust that he and his family will like Sherman and that this will be their home for many years to come.

A. B. Case, for many years general foreman here, was a visitor among us recently. For the past few years he has made his home in Ardmore, Okla., where he is connected with an oil well supply house. We were glad to see him and hope we see him again soon.

H. E. Crawford, formerly copper-smith here, but now of Sapulpa, was a recent visitor. He can't get away from the old Frisco.

Jack Connelly, our staybolt inspector, has been in the Sherman hospital for more than a month. We certainly miss him around the shops and wish for him a speedy recovery.

Johnnie Morgan spent his vacation

visiting relatives and friends in Fort Smith, Ark.

Lee Ford, our stenographer for the past three years (and a mighty good one, too) has left the service of the Frisco to go with an oil well supply company at Corsicana, Texas. We regretted to see him leave us, but feel that he has received quite a promotion with the oil company, and know that he has a bright future ahead of him. We all wish him success in his new work.

Eskell Russell, formerly machinist apprentice here, is now doing clerical work in the master mechanic's office.

Joe Vaughan, machinist, has recently returned from an extended trip through Colorado and other western states. His family was with him and all report a very enjoyable trip.

Mrs. W. A. Morgan and daughters, Marjorie and Helen, are spending the summer months in San Francisco. "Bill" is having the time of his life trying to be general car foreman and chief cook and bottle washer both. He deserves much credit for staying at home so well since Mrs. Morgan has been away.

E. H. Wainwright, shop accountant, and wife spent part of August on a pleasant vacation.

NORTHERN DIVISION

AGENT'S OFFICE—MONETT, MO.

PEARL E. LEWIS, Reporter

Byron Vaughan, disbursement clerk in general freight agent's office, St. Louis, spent his vacation with home folks at Monett. We are always glad to see Byron, for he started his clerical career in our freight office and we feel a great deal of pride in his success.

On a previous trip to the city, one of our station masters let a little "hay seed" fall from his hat and he was relieved of his pocketbook containing his annual pass. He has again gone to the bright lights, but we have been told he took the precaution to brush his hat and put a "safety catch" on his valuables.

Mr. and Mrs. Short, familiarly known as Joe and Jessie, the newlyweds who

reside in Lebanon, have been coming back to the "old home town" frequently since their marriage, and we have concluded it is one of two things that brings them—"that home sick feelin'."

"Have you had your yeast today?" That's what we all hear around the freight office. Some are eating it to get fat, and others to get slim—while some say it will make you beautiful, however, the majority don't think of trying it until they see the "effects" on the subjects now involved as they are pretty good specimens to work on.

The Maull Canning Company is now in operation at Monett. We feel very fortunate in securing this reliable company as they have installed the very latest machinery and have one of the best equipped factories in this locality. About 150 people will be employed during the season. In addition to the handling of tomatoes, they will have several car loads of pickles. All of their products will move car load via Frisco to St. Louis. Next year this company plans to can strawberries, beans, corn and pumpkin. The pickle industry has far exceeded their expectation as they have filled all vats and are now having to place emergency vats.

The grape growing along the Frisco has now reached the reality of handling solid trains of this fruit—a train load having passed Monett for Kansas City, where they will be distributed to northern markets. The Frisco agricultural and marketing department has made this possible and this has been accomplished in about three years.

During a severe electrical storm, night of the 12th, the east yard office was struck by lightning and completely destroyed. All waybills, two record books and four consist records were all that was saved. Important records were kept on file since year 1918. A temporary office is now being arranged.

You have all heard of "Bill Jones and his one tune"—well, our platform foreman is a real radio fan and we are all hoping it will soon be time for him to get his apparatus in tune again, for he has whistled, "Pretty Little Blue Eyed Sallie" ever since he disconnected his Neutrodine last spring.

C. C. Mills, the oldest conductor from point of service on the southwestern division, has been appointed supervisor of safety for the Frisco System and

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President
Mercantile Trust Company
St. Louis

made his last run July 31. Mr. Mills has had the run on trains No. 9 and No. 10 for a number of years and made his home in Monett until a few years ago. He was always an enthusiastic "booster" for the town and has helped in many ways to make Monett the live little city it is today. It is to be hoped Mr. Mills will again become a resident of our city, as he would be more centrally located for his present position.

Marguerite Frossard is again at her desk in the assistant master mechanic's office, after a pleasant vacation spent in Colorado.

The car department has again opened their rebuilding department—twenty men have been placed on this work which includes the rebuilding of freight cars, also the converting of a number of old SF refrigerators into box cars. It is certainly pleasing to again hear the "whirr" of the machinery in the mill shop.

LOCAL FREIGHT OFFICE KANSAS CITY, MO.

DAVID H. TODD, Reporter

Fanchon Johnson, Geo. Minsker and August Geiss and family have been vacationing in Colorado. You can tell by the smile on their faces that they enjoyed themselves immensely.

Solomon Botwinik and family are contemplating a trip to St. Louis and Chicago Labor Day. Chet Combs is also going there the same time, via the "only way". He intends to see Jack Keefe lose another game for the White Sox.

Foster S. Wolf, who was retired from this office about a year ago, passed

away at his home in Kansas City, Kas., August 11. His family is extended our deepest sympathy.

John Ronne is going home to Indiana, not his home, however, his wife's.

Erma Coleman has taken her husband to the Ozarks for rest and refreshment. I'll bet the chiggers were biting better than the fish. If you don't believe me, ask Elmer and Chet.

Recently the office planned a picnic to Bonner Springs. On account of the rain the night before, it was called off, however, due to the fact that it was to be on Sunday, everyone had enough supplies to feed a regiment. The Gables prepared a ten pound meat loaf and had to call in all the neighbor's children to eat it up. Erma Coleman had five pounds of potato chips which the rain made very soggy, so she went to the grocery and bought a gallon of milk and twenty pounds of sugar and said that she enjoyed her corn flakes very much.

Geo. Thomas is visiting in Santa Fe, New Mexico, and Los Angeles, Calif.

Wm. Collins, after several trips to Rochester, Minn., (or is it Scandahoovia) is at labor again, we hope he will be able to spend more of his time in Kansas City from now on.

MONETT YARD—MONETT, MO.

FRANK KYLER, Reporter

Yardmaster E. O. Gillette has returned to work following a two weeks' vacation. J. M. Mansfield, who acted in that capacity during Mr. Gillette's absence, has returned to work as switchman on the 8:00 a. m. crew.

Switchman Leslie Taylor, O. U. Vermillion, Harmon Gray, John McTigue and Howard Gulick have returned to work. Glad to see you back to work, boys.

Buick coupes, coaches and sedans seem to be the universal choice in our yard. Yardmaster McCaffey leads the procession—then J. W. Ruggles with his coach, and now we see Louis Tucker sporting a dandy sedan.

The chief, meaning General Yardmaster M. K. Pace, has returned from a fishing trip on the Gasconade.

Telegrapher Pittman and Engineer Stowe are exhibiting some very fine vegetables grown in their own gardens. Mr. Stowe brought down a bean that measured better than twelve inches in length. Mr. Pittman's specialty is tomatoes of the beef heart variety.

Switchman Neil Gillette has returned to work following a layoff with a mashed foot.

J. C. Williams, foreman of the 7:00 a. m. switch crew, has returned to work. We hear he is quite a fisherman. G. B. Boman, helper on the crew, relieved J. C. during his absence.

Assistant Yardmaster Earl Spain is sojourning along the banks of White River. We look for some record breaking fish yarns on his return. W. P. Fenton is relieving him.

Switchman W. L. Connady is making extensive improvements upon his property at Sixth and Band Streets.

MECHANICAL DEPARTMENT FORT SCOTT, KANS.

WALLER R. HECK, Reporter

The August issue of the Frisco Employees' Magazine was devoid of news from the mechanical department at Fort Scott, chiefly because the reporter's time was taken up in the management of the roundhouse baseball team. There have been a number of happenings of interest among the roundhouse and car department employees and also engineers, some of which I will relate below.

On August 1, Mr. Longworth, from Amory, was made general car foreman at Ft. Scott, relieving W. H. Ipsen, who resigned. Mr. Longworth has made a good impression among the car men at Ft. Scott, and all feel that he will be a good foreman to work for.

Gertrude Hare, stenographer in General Foreman P. J. Moore's office resigned, effective August 18. It is reported that Miss Hare is contemplating a venture in matrimony about September 2. The lucky companion in this venture is employed in the roundhouse at Fort Scott. Miss Hare was given a handsome set of silverware by the employees in appreciation of her services and kindness to the employees while employed here. Employees all gathered around the office at close of work and presentation speech was made by Mr. Moore, general foreman. Mary Purdy, employed in the car department, will succeed Miss Hare in the roundhouse office and Chester Fulton, formerly employed in the store department, will succeed Miss Purdy in the car department.

Ely Henshaw, employed as clerk in the car department, was called to Texas on account of serious illness of his father.

Engineer Oscar Willard, who has worked on the Baxter Springs switcher for a number of years, has applied for a pension on account of physical disability. Engineer Willard has not been able to work for several months on account of illness.

John Forster, who has been in Philadelphia for past three or four months inspecting locomotives that were being built for the Frisco, was in town yesterday. Mr. Forster met with several of the old engineers and other employees and had a jolly good time along with his business.

Engineer D. J. Spencer and wife have just returned from a long motor trip to the northwest. Engineer Spencer states he had a real good time and enjoyed the trip.

Engineer Calvert was placed on engineers' extra board, making a vacancy for a fireman on run 117 and 118.

The roundhouse ball team, organized on July 1, played about 15 games of ball and won the majority of their games. We played the car department five games, won three and lost two. Played the roundhouse colored team one game and defeated them 20 to 1. Played the grocery clerks eight games and won four and lost four. The players on this team were as follows:

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Bob Penn, catcher; Robt. Bradley, pitcher; Earl Dearmond, first baseman; John A. Jarboe, 2nd baseman; C. J. Dwyer, 3rd baseman; Clarence Hopkins, short stop; Floyd Mason, center fielder; John Bunn, left fielder; Leo Thomas, right fielder, and the writer of this column was manager.

P. J. Moore, general foreman, spent his vacation this year in the Ozarks. There were some big ones caught and also some big ones got away. Mr. Moore drove his Willys-Knight and did not have any flat tires or blow-outs.

Mr. Moore has offered his car to Geo. Ermatinger the next time George drives to Kansas City, so that he will not be all day getting there. Recently George was going to start out early in the morning and drive to Kansas City for breakfast. George never told when he returned, what time he had breakfast in Kansas City, but a certain party reported that he dined rather late, about 1:00 p. m. It seems that all the weak spots in the tires knew that the driver was trying to make a record run to Kansas City and did their best to hinder him.

Geo. Ermatinger is now on his annual vacation. He is visiting his mother in Minnesota, who is quite old.

John McPeters, night roundhouse foreman and wife are now spending their vacation in the east. They will visit Chicago, New York, Niagara Falls, Philadelphia, Washington, Birmingham, St. Louis.

William Whitesitt and wife have just returned from a trip to the northwest. Mr. Whitesitt and wife were gone about 30 days and had an enjoyable trip.

The swimming hole in the river near Redfield has been abandoned for the present. It has been some time since there has been a rain and the low condition of the river makes the water stagnant. A number of employes have been going to Bridal Veil Park to swim.

DIVISION PASSENGER AGENT'S OFFICE—KANSAS CITY

E. V. WALTERS, Reporter

Station DPAO, Kansas City, Mo., the heart of America, broadcasting its regular program with its usual star cast:

First number by George Light, coming in somewhere around 8:30 a. m., shooting the morning paper down the office about 25 feet and missing the waste basket by a yard, singing "There Was An Old Sailor Who Had A Wooden Leg".

Next, Fred Werner coming in wearing his hat with that inimitable Paola air, whistling "I Love the Birds and the Bees".

"Oh, ain't she pretty! Oh, ain't she sweet, with ragged stockings and dirty feet," when rendered by an artist like John Mefford, and which can be heard around our office most any time, is terrible.

Perry's deep melodious voice is just suited to his little favorite: "She Isn't What She Used to Be."

Davidson, it called upon, could probably render "Tramp, Tramp the Boys are Marching", with much feeling, especially on his return from escorting a troop train on the hottest days of the good old summer time.

In conclusion, before signing off, wish to call your attention to Mr. Newman's nifty new tie—a pretty blue with nice bright red coin dots. He went down to meet Mrs. Newman at the station on her return from Colorado and she mistook him for one of those new stop signals.

KANSAS CITY MECHANICAL DEPARTMENT

JOHN A. MOFFETT, Reporter

Agnes Lynch, our amiable file clerk, has returned from a visit with friends and relatives in Denver, Colo., and Wankana, Kans. Mr. Willer, chief clerk says he sure is glad to see her auburn hair once more.

Eleanor Forster, our general utility clerk, has returned from a two weeks' visit in the east. While away, she attended the convention of the business women's association at Portland, Me. She also stopped in Philadelphia to see her father, who is inspecting the new engines for the Frisco.

John Forster, traveling mechanical inspector, is back on the job after having been in Philadelphia the last four months inspecting the new engines which are now being made for the Frisco.

H. L. Johnson, our efficient time-keeper, has been enjoying himself the last month or so by going on nocturnal excursions to the lakes and creeks south of Kansas City and spearing frogs, and from all reports, he has been very successful in getting his share.

F. G. Ward, division accountant, spent the nineteenth in Kansas City.

August 18 was safety first meeting at Kansas City. This meeting was well attended by the foremen.

This office is 100 per cent bobbed hair now since Eleanor Forster joined the ranks.

John Forster and daughter Eleanor are sporting a brand new Chrysler six coach.

C. R. Kew, general foreman, spent an enjoyable vacation visiting friends and relatives in Atchison, Kans., and visiting various points of interest in Kansas City.

We wish to extend our sympathy to Machinist Ed. Ring and wife in their sad bereavement in the loss of their son, Ernest, on August first.

The associated shop crafts picnic given at Fairmont Park on July 18, was well attended by employes of the Frisco. All report an enjoyable time.

H. E. Lampkin, traveling time keeper from auditor's office in St. Louis,

is in Kansas City this week checking up various work.

H. F. Shivers, our A. R. A. clerk, is off on an extended leave of absence and states he is going to spend his time eating fried chicken, etc., in parts of Alabama and Louisiana.

Walter Medlock, our popular roundhouse foreman, is enjoying himself at present visiting his parents in Pensacola, Florida.

W. J. Jones is a new addition to the office force, having filled the position which has been vacated by H. F. Shivers, who is off on a leave of absence.

Paul E. Hendricks, car clerk, north yard, has accepted a position in the office of supervisor of car bills at Springfield, and expects to assume his new position the first of September.

Ye scribe spent a pleasant vacation in visiting relatives and friends in various parts of Iowa and Illinois.

Our Chief Clerk R. E. Willer is visiting friends in St. Louis.

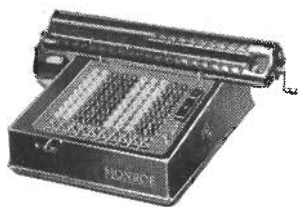
KANSAS CITY COMMERCIAL OFFICE CHATTER

IRENE MORRISON, Reporter

George Kleinheffer, traveling freight agent and Frisco Magazine reporter, has just returned from his vacation and reports a wonderful time. During this period, he raised a mustache one-half by one-quarter inches, but before we could take a picture of him with his new mustache for the Frisco Magazine, it disappeared. George was a little indisposed the first day he resumed his duties at the office, so he has been temporarily relieved of his task of reporter of the woes, worries and scandal of the Kansas City commercial office.

Mr. Macgregor is away on his vacation. While we are all glad to see him take a much needed rest, we miss

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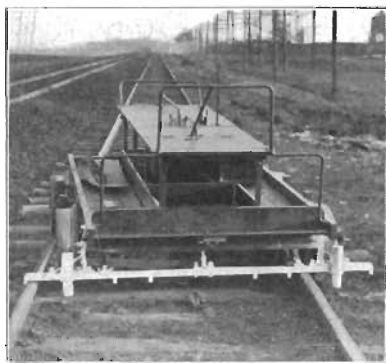
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him from the office and will be glad to have him back with us again on September 3.

Someone—we know not whom, but evidently a villain with a terrible grudge against us—presented Bill Deveney with a box of cigars. For three whole weeks we have suffered while Bill smoked merrily on, but the weeping, wailing and gnashing of teeth is all over. The last cigar was smoked today and Andy has taken the box home for little Andy to play drum on. Everything is now calm, and peace and silence permeate once more. Please say it with flowers or fruit hereafter.

For Sale—A nice sweet pipe. Worth \$500 to owner. Friends willing to sacrifice for two cents. Guaranteed positively to be the oldest pipe in Kansas City and will kill or paralyze anything or anybody. Apply Elmo Stephens, Kansas City commercial office.

I hasten herewith to announce that Lee Warner was NOT the Swope Park aesthetic dancer, as you might possibly think from the description given as: "A dark, handsome man, about two hundred pounds."

Mel Anderson has ceased writing by hieroglyphics and has taken to writing English to enable our stenographer to understand it.

No! That isn't a Chinaman you hear in our office. It's just John Sachen mumbling about a "D" file which some careless individual has misplaced, or, perhaps, a nickel Andy has won from him; that's all.

When George Story is not telegraphing, answering telephones, typing export ladings, filing tariffs, tracing cars and trying to convince someone he's not loafing, he is quoting rates, and when those words "catch that 'phone, George" ring in his ears, he sweetly replies, "I'm pretty busy".

TRANSPORTATION DEPARTMENT KANSAS CITY, MO.

HOWARD J. HOKE, Reporter

Here's a hot one. Kansas City, Mo., about 120 in the shade. So hot the city street department threw ice water on all asphalt streets to keep them from melting and running down the hills.

We are due for some wonderful fishing tales soon. Why? Because General Yardmaster J. W. Skaggs and family are motoring to Rush City, Minn., during his vacation. Fish, beware!

Yard Clerk H. C. Rhode is spending a month's vacation in Los Angeles. have written to all movie producers to watch their young ladies or they will check up short.

H. M. Miller and family have returned from a vacation in Detroit and Chicago. While in Chicago, Mr. Miller had the pleasure of going through the different plants of the Ford Motor Co. Also made a trip over into Canada. He says the wheat fields there are sure

beautiful. John, it was not wheat fields that you saw, it was foam.

It will soon be unsafe to be in the streets of Kansas City because Time-keeper Brennon says he is going to get his flivver in running order. On visiting Kansas City, be sure and have your insurance paid up.

The south side sheik has gone to Los Angeles on his vacation. Who is he? No one but "Bill" Walsh. I can see where a lot of movies will be ruined.

Yard Checker A. A. Wise says he was born to be out of luck. Now when the style of feminine dress is going sky high he has to wear colored glasses. But, boy, don't you worry. When the rest of us are blind, you will be able to lead us around.

What was all the "racket" in the office the other day? Oh, some of the boys had their tennis equipment down.

EASTERN DIVISION

FREIGHT ACCOUNTING DEPARTMENT—ST. LOUIS, MO.

BESSIE G. MARMADUKE, Reporter

After a brief vacation spent at Detroit, our worthy auditor freight accounts, Mr. Bernthal, returned to his desk to take up his multitudinous duties, his fit appearance manifesting evidence of a joyous and healthful holiday.

On the first of August, "statistics show" W. S. Schaub returned to duty after an absence of seven months, occasioned by the misfortune of having met with an automobile accident. Mr. Schaub is looking fine and is able to get about remarkably well, but finds the cane to be as yet indispensable. We're all glad to see him with us again.

Matrimony has again taken heavy toll in the ranks of our young ladies. In as many weeks, three of our faithful workers, hearing the joyous ring of wedding bells, have relinquished their positions in this department to become late summer brides. Clara Mitchell, head Elliott Fisher operator, and Nellie Tighe and "Carrie" Schaefer, both of the statistical department, have been the recipients of many congratulations and good wishes.

Chris. Goebel, reviser, has decided to give his arm the needed rest and has gone on a fishing trip at Current River. He knows there are fish in the river because on his last trip, he found a sardine can.

Alfred Beckerle, claim checker, resigned on August 15 to accompany his parents on an automobile tour of New York state.

Much has been written in the columns of this magazine about the veterans of the Frisco Lines. We have one "good old timer" right here in the person of David R. (Jerry) Davies, of the recheck department, who on July 18, rounded out 43 years of service. "Jerry" is a great baseball fan and between double-headers (when Jerry is not on the job) he might consent to be interviewed and give to the "youngsters" a genuine Frisco story of the vintage of '82.

Only recently, another twelfth floor veteran, Richard Downing, interline clerk, upon reaching the age limit, was placed on the Honor Roll after 39 years of faithful service, having started in with the old K. C. F. S. & M. at Kan-

sas City. When leaving, he was presented with a handsome fitted suit case by his fellow employees. Mr. Downing and wife are now visiting England, his birthplace, and we will endeavor to secure some interesting details of his trip for later publication.

F. C. Fogarty, interline clerk, has been absent for several months, having undergone a minor operation at the Frisco Hospital. His condition is now very much improved and we look for his return within thirty days.

H. C. Ausmeyer, Jos. Cleary and E. J. Fogarty spent Sunday, July 26, at Springfield, where they attended a business meeting of the B. of R. C. The boys report having a wonderful time after the meeting, when all the members of the Board were treated to a picnic dinner.

It won't be long now! What?—the bowling season! Ask "Bob" Tschampers.

Eddie Thomas is on vacation, taking an extended trip east. He spent quite a lot of time fixing up his route so he could put in most of his time in Canada. Why did he pass up Atlantic City this year?

Conrad Goehausen, our erstwhile assistant auditor freight accounts, now on an extended leave of absence, has been favoring us with an occasional visit. He reports little improvement in his health, but is anxious to be "out and doing" once more—preferably some outdoor work.

M. N. Lallinger, one of our successful fishermen, is back on the job after a sojourn at Wesco, Mo. Mike reports fishing was very good, but the biggest one got away. He said he knew it weighed several pounds, because it had scales on it. Try 'em again, Mike.

We are all very sorry to lose our "bobbed hair crew", who were transferred to the machine bureau on the eleventh floor, on August 11. Miss Terry and her pretty curls are especially missed.

The vacation period is in full swing. From time to time we note the brief absence of several familiar faces about the office. Each week sees the departure of many for vacation lands, simultaneously with the return of many, bronzed, refreshed, robust and fit, with tales and reminiscences, not to mention the countless kodak pictures that seem to belie the old saying that "anticipation is greater than realization".

The middlemen's profit is a thing of the past with Jarvis Clark since he bought that "Chevy". He can be found most any Sunday on the road 40 or 50 miles from St. Louis, loading up on country produce but contributing to the gasoline tax.

News, gossip and scandal reflecting the activities of the twelfth floor employees, has in the past been prominent because of its absence, but with the co-operation of several of our news scouts, we hope to be regular contributors in the future.

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SEVENTH STREET STATION ST. LOUIS, MO.

AGNES M. LARKIN, Reporter

We extend to Eddie Neuman, waybill clerk, our deepest sympathy in the loss of his sister, Mrs. Frieda Diepenbrock, who, with her three-year-old son, in attempting to cross Twentieth Street and Sullivan Avenue, was knocked down by a speeding motorist. We hope for the baby's speedy recovery.

Lon I. Burd, platform foreman, Sapulpa, Okla., was a recent visitor to our station. Mr. Burd seemed greatly impressed by the size of our platform and amount of freight handled. We welcome more Frisco visitors.

Our congratulations go to Jos. F. Condon, rate clerk, due to his obtaining position of assistant freight traffic manager of Evens & Howard Fire Brick. Joe got his start as messenger at Seventh Street, nine and one-half years ago.

Anna Ondr has just returned from a vacation spent in Chicago. Anna's passes extended into Detroit, but the wonderful hospitality shown her, lured her into staying the two weeks in the windy city.

Our yard office at Gratiot is soon to be replaced by building which was formerly used as Sikeston station, that station being fortunate enough in getting a brand new brick building.

Wm. Legg, our jovial A. C. B. C., recently underwent an operation, having all his teeth removed. Although he talks like a sprinkling wagon, and his appearance is somewhat impaired, we are confident that the Colonel will be as handsome as ever when the store teeth are installed.

Ed. Slattery, one of the old guards at Chouteau Avenue, was seen wearing a

disfigured shoe and walking with a slight limp. Upon being questioned, Ed., not being one who cared for sympathy, refused to give the details and tried to pass it off by saying that it was the result of a scratch and that it would be alright in a day or so. Further investigation, however, revealed that Ed. met with an accident at home. Upon opening the ice box, to get the butter, a quart bottle of MILK slid off the ice and right on to ED.'s foot. The victim is now well on the way to complete recovery, thanks to the careful attention of Mumsy Slattery. Put it in a tub the next time, Ed.

ST. LOUIS MECHANICAL DEPT.

LOUISE SCHUTTE, Reporter

Vacations! Some are returning and some (we envy them) are just leaving. We saw Mr. Ficke one day on his vacation, and he was dressed so nicely that we think he rivals the Prince of Wales. And now, Mr. Gillespie has left for Niagara Falls. Pearl Ashlock has returned from a tour which included Salem, Cape Girardeau, Hot Springs and Little Rock, also Memphis. Of course, she had a good time; traveling in a Jewett coach is not half bad.

Gus Devine and his bride returned from an enjoyable stay in St. James, and Joe Foerster from Chicago and the Great Lakes.

Bill Spreitzer left for Seattle, Wash., August 16.

We are worried about Lloyd Klose. These trips to Springfield have caused him to act strangely.

We were very glad to have Frank Chase visit us a few days ago. As you know, Frank has been very ill and it is a pleasure to know he is able to go

about a little. And we have more good news along this line; Eddie Cale, whom we thought would never recover, has proved that miracles really do happen. He, too, was able to visit us this month.

The Flying Dutchman is no more. Hugo Schaefer remarked that he has gotten rid of that "pile of junk at last".

Wonder why Sid looked so blue on his last visit to the general foreman's office? We did forget to tell him she was not here. However, that is past tense; present tense: she has returned. This is a signal for Chester, too!

Mr. Gorman, everyone says they like your new straw hat, especially the pretty band.

AGENTS' ACCOUNTS DEPT.

ST. LOUIS, MO.

LILLY KULAGE, Reporter

Just between us, Steve Kane was found with a "Free Matrimonial Paper" in his possession. Why that, Steve, with so many good looking—"looking to do well"—Frisco girls still single?

Bill Fisher is getting extravagant with his vacation, he took four days in succession, spending them on a fishing trip at Wesco, Mo. We nearly put in an S. O. S. for him, but managed to struggle along without him. It must be great to be that important.

After Neil Tighe's clever and sudden departure, the thirteenth floor could not be outdone, so Loretta Butler decided to keep up our good record and be married on August 18. One noon, after looking for Rose Levy in vain, Loretta returned to find a shower of useful miscellaneous articles for which she was very grateful. We sincerely extend our best wishes to Miss Butler

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and husband for their future happiness. Be careful, Gertrude Schmalz, from the looks of your shower present. It is suspicious. Good thing we are not prohibition officers instead of railroad clerks? Golly, it was an ice pick—why said it was a bottle opener?

Milton Hite returned from his vacation and he actually said it was a grand and glorious feeling to be back at work. It must be another Frisco romance.

The agents' accounts department regret very much losing Billy Berkley and Charlie Hoffmeister, who have been promoted to the interline department, and especially since Charlie has that mustache—"our Douglas Fairbanks."

Since it pays to advertise, why doesn't Edna Dolen show those kodak pictures she took on her vacation? Go on, Edna, let us in on the secret, maybe Steve Kane would throw away that paper.

Leonie and Gertrude Schmalz and Clara Borel had a most wonderful trip to the Niagara Falls and Canada.

Beculah Bulger returned from a most enjoyable trip to Yellowstone Park, full of thrills and much enthused about the "bear hug" she had while there.

Robert Kunstel has been appointed assistant traveling auditor. Pretty wise, goes on the road just when that new baby daughter will insist on being walked at night. We wish you success, Bob.

It certainly is good to see Joe Loockener's smiling countenance around the office occasionally, and while the agents' accounts department would be glad to still have him at the old familiar desk, far be it from us to stand in the way of his success as traveling auditor.

John Culver and wife spent a most enjoyable week in Minneapolis.

Charlie Egli had the courage to leave the uncollected department without his assistance for a week, while he is sojourning in Washington, Mo. We wonder just what kind of fish he is fishing for.

Jewell Hynes is all thrilled up about her trip to California. No wonder, with such an adorable "cousin Billy" to show her around, but between you and I, when she gets all "dolled up" for a certain somebody in Los Angeles, well—chances are she will not come back to St. Louis as Miss Hynes.

The agents' accounts department had a large increase in force when Wilsie Cawthon was appointed file clerk. Her main object is to show little Loyola McLoughlin that she can file "em" away as fast as Loyola did.

OPERATING DEPT. STATISTICIAN SPRINGFIELD, MO.

MALLIE L. KING, Reporter

Over fifty employees and friends participated in the second annual office picnic this year, held at Clear Creek on July 25. The committees were all well organized and carried out their part of the program splendidly. The transportation committee composed of G. J. Williams, Cuma Magers, R. K. Magers, T. J. Appleby and J. R. Edwards were right on the job with automobiles and drivers and landed the crowd at the picnic grounds safely and on time. As to the return trip, well, everyone showed up on Monday morning.

The refreshment committee had gone on ahead and had everything in readiness, and you can just imagine how good the fried chicken, hot rolls and butter, salad, pickles, olives, brick ice cream, angel and devil food cake, lemonade, etc., tasted to that hungry crowd.

G. J. Williams and Claude Jarratt said they counted thirty chicken wings on the run—some flappers. Someone voted that we keep as a standing committee those who served on this com-

mittee: Bertha Sutherland, Esther Anderson, Dora Weigle, Maude Haralson, Emma Granade and Nelle Ross, and everybody agreed they could not be beaten.

While waiting for all this food to digest before going swimming, the entertainment committee, with Dorothy Leake as chairman, assisted by Coaches Blevans and Magers, Gladys Bell and Reva Crane put on a very peppy program—50 yard dash, hoop race, three-legged race, match box relay, shoe race, sack race, plate-breaking contest and also booked a baseball game, Midgets vs. Clear Creek Giants. Statistical department (midgets) called the game to an end when G. J. Williams, who was playing center field, got lost in the tall grass.

After an hour or two of swimming events, the refreshment committee again sounded the mess call, and we were served baked ham, rolls, salad, ice cream and cake and coffee.

After lunch, the judges, Mrs. R. H. Kerr, Mrs. C. W. Martin and Mrs. Dearing, announced the winners of the contests. Mr. Lewis Blevans making the awards:

50 yard dash—R. H. Kerr (first), C. W. Martin (second). Hoop race—Claude Jarratt; Three-legged race—Maude Yakey and G. J. Williams simply walked away with the honors. Ranking second were R. K. Kerr and Cuma Magers. Match box relay—Bertha Sutherland and Claude Jarratt; shoe race—Herman Plumb (first), Muriel Iscminger (second); sack race—Mariguerite O'Brien (first), Mallie King (second); plate breaking record won by Claude Jarratt.

After a short address of appreciation by R. H. Kerr, the crowd dispersed, each one saying it was the best picnic they had ever attended. We had as our out-of-town guests: Mrs. B. C. McDonald, of Camden, Ark., and Feirba Justice of Sapulpa.

If any pointers are desired in regard to picnic arrangements, please address the general committee, i. e.: Mariguerite O'Brien, Claude Jarratt, or the writer.

OFFICE OF SUPERINTENDENT OF TRANSPORTATION SPRINGFIELD, MO.

A. T. SILVER, Reporter

Ed. Vinton is disgusted with "goluf" because he didn't win a tournament. Anyone wanting some "goluf" clubs cheap, see Helen Mary Dryden—she is his business manager.

K. C. "Casey" Underwood, formerly of this department, but more recently car service agent at St. Louis for M. D. T. Co., has been appointed assistant general superintendent transportation M. D. T. Co., Rochester, N. Y. Look where K. C. "Casey" got his training—is it any wonder they choose men like him for these big jobs? "Casey" will be succeeded at St. Louis by A. L. Parker, who bids all of you welcome when in St. Louis—his office is on third floor Frisco Building.

Della Stevenson, record clerk red ball department, spent her vacation in Yellowstone Park, Salt Lake City, Colorado Springs and Denver. She reports a very good time—says one of the bears in Yellowstone chased her up a hill and tried to hug her. Those old moth eaten bears in Yellowstone are showing poor judgment with age—you don't have to chase 'em to hug 'em.

Wm. Gray, assistant car distributor, spent his vacation at Ft. Sill, Okla., with Battery F 203 Coast Artillery, A. A. Bill says it didn't get hot down there—only 112 above in the shade—and no shade.

C. W. Gardner, chief clerk tank department, and family, spent part of their vacation at Sun Dance and Devil's Tower, Wyo., wherever that is. After he got as far as railroad would take him, he pretty near had to buy a Ford



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to take him the rest of the way, only 30 miles from the railroad. They witnessed a real wild west rodeo 4th of July, at Devil's Tower, Wyo. Why go way out there, after you have got used to the noise of a railroad?

Blanche Evans spent her vacation with her folks at Wheaton, Mo. Blanche likes to go home but says she would rather live in Springfield.

New faces in the office line-up: Thelma Castle and Mrs. Maude Morehouse—tell you more about them when we get acquainted.

Alyce Masie is taking a leave of absence account impaired health.

Lester and Sarah Langsford spent part of their vacation in St. Louis and K. C. Lester reports having seen a couple good ball games in K. C.

Florence Bowen spent her vacation at Rockaway Beach, White River Country. She reports a fine time, lots of swimming, etc.

Ed. Vinton, night man, has bid in a day job in red ball department, as assistant to the assistant.

Girls—the new night man's name is George Neff; haven't found out if he is married or not—let you know next issue.

Fred Masters and family spent part of their vacation in K. C., the balance of his vacation was spent "Fording" around the Ozarks, seeing the scenery and incidentally coaxing the Ford to "do its stuff".

Oran "Speck" Rowton has bid in one of the night jobs in this office.

Ellis Dulin spent his vacation in Tulsa and Highlanville, Mo., shooting squirrels.

CAR ACCOUNTANT'S OFFICE SPRINGFIELD, MO.

MARY HOWELL, Reporter

Doris Carter and Irene Schaller spent the last two weeks vacationing. Most of their time was taken up moon-ing around.

Hubert Potter went to Hollister for his vacation. It is a Dutch puzzle to us—is Hubert married or is he not? He denies it, but we feel certain that he is. Anyway, he said Eva Mae wouldn't let him trifle while at Hollister.

Mrs. Annie George and daughter, Mary Burton, left Saturday night for a vacation trip to California.

Mrs. Jessie Laub and son, Cleveland, also left Saturday night for a vacation visit to their old home, somewhere in New Mexico.

Oran "Speck" Rowton, file clerk, has been transferred to Mr. Doggrell's office. He had been in this office for over five years and though he was small, we miss him. Theda Pyland has taken his place.

Anna Helbig has returned to work after a four months' leave of absence. Part of this time was spent in the St. Louis hospital and the remainder of the time convalescing at her country home. We're glad to have her back with us again.

It really has happened at last! We can hardly realize it yet ourselves. The Bradley twins, Mamie and Amy, have bobbed their hair.

Mrs. Kelly Gray and little daughter, Jane, are vacationing in California.

Ask Margaret Wiener for a good cure for rheumatism. She knows!

We hear that by the time this goes to press Myrtle Lachmund will be back at her desk after a three months' leave of absence account of illness. Myrtle is THE one that looks after our checks and well be glad to see her again.

Mr. Lindquist came to work the other morning with his right eye swollen almost shut. In reply to all inquiries made, he said a bumble-bee stung him.

Mrs. Bosley spent a week of her vacation recently in the country. She came back telling us about fried chicken, roasting ears and apple pie. You know, Bess, that those things aren't to diet on.

SIGNAL DEPARTMENT SPRINGFIELD, MO.

MATILDA C. HOFFMAN, Reporter

Mrs. F. V. Hutchison is visiting relatives in Muskegon.

Inspector Harry Barron and wife are spending their vacation in Loudenville, Ohio, visiting Mr. Barron's parents.

Supervisor G. J. Drummond and family are vacationing in Wichita and Pleasanton, Kans.

Carl Thompson has been coming in the office rather sleepy eyed of late, which was accounted for when we discovered his lady friend from Kansas City has been spending her vacation in the city.

Donald Ball goes fishing over most week-ends and has made promises to all of us which he has failed to keep. Don says the fish just won't bite.

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Our automatic train control has been entirely completed between Nichols and Monett and we have been entertaining the interstate commerce commission inspectors from Washington, D. C. Their inspection, tests and reports to cover have made business real good for several members of our organization, including the steno's.

MECHANICAL DEPT. NEWS SPRINGFIELD, MO.

LOYD LAMB, Reporter

Eunice Morrow, Coral Ooley and Flo Blevans entertained with a miscellaneous shower Tuesday evening, August 4, at the home of Miss Ooley, 619 S. Grant Ave., in honor of Hazel Dwyer, whose marriage to Chas. Tooker, of Tulsa, Okla., took place on July 4. Miss Dwyer was the recipient of a number of beautiful gifts. Refreshments were served to about forty people.

All's fair in love and war, therefore Hazel considered it all well and proper to deal us a few off the bottom of the deck in her little war. Want to warn the rest of the "one way" wayfarers not to accept Hazel's case as a criterion for keeping the old Maltese handcuffed in the poke; from now on, our name's Ingersoll—we're on the watch.

The girls of the mechanical department also entertained with a luncheon at Merrimen's in honor of the "Xmis" Dwyer, on July 31.

We certainly hated to lose Hazel, however, Charlie "took 'er", and we don't blame him, only hope he allows her to come back sometime and pay us a visit.

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SPRINGFIELD, MO.

F. S. Routt, our personal record and pension clerk, has met with a sad bereavement in the loss of his mother, who passed away on July 21, during Mr. Routt's vacation. Mrs. Routt was a pioneer resident of Springfield, having settled here several years prior to the Civil War, and in the days when ox-teams were a common sight on our business square. She traveled far beyond the allotted three score and ten years, being at the close of her ninety-second year at the time of her demise. She had reached that stage in her journey where, friends say, her nature had again become charmingly childlike, with its lovable, trustful ways and commanding that tender care and devotion which makes the loss all the more keenly felt by the sons and daughters who have always lived with her.

Mr. Routt has the heartfelt sympathy of the entire office force in his bereavement.

The vacation business is just about over in this office; most of us being back on the old "hardwood" again. But, in spite of the fact that some of us returned to work to get some rest, we all had a wonderful time, and will be rarin' t' go again next year.

Last issue, we presented some "figures" to show why the mechanical department should not be overlooked when something keen in bathing suits is desired. After portraying the water-lilies, we now have a "water-willie" in the person of J. R. Goforth, who is seeking publicity. Since that Argentine girl gave up the English Channel job, there is a bare possibility that Bob may have had secret ambitions to bid in on it. At any rate, Bob was making a trial start at one of the local water resorts where a floating dock is used as a bathing platform. Unfortunately, Bob's feet are not of the non-skid variety, and in attempting to pull an Annette Kellerman swan dive, his lower extremities slipped on the unsteady platform and he fell ear foremost into the water, slightly "cauliflowering" one of his receivers. However, Bob's hearing evidently has not been affected as he is still able to hear that good old melody, "I'll buy a drink!"

Hazel Clark has accepted the stenographic position made vacant by Miss Dwyer's resignation. We have always wanted a red-headed "gal" in the office, anyway.

When George Neff, our former office boy, and now a clerk in Mr. Doggrell's office, appeared at the general office employees "blow-out" at the Country Club last winter in a tuxedo, it was generally conceded that George was a "sheik" par excellence, and we,

of the mechanical department, were justly proud of him. However, George is going to have some keen competition in the person of Ed. Orr, the new office boy, when our social season opens up this fall.

J. C. Brekenfeld, supervisor of shops, is one of the few followers of the hook and sinker who never becomes disheartened merely because the fish are not biting. When Brek. fails to land enough for a fry, he wades out in some shallow slough and finishes up the mess by catching a few crawfish. Brek. says that even catching crawfish has its drawbacks.

Dee Houston, who has just returned from vacationing in California, is quite enthusiastic over his sojourn. Dee has many fairy tales to tell regarding the King Midas state. All in all, California seems to have cast quite a spell over Dee.

TELEGRAPH DEPARTMENT SPRINGFIELD, MO.

O. L. OUSLEY, Reporter

Mr. and Mrs. Brennan spent a short vacation at Walker, Minn. on Leech Lake.

E. E. Swafford, manager and wire chief, Ft. Scott, spent several days in Birmingham the first of the month. He was relieved by Night Chief A. P. Parks.

Foreman A. Oliver is on vacation this month. His gang is in charge of G. G. Gilmore. Foreman B. J. Simons was scheduled to relieve Mr. Oliver, but recently suffered the misfortune of breaking his arm while cranking an automobile (?).

Stella Meattie is visiting home folks at Portageville, Mo.

Lillian Hultsch went to Kansas City August 16 to see her brother, Morris, who is a musician in the Sells Floto Circus band.

Foreman Bradley has taken up reconstruction work between Ash Grove and Nichols.

General Foreman Musgrave reports considerable friction between Foreman Bradley and Dennis Knight over the ownership of an airdale pup, "Mike". So far, Mr. Musgrave has remained neutral.

Nellie O'Connor, clerk in the St. Louis telegraph office, resigned August 10, and was recently married to Chester Kratky, secretary to Mr. Kurn. We are sorry to lose her, but we knew it was only a question of time. Girls like her can't escape for long. We wish them both every happiness.

Ray T. Soper recently staged a most popular and a-cute appendicitis operation. He was in the St. Louis hospital less than two weeks. He left August 15 (pay day) for Louisville, Ky., where he will spend two weeks recuperating and visiting at the home of his parents.

Everybody is either taking or talking vacations this month. Lineman S. H. Kelso is spending a few days in South Dakota.

J. M. Boney, former assistant foreman, this department, called on Mr. Musgrave a few days ago. Mr. Boney is now employed by the N. Y. C. in the signal department. He was enroute to Texas.

Everyone in the office was glad to have Mr. Rogers return from his vacation August 5. Perhaps Mr. Linster was most anxious for this date as he acted as chief clerk during Mr. Roger's absence.

There seems to be no end to the strange things that happen in basements of modern homes—Lillian Hultsch asks us seriously to believe she was sober when she slipped on the steps and fell a whole flight of stairs. This accounts for the dark spots on her fair complexion.

We asked all employees of the department to send us news for the

Frisco magazine, and this is what we get from Lineman Wm. Spratley, of Oklahoma City:

He was called to Wellston account all wires crossed in the office. Unable to locate the cause, he removed the switchboard from the wall and found a snake about two feet in length laying across all wires. After diving through the bay window, landing on his head, he secured a club and returned to kill the snake, which cleared the wire trouble.

I do not vouch for this story, but Spratley's reputation for veracity is good, so maybe it really happened. Anyway, he surely answered my request for news items.

SPRINGFIELD RELAY OFFICE

Tom Maxwell is spending his vacation in Colorado.

Brownlow Kennedy has just returned from a vacation which he spent in Arkansas and Tennessee. He reports prospects fine for a good cotton crop in those states.

Traffic Chief Barry has quit smoking—says he hasn't time to fill his pipe. Fred Schmidt says he hopes Ben Strain either follows suit or finds a better grade of weed than he is now using.

Troy Hart is spending his vacation in New Orleans.

Frank Feyen is still looking for the fishing hole where Chief Craig catches the big ones.

MASTER MECHANIC'S OFFICE SPRINGFIELD, MO.

MILLARD BROWN, Reporter

Roscoe Warren, formerly employed as caller at north roundhouse, has been transferred to Lindenwood in the same capacity, hope that "sheik" likes his surroundings there better than here.

Chas. Thompson and wife are spending their vacation "fording" through points in Indiana and Missouri, as Charley's folks have an ideal summer home located in Fort Wayne. There is no doubt but he and the wife will have a real time, as Charley said the best thing they do is eat.

Cecil Chapin, caller, has been transferred to day shift. We wonder how he gets along without his lantern.

Ed. Baron, general clerk in master mechanic's office, is hardly ever seen any more these days, as he has purchased a new Moon which makes him hard to find.

The north shop boasts of having a real baseball team, in fact, are claiming the championship of the Frisco Railway. Any team desiring games, write or communicate with Edward F. Esser, machine foreman, north shop.

John Carner, caller, has been granted a two-months' leave of absence, and is visiting his folks in Tennessee.

All foremen at the north roundhouse have had their vacations and returned. They claim they are all good now for another year.

Wm. F. Krafft, stenographer to H. J. Ray, could not stand the temptation the other day when a salesman for a local jewelry store was in the office. Bill has an Ingersoll which he prizes highly, but as the salesman's watches had a little brighter finish, Bill could not say no, so now Bill is out about fifty berries.

Miss Nichols, comptometer operator, is looking forward to her vacation which she is planning on taking the first of this month.

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W. A. UNDERWOOD
Dixon, Mo.

J. J. Collins, Mr. Ray's chief clerk, in driving the "relic" to work the other day (the one which has the old style oil gauge, where oil can be seen running through a glass gauge on the dash) broke the gauge, ruining his shirt and trousers. He was driving along thinking about some of his oil stock, which he has in the State of Oklahoma, when all at once, oil gushed all over him. This made him think he was wealthy, but when he awoke, he found he was the loser, some clothing as well as about \$6.00 car repairs.

DIVISION ACCOUNTANT'S OFFICE SPRINGFIELD, MO.

H. H. McGARVEY, Reporter

Two new faces have shown up in this office and one in the engineer's office. Harold (Chin) Boren who was the first to arrive is our new material clerk. Julia Gimble, our new stenographer from Monett and you can tell the cock-eyed world that they can raise good-looking girls in Monett if Julia is a fair sample. O. W. Wilson took Harry March's place in the engineer's office.

The world must be coming to an end. Oscar Bass bought a package of cigarettes and "Doc" Johns bought a plug of chewing tobacco during the month of August. Unusual things will happen you know.

R. G. Langston of Chaffe visited Springfield the other day. Bob lately returned from a trip up around Boston and from all indications he will make another trip in the near future and return with a family or the starting of one anyway. Of course he never said anything about it but you can tell when these birds are in love by that far-away look out of their eyes. They all fall sooner or later and some of them fall hard.

F. L. & D. CLAIM DEPARTMENT SPRINGFIELD, MO.

By CHARLENE WILLARD

Saturday, August 1, proved to be a red-letter day in the history of the claim department. After a great deal of discussion and more heated argument than took place in the famous evolution trial, it was decided that we would have a picnic at Clear Creek, known to every old settler in the country as the "campin' grounds". An eat committee, an ice cream committee, transportation committee and entertainment committee were appointed and prospects looked very bright for a wonderful day. However, it turned cold, in fact most too cold for swimming and the would-be picnickers finally as a last resort, voted on Doling Park. A few of the most ardent ones backed out at the last minute and it looked like everything was going to be a fizzle, with not enough chicken to go around, but as usual, we scored a huge success and by 5:00 p. m., a crowd of some fifty or sixty merry-makers were sailing around the skating rink, arm in arm. William Parks McKinnell, famous for all kinds of sports, proved to be the most able instructor in this lost art. His star pupil, Mrs. R. H. Burnie, won the prize for the ladies. Little shorty Hindman, Tony Gilbert and Etta Acton provided plenty of slap-stick comedy on the floor of the rink. No bones were broken, but all

proudly displayed wound chevrons the next day. There were some who had strong enough hearts to brave the icy waters, namely Mammie Gurley, Mabel O'Brien and one or two of the boys; then there was boating for those more romantically inclined, and later, the most wonderful picnic supper! A vote of congratulations was extended to all the married women who so bravely came to the front and assisted in making the picnic supper a real chicken dinner with everything delicious to go with it.

At the time of our picnic, Mrs. Hannah Dickerson, of the O. S. & D. department, was vacationing in Portland, Ore. She says she had a wonderful time, but that Portland was so smoky all the time, account of the numerous forest fires in that part of the country, that it was impossible to brag about the scenery and from now on she is 100 per cent strong for Missouri scenery.

On August 1, F. E. Adams, of the O. S. & D. department, resigned to accept a position in the office of city commissioner of revenue. We all wish him every success in his new undertaking.

Mammie Gurley is vacationing in Chicago. Better watch your step in that town, Mammie, 'cause hundreds of girls are lost every year up there.

Earl Head, claim investigator, has got the big head and all because some mean old dentist decided to perform a minor operation of some kind on his jaw bone. If it had not been for Nettie's ever-ready "Sloan's Liniment" and the tender solicitations of a certain young lady in the office, Earl would not have been able to have made the grade.

Mrs. Pearl Davis and two little daughters have just returned from a delightful trip down in Texas.

V. Anderson and wife are vacationing again! Where? To Colorado Springs and Bolder, Colo.

The claim department was well represented at the American Legion barbecue and dance. It was, indeed, an exciting time. However, for complete particulars, ask Mammie Gurley and Imo Johnson. They may be able to give you interesting data.

Marjorie Risser is certainly a happy girl now since she purchased a new Overland. Of course, we don't blame her, but we would like to know who the dapper-looking young gentleman is that decorates the front seat so much of the time.

OFFICE OF GENERAL MANAGER SPRINGFIELD, MO.

ORVILLE COBLE, Reporter

The circus parade failed to pass our way but the American Legion airplanes entertained us one afternoon by doing stunts in Olive Street. We felt sure they were going to knock the wires off of Mr. Brennan's wireless, but they didn't.

Grace Jocum is enjoying a restful tour of the National Parks this month. Ann McClernon brought back a great many pictures from her vacation in Yellowstone.

One of our girls (who wishes to remain unnamed) when criticised for filing her nails in our private office, replied: "Isn't this a file room?"

GENERAL STORE ROOM SPRINGFIELD, MO.

BERTHA V. REED, Reporter

S. H. Gaston, general foreman, spent Sunday, July 26, on White River. He was accompanied by his wife, son Junior, and their guest, Mrs. J. R. Gabriel, of Kansas City, Mo.

E. A. Thomas, stock clerk, has recovered from an operation and is now able to be at his desk. Tom expresses

his thanks to the store department for the beautiful flowers.

Beulah Shepherd visited in St. Louis, Mo., Sunday, August 9.

John Walker, stock clerk, is very fond of peaches, especially when he can attract the attention of the driver of a certain Ford touring car—the one that is parked near the store room during noon hour.

J. M. Saddler, trucker, has been absent from work two or three days account of his wife being ill. We wish for Mrs. Saddler a speedy recovery.

Cecil Banta, messenger in file room, recently suffered a fractured shoulder bone. Cecil keeps rather quiet as to how it happened, but at any rate, he has fully recovered and is now able to be back in the file room.

Sincere sympathy is extended Rowena Lewis in the loss of her mother, Mrs. O. F. Lewis. Mrs. Lewis died Saturday morning, July 25, at eleven o'clock. Her remains were forwarded to Kansas City, Mo., for interment.

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MEMPHIS, TENN.

M. J. Cleary, material record clerk, is in a local hospital, where he underwent an operation recently. His condition is reported unimproved.

O. H. Miller, stock clerk at store room, and family, visited in St. Louis, Mo., Sunday, August 16.

F. W. Pomeroy, stock clerk, is planning on a short trip to Tulsa, Okla., in the very near future. Jack Gannon says that the "Duke" is making this trip with matrimony in view.

C. C. Meyers, stock clerk, had his tonsils removed recently. He is getting along nicely and says he feels like a new man.

H. H. Howard, supply car clerk, wishes to acknowledge with sincere thanks, the kind expression of our sympathy during the sickness and death of his sister-in-law, Mrs. J. W. Howard, who died at the St. John's hospital, Sunday, August 9.

Wanted—Someone to donate or trade to Jack Gannon, stock clerk, an airplane for a Studebaker six to keep him off the ground in order to keep him from getting run over.

S. H. Gaston, general foreman, is a lover of dumb animals, especially dogs, as practically every morning a dog is waiting at his desk trying to find a home.

Wonder where the ice cream sandwiches are delivered to, that are purchased daily by Frank Matthews and Ivan Chittenden, truckers at store room, more familiarly known to the employees as the "Siamese twins".

It is rumored at the store room that Harold Moseley, of the stationery department, left for Kansas City, Mo., last Saturday night, August 15, to enter into the holy bonds of matrimony. If this is the fact, store department extends congratulations.

Floyd Yates, his girl, Lawrence Nutz and May Yates, motored to Ozark, Mo., Sunday, August 16, to take part in some church work, and while there, they were introduced to a gentleman by the name of Mr. Little. They later learned that Mr. Little was the recorder at Ozark. Floyd said he thought Mr. Little acted rather friendly, but never mind, Floyd, he may be able to help you out in the near future.

F. M. Darden, of the car department,

was seen rushing to the south side of town August 14, and was asked why all the speed and he reported that he was on his way to the south side to help load a car of "rubber dogs". This, of course was foreign to us and when questioned further as to what consisted of a "rubber dog", he advised that was the Memphis term of an elephant, as he was on his way to the south side to help look after a circus train.

Wanted—A neck tie for Guy Tummons, of the stationery department—better known to the employees as "Skeekie".

The watermelon received from Morley, Mo., was enjoyed by the stationery department recently. The rinds were presented to Jack Gannon and Robert G. Price. Wonder why?

OFFICE, SUPT. OF TERMINALS SPRINGFIELD, MO.

DOLYNE SCOTT, Reporter

Vacation time is almost over and about all of the members of this department have had their vacations. We are all sorry the good times are over for this year, but we have many pleasant memories to carry with us and feel that we will be able to work harder the coming year because of them.

O. W. Bruton, superintendent of terminals, has returned from two weeks' vacation, and reports a very enjoyable time spent with his father.

M. Finkenbinder, popular south side yardmaster, is away now on his vacation. He drove through to Joplin, and on to Neodesha, Kans., to see his father.

Maurice J. Wilson, clerk, is off at the present time on a fishing expedition, and is floating down White River from Galena to Branson.

W. P. Gustin, general yardmaster, one of the few who has not had his vacation, is contemplating making a trip to Minnesota about the first of September.

Chas. M. Kimber has been promoted from the position of clerk to that of operating performance clerk. This is a new position, clerk to the terminal auditor.

Harold Motz, caller, is sporting a new Nash coach.

May was the largest month in the history of the terminal, but July was even heavier than that, there being 74,532 cars handled through the terminal.

SOUTHERN DIVISION

BIRMINGHAM TERMINALS

JOHN L. GODSEY, Reporter

Some folks are fond of picnics, but it seems most of them are more fond of watermelons, according to the last entertainment given by the Frisco Boosters Club, at Avondale Park. It was reported that Uncle John Connolly consumed three fried chickens at the picnic, but the number of watermelons

could not be counted. It is also known that several other of the false teeth brigade made waste of the melons. Frank Wilkerson, of the Birmingham Belt office, took his wife and left her while he could take a nap under the shady trees and when time came for the feast, Frank could not be found until his wife woke him up after the party was over. It is not known how many melons he took away. Music was furnished by a local orchestra and was in charge of Mr. Hargrove, at the freight house. The "drinks" were furnished by the following firms in Birmingham: Chero Cola, Grapico and Coca-Cola companies. The employees all wish to thank these firms for their donations to the success of the "watermelon feast". This Booster Club is already planning on another entertainment for the next month and all employees are anxiously awaiting the coming event.

Chief Clerk Whitten promised a "fish tale" when he returned from the Florida fishing trip, but from all the pictures he produced, we don't need any explaining. Along with Mr. Whitten were Bill Burress, John Connolly, W. R. Brown, W. A. McGlothlin and Jesse Morgan.

"So they have changed the schedule on the Pratt City cars two minutes," asked one of the clerks of Switchman Jim Dowdle. "Yes," said Jim, "n you can sleep two minutes longer every morning."

A well-known junk dealer called by the Birmingham Belt office and inquired if Frank Wilkerson would consider selling his pile of scrap in front of the office. Frank declined on the grounds that he and Jimmie Shoaf were the only two people that ever ran a car on no tires and he didn't want to break the record.

R. W. King has been taking his vacation and it is understood that he will tour the state in his car, if it will stand the test.

J. W. Hannum is enroute to Florida, where millionaires are made overnight. Judge bought some Florida real estate long time ago and hopes to come back smoking fifty cent cigars.

G. B. Davis, H. W. Johnson and A. P. Saurgrain were in Birmingham recently and confined their visit to the office of C. J. Thompson, terminal auditor.

Arnold Carden left for the land of the "peaches" to take a short vacation. It is hoped that the little Carden boy will not eat too many peaches, but with only one tooth he will be safe this year.

William McCaffrey, a careful student of human nature, has found some interesting facts concerning the opposite sex. Bill says that during the week his wife calls him "Honey, honey, honey", and on pay days it's "money, money, money—".

C. J. Thompson and family are leaving for a vacation in Chicago, with Mr. Thompson's brother.

TRAINMASTER'S OFFICE BIRMINGHAM, ALA.

VIOLET GOLDSMITH, Reporter

The Frisco employees and their families enjoyed a watermelon cutting at Avondale Park, August 6. Of course, this was planned by our Boosters Club—most of the credit going to E. L. Deadman, general chairman, and P. L. Howell, chairman of the entertainment committee. With about 375 or 400 present, everyone had all the watermelon they could possibly manage and still had twelve left which were sent to the Mercy Home.

Henry Hargrove, bill clerk in the freight house, and his orchestra, gave such a nice program and furnished music for dancing, and, speaking of dancing, you should have seen our superintendent of terminals, Mr. Carson, doing a sand jig—had more pep than a boy of sixteen.

The orchestra played, "What's Become of Sally?" dedicated to Agent C.

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J. Snook and for the benefit of those who don't know it, Mr. Snook's name is Sally.

We were very much pleased to see some of our Bessemer Branch employees present and would be very glad if some of our out-of-town officials could join us in some of our outings.

Cammie Adkins left August 19 for a trip to Washington and New York.

C. J. Snook is vacationing in Denver and Colorado Springs.

We are very sorry to hear of the death of Mr. Huffman, of Tupelo, father-in-law of R. E. Camp. Mr. and Mrs. Camp have the division's deepest sympathy.

We sincerely hope Mr. Claiborne, who has been ill, will soon be back on the division.

FREIGHT TRAFFIC DEPARTMENT MEMPHIS, TENN.

KATE MASSIE, Reporter

M. O. Boaz, who was formerly with the Frisco, has been appointed city freight agent of the Rock Island Lines. His Frisco experience was in this office and I am sure his many friends are glad to see him promoted.

H. V. Cook returned from his vacation this morning. We have not heard about the big fish he caught as yet, as on his return trip he managed to turn his Ford over in soft mud six miles north of Black Rock. Fortunately, the family and Ford were not injured. After camping under the car for about an hour, until it ceased raining, they righted themselves and came "mud-covered" home.

Traveling Freight Agent Jackson returned to work this morning after recuperating at Dawson Springs, Ky., for a few days.

MEMPHIS TERMINAL MEMPHIS, TENN.

R. E. FLEMING, Reporter

J. J. O'Neill, superintendent terminals, left on his vacation Saturday night, 19th, for Oklahoma and Texas points.

D. Hightower has been appointed general yardmaster, relieving J. B. Lankford.

Messrs. D. Hightower and O. L. Nance have now returned from their vacations.

Our Chief Yard Clerk D. E. Creeden, who recently broke his arm, has now returned to work.

One of our old time colored switchmen, Andrew Jordan, was killed at K. C. Junction, July 19, while switching in yard.

Miss Stephenson, secretary to superintendent terminals, is now on vacation.

Yardmaster C. I. White, has returned from his vacation.

Yardmaster J. L. Sullivan is now on vacation.

STORES DEPARTMENT MEMPHIS, TENN.

WARREN PUCKETT, Reporter

Eleanor Patten, stenographer Memphis, spent several days last month in Texas, with relatives. Among the

points of interest that Eleanor visited were Fort Worth, Waco and Houston. Eleanor is getting mighty brave recently by taking a trip of this length without her mother being along.

D. A. Riddle, storeroom foreman, Memphis, and Alvin Riddle, clerk at Memphis, together with D. A.'s family, spent several days the latter part of August in Winslow, Ark., with Alvin's and D. A.'s father.

Thos. L. Conner, clerk at Birmingham store, recently resigned from his duties to accept another position. Thomas is no longer connected with the Frisco road. His news items will be missed from the Birmingham section of the magazine, as he generally wrote up a bunch of newsy-news from that point.

Mrs. Jack Gillis and little daughter, Martha Lou, spent the entire month of August in Missouri. Among the points of interest that they visited were Springfield and Hollister. Mr. Hollister must be a mighty fine place to go on a vacation from what I can learn.

Noticed in the August issue of the magazine that W. C. Henke, shop accountant, and T. J. Sweeney, both of Chaffee, Mo., motored to Poplar Bluff the fourth of July, accompanied by two young ladies, to spend the day. Someone in Memphis is still wondering why the trip was not made to Memphis instead. Henke is very fond of swimming from what the writer knows about him and the James River at Springfield.

We had the pleasure of seeing in the last issue the picture of the office force at Enid, Okla., storeroom, which would have been an excellent picture if they had only thought and put the little lady, Vesta Davis, in the foreground instead of the background. This is a good way to meet the folks on the line by placing your pictures in the magazine, let's have more pictures of the different stores.

Gladys Irwin, stenographer in the mechanical department, Memphis, spent several days recently at "The Girls' Vacation Camp" at Hardy, Ark., and reports that she had a most enjoyable time during her stay there. Gladys, from what we can learn, is an expert "diver and swimmer", and naturally she enjoyed her stay while there as this is the chief amusement at the camp. She also inherited a number of freckles which adds a lot to her beauty.

Johnnie J. Drashman, coach foreman at Memphis, together with his family, made an extensive motor trip recently in his new Flint car, to Mobile and York, Ala., and returning by Meridian, Miss. The trip was something like one thousand miles long and Johnnie reports that he never had a bit of trouble either with his tires or engine. That's pretty good record for a Flint.

J. E. Shipman, water service foreman, in the Memphis terminal, made a very extensive trip recently to the west coast with a number of other Shriners, to their annual convention at Los Angeles.

On going out he spent one day in Denver, Colo., and took an auto drive of 175 miles, which carried him through the famous "Estos Park". Another day was spent in Colorado Springs and here he visited Pikes Peak, The Garden of Gods, Cave of the Winds. The trip to the top of Pikes Peak was also made which consumed something like four hours to go and come, this trip was

made on what is called the "cog road", which is nothing but a little railroad but instead of the tires and rail being smooth, it is cogged to keep from slipping. This trip to the top is very thrilling, so Mr. Shipman says. The Garden of Gods is nothing but beautiful rocks and trees, which makes a wonderful scenery. The Cave of the Winds is a cave which runs back into mother earth about one mile, and is very windy inside, the scenery inside of this cave is also very beautiful. The next day was spent in Salt Lake City and here Mr. Shipman visited the State Capitol, the Marmon Tabernacle and also the Salt Mines. The Marmon Tabernacle is equipped with one of the most expensive pipe organs in the country, this pipe organ has seven thousand pipes and 270 stops and a recital is given every day at noon for the traveling people, who gather in throngs to hear this wonderful organ. The sound in this Tabernacle is perfect, having the record of being the best in the country. In this Tabernacle, you will also find a museum which is very interesting throughout. The salt mines were also visited, which is very educational to anyone who has never seen salt refined. When arriving at San Francisco, the party made a tour of Golden Gate Park, which is considered the finest in that part of the country. This trip was enjoyed very much by all in the party. Later a trip to Chinatown was made, which was also enjoyed a great deal. Mr. Shipman says that there are something like fifty thousand Chinese and Japanese people in this little town and that they have a very queer kind of religion, which was demonstrated to the party. From San Francisco they went to Los Angeles on the "scenic limited", and here is where the Shriners' convention was to be held. There was something like two hundred thousand Shriners there to join in the merriment and what the writer can pump out of Mr. Shipman, they seemed to have had a "time" alright. The famous movie colony at Hollywood was visited and here they got a pretty good squint of what is classed the hest looking girls in the country, also the wildest place. Hollywood has many, many very beautiful homes, and they are all well kept. Long Beach was also visited, this beach is the finest beach on the west coast and here a most enjoyable day was spent. Later, the Shriners took a boat to the famous Catalina Island, which is owned and operated by Wrigley, the chewing gum king. There were 1,930 passengers on board the steamer that Mr. Shipman was on and there were several other boats with equal as many passengers aboard. After spending a couple of more days in and around Los Angeles, Mr. Shipman started for Memphis and says that he enjoyed the trip from beginning to end. There is a lot more that could have been said relative to this trip but space will not allow the writer to mention same.

Memphis at the present time is witnessing one of the warmest seasons that she has ever known, we surely do envy the people in the cool Ozarks.

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AGENT-TERMINAL ACCOUNTS BIRMINGHAM, ALA.

ETHEL COPELAND, Reporter

Well, here I am back on the job after being away a whole month visiting in Washington, Baltimore and Virginia; and, after having such a grand ole time, it's kinda hard to buckle down 'n work, but from now on, I will be Johnny on the spot and put the Birmingham Belt office force on the map. Vacation time is in full swing here—Mr. and Mrs. C. J. Thompson and daughters, Ernestine and Elfreida are spending some time in Tennessee and Chicago.

J. A. Morton, demurrage clerk, has returned from a ten days stay in Tennessee and seems to be happy as ever. B. W. Erwin, now assistant superintendent, paid us a short visit. We are glad to learn of his promotion and hope to have him call on us real often when in Birmingham.

J. W. Hannum and his family have just returned from a motor trip to Florida. Rather surprising to see "Judge" back, however, we hope that he cleans up several thousand.

The boosters' club is doing some mighty good work. Their watermelon cutting given August 6, was a huge success and although I didn't have the pleasure of being present, everybody claims to of had one wonderful time and is the main subject of talk amongst the employees. E. L. Deadman, general chairman of the entertainment committee states that he and his committee are planning something new for their next affair, which they hope will be sometime next month and we are all anxiously waiting to see what it will be. The Birmingham Belt is 100 per cent strong for the boosters' club.

Mrs. S. Souder is back on the job and seems to be as happy as a bee, especially when you ask her about her four and one-half months baby boy and then you should see the smile. We are glad to see Mrs. Souder back and hope that she will be able to stay with us.

"Hick" Darrah goes to the Warrior River every week-end to fish, but I haven't heard him rave about catching any fish at all. I think the reason for this is that his gang contains too many of the fair sex; it's impossible to enjoy two such pleasures at one time, it can't be done.

HOT WEATHER BLUES

You may not know why we're so quiet. In the magazine we've raised no riot. We're one of the links that make the chain.

We never start unless we gain.

You know Mr. Brad., he's full of pep. Always ready when you need any help. And Mr. Flynn, he's our chief dispatcher. If you make a mistake, he sure will "catcher".

But after all we know they are right. So we all fall in and help them fight.

Our chief yard clerk, we call him "Nip".

He thought on us one he would slip. A pretty girl from Memphis he knew. And Nip has promised to always be true.

And poor old Jack, I'm going to say. In St. Louis Hospital has to stay. When he was examined, the doctor said. He only had a bone in his head.

Mr. Collier, our third trick clerk, He says the girls from him do shirk. He's sold his Ford and quit the game. And says that Collier is not his name.

Of any one thing that we like most, Is to know the old Frisco will run to the coast. Through rich coal fields this line will go. Down to Pensacola, where the breezes blow.

I'm going to close and let you know. We'll write again—we're not so slow.

—W. C. RAKESTRAW,
Second Trick Yard Clerk,
Amory, Miss.

DIVISION ACCOUNTANT'S OFFICE MEMPHIS, TENN.

RALPH D. WILLIAMS, Reporter

Picnics are proving very popular at this time of year. Possibly because it is watermelon time, but believe it must be because so many of the "better halves" are out of town. If our stenographer, Allie Speight, can't scare up a picnic—well, it just ain't.

Our office has been favored with several out-of-town visitors this month, among them Messrs. R. N. Powell, of the general manager's office; G. E. Kirkmen, of the auditor's office; R. H. Kerr, department statistician; R. N. Pumphrey, of the Rock Island; D. Tiffany, of Birmingham, and F. C. Hughett.

Dorris Brown spent sick leave at various points north. Chicago, St. Paul and Minneapolis. Glad to see her looking so much better.

Mr. and Mrs. A. E. Biggers are vacationing at Hardy, Ark.

W. C. Henke, of Chaffee, spent the week-end in Memphis recently. Understand the tennis club there is going strong. Hello, Chaffee, how long before you are ready for a little competition? S. W. Booth and A. H. Sarafian are looking for more courts to conquer.

Ross Aton is back at headquarters. Russell James is still getting his mail care division accountant's office, Memphis.

Dorothy Sjöberg, of Springfield, was a visitor in Memphis last week. This will have but little significance to the readers so will add that our division accountant has been seriously discussing apartments, rugs, china, furniture, draperies, etc. Believe everything will be settled in time for next month's issue.

John Leahy pleads guilty to all insinuations, accusations, etc., of Miss Schutte, of the St. Louis mechanical department column. August number of our magazine. As proof that there is something besides the heat worrying John, will submit the following which originated in his corner.

The rain came down in torrents,
I never shall forget;
The train pulled in the station
And the bell was "wringing wet."

DORA, ALABAMA

F. M. SCOTT, Reporter

Jake Lantrip, braking on 2nd Dora job, while switching at Benoit, stepped off running board of engine on a piece of glass, cutting his foot. Yes, he fainted twice by actual count. Jake will be off several days on this account.

We are sorry to hear of illness of Conductor Joe Henry Roberson, and sincerely hope he will soon be off the rip track and back in service again.

Rodolphus Cooper has bought some new radio batteries, so look out fellows, he will have some more big—DX—lies to tell you.

But at that he can't beat that long, lean cashier, Luther Nerren, that boy heard every station that can be named, so he claims.

Bob Robuck has sold his Ford—said it cost too much to run it. Claims he made a nice profit on it.

V. E. Morgan couldn't drink our good city water, so had a well drilled in his yard.

Seems like old times again, the second job has been put back to work with Geo. Beatty conductor and Charlie Hunt engineer. It's been a long time since Mr. Hunt has been on a job at Dora.

Alex Harper is back again, having bid in the Cordova run.

Tom McCabe has got his passenger uniform, he is getting ready, we suppose, to ride the high fliers.

LOCAL FREIGHT OFFICE MEMPHIS, TENN.

VIRGINIA GRIFFIN, Reporter

Everybody in this section, particularly the wholesale merchants, are in high spirits just at this time over the outlook for the largest business this fall that they have enjoyed for several years. The cotton crop in the territory surrounding Memphis, some state, is better than it has been for the past twenty years, and, naturally, Memphis station will be a pretty busy place after September 1, at which time we anticipate cotton will commence to move.

Ben A. Martin has returned to work after a very pleasant vacation spent in Washington and New York City.

Sorry to report Fred Dobing is still sick with malaria fever. Fred, we all wish for you a speedy recovery.

Frank L. Aikin spent his honeymoon in New Orleans and Biloxi, a year ago this last July, so, guess that is the reason he and wife spent their vacation there this summer.

Mrs. Edith Huddleston will be back at work Monday, August 24, after having a very nice vacation and leave of absence, having motored to St. Louis and Carbondale, Ill., to visit relatives.

This office can boast of another veteran, our Chief Clerk B. S. Linville having been in the service twenty years on August 15. Now he will be eligible to attend the veterans' reunion, held every spring.

Frank R. Crane and wife enjoyed a fine vacation seeing Washington, Richmond, Va., St. Petersburg and Jacksonville, Fla. It is hard to come back to work after a trip like that.

I hear that Kelly Thomas and Theodore Birkner spent most of their week's vacation going to a dance at Brickneys, Ark. They were so badly lost didn't get to the dance and then could not find their way home.

Louis Hanover, night clerk, has returned from a week's vacation.

Dorothy Speer, daughter of Mrs. Clara Speer, stenographer in this office, is with us now, working extra while Mrs. Huddleston is away. Dorothy, we have enjoyed having you and wish we had a permanent position for you.

Wm. Humphrey and family spent a few days recently with his wives people in Forrest City, Ark.

Bennie, Jr., son of B. C. Johnson, is very sick in Sebring, Fla., having had an operation for appendicitis while visiting his grandmother. We all hope he will soon be well.

Once in a while we all like to go back to the old home town, isn't that true, Mr. Norman? John H. Norman is spending his vacation in Victoria, Mississippi.

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FT. SCOTT

Thos. E. Hansen has returned to work after a leave of absence, having had a very successful operation for cataract, who says he can see better now than he has for years. Mr. Hansen, we are glad glad you are able to be with us again.

J. F. Wright and family spent their vacation in Hot Springs and Texarkana, Ark.

L. A. Cardwell, who will be away for a few days, and family, are now motoring to points in Mississippi and Louisiana.

Paul W. Ramsey is in the St. Louis hospital having his tonsils removed. Mr. Ramsey, hope you will soon be able to eat and not starve most to death, as I did. I know one thing, they will give you good things to eat up there.

Geo. R. Humphreys spent a few days recently in Chicago.

I believe this is about the most important thing I have to report—John W. Koen, Jr., one of our bill clerks, and Mildred Louise Proctor were married Saturday night, August 15. They had a very quiet wedding, leaving immediately for New Orleans and Biloxi. I do not know Mrs. Koen, but am sure she is a wonderful girl and Johnnie is a fine boy, and we all wish them every happiness and much prosperity.

Gordon Robertson is now spending a few days at home, Mountain Grove, Missouri.

J. B. Wright and family are now at Hardy, enjoying a few days' vacation.

E. D. Cuable will be away for a few days visiting relatives at Mansfield, Missouri.

C. M. Davis left August 15 for a visit with Captain Lenard and family at Oakland, Calif. Captain Lenard will be remembered as a Frisco passenger conductor several years ago, who is now on pension. Mr. Davis will spend several days in San Francisco, Los Angeles, Salt Lake City and Denver before returning.

Memphis station is getting to be quite a cigarette distributing point, recently there was handled over our platform in a single day three cars containing 2,230 cases, which came in as carloads, and were distributed into the various outgoing merchandise cars that are made from here.

Frank Walsh, timekeeper in superintendent's office, and F. M. Packard, terminal auditor, have all the dope on my vacation, just ask them.

RIVER DIVISION

ROUNDHOUSE—CHAFFEE, MO.

JAMES F. HALEY, Reporter

Following are a few items from mechanical department employees. This is our first report and we have decided to make our magazine belong partly to us.

A few of the boys in the shops have taken unto themselves a wife, chief among these being Elmo Prindle, Mike Urhahn and Hardin Ervin. It is also rumored to a great extent that Theon Strack and Leo Sternberg, our most amiable engine inspectors, will also tie themselves up.

We only had seven personal injuries during the month of July and none of these were serious, just cuts and scratches and bruises. This is caused, no doubt, to the vigorous safety first campaign that is being waged at Chaffee.

It is with sincere regret that we learned of the death of Mr. Graham, master mechanic at Sherman. Believe the Frisco will miss this man to a great extent.

Not prying into anybody's business, but the mechanical department clerks and shopmen would sure love to know when W. B. McGaugh, chief car clerk, and Miss Friend, stenographer to master mechanic, will be married. We want another rice party.

W. B. Thomson has returned from trip to Niagara Falls and points in New York and Canada.

This is the first report from mechanical department employees, and we hope that we will be excused this time and will certainly try to get some real news in the magazine next month.

SUPERINTENDENT'S OFFICE CHAFFEE, MO.

ANNA GOLDEN, Reporter

Assistant Superintendent S. R. Kennedy conducted the fuel meeting at the City Hall Friday, August 14, with fairly good attendance. D. L. Forsythe, general road foreman of equipment, J. E. Whalen, general fuel supervisor, H. T. Conley, fuel inspector and Harry Martin, of R. H. Kerr's office, were present and gave some interesting talks.

Evidently Paul Krueger invaded somebody's watermelon patch, as there were several fine ones in his basement after a trip in Southeast Missouri. Anyhow, some of the office force know Paul is a good judge of melons.

Irene Rigdon, stenographer in superintendent's office, and Leota Friend, stenographer in master mechanic's office, are making a trip to California. Both deny any intention of entering the movies—but we'll have to wait to see.

Elizabeth Grieshaber is enjoying a vacation visiting friends in Washington, D. C., and other points east.

E. W. Welch, wife and daughter, of Sherman, Texas, were the guests of Dispatcher and Mrs. Underwood for a few days. Mr. Welch was formerly chief clerk to master mechanic at this point.

Roadmaster Terry has returned from a three weeks' vacation ready to handle his job again. We have not heard any fish stories from Terry, either.

Dispatcher E. O. Daughtrey, wife and son, Buddy, have been on a short vacation.

Lamar Mitchell, office boy, has been in camp with the National Guard at Nevada. Lamar says it is a great life, but he would like for someone to tell him how to keep his belongings.

Fire Clerk W. P. Page is taking a sixty-day leave of absence. "Chick" McDonough is hustling the files during his absence. We notice "Chick" flivvers back to Morley a good deal, can't figure out whether he gets home sick, or there is some other attraction.

M. E. Gesi and family spent Sunday, August 15, visiting relatives in Ste. Genevieve.

Macie Powers has resigned from position of B&B clerk and returned to her home in Centerville, Mo. Macie has been in the Frisco family for about two years and we hate to see her leave. She refused to divulge what her plans for the future were, so naturally we are all guessing. Victor Thomas, of St. Louis, is filling the vacancy created by her resignation.

Virginia Merritt is again back at her post of duty, after being away about two months account sickness.

Mary Dally, assistant superintendent's clerk, took a flying trip to Springfield to spend a few days with friends out camping.

General Freight Agent J. G. Sarius spent a few days vacationing in Illinois; Cashier Klages taking charge of the station during his absence.

D. Williams, M-W timekeeper and family enjoyed a motor trip to points in Illinois visiting relatives.

The River Division employees feel they have suffered the loss of both a fellow worker and good friend by the death of Dispatcher W. T. Donnley. Mr. Donnley had been on this division for about twenty years and was beloved by all his fellow workers. Owing to ill health, he has been unable to be at his post of duty regularly for some time. He was removed to Cape Girardeau hospital the later part of July, where he passed away the morning of August 10. The deepest sympathy goes to the family in their bereavement.

OFFICE OF DIVISION ACCOUNTANT CHAFFEE, MO.

R. G. LANGSTON, Reporter

The news items for this issue will be rather limited due to the fact that the reporter was absent from his duties spending a very enjoyable vacation on the east coast. The scenery is wonderful. The ride from New York City to Boston gives one an opportunity to see many sights that are not to be seen in the middle west.

During the past month, W. C. Henke visited Springfield and Memphis. While in the latter city, Mr. Henke reports having an enjoyable time visiting with Ralph Williams, who is employed in the division accountant's office, located at Memphis.

B. D. Harsha was away from the office for a couple of days during July, for the purpose of bringing his wife and two children from St. Louis to Chaffee. Now that Ben has his family with him permanently, perhaps Chaffee will not be so lonesome.

Ila Cook, comptometer operator, has joined the long list of Ford owners. She is a proud owner of a 1925 Ford roadster with balloon tires and everything. Now it will not be necessary for her to walk to Cape Girardeau in order to see a picture show.

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Beatrice Spaulding is contemplating a short visit to St. Louis, during the first part of September.

While in Union Station, St. Louis, the other morning met Chris Hauer. Chris was formerly employed at Chaffee in the division engineer's office. He is now an employee of the Illinois Central and from all indications, is very well satisfied.

Catherine Welsh, master mechanic's office, was absent several days account illness. Glad to see her back on the job.

Mary Dailey, assistant superintendent's office, has reported back to work after being confined for several days under the doctor's care.

D. E. Gelwix, division engineer, reports spending an enjoyable vacation in Kansas and Oklahoma.

Ed. Barry, of the division engineer's office, has discovered a rain tree at Marston, Mo. Ed. says that one needs an umbrella when standing under this tree, as there is a constant flow of water, but some of us are inclined to believe that Ed. has exaggerated just a little.

B. D. Harsha spent August 17, 18 and 19 in St. Louis, on business.

William Condray, of the trainmaster's office, is back on the job after having spent a couple of weeks in the hospital. He says he is feeling fine now and expects to be in good shape from now on.

Fern Fowler, daughter of Ben Fowler, general foreman, car department, has returned to Chaffee from Kansas City for an extended visit.

It was quite a pleasant surprise to see where Monty Sanford, timekeeper at Fort Scott, won five hundred dollars first prize, for submitting the best title for cover of a recent Liberty magazine issue. Possibly some of the other Frisco employees will be fortunate in landing one of these prizes.

Several changes were made at the local freight house recently. Due to a reorganization, two positions were abolished. A. G. Foreman transferred to Cape Girardeau and T. J. Sipes is visiting relatives in Texas.

Dawes Williams intends to spend some time in the hospital in St. Louis. We all hope that Dawes will be in shape to be back on the job soon as the timekeeping force will be crippled until he returns.

CENTRAL DIVISION

OFFICE OF SUPERINTENDENT FT. SMITH, ARK.

PAULINE SMREKER, Reporter

Several days ago, engine 3638 was backing over a crossing at Hugo, Okla. There was a ten-year-old boy skating in the street and came very near skating into switch engine, but S. A. Clark caught the boy in one arm and held him until engine stopped, preventing his being seriously injured or killed, for which meritorious act Switchman Clark was commended.

Those who spent their vacations in Chicago this summer are: Mr. and Mrs. C. H. Baltzell, Harry Booth, E. E. Carlock and family and Katherine Vogel.

Margaret Kriener just returned from a two weeks' vacation, which was spent in the Ozarks.

Everybody is asking who the good looking blonde in division accountant's office is, and it is nobody else but Flora Bollinger.

It is rumored that in a short time Memphis will no longer have a bachelor division accountant. The older they get, the harder they fall. We all wish you luck, Mr. Booth.

Effective August 1, James Rollen, roadmaster, was transferred to the Southwestern Division, James Healey coming to the Central Division.

SOUTHWESTERN DIVISION

TULSA FREIGHT OFFICE TULSA, OKLA.

CHRISTINE VANDERFORD, Reporter

Now that it is vacation time, everyone is going somewhere or have just returned.

Herbert Allen, uncollected clerk, made a trip to Thayer, Mo., to look after some business and came back with a wife. We extend our best wishes and congratulations to the happy couple.

John E. Patton, claim clerk, has made two or three attempts to spend his vacation fishing, but each time he has either been called back home, or it has rained too much, but this week he is spending his vacation on White River. We ought to have lots of fish when he returns.

Bobbie Smith, stenographer, is spending her vacation in Stoutland, and Springfield, Mo.

George Kerns, assistant cashier, has just returned from a motor trip to Denver and Colorado Springs. Reports a wonderful time and extremely cool weather.

Mary Janes Shoemaker, is spending her vacation in St. Louis, visiting Mrs. H. G. Snyder, who was formerly Leona Berryman, timekeeper superintendent of terminals' office, Tulsa.

Irene Doling, expense clerk, has just returned from a trip to Buffalo, New York, Niagara Falls and other places in the east.

E. B. Hebert, assistant chief clerk, is spending a quiet vacation at home.

Nell White, cash book checker and Christine Vanderford are spending their vacation in Seattle, Wash.

FREIGHT OFFICE—WAREHOUSE TULSA, OKLA.

G. R. Woods has been installed as terminal auditor, with Dale Young as his clerk.

John Patton, chief claim clerk, left August 7 for a six-day vacation in the hills of Oklahoma in a Ford, on a fishing and hunting trip, fully equipped with all the necessary tools for big game.

Ford Hufford has left for a two weeks' vacation. Destination not known.

C. L. Thomas, wife of rate clerk, has left for Missouri for a two weeks' vacation. Thomas has been right on the job since his wife has left on her vacation, something strange for a married man.

E. B. Hebert, assistant chief clerk, has returned from a week's vacation and reports a pleasant time spent on his vacation.

A. D. Terry, miscellaneous clerk, has been on the sick list, but is now back on the job and reports feeling fine. We all missed him while he was off sick and glad to see his smiling face back among the force.

Robbie Smith left for a two weeks' vacation August 1. Understand she will spend all of the time at Stoutland, Mo. Must be some attraction at Stoutland for her.

Nell White and Christine Vanderford will leave the fifteenth of August for a two weeks' vacation. They will spend their time in the west, Colorado and other western states.

W. A. Bryan will leave in a few weeks for Tennessee to spend a few days at the old home, joining his wife and daughter who have been off on a vacation for some time, then returning home with them.

F. J. Wilson, demurrage clerk, is contemplating a trip to the old home town, Jonesboro, Ark., in the near future. Don't know what the trip will develop. Might be a pass for two on the return trip.

The Frisco is getting well represented in the way of Fords and other automobiles at the freight office now. Have Studebakers, Buicks, Dodges, Overlands, Auburns, and one Reo roadster, owned by the employees of the freight office.

Mrs. Herbert Allen, wife of H. F. Allen, has been on the sick list, but is reported to be better at this writing. Fred Bashe, warehouse foreman, is



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contemplating a trip to Chicago, to visit his brother, who he has not seen in several years.

The freight office has had a general overhauling in the last month. Moved the cashier's office on the second floor and re-arranging other parts of the office.

Geo. Kerns, assistant cashier, has returned from an extended trip through the western states and reports a fine time. Made the trip in a Studebaker touring car all the way.

WESTERN DIVISION

TRANSPORTATION DEPARTMENT
WESTERN DIVISION, ENID
Our Slogan—Boost or Blow

A. L. KINKADE and ELMa WILLIAMS
Reporters

Effective August 1, W. E. Davidson was appointed acting general yard-

master, and Conductor A. G. Wolfe night yardmaster at Enid. Our best wishes extended these gentlemen in their new field of endeavor.

We were all glad to hear that former draftsman in engineer's office, Enid, Chariton Schriener, who is at Ft. Lyon, Colo., is much improved. Chariton says he enjoys our magazine very much. Everyone makes good wishes for Chariton.

We are sorry to lose our assistant superintendent's clerk, Helen Sinclair, effective September 1. Helen is a member of the San Fran Club, a loyal employee and a hard worker and will be missed very much by the bunch.

Conductor Clark, of Blackwell, just returned from his overland trip to Kansas, Missouri and Colorado. Clint says the weather was fine.

Trainmaster Brewer and wife left recently for a vacation to be spent in Colorado; we wish them a happy time and a speedy return. During Carl's absence, Trick Dispatcher Oldham is working the job.

Lyle Marvin, of the engineering department, will leave us September 1, to return to school in Illinois; good-bye and good luck, Marvin.

Division Engineer Fisher and family are spending a short vacation in Shreveport, La. Hot enough for the most of us in Oklahoma, without going south on a vacation, however, we know they will enjoy themselves.

Charley Keele, first trick operator, Arkansas City, bid in third trick relay job in ND office and will be going down to take the job shortly. Now, Charley, don't let Hutch get his bluff in on you.

Civil Engineer Pratt and family are spending their vacation at different points in Missouri; seems like some folks simply cannot resist the temptation of returning to the "show me state", but can't say that we blame them for that.

Letters from W. N. Hunnicutt, chief clerk, Blackwell, state he is still at Mayo Brothers. He is now taking radium treatments and we expect him home before long.

Audrice Miller has been acting as chief clerk at Arkansas City for some time past account Chief Clerk Hylton bidding in the temporary assistant cashier's job at Enid. During the shortage, Audrice's sister, Gale Kelly, is helping out.

George Brooks of Fred Harvey at Enid, and Bill Manson, ticket clerk, Enid, spent the first few days of their vacation at Branson, Mo., on a fishing trip. Account rain, the boys were

forced to give up fishing and journey on to the next stop of their trip. George spent the remainder of the time with home folks while Bill toured the United States and parts of Arkansas. Most folks bring home reminders, but George and Bill left theirs, they both had their tonsils removed; now we'll look for an improvement in looks and actions.

Claim Agent Sinclair and most of the family, including the dog, toured Missouri and Kansas on expedition looking for fishing grounds but report very little success, in fact it seems most of the time was spent driving around. Hope for better luck next time.

Maintenance Timekeeper Blanche Hicks, returned after her visit in Denver and tour on north and through Yellowstone National Park. She reports a wonderful trip and feeling fine for another year's work.

B&B Clerk Grace Campbell has been working on the maintenance time-keeping desk while Blanche was on her vacation. Claudine worked Grace's job and Nancy ably held down Claudine's job. If there are any vacancies anywhere on the railroad, we can fill them with our clerks.

R. T. Hardy, traveling claim agent, with headquarters at Monett, Mo., relieved Claim Agent Sinclair while away on vacation; glad to have him with us.

Our three banner revenue stations for the month of July are: Arkansas City, \$200,201.02; Enid, \$187,875.81, and Blackwell, \$151,276.71. How is that for revenue producers?

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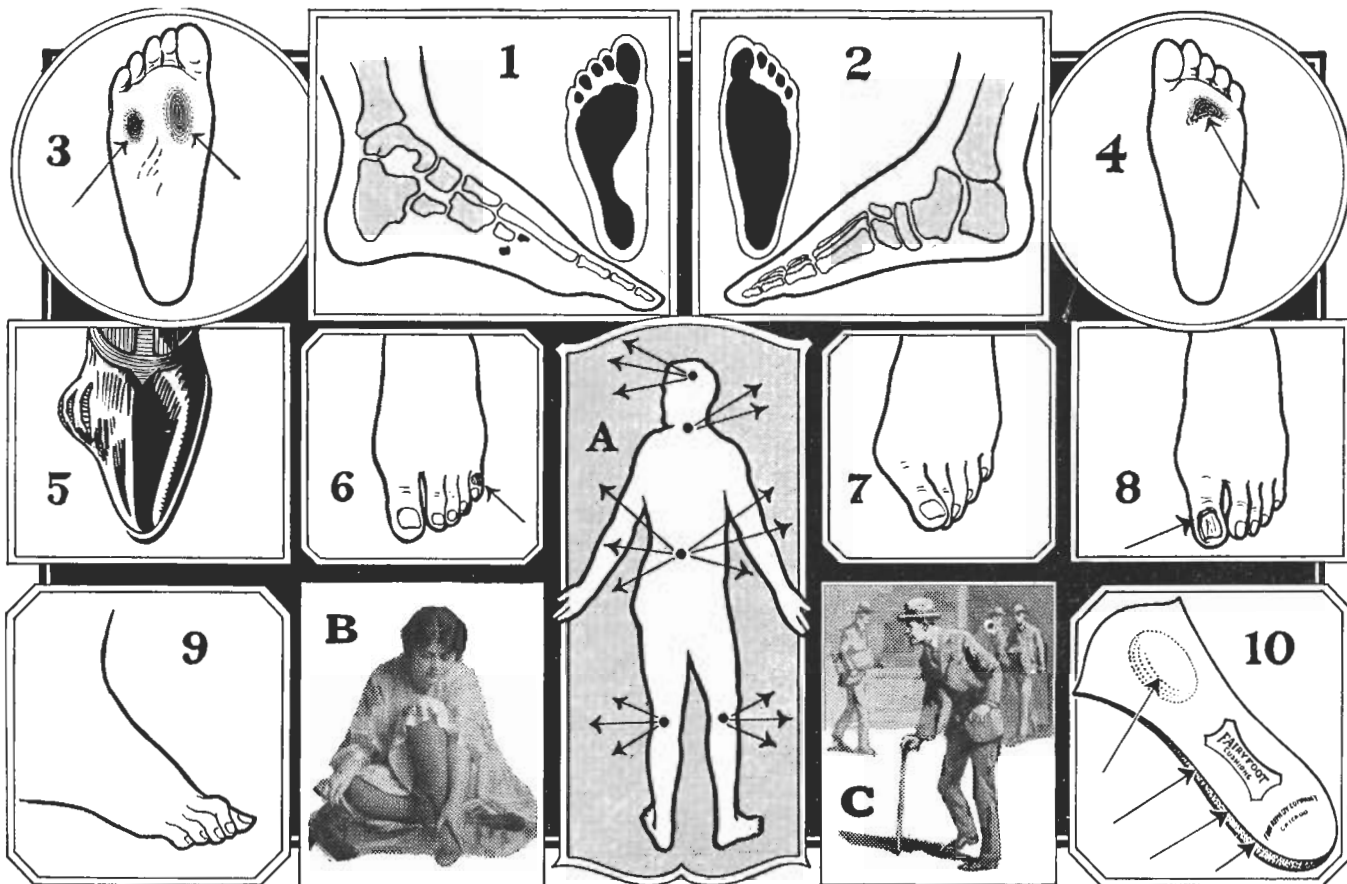
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Five minutes is now the time limit for foot and leg pains. Reports from people who were chronic sufferers tell of practically instant relief from all sorts of foot troubles, also relief from leg and back pains and headaches, caused by feet out of order. A wonderful new, scientific invention, known as Fairyfoot Cushions, has brought astounding, sensational results. The amazing reports seem almost incredible, but a very special offer enables you to prove without a penny's risk that this great invention will do the same for you.

What Ails Your Feet

Twenty-six bones form the arch of the foot. Even one of these bones getting out of place puts abnormal strain and pressure on the muscles and nerves—then the pains appear.

It is displacement of these bones by the weight of the body, too much standing or ill-fitting shoes that causes "flat foot." The weight of the body is thrown out of balance and the foot is often crowded down into the shoe causing bunions, corns, calluses, ingrowing toenails, hammer toe, or Morton's toe, and the shoes become misshapen and run over at the heel.

Then you have agonizing pains in the feet and often leg pains, backache, headache, "rheumatism" and nervousness. Let the arch drop ever so little and trouble starts. You can't always see that your foot is flat—it may look all right—but the merciless pains tell you that something has gone wrong.

How Fairyfoot Cushions "Position" the Feet

These wonderful Cushions (highly recommended by orthopedists and physicians)

bring relief by "positioning" the feet. They point the toes straight ahead, causing the arches to take their natural position. They also direct the body's weight to the ball, heel and outer part of the foot, where Nature intends it to be. Every bone and muscle is put just where it belongs.

Fairyfoot Cushions are very flexible, and while positioning the foot normally, gently massage and exercise the muscles which have become soft and flabby and give them strength to support the readjusted arch.

Stiff metal devices can't give this kind of pressure and strengthening exercise. They act merely as supports and actually allow the muscles to become weaker. They usually have to be fitted and adjusted by experts. They are heavy and clumsy. Pads and bandages are mere makeshifts.

You don't have to adjust Fairyfoot Cushions, and they weigh less than an ounce. Fairyfoot Cushions are made in 50 different sizes to fit the daintiest slipper or heavy shoe—no costly made-to-order appliances to pay for. Last a year or longer.

Your feet also regain their correct shape. The instep, the heel, the toes all stay in their proper positions. Your shoes keep their shape, your suffering has vanished. Results are immediate. Guaranteed in five minutes.

Heed the Danger Signals

Any pain in your feet, legs or back means most likely that something is wrong with your feet—something that needs attention right away. Don't assume that these pains will "cure themselves." Even a few slight twinges may point to a condition that will mean serious trouble later on. Fairyfoot Cushions will correct the cause of the trouble and then the pain must go.

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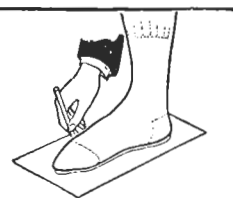
Letters like these, from former foot sufferers, show what Fairyfoot Cushions will do: "I had to hobble on a cane. With Fairyfoot Cushions I walk perfectly."

"Had a bad case of fallen arch. Fairyfoot Cushions have completely corrected it."

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Name
Address
Size Shoe Width
State Man or Woman
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FRISCO MECHANIC FAMILY NEWS

LOCAL No. 17 WEST TULSA, OKLA.

JOHN ECKLEY, Reporter

Everything in Local 17 running along nicely. The boys seem to be satisfied.

There has been some change in our supervision. Our general foreman, R. B. Spencer, has left us to fill the vacancy of our master mechanic, B. P. Meyer, who has been confined to his home account of sickness. We regret very deeply Mr. Meyer's illness and hope for his recovery. We wish Mr. Spencer good luck in his new position.

Roundhouse Foreman Oscar Parker has taken a little step higher to general foremanship, filling Mr. Spencer's place, and A. D. Zin has taken Mr. Parker's place as roundhouse foreman. West Tulsa seems to have an A-No. 1 bunch to pick from and we wish them all success.

Back Shop Foreman Miller has just returned from his vacation—had a big fish story, but the boys around here all say he let the "big" one get away.

Our machine shop foreman has just started to take his vacation in Colorado. Am inclined to believe he will surpass Mr. Miller's story about fish, because he understands the secret of handling those kind of stories.

This being our first attempt to appear in type, will make it brief and, if the editor likes it, will get together a better one for the October issue. Sure do enjoy reading reports from the other locals, wish someone at every other local would interest themselves to the extent of sending in a little report each month, and am sure the editor will appreciate this courtesy.

Our general chairman was down on the Southwestern Division this last week, and, of course, we are always glad to have Brother Underwood and want him to feel that he is always welcome to visit with us any time he so desires.

We hope to hold regular meetings in our local sometime soon, at least once a month, think it would be well for all our shopmen to get together and discuss subjects of interest to all. For instance, the president appoint someone to prepare a paper on some particular subject and read same at the following meeting. Understand some of the other locals are doing this and a great deal of benefit is being derived from this method. Boys, let's all put our shoulders to the wheel and help make the Frisco the greatest railroad in the U. S. She has made wonderful advancement in the last five years. We are proud of our superintendent of motive power, Mr. Worman, and also his very able assistants, Messrs. Gibson, Moore and Wood.

Will sound off for this issue and get on the wire at the usual time next issue.

TELEGRAPH GANG HOBART, OKLA.

B. R. DAVIDSON, Reporter

Hello, gangs! How's every little thing? We are enjoying the weather fine here. It has rained a few hours—most every day. Chief Lineman W. B. Parrett is paying us a visit. He never comes around as often as he used to. General Foreman Musgrave was down some time ago. We saw him riding up in a baby Lincoln—otherwise a Ford.

One of our "grunts" came back off his vacation, bringing a box of cigars. We all guessed the rest. Wish you all the luck in the world, Mr. Wilson.

C. L. Coleman has gone home. We understand his sister is very ill.

L. Langley had the misfortune of losing his baby son, July 8. We extend sympathy to him from the gang.

"Kit" Carson is back on the job after being absent a few months.

Crumb Boss E. Wilson seems to be rushed, he has so many odd jobs to see to.

E. G. Garner is back in the ranks of the "grunts". He was our ex-crumb boss.

Straw Boss Thos. Floyd gets so restless he goes to the show to drive away the blues.

The gang is wondering why Line-man B. R. Davidson hasn't taken up baseball. He pitched two games for the M. W. A. baseball club of Hobart, winning one game 15-19, and losing the other 8-9. He's also been wondering when he will be able to make the big league.

Bennie Pierce has bought a new straw hat. He looks like an Oklahoma Indian, but—he's from Missouri.

"Cotton" Copeland doesn't drive his roadster as much as he did. What's the matter, "Cotton"?

Shorty Joe Stomate was blue and lonesome until he received a letter—then you should have seen the smile.

Most every morning the boys have been going to the bathing pool to take a refreshing swim which is rather enjoyable these warm mornings.

If there is anyone who wants to know anything about work—of all kinds—ask Ki Edmonds. He is the blue printer of this gang.

Red Cools has been cleaning up—getting ready for his vacation. Hope you have a nice time, Red, but hurry back.

We are all trying to practice our A. B. C.'s—ALWAYS BE CAREFUL.

Wish we might hear from some other gangs. Jump in gangs, the water is fine. Let's take up a page in our magazine, and fill it with news. Let's try to make the telegraph department get first place on items and writeups.

SPRINGFIELD, MO. SOUTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

"Uncle Joe" Mayrs, who recently retired after twenty-nine years' service, most of which was spent as watchman at the south side shops, was presented with a 21-jewel watch and a fine chain as a remembrance from the boys of the south shops.

Frank Lampton, general foreman roundhouse, is on vacation and visiting in Colorado. He is also spending some time fishing around Fort Collins.

A. J. Smith, painter, reclamation plant, is back on the job again after a two months' absence on account of sickness.

James Burt, assistant foreman reclamation yards, reports that the long-legged, long-billed old bird that carries such precious loads, swooped down into his home several days ago and left a 7½ pound boy. The smile on the new daddy's face explains the welcome the young man got.

John Dorrell, boilermaker, roundhouse, says that same old bird visited his place Sunday, August 2, and left a

7½ pound girl. The little flapper has been named Helen Genevieve.

W. F. Nobles, shop policeman, has been on a vacation and visiting relatives and points of interest around and in Detroit, Mich. He reports a great time.

The coach shop tinnners and pipe-fitters are now on a piece work basis. They report that the rate seems fair and satisfactory.

H. F. Brown, storekeeper, spent his vacation on the Pacific Coast at Long Beach, Los Angeles and other California points, leaving only one day before the big earthquake.

H. O. Appleby has returned to work after some time spent in visiting at Sterling, Colo.

The blacksmith shop reports that news is scarce, but plenty of work, which is probably correct, as they are working day and night; however, they managed to let Felix Webb have two weeks off, which he spent visiting in Birmingham, Ala. Felix says he had a big time.

We regret to say that Blacksmith George Nagle is still on the sick list after two months.

"Uncle Charley" Spencer has the sympathy of the whole shops in the death of his brother, Mack Spencer. The two brothers are both veterans of the south shops.

David Craig, blacksmith, who has been visiting a sick brother in Iowa, has returned to work. Mr. Craig reports his brother slightly improved.

Howard Kelchner, boiler foreman, spent his vacation at Fort Scott, Kans., and Joplin, Mo. He reports having a big time.

Virgil Johnson, machinist, roundhouse, has transferred to the reclamation plant machine shop to take up gasoline motor work. His many friends in the roundhouse wish him success in his new work.

Louis Taylor has been promoted to the position made vacant by Mr. Johnson's transfer, and Charles Jackson has been given the position that was formerly held by Mr. Taylor.

Harry Stratton, boilermaker, is taking a vacation and spending it in Wyoming. Harry says there are lots of places he would rather go but he always did want to see a mountain on the move.

George Hubbard, the roundhouse milkman, says his business is fully 25 per cent better since the recent distribution of the little booklets telling "All About Milk".

John Clayton, machinist, roundhouse, spent ten days visiting relatives around Hobart and Enid, Okla. His family accompanied him.

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The additional train service to local points west has caused extra engines to work here at nights, resulting in the transfer of Artie Rose and Fisher Bass, machinist and helper, respectively, from day work to night work.

Tommy Elkins is our new night flue borer. Eyan Carr having left the service. John Antrikin is the new fire builder, filling the position formerly held by Mr. Elkins.

John Howard, roundhouse, has the sympathy of the entire force in the loss of his wife. Mrs. Howard's death occurred Sunday, August 9, following an operation at a local hospital.

Blacksmith Marlin Lyons and family spent a recent Saturday and Sunday visiting home folks at Rogers, Ark. While there, Marlin tried his luck at fishing and from the looks of the sunburn, we don't think Marlin will go again this year; and worse still, he doesn't say a word about the fish he caught.

J. W. Thompson, general foreman blacksmith shop, is on a two weeks' vacation. We don't know just where he is, but hope he has a good time.

The insurance inspector for the Frisco system gave Blacksmith Foreman Cloe May credit for having the cleanest and safest shop on the entire system.

In fact, the whole south side shops, according to the reporter's ideas, are the best on the system anywhere. The credit for this goes to L. J. Leysaht, our superintendent, who sees that the shops are kept clean at all times; also that the fire equipment is kept in first class shape with plenty of fire barrels at convenient places, the fire drive-ways kept clear at all times and a well organized and drilled fire fighting detail. We also claim fewer accidents than any other place on the system.

TELEGRAPH LINE GANG CAMP
No. 83—PIERCE CITY, MO.

J. F. NUSSBAUM, Reporter

The boys of Camp 83 surely are enjoying themselves while in this city. You cannot keep them out of the water. This city has one of the finest swimming pools in this part of the state.

August 8, Head Lineman T. J. (Red) Hight got a vacation and journeyed to his home in Texas to see his relatives.

Lineman Garrett Wright spent Sunday, August 9, at Mountainburg, Ark. All questions in regard to same will be answered by Garrett.

Lineman Lynn McKinney journeyed to somewhere in Kansas, Sunday, Aug. 9. "Stormy" never tells just where he is going.

Thurman W. Jordan recently motor- ed from here to Bois d'Arc, Mo., in his flivver, the motor hitting on all four.

Groundman Alvin Crouse spent a vacation at Northview, Mo., with his mother.

Everett Taylor, straw boss of Oliver's gang, visited Camp 83, Sunday, Aug. 3.

TELEGRAPH GANG—LIBERAL, MO.

B. W. ELLIOTT, Reporter

E. E. Gilmore has purchased himself a baby Overland of E. C. Daily; Daily then bought a Cleveland roadster. Saturday evenings finds him speeding for Buffalo, Mo.

After reading "Modern Marriage" for some time, we heard Howard Worthy requested a thirty-day vacation beginning August 15.

W. M. Hastings was called home on account of his mother being sick. Glad to say that she is much better now.

Six men from this gang assisted Division Lineman Wood repair a break caused by a cyclone pulling down 17 poles near Fulton, Kans.

We are all glad to see some of the other gangs sending in news, as we enjoy reading all gang news.

No accidents.

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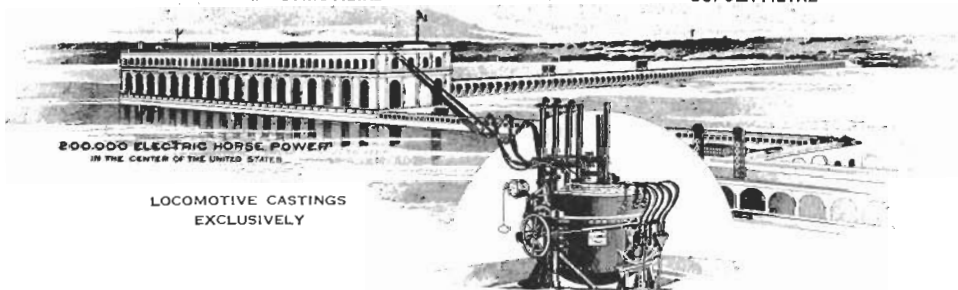
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Ar. Memphis.....	".....	7:50 am
Lv. Memphis.....	".....	8:05 am
Ar. Birmingham.....	".....	3:20 pm
Lv. Birmingham.....	Southern Ry.....	3:30 pm
Ar. Jacksonville.....	".....	7:45 am
Lv. Jacksonville.....	F. E. C. Ry.....	9:15 am
Ar. St. Augustine.....	".....	10:15 am
Ar. Daytona.....	".....	12:28 pm
Ar. West Palm Beach.....	".....	6:55 pm
Ar. Miami.....	".....	9:15 pm

Through Sleeper to Miami

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Lv. Saint Louis.....	Frisco Lines.....	11:25 pm
Ar. Memphis.....	".....	7:35 am
Lv. Memphis.....	".....	8:05 am
Ar. Birmingham.....	".....	3:20 pm
Lv. Birmingham.....	Southern Ry.....	3:30 pm
Ar. Jacksonville.....	".....	7:45 am
Lv. Jacksonville.....	F. E. C. Ry.....	9:15 am
Ar. St. Augustine.....	".....	10:15 am
Ar. Daytona.....	".....	12:28 pm
Ar. West Palm Beach.....	".....	6:55 pm
Ar. Miami.....	".....	9:15 pm

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Lv. Tulsa.....	6:30 pm
Ar. Memphis.....	7:50 am