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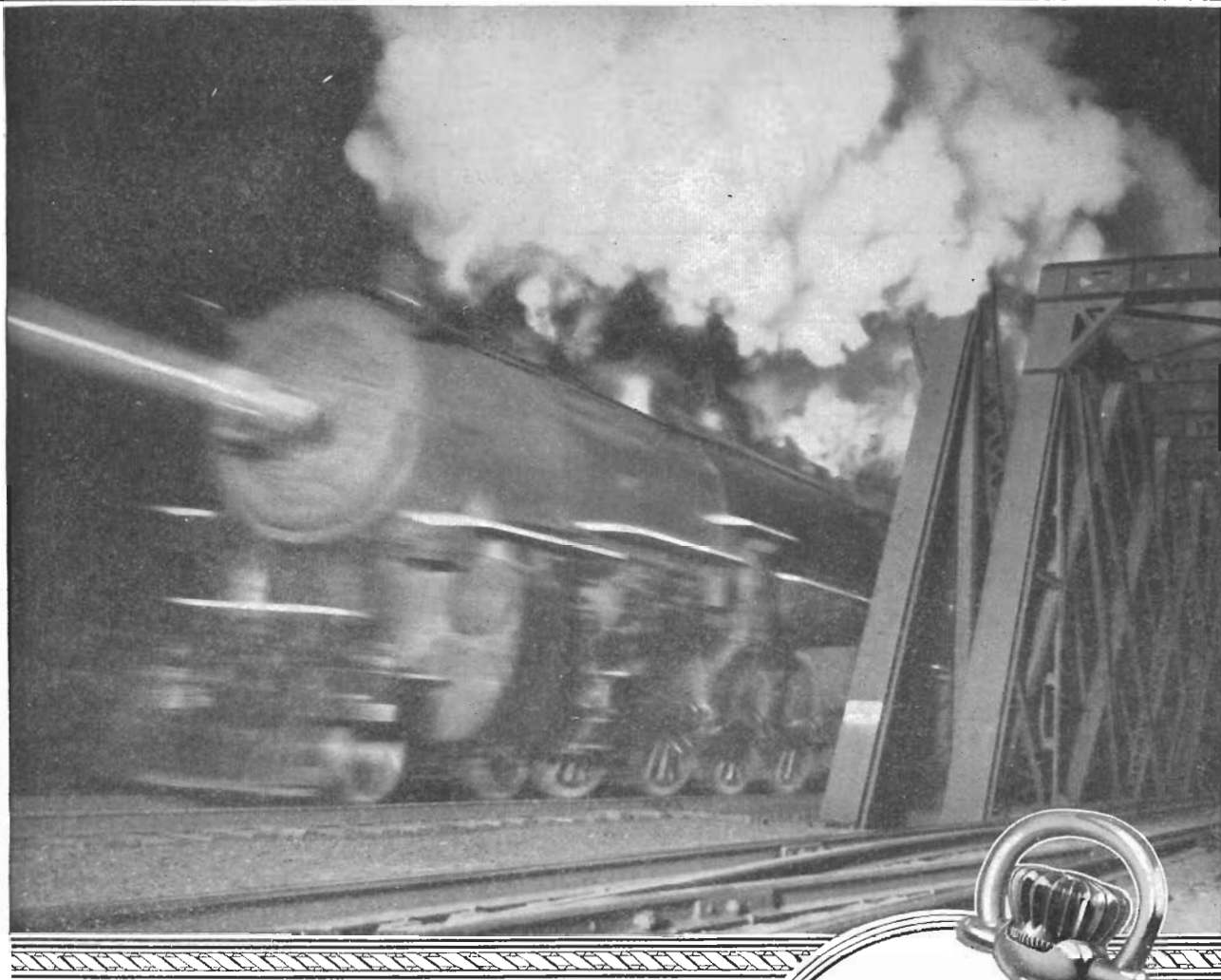
MAR 23 1925

THE FRISCO EMPLOYEES' MAGAZINE

VOL. II No. 7

APRIL 1925





Crack Non-Stop Rock Island Train, "Des Moines to Chicago,"
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The Bunn Special

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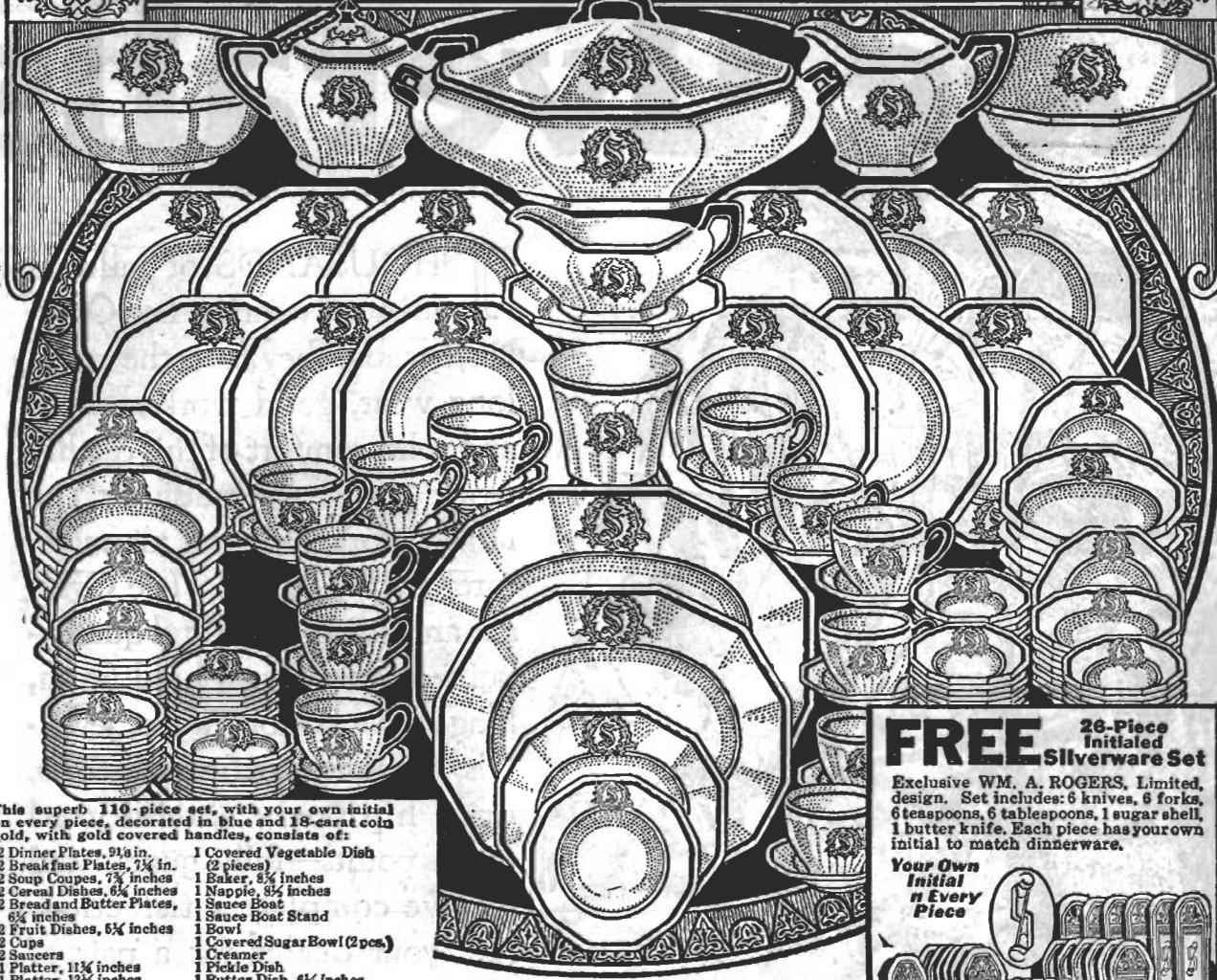
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- This superb 110-piece set, with your own initial on every piece, decorated in blue and 18-carat coin gold, with gold covered handles, consists of:
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 - 12 Soup Coupes, 7 1/2 inches
 - 12 Cereal Dishes, 6 1/2 inches
 - 12 Bread and Butter Plates, 6 1/4 inches
 - 12 Fruit Dishes, 6 1/4 inches
 - 12 Cups
 - 12 Saucers
 - 1 Platter, 11 1/4 inches
 - 1 Platter, 13 1/4 inches
 - 1 Covered Vegetable Dish (2 pieces)
 - 1 Baker, 8 1/4 inches
 - 1 Nappie, 8 1/2 inches
 - 1 Sauce Boat
 - 1 Sauce Boat Stand
 - 1 Bowl
 - 1 Covered Sugar Bowl (2 pcs.)
 - 1 Creamer
 - 1 Pickle Dish
 - 1 Butter Dish, 6 1/4 inches

FREE 26-Piece Initialed Silverware Set

Exclusive WM. A. ROGERS, Limited, design. Set includes: 6 knives, 6 forks, 6 teaspoons, 6 tablespoons, 1 sugar shell, 1 butter knife. Each piece has your own initial to match dinnerware.



Just Pin a Dollar Bill to Coupon—MAIL TODAY

Only Brings 110-Piece 18-Carat Coin Gold Decorated Dinner Set

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Very Important

Hartman guarantees that every piece in this set is absolutely first quality—no "seconds." The 18-carat coin gold decoration is guaranteed not to wash or wear off—unlike the common gold decoration used by others on dinnerware. This is a standard or "open" pattern. Replacement pieces may be had of us for three years. Excellent packing to prevent breakage.

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Blue and 18-Carat Coin Gold Richly Decorated

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FREE GIFTS
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Not only will you be charmed beyond measure with the beauty of this exquisite ware itself, but you will be delighted to have your own initial on every piece in beautiful colors and design, surrounded by gorgeously colored decorations. All handles are covered with genuine 18-carat coin gold and each piece also has an 18-carat coin gold border and rich blue follow band. This is a set your family will be proud of and your friends will envy.

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Made by WM. A. ROGERS, Limited

Only \$1.00 with coupon and Hartman ships the complete 110-piece set, and with it, FREE, the 26-piece initialed Silverware Set, made exclusively for Hartman's by WM. A. ROGERS, Limited, with initial to match the initial on dinnerware. If not satisfied, after 30 days' trial, return both sets and we refund your \$1.00 and pay transportation charges both ways. Otherwise, take a nearly a year to pay balance due on 110-piece set only—a little every month. Pay nothing at any time for Silverware. Be sure to give initial wanted.

Order by No. 322GMA18. Price 110-Piece Dinner Set, \$39.98. Send \$1 with Order. \$4 Monthly. Silverware Set is FREE.

HARTMAN Furniture & Carpet Co.
Dept. 7356 Chicago, Ill.

I enclose \$1.00. Send the 110-Piece 18-Carat Coin Gold Decorated Dinner Set No. 322GMA18. Price \$39.98

and with it the 26-piece Silverware Set absolutely FREE. I am to pay nothing further for goods on arrival—only the small freight charges. I am to have 30 days' free trial. If satisfied, I will send you \$4 monthly until full price of Dinner Set, \$39.98, is paid. Will pay nothing at any time for the 26-piece Silverware Set. Title remains with you until paid in full. If not satisfied after 30 days' free trial, I will ship all goods back and you will refund my \$1 and pay transportation charges both ways.

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or Street and No.
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Largest Home Furnishing Concern in the World
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Do you realize how easy it is to have a new dress on our monthly payment plan? Just think! Only \$3.20 a month for 6 months. Surely you can save that small amount out of household expenses as thousands and thousands of well dressed women do and never miss the money. Send only \$1.00 now with the understanding that if this dress does not satisfy you in every way you can send it back and your \$1.00 will be promptly refunded. Don't delay. You'll want a new dress this Spring and here's your chance.

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Judge this latest style dress for yourself. Examine the fine materials, the finished workmanship and the popular style. Compare the low price, consider the easy terms. Don't keep the dress unless you are satisfied in every way. You take no risk!

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Bust.....Belt.....Hip.....Length.....
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UNION MADE
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If your Dealer cannot supply you, write me,
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these New Headlight Double Breasted Coats
to your Dealer, where you can examine it
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THE FRISCO EMPLOYEES' MAGAZINE

827 FRISCO BUILDING :: ST. LOUIS

Edited by FLOYD L. BELL
 MARTHA C. MOORE, Associate Editor

VOL. II

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No. 7

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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 25,000 active and retired employes of the Frisco Lines. It contains stories, items of current news, personal notes about employes 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. All cartoons and drawings must be in black India drawing ink.

Employes 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 employes. To others, price 15 cents a copy; subscription rate \$1.50 a year. Advertising rates will be made known upon application.

MUSKOGEE — A Thriving Oklahoma City

By C. C. LYDICK, General Secretary Chamber of Commerce



AN AIRPLANE VIEW OF MUSKOGEE

MUSKOGEE today is a modern city of 40,000 population, the center of a vast and rich territory. Fifty years ago it was nothing—or nearly so. The change has been brought about not by any over-night miracle, but by persistent, successful development of the industrial, agricultural, mineral and social resources of the community.

Paved streets, bright lights, beautiful homes, modern stores and great office structures have replaced the wide prairie and hunting grounds of the early days.

The town had its real beginning in 1873, when the old Indian headquarters were moved from Agency Hill to the Katy railroad station. The Katy, pioneer rail line, had on New Year's Day, 1872, reached Muskogee on its way into the old Indian territory.

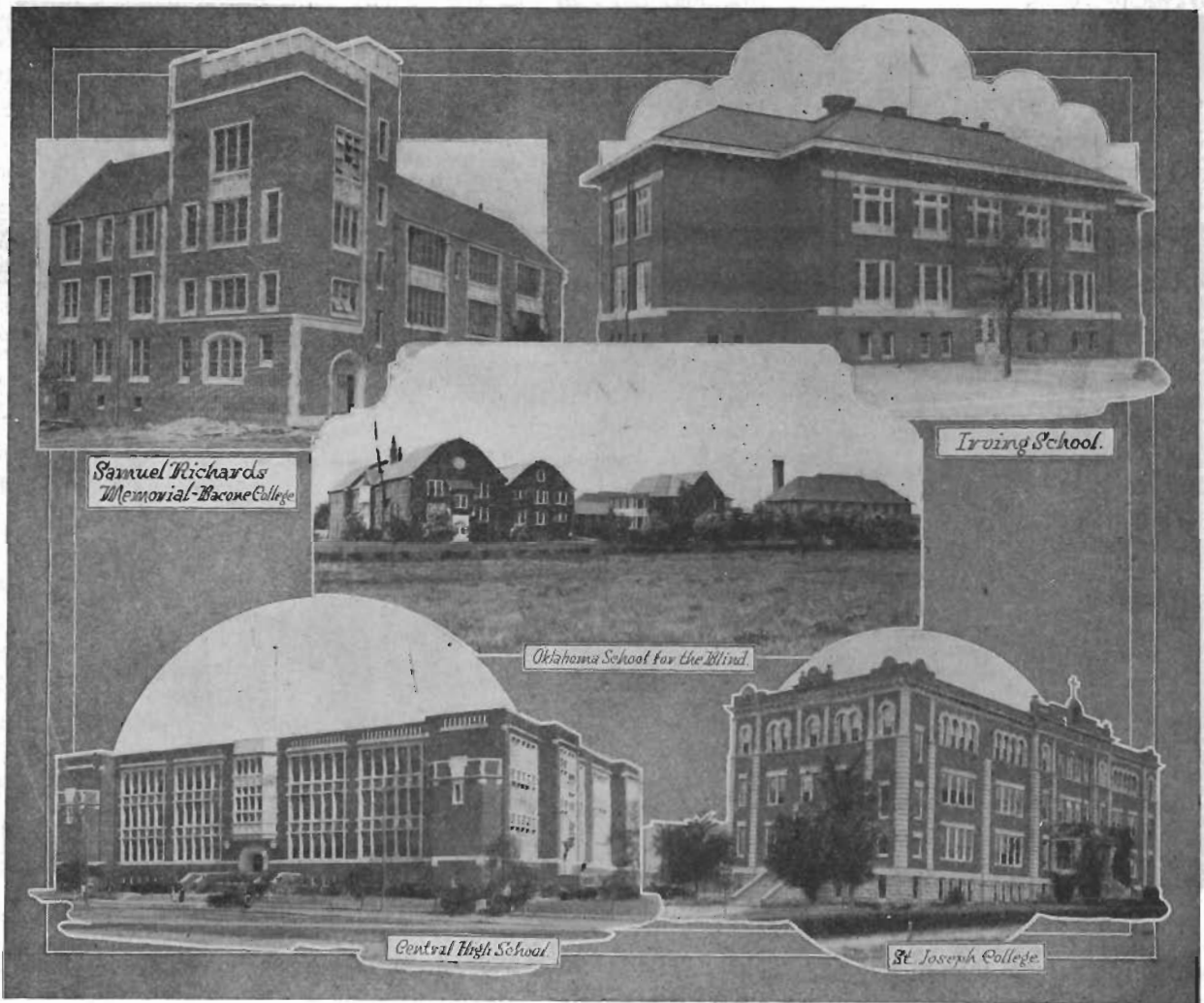
It was more than a quarter of a century later before the territory was opened up sufficiently for the town to develop into a city. For years, the Five Civilized Tribes—Creeks, Cherokees, Chickasaws, Choctaws and Seminoles—had roamed the territory much as they pleased. But there were probably 300,000 whites in the section before the Dawes Commission started its work of dividing up the allotments in 1893. It was nearly ten years more before land titles were made secure and real development started. A great fire that

wiped out the business section in 1899 started the town anew. The government census a year later showed 4,254 population.

In the seven years before statehood in 1907, the city had its real impetus. Three more railroads were secured, oil development started, land titles were cleared up, northern farmers emigrated and industrial concerns were attracted by the many opportunities. A special census gave 14,418 population in 1907.

Rapid growth continued for the next few years with the city taking on the ways of a metropolis. Mile after mile of streets were paved, hundreds of houses were built yearly, business buildings sprang up almost overnight. Muskogee was the business, transportation and educational center of eastern Oklahoma. The old Indian territory had lost its identity in being admitted as a state as a part of Oklahoma. The census of 1910 found 25,278 persons here.

A big business district was built up. Because of its strategic location as the hub of a wealthy and largely undeveloped district, the city became headquarters for many distributing houses, manufacturing plants, railroad lines and other concerns. Few cities of even 50,000 population can boast ten business buildings over five stories—not to mention many other large indus-



PROMINENT MUSKOGEE BUILDINGS

trial and public structures costing several hundred thousands of dollars.

A temporary let down followed the expansion period previous to 1912 and 1913. Financial conditions all over the country were bad and outside capital was not coming into Oklahoma as rapidly as heretofore. Property slumped to some extent for a few years, but, starting in 1916 and 1917, came back stronger than ever, and on a much more solid basis.

Property values, rents, assessed valuation, bank transactions and all other indications of prosperity have been steadily on the upgrade for the past six or eight years and indicate that Muskogee is forging ahead more surely and swiftly than ever before.

Muskogee Is a Home City

With a population of approximately 40,000 people, few cities are superior to Muskogee in advantages for the entire family. Clean moral influences, a comprehensive park system, twenty-three representative

churches, a splendid school system, a low death rate due largely to the pure mountain water, pure milk and good, sanitary conditions; large library; managerial form of city government; all fraternal and civic organizations; an equitable climate—all are factors tending to elevate home life. Located in the valley of the Arkansas, Verdigris and Grand Rivers, an hour's ride from the city will take you in the midst of mountains as pretty and inviting as will be found in many much-advertised sections. Fifty years ago Muskogee was nothing. The change has been brought about, not by any over-night miracle, but by persistent, successful development of the industrial, agricultural, mineral and social resources of the community.

Muskogee Is an Industrial City

Besides three large railroad shops, Muskogee has some sixty manufacturing industries which are growing rapidly. Manufacturers have a payroll of from one to one and a half million dollars a year, while



THE LIBRARY, HOMES AND CHURCHES

other industries more than double these figures. Nearness of the coal, gas and oil fields together with splendid rail facilities and a three million dollar electric plant, the biggest in the Southwest, are largely responsible. The products manufactured here are varied and cover a wide assortment. Among these are: armatures, automobile bodies, awnings, bakery products, books, brick, brass and bronze castings, brooms, butter, cabinets, candies, cheese, cigars, coffee, cotton, batts, drilling tools, fuel oil, harness and saddles, ice, jellies, lighting fixtures, mattresses, road machinery, windshield shades, tanks, tents, trailers, trucks, trunks and suitcases, ventilators, hoists and numerous smaller products.

Muskogee Is a Transportation Center

Three main and two branch railway lines serve Muskogee with a sixth eight miles distance and connecting with the City by electric line. The M-K-T main line with another branch line, the K. O. & G., main line, and the Midland Valley main line, together with a branch line of the Frisco. The Missouri Pacific at Ft. Gibson connects with the city by interurban offering a good outlet for a big trade territory. These transportation facilities make the City a distributing point

for a wide territory covering not only Oklahoma, but Arkansas, Missouri and Kansas. The county has built about 145 miles of hard-surfaced roads in the last few years, connecting with other trunk roads. Four national highways pass through the city, while half a dozen truck lines bring in trade from towns 40 miles distant. The city has 70 miles of paved streets.

Muskogee Is an Agriculture Center

Muskogee county has produced as high as \$12,000,000.00 in farm products in one year, varying from cotton, corn and wheat to potatoes, alfalfa and broom corn. Muskogee is the biggest cotton market in Eastern Oklahoma and provides buyers for livestock, vegetables, fruits, grains and other farm products. Muskogee is the greatest potato producing county in Oklahoma with an average annual acreage of 4,000. Land still is reasonable in value and, based on value, produces the highest returns in crops of any section in the United States.

Muskogee Is a Commercial Center

With a business section that would be a credit to a city of twice the size of Muskogee, the city is one of the most stable of the Southwest. Few cities of like

size can boast of ten buildings over five stories in height. Fine, modern stores, handling all lines of merchandise, will be found in the city. Three strong national banks, with deposits of \$15,000,000 to \$16,000,000 make Muskogee a financial center. These figures show financial backing far beyond that of most cities of similar and larger population. The fact that the Federal Court of Eastern Oklahoma and the offices of the Five Civilized Tribes are located here makes it convenient for oil men to make their headquarters in Muskogee.



HONOR HEIGHTS—A HISTORIC PLACE

Muskogee Is a Jobbing Center

The excellent transportation facilities of Muskogee are contributing toward the building of a big wholesale center. Several large jobbing houses handling groceries, auto accessories, coal and fuel, creamery products, drugs, electrical supplies, fish and oysters, flour, feed, grain, glass and hardware, distribute their products throughout Oklahoma and adjoining states. Several wholesale companies operate branch houses in other sections of the state. Muskogee's jobbing houses are a big factor in maintaining the city's trade supremacy throughout a wide wholesale territory.

Out of the Ordinary Muskogee Has—

The Oklahoma Free State Fair—the largest free state fair in the world is located in Muskogee. This

fair represents an investment of a million dollars, has a yearly attendance of 250,000, has a million dollar live stock show, and many other attractions.

Main offices of the Five Civilized Tribes, with supervision over 100,000 Indians. Federal Court for Eastern Oklahoma houses in half-million dollar building. **Bacone University**, one of the largest institutions for higher learning for Indians in the country. City Athletic Park worth \$125,000 within two blocks of business center. Honor Heights Park on Agency Hill with artificial lake and summer bathing

resort. Supply of pure mountain water sufficient for half a million population—no bottled water sold in city. Soldiers' Memorial Hospital, built by state and operated by government, costing three-fourths million dollars. Most extensive and beautiful park system of any city of its size in the Southwest.

Muskogee Is Growing

Easily accessible to all Mid-Continent oil fields, in the midst of developing natural resources, with industries and supply houses branching out and with due regard for things making life worth while, the City of Muskogee is forging ahead as never before. Not on any one line, but on a rapid development on all sides, Muskogee is building a city that every citizen can be proud of.



HERE IS \$1,000,000 WORTH OF COTTON

All Aboard Florida Special For View of New Magic Land

By

CARL YARBROUGH

Well, here I am in Jacksonville, just arrived on the K. C.-Florida Special, and, after a most restful night, I am feeling fine. The first thing that impresses me with Jacksonville is the modern Union Station; it is very beautiful and one of the most up-to-date railway stations in the South. It is equipped with a system of Megaphones, similar to a radio loud speaker, in fact it is on the same order, which are placed in every part of the building. They are connected with the station master's office by wiring and he calls out the trains with the greatest of ease, and the sound is amplified so that it comes out very clear and distinct. I am only here for a couple of hours, my train leaves at ten fifty for St. Augustine. This railroad terminal is a very busy place. Many tourists are passing through on their way to the southern resorts.

All off for St. Augustine, historic old town of colonial days. This is a very beautiful little city, and, although the population is only about ten thousand, it has many magnificent homes and hotels. It is a kind of tourists' haven. I went through the famous old gate and the old Spanish fort which is located right on the sea shore. My sightseeing here is not as pleasant as it might be on account of a slow, drizzling rain that has been falling all day. I am leaving this afternoon for Palm Beach.

All aboard for Palm Beach. The trains are all running late—this one is only four hours late and is pretty well loaded with tourists. All kinds of folks going to the land of eternal spring. There is an old lady sitting in front of me who has smuggled a gray-striped cat in the car and the animal is causing quite a commotion among the passengers—many of them acting as if they never saw a cat before. One fellow suggested that she charge admission to see it. Anyway, they are having a good time out of it.

It is amusing to note how the eager tourists point out every orange tree they see; everyone now seems to be hungry for oranges. The news butch got bawled out by an old lady because he wanted a nickel a-piece for his oranges. She exclaimed, "Why, they are grown right here in Flawida."

We are now going through some beautiful country, tropical vegetation is more in evidence the farther south we go. The track lies along the sea shore in places, and one can look out the window and see the ocean with an occasional island in the distance. Darkness is now descending upon the scenery and most of the passengers, grown weary, have settled down for a snooze. The Florida East

Coast Railway is enjoying the greatest tourist season in history, I was told. Their single track is jammed with traffic and the management has announced its intentions of laying a double track from Jacksonville to Miami, beginning this year.

The train I am on seems to be meeting a northbound train at every other station, and instead of making up time, it is losing about 15 minutes every hour. We arrived at West Palm Beach at 1:00 A. M., January 26th. I tried in vain to get in a hotel but every one I called at was filled. The streets were filled with people hunting a room, so I wandered back to the railway station, arriving there about 2:30 A. M. There was a train ready to leave for Miami, so I crawled aboard and traveled on to Miami, arriving there about 6:00 A. M.

This is one busy town, full of tourists and automobiles. Here I was able to secure hotel accommodations, and, after a little rest, I started out to see the sights. I soon came in contact with some real estate men who offered me a thirty-mile boat ride up the bay, returning by bus. It also included a free lunch, so I took them up on it. They represented the Fulford Real Estate Company, a large firm operating several busses and a fine motor launch, and who were building a town called "Fulford by the Sea." It was a beautiful site for a town, and lots were easily sold for \$1,500 and up—mostly up.

There were about two hundred in the crowd, and we were most royally entertained. The weather was delightful and one felt very comfortable in their shirt sleeves. A real estate gentleman talked through a megaphone, and told us a few things about Florida. During intervals in his talk a couple of musicians would entertain us with music and funny jokes. The boat soon arrived at "Fulford by the Sea," and we boarded a bus, there being several busses waiting for us, and were taken to the center of the "town to be." There they had a large building, a kind of temporary building, where we were ushered in and seated at long tables where we were given a nice picnic lunch with hot coffee. After partaking of this nourishment we were introduced to the speaker of the day, a Mr. Tooney. He had several D. D.'s to his title and was a very able speaker, so, after listening to him for an hour I decided that Florida was the only place in the United States fit to live in.

He told us about the delightful all-year climate, how the people from the North were flocking in there and buying up all the land. After this speech we were dismissed to stroll around the place, there being a corps of real estate agents to look after the prospective buyers. A gang of laborers were working on the streets building twelve-foot side walks and putting crushed rock on the wide driveways. The streets were all named and the lots numbered; there were no residences on any of the lots. This is one place where talk is worth something and the line that these fellows put out is hard to beat anywhere. If you don't think they know their business, you should take one of these trips. They get the people in just the right mood to talk to, then they hand it out good and strong. It is a legitimate business and they have done wonders for Florida's development.

Miami is growing very fast and it looks as if it will surpass Los Angeles in size if it keeps growing like it has in the last year or two. The delightful winter climate here draws many rich people from the North and this contributes largely to its rapid growth. Where money goes, people go also, and much money is being spent in Miami every day.

We got back from the real estate trip about 5:00 P. M., and, after I had rested a while, I went out on the street to look for a place to eat. Every cafe in town was crowded with people, however, I finally came to a large cafeteria, and, after standing in line while fifty persons went before me, I finally got to the eats. The streets in Miami were crowded with automobiles, as many tourists come in their cars and there is hardly room for all the cars that chance to be here.

Miami is the present home of W. J. Bryan. Mr. Bryan has traveled much and finally selected this as his home, and he is a booster for this section, making a talk every day at Coral Cables in the interest of a real estate boom there. Many men of wealth and influence have faith in Florida's future. Henry Ford, the automobile king, has purchased two hundred thousand acres in the everglades for a rubber plantation and has already started developing it. Mr. Ford is here now on a visit. This is a winter nucleus for many of the wealthy and nationally known people who seek to evade the intense cold of a Northern winter.

After a good night's rest I got up refreshed and feeling fine, it being nice and pleasant without any artificial heat. I walked downtown and had breakfast, after which I took a

street car over to Miami Beach, arriving there about 9:00 A. M. and found there were already a number of bathers in the surf. I procured a bathing suit at a nearby bath house and took to the brine. It was the best bathing I have ever found; the water does not chill at all as the warm Gulf stream comes up the Florida coast and makes the best bathing to be found anywhere. I noticed an old gray-haired couple out in the water, who looked to be at least seventy, and who had a healthy coat of tan on their skin. I think if one could come to Miami once a year and stay a month they would add many years to their life.

I spent the forenoon on the beach enjoying the swimming and the warm sunshine and strolling up and down the shore, picking up pretty sea shells, of which there is a great variety to be found. One meets people from every part of the country and it is, indeed, a most delightful place to be. The sandy beach is lined with people basking in the sunshine, watching the huge waves roll up on the shore or looking out over the endless stretches of water. Who knows who they are, who can fathom their thoughts? One might be a poet, a hoary headed sage, or a writer of fiction who has come here to rest or to find inspiration for some story. The brisk trade winds that sweep the shore and the warm sunshine will do the work while they ponder over an imaginary scene. The scientist, too, is here and we see him pick up a rock of coral formation, honeycombed with countless homes of some little forms of sea life, and we watch him ponder over the mysteries of nature. Life has ebbed and flowed, in various forms and sizes, in this mighty sea, whose waves have beat ceaselessly upon the Florida coast for countless ages, so, indeed, there is food for thought in every sea shell, a story in each broad-leafed palm that decorates the shore. The casual observer passes it unseen, but the bard, the sage and the scientist observe it and draw a vivid word-picture of these natural wonders.

I left Miami at 2:30 P. M., January 28th, bound for Key West. In the southern part of Florida the railroad runs through the edge of the everglades, a vast, dangerous, and for the most part unexplored marshy wilderness. I was told that if one should venture far out in it his chances of returning would be slim as this jungle fastness has already claimed the lives of many venturesome souls who have dared to defy its grim jaws of death, and their resting place is only revealed by the soaring of vultures over a distant lonely and desolate spot. The Seminole Indians inhabit this section and their sleek tan bodies, sparsely clothed, together with their hard-set features, reminds one of Cook's stories of the natives of the South Sea Isles. They are perhaps the most primitive of all our American Indians and the only ones that were never subdued by the United States Govern-

ment. Their chief occupation is hunting and fishing. They catch alligators to secure the hides for market and derive a good profit from this trade; they own no land, having forfeited their titles through bitter antagonism toward the government. The City of Miami was once the site of a Seminole village, and had they submitted to the government, they would now be almost as wealthy as the Oklahoma Indians.

We left the everglades and crossed a trestle to the first key of the famous Florida Keys that separate the Gulf of Mexico from the Atlantic Ocean. This string of islands is ninety miles long and the Florida East Coast Railroad, thanks to Mr. Flagler, runs to the farthestmost one at Key West. It is a wonderful sight; part of the time we were going across an island and then over a long viaduct with the great Atlantic Ocean on the east side and the Gulf of Mexico on the west. In places the sea is dotted with beautiful islands covered with tropical vegetation. All the Keys we went over were inhabited and I was told that the land on these little islands was very valuable as oranges and coconuts were grown abundantly on them. These islands are of coral formation and the railroad is ballasted with mud, pumped out of the shallow sea, which, when dried out, forms a hard white rock which neither water or the elements affect its firmness. All the land in Southern Florida and the Keys is composed of from one to six feet of coral formation, underlaid with sand. This coral rock makes the best of roads and is being used extensively for road building. Scientists tell us that millions of years transpired in the formation of these great coral layers in Southern Florida.

Frequently I saw where a trestle had been built out in the sea, but which was now stripped of everything save the piling that stands erect in the water. I was told that these trestles were built in constructing the road, they being used to reach a dredge out in the sea which pumped mud into dump cars and the mud was then hauled to the main road bed and used as ballast, becoming hard rock when dried. At some places I could see where a route had been abandoned across from one Key to another and where a viaduct had to be built at an enormous loss to the builders. Old railroad men told me that Flagler's engineers, overseeing this work, at times became discouraged and begged him to give up the project. But the iron will of Henry Flagler held out, and after he had spent all his own money and a great deal of his friends' money, he finally accomplished the task he had set out to accomplish and when he died in 1913, the Flagler system was serving thousands of people in a new land which he made accessible. This railroad stands as a great monument to his earthly achievements and today one sees in the City of St. Augustine a large bronze statue of this great

railroad builder, standing erect and bare headed in a little public park surrounded by beautiful palm trees. I have composed a poem entitled "The Everglades," in which I make a feeble effort to pay tribute to this great man.

The Everglades

My jungle fastness held them back,
My boggy marshes claimed them all
Who dared to leave the beaten track,
And wander far from human call.

Through countless ages I held my
sway,
No human hand dared me molest,
My merciless code was death to lay
A hand upon my virgin breast.

Men they came and I took my toll,
At their suffering I laughed with
glee,
Until a mighty man, who, armed with
gold,
Said let me pass through to the sea.

I thought him weak just like the rest,
I rose in wrath to block his way,
But he pierced the depths of my
aching breast,
With tracks of steel on dumps of
clay.

T'was Henry Flagler who conquered
me,
With the mighty army of dollars he
brought.
His legions swept on to the sea,
Conquering all with whom they
fought.

My power is waning, I see the men,
Eagerly seeking my treasures rare.
Industrial kings with gold to spend,
Destroying my glades everywhere.

It was not so crowded as Miami, although there were many tourists passing through. After a good night's rest I started out to see the sights. I went out to the beach where I spent a good part of the forenoon, also visited the turtle factory where the great sea turtles are brought in and made into soup and other canned products and shipped to the Northern markets. I spent some time looking around the government fortifications and along the piers watching large freighters unloading their cargoes. This is quite a shipping port for Cuban and South American vessels.

Key West is a city of about eighteen thousand, situated on an island seven miles long and three miles wide. It is in the sub-tropics and cold weather is unknown here. For some reason the town is not as up-to-date as other places in Florida. Some of the old buildings look as if they had been built centuries ago, and it has a mixed population of about one-third Cubans and two-thirds Americans, Negroes, etc.

Well, this ends my southern trip and I have tried to describe it so you could see part of what I saw. If I live and prosper sufficiently I hope to make Florida my home some day, for I think it is a wonderful place with a very bright future.

VETERAN OF FORTY YEARS IS HONORED BY ENGINEERS

By MOLLIE S. EDWARDS

Veterans everywhere! Every day we hear of one or more, but we do not often hear of a veteran with 46 years continuous service, but this is the record of M. W. Rose.

Division 595 of Frisco engineers recently presented the "Honorary Badge" of 40 years' continuous service to Mr. Rose at Chaffee, Mo. It was a large group of his "Engineer Brothers" who witnessed the presentation to this highly respected friend of theirs, and after the speeches and handshaking were all over, there was a very elaborate good-fellowship dinner served.



M. W. ROSE

It was interesting to hear Mr. Rose recall the days when he commenced

his career at the age of 16 as a wiper and engine watchman for the West End Narrow Gauge Railway in spring of 1878. Started firing in the fall of 1878 for John Kehrman, now superintendent of machinery, MRBT Ry. In December, 1879, Mr. Rose went to Bonne Terre, Mo., taking job of firing on the MRBT, then a small narrow gauge railway, serving the St. Joseph and Des Loge Lead Companies in the great lead belt country of Southeast Missouri. In 1881 was promoted to engineer. Left the service of the MRBT in 1884 and went with the StLIM&S Ry., at De Soto, Mo. After leaving the service of this company went with the Tennessee Central Construction Company in charge of construction engine building of the Tennessee Central Railway between Nashville, Tenn., and Lebanon, Tenn. His next move was in the fall of 1902 where he went to Cape Girardeau, Mo., and secured service with the St. Louis-San Francisco Railway Co., and is still in active service, running passenger between St. Louis, Mo., and Chaffee, Mo., on the River Division. Mr. Rose was initiated in Division No. 48 B. of L. E. January, 1883, transferred to Division No. 123 in December, 1885, transferred to Division No. 595 in October, 1902, where he still remains, having served Division No. 595 as chief engineer, and is a member of the L. B. of A., making 46 years in the railway service.

What beautiful thoughts that badge represents. To Mr. Rose as he looks at it, he can recall his many, many years on the road, filled with experiences which make up life—but most of all it represents loyalty and faithfulness to his work and the fond remembrances of friends who know and love him.

Answers to Questionnaire Indicate Magazine Interest

More than 300 answers to the "Questionnaire," published in the February magazine, have been received and the answers are both interesting and gratifying.

To the first question—"Are you interested in the history of the Frisco Lines and of the territory which it serves, and would you like stories dealing with this?"—the replies were: Yes, 280; No, 17; No reply, 3.

And to others the answers, without quoting many of the comments made in the margin, were:

"Do you enjoy the series of stories that have been running about Frisco towns and cities?" Yes, 245; No, 35; No reply, 20.

"Do you want more or less Safety First Material?" The answers to this varied. No one objected to Safety First material, but many said, "less." However, the majority voted "more."

"Are stories regarding construction work and engineering work interesting?" Yes, 265; No, 35.

"Do you like department stories, such as that dealing with the Chemi-

cal Department?" Yes, 299; No, 1.

"Do you like fuel saving stories?" Yes, 200; No, 4; No reply, 97.

"Do you like the 'Flashes of Merri-ment' section?" Yes, 297; No, 3; Indifferent, 6.

"Do you like the 'Homemakers' Section?" Yes, 254; No, 34; Indifferent, 12.

"Do you like the 'Children's Page'?" Yes, 200; No, 56; Indifferent, 36.

"Would you enjoy a series of stories describing the work of various employes?" Yes, 276; No, 27.

"Do you enjoy inspiration articles, stories of men who have made successes?" Yes, 123; No, 145; Indifferent, 22. And the replies to this were amusing to say the least; one man wrote, "No, we get too much of that bunk now."

"Do you want the 'Pastime' pages continued?" Yes, 301; No, 1.

"Do you want cross-word puzzles used?" Yes, 123; No, 126; No reply, 57. And here, too, genuine humor was injected. One reply was, "Good God, no." Another was, "No, my wife is crazy over them now, more will send her to the sanitarium."

"Should we publish more or less technical matter?" More, 157; Less, 136.

"Do you enjoy reading of our new facilities?" Yes, 205; No, 98.

"Are the house plans interesting or useful?" Yes, 289; No, 13.

"Do you care for the editorials or are we using too many?" More, 287. All right as now used, 11.

"Is the page of children's pictures interesting?" Yes, 304; No, 2. Two old bachelors, we know they must be, wrote, "No."

"More or less space to 'Family News'?" More, 167; Less, 146.

"Do you like cartoons?" Yes, 243; No, 23; No reply, 45.

"Do you enjoy humor mixed with the 'Family News'?" Yes, 234; No, 67.

"Do you like 'old veteran stories'?" Yes, 205; No, 89.

"Would you like more stories from department heads?" Yes, 178; No, 124.

"Do you care for fiction in the magazine?" Yes, 105; No, 176.

The twenty-fifth question, "Express your honest opinion as to the magazine, is it being read?" and the twenty-sixth, "How would you improve the magazine?" brought forth many replies, some of them quoted herewith:

"Do not intend to get out of my own sphere. It looks good to me. No improvement could be made."

"The magazine is read by everyone in our department. The only improvement would be a bigger magazine and more copies."

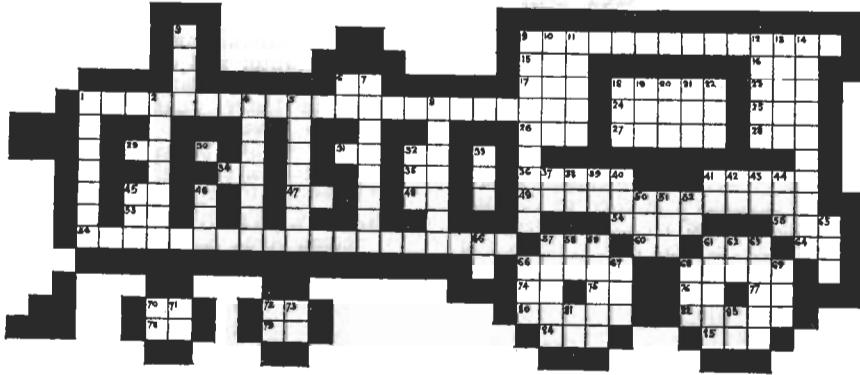
"When a man does good work, I believe in commending him. The magazine is the best railroad magazine in the country today."

"How could it be improved? It would take considerable nerve for a railroad man to tell a newspaper man

(Continued on Page 26)

CRACK YOUR BRAINS ON THIS PUZZLE

By A. N. LARET



HORIZONTAL

VERTICAL

- 1—Name of our Magazine
- 6—First and last letters of Afton
- 9—What the railroad sells
- 15—Official in Accounting Department
- 16—Hoists, Railroad (abbr.)
- 17—First three letters of station in Oklahoma
- 18—What we haul passengers in
- 23—Connecting link crosshead to main driver
- 24—What is formed by meeting of two lines
- 25—Digit
- 26—Numbers (abbr.)
- 27—What hose is wound on
- 28—Water Service Record (abbr.)
- 29—Vice-President (abbr.)
- 30—18th letter of alphabet
- 31—Outside diameter (abbr.)
- 32—The way Frisco trains arrive (abbr.)
- 34—Chemical symbol for tin
- 35—Railroad (abbr.)
- 36—Station in Missouri
- 41—Station between Kansas City and Springfield
- 45—Kind of pine lumber (abbr.)
- 47—Engine truck (abbr.)
- 48—Engineering Degree (abbr.)
- 49—Used in fighting fires
- 53—Cast Iron (abbr.)
- 54—Our President
- 55—Checks (abbr.)
- 56—Our Railroad
- 57—A lubricant
- 60—First and last letters in Nettleton
- 61—Traveling Passenger Agent (abbr.)
- 64—Signal Maintainer (abbr.)
- 66—Plural of radius
- 68—Entrance to a building (pl.)
- 70—Afternoon
- 72—Railroad (abbr.)
- 74—Correct (abbr.)
- 75—Chief Clerk (abbr.)
- 76—Ten
- 77—General Manager (abbr.)
- 78—Morning
- 79—Same as 73 Vertical
- 80—Fowl served on diner (pl.)
- 82—Station in Oklahoma
- 84—Abbreviation for Mistress
- 85—What people do for damages

- 1—What keeps the wheels on the track
- 2—A cleaner in white cakes
- 3—Flat circular plate
- 4—Electrical appliance which attracts steel
- 5—Used by switchmen at night
- 6—First and last letters in Amory
- 7—A station in Kansas
- 8—Lack of activity up-side-down
- 9—Building for housing trains
- 10—A station in Arkansas
- 11—What the wheels revolve on
- 12—Part of a crank shaft
- 13—Most commonly used metal on railroad (pl.)
- 14—Desk used in the Purchasing Department
- 18—What we haul freight in
- 19—Unit
- 20—Period of time
- 21—Carload lots (abbr.)
- 22—First and last two letters of hoes
- 32—Virgin metal
- 33—Used in water coolers
- 37—Cutting tool
- 38—Yard Tower (abbr.)
- 39—Traveling Inspector (abbr.)
- 40—Writing fluid
- 41—Cast Steel (abbr.)
- 42—Hinge Hasp (abbr.)
- 43—First two initials of Assistant to President
- 44—Well-known order on Frisco
- 45—Less car load
- 46—Prefix meaning three
- 50—What the Special Agent carries
- 51—Used in dining car kitchen
- 52—Preposition
- 57—Material for caulking seams
- 58—Inside diameter (abbr.)
- 59—Quick strokes
- 61—Used by workmen
- 62—Post Office (abbr.)
- 63—What you should never do with the boss
- 65—Head of Mechanical Department (abbr.)
- 66—Same as 23 Horizontal
- 67—Initials of one of our advertisers
- 68—Diameter (abbr.)
- 69—Supt. Mail Service (abbr.)
- 70—Purchasing Agent (abbr.)

- 71—A mechanical man's title
- 72—Same as 72 Horizontal
- 73—Railway (abbr.)
- 81—Credit (abbr.)
- 83—Time Unit (abbr.)
- 86—Company (abbr.)

Have You Ever Tried to Make One?

Glance at this cross-word puzzle. It certainly is a fine looking one—symmetrical—looks just like a Frisco engine, one of the big oil burning kind—and the puzzle part is just hard enough to make it interesting, but—

If you should happen to be talking to Mr. Laret about this particular puzzle he'll perhaps remark that it looks fine now—but "the hours I spent with thee, dear heart, are as a string of nightmares to me!"

It was interesting to us to know just how he went about working it out and so he told us the story. First he said, he conceived the idea of making a puzzle with the proportions, or in the shape of a locomotive. That was easy—the idea. Then it wasn't very difficult to fill in the black and white places—but it required some two or three weeks of night study to find just the words to fit in the white spots! Several times he called the Magazine office advising that he was figuring on leaving off a wheel, or the smoke stack wouldn't go in, or it wouldn't work out for a cab big enough for the fireman or engineer.

But he was persistent—and finally one day he came for the final instructions—that is, he wanted to know just what form to work it up, so we gave him some water-proof ink and some special paper, and the next we heard of the puzzle, it was in the architect's office, where a draftsman was putting on the finishing touches.

Some few days later it arrived in the magazine office again—ready for the printer. After about a week the printer sent us back the copy, we checked over the outfit and here is the final result!

Now everybody, all together! Who is the first feller to work it out? We aren't offering any prize for the correct solution (which, by the way, will be printed in the May number of the Magazine), but if you should happen to lose your mind, hunting around for "the" word to fit in—we have a hospital where we can take care of you!

Anyway folks, here's the history of a mighty good cross-word puzzle, and we hope you'll all arrive at the correct solution.

Frisco Men Tell How to Save Fuel

Being Excerpts From Papers Submitted in Fuel Contest

Supervised by
ROBERT COLLETT

1. W. A. KENDALL, Fireman, Ft. Smith, Ark.:

Have pamphlet printed by some good authority on combustion as applied in locomotive practice and given to each fireman for their information.

Have a special speaker at each fuel meeting to give a talk on fuel economy and kindred subjects.

Firemen should watch water and maintain proper level. Fire engine light and more often, as heavy firing is a loss of fuel, also swing door between scoops. Don't shake grates too often. Keep decks clean. Use the coal as if it were your own.

Engineer should keep reverse lever hooked up as high as possible.

Engineer should report all defects.

Believe engine when in back shop should be examined and see if ash pans are arranged to get all air possible.

2. JOHN STROUD, Engineer, Sapulpa, Okla.:

Honesty and efficiency between all employes will reflect the greatest immediate fuel saving. A service honestly and efficiently performed will make for a successful performance. Fuel economy, freight claim prevention, fire prevention and safety first go hand in hand. Realize the difference between waste and thrift.

3. P. W. GOOCH, Engineer, Monett, Missouri:

A proper functioning locomotive is the first and greatest item in fuel economy, the proper handling next, and proper grade of fuel and lubricating oil the third item.

Engine crews should keep train rolling, when possible, in approaching sidings and avoid full stops as much as possible. Mechanical Department can aid greatly by keeping piston travel on air brakes properly regulated.

Dispatchers can aid by outlining to engineers at beginning of trip, as much as possible, work to be done. Yardmasters can help by lining up switches in and out of yards to avoid stops.

Engineers should report fully all work needed to be done on engine, also discuss with brakemen and conductors work to be done on trips to avoid all unnecessary movements.

4. OTIS EMBRY, Engineer, Francis, Okla.:

Fireman should inspect engine for defects before leaving; inspect fire and water level and see that everything is in good shape. Excessive use of blower can be avoided by good firing. Fire should be maintained at sufficient thickness to hold together and avoid falling into pan. Properly prepared coal is a great advantage in maintaining a level,

clean fire. Excessive grate shaking should be avoided. Fireman should know engineer's method of running the engine and be in a position to know the engineer's next move and be prepared for it.

5. G. R. BERGER, Engineer, Rolla Subdivision:

All firemen should be employed by a competent officer who could give new employes valuable information and verbal instructions.

New firemen should be given a book of instructions on combustion and familiarize themselves with the contents and pass examination at the end of four months.

6. HARRY MARTIN, Fuel Performance Clerk, Thayer, Mo.:

Meetings should be held regularly, each person present be given the privilege of stating conditions which might improve. Each employe should make it a personal matter to save as much fuel as possible. Use the Frisco Magazine to give publicity to conservation of fuel. If each employe will endeavor to ascertain just where he can save fuel, much will be accomplished.

7. J. W. RUGGLES, Engineer, Monett, Mo.:

See that cars are not overloaded at the mines so that coal will not be lost in transit. Wings on side of shovel sheet will save fuel from being lost. In building fires, see that as little coal as possible is allowed to get through to the ash pan. After being fired up, watchman should see that engine is kept from popping. After engine is coupled to train, fireman and engineer must co-operate to save fuel. See that no brakes are dragging in train. Blower used too much wastes fuel. Dispatchers can save fuel by figuring close meeting points and giving heavy trains right to the main line.

8. VICTOR HUDDLESTON, Engineer, Thayer, Mo.:

Engineers and firemen, and all employes and officers must co-operate to save fuel. Fire should be knocked as soon as possible after arrival of the engine. Engines should not be fired up too far in advance. Fire builder should not heat the engine to full boiler pressure, but only have sufficient steam to get the engine out of the roundhouse and across the table.

Drafting the engine should be watched and as large a nozzle as possible used. Engineer should work his engine in the nearest cut-off at which he is able to maintain schedule.

Engine should run as far as possible for water and engineer should co-operate with dispatcher by letting him know when he will be ready to move.

There should be careful inspection of trains at terminals and on the road by trainmen.

9. R. B. ROWLAND, 920 W. Oklahoma Ave., Enid, Okla.:

"Competitive Conservation System" should result in saving fuel, although it has never been adopted by any railroad and will have to be experimented with and improved upon. Engineer, master mechanic, engineer and fireman should be rated, after the system is worked out, upon a percentage basis and each must attain a certain average of efficiency if they are to remain in the service. The result of this system is competitive, as each and every man would try to equal the record for efficiency.

10. S. BRANSTETTER, Fireman, Kansas City.

Locomotives should be placed on pit and fire knocked upon arrival. No one should have authority to place coal in fire box after locomotive arrives on pit track or tie-up point. Have two foremen at roundhouse. See that reports are correct. Also have a general overseer to go from place to place to check roundhouses. Keep the same kind of coal at the same place.

12. J. H. MUSE, Car Inspector, Dublin, Texas:

Bad order cars loaded with fuel cause considerable waste and should not be loaded. Unloading of tank and coal cars should be given close attention. See that all fuel is removed. Car inspector can save considerable fuel by seeing that all doors of box cars are closed. Engine watchmen can save fuel if they will close damper and cover smokestack. Engineer and fireman should pull together with the support of the train crews to avoid unnecessary moves, which will save considerable fuel.

13. EDWARD C. HEARD, Maintenance Clerk, Chaffee, Mo.:

The closing of empty car doors at blind sidings by section forces, and at stations by station forces will not only save fuel, but also detect doors that are inoperative.

Locals should bunch all originating loads on through freight territory at water tanks or designated places so that through freights can pick up while taking water and thus reduce amount of stops. Through freights should set out loads at these points for locals.

The same grade of coal should be furnished entire division and en-

gines drafted uniformly to secure best results.

Engineer should be requested to make notation at end of each run how engine is steaming.

Pamphlet should be prepared for distribution to enginemen and firemen, describing different reasons for steam failure, so they could correct the condition if possible. Also proper method of firing and how to avoid heavy fires and waste of fuel.

14. IRL FLESHMAN, Fireman, Neodesha, Kans.:

Co-operation of engineer and fireman and conductor is the greatest chance to save fuel. Conductor giving engineer and fireman brief line-up of work he expects to do will save fuel.

Brakemen can save by doing the switching with the least number of moves of the engine. Should also look the train over at stops for bad order equipment and thus prevent stops between stations.

15. R. S. WATTS, Passenger Inspector, Joplin, Mo.:

Watch that brakes release properly on all cars. If wheels are extremely hot this is indication of stuck brakes.

16. Chas. Shryock, Section Foreman, Galena, Kans.:

Fuel around coal chutes and Brown hoists and other coaling stations should be kept cleaned up and put where it can be used. See that none of it gets into the cinder pit and cinder cars. Tanks should not be heaped up so that coal will shake off along the right of way.

17. JAS. GREY, Section Foreman, Hulbert, Okla.:

"Co-operation" is the best method of saving fuel. Conductor should notify the engine crews what work is to be done. Engineer should let fireman know when he is going to shut engine off at grades. Pump water into the boiler as slowly as possible to still maintain proper water level.

18. JESSE C. KNOWLES, Track Foreman, Fontana, Kansas:

Considerable coal is lost in cinder pits which should be saved. Engine should be kept in good condition at all times. Too heavy fires should not be used in firing up engines, as well as proper firing should be maintained on the road for saving fuel.

19. C. E. RAMMING, Engineer, Clinton, Mo.:

Engineer and fireman should know and understand each other. Fireman should know what is going on and the work that is to be done while on the road so he can fire accordingly. Engineer should work engine the same at all times as near as possible so that fireman can understand his ways and know better how to fire.

20. H. R. DAVIS, Engineer, River Division, Chaffee, Mo.:

Regular engines should be assigned all divisions. "Erratic" schedules should be avoided as much as possible. Do not stop drags to pick

up or set out when avoidable. Local crews should bunch loads. Avoid overloading one train and running another light. Maintain double passing tracks about seven miles apart and keep clear to avoid sawing heavy trains and stopping fast ones. Keep the coal houses locked. Engineer should advise fireman of moves he is to make. Keep engines in first-class condition and see that trains are made up properly. Keep slow orders to a minimum. Avoid overloading tenders which will lose coal out of gangway and along right of way. Build fires carefully. Keep grates working properly and loosen them before fire gets too heavy. Only move grates when necessary. Conductors direct work towards saving switching. Brakemen should be alert in protecting hot boxes, bad orders and leaky trainline. Do not build fires too early. Watch cinder pit waste. Foremen should watch steam leaks around stationary lines, blow lines and ground lines. Car men carefully inspect boxes. Switchmen make up trains properly and save unnecessary switching. Roadmasters watch track conditions and save slowing down heavy trains. Operators and tower men be prompt. Bridge foremen and section men pass trains with least possible delay.

21. REUBEN G. MARTIN, Fireman, Oklahoma City, Okla.:

Have division officials ride freight trains more often and be able to lecture on equipment, such as K triple valves, the use and abuse of the airbrake, the pyrometer test with respect to throttle positions on super-heated locomotives. Combustion and how attained, etc. Equip all piston valve engines with some automatic mechanical means of caring for themselves while being drifted.

Need more passing tracks and certain yards are inadequate for business done. Test engines with more openings on side of pan for smoother fire. Have stock loaded before scheduled arrival of trains where possible.

22. B. W. CUMMINGS, Yard Engineer, Kansas City, Mo.:

Co-operation between enginemen and trainmen at all times. See that locomotives are kept in perfect condition, if possible. More important repairs, such as setting valves and maintaining valve motion being looked after first. See that as little scale as possible is allowed to remain in the boilers.

24. E. R. ADAMS, Engineer, Enid, Oklahoma:

Co-operation between staff officials and men very important. Have both attend fuel meetings. Get the men higher up interested in fuel economy. Men are quick to appreciate and respond to an enthusiastic attitude on the part of their supervisory officer. Co-operation is necessary at all times between all em-

ployes in order to obtain fuel economy.

Mechanical Department has opportunity to stop some of the largest fuel losses by keeping locomotives in best possible condition. Transportation Department, when ordering locomotives, should avoid all terminal delays and delays on sidings. Conductors should interview engine crews on work to be done on line. Car inspector should see all empty car doors are closed, and all air leaks stopped. Operators should see signals and train orders handled promptly. Roadmasters, section foremen and bridge foremen eliminate as far as possible slow orders; see that they are lifted promptly and dispatcher notified. Agents should see cars properly loaded and assembled in station order.

25. JOHN T. ROWDON, Fireman, Thayer, Mo.:

See that engine tanks are not overloaded and see that flues are kept open and in good condition. See no air leaks in train line. Report all defects upon arrival at terminal. Take a full tank of coal where coal is hauled the shortest distance. When handling a long train, wait until brakes are pumped off before trying to start train.

26. W. L. SPANGLER, Engineer, Thayer, Mo.:

The worker that is able to think as he works is the success of today.

27. A. M. BOX, Fireman, Thayer, Missouri:

Engineer and fireman must have co-operation of everyone to save fuel. Engineer should work engine with light throttle and short cut-off as possible. Small egg coal should be most economical size to use. Keep leads to roundhouse clear.

28. G. C. HAMMOND, Fireman, Ft. Scott, Kans.:

Have a course of conservative training for men using fuel so that they would know how to get the best results. This should apply to the stationary plant as well as to the locomotive fireman. Heavy trains should have the right of way at the foot of heavy grades.

29. H. E. RUST, Agent, Afton, Okla.:

Good performance should be noticed and appreciated as well as bad ones. Should offer three grand prizes for the entire system as follows: one for traveling engineer, one for engineer and one for fireman making best system showing in fuel conservation. Also two prizes on each division—one for engineer and one for fireman making best showing on each division.

31. H. J. DAVIDSON, Engineer, Springfield, Mo.:

Method of firing, running engine, and handling train is a great factor in fuel economy. Engineer and fireman should all work together. Fire should be kept as light as possible to keep proper amount

of steam. Engines should be kept in as perfect condition as possible mechanically. Valves should be kept squared, cylinder packing and valve rings tight and should have proper lubrication at all times. Avoid overloading of engine tanks. Bad meeting points, unnecessary leaks in train lines or in steam heat lines should be avoided.

32. WM. HUTCHISON, Fireman, Chaffee, Mo.:

Carelessness and lack of interest causes the greatest fuel waste. Engineers and firemen must work together at all times in order to save fuel. Sand should be kept clean and dry and sand box properly inspected and kept tight. Also leakage of water, air or steam should be watched. Engines should be kept in good condition at all times. Tanks should not be overloaded. SAVE the lumps.

33. JOHN G. BUSHNO, Engineer, Thayer, Mo.:

The first step in saving fuel is to get everybody interested. All should practice accuracy as all mistakes on a railroad lead to a waste of fuel. An accurate, speedy employe is a fuel saver.

Terminal delays waste fuel. Pumps on engines should be of sufficient capacity so that it is not necessary to overwork them. Air doors on engines are fuel savers. Some passing tracks are too short and should be lengthened.

34. G. T. ALLISON, Engineer, Lindenwood, Mo.:

There should be co-operation between members of the train crews at all times to avoid allowing fire to get too low or crowd too much. Pump boiler as light as possible to insure proper amount of water. Avoid engine popping. Work at as short a cut-off as possible. See that engine is properly lubricated and that there are no air leaks around the front end or leaks in fire box, flues or superheater units. See that sufficient amount of air opening is between ash pan and mud ring. Shake grates enough to give fire proper air, but not enough to cause clinkers. Work blower as light or as little as possible. See that tanks are not overloaded. Avoid delays as much as possible.

35. E. W. KEATLEY, Engineer, Sulphur, Okla.:

Wasting a little fuel here and a little fuel there added together means a great loss or can mean a neat saving. Bad water is one of the greatest causes of fuel loss. Faulty track, stops and slow-downs eat up fuel. The conscientious, careful man is the greatest factor in saving fuel.

36. JAMES W. EIB, Fireman, Clinton Sub.:

Avoid firing engines up longer than two hours in advance of leaving time. Avoid overloading tenders with coal. Engineers, maintain reverse lever at minimum cut-off. Firemen should maintain as light a fire as possible by firing light and often. Trainmen should see that

car doors are closed to reduce wind resistance. Trains should be looked over frequently to see that no brakes are sticking and that air leaks are as small as possible. Conductors should figure out work in advance and figure to do all switching with the smallest number of moves and handling with as few cars as possible. Dispatchers should give train crews line-up as to what there is to do so that both train and enginemen will know just what moves are to be made on arrival at station. Care should be used in breaking in student firemen. Engines should be kept in as nearly perfect condition as possible.

37. A. A. McCLELLAN, Engineer, Eastern Division:

Avoid unnecessary stopping of trains. A complete survey should be made of the electrical block signal locations, with a view of relocating them if investigation shows this would give better results such as avoiding slowing up on hills, etc. Change Rule 15 to provide that in electric block signal territory, upon striking one torpedo and no flagman in sight, reduce speed and move under control instead of coming to a full stop.

Change Rule 27 and when semaphore or block light is not burning at night, reduce speed until entire train is by the signal and be governed by the position of the arm.

Install rail washers on all engines in hill territory.

Put a plain, 1-in. globe valve and steam pipe to steam chest to serve as drifting valve on engines not already equipped.

38. EARL D. MEAD, Fireman, Eastern Division:

At the roundhouse, at completion of a trip, fill the tenders before the engine goes into the house, which would give the fire builder lump coal with which to bed the grates in building fire to eliminate coal falling through.

In the terminal, trains should be made up so they can move on call. Avoid engines making extra moves to keep out of the way of switch engine. Car men should know that all brakes will release before permitting train to leave terminal.

On line, in making meeting points or putting trains on time orders, do not stop both trains. Short loads should be handled in one train and trains made up in station order.

Train crew should have their work figured out in advance to avoid all lost motion at that station. Firemen should build fire to proper depth before leaving terminal and then only give it sufficient coal to maintain necessary steam pressure. Student firemen should receive ample instructions by working with experienced crew a sufficient length of time.

39. AMMON V. BROWN, Sherman, Texas.

There must be complete co-operation between the engineer, fireman and trainmen, and fireman should

carry a light fire. Feed water should be supplied to the boiler as regularly as possible at all times. Dispatcher should keep through trains moving without delays for orders. Cars to be set out or picked up should be placed first out to avoid switching. Engines should have plenty of sand and lubricating oil. Firemen should watch engineer and fire according to his movements.

40. R. B. SPENCE, Engineer, Oklahoma City.

Place a device in the smoke box whereby the heat could be used to heat the feed water before entering the boiler. See that plenty of air is admitted through the ash pan to give perfect combustion. The feeding of coal to the fire box should be uniform at all times.

41. F. M. GALLOWAY, Engineer, Neodesha, Kansas:

There should be perfect co-operation between the engineer, fireman and roundhouse forces. Super-heater units should be tested once each week for leaks, water treatment should be used wherever necessary. Good books on fuel combustion are a great benefit to all employes having to do with fuel consumption.

42. C. W. MANTEL, Locomotive Fireman, Chaffee, Mo.:

Employes should think of the enormous amount of money paid for fuel by railroads and be interested in saving every pound or gallon possible. Every employe in the service should be interested in fuel saving. There should be loyalty to the company at all times by all of its employes as this will benefit each and every one of us. Perform the duties assigned to you to the best of your ability and make yourself believe that the railroad cannot run without your services. Keep the best interests of the company at heart at all times.

43. A. W. Liffie, Engineer, North Clinton, Mo.:

There should be co-operation between the heads of departments, also enginemen and trainmen at all times. Engines should be kept in as perfect condition as possible and tanks not overloaded.

Engines should not be fired up too long in advance of being used. Enginemen should be advised of work to be done and track conditions to be encountered. Run water tanks where it is hard to start train and take water where you can get your trains under way again easily.

Car and air brake men should see that air brake equipment is in order so that there will be no brakes sticking. Consistent firing with few shovels of coal at a time should be practiced and avoid banking of fires which causes clinkering. Long delays to movement of trains should be avoided as much as possible.

44. L. A. WYATT, Fireman, Thayer, Missouri:

Supervisors of fuel economy, or men in like position, should ride and actually fire the engines enough so that they can tell from actual ex-

perience what each engine would do under all conditions and what changes might be suggested in order to get the utmost from fuel used. Offer criticisms to the Fuel Purchasing Department as to the quality of the fuel used and adaptability of different grades on different classes of engines.

Should endeavor to keep fuel of uniform quality at all times. New firemen should be instructed thoroughly in the science of combustion.

45. HORTON SMITH, Fireman, Francis, Okla.:

Saving fuel concerns everyone from the call boy to the superintendents. The fireman alone can save much fuel, but with the co-operation of everyone, can save much more. Engines should be kept in first-class condition and when found burning too much coal, everyone concerned should get behind the matter and locate the trouble as soon as possible and bring it up to standard.

Engine should not be called until it is ascertained that the train is ready.

Cars should be thoroughly inspected so as to eliminate hot boxes or bad brake equipment.

Bridge and section foremen should keep slow orders to a minimum to avoid stopping trains as much as possible. Where necessary to stop or slow up train for instructions, the flag man should stop them in a place where it will be easy to start.

Switch lights should be kept in first-class condition and be kept burning.

Dispatcher should know the track thoroughly and should, at meeting points, consider the grade as to who to put in the siding. Lots of fuel can be saved in this way alone.

Teamwork should be practiced at all times which will save a great amount of fuel.

46. F. SCHAAF, Stationary Engineer, St. Louis, Mo.:

We should all be on watch for unnecessary waste of steam and water which all means fuel waste. See that boilers are properly washed and cleaned and all air leaks are closed; that brick work is kept in good condition. Regulate the injector to hold the water at a certain level as near as possible.

47. E. H. BAXTER, Engineer, Ft. Scott, Kans.:

The first essential necessary for fuel saving is to create the greatest amount of enthusiasm possible both directly and indirectly which can perhaps be brought about by the division into separate accounts, the various departments that have to do with conservation of fuel and give credit to each department that may be due them, such as terminal, road and roundhouse consumption, instead of charging the total consumption to the engines as at present under the heading of pounds of fuel per passenger car mile or gross ton miles.

48. R. HUGHES, Machinist, Salem, Missouri:

Effort should be made at all times to see that engines are not allowed to pop. Do not believe that engines should be equipped with blower line larger than 3/4 inch.

Engines should be kept in good condition at all times.

49. HARRY HARRISON, Fireman, Sherman, Texas:

Use charts, showing contents of coal and savings that may be effected at the Fuel and Safety First Meetings for educational purposes.

50. R. J. RINGEY, Fireman, Neodesha, Kans.:

Fireman should have his fire built up in good shape before train is ready to move. Also, upon approaching a hill, fires should be kept hot so that it is not necessary to be crowded when pulling the grade. After topping a hill, with the prospect of a long drift down grade, the boiler should be filled with water and blown out while fire is still hot, making it necessary to put on additional coal.

Engines should be watched to see that they are properly drafted for the grade of coal which is being used. Same quality of coal should be furnished at all times if possible.

Frisco Frivols

Molly Edwards has recovered from the effects of her operation for appendicitis and is hopeful that the scar won't show. It ought not. But, then, we don't know what the summer styles will be.

Famous Lines

- Hook and —
- wire
- Clothes —
- of least resistance
- First — trenches
- of demarcation
- Mason & Dixon's —
- Bread —
- Waist —
- Bee —
- Ocean —er
- His —
- is busy
- Party —s
- Silver —ing
- Frisco —s

At "Red" gatherings, although there are no church-goers, there are lots of holey soles.

Stationmaster (to new train caller): "Do you know your way to announce?" NTC: "No, but I can guess it within a pound or so."

1st Dr.: "What did you operate on him for?"
2nd Dr.: "Five hundred dollars."
1st Dr.: "I mean, what did he have?"
2nd Dr.: "Five hundred dollars."

I doff my gray fedora
To Uncle Rodman Babbitt;
He smoked cigars for twenty years

And never got the habit. (Selected.)

* * * *
Gags of humorists all remind us
That the jokes the most sublime
Are the ones that limp behind us,
Covered with the moss of time. (Selected.)

* * * *
Mr. Ritchey, our transportation clerk, was heard to remark, "Get 'em young and train 'em to be as you want 'em." Judging from the age at which he was married, and from the regularity with which he phones the wife every day at about 4:55 P. M., them's her sentiments, too. He is very much averse to having his latter weakness mentioned; and just to show what kind of fellow I am, I won't say a word about it.

* * * *
This morning, our always-punctual-about-being-late fellow employe was as usual. He said, "The train I was on was late, and the one ahead was behind before besides. I never can get a train on time." Wonder if he gets his furniture that way?

* * * *
Archie: "Wassat thing over there?"
Peligo: "Thassa locomotive boiler."
Archie: "Why do they boil locomotives?"
Peligo: "To make the locomotive tender." * * * *

Here's one on me: At the Union Station, someone left a message to phone Olive 5000, M. T. Sells. I called said number and asked for said name. The girl who answered replied, "We have no M. T. Sells, all our cells are full." (Olive 5000 is the phone number of the police holdover.) Gee! I felt ridiculous.

Hoping you are the same,
Roy Bendoff.

NEW EDITOR FOR
MAGAZINE

ST. LOUIS-SAN FRANCISCO
RAILWAY COMPANY

TRAFFIC DEPARTMENT
CIRCULAR No. 5

St. Louis, Mo., Feb. 20, 1925.
Effective March 1, 1925, Mr. William L. Huggins, Jr., is appointed Director of Publicity and Editor of the Frisco Employees' Magazine.

J. R. KOONTZ,
Vice-President.

Approved:
J. M. KURN,
President.

Grown-Ups
Please
Be Quiet

THE TWILIGHT HOUR

A Page
Just For
Children

Dear Children:

This time I have a real, sure, honest-to-goodness story to tell you, about the snow and ice that just covered us all up this winter! Did you go skating? I got a little letter the other day, from one of my little Frisco fellahs, and so I have written a story about his experiences—just skating! Be sure and read it and then solemnly resolve that you'll never do as he did:

Winter swooped down, fast and furious. Old King Snow spread his robe over the old world and out of it fell sleet and snow. Clouds of it, heaps of it—banks of it. Then when old King Snow had finished, he sat back and chuckled and dared the Sun to come out and melt it away.

The old Sun did come out and he shone and shone, but all he made was—diamonds! Millions of glistening crystal diamonds. But he couldn't melt all the snow, so he only made it shine.

Little Sammy opened his sleepy eyes on a wintry world with an exclamation:

"Ooh, Mother, when I get breakfast may I go out and skate?"

Now Sammy's father was a section foreman—he lived where the snow piled way up. Sammy's chief delight was to hunt out his favorite place near the railroad track and watch the Frisco trains slip by. From long experience he knew just when they would come round the curve, slipping along with their train of cars, on and on, faster and faster until they were gone from sight.

After a hearty breakfast, Sammy clamped on his skates, and went outdoors. The cool air hit him full in the face and he laughed. Healthy childhood craves air and sunshine, and Sammy was certainly robust from the top of his little yellow head to the toes of his two feet. He threw his head in the air and breathed deep and pounded his little chest in glee!

Then he struck off. He skated and skated until he was out of breath. Then he skated toward his favorite place to watch the trains go by. He sat for a moment, wondering why the train didn't come—he thought it was due, and then he remembered he was early.

While he waited, his eye fell on the track. The snow and ice was packed down smooth. What fun it would be to take a turn or two by the rails. Of course father had forbidden him to get on the track—but he could hear the train coming in plenty of time. So down he climbed

—up and down the right of way he skated—he even skated inside the two rails. Just up to the curve—then he'd turn around and come back.

He had just finished a turn and for a moment he hesitated. What was that he heard? Turning he saw over his shoulder a huge engine. It had slipped quietly up before he knew it!

Grasping what senses he could, he made a leap from the track. As he leaped he threw his hands in the air. One of them hit something terribly hard and threw him from the track on the right of way, where he rolled over and over. Finally he lay very, very still.

The train came to a stop—the old engineer came back and picked little Sammy up and carried him to his father's little home.

He wasn't dead—only stunned. For a day he lay very still and then he opened his big blue eyes and gazed into his mother's anxious face.

"Oh, mother, did I die? Is my leg all there—Oh, that old train just sneaked up on me and I didn't know whether I got out of the way or not. I can still hear that awful noise—I! If I ever get well I'm never, never going to go near a railroad track again!"

Sammy got well—he was cured in two ways! He soon got over the shock of such a near-accident, and he learned never, never to play near the track of a railroad—because there are so many other places to play anyway.

I hope none of you little Frisco folks will have such a terrible experience—in fact that is just why I have told you this really, true story.

In just a month or so now, you'll be able to forget about the snow and pick violets and all the little spring flowers and then summer—and school will be out and then vacation! Ummm! Nicest time of the year, isn't it? But I'd better quit—before I write all my ideas for letters—and I won't have any for the next time.

Be sure and write,

The Twilight Lady!

Do You Know This Baby?

You know, little Frisco Folk, I could just use a lot more pictures of you than I have been receiving. I promised to print on this page for the April issue, the very first picture that came into my office—and who do you think landed?

Here he is!



The mailman brought this picture of him all wrapped up in paper and tied with strong string, so he'd be sure and get here and when I opened him up—I couldn't find any kind of a name! I just hunted and hunted, and, well—I'm calling him "he" but maybe it's "she"! Wouldn't that be funny if it was?

Well, anyway, here is a little lost baby. Sweetest little fellow in the world, and I wish I knew what to call "he" or "she"! Let's call him "The Lost Baby." If you look real close you can almost tell just what this lost baby is saying. I can imagine him saying, "Hello, everybody! Did you see my muvver and daddy anywhere? I comed all frew the mail, but I fordot who I comed from, and when I got to the Twilight Lady an' she asted me my name, I jus' didn't know. Won't somebody please tell me who is my muvver?"

I'm not a bit worried about this little lost baby, because I'll just bet as soon as the magazine comes out, his real mother will say, "Why, there's my child! I'm going to write the Twilight Lady and tell her what his name is!" So I feel sure that the Lost Baby will soon find his mother and father.



1.—Dora Lucille Cooper, age 3 months; daughter of Fireman Jack Cooper, Tupelo sub-division. 2.—Margaret Muriel Long, age 4 years; daughter of H. Long, clerk, St. Louis. 3.—Louise Disselhoff, age 8½ months; daughter of Locomotive Inspector Arthur Disselhoff, Kansas City. 4.—Betty June Smith, age 7 months; daughter of D. F. Smith, ticket clerk. 5.—R. F. Junior, age 6 months; son of R. F. Blanke, Kansas City. 6.—Robert Anton Faust, Jr., age 8 months; son of R. A. Faust, storekeeper, Cape Girardeau, Mo. 7.—John Henry McCurry, Jr.; son of J. H. McCurry, local surgeon, Cash, Ark. 8.—Walter B. Hudson, Jr., age 2½ years; son of W. B. Hudson, Springfield. 9.—Marjorie Alice Mathis, age 10 months; Mrs. Mathis was formerly Elizabeth Johnson, stenographer in General Storekeeper's office. 10.—Oliver Junior, age 8 months; daughter of Oliver Smith, car-repairer. 11.—True Wm. Adams, Jr., and Sarah Francis Adams, age 21 months; children of Mr. and Mrs. True W. Adams, Bonham, Tex. 12.—Henrietta Oberlander, age 18 months; daughter of Carl Oberlander, West Shops. 13.—Thursa Jean, age 2½ years; daughter of Engineer Roy Cobb, Sapulpa, Okla.

Supply, or Stores Department Is One of Most Important on Road

By

P. V. HAMPTON

Storekeeper West Shops,
Springfield, Mo.

The Supply, or what is commonly known as the Store Department, might be defined as a department of the railroad, organized for the purpose of ordering, caring for, distributing and accounting for the material required in connection with its operation.

This department is an innovation of the last twenty-five to forty years. Prior to that time the material and supplies on all large railway systems were ordered, cared for and accounted for by the user or the department in which it was used. Little or no attention was paid to what was bought, what it cost, how it was cared for or for what purpose it was used. Taking into consideration the fact that a large percentage of the total amount of money expended for operation is spent for material and supplies, it is easy to see that such handling would eventually result in serious waste of material and loss of money.

As the railroads were extended and developed, as surplus and obsolete material began to pile up, as prices of railway material and supplies began to advance, and as the volume of material required to operate rapidly increased, the railway officials realized the necessity of a department trained to purchase the best available material at the least possible cost, to maintain a stock suitable to meet the requirements of the various departments with the least possible investment, to distribute material to the various points on the system with the least possible delay at the lowest possible cost, to care for material that it might be ready for the user when required, and to account for material regardless of the purpose for which it was used. The result of which was the organization of the Purchasing and Stores Departments.

The roads in the West and Middle West, on account of being so far removed from the manufacturing centers in the East, were the first roads to organize the stores departments. As might be expected, in the beginning the crudest of methods were used. However, regardless of this fact, the results were so gratifying, both physically and economically, that a great deal of thought and attention was given to the development of these departments, not only on the roads in the West and Middle West, but on all roads in the country. Methods and systems were improved and adequate facilities were furnished, and as a result of these efforts these departments have developed to such an extent that there is hardly a railroad in the country but what maintains some sort of a purchasing and stores department.

Prior to January 1, 1907, material and supplies on the Frisco was han-

dled in practically the same manner as on other roads, before stores departments were organized. On this date, however, the first general storekeeper was appointed and the first stores department was organized. The first organization consisted of five stores, including the general store at Springfield. Shortly after the organization of the stores department, the present general store building was completed and moved into. This building when completed was considered sufficiently large enough to meet the requirement of the general store for all time to come. However, the rapid growth and development of the road, the purchase of new power and equipment and the application of so many improved devices has so greatly increased the volume of material to be handled and cared for that the general store is fast outgrowing itself. The growth of the stores department has kept an even pace with the development of the road and instead of the original five stores, we now have a total of twenty-seven, which, with a few exceptions, are housed in modern storehouses.

The organization of the stores department is similar to that of any other department of the railroad. The general storekeeper is in direct charge of all storehouses and unapplied material on the system. The division storekeepers report to the general storekeeper and are in charge of stores and supplies on their respective divisions. The local storekeepers report to the division storekeepers and are in charge of material at their respective points.

Ordering material is an important feature. Before a stock clerk or storekeeper is in a position to make an intelligent order, he must know how much material he has on hand, the amount due on requisition which has not been delivered and the average monthly issues for the past several months. Approximately forty-five thousand items of material are handled through the stores department. These items are divided into twenty-one separate classes or sections. Each section consists of a separate class of material. A stock book is furnished for each class of material and is so arranged and constructed that it is possible to keep this information in condensed form for each month in the year. To determine the amount of material on hand it is necessary to take stock once each month.

After the material has been counted and this information is inserted into stock books, the storekeeper is then in a position to proceed with his order. Each item must be gone over carefully to determine the amount of material to be ordered. Requisitions are then made to cover the material that will be required in the following month, as it is necessary to order material thirty days in advance of the time it is actually required. After the requisitions are approved by the division storekeeper, they are then forwarded to the general store, where they are distributed among the fourteen stock clerks who are in charge of the various sections or classes of material. After all requisitions are received from the various stores, a consolidated order is made to cover the requirements for the entire system by the stock clerks, who also take into consideration the amount of material on hand, the amount due on purchase order and the average monthly issues. These orders are then forwarded to the general storekeeper's office where they are checked and purchase orders are made on the purchasing agent, who, in turn, must place the orders with various concerns throughout the country. I have merely attempted to explain briefly how the bulk of the material is ordered, however, a great many things must be taken into consideration and no set rule can be followed. For instance, delivery can be obtained on some classes of material within fifteen days after order is placed and on other items it is impossible to obtain delivery under sixty to ninety days. In such cases it is necessary to anticipate our requirements sixty to ninety days in advance. In fact, it is up to the stock clerks and the storekeepers to use their best judgment when ordering.

The amount of material carried in stock depends entirely on the amount issued or used. If issues increase, orders will be increased. If issues decrease, orders will be decreased. We attempt to keep on hand at all times sufficient material to meet requirements for thirty days and an additional thirty-day stock on order to take care of the next month's requirements. The storekeeper should, therefore, be notified as soon as possible if it is known that an unusual amount of material will be required in order that he will be in a position to protect your requirements or if for any reason the requirements on certain items will decrease, he should also be notified, which will place him in a position to order accordingly.

The distribution of material is made at the general store. All material, with the exception of a few items, are consigned to the general storekeeper at

Springfield. On arrival at the general store, the cars must either be re-consigned to other points or unloaded and the material inspected and checked in. It is then necessary to load the material out to the various points to apply on the requisitions I have just mentioned. One schedule car is loaded weekly to each point on the system where a store is maintained and contains all available material on hand at the general store which can be applied on requisitions being held.

Caring for material is of vital importance and is a subject which might be discussed at great length, as each class of material requires different care. Finished material which will deteriorate from exposure to the elements of the weather, must be preserved with a coat of paint or oil. Some delicate assembled parts must be protected from dust as well as the weather. Oil containers must be kept thoroughly cleaned to prevent the accumulation of foreign substances which are injurious to the lubricating qualities of the oil. Certain classes of lumber must be kept under cover to keep it dry and all lumber must be stacked in such a manner as to allow free circulation of air around each piece to allow it to dry out after being exposed to moisture. Material should be kept in a neat and orderly manner as far as it is possible and economical to do so. I previously stated that before an intelligent order could be placed it was necessary to know the amount on hand and to find out the amount on hand, material must be stacked and cared for in such a manner that it can be counted as quickly as possible, as taking stock must be done in a very short time.

Shortage of material is a question that is discussed more or less by all departments and is the one thing which we are all striving to overcome. However, when the fact that approximately forty-five thousand items are handled through the stores department is taken into consideration, it could hardly be expected that each item should be on hand at the time it is desired. Before material is received it is necessary that the orders be handled by the forces of the local storekeeper, division storekeeper, general storekeeper, purchasing agent and manufacturer. After the material is shipped, it is handled by from one to six railroads, unloaded and reloaded at the general store, unloaded at the local point and delivered to the shop for application. A delay in any one of these transactions might cause a temporary shortage. The largest number of shortages are caused by fluctuation in issues or unforeseen requirements which cannot be controlled by any individual or department. It is often remarked that there is not sufficient material carried in stock to protect requirements. It is conceded that any amount of material is an asset as long as it is a protection to equipment. However, when the amount exceeds the amount required for protec-

tion, it becomes an unprofitable investment. To increase the stock to such an extent that it would be impossible for a shortage of any nature to exist would require an additional investment for the company of hundreds of thousands if not millions of dollars, as it would be necessary to increase the stock at each point. When this is taken into consideration, it would appear that an occasional temporary shortage would be more profitable to the company.

Speaking of material in car load lots, approximately 400 car loads of material are received monthly at the general store, an average of 325 of which are actually unloaded and a like number is loaded out. Approximately 700 car loads of material are handled monthly at the general store.

Personally, I feel that the mechanical department and the stores department are as closely related as any two departments on the railroad. In fact, they have so much in common that in some respects what is beneficial to one is beneficial to both. Prompt delivery of material will naturally increase the efficiency of the mechanical department and have a tendency to reduce the cost account of eliminating delays and the necessity of robbing other equipment. On the other hand, increased efficiency and reduction in cost in the mechanical department will reflect favorably on the stores department. Reduction of stock, especially of surplus and obsolete items is as beneficial to the mechanical department as to the stores department for the reason that the stock balance will be decreased and will make it possible for the stores department to carry a better stock of material than is actually required to maintain equipment. Accumulation of surplus and obsolete material makes it hard to obtain any kind of material, while elimination of surplus and obsolete items makes it easier to obtain material on account of keeping the stock balance down to the minimum.

I have never heard of a complaint relative to the amount of material ordered if it was actually used for a good purpose, however, we have all been more or less criticised for the purchase of material which was not used for the purpose intended or was wasted, which in a great many cases was justly due us. The purchase of material which is not used means the same thing to the company as it would to you or I if we were to buy a watch that would not keep time or an automobile which we could not drive. The expense does not stop at the initial cost, but the cost of handling and loss of interest increases each month. Suppose, for instance, we buy a 300-lb. steel casting. The initial cost will be approximately twenty-four dollars. If it costs from 7 to 15 per cent to handle material, which is being charged at the present time, it is reasonable to believe that it would cost at least twelve per cent to handle a casting for a year. At this rate the cost of handling will be \$2.88 per year. The company has

lost its cash and in its stead it has a dead casting which does not bear interest. At eight per cent the company is losing \$1.92 per year. This, when added to the cost of handling, results in a yearly loss of \$4.70. In five years the loss will be \$23.50, which is almost equal to the initial cost or, in other words, the total loss will be equal to almost twice the initial cost or \$47.50. This does not apply to castings only, but to other items of equal value. It might also be well to mention that such items remain in stock at the new price until the material is either used or scrapped.

In conclusion, will say that the stores department is not 100 per cent, however, can conscientiously say that an honest effort is being made to furnish the mechanical department material with the least possible delay and at the same time reduce the stock balance which is desired by the management. I personally feel that a great deal has been accomplished in this respect and satisfactory results are being obtained in the way of decreasing the amount of shortage and reducing the stock. These results have not been obtained entirely through the efforts of the stores department, but through the combined efforts and close co-operation of the two departments, and as expressed by A. W. Blume, general storekeeper, through the co-ordination of ideas and action, which is vitally necessary in order to successfully inculcate the spirit of using company material as economically as though purchased for personal use.

Changes, Transfers and Appointments

J. R. Dritt appointed permanent agent at Sapulpa, Okla., vice C. H. Hensley, transferred.

H. G. Snyder appointed permanent freight agent at St. Louis, Seventh Street Station, vice J. W. Gantz.

C. H. Hensley appointed permanent freight agent, Tulsa, vice H. G. Snyder transferred.

More Ozark Ozone

They call Justice Joiner of Richmond the "marrying judge." Well, he is a natural born Joiner, isn't he?

A DeKalb County firm of attorneys advertises as follows: "Apples, nuts or cider accepted at market prices for advice."

Just because a man lives in Smithville it is no sign that you have a right to call him a Smithvillian.

A newspaper reads this way: "Autos prolong life." They also shorten them occasionally.

A certain Missouri school flapper says her class motto is: "Ad astra per aspirin."

How is this for appropriateness? A Missouri newspaper runs an undertaker's advertisement in its automobile section.

In Old Mexico With the Passenger Agents

By

SAM A. HUGHES

APPRECIATING the fact that many of my old friends of the Frisco are always interested in learning of Foreign Countries, I am prompted to submit a brief review of my recent trip to Old Mexico after an absence of twenty years. Mexico, the land of the "Fair God," rich in history, poetry, melodrama and tragedy combined.

Leaving St. Louis on the "Red Special" on October 4th, last, in company with a number of my old friends of the American Association of Traveling Passenger Agents enroute to their Forty-ninth Annual Convention, our first stop was made the following day at San Antonio, Texas, where we were most cordially received by a committee of citizens and escorted to the Alamo upon whose sacred soil within the old and fast decaying walls, there is no greater or nobler monument dedicated to the bravery and heroism of the men who sacrificed their lives in the cause of human rights and human liberty; the story has been told to countless thousands to be handed down to the children of men. Oh! Bowie and Crockett, your deeds of valor will be forever enshrined in the hearts of the American people.

Mexico originally under Spanish rule boasted of the greatest expanse of territory in the known world stretching out as it did from her Southernmost boundary to the Pacific Coast, northward to British Columbia and Eastward to the Mississippi River, an Empire in itself, the greater portion now included within its confines of the United States of America whose rapid developments and wonderful progress contributing to its prosperity and happiness of mankind baffles description.

But getting back to my subject, permit me to make the assertion that not on earth is there a more delightful climate than in the Republic of Mexico, where both winter and summer blend, producing most delightful days in winter, of cloudless skies, in summer refreshing showers, making it an ideal place in which to live.

Space will not permit me to go into detail historically, but I crave your indulgence for a moment whilst I give you the story in brief as revealed to me. Turning back to the days of the Aztecs under the reign of Montezuma, in and around the City of Mexico including those awe inspiring Pyramids of Teotihuacan so recently uncovered and standing today as silent monuments to so called Pagan greatness where the Gods commanded their subjects to offer up their lives upon the sacrificial altar before the High Priest sitting upon the altar of blood and fire, fanatical but faithful even unto death, until the coming of Cortez bearing the cross of the one true God, causing the tearing down of the Temples and their idols and marking the beginning of the end of Aztec rule and dedicat-

ing the Cross symbolic of our Saviour for all eternity.

But my fellows of the Frisco, what of the hour? With all the troubles of the Republic of Mexico. She has arisen and bids fair to again take her place within the ranks of her sister nations keeping step in the march of peace, prosperity and good will, the blessed message of good cheer now being heralded throughout the universe, its basic principle, Peace on Earth, Good Will to men.

Mexico with its most excellent climate, its fertile soil, its prolific yield in vegetable products, fruits and flowers, its corn, wheat, rye and barley of the temperate zone upon the uplands, its sugar cane, coffee, vanilla, cotton, indigo, rubber, tobacco and cocoa in the hot lands, while every variety of cactus produces useful commodities from the fibre of the Ixtle to the Pulque Tequila and Marschal of the Maguey. In forest, mines and mining particularly, silver and petroleum, the production is great, but in its infancy, awaiting men and money from abroad to uncover and send forth to all the world as a contribution and a boon to humanity.

In resuming the journey our first stop after crossing the Rio Grande River at Laredo was Monterey where we were most hospitably received and inspired by the sweet strains of the military Band at the station as they rendered the Star Spangled Banner. The citizens composed of both native and American spared neither time, money or energy in their eagerness to make it pleasant and entertaining for the delegation, consisting of three hundred men and women representing the Transportation Companies of the United States of America and the Dominion of Canada, whose mission was to meet the people of Mexico and ascertain the social and economic conditions as they now exist and equip themselves with personal and first hand knowledge to impart to the Capitalists and Investors, the Tourist and the Commercial Traveler and the Home Seeker and Builder in search of foreign fields in their various lines of endeavor, which should result in the social and economic upbuilding of our neighbor to the southward and rebounding beneficially to all. Monterey with her public civic spirit and earnest desire to co-operate with the United States, its professional and trade conditions including the possibilities of agriculture and manufacturing, give great promise, and the people look confidently to the future growth and prosperity of their own, and their anticipations will, I am sure, be realized.

San Luis Potosi turned out in large numbers to greet us, escorting us to the Palace where the Governor in his best English gave us a very hearty welcome, pledging the friendship and close co-operation of himself and his people, appealing earnestly for a better mutual understanding of the peoples residing upon the same hemisphere to the end that peace and happiness may forever prevail between Mexico and the United States. San Luis Potosi has much to offer in art, music, learning and architecture, together with a rich and productive soil and last but not least, a friendly and hospitable people, craving a closer relationship with her neighbor upon the North.

Guadalajara (pronounced gwad-lah-hara). Who has not heard of Guadalajara, the beautiful, the second city of the Republic with its up-to-date professional people, boasting of many novel attractions and superb climate, every day one of springtime, cleanliness and sanitary conditions in general being good, the evergreen parks and Plaza's brightened with flowers blooming in December as in June, its lakes, cascades and canyons, beautiful to behold. Towering above the city, pointing heavenward, there stands the Cathedral with its marvelous designs in architecture, both interior and exterior, its paintings by the old masters and its continuous service dedicated to the spiritual uplifting of humanity, leaves an everlasting impression in the hearts and minds of the visitor to this great and historic place of worship. Then there are the public buildings, including the Governor's Palace, the Mints, the Hospicio, and many other places of interest too numerous to mention, the last named is not a hospital as might be inferred, but a home for the poor of all ages from the babe in the cradle to old men and women bent with infirmities, the institution being splendidly managed under the authority of the state of Jalisco. The children receive an education and the product of their labor is offered to the public in support of the Hospicio. The people of Guadalajara are very kind and express a warm friendship for Americans. The citizens are occupied in various lines of endeavor and appear to be very happy. The San Pedro, a suburb where the wealthy have built many magnificent homes, the people are most cordial and express a desire to co-operate along the lines of friendship and good will.

City of Mexico! On our arrival in this ancient and historic city, we were again greeted by that splendid and well known Military Band, rendering patriotic American airs. As guests of the National Railways of Mexico, the Mexican Railway and the citizens of Mexico City, we were kept pretty busy in the way of entertainment, radiating from high mass on Sunday to Bull fights, Rodeos, Venetian Boat

Rides on the floating gardens of the Laviga Canal, and then came the President's reception in the Palace, together with the freedom of his country home at Chapultepec, giving us an opportunity to feast our eyes upon regal splendor, dazzling in grandeur, both inside and out, with a few ancient pieces of furniture, formerly the property of Cortez and Maximilian, reminders of departed greatness, tragedy and blighted ambitions of once powerful rulers who doubtless revelled in the pleasure and ease of this delightful sport, gazing down into the beautiful valley of Annurc, and the field of Churubull, and as the legends tell us that under the restful shades of the monarch trees and foliage, there reclined in restful luxury Montezuma and the Aztec * * * borne there by his slaves and retinue of royalty be dressed in splendor and armed with spears, javelins, shields and other implements of war in constant preparedness for defense of the King and his Pagan Gods. Chapultepec is indeed grand and imposing, built upon a rock reached by a winding carriage road and a steep foot path on the other side, the other side being precipitous with almost perpendicular cliffs, and looking beyond to the east may be seen the shelving mountains and within the shadows there comes into view the magnificent City of Mexico with its wonderful towers, the tallest being the Cathedral and beyond there comes into view the famous hill and the historic church of our Lady of Guadalupe with its miraculous painting, the Tilma and the holy well whose waters are said to equal Lourdes in healing qualities. Great is Chapultepec and her environment and causes little wonder that men of ambition craving prominence, pleasure and ease, seek to become President of this Republic of Mexico. The City of Mexico claims a population of seven hundred thousand souls and while it is a cosmopolitan city, during normal times it is likewise characteristically latin, enjoying a commerce of wide dimensions. About two-thirds of her interchange heretofore going to England, Germany and France, much of it by rights and a little co-operation might have been diverted into the proper channels, flowing toward the U. S. A. Its commerce is diversified, large in volume, including much manufacturing and under amended laws by a wise administration, permitting capital to enter and function in its investment and general development, the capital of the Republic of Mexico will grow and expand along with the country as a whole.

The story would be incomplete did we not touch upon the part taken by the Mexican Railway—one of the first arteries of transportation to blaze the way and open up the country to commerce and civilization—this line built by English capital between Mexico City and Vera Cruz is a marvel of engineering, penetrating as it does a country whose natural scenic effect causes tourists of the world to claim superiority over the Alps in scope of

beauty and grandeur, magnificent to behold, its everlasting snow-capped peaks including Istaccibuatl and Pococatipetl, the former rearing its head heavenward with its everlasting crown of snow and called the white woman—the latter called the smoking mountain and then far and beyond the pier De Deligoba, also covered with snow and looking down into the fertile valleys where the earth gives up her life giving qualities in abundance and then the engineering feats conquering Esparanga Mountain an elevation of ten thousand feet with a stiff grade in plans, winning five per cent grade, requiring the trains to stop twice for the purpose of cooling the wheels, this portion recently electrified for a distance of thirty-five miles and the property as a whole managed economically and wisely by English and Scotch officers, great are her possibilities as she joins in the present and future development of a nation now standing in the daybreak of a wonderful era of prosperity. How can I close without mentioning the part taken by the National Railways of Mexico, a system of lines covering a large portion of the Republic and in splendid physical condition and considering the prolonged war of extermination and destruction of property now happily ended. This National Railways of Mexico enters largely into the country's future prosperity and growth and has much to do as a factor in the nations upbuilding now and in the future.

The Pyramids of Teotihuacan recently uncovered in the vicinity of Mexico City adjacent to the Mexican Railway are said to equal King Tut's of Egypt—both in antiquity and treasure, now being exploited by men of research within the shadow of the God of the Sun, whose granite construction extends over two hundred feet in the air and standing as a monument to ages past, challenging civilization, as it were to enter in and bring forth the handiwork of a race long years extinct and forgotten.

In closing let me say that Mexico with all her trials and tribulations will in my opinion come again, and under wise leadership and just legislation permitting the people with foresight and capital to enter in and uncover the millions of hidden wealth, great blessings will come to all and then when the crowning effort of men of wealth and vision becomes a truism in the country up north and See America by rail through Mexico and Central America, then will Mexico, the U. S. A. and all the nations interested come into their own and peace, prosperity and happiness will reign supreme.

The Present Views the Past

Lois M. Sheppard

Probably fifty years from now, or maybe not so long, someone will rummage around and find a copy of "The Frisco Employes' Magazine" issued during the year 1925—can't ever tell.

Not quite so many years ago there was a little magazine issued by the

name of "The Frisco-Man," and I now have before me a copy of the January, 1912, issue, which is devoted entirely to the "Safety First" movement.

The first few pages of this little magazine, which is about six inches wide and nine inches long, are devoted to photographs illustrating some of the many causes for accidents. In other words, the "don'ts" for trainmen, and some are such as "Standing between cars adjusting couplers," "Adjusting coupler with foot;" "Going between cars when they are in motion;" "Climbing between cars from one side to another;" "Carelessly left station baggage truck;" "Violation of the Blue Flag Rule," and many others that are of great importance.

John F. Long writes a very interesting article, "Man as a Debtor to Mankind." He says the man working with men, in charge and responsible for one man or a million men, must preach the safety habit. Appeal to men in the name of their families; show them actual cases of suffering due to accidents. Talk to them in a nice friendly way and point out to them that carelessness is next to murder—and possibly suicide.

B. F. Yoakum in his "Safety and Co-Operation," says, "If I were asked what is the most important problem confronting the modern railroad man, I would say Safety—Safety of employes; Safety of the public."

"Watch the Other Man," by E. L. Fay. You always know what you are going to do, but it is quite difficult sometime to tell just exactly what the other man is going to do.

And you just ought to see some of the photos of those who were on the Safety Committee in various localities.

Of course I do not know all of them by face or name, but there is one whose picture appeared in the October, 1924, issue of "The Frisco Employes' Magazine," A. A. Graham, master mechanic of the Texas Lines (located at Sherman, Texas), who was General Foreman in 1912.

Our VP&GS, O. H. McCarty, who was at that time Superintendent, Sapulpa, Okla., has changed some in looks, due to the fact he gets better things to eat here in Texas; but he is another who gets no older—just the same good old jolly boss, always smiling when he greets you.

Some of the other smiling countenances shown in this issue are those of J. E. Hutchison, V. P., St. Louis; Robert Collett, Fuel Agent; M. H. Rudolph, Agent Broadway station; H. M. Robinson, Agent 7th Street, of St. Louis; W. G. Wolfe, Agent, Pittsburg, Kans.; C. J. Snook, Agent, Birmingham; H. H. Brown, Superintendent, Ft. Scott, Kans.; J. L. Harvey, General Foreman, Springfield. There are many others whom I am sure should be mentioned, but since "time has wrought many changes" am unable to learn definitely their present location.



AMERICA'S MOST PRESSING NEED TODAY IS A LOT MORE HOLIDAYS

(Minneapolis Journal.)

What America needs most is more holidays. We have too few alarm-clockless days for a country as big and strong as we are. Victims of unemployment wouldn't have such a tough time if there were more holidays when everyone was loafing.

Legislatures haven't started to plumb the depths of our holiday possibilities. With 52 Sundays, 52 Saturday half holidays and about a dozen full strength holidays to start with, we can stretch the list of days we celebrate to highly pleasing proportions.

By making the following holidays legal we can fix it so tired business man has only one day a week to work. And when we reach that high state of efficiency we can start eliminating those:

Everybody up for this 1925 calendar:

- Jan. 1—The morning after. An indoor holiday.
- Jan. 5—Birth of Abie's Irish Rose.
- Jan. 9—Wedding anniversary of Peggy Hopkins.
- Jan. 16—Eighteenth Amendment day.
- Jan. 17—Anniversary of the birth of the bootlegging industry.
- Jan. 21—Opening of "Buy a Set of Earlaps" week.
- Jan. 26—Crossword Puzzle day. (Local holiday, celebrated in Rochester.)
- Feb. 2—Groundhog day.
- Feb. 10—Watch Your Hat and Coat day.
- Feb. 12—Lincoln's birthday.
- Feb. 13—Birthday of first Ford.
- Feb. 14—St. Valentine's day. Celebrated all day at box offices; scale of prices, 55 cents to \$1.65.
- Feb. 19—Birthday of the author of "I'll tell the cockeyed world."
- Feb. 22—Washington's birthday.

- March 4—Inauguration day. Not observed in the solid south this year.
- March 7—Another wedding anniversary of Peggy Hopkins.
- March 15—Income Tax day. Also known as Patriots' day, or All Suckers' day.
- March 17—St. Patrick's day. (Celebrated everywhere except in Invisible Empire.)
- March 21—Invention of the first telephone.
- March 22—Invention of the first wrong number.

- April 1—All Fools' day. (Celebrated in Wall Street, Texas oil regions and Los Angeles real estate sectors.)
- April 20—Anniversary of the first death from overwork on crossword puzzles.

- May 10—Yellow Tuesday. (Straw Hat day.)
- May 19—Get a haircut day. (Not celebrated in parts of West Virginia, Tennessee and Arkansas.)
- May 30—Memorial day.

June 9—Another wedding anniversary of Peggy Hopkins.

June 14—Flag day. Stop, look and listen at all railroad crossings.

June 29—Anniversary of the first publication of sticky flypaper.

July 4—The Fourth of July. Also known as Independence day outside the 12-mile limit.

July 5—Visitors day in accident wards.

Aug. 13—Dog day. Anniversary of when Hector was a pup.

Aug. 25—Another wedding anniversary of Peggy Hopkins.

Sept. 1—Opening of the oyster season.

Sept. 15—Derby day. Bells will ring all day for straw hats.

Sept. 22—Fall. (Not celebrated by the Republican party.)

Oct. 1—Moving day.

Oct. 31—Halloween. Front door bells will be rung in all parts of the United States.

Nov. 11—Armistice day. (Not celebrated as much as you'd think in Milwaukee.)

Nov. 17—Heatless Monday. (Observed in all apartment houses.)

Nov. 30—Thanksgiving day.

Dec. 24—Decoration day for Christmas trees.

Dec. 25—Christmas day. (Celebrated everywhere except by postmen.)

Dec. 26—Bargain day. Do your Christmas exchanging early.

Dec. 31—B. Y. O. L. day.

JOBS

By Barney Finn, Sarcoxie, Mo.

A boy with erudition
May find a "good position"
If he with that ambition
Pants or throbs;
But industry is yelling,
In vibrant tones and swelling,
For fellows who excel in
Useful jobs.

The youths who go to college
To soak themselves in knowledge
And whet a keen football-edge
On their knobs,
In subsequential stages
May find that work and wages
Don't seek out scented sages
For the jobs.

The flow of immigration
Is checked by legislation,
Excluding from this nation
Foreign mobs;
The native seeks nutrition
As "jawyer," "ist," or "ician"—
Or cigarette ignition—
Not at jobs.

In every occupation,
Profession or vocation,
Is found the perspiration—
Shirking swabs,
So hard-boiled guys, two-fisted,
Can get themselves enlisted
With MEN who have persisted
At hard jobs.

An army of commanders
Would lose a fight in Flanders
Without Doughboy upstanders.
And the GOBS,

So national progression
Must turn into recession
If culture breeds obsession
Against jobs.

He Overflowed

The long trip was coming to an end, and the conversation in the smoker turned to speed, induced probably by the regular, incessant click and roar that denoted the Limited was "makin' time."

"Puts me in mind of old Pahson Johnson," remarked one of the boys. "He always preached at camp meetings on some sensational subject, and one day listed the subject of 'Speed' as the subject of his discourse. He carried his flock along with him at a mile-a-minute speed, 'till he reached the conclusion of his remarks, at which point a considerable state of excitement prevailed, particularly on the part of Deacon Brown who was 'all-aquiver.'

"Look yeah, you people," cried the Pahson. "I has foah points to make. Fust, ah recollects yeahs ago when de one day walked 'cross de land at de rate of foah miles an hour."

"Amen!" said Deacon Brown.
"Den," said the Pahson, "we gits de steam engine which goes seventy miles an hour."

"Amen!" said the Deacon fervently.
"Den we gits the auto which makes one hundred miles an hour!"

"Amen-Amen," said the Deacon rising to his feet in the excitement.

"An' finally," continued Pahson Johnson, "we gits the airplane which goes across de air **one thousand miles an hour!**"

"Whereupon the Deacon, in the last throes of ecstasy, jumped upon the seat and wildly waving his arms shouted, 'Hot Dog!'"

ETIQUETTE NOTES

Dear Editor—"Should you stir your tea with the right or left hand?"
Answer—"Use a spoon."

Question—"Do you think a young lady of 27 should go with young men to prize fights?"
Answer—"Not unless she gets the chance."

Knuck—"How did you get these figures?"

Lew—"I don't know, but figures don't lie, so they must be correct."

Transportation Lines

By Dee S. Teay
The Frisco

From the snows of the north to the sands of the south,
And from New York to old San Francisco,
This truth finds expression in every mouth:
"There are no trains like those on the 'FRISCO!'"

HE WAS GOOD

A coal company, with headquarters in the field, received an application from a stenographer. The company letter, together with the stenographer's reply are herewith given. For obvious reasons the name of the Company and the applicant are withheld.

THE COMPANY'S LETTER

Dear Sir:

We have your favor of the 18th inst., with recommendations, and in reply would say, we beg to inquire if you are a Remington operator? Please state what speed you have attained in dictation; also in transcribing.

In regard to salary, will state, we have always paid \$50.00 to \$60.00 per month, according to ability, but this is a fair salary compared with the very reasonable living expenses of this place. A single man can live on \$15; a married man, with or without a small family, can live on \$40.

You will readily see, therefore, that this is a very desirable place for a man who is anxious to save money.

At foot, we give you a memo of duties we would expect our stenographer to perform, and trust you will kindly write us at once, giving your age and above information, when we will be pleased to further consider your application with others now before us.

Yours very truly,

Memo of duties to be performed by stenographer:

- Dictation and transcribing.
- Filing and indexing correspondence.
- Operating and oscillating mimeograph occasionally.
- Sweeping and dusting office every morning.

THE STENOGRAPHER'S REPLY

Gentlemen:

Yours of the 8th to hand. In answer to your questions will state that I am a first-class Remington and Smith-Premier operator, with a speed of 100 words. Stenographic speed, 100 to 170 words a minute. Not having given you full information as to my capabilities in my last letter of application, I beg to put them before you now:

I am 42 years old; have had 23 years of active business experience, being connected with the British Embassy at Madagascar, and feel confident that if you will give me a trial I can prove my worth to you. I am not only an expert biographer, linguist, expert telegraphist and erudite college graduate, but have several other accomplishments which make me desirable.

The light duties which you enumerate in the capacity of stenographer and indexing clerk, mimeograph operator, stable boy and office porter, would not, I am afraid, keep me busy, and would not be enough to keep me from getting homesick. I am an expert snow shoveler, first-class peanut roaster, have some knowledge of removing superfluous hair, have a medal for reciting, "Curfew Shall Not Ring Tonight," am a skillful chiropodist, a practical farmer, can cook, take care of horses, crease trousers, open oysters, repair umbrellas, cane chairs and am also the champion plug tobacco chewer of Louisiana. My spitting record is 36½ feet.

Being possessed of great physical beauty, I would not only be useful, but ornamental as well, lending to the sacred precincts of your office the delightful charm that a Satsuma vase, or a stuffed billy-goat would. My whiskers, being extensive and luxurious, my face would be useful as a pen wiper and feather duster. I can, after office hours, take care of the children and prepare them for bed, and having the use of the pony cart could act as dog catcher on my way to and from the post office.

As to salary, I feel that I would be robbing the widows and orphans if I were to take advantage of your magnificent offer by accepting the fabulous sum of \$50.00 per month, when my expenses as a married man would be but \$40.00, and would be willing, therefore, to give you my services for

\$45.00, thereby giving you an opportunity of not only increasing your donations to the church, but also enable you to endow a bed to the dogs' home.

Really, gentlemen, your unheard-of bounties border on the supernatural and to the unsophisticated must appear like reckless extravagance.

By the way, I might ask if it would be objectionable if I should practice on my cornet in office during my leisure moments.

Hoping that this will appeal to you, and that you will further consider my application, I am,

Yours very truly, (?)

In the Making

J. I. Stephenson

Some men are made with money,
Some men are made with sense,
Some men are made by streaks of luck

Whose faculties are dense.

Some men are made through politics,
Some men are made through pull,
Some men are made by the exercise
Of their gift of throwing bull.

Some men are made by gushing oil,
Some men are made of cheese,
So why in the h—, while they're
making men

Can't they make me one of these?

The Faithful, Old Dispatcher

By C. B. Crowe, Night Hostler
Jonesboro, Ark.

It's not the man that pulls the throttle,
At a mile a minute rate,
It's not the man that wields the shovel
That keeps the trains from running late.

It's not the man that opens switches,
Nor the one that rides behind;
'Tis the faithful, old dispatcher,
That runs the trains out on the line.

He's the one that gives the orders,
Tells you just where you shall go;
Though you may have fruit or pork
chops,

Or a heavy drag on two thirty-four.
Makes no difference what you are running,

You read your orders and then you go;

You know your meeting points exactly,

'Cause the dispatcher told you so.

Now, that is not all that the dispatcher
Has got to do during the day;

There's a hundred other messages,
He has to write and file away.

Some come from the water service,
Some from Bill Eaves and then—

Another bunch that the roadmaster
Wants sent to the section men.

There's Tippler, Freeze and Carney,
McWilliams, Marsh and Callahan,

Bob Henson, Horstman and Bradley,
I don't think I skipped a man.

They can surely be relied upon,
'Cause they have all stood the test;

The trainmen can always feel safe,
With any of these men at the desk.

You can talk about your hogheads,

In the engine cab so brave;
Also your scientific fireman,

Trying hard the fuel to save.

That's alright, we give them credit,

Each man has his part to play;

But the faithful old dispatcher,
Has a heavier load than they.

You will hear some hoghead curse
him,

Some conductor will say he has no
brains;

But the old boy knows his business,
He tells them how to run their
trains.

He's ready to take or give an answer,
Makes no difference what it might
be,

Yes, it's the faithful, old dispatcher,
Down in Memphis, Tennessee.

Some Men We Meet

By Carl Yarbrough,
Jonesburg, Arkansas

There's a kind of man that strikes
my fancy,

When I meet him now and then,
You'll never hear him whimper,

When disaster seems to impend,
But he toils away and accepts his lot,

What'er that lot happens to be,
Though low his station in life and
humble,

Great as the greatest of men is he.

There's another helpless baby kind,
That wails at a wee bit of woe,

And when friends chance to meet him,
Makes them want to turn and go,

He belongs to the chronic grumbler
tribe,

And finds fault with everything,
Seems to think it is only he,

That the hand of fate has treated
mean.

We have yet another boresome loafer
kind,

That never has much on his mind,
Except a lot of idle talk,

To take up your valuable time,
He belongs to the "has been" boaster
class,

Can do more than most any one,
But usually when you learn the truth,

There isn't much to show for what
he's done.

The boaster's voice or the wail of woe,
Has been and always will be rife,

They should rouse themselves and
find joy,

In a better understanding of life,
Of course, I know we are all fallible,

And have a weakness in some way,
But why be dumb and go through life,

Like a puppet or flotsam in the
sway.

Now friends do not think me a cynic,
For I find good in all men I meet,

But the trouble with a lot of us is,
We don't know when to be dis-
creet.

Think ye not the time you have,
Is meant to spend in idle repeat;

Why think ye you cannot use,
That time to study or complete a
task.

QUESTIONNAIRE ANSWERS

(Continued from Page 12.)

how to improve his work. I believe it is first class in every way. It surely is being read down here."

"Not an improvement to be suggested. It is thoroughly read. We watch anxiously for it."

Of the answers received, just one criticised and that criticism is here-with given:

"Too much safety first. Too much traffic stuff. We are interested in the employes, not in the story of how much business was obtained last month. Stories of new equipment do

not interest us—perhaps they should—but they do not. You do not give us enough editorials. You also could make the 'Merriment' pages more interesting by using only original material. Cut out the poems. No one reads them save the authors and they should be compelled to do so. It's a good magazine, but could be better if better quality paper was used, more snappy stuff, less talk of the Chamber of Commerce town boosting proposition and more talk of our own people."

"FRISCO NIGHT" as Observed by Tulsa Transportation Club

Wide-awake Tulsa — that rapidly growing city in Oklahoma—center of oil interests and last, but not least, home of the Transportation Club of Tulsa.

On February 10th, the Frisco officials were elaborately entertained at the Hotel Tulsa by the Club. Although the weather displayed all its different varieties, including snow, rain and wind, it only added enthusiasm and pep to the gathering.

At 6:15 p. m., some twenty officials of the Frisco, together with members of the Club and their wives and friends, assembled in the spacious dining hall, filling it to capacity. Dr. Claude E. Hill, pastor of the First Christian Church, led the invocation, following which, H. W. Roe very ably presided as toastmaster.

Other visiting railroad men among the guests: H. G. Holden, freight traffic manager, Wabash, St. Louis; H. A. Weaver, general freight agent, Kansas City Southern, St. Louis; J. W. Clark, assistant general freight agent, Big Four, St. Louis; J. T. Johnston, freight traffic manager, Pennsylvania Lines, St. Louis; E. D. Ainslee, assistant general passenger agent, B&O, St. Louis; D. J. Collins, assistant general freight agent, Katy, St. Louis; H. W. Morrison, assistant freight traffic manager, Rock Island Lines, Little Rock; George E. Schnitzer, general freight agent, Rock Island Lines, Little Rock; Pat Portel, assistant general freight agent, Rock Island Lines, Oklahoma City; V. E. Anderson, traffic manager, Okmulgee Northern, Okmulgee; J. S. Henney, general freight agent, Nickel Plate, Clover Leaf District, Toledo; J. T. Smith, assistant general freight agent, Nickel Plate, Clover Leaf District, St. Louis.

Tulsa guests included T. A. Trusty, real estate board; Fred W. Insull, president of the Chamber of Commerce; William Holden, secretary Chamber of Commerce; C. A. Mayo, president Mayo Hotel Company and Willard Foster, oil man.

During the serving of the dinner the Frisco Mechanical Department Or-

chestra furnished music, while at intervals the Frisco Paramount Four rendered popular numbers, responding to hearty applause. Miss Martha Moore entertained with several selections, including a musical monologue. James K. Cook, whose home, until five years ago, was Glasgow, Scotland, pleased the audience with his songs in Scotch dialect.

At the close of the dinner Mr. Roe, introducing the Frisco officials, spoke of the good fellowship and pleasant relations enjoyed by the concerns of Tulsa through the splendid service of the Frisco, the greatest railroad with its main line running through the city.

President Kurn, who made the principal address of the evening, pointed to the success of the Frisco in the last two years in decreasing its operating expense and increasing its revenue and said he believed this was possible to a great extent because of a new "support from the public which is truly gratifying."

Less governmental meddling with the operation of the railroads is a great necessity, he said, and added that the present tendency seems to be not only for no new laws to hamper the railroad management, but for the repeal of some existing laws. This would work to bring about healthy expansion, he believes.

Vice-President Koontz chose for his subject, "Man," dealing with good fellowship, and the human interest of a big railroad system. Mr. Koontz said that you couldn't forget Tulsa, for everywhere you always met "a man from Tulsa."

The fun-maker of the evening was Sam Butler, called "Sunshine Sam" in Tulsa. He kept his audience in gales of laughter, relating stories from the Far South and of the early days of his life, ending with stories of his visit through an insane asylum and a toast to the ladies.

J. N. Cornatzar, passenger traffic manager was the last of the speakers, and he caused a great deal of merriment in frequent references to other officials.

At the conclusion of the meeting the

guests enjoyed dancing and cards, the music being furnished by the Frisco Mechanical Department Orchestra.

The Frisco officials were unanimous in their praise of the splendid evening which they enjoyed, and extended their thanks to the Transportation Club of Tulsa.

J. W. James, a member of the Club and executive general agent at Tulsa, contributed in no small way to the success of the evening.

The Frisco Mechanical Department Orchestra, employes of H. L. Worman, Superintendent of Motive Power Department, deserve praise for their splendid music. They were organized only a short time ago, and are all members of the Frisco Mechanical Department Band of 35 pieces.

The Frisco Paramount Four, who entertained during the dinner, and received most hearty response, are also employes of Mr. Worman's department.

Who's Who on the Western

Grace Catherine Campbell, better known as "Hap," is not a veteran in Frisco service, but certainly is a captured prize. Started in the Assistant superintendent's office April 8th, 1923, and is now clerk in B&B department. Cape Girardeau's loss was our gain. "San Fran" Club is proud to claim Grace as President, and when it comes to tennis, swimming, dancing, sympathy or doing her part, she can't be beat. Her work as assistant superintendent's clerk and B&B clerk has been handled in such an efficient manner, we are anxious to see how she would handle the position of assistant timekeeper.



GRACE CATHERINE CAMPBELL



FRISCO RAILWAY BOWLING LEAGUE

SEASON OF 1924-1925

Team Standing and Averages Including Games
February 13, 1925

Teams	Games	Won	Lost	Percentage	High Single	High Three
Engineering	60	37	23	617	938	2,647
Interline	60	36	24	600	960	2,640
Tower Grove	60	35	25	583	917	2,657
Freight Traffic	60	32	28	533	934	2,569
Passenger	60	31	29	517	910	2,553
Auditing	60	29	31	483	916	2,550
Revising	60	25	35	417	886	2,531
General Freight	60	15	45	250	819	2,358

TEAM RECORD
High Three

Tower Grove	2,657
Engineering	2,647
Interline	2,640
Freight Traffic	2,564

High Single

Interline	960
Freight Traffic	934
Tower Grove	917
Auditing	916
Passenger	910

INDIVIDUAL RECORD
High Three

Conley	643
Wilson	627
Spielman	620
Gauvin	601
Burgdorf	594

High Single

Buchheit	253
Duffy	237
Conley	237
Spielman	237
Durfield	233
Jochum	233

INDIVIDUAL AVERAGES

Names	Games	Averages
Conley	60	179
Spielman	60	176
Schaffnit	54	173
Gauvin	57	172
Duffy	60	168
Bacon	51	168
Burgdorf	60	167
Shad	54	167
Rose	60	166
McAuliffe	60	166
Houlihan	57	166
Wilson	42	166
Zeis	24	166
Sullivan	48	165
Jochum	54	163
Rohfling	57	162
Norden	21	161
Reinheimer	54	160
Petera	54	160
Kinworthy	48	160

HIGH SINGLE — INDIVIDUAL
February 13, 1925

Jochum	233
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F. W. ROSE,
Secretary.

INDIVIDUAL AVERAGES

Auditing

Games	Averages
60 McAuliffe	166
54 Reinheimer	160
48 Kinworthy	160
48 Durfield	159
42 Bullerdick	147
12 Bird	147
33 McDermott	144

Engineering

Games	Averages
57 Gauvin	172
42 Wilson	166
57 Kranefuss	154
54 McBride	149
57 Schopfer	147

Freight Traffic

Games	Averages
60 Rose	166
48 Sullivan	165
54 Jochum	163
21 Norden	161
51 Spinner	155
39 Bauer	145
23 Curran	145

General Freight

Games	Averages
48 Wolfert	149
60 Stemmler	146
48 Braun	146
21 Fritz	139
21 Bardgett	138
27 Bather	137
27 Heckel	134

Interline

Games	Averages
15 Tschampers	182
51 Bacon	168
60 Duffy	168
60 Burgdorf	167
54 Petera	160
15 Sugrue	159
30 Voss	136

Passenger

Games	Averages
54 Schaffnit	173
57 Houlihan	166
51 Tremayne	155
54 Eichnauer	154
54 Stoessel	148
39 Hallman	145

	Revising
57 Rohfling	162
42 Grob	159
51 Buchheit	157
42 McLean	157
38 Berkeleye	145
39 Egen	142

Tower Grove

60 Conley	179
60 Spielman	176
54 Shad	167
24 Zeis	166
57 Weisheyer	156
6 Lyons	148

F. W. ROSE,
Secretary.

Frisco Boy Leads in Sports

Leroy Prater, a clerk in the office of H. L. Worman at Springfield, established many new records in the annual all-around championship tournament held at the Springfield Y. M. C. A. last month. Prater is one of the best all-around athletes in Springfield and has made a great record for himself in track and field work.

Short Sportorials

Why can we not have more sport news from Springfield—that's what the "sports editor" wants to know? Surely there must be plenty of news among the followers of athletics in the general offices down there.

And along the lines. In every "Frisco City" there should be something of interest to followers of out-of-door sports, and the gym sports as well.

Heinie Mueller, now a St. Louis Cardinal and formerly a Frisco baseball star, is determined to have the best year of his major league career.

The Frisco will be well represented in the sectional bowling tournaments at various places this month and some of the teams at least are expected to hang up new records for future bowlers to aim at.

Baseball is with us. The big league teams have all but completed their spring training trips and soon the sound of bat meeting ball will be heard in the railway leagues of the various towns along the Frisco.

Send in all the sport news you have, it is always of real interest to readers of the magazine.



Homemakers' Page



MISS LORETTO A. CONNOR, Editor

Along Famous Fifth Avenue

Suppose you take a walk with me up famous Fifth Avenue! Let's walk for a while—then we can take a high top bus and get the perspective!

Crowds, crowds everywhere! There are two continual streams on each sidewalk, one going and one coming and if you happened to be brave enough to cross over, next to the show window, you have to wait your turn to get back on the outside line again! For one who studies human nature, here is the most interesting "Scene for a Plot" in the world!

Ah, here comes the woman with fine furs—in fact a long mink coat. Her jaunty little hat, her well fitting kid gloves, and her tiny well-shod feet indicate that she is wending her way to the curb, where she is met by a liveried attendant who relieves her of her bundles, she is helped inside her limousine, she settles back comfortably in one corner, effects a very indifferent stare, straight ahead and she is whisked away, and the ordinary passerby never lays eyes on her again—not that she has left town, but shifting four million people around in that huge city, it is a fair guess that you would not be likely to meet her again?

Gazing longingly in a window displaying Paris creations in gold cloth, is the shop girl. Her keen little eyes rush frantically from one model to another, and, mentally, she sees not the model, but her own little self gracefully swaying to and fro, refusing this one and that, "as her program is entirely filled, she is so sorry, perhaps he might 'cut-in', yes?" Suddenly she glances at her wrist watch, and as visions vanish, she is lost in the crowd—hurrying back to the office, which is so unromantic!

With her hat pulled down over one eye, a bunch of "frizzed" hair running wild from underneath the brim, a pair of cupid's bows for lips, outlined in the brightest of cerise, a high collared waist, underneath a tight-fitting coat, and a swagger, which only she can effect, chewing gum, and hands stuck almost through the coat pockets, comes the girl, whom no one could mistake, as belonging to Greenwich Village! The windows seem to hold no attraction for her—"clothes, Lord, who wants to dress—nobody, but them swell dames, danc-

ing with Lounge Lizards! Not fer me, thank yuh—I'll get my kick, spillin' Scotch with the gang in ol' 'Ugo's Hole!'" One has a longing to follow her—study her life—but she would not permit close scrutiny, for one can imagine a volley of words fired, which would be equal in effect to the report of a gun, were she once cornered, and, no one doubts but that she would be equal to any situation!

There's a number of old men, shabbily dressed, one meets two or three in every block, not together, but wandering aimlessly along, pushed from this side to that and apparently never caring which side they eventually land on. Their lips are continually moving, talking, talking, thinking out loud perhaps. One gives them a glance and passes on—forn looking old fellows—somebody's father, somebody's husband, but nobody knows where they are going; they're just moving along with the crowd, for they are not allowed to hesitate long—nobody is, there are signs all along the walk, "Keep Moving."

Quaint Easter Customs

Every country has its own peculiar beliefs and customs regarding all the great festivals. Perhaps those connected with Easter are not so well known as others, but they are none the less interesting and varied.

For most people who celebrate the day, Easter has retained much deep religious significance, but it is coming to be regarded more and more as a season of great festivities, with rabbits, chicks, eggs, lilies, fine raiment galore and all kinds of gay parties for young and old. Gift giving at this time is almost as prevalent as at Christmas.

Throughout many parts of Europe, Easter is observed with elaborate ceremony, entailing much preparation and forethought; the best music, finest gowns and daintiest gifts are in evidence on the occasion.

Eggs, symbolic of the Resurrection, have always been a part of the Easter celebration. In olden times colored ones were brought to the clergymen who distributed them to the poor. Artificial eggs containing jewels, or love tokens and verses, were also exchanged at this time.

The legend of the Easter rabbit is one of the oldest in mythological lore and is closely related to the folk tales

of Southern Germany. In the beginning of things the rabbit was really a bird. The Spring Goddess, Ostara, as a great favor, gave it four legs for which, of course, the rabbit was deeply grateful and so when the Easter season comes, in remembrance of its former life as a bird, it lays eggs of gorgeous colors. According to the German legend this interesting white bunny brings eggs only to those children who have been good, loving and kind during the preceding year.

Perhaps nothing in the way of an Easter celebration for children will ever supplant the egg hunt and egg rolling. The custom of egg rolling is a very ancient one for an entry in the expense account of Edward the First of England reads: "Eighteen pence for the purchase of four hundred eggs to be used at the Easter egg rolling." The price of hen fruit has evidently gone up tremendously since Edward's day, but the children of Washington are still thrilled by the annual Easter Monday egg rolling which always takes place inside the White House grounds. On this one day of the year all the children of the city, regardless of station, race or color, are guests of the President and partake in the merry sport.

April Showers Bring May Flowers

April, the last of winter and the first of spring. And who can think of spring without thinking, too, of gardens? Seeds are awakened from their slumbers and as if in response to their desire to grow comes the almost universal longing to get busy with rake and spade.

How marvelous the result if each of us yielded to the lure of the seed catalogue and back yards gave way to gardens—spots of delightful color and coolness like those found everywhere in England!

Those of us who have large grounds are fortunate, indeed, but one does not need much space to have a lovely garden. A plot of ground forty feet square may be made beautiful from snow to snow. All that is needed is a little more forethought and intelligence in arrangement and seed-buying. Do not let pictorial blooms and glowing descriptions lure your fancy astray. When you choose your seeds, think of where they are to grow and which colors will make pleasing combinations.

A successful garden does not mean countless packages of seeds indis-

criminally distributed; in fact, before the actual work of planting begins, much preliminary labor is necessary.

The first outdoor step might well be planning of the flower beds. In this connection, it should be remembered that Northern exposures are always cold or damp and that a Southern outlook, preferably protected on the North by a building, wall, or hedge, is the ideal situation.

After the frost leaves, the ground too may be prepared. It should be dug up thoroughly for at least the depth of a spade. Rosebeds are best when dug from two and one-half to three feet with five or six inches of stone or cinders at the bottom for drainage. Mix the subsoil with old, well-rotted manure and on top put a layer of loam, one foot in depth and well pulverized.

When the weather appears settled, begin to remove winter covering from perennials and shrubs, taking care to do no damage. Loosen up the soil around shrubby and young trees. At this time, too, lay out any new walks, grass paths, gravel, or those delightfully artistic stepping stones, sunk in the sod to the level of the ground. Perennial vines and climbing roses may be tied up at this time.

For a successful garden the best plan is to set out a substantial planting of perennials with all intervening spaces filled with annuals to assure continuous bloom. In choosing annuals, thought should be given to color harmony against which so many sins have been committed in garden making.

Spring Fashion Survey

"What are they going to wear this spring?" Ever since the Easter parade became an international institution, the query has been of all-absorbing interest to the feminine portion of society whether they expect to disport themselves on Fifth Avenue, New York, or Main Street Anywhere.

Far be it from us to attempt the last word on the question, for however rapidly we might manipulate the keys, fashion would move faster. Everywhere teapot tempests are brewing sporadically over sleeves and waistlines and necklines and boyish lines, the coiffure question, and so on.

The ever-present champions of the good old days vociferate that flares and Directoire tendencies have dislodged the straight lines and that rouge, the lipstick and even the cherished bob will straightway be among the discards. On the other hand, the countless champions of the less-cloistered (?) status of the modern maid constitute a mighty phalanx against the return of the majority of the encumbrances of the past.

So, although not attempting to set ourselves up as a fashion arbiter, we are going to take the liberty of submitting a list of the leading spring

tendencies from the pen of a prominent fashion expert:

1. The vogue of kasha cloth
2. The vogue of small coat collars
3. The vogue of front trimming
4. The vogue of kick pleats
5. The vogue of costume suits
6. The vogue of chiffon
7. The vogue of jabots
8. The vogue of abbreviations
9. The vogue of prints
10. The vogue of crown trimming
11. The vogue of long-haired furs
12. The vogue for color
13. The vogue of simplicity in sleeves
14. The vogue of V-necks
15. The vogue of self-material dress collars

The Lunch Box

The work of a great number of the men connected with the road is of such a character that it necessitates their taking lunches with them daily. The women who have a lunch to put up every day often find it a perplexing problem to think out satisfactory menus. First and foremost the lunch must be sufficiently nutritious to furnish the necessary energy for the day's work and varied and tempting enough to be appetizing.

A prime necessity for the man who carries his lunch is a wide-mouthed vacuum bottle for hot tea, coffee or chocolate. Wax paper and small glass jars for salads should also be available.

As for the content of the lunch box—sandwiches, fruit and cookies are the stand-bys. Nuts, raisins and an occasional salad are welcome. Fruit and meat pies, when made in individual pie tins, are extremely popular with the men.

Meat Pie

Line a small, deep dish with pastry, fill with cooked beef or lamb cut in pieces. Cover with gravy or brown sauce, seasoned with onion juice and Worcestershire sauce. Wet edges, cover with pastry and bake like apple pie.

Sausage Fingers

Roll pastry very thin and cut in pieces two inches by three inches. In the center lay a piece of sausage meat the size of a pencil and two and one-half inches long. Wet edges of crust, fold over the meat and press together. Brush over with beaten egg and bake until delicately brown.

Ham and Pickle Sandwiches

Mix chopped cooked ham with creamed butter and liquid from mustard pickle. Spread on buttered bread. Cover one slice with thin slices of pickle, with a lettuce leaf and with second slice.

Celery and Peanut Butter Sandwiches

Spread bread with equal parts of butter and peanut butter creamed together, sprinkle half the slices with finely chopped celery, cover with remaining bread.

It's Spring, You Know

If the spring fever gets you—and it surely will—do something drastic to combat it; get away for a week or a week-end, if possible. A change of environment is a great revivifier of pep and beauty.

If you are tied down to a job and can't get away, do something else for a change and mental stimulus. Take up some new exercise and go in for a sport. Horseback riding will make you over; early spring is a glorious time for long hikes in the open country. Or if you live near a gymnasium, it is not too cold to take up swimming and get in shape, literally and figuratively, for beach bathing later on.

If you're a home-maker and find it quite strenuous enough of itself, let your "rash" break out in some other direction. Redecorate a room or two, put up fresh, spring-like curtains. Or if you want to go in for personal uplift, get a new outfit. A spring hat is always the best of tonics, and new accessories throughout for the spring ensemble will be a godsend. Change your makeup or your coiffure. Do something, anything, to get rid of your mental winter flannels—Beauty.

Equivalent Weights and Measures

- 1 pound granulated sugar makes 2 cups
- 1 pound flour makes 4 cups
- 1 quart liquid makes 4 cups
- 10 pounds potatoes, pared, make 50 portions for frying
- 1 pound butter makes 2 cups
- 1 pound shortening makes about 2½ cups
- 1 ounce butter makes 2 tablespoons
- 12 pounds apples makes apple-sauce for 50
- 1 quart ice cream, sliced, will serve 8; in saucers, 10
- 1 bushel potatoes equal 60 pounds
- 1 bushel apples equal 48 pounds
- 1 pound currants or raisins make 3 cups
- 1 pound chopped meat makes 2 cups
- 1 pound coffee (dry) equals 5¼ cups
- 1 square chocolate weighs 1 ounce
- 1 single cake chocolate weighs 8 ounces
- 1 double cake chocolate weighs 1 pound

"THEY ALSO SERVE" WHO WORK AT DESKS

By OSWALD RAINEY

Many stories are told of the engineer or road man who has been in the service for years and years, but these men deserve no more credit than the man working at a desk day in and day out.

Four of these "old time white collars" are now in the service at the Springfield, Mo., freight office, and have been long before typewriters were introduced into the offices.

W. C. Smith, our agent, having been in service 37 years; W. J. Crawford, our warehouse foreman; C. E. Anderson, our chief bill clerk, and Jake Williams, delivery clerk, in service for 24 years. These fellows began working for the Frisco before it was consolidated with the old Gulf Railroad, at the old freight depot, which was then on the corner of Phelps and Jefferson Streets, a small affair consisting of a shed, a small office and three tracks which would accommodate about six or eight cars each. The passenger depot was then on the north side of the town, and where now the general office building is located, the old Central High School stood.

The men at the old depot worked from 12 to 15 hours a day, and considered themselves well paid at ten cents an hour. The billing was all made out in long hand. Imagine handling the business we now have without the typewriter and dozens of other labor saving devices?

Many interesting stories could be told of the experiences of the early part of the 1900's. How light freight too long to be loaded into a full car, would be lashed on top; of the old wire and lead seals without numbers, and the sealer with his iron tramping around after dark with his "hay burner"; of the pay day coming once a month on the 21st, and how, if you began work after that date, you would have to wait 50 or 60 days for your large check of thirty-five or forty dollars; of the absence of auto plats, impact recorders, cross-word puzzles, adding machines and comptometers; of the small force of 25 or 30 men, which has now been more than doubled; of the wagon drivers who could not work without their daily drop of the famous Milwaukee beverage; of the mud which completely surrounded the depot and the whole town for that matter, and which in rainy seasons came up to the hubs on the wagons; of the nights spent until morning buried in work for

the office force; of the methods of loading explosives and inflammables, which would make the Bureau of Explosives inspectors turn and run today; of the small equipment used for loading and transporting freight shipments.

Mr. Crawford, after a career which would provide thrills for any book or magazine, a long time spent in the U. S. Army in the Orient, came to work on January 1, 1901, as delivery clerk in the inbound warehouse.

Mr. Smith, after a period with the railroad at Paris, Texas, came to Springfield in the year 1891 as freight agent. In 1901 he was made general agent and a few years later commercial agent.

Mr. Williams came to Springfield from West Plains, Mo., where he had served for several years as warehouse foreman. He was made warehouse foreman here, but in a short time was called to Chaffee to serve in the same capacity. He soon came back here and has served here since.

Mr. Anderson left another position to take up the important duties of "mud hop" at the large pay of \$39.65 per month.

In 1907 the freight depot was moved to the present location on Main Street, and, of course, all chests were thrown out at the prospects of work for a railroad earning enough to be able to afford a new modern station. The old building was loaded on flat cars and taken to the north side where it now serves Mr. Mager's "mud hops" as a shelter.

Time has made many changes in the ranks of the old time freight handlers, some have passed on to where no impact recorders are needed, others have taken up new lines of work and are now successful business men, others are not doing quite so well; but the four mentioned above are still with us in responsible positions, and will be for some time from all indications, as a more healthy, contented group would be hard to find.

TRESPASSERS

By E. L. Collette

Trespassers, in the way of tramps beating their way, are becoming less numerous, but there are nevertheless a great many of them yet, and casualties are still numerous. Some of these

trespassers are merely boys or young men on a lark, and a great deal can be done with this class of young man by education and methods of interesting them in athletics or other modes of amusement and recreation which will occupy their time, keep their minds profitably engaged and be an asset to them in later life. Such movements have been inaugurated in most of our cities. They take the form of boating, bicycling and swimming races, football, baseball, basketball, boxing, fencing, rifle practice, track work, hiking, camping, fishing and bowling. Such amusements are usually accompanied by study courses, making the one palatable with the other and both getting good results for mind and body.

Another of our trespassing class is the itinerant mendicant, who is either unfortunate or a born nomad. These men, for they are usually grown, travel in cycles and are commonly known as the "B". Their movements are usually in groups and while some of them follow their destiny with a general exodus from a community whose industrial conditions have the reputation of being on the bum, others make an annual hegira from north to south, spending their winters in the south and their summers in the north, begging and stealing their way. With the professional class little trouble occurs, even in case of casualty as they are generally men without families or relatives, and if accident befall them they are a ward of the state or county or are buried in a pauper's grave. Of the class traveling from a slow community to a fast one such as oil field rushes, gold rushes, wheat harvest, etc., the railway companies are coping with them by offering reduced passenger fares, advertising where industrial conditions are good and making every inducement for the floating citizen to become a stable and a respectable home guard and when he must ride, induce him to ride the cushions.

There is another class of trespassers which is harder to handle and which becomes more alarming each year and that is the school children and town people who use the railway track as a thoroughfare. This occurs on the Central Division more notably at Fayetteville, Muskogee, Van Buren, Poteau, Hugo, Idabel and Paris.

Special agents have threatened and cajoled, have talked to parents and school children and the railway has spent large sums of money in putting up signs forbidding trespassing, but the results are, to say the least, not very encouraging, however, let us all take a new grip on ourselves and continue our efforts to discourage this most unfortunate evil and in the end we will have the satisfaction of knowing that we have fought a good fight, run a good race and contributed our best toward convincing the public that "Safety First and Last" is worth each one's individual effort and a community's combined energy.

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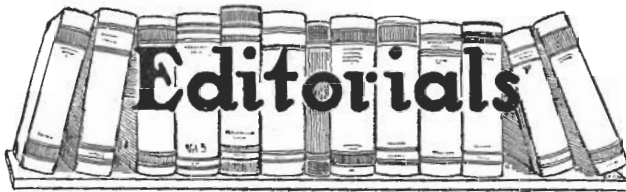
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No. 7

**An Editor's Benediction**

TODAY we feel much, we imagine, as does the preacher who having accepted a call to another church, pronounces his last benediction—his farewell to the congregation he is leaving. We recall vividly having heard one such sermon. The retiring pastor stretched forth his arms and in a broken voice said, "My friends, I cannot say much lest I say too much. I love you; every one and my work among you has been a beautiful, bright spot in my life."

For five years the present editor of this magazine has served the Frisco Lines, for three and one-half years as Director of Public Relations and for the past eighteen months as Editor of the Frisco Employes' Magazine. The infant magazine was born under his watchful eye, he has nursed it and nurtured it and hopes that his parental care has been the means of giving the youngster strength and courage to face the world.

But there comes now a time when duty to himself and others calls for a change. And with this issue, he sounds his "taps."

Sorry, indeed, to leave the scenes of so many pleasant experiences. Grateful for the kindly sympathy and splendid co-operation on the part of the great army of Frisco employes, whose wonderful spirit of helpfulness has lightened all burdens and made the work in this office a thing of real delight.

The "old" editor leaves with a genuine pang of regret, there will be many a time when he

will sigh for the companionship and warm-hearted sympathy of the Frisco men, with whom he has been so closely associated during this five years.

And we like to think—if you will permit us—that we shall likewise be missed just a bit. These five years have been productive of wonderful results in formation and cementing of friendships over the great Frisco system, not alone among employes of the road but among newspaper men, business men and leaders of civic and farm life everywhere. We shall miss these people.

What more pleasant than to drop into the office of a dear friend in Springfield, Tulsa, Memphis or wherever one may go and feel that one is actually welcome. We count as the greatest benefit we have derived from this five years of service with the Frisco the splendid friendships we have formed with men and women worth while.

The "job" of editing this magazine has been far from a tedious one. It has been our constant delight to attempt to find those articles and features which might interest you—our readers. And that we have not entirely failed is shown by the hundreds of letters on file in our offices speaking in complimentary terms of the magazine. And to you who have contributed to its columns we give the credit for the success of the publication.

We cannot refrain from commenting on the rather extraordinary fact that in the eighteen months' life of the magazine just one letter of adverse, destructive criticism has been received, just one false note sounded. And to counteract that—came that same day, nine letters telling us how eagerly the magazine was looked for in the departments represented by those letters. Under such conditions it would seem that our mission—that of establishing a real bond between employer and employe—has been at least partly accomplished.

And so we leave the work to another. We go to a new and we believe a wider field, where opportunities at this time look brighter and better for individual success. We can never hope to tell each of you how much we have appreciated and enjoyed your aid and sympathy. But we do want you to know that always in our mind there shall be a great storeroom *literally* crowded with pleasant memories of our *service* with the Frisco.

APRIL EVENTS



"THE NEW BONNET"



"SHOWERS"



"THE FOOL"



BASEBALL SEASON BEGINS

JOHN GODSEY

A FINE SUBURBAN HOME

THE living room is certainly the one indispensable room of the house. Where in all other rooms there is today a tendency to reduce size and make compact adjustments, such as the kitchenette, breakfast nook and closet bed accommodations, the living room is, wherever possible, made larger. We have done away with parlors and in general with reception halls, replacing them with sun rooms, sleeping porches and genuine living rooms. A real fireplace with neat mantle shelf goes far toward making a home out of a house and when bookshelves are added we have a combination conducive to ideal home life.

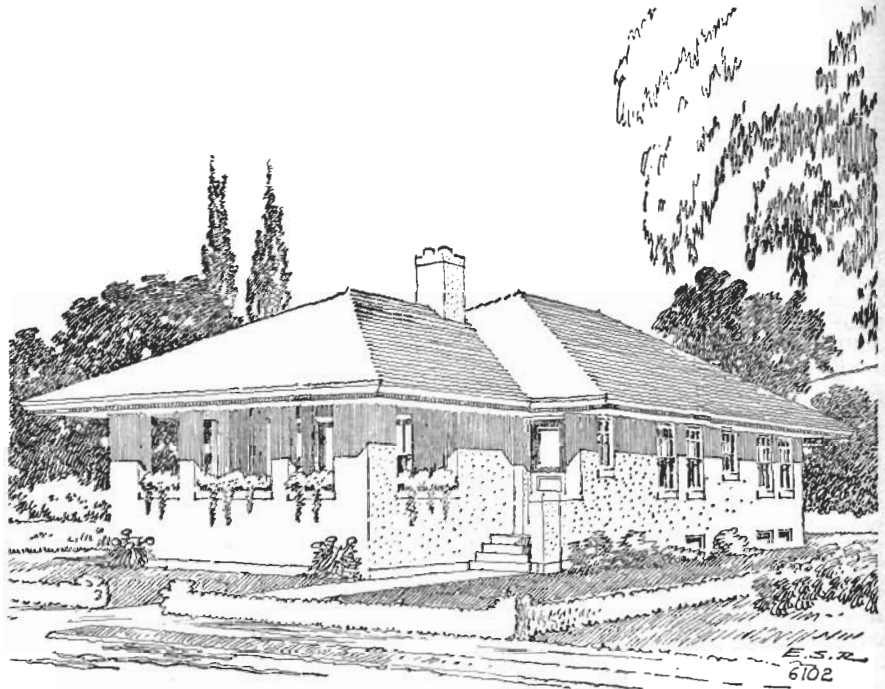
The living room of The Haslemere includes both of these features. It is large, 14 by 21 feet, and the veranda across the entire front, reached through double French doors, makes it appear doubly roomy and pleasant. Privacy of the room is maintained by the side entrance through a generous vestibule which has a closet for outdoor wraps.

The dining room is not shut off from the living room by doors, but is reached through a wide-cased opening. Its location, however, permits dining without interruption from callers at meal time.

There are three bed rooms with large closets, good-sized bath, a linen and a storage closet.

No space has been wasted in the kitchen. Three built-in units provide place for cooking utensils, cleaning equipment and bins for supplies. The sink and working table are under a window and away from the range. The refrigerator has a special nook of its own. In the service entry is a closet and steps down to the cellar which contains fuel and boiler room, made fire-safe by concrete walls and cement plastered, fire-resistive ceiling, a laundry, fruit storage and workshop.

The exterior of this house, while simple, is in unusually good taste and adapts itself well to fire-safe construction of concrete masonry, stuccoed walls and cement asbestos roof. The

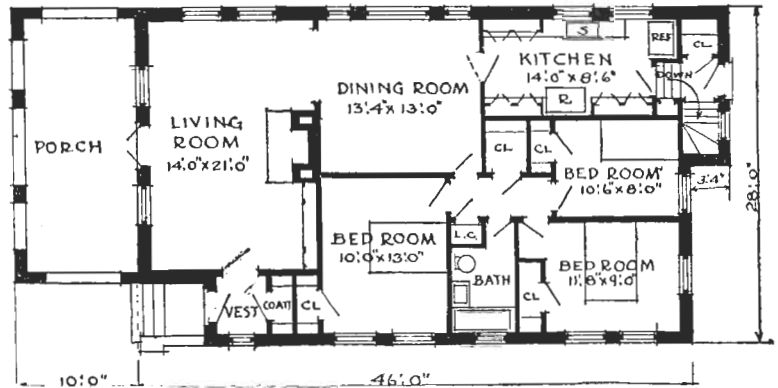


No. 6102—THE HAWTHORNE

color scheme can be arranged to suit the owner's taste.

Through the courtesy of the Portland Cement Association, a handsome illustrated booklet called "A Plain Talk on Beautiful Homes" may be

procured free of charge by our readers by writing the Editor. This booklet contains more than a dozen pictures of homes throughout the country and much information of interest and value to anyone planning a home.



THEY'RE INTERESTED—

The great majority of our readers say they want the Home Builder's Pages.

OWN YOUR OWN HOME

Nothing brings quite the same degree of contentment. A man's own home is truly his "castle."

Frisco Veteran Lived Eventful Life

Thos. L. Hasler Now Retired to His River Club
Near Crocker, Mo.

By BERTHA V. REED

Thos. L. Hasler was born July 14, 1852, at Baltimore, Md. When he was eight years of age his parents moved to St. Louis, at which place he attended school at the old Jackson school house on Market Street near the old water tower, and on the way to and from school, he and the other boys would throw rocks and were chased by the policemen several times. Miss Tar was principal of the Jackson School at that time.

Mr. Hasler's father was a cabinet maker by trade. April 14, 1860, his parents moved to St. James, Phelps County. The Frisco road was called the Southwest Branch of M. P., and just extended as far as Rolla, Mo. At the outbreak of the Civil War his father purchased a farm one mile from St. James, but was afraid to live on it account of the bushwhackers, as they were called, being so bad, so his father went back to town and worked as cabinet maker for a short time.

It was a difficult proposition to get anyone to work on the track or section and the superintendent of the Frisco—Southwest Branch of M. P., Thomas McKissick, persuaded his father to take the job as section boss and his father got several men to work for him. He also had the job piling wood and pumping water for the engines.

His father couldn't do all the work so he instructed young Tom how to handle the engine and pump station and how to pile wood. Mr. Hasler was twelve years old at this time. The master mechanic, Jake Johan, came through one day and said, "I see you have the kid helping you do your work," and to this his father replied, "I could not do all the work and attend to the section, too, and I just put the boy to helping me." The master mechanic said if the boy could do the work satisfactory they might as well put him on the pay roll and this is the way Thos. Hasler entered the service of the Southwest Branch.

The most important part of his job was to supply water for the engines and they couldn't get water unless he was there to let the drop pipe down to the engines, as the drop pipe and valve rod were fastened on the inside because the bushwhackers had been in the habit of coming along, letting the drop pipe down in order to let all the water run out of the tank. He lived close to the tank and at night the engineer would come to his home and whistle for him and he would almost freeze on cold nights by the time the tank on the engine was filled. He used to ride back and forth on engines and he got in the notion of railroading. They finally stopped

running trains at night account of the bushwhackers tearing up the tracks.

The farmers used to come to town with wagon loads of apples and the soldiers would always manage to get all they wanted. One day the soldiers unhitched the oxen and made them run away and by the time the farmers would get their teams of oxen back, their apples would all be gone.

In the fall of 1863 they experienced beautiful weather up until New Year's night, 1864, when it turned bitter cold and several soldiers that had been encamped near the town froze to death and several cattle froze standing up in the pastures.

Mr. Hasler remained at home until the close of the war—then moved to the farm that his father had purchased before the war. He worked on the farm until the spring of 1873. About the middle of May he learned they had established a Division point at St. James and he got a notion of railroading again and in June, 1873, moved to Springfield and went to firing on the road between Springfield and St. James. The first man he fired for was Johnny Bronneck. In 1876 he was promoted to engineer by Mike Kearney, master mechanic. He was engineer on No. 44 engine that was formerly a number ten spot. It was made by the Cook Locomotive Works and was on display at the Columbian Exposition in Chicago, 1893. It was owned by the Old Blair Line—later the Frisco purchased this engine and it was brought to Springfield and was assigned Mr. Hasler, his run being between Springfield and Ft. Smith, with Geo. Eddy as fireman. See picture of engine and crew, made at old depot at North Side, Springfield in 1899.

He had a regular run until the fall of 1876, and was then put on a work train which lasted almost all winter. In the spring of 1882 he was given a regular run as engineer in passenger service between Springfield and Neodesha, Kans. In 1892 he was transferred to the Central Division and remained on this run until he was retired, November, 1922.

Mr. Hasler's retirement was regretted by all who knew him as he had many friends on the railroad and he is greatly missed.

Mr. Hasler was married to Lucy E. McLean in Springfield, Mo., in 1883. They resided on the corner of Pacific and Clay Streets. They are the parents of eight children, five boys and three girls. All five boys work for the Frisco. His oldest daughter is deaconess in a Methodist school at St. Joe, Mo. His second daughter, Agnes, died December 26th, 1916. She was just 19 years of age and Mr. Has-

ler called her his lieutenant as she looked after his business affairs. His other daughter is Mrs. Dell Shirley, who resides on North Campbell St., Springfield.

Mr. Hasler is a great lover of outdoor sports and he told me a story of how a party of Missouri hunters in the Choctaw Country, Indian Territory, were cut off from the world for ten days and at night were besieged by hungry wolves. The story of this hunting trip was published in the St. Louis Globe-Democrat, February 8th, 1906.

Since retiring from service Mr. Hasler purchased a tract of land on the Gasconade River, eight miles southeast of Crocker, Mo. On this land was an old mill pond and Mr. Hasler has improved it by deepening it and making a lake. He built a stone wall at one end of this lake six feet high, thirty-six inches thick and seventy feet long. The lake is 340 feet long and ninety feet wide, from four to six feet of water. There is a spring in this lake and a spillway over the wall. He has the lake stocked with fish—just received a shipment from the State Fish Hatchery in December and will get some fine trout from Mr. Scott at Sequiota, and is expecting another shipment of rock bass from the state. He also has one four room bungalow, four room dwelling, store, blacksmith shop, and mill on this land and last, but not least, a fine cellar in the hillside. There is twenty acres in this tract of land and it was formerly known as the old Wheeler Mill Site, now known as the Hasler Club. He has built a new mill and has installed a fifteen H. P. Fairbanks-Morse engine.

Last Thanksgiving there were two doctors from the Rock Island Hospital in Chicago, paid the Hasler Club a visit. Also Mr. Hasler's brothers, George and Frank, Jim Dulin and Tom Dwyer, were visitors at the club. They had one Thanksgiving dinner—turkey and all the necessary trimmings, among which were the favorite apple dumplings and the sauce had the usual flavor.

Mr. Hasler is making great improvements at the club. He purchased 1,060 feet water pipe and has installed it from the spring in the lake to the yard and has a hydrant which makes it convenient in carrying water into the house. In a short while he expects to have everything modern at the club.

Mr. Hasler spends most of his time at the present at the club house. Several clerks from the Frisco offices are delighted when they can go to the Hasler Club. That is where some of the boys caught so many fine fish last summer.



Hotel Seavers.



Surety Bldg.



PROMINENT VIEWS IN MUSKOGEE, OKLAHOMA



Metropolitan Bldg.

Frisco Group Insurance Proves Its Excellence

Results of the group plan of insurance, now in force throughout the Frisco System, is rapidly and surely proving to employes the value of this means of protection.

A total of 816 claims of insured Frisco employes were paid during the year 1924, aggregating \$91,500, according to records of the Metropolitan Life Insurance Company, the corporation through which the group insurance is carried. Furthermore, dismemberment coverage was extended to the supervisory employes, who are entitled to individual protection in amounts ranging from \$1,000 to \$5,000—a similar schedule to that included in the life insurance program.

The Metropolitan reports that the 75 per cent minimum set by the insurance company has been oversubscribed and this protection became effective December 1, 1924.

The success of the plan has been so marked that now additional insurance has been offered to the supervisory group. Under its terms, one who is eligible will have life insurance in the sum of \$5,000 if in Class A; \$7,000 if in Class B; and \$9,000 if in Class C, paying in the event of death the full face of the contract. In case of total and permanent disability prior to the age of 60 years the payment will be as follows: Class A—\$90 monthly; Class B—\$126 monthly; and Class C—\$162 monthly, over a period of five years.

The terms of this additional insurance make it available to all present

employes of the Frisco Lines, irrespective of length of service and without medical examination.

It has been highly gratifying to the insurance department to note that a number of subscribers who failed to take advantage of the original offer have become patrons of the new plan, and the department wishes to urge that more employes avail themselves of this real insurance opportunity.

There is a genuine satisfaction in the consciousness of service rendered to shop craft and supervisory employes and their families when the experience of the first full policy year is reviewed.

SAFETY FIRST

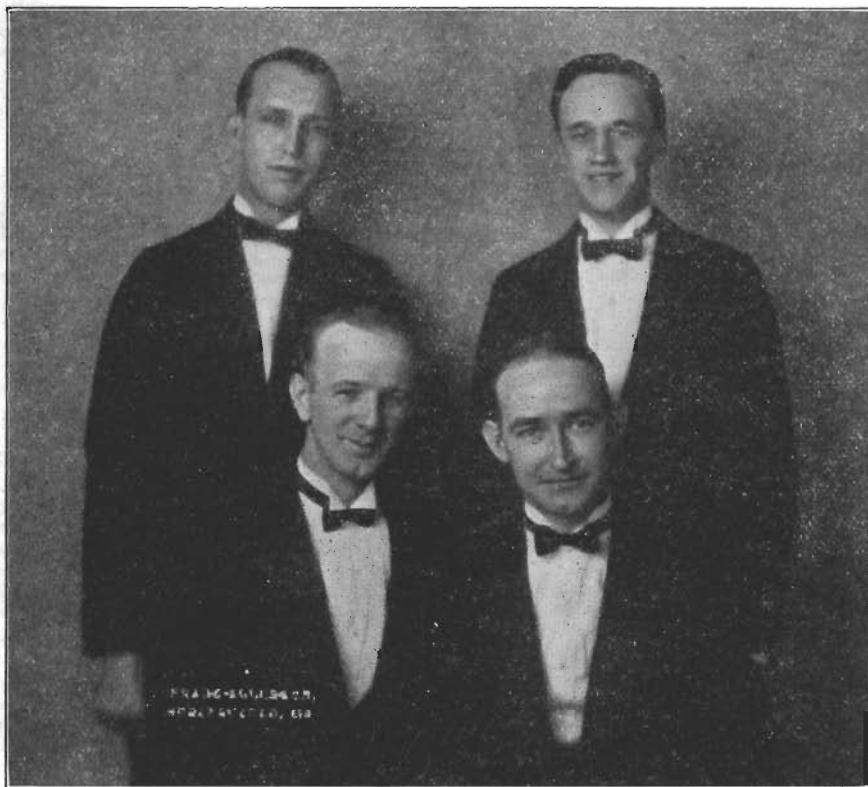
You may get tired of hearing through the magazine and through the newspapers — "Safety First" — but there are lots of folks who get killed and sometimes it is because they don't read enough "Safety First", or it is because they read it and then fail to heed it.

In this day and age, when speed means so much, there is an impatient attitude about most of us that is uncalled for.

Notice the woman waiting for a package to be wrapped: she fairly writhes with impatience if someone else happens to be ahead of her. Take the man crossing the street. The traffic has just changed and he is forced to wait one whole minute until it changes again. Does he do it? Sometimes! But more often you will see him dodging in and out among moving traffic—taking a great chance all because a minute was too long to wait!

Someone has said that the glass in your windshield is the same stuff that they put in hospital windows. Use your own judgment. Which one you want to look through.

THE FRISCO PARAMOUNT QUARTETTE



Standing—Right to left, Ira Smith, Joe Weddell
Sitting—Right to left, Ralph Matthews, Cecil Waites

Introducing the Frisco Paramount Four Quartette! Composed of employes of the Frisco Railway, these four have organized and are considered one of the best quartettes along the Frisco Lines.

These boys perform at practically all of the Frisco functions, and almost every program of any note in or around Springfield, their location, includes numbers by the Frisco Paramount Four. On several occasions they have filled in for missing acts at the local theaters and on February

10th were the guests of the Transportation Club of Tulsa, appearing on the dinner program.

Their repertoire is unlimited—including everything from "Mother Machree" to the latest edition of jazz.

Whenever they sing they spread happiness, pep and good fellowship, and all who have heard them, reward them with encores, and many of them.

Next time you want a real good program, just list the Frisco Paramount Four for a number!

Why Not for Railroads, Too?

"I believe that a newspaper should make sufficient revenue to do the following things in this order:

"1. To perpetuate itself, and keep itself in the lead in its community and trade territory.

"2. To generously compensate the real brain and muscles of the institution—its employes.

"3. To turn a fair rate of interest for the capital used—say, six or eight per cent."

—Marcellus M. Murdock,
Publisher, Wichita (Kans.)
Eagle.

BIRMINGHAM

"The Magic City of the South"

Launa M. Chew, Reporter

While I realize Birmingham is not the feature city for this month, Mr. Bell has asked for "a story" of points of interest, or employes who have accomplished something unusual or been in the service many, many years, and I know of nothing at the present time more interesting than the unusual growth of Birmingham.

Birmingham was founded in 1871; the area of the city proper covers 52 square miles, while the area of Birmingham and its suburbs embrace 120 miles and is now the third largest city in the south, thirty-sixth in the country and the biggest in America for its age, now having a population of over 200,000.

It is with much pride the citizens of Birmingham tell of the growth of their city; for the year 1924 bank clearings amounted to \$1,367,180,826.71, an increase of over \$60,000,000 over the previous year. Birmingham has a weekly pay roll of over four million dollars. 322 new corporations entered Birmingham during the year, making a total of 1,354 for the entire State of Alabama.

Coke production in Alabama, of which the greater per cent is produced in the Birmingham District, during 1924 is expected to meet the five million ton mark, when official figures are compiled by the State Mining Department. Throughout the year, the coke production has been almost 100 per cent and it is esti-

LAUNA M. CHEW

Below we have Launa M. Chew, the Magazine reporter at Birmingham. And a regular reporter she is—one of the best on the staff. Meet her—we know you'll like her.



mated the production will be greater than ever before in the history of the state. Largest producing companies being the Tennessee Coal, Iron & Railroad Co., Sloss-Sheffield Steel & Iron Co., Woodward Iron Co., Gulf States Steel, and Republic Iron & Steel Company. The most of these companies having large plants located on the tracks of the Frisco Railway.

The old time coke ovens are fast disappearing, as furnace operators build the latest and more modern kind, which will do away with the useless waste of great value, resulting in by-products from coal, including oils, sulphate and other by-products, which will add to the wealth produced by this district.

The Criss Crossing Mystery

By Marshall R. Evans

Not far from where the cross-continental highway crosses the Missouri state line, lies the cross-road hamlet of Criss Crossing, in all probability named for the town's postmaster and mayor, one Chris Cross. One learns from the sign in "box car" letters that runs horizontally across his place of business that Mr. Cross also handles general merchandise. Across the square, 'neath the once white-hued wooden cross that stands vertically above a deserted little building, one sees this inscription in modest, faded lettering, "Take the Cross and Follow me." This, gentle readers, being the sum total of the hamlet's outdoor advertising, we will now get on with our story.

Looking back across the square again to the veranda of Mr. Cross' store, we see what is apparently the total population of Criss Crossing gathered in three agitated, yet intent, groups. One gathers from this that the mail has been delivered, including the daily newspapers from the city. There are only three subscribers to the papers in the county, hence the three groups.

To a stranger not versed in the ways of the villagers, it would seem the news this particular morning was vastly important. And rightly so. Yet yesterday saw the same three excited gatherings, and barring unforeseen events, so will tomorrow. One is curious.

Suddenly one of the native sons jumps to a vertical position and gives vent to his pent-up vocal energies thusly: "I got it!" he shouts, "RA! RA! RA!" and looks around with a satisfied air, much as if he had just discovered oil in his back yard. "Ah, now I've got it," thinks the stranger, "they're reading the baseball scores!" But his thoughts are interrupted by a shrill voice that rises from the low murmurings of the crowd across the square, "'Taint no such!" shouts the owner of the falsetto, pointing a much worn writing pencil at the afore-mentioned Rah-Rah boy. "I said it was Ra, and Ra it is," comes the answer, "I

didn't go to no college for nothing!" Slowly the shrill voiced pencil pointer lowers his weapon with signs of disgust. "Well, all I gotta say," he muttered, "is that's a helluva name for anybuddy, much less an Egyptian sun-god."

And so you, gentle readers, may deduce from this, as did the stranger, that the citizens of Criss Crossing were cross-word addicts, even as you and I, as an English scribe, in seven letters, once remarked.

THE END

Springfield General Office Employes Given a Surprise Party

Although most of us are acquainted with one another around the General Offices, at least to the extent of tracing for a reply, or dropping in to borrow some article of stationery, it is a very rare thing for all of us to be thrown together at one big party, given especially for us. Due to the courtesy of some of our officials, who are members of the Country Club, we were all invited to an entertainment given at this place on evening of February 19th.

J. K. Gibson was appointed chairman of arrangements, and working on the theory that dancing is one of the best ways of getting in closer touch with each other symbolically as well as literally, decided to feature the Terpsichorean Art. However, before starting the dance, the other departments were given a chance to listen in on some of the Mechanical Department talent, the first thing on the program being a concert given by the Mechanical Department Band.

J. E. Foster, who is leader of the band while he is not chief-clerking for F. A. Beyer, demonstrated his ability as a band master as well as taking part in the dance orchestra. We hope he keeps in mind that there will be some spring days coming along pretty soon, and that the General Offices are open to a serenade any time.

During intermission the Paramount Four entertained with some snappy songs that were highly applauded. "Skeeter" Palmer then did some acrobatic work on the piano, in fact, all he lacked being another "King of the Ivories" was his failure to have ever been in a hoose-gow. J. K. Cook finished the intermission with a little bit of Scotch and he could not have pleased his audience more, had he brought his Scotch along in a bottle.

Although a prize was announced for the ladies' high score at bridge, the interest seemed to be centered in the dance, therefore, Mr. Gibson, who is ever master of situations, decided to award the prize to the best lady dancer, which was won by Louise Boren. Unfortunately, at least for J. H. Doggrel, there was no gentleman's prize offered, as it seemed the Transportation Department head was the most "cut in" gentleman of the evening.



Radio



This department is conducted as a medium of exchange of ideas for the many radio fans throughout the Frisco System. Let us hear of your experiences, your thrills and disappointments, your station-getting records — and some of your mechanical troubles. And we'll pass them on via the Radio Page.

America is on the verge of having another trite phrase thrust upon the already over-crowded category of trite sayings. That phrase is:

"Program coming in fine!"

The other night a family of fans sat around the loud speaker, wafting here and there over the ether, tuning in on stations thousands of miles apart.

Announcers in St. Louis, Los Angeles, Vancouver, Havana, Fort Worth, New York, Chicago, Kansas City and other stations read telegram after telegram from the listeners-in. And always the sentence was heard:

"Program coming in fine!"

Possibly such a complaint from us is evolved from a mind of meanness—but, isn't there some other way? Can't, and won't, these people who wire in their compliments to the broadcasting stations, construct their comments in some other way than:

"Program coming in fine!"

And here is the reason:

Radio fans are legion—they are thousands and hundreds of thousands strong. That great army of listeners-in has grown amazingly—will grow more and more.

They strap on the head-sets or turn on the loud-speaker for entertainment. And only those who have listened-in evening after evening know how boring it is to hear continually, perpetually, eternally:

"Program coming in fine!"

Leo Fitzpatrick, famous "Merry Old Chief" of WDAF, the Kansas City Star, will utter a groaning, sympathetic second to the above. Leo, as an announcer, has to read the telegrams, and he estimates the occasions into the thousands when he has been compelled to read into the microphone that old, old story:

"Program coming in fine!"

"'Tis a poor radio man"—who blames his loud-speaker entirely when he gets blaring on loud signals. Remember, this may be due to the signal being so strong it causes a sort of temporary paralysis of the audio frequency tube, or tubes, by putting so large a charge on the grids that the plate current is stopped for the moment. This is commonly called "overloading."

It is best to avoid poor mica in condensers, as it may contain mineral salts that entirely destroy its insulating value.

Binding posts on a set should preferably be mounted so the terminals of high potential difference are well away from each other. Otherwise dust and moisture will collect and form a partial short circuit which will reduce the signal strength.

The vibrant declaiming of Charles G. Dawes, inaugurated vice-president of the United States on March 4, was not heard over radio throughout the world. A restriction prohibiting running wires into the U. S. Senate Chamber was the reason.

REMEMBER—

Many of the most unaccountable noises in receiving apparatus are caused by nearby battery chargers. If you have such a noise that you can't locate, examine the neighborhood for such a device.

When you add an amplifier to a regenerative receiving set be sure you have a proper condenser across the output leads of the receiver. This will make up for the capacity

across the phone cords, which for radio frequencies have a high capacity.

And don't forget that connections soldered with paste may corrode if not used properly and often wiped clean.

This Page for Radio Thrills

Due to a rapidly growing number of radio fans throughout the length and breadth of the Frisco Lines, the Editor feels the Radio Page should forthwith become a regular department of the Employees' Magazine. It shall not, however, be conducted as a technical, mechanical department, but under the broader banner of a page of personal experiences in radio entertainment. From any radio magazine (and there are new ones springing up every month these days), Frisco men and women may procure expert advice on construction and maintenance of their various sets, and many magazines solve the most intricate problems of operation for their readers.

But you Frisco workers are establishing radio records, if you but knew it! You fans are getting long-distance stations—you are traveling the ether from east to west and north to south—you are hearing the best (and some of the worst) of the radio offerings. Many of them are tickling your funny bones! Let's hear about those. Many of them are bringing through your ear-sets and loud-speakers music that soothes, speeches that instruct, songs that twang the heart-strings. Suppose you tell us of those.

Make the new radio page a loud-speaker in its own right—broadcast your experiences to others of the Frisco Family.

Send it in to the Editor.

Let's go!

A
MAGAZINE WITHIN
A
MAGAZINE

The Frisco Mechanic

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

VOLUME I

APRIL, 1925

No. 7

The FRISCO MECHANIC

Published and Edited as a Department
of the

Frisco Employees' Magazine

FLOYD L. BELL.....Editor
MARTHA C. MOORE.....Assistant Editor

Associate Editors

WM. UNDERWOOD.....Chairman
HOWARD PICKENS.....Secretary

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

Supervisors to Aid in Better Magazine

The Executive Board of the Frisco Mechanical Supervisors Association, in a recent meeting unanimously voted to discontinue their contributions to the Railway Journal and unite their efforts with those of the Frisco Employees' Magazine.

Their first article, concerning the workings of the Storeroom, by P. V. Hampton, storekeeper at West Shops Springfield, appears in this number of the magazine.

This Association is composed of the Mechanical Supervisors of the System up to and including the general foremen. The purpose of the Association is to work for harmony, co-operation, education and protection and to become familiar with the needs and requirements, not alone of supervision, but that of the railroads, to the end that the public, the railroads, the supervision and those that they supervise, may apply the principles of right, justice, unity and co-operative service. Their object also is to better the service by an exchange of ideas, discussion of papers on mechanical topics, shop practices, reduction in manual labor and increase of output.

R. H. Gardner, president of the supervisors, has asked that the foremen at the different points co-operate with him, sending in papers and articles of interest to the supervisors and the employees.

These articles can be sent direct to the Magazine or to Mr. Gardner, care of West Shops, Springfield, Mo.

We hope to have a creditable space each month taken care of by the supervisors, containing information which is both interesting and instructive.

Mr. Gardner and the Editor are asking the hearty support of the supervisors—so send us that paper that attracted so much attention at the last meeting!

HOW THE ENGINEER FEELS AS HE RUNS HIS TRAIN PER SCHEDULE

By G. R. BERGER

ENGINEER John Graney, who worked for the IC for over 50 years, in speaking to a reporter who came to interview him after he was pensioned at the age of 68, said that with the improved equipment of today, up to date road bed and double track, the job would not be so bad if it was not for the people who are not on the train.

One of my reasons for writing this article, is to give those of the Frisco Family who are not directly connected with engine service, some first hand information of the actions of the walking and driving public, as observed from the cab of a locomotive in the hope of enlisting them as missionaries in the Safety First work among their friends who are not in railroad service and in this way spread the gospel of "A. B. C."—in other words, Always Be Careful!

The employes of a large railroad can exert a tremendous influence in any given direction, when they are convinced of the need, and I am sure there is at present no better service in which we can be engaged than that of trying to prevent the annual loss in killed and injured, due to grade crossing accidents.

Every accident of this kind is a nervous shock to the man riding in the cab, which if continued as at present, will make many of them unfit for service when they should still be in their prime.

The railroads of the country a number of years ago took up the Safety First Movement. The Frisco Railroad formed committees on every division composed of division officers and employes of every craft—usually from 15 to 20, and these men met once a month to report unsafe conditions. Remedies were offered and when they were only of a trivial nature, were corrected at once. If, however, it was a condition that effected several divisions, it was referred to a central committee which worked out some plan which would be standardized on the entire system.

The discussions at the meetings were recorded and placed in bulletin books where all employes had an opportunity to read them and acquaint themselves with the recommended safety measures. There were also available at division points, Safety First cards on which any employe, not a member of the committee, may report any item which should be brought to the attention of the committee.

The records kept show a decided decrease in accidents and plainly prove that it was a worth-while work. Now the company has a regular Safety First organization working along different lines. Men are sent out to address railroad men in their lodge halls or at social gatherings, others go to schools and talk to the teachers and children, especially if the children have to cross the tracks to and from school. So you may see the railroads of the country have done and are still doing a great work, trying to educate the people along Safety First lines. One railroad claims to have reduced accidents 67 per cent.

The question now arises, what is the general public doing in response?

We daily have people walking on the railroad tracks that will give no sign or indicate that they hear the engine whistle of warning, and they leave the track only a few feet ahead of the engine.

I personally know of a case where some years ago an engineer stopped his train and soundly thrashed a man who acted in this manner repeatedly and thereby cured that individual case.

Young people out strolling on Sunday or holidays are especially a source of worry to the engineer. They consider it a good joke to tease one another by playfully dodging onto the tracks right in front of the oncoming engine, but they do not seem to give any thought to the engineer who is watching them and who realizes what one little misstep or slip would mean.

Now as for drivers of vehicles, especially automobiles. As soon as the average driver hears the whistle sounded by the engineer of the approaching train, he steps on the gas and then begins a race for the crossing. The engineer sees the automobile coming, there is no indication on the part of the driver that he has heard the whistle. The engineer, watching the automobile approaching is under a severe nervous strain. The speed and weight of his train prevent any possibility of his stopping or even slowing down his train to any great extent which of course is out of the question, too, on account of the schedule he is required to make, so he sounds his whistle again in the hope of making the driver realize his danger. Still he does not know if he will pass over the crossing safely or will be one of the many unfortunates who pay a heavy penalty for their daring,

or will he stop suddenly at the very edge of the tracks and look up and smile at the engineer?

I want to say to you it is no smiling matter to the engineer who has been under severe nervous strain for several minutes and it will take some time before he regains his composure. I wish every driver might realize the dangers lurking around a railroad crossing and stop back far enough from the crossing to clearly indicate to the engineer that he has no intention of crossing ahead of the train. Another reason for stopping 50 or 75 feet from the crossing is that something might fly off a passing train and cause serious injury to anyone near the track.

The Pennsylvania Railroad in 1921, 1922 and 1923 killed 8 of all passengers hauled by their trains and in that time killed 711 people at highway crossings. In one year there were 222 crossing gates run through on one railroad by automobiles. In 1922 there were 11,000 deaths from automobile accidents in the United States and in that same year all the railroads killed 72 passengers. In the last five years, 9,000 persons have been killed and 24,000 injured on account of automobiles and other vehicles being struck by trains at crossings. Automobiles run into the side of trains. I heard of a case where a train was stopped on a crossing and a Ford ran into it from one side, and, while they were clearing up the wreckage, another car ran into it from the other side.

And so if these few words will have the effect of preventing one accident, then they have been worth while, for but few people realize that the engineer is very human, and although he must keep to a schedule, the strain of the likelihood of killing a trespasser sometimes completely unnerves him for service and he often lays off until he again regains his composure.

Luncheon-Smoker for the Frisco Shopmen at Amory, Miss.

By C. A. Gately

At a meeting of the Frisco Shopmen's Association, 7:30 P. M., February 3rd, City Hall, Amory, Mississippi, a very pleasant surprise came when the wives and families of the shopmen began to assemble for the meeting. This had previously been arranged by President C. A. Gately of the organization, and Mr. Briggs, general foreman roundhouse at Amory, and was a "joker" for the remainder of those present. After some ten or fifteen minutes of "snappy" music by the Melody Makers Orchestra, President Gately opened the meeting with a short talk, briefly outlining the purpose of the meeting which he explained was to organize the Women's Auxiliary to the Shopmen's Association.

A survey of those in attendance revealed the fact that D. D. Briggs, general foreman roundhouse, Amory, B. G. Gamble, master mechanic, Mem-

phis, and J. F. Longworth, car foreman, Amory, were present. Mr. Gately seized the opportunity and called on Mr. Briggs, requesting that he assist him in conducting the election of officers and organizing the auxiliary, requesting that he make a few remarks at this time.

Mr. Briggs responded, stating that he was indeed glad to be present and highly commended the idea of organizing the Ladies' Auxiliary. Further, that he was indeed proud of the get-together spirit which this meeting exhibited, and that such a meeting was a fine thing to make all of us remember who we are. "We have gone through some trying times together but we came out the victors. Of course, we all work for the grand old Frisco and know each other in this respect, but this get-together meeting in a form of a luncheon-smoker tonight reveals a fine spirit. Personally, I want to see the Frisco Shopmen's Association succeed, and I know of no greater step towards success than the organizing and functioning of a good, live Ladies' Auxiliary."

At Mr. Gately's request Mr. Briggs threw the meeting open at this time for nominations for president of the Ladies' Auxiliary. Mrs. C. A. Gately was elected by acclamation. The next in order were nominations for secretary, and Mrs. B. T. Lovett was also elected by acclamation.

Mr. Briggs congratulated the ladies on their selection and called on Mr. Gamble, master mechanic, who responded, in part, as follows:

"I don't know that I can say very much that will interest you, but we are all interested in the success of the Frisco Railroad. We all feel, I am sure that we are all one big family, and I want to tell you that sort of a feeling is going long ways towards contributing to the success our railroad is having. The Frisco today is in a prosperous state of affairs, their stock is selling at a higher market value than it has in years, and we have had quite a bit to do with bringing this about. I believe we are all able to see and know that the success of the Frisco means quite a bit towards our own individual success.

"Quite a bit has been accomplished on our railroad through closer co-operation. I am sure quite a few of you have been able to notice this closer co-operation between different departments. We have our fuel meetings, our safety first meetings and freight loss and damage meetings. All of these things mean quite a bit towards the more economical operation of our railroad, and brings about a closer co-operation.

"We saved considerable in the prevention of personal injuries. In our department alone we reduced the personal injuries forty per cent. This is a wonderful reduction.

"In the freight loss and damage campaign we have accomplished wonderful results, and this was all

brought about by a more closer co-operation and its results mean a more economical operation and more prosperous railroad.

"The money that has been saved through these mediums mentioned is going back into the building up of our property, the building up of our equipment and better maintenance of equipment, and I am proud to say that our railroad today is among the front ranks of the railroads of the country. Our locomotives are good, and compare favorably with those of any other railroad.

"I am very glad to hear the suggestion made that a Ladies' Auxiliary to the Frisco Shopmen's Association be organized. We are very glad indeed to have the ladies come into the organization. It is indeed pleasing to see you get together as you have tonight in your lodge rooms, and have your families present. It will make your meetings more interesting."

Mr. Longworth responded with the following:

"I have enjoyed very much Mr. Gamble's remarks. There is one thing I would like to mention, which I believe Mr. Briggs or Gamble did not touch on, and that is our magazine. We have a dandy magazine but you seldom ever see anything in it from Amory, something from most every other point on the railroad, but nothing from Amory. I think one of the things our Auxiliary might do would be to appoint some good live reporter and see that something goes in from Amory every issue. I think we have one of the best shopmen's association lodges on the system, and with the help of the auxiliary, I feel we are going to be second to none."

The ladies had prepared baskets filled with all kinds of good eats and at this time the ladies took charge and, indeed, gave good account of themselves as providers. During the time the ladies were serving, the orchestra rendered several popular selections. To make a complete evening of it, after the luncheon and cigars, the seats were all cleared and with the kind permission of Mayor Grady, the social was turned into a little hop. The evening was thoroughly enjoyed by all present, and will long be remembered.

Attention, Veterans!

Along with spring gardens and May flowers, comes the thought that the time for the Veterans' Reunion will soon be here. Committees which were appointed last year have not been idle and plans are under way for the biggest and best Reunion the Frisco has ever had.

It is the hope that every veteran Frisco employe will be able to attend this year and elaborate plans are being made for their entertainment.

Begin working up enthusiasm—roundup the crowd, you veterans, and when the time comes, all you'll have to do is get on the train, loaded to the brim with pep and bound for the biggest and best Veteran's Reunion ever held.

Mechanical Department News

By Loyd Lamb

Annual Reports

L. E. Elliott, who uses words that nobody but himself understands, and gives disposition on soda ash, states that according to statistics gleaned through a comparative statement for the year ended December 31, 1924, and the previous year, he was able to reduce his profanity more than one-half of one per cent. Mr. Elliott credits this to the fact that on three different occasions during the year just ended, he was able to interpret his own handwriting upward to thirty-six hours after same had been written.

A Bouquet for a Drummer

We all like to see Ed. Schroeder, who sells about everything a railroad needs, call at the office. Some people call Ed. a "peddler," but we call him a prince, not only for the careless manner in which he pushes out fifty-cent cigars, but we are just naturally strong for that big smile and amiable disposition.

Crossline Puzzle

DeVerne Houston forgot generators, motors, etc., long enough to spend a short visit with his brother in Toledo. He also visited Detroit and Niagara Falls, where he admitted buying a barrel. Since the abolishment of mahogany counters and swinging doors on this side of the line, we do not know whether Dee intended to take a ride over the falls or if his intentions were of a more private nature.

Let's Move Over to Zion City

Since inhaling the aroma emitted from Ferd's and Rufe's pipes, we heartily endorse Aunt Sarah Peabody's Society for the Suppression of Pipe Smoking.

Here's Luck to You, Charlie

Chas. E. Boren, locomotive clerk in our office, has left the railroad service to go into the real estate business in Florida. No mistaking, Charlie has a good line of gab and should be very successful in his new undertaking. We all bid you a sad adieu, Charlie, and wish you well.

Another Good Plan Gone Wrong

J. W. Seabough and family had a very nice trip through the East recently. It was Mr. Seabough's avowed intention to see Broadway as she really is, when he left his home in the Ozark hills. Desiring to take no chances of being hi-jacked, Dock hit upon a novel idea. He took along a half dozen ears of corn, intending to sprinkle the grains along the sidewalk, in order that he could find the way back to his hotel. But on being informed that there were innumerable chickens along the great white way looking for a feed, Dock got the "bucks" and failed to put his plan into execution.

Popularity Contest

Eunice Morrow need never worry about a date. All she has to do is just drop a hint that she has a vacant number on the calendar and she has more phone calls than asafetida has odor. Before a recent Pathfinders' dance, she merely intimated that she

would go providing she had an escort. Well, Everett got the date alright, but we want to tell you something, "Fat," you sure had plenty of competition.



This Boy a Real Hero

Vernon Lawhorn, thirteen year old son of the section foreman at Catale, discovered a broken rail in the main line near that point late in the afternoon November 12th, and notified his father who was making a motor car trip with Roadmaster Healey, Signal Supervisor Sisk and Claim Agent Manley.

Temporary repairs were made and a slow order put out until the rail could be replaced. Although the break extended clear through the base and web of the rail it was not entirely through the ball and could easily have been overlooked, had not the boy been exercising his "eagle eye." This rail was on a high speed curve and might have caused a serious derailment had not Vernon discovered it and made prompt report.

We are indebted to Claim Agent Manley for this photograph of the boy.

Report of "Local 16"

Eugene Todd, Reporter

Wichita has to report one of the worst blizzards in years.

Everyone at the shops is getting along fine.

Tom Mawson, general foreman, likes Wichita just fine. We hope you stay with us, Tom.

Louis Baumal, from Kansas City, is the new roundhouse clerk. Welcome, Louie.

Joe Bamel, electrician, has spent the last three days in Kansas City.

George Howell, night foreman, is spending a day or two in Neodesha.

E. C. Haden says the Dodge has not failed him once this cold weather.

Ed. Wyle sure enjoys the cold weather. Let's go to Florida, Ed!

J. C. Burdick and Ross Todd report they have plenty of work to do these days.

The weather has been so cold it has been almost impossible to get out of doors and pick up any notes, but not too cold to wish everyone the best of New Year wishes and hope that the New Year brings you all great happiness.

Report of Local No. 10, Neodesha, Kansas

W. J. Egerer, Reporter

L. MacKinney has just returned from his home in the heart of the Ozarks at Noel, Mo., where he spent most of his time hunting.

J. Stevens is ill with pneumonia fever. Everyone hopes for his speedy recovery.

Cole Douglass has returned from a trip to Thayer, Kans., where he was visiting with friends and relatives.

John Boughman is now our official thermometer reader. He was appointed by Ray Clampitt. No one will appreciate this like John.

Claude Brady, inventor and adventurer, left for a few days on a very mysterious trip to a patent attorney. Keep your eyes open next month for further news, for it is rumored that he was seen in private with John Stoops, the financial patent promoter.

J. R. Newland is very much elated over his new sand dryer. He was told Santa brought it and Newland sees no reason for not agreeing, considering the suddenness of its appearance.

John Holt, who is still in Clearmore, Fla., has not written us lately, but they say no news is good news.

L. Burriss went on a hunt to Beaumont, Kans., where he got 103 rabbits. Not so bad, eh?

Ed Thompson was obliged to be absent for a few days on account of illness.

Office Supervisor Car Repair Bills Springfield, Mo.

It was a case of move or pay rent, so we moved. We are now located in Room 409, the office formerly occupied by the KCC&S Ry. We like our new office very much although we miss our friends in Mr. Kerr's office.

We can see the trains that depart and arrive during working hours, and they are always on time, too.

Mr. Spangler has a lovely private office, polished floors 'n everything.

We enjoyed a picnic lunch January 20th by way of celebration. The only objection being that we ate too much. In case of re-weighing and re-stenciling, we're afraid the new weight would "slightly" exceed the old weight. Lela Pride seemed to suffer the most as she put in a request for a hospital permit at 1:30. We thought Jerry Anderson only "60,000 capacity," but to our amazement we found him to be "240,000."

No one has gone in for the "wilt thou act," this month.

In the month of December our records indicate that we handled 1,226 cars of coal for points beyond Kansas City, and 1,266 for this city.

Customer: "I'd like to look at some underwear."

Clerk: "Union?"

Customer: "Yes, sir, Amalgamated Iron Workers No. 1—want to see my card?"

Joplin, Missouri

By Agnes Seanor

Some time ago Joplin was featured in the Frisco Magazine, and I feel sure every member of the Frisco Family living here could feel themselves swell with pride when they saw how well the "Old Home Town" looked in print, and "lest you forget" we have decided to keep ourselves before the Frisco Magazine readers from now on.

Wednesday evening, January 21st, the Shop Crafts held a social session at their hall, among their guests were J. B. Gilliam, general car foreman of the Northern Division and W. M. Underwood, president of the Shop Crafts, and the employes of the Missouri Pacific roundhouse. A very enjoyable program was given, followed with a dance and lunch.

On Wednesday evening, January 21st, the regular monthly solicitation meeting was held at the Frisco station. There was a good attendance and a very peppy meeting from which much will be gained.

Some time ago Division Freight Agent Douglas sent a letter to the agents on his division asking them the names of the various civic organizations in their towns. One man replied that the following were the civic organizations of his town: K. K.'s, Masons, Eagles, Methodists and Presbyterians. We are wondering how many could do as well.

Fireman S. C. Bethel has returned to work after having been out of service since June 15th, 1923, when he was seriously injured in a head end collision.

Bill Clerk Fred Traylor went to Jefferson City with the American Legion in order to help inaugurate the Governor, being as he was a good "horn" man. In keeping time with the music, he wore blisters on his heels.

Ain't It the Truth!

A man is something that can see a pretty ankle three blocks away while driving a motor car in a crowded city street, but will fail to notice, in the wide open countryside, the approach of a locomotive the size of a school house and accompanied by a flock of forty-two box cars.

—American Auto Digest.

"Thish match won't light."

"Washa madda with it?"

"I dunno, it lit all right a minute ago."

Pealer's Peelings—West Shop

A good one on Hornbeck. He went out to milk the cows, and shot his little finger off! Well, well, how come, Horney? I always thought folks took a bucket to milk cows and not a shot gun. Oh, yes, you had a bucket, and saw some quail, and set the bucket down and went back and got the gun and in getting through the wire fence the pesky old gun went off. Same old story. Be careful next time and throw the gun over first.

Of all the happy little hearts in Springfield, Frances Lee Stevens' must have been the happiest on this last December 25th, for she got a real, live spotted shetland pony. Frances Lee is the daughter of our general gang foreman, C. V. Stevens.

Another proud possessor of a most wonderful gift is H. D. Brown, tool room man. If I could get a gift like that, I am afraid I would swell up and burst. If you want to know what it is, ask him. I am not privileged to tell.

Two more loyal veterans of this big system of transportation have taken trains for the great beyond. December 21st, James M. Bell, painter, departed this life and was laid to rest on December 23rd. Mr. Bell served the Frisco faithfully for forty-two years. He was foreman of the locomotive painters at the North Shop, Springfield, for twenty years. Most everybody knew him to be a kind and sociable man—ever ready to serve faithfully. He was employed at the West Shops at the time of his death.

R. L. Mangan died, December 22nd. He also served loyally for forty-two years in different departments.

Little by little the time goes by,
Short if you sing it, long if you sigh;
Little by little, an hour a day;
Gone with the years that have vanished away,

Little by little the race is run,
Trouble and waiting, and toil, are done.

Little by little the skies grow clear,
Little by little the sun comes near.
Little by little the days smile out,
Gladder and lighter on pain and doubt.
Little by little the seed we sow,
Into a bountiful yield will grow.

Little by little the world grows strong,
Fighting the battle of right or wrong.
Little by little the wrong gives way,
Little by little all longing souls,
Struggle up near the shining shoals.

Little by little the good in men,
Blossoms to beauty for human ken;
Little by little the angels see,
Prophecies better, of good to be;
Little by little the God of all,
Lifts the world nearer the pleading call.

Memphis, "Local No. 19"

Otto Kettman, Reporter

The "Local" met on December 31st—a New Year's Eve meeting with fair attendance. Many interesting points were discussed.

After the meeting, President Kinkle won the prize pot.

Reports from Harry Rose, who was scalded last week, are that he is doing nicely; also, we hear that Mr. Akins, who is in the St. Louis Hospital, is improving. We wish for them both a speedy recovery.

Memphis "Local" is on the boom and we intend to have some big surprises for the men soon and we expect to have speeches from our supervisors at the meetings throughout the year.

We welcome back Oscar Erkison, who is now our boiler foreman.

Local No. 4, Kansas City

H. A. Fyffe,

Reporter and Chairman Northern Division

Local No. 4 is still on the roll. We have had very good success the last year and have our membership up to about 100 per cent in the last two months. We have taken in thirty new members due to the fact that we put on a drive in November and had the Frisco Shopmen's Band from Springfield with us on the night of November 18th, also our General Chairman, Mr. Underwood. The band is one that the boys should all be proud of.

We are striving for 100 per cent attendance at our meetings. Sometimes it is difficult for the members to attend the meetings, but we feel that the benefits derived from attending will more than compensate for the effort expended in getting there. The officers are striving to make the meetings worth while, and it is up to the men to come and get the benefits. Everybody make a resolution in 1925 to attend at least one meeting a month! Let's go!

Mr. Junkins was re-elected president and Mr. Nachbor, machinist, was elected secretary.

Items From Cape Girardeau

By Bruno Schultz

Wm. Underwood made us a visit recently and made an interesting talk to our local. He stressed particularly, "Safety First" and "Co-Operation."

We have a very lively local here and are striving to make it one of the best on the system.

E. E. Nixon, our master mechanic and also our general foreman, have been holding regular meetings which have been both interesting and instructive to the men.

If I rest, I rust,
If I trust, I bust!
No rest, no rust,
No trust, no bust!

Mr. Oelkers, who conducts the Question Box Column, wants you to ask him questions, sending same to the Magazine.

Ten of the Many Reasons for the (Defective Air Brake Card)

By W. A. Hutton, Car Foreman
Neodesha, Kansas

1. To have all cars with defective air and hand brakes repaired at first terminal or repair depot.
2. That all trains may operate at all times with 100 per cent air and hand brakes.
3. To aid car inspectors to detect any defects that might be overlooked. Some air and hand brake defects are penalty defects and when reported by the ICC inspectors cost railroads one hundred dollars fine for each penalty defect reported. Many defects to the air and hand brake are reportable by ICC inspectors, such as missing release rods, cotters, etc., any defect can be shown on MP-47 Standard at any time discovered.
4. Serves as evidence in many cases to verify bills for work performed on foreign and private line cars and is filed in car foreman's office with record of repairs permanently.
5. The stub of MP-47 Standard properly filled out is advance notice of a car "Bad Order" that requires attention.
6. Saves delays, derailments, fuel, material, loss freight and personal injuries.
7. Simple to fill out and apply to car without hazard, any time defects discovered, proof that train has been carefully inspected while on road.
8. When engine is cut off from train in yards, by use of MP-47 Standard by train crews is the only way in most cases that inspectors and repair men are able to "Bad Order" or repair defective train lines, such as loose connections, broken threads or defective triples without the use of air. Some yards do not have the air and then these defects are not located until cars made up in train for test.
9. MP-47 should be used. Cost of card is nothing compared with what card might save. For instance, defective triple valve apparently working OK at time test made, car departs and wheels are slid flat. No difference who owns the car, handling company responsible and has to bear expense of new wheels to say nothing of the risk taken.
10. Last, but not least, instructions from our superior officers that they be used.

Did You Say Vacation?

Some folks like to dig a can of fish-in' worms, take along plenty of fishin' tackle, drive the Ford way down in the country and fish. Jest sit and fish all day long. That's their idea of a vacation!

Other folks like to go to the mountains, where the air is cool and the sunshine is closer to the earth! Then they tramp and tramp, all day long, breathin' fresh air and drinkin' in sunshine. That's their kind of a vacation.

But mine—don't know whether I'm goin' to get any or not, but if I do

Mechanical Department Fort Scott, Kans.

Waller R. Heck, Reporter

Oliver Wendell Clem is the proud father of a son born January 17. Uncle Earl Clem held him the other evening for the first time and he thinks he is a fine boy. Arne M. Westerhouse reports that he is an uncle again. A son was born to L. M. Westerhouse and wife. Mr. Westerhouse is now foreman at Thayer, Mo., and was formerly employed at Ft. Scott as a machinist.

On Tuesday, February 3rd, there was a fuel meeting held at Ft. Scott, and there was a large attendance of enginemens and other employes interested in fuel conservation. In connection with this fuel meeting the Frisco employes gave an entertainment and dance at the Eagles Hall which was largely attended by Frisco employes and the public. Mayor Childress made a short address, and Mr. Collett responded with a splendid talk. We were then entertained for an hour or more with some splendid musical selections and readings, after which there was dancing until about 1:00 A. M. Music was furnished by Kells orchestra. There were quite a number of out of town guests from Kansas City, Springfield and Monett.

P. J. Moore, general foreman, was called to Ft. Smith on January 22nd to attend a trial.

J. S. Patton, 2nd class machinist, has just returned from Alton, Ill., where he has been visiting his mother.

The new office for the roundhouse is just about completed, and by the time this appears in print, the office force expect to be occupying same.

Mrs. Henry Tressel, wife of Fireman Henry Tressel, died at her home February 13th after a long illness.

Short funeral services were held at the home Saturday evening at 8:00 P. M. The body was removed to Salisbury, Mo., for interment.

Geo. Ermatinger, road foreman of equipment, just received a message telling him of the death of his sister in Wisconsin. Although she has been ill for a long time, her death was unexpected at this time and the news was quite a shock to Mr. Ermatinger.

Engine Inspector J. D. Anderson was given a birthday surprise recently in honor of his (?) birthday. Mr. Anderson was enticed into a card game in the front room of his home, while about twenty couples quietly gathered in the kitchen. On a signal from Mrs. Anderson they advanced on Joe in mass formation. The chairs, tables, etc., were removed from the room and the rug rolled back. "Inky Bill" and his orchestra appeared and the evening was spent in dancing. Joe admits he was taken completely by surprise.

P. J. Moore, general foreman, was called to Monett on January 24th to attend the funeral of his mother-in-law, Mrs. Murphy, who was fatally injured in an automobile accident. The car in which Mrs. Murphy was riding was struck by another car and overturned. Mrs. Murphy suffered internal injuries and died a short time after the accident.

The plan adopted recently by the management of the Frisco of placing a gold star on the engine making the highest, and a silver star on the engine making the next highest rating in fuel performance in different classes of service has created quite a bit of friendly rivalry among the engine men. The following is a list of engines and engine men who won gold and silver stars for the month of January:

GOLD STARS

Engine	Class of Service	Engineer	Fireman
1317	Thru Freight	H. L. Kells	Nelson
777	Local Freight	Buckner	J. L. Miller
774	Local Freight	McDowell	Ex. Men
1340	Thru Freight	Robinson	Colgan
4004	Thru Freight	Conrad	Davis
1001	Passenger	E. E. Hale	Norton

SILVER STARS

1306	Thru Freight	Phelps	Baird
778	Local Freight	Cooper	Westfall
744	Local Freight	Harper	Hunt
1330	Thru Freight	Lyons	Watkins
4011	Thru Freight	Eves	Fletcher
1008	Passenger	Richardson	Bootherton

I prefer a little shack, hangin' on the mountain, private swimmin' pool, three square meals a day—just a little place where they ain't no telephone connections and the mail man comes just once in a while.

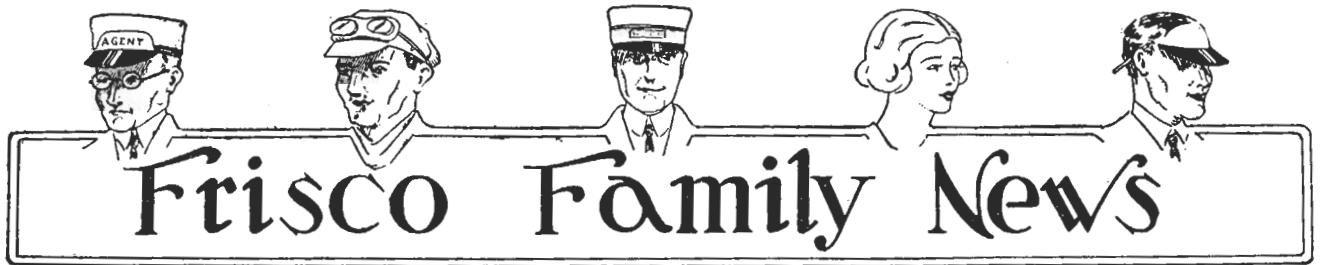
Do You Know Your ABC's?

You know Uncle Billy Morrill, don't you?

Uncle Billy was talking the other

day and he said that there were just lots of grown-up folks who didn't know their ABC's. We told him that we didn't believe there were such a great number who didn't know them and he said maybe we were thinking about the wrong ABC's. The kind he meant were, ALWAYS BE CAREFUL!

If everybody would remember the first principles of safety when crossing railroad tracks and keep their ABC's well in mind, crossing accidents would be a thing of the past.



Talking Points

The Class 1 railroads of the country paid \$47,000,000 more in state and federal taxes in 1924 than they paid in cash dividends to stockholders. In round numbers, the figures are:

State and federal taxes \$350,000,000.
Increase over 1923 \$13,618,000.
About \$1,000,000 a day in 1924.

The Bureau of Railway Economics estimates cash dividends at \$303,000,000; increase over 1923 about \$5,486,000.

In order to continue to provide adequate transportation service to the shippers of this country, Class One railroads will have placed in service in 1924 a total of 158,000 freight cars. This estimate is based on complete reports for eleven months and an estimate as to the number of cars placed in service during December.

Detailed figures for the full year are not available, but from January 1 to December 1, box cars placed in service totaled 67,939, coal cars 47,196 and refrigerators 12,640. There were also 46,095 freight cars on order December 1st.

In the meeting in New York, late in November, the executives promised a campaign to improve the equipment and the service of the railroads in 1925 on the same scale as in 1923 and 1924. They also directed attention to the appropriation of \$1,077,297,000 for equipment and improvement in 1924, compared with \$1,059,149,426 the previous year.

Railroad speakers should quote at least three significant paragraphs from the statement of the chairman, Hale Holden, in the New York meeting November 19th. They are:

"That all railroad problems as they arise should be dealt with and settled as economic questions, which they are, and not as political issues, which they are not.

"That there is no condition existing today which calls for any urgent legislative action by Congress with respect to the railroads, either as to rates, labor relationship or valuation.

"That railroad freight rate and passenger fare adjustments should be left to the duly constituted govern-

ment regulating body, where they will receive a full and fair hearing and an adequate economic analysis, and not be made the subject of direct legislative action. Rate making by legislative action would be destructive."

Proposed legislation with reference to the railroads has taken the form of two important bills, one introduced by Senator Cummins of Iowa and the other by Representative Winslow of Massachusetts.

The Cummins Bill, which deals with the valuation of the railroads, undertakes to provide funds with which to expedite the work of valuation by the Interstate Commerce Commission. Senator Cummins estimates that there is now due the government, under the Recapture Clause of the Transportation Act, something like sixty-nine million dollars. The exact amount cannot be ascertained until the work of valuation is completed, since the amount due from the roads depends upon the actual valuation placed upon them. He therefore would authorize the Interstate Commerce Commission to hasten its valuation work to an early completion and proposes to appropriate funds with which to do so.

Safety First

Thomas, Okla., Sept. 6th, 1924.
Mr. W. H. Bevans, Superintendent,
Enid, Oklahoma.
Dear Sir:

On Thursday, September 4th, train 621. Conductor Leslie, Engineer Rodgers, at public road crossing, MP K 659-14, came very near striking an automobile load of people. It was no fault of the crew in charge of the train. I was working at this place and was taking my noon hour at the time the train passed. As the train neared the crossing, I heard a car coming and jumped to the road and tried to stop this car as the train seemed closer than the car. I had to jump out of the way of the auto and I then realized the driver was racing to beat the train across. The car barely made it across by the fraction of a second. I did not know any of the parties in the car and before I could get the number the train was between us. Engineer whistled four times for this crossing; all of them

clear and distinct crossing whistles. The driver of this car was flirting with death and recklessly risked the lives of those in the car with him.

P. B. Friesen had crossed this crossing a few minutes before and met this car about 80 rods north of the track, but Friesen did not know any of the parties in the car. After passing, Friesen said the driver seemed to take the fool idea to beat the train. Drivers can see a train on this track at this place for a mile going south, except the last 200 feet from the track. The men working for me all witnessed this piece of recklessness.

I am writing this as I believe the greater per cent of crossing accidents are caused by drivers like I have described.

This is the fourth time I have seen a stunt of this kind pulled off at this crossing.

(Signed)

A. L. DOBBS,
Foreman Section K-29

TRANSPORTATION DEPARTMENT SPRINGFIELD, MISSOURI

H. C. HOLMES, Reporter

J. H. Doggrell, superintendent transportation, has returned from a business trip which included Kansas City, St. Louis and Memphis.

Helen Deckert is visiting in Kansas City as this goes to press.

S. J. Breckinridge, for many years connected with the Frisco, and father of J. S. Breckinridge of this department, died recently. The entire department tenders its sympathy to the family.

A. T. Silver has returned from St. Louis, where he was called on business.

Freda House, who is visiting in California, is expected to return soon.

Eva Westerberger lost her sister Mary, by death, recently, and we offer our sympathy.

Dingman: "Can you tell me what steam is?"

Rolston: "Yes, sir, it's water gone crazy with the heat."

Quite True

The farmer met the horse dealer at the market a few months after they had done business together.

"Look here, you," said the farmer heavily, "that horse you sold me bites, kicks, runs away and even tries to tear his stable to pieces. You said when I bought him that I wouldn't part with him for five hundred dollars."

"That's right," said the dealer, moving away, "you won't."

**FRISCO FREIGHT OFFICE
TULSA, OKLA.**

CHRISTINE VANDERFORD, Reporter

During the past month we have had a number of visitors at Tulsa.

First came the Better Service Meeting, held on January 29th. Among those present at this meeting were J. L. McCormack, R. E. Bagent, L. W. Johnson and C. H. Morrill. The meeting was enjoyed by everyone and it was stated, proved to be very interesting. One of the subjects brought up was the loss of a little brown mule from a shipment of mules. Someone made the statement that the last he saw of the mule, Kid Warren was astride him on his way to Memphis.

Tuesday, February 10th, the Transportation Club had a banquet and dance. This was especially Frisco night, and was well represented by Frisco officials and officers.

Mr. and Mrs. H. G. Snyder were in Tulsa, Wednesday and Thursday, and we were all glad to see our former agent again.

We have another Ford in our midst. The file clerk has been saving his nickels and dimes and invested them in a Ford. Great was the excitement caused by the advent of this Ford. After work when Perry went down to drive his car away, everyone was lined up at the windows to watch him leave. The air was gone from one tire and some of the spark plugs were missing.

We have in the following letter a picture portrayed of the early days in Oklahoma; as everyone knows, this state was very "wild and woolly" in its infancy:

"Lots of funny things happened during my early life with the railroad in Oklahoma, such as Tate Brady, the man who owns the Brady Hotel. He was moving a house from the south side of the Frisco tracks to the north side and when the house was directly on the track that I was on, his rig broke down and, of course, through courtesy towards Tate we all went up and helped his men fix up the rig so they could get out of the way. We said nothing about it and didn't even know that Tate knew of it. A little later on, my crew and I were all arrested for blocking the same crossing, account of a broken draw bar. When the time came for the trial, Tate sent for me to come to his hotel for dinner. After dinner, I walked into the office and threw down a dollar to pay for my meal. Tate rose up and pushed the dollar back to me and said, "Let's go." He would not let anyone of us go up to court, but went himself, so what he told the Court was aplenty. He told the Court how he had watched me handle the engine, wait at crossings for people to cross, how we helped his men when they had us blocked and said nothing, for I considered I was working for the Frisco, and for the satisfaction of the City of Tulsa. Tate Brady told the Court he would take it to the highest court in the state, before they could stick the crew, so they threw it out of court. Tate proved to be a man among men. He never said a word about it outside the court house. I sent a man up to court and this is why I know what he said and did. It all goes to show the difference in olden times and the present times.

"Some of these times I will tell you of the time Cherokee Bill held us up at Red Fork. He was very careful to advise all the train crew, as well as the passengers, that he would not molest anyone, he was after express money only. He lined us all up against the depot at Red Fork (we were west

bound), then proceeded with the business. Of course, he could not find any money, as the express messenger had already thrown the book out on the platform with seven or eight thousand dollars in it for the agent to get and sign up.

"One of the crew had picked the book up to give to the agent, but when the word came from Cherokee Bill,

"Stick 'em up," the book went up in his hands, one hand on each edge of the book, he was so scared he did not know what he was doing, but when it was all over, he threw the book into the car and it went behind the coal box, and was carried to Sapulpa and returned to Red Fork the next morning, safe and sound.

"Please withhold name at present."

Practical courses for railroad men

THERE is no better way for you to get ahead than to study in your spare time. The executives in your department will tell you that this is so. In your own mind and heart you know it just as well as we do.

Success does not come easily—you have to work for it just as you have to work for everything else worth having. But if you are willing to put your shoulder to the wheel and really try, the International Correspondence Schools will help you reach the goal of your dreams far quicker than if you tried to make the journey alone.

The instructors of our Railroad Division are men who have had long experience in both the practical and the theoretical branches of railway work—men who have occupied important positions in the railway world and who have spent many years in gaining their knowledge of the business. Among them may be found ex-

engineers, master mechanics and road foremen.

The knowledge that these instructors possess is always at the service of our students, and their personal attention is given to every difficulty that any of our Railroad Division students may meet with. Consequently, our training is just what every railroad man needs to enable him to get a better position at a higher salary.

Mail the coupon to-day for the 48-page booklet which describes these Railroad Courses in detail.

----- TEAR OUT HERE -----
**INTERNATIONAL CORRESPONDENCE SCHOOLS
BOX 8689-C SCRANTON, PA.**

Explain, without obligating me, how I can qualify for the position, or in the subject, before which I mark X.

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| <input type="checkbox"/> Locomotive Fireman | <input type="checkbox"/> TRAFFIC MANAGER |
| <input type="checkbox"/> Traveling Engineer | <input type="checkbox"/> BOOKKEEPER |
| <input type="checkbox"/> Traveling Fireman | <input type="checkbox"/> Cost Accountant |
| <input type="checkbox"/> Air Brake Inspector | <input type="checkbox"/> BUSINESS MANAGEMENT |
| <input type="checkbox"/> Air Brake Repairman | <input type="checkbox"/> Business Secretary |
| <input type="checkbox"/> Round House Foreman | <input type="checkbox"/> Business Correspondent |
| <input type="checkbox"/> Trainmen and Carmen | <input type="checkbox"/> Stenographer and Typist |
| <input type="checkbox"/> Railway Conductor | <input type="checkbox"/> Good English |
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| <input type="checkbox"/> Mechanical Draftsman | <input type="checkbox"/> ADVERTISING |
| <input type="checkbox"/> Machine Shop Practice | <input type="checkbox"/> Railway Mail Clerk |
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| <input type="checkbox"/> Boiler Maker or Designer | <input type="checkbox"/> ELECTRICAL ENGINEER |
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| <input type="checkbox"/> R. R. Constructing | <input type="checkbox"/> Telegraph Engineer |
| <input type="checkbox"/> Bridge Engineer | <input type="checkbox"/> Telephone Work |
| <input type="checkbox"/> ARCHITECT | <input type="checkbox"/> Mining Engineer |
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| <input type="checkbox"/> Structural Engineer | <input type="checkbox"/> AGRICULTURE |
| <input type="checkbox"/> Concrete Builder | <input type="checkbox"/> Poultry Raising <input type="checkbox"/> Spanish |
| <input type="checkbox"/> CHEMIST | <input type="checkbox"/> RADIO <input type="checkbox"/> French <input type="checkbox"/> Banking |

Name _____ Employed _____
 Present Occupation _____ By _____
 Street _____
 and No. _____
 City _____ State _____
 Canadians may send this coupon to International Correspondence Schools Canadian, Limited, Montreal, Canada.

TELEGRAPH GANG ST. JAMES, MO.

B. W. ELLIOTT, Reporter

We are working on a storm estimate now, repairing the line so that it will stand all storms in the future.

We test all copper wires with a pair of dynamometers. They register the number of pounds strain on the wire. All of them must stand a strain of 475 pounds. If they break three times under this strain a new wire is strung. This takes out all of the defects caused by the old-time method of tying, kinks and cuts from stones.

W. M. Hastings, assistant foreman, has returned from a two-weeks' vacation spent at Claremore and Sapulpa, Oklahoma.

Our gang looks like a new one now, so many new men have reported to us lately.

First Groundman: "So, Goofy is gone. Goofy was a good, old groundman."

Second Groundman: "Yes, Goofy was a good groundman, but don't you think that he was pretty hard on shovels?"

C. P. Bucco is away on a business trip to Detroit.

Jack Maberry and Frank Baugh are the sheiks of this gang now. They step out every night.

Chas. Sprately is very fond of roofing poles in the air. He has only one objection—the wind blows the dust so bad and it gets in his throat, he says, that in time it will be impossible to hear him talking over four blocks away.

B. R. Davidson, reporter of Bradley's gang, is in the hospital, sick with pneumonia. We hope for his speedy recovery.

JOPLIN NEWS

AGNES SEANOR, Reporter

W. P. Kent, formerly local ticket agent, has been transferred to Tulsa, Oklahoma.

J. C. Brekenfeld was a visitor on February 10th.

James D. Bryant, fire builder at the roundhouse, has returned to work after having been out of service over a month on account of having undergone an operation at the Frisco Hospital in St. Louis.

Jess F. Wilson of the Car Department is in the hospital for a short time.

Our old friend, Clark Kerr, local storekeeper, is getting ready for some early morning golf and moonlight drives this spring and summer, having just purchased a new Studebaker car, so if any of you good people happen in, just call Clark, he will be only too glad to show you the sights of the "Town that Jack Built," even though, as he said this morning, "Friday the 13th, and gas went up two cents."

A. W. Blume, general storekeeper, spent February 19th in Joplin, looking after local business.

G. L. Seanor and R. W. Outland attended the regular monthly Safety First Meeting in Kansas City, February 17th. They report a very interesting meeting.

KANSAS CITY LOCAL FREIGHT OFFICE

D. H. TODD, Reporter

The stork visited the home of Frank Fenner, our chief clerk, and left him a big baby boy. They christened him Warren Mason, and it is significant that this name was selected from a list of 50 railroad presidents.

Here's your chance, boys. Miss Monroe, former reporter for this magazine, has inherited \$5,000.00.

The Frisco Girls gave a line party at the Missouri Theatre to see "Abie's Irish Rose." They had to climb so many steps to their seats that they did not enjoy the show afterwards. Must have been in roost heaven.

Alonzo C. Swartz began his railroad career as collector for the Kansas City

Ft. Scott and Memphis R. R. Co., August 1st, 1887, before the advent of the present railway clearing house. Since then he has served in various capacities around the office. He was recently taken ill and has since applied for a pension. We regret not having his photograph to publish.

James Quinlan takes exceptions to the naming of Peculiar, Mo., which appeared in the last issue of this magazine. He states that a religious sect known as "Liberalists" settled in the vicinity of Liberal, Mo., and thence it received its name. Some of them migrated to the territory of the present Peculiar, Mo., before any rails were laid. As nearly all travelers remarked, "What a peculiar set of people they are," the siding was named Peculiar.

Fanchon Johnson took a very prominent part in a playlet given recently. One of the interesting scenes being that of a farmer lady arriving at the depot to buy a ticket at train time with six others waiting to buy tickets, and she taking time to ask 10,000 foolish questions of the ticket agent. Rich O'Connors said she was better than many he had seen at the Orpheum.

Wm. Collins has returned from the hospital at Rochester, Minn. He said the physicians wore out all their tools on him and several grindstones.

The Night Hawks Select Club held their semi-annual election of officers with Louis Poncik, president; vice-president, Sadi Holloran financial secretary, Jos. Severnick; recording secretary, Francis Westerman and Frank Reichmeyer as treasurer. After the business meeting came a short entertainment, also plenty of refreshments.

KANSAS CITY MECHANICAL DEPARTMENT

H. F. SHIVERS, Reporter

J. L. Harvey, master mechanic of the Eastern Division, was a pleasant caller recently.

Z. B. Claypool, inspector of insurance and safety, is the author of a brand new cross word puzzle. Just ask Zan about it; as the drug store cowboys say, "It is a knockout."

Heard at Waldo's Cafe, most any day during the lunch hour:

"Waldo, was this pie baked this month?"

"What's the date on it, yes, this month."

"Waldo, the sugar won't melt."

"That's not sugar, that's engine sand, sugar costs money."

"Waldo, when are you going to wait on me? I've been waiting two weeks now."

"Gimme a chili, Waldo."

"What flavor, lemon or a la mode?"

"Piece-a-pie ana cuppa coffee."

"On the ticket for me, Waldo." "And the poor house for me."

Fuel Inspectors Rodwig and Curry were looking over the fuel situation at this point the first of February. They reported everything in good shape.

When the boss doesn't get down until eleven o'clock, the smart operator reports, "He's out just now," which sounds much better than, "He hasn't come in yet."

During the month of January we handled at Kansas City a total of 1607 engines without a single failure. A greater part of the time the temperature never went above zero.

While we were not otherwise engaged in making the wheels go 'round, we received from connecting lines a total of 16,044 cars for movement over our lines. Just to make a good job of it, we delivered to connecting lines a total of 16,295 cars which came up our line.

It strikes us that the present crop of children is being raised by grandmothers and scoutmasters.

The electrical force, under the direction of F. S. Eldred, recently installed

an up-to-date buzzer system which greatly facilitates the regular office routine. In connection with the new arrangement, there has been installed in the record room, which room is the domicile of one Amos when not otherwise engaged, a four-point, automatic, non-kinkable, cross-word, direct-connected annunciator. When the bell rings and the annunciator annunciates, the arrangement is said to be such that a small pebble is released and falls directly on the head of the above mentioned Amos. Should a second buzz be necessary to rouse him from his slumbers, a two-pound weight descends with clock-like precision upon the aforesaid's dome. Should it so happen that a third ring is necessary, a fifty-pound weight next drops and a phonograph attachment begins to play "Lead, Kindly Light." However, we have as yet been unable to witness any of these feats of the system and according to Amos, we never will.

With maids so scarce and wives so active in public affairs, an able-bodied mother-in-law is a real asset to a young man these days.

Wm. M. Edwards, roundhouse clerk, is the proud father of a son who came on January 22nd and has been given the name of Robert William.

Machinist Ed. Ring is also the proud father of a new boy.

We are glad to report the condition of Mrs. Mary Lynch as much improved after having undergone a very serious operation in a local hospital sometime ago. Mrs. Lynch is the mother of our file clerk, Agnes Lynch.

Several from this office attended the fuel meeting and dance at Ft. Scott on February 3rd. They report a most enjoyable time except Clarence Higdon, shop checker, who says it took him a week to catch up with his sleep. For further details of this trip ask Bill Edwards.

Robt. Linville, car inspector, and wife, are sojourning in the vicinity of Hallettsville, Texas.

Jack Bush, colored engine watchman, was called to Waco, Texas, the first of February on account of the serious illness of his father.

R. E. Willer, chief clerk, visited Wichita Neodesha, and other points recently.

We will soon have efficiency in more ways than one around here. We will soon have a doctor in the superintendent's office and H. L. Johnson has had Governor Baker appoint him a notary public and sent him a handsome, gold-plated, enameled sign to hang on his door. Anyone needing any "notorious" work done, don't forget Johnson.

Pauline Hoffman, comptometer operator, changed her mind about going to Birmingham and has returned from a trip to Chicago.

Mrs. L. J. Leigh, wife of Assistant Car Foreman L. J. Leigh, has returned from a pleasant visit with home folks at Ft. Worth, Texas.

How many of you clipped and returned the questionnaire appearing on Page 39 of the February issue of the Magazine? If you did not, why not?

Mike Murphy, Brown hoist engineer, says we have never given him any publicity. Well, here goes, Mike. We believe he is one of the best Brown hoist operators we ever saw swing a hoist and when it comes to coaling

TIRES WITH 500 NAIL HOLES LEAK NO AIR

A new puncture-proof inner tube has been invented by a Mr. H. S. Milburn of Chicago. In actual test it was punctured 500 times without loss of air. This wonderful new tube increases mileage from 10,000 to 12,000 miles and eliminates changing tires. It costs no more than the ordinary tube. Mr. H. S. Milburn, 331 West 47th St., Chicago, wants them introduced everywhere and is making a special offer to agents. Write him today.

engines, you ought to see the way that dipper travels from car to engine. Besides being a most efficient operator, Mike is a mighty jolly and loyal fellow and if he doesn't whip us for this little bit of publicity, we may tell you something more about him next time.

Next month we will tell you something about the man responsible for the repairs and appearance of the many passenger cars operating out of this terminal.

J. J. Grueninger, tin shop foreman, and wife, are enjoying an extended visit in Los Angeles and other points of interest on the Coast.

The regular monthly meeting of the Northern Division Safety First Committee was held at Kansas City, February 17th. Practically the entire committee was present. Chairman Berry presided. Several good talks were made by those present and from all indications the outlook for a marked decrease in the number of accidents during the year 1925 is very promising. Figures available show we have made a decided improvement in the number of reportable accidents compared with the same period last year.

Velma Shivers, the eleven-year-old daughter of ARA Clerk H. F. Shivers, submits the following bit of verse on Safety First:

If you would live long and avoid the hearse,
You'll use common sense and practice Safety First!

Here's a tip to the advertising man. We heard a certain young lady say sometime ago she guessed she would have to advertise for a steady.

Someone in the roundhouse evidently thought Frank Junkins was liable to lose his Ford so they fastened a cow bell on it and Frank thought the ash pan had come down when he started home.

Who said it would not be necessary to put a cow bell on George Kent's car as it made so much noise you would never be able to hear the bell?

The Metal Crafts Association held another of their open meetings on February 17th to which we were all invited. Everyone had a most enjoyable time and we are looking forward to another such meeting.

TELEGRAPH DEPARTMENT

LILLIAN HULTSCH, Reporter

Mr. Brennan is suffering from a severe cold. We wish him a speedy recovery.

Helen Finley was going to spend the 22nd and 23rd in St. Louis, but she changed her mind. "He" came to Springfield instead.

Forrest Dee Layne is our new telephone inspector.

The indications are that Ollie Ousley has decided to "Follow the Swallow" and is going south for the rest of the cold weather; that is, if he survives the pain and suffering he has had to endure on account of that boil.

Help Wanted—Someone to start our clock and keep it going.

Wanted to Buy—A spring coat small enough for Stella.

Mrs. George McKenna and young son, of Chaffee, Missouri, were in to see us on February 20th. Mrs. McKenna will be remembered as Evelyn Wilkins, formerly telephone operator in the Springfield office.

Ask Ollie to explain the cause of that burnt rubber scent that was floating through the breezes not long ago.

Julia Brown, first trick operator at Tower Grove, is visiting in New York and New Jersey.

We are sorry to hear that B. R. Davidson, reporter of Bradley's gang, is ill with pneumonia. We hope he will recover soon and that we will have some of his "peppy" news for the next issue.

Our distinguished actor, Ray Soper, has blossomed forth again, having appeared on February 19th in that very popular play, "Everywoman."

Ollie and some friends started to drive to Eureka Springs one Sunday not long ago, but I understand they were unavoidably delayed and failed to reach their destination. Everything was going fine when a passing car crowded them off the road and Ollie said they had to send for a derrick which lifted the car right out of the ditch and it only (?) cost them \$5.00. At another place they were going up a hill and lost their "momentum." Quite a little time was spent looking for that. A farmer with a team of horses had to pull them up a hill and down again when they came back, which put them out about \$3.00. And when they got home there was an "important" telegram for Ollie, but he was too late. Such is life! !!!

We are sorry to lose W. V. Claybourn as reporter for the Springfield Relay Office. He is being succeeded by C. H. McDonald, Jr., who has already given evidence of his ability.

Now, I wonder why we didn't all get one of those valentines.

I am sure that in this whole Telegraph Department there are some babies who feel terribly slighted because their pictures have not appeared on the baby page. Won't you send them in? (I mean the pictures—not the babies.)

Mr. Musgrave says the work of restoring our telegraph lines is progressing very satisfactorily.

Spring is almost here and we will soon begin to think of vacations again. News will then pick up.

SPRINGFIELD RELAY TELEGRAPH OFFICE

W. V. CLAYBOURN, Reporter

Ladies and gentlemen! Now, just prior to beginning the final act of our show, we wish to make a few announcements. First, foremost, but least important, we wish to announce that this will be the final appearance in the star part of the illustrious (?), distinguished (?), notorious (?) Mr. Claybourn. Shortly hence, the said Claybourn will be enroute to the land of that famous "Texas Coyote," that is to say, the land over which that famous "Coyote" ranges, the definite point being one Dublin, Texas. And, by the way, that City of Dublin hasn't as yet been featured in this goodly periodical of ours. I'll see to that soon after my return there.

We realize how sad this makes you all feel (the passing of Claybourn, not the prospective featuring of Dublin), and realizing, we have prepared. The ushers are plentifully supplied with nice clean handkerchiefs, bearing beautiful black borders, which we will gladly supply on request. The obsequies now having been performed, we will proceed to things that are brighter.

We have arranged, through very strenuous efforts, for this important vacancy to be filled by a very fine young man of super-intelligence, whom we feel sure will at all times strive to give the best that is in him.

So, kind folks, we sincerely hope that you will all return for future performances, also bring all your friends, for we feel certain you will find a bigger, better show than ever before.

We now take great pleasure in introducing that illuminating Georgia "cracker," Charles H. McDonald, Jr., who will henceforward fill your souls with intellectual light.

Adieu.

By C. H. McDONALD, Jr., Reporter
It is understood Mr. Christopher, our late night chief, rents a seat at the Electric Theatre daily for the purpose of staging a two-hour slumber party. We know of several flop joints where he can slumber eight hours for the same two bits.

A radio party was given at the home of Mr. and Mrs. W. V. Claybourn on the evening of January 25th, a large

gathering being in attendance. Refreshments were served by some of the ladies and greatly enjoyed by all. The music came in fine and both coasts were heard during the evening.

The radio fever is still spreading. Lutes (MA) and Walsler (U) have now fallen in line. It is reported that lights are seen in both homes in the wee hours of the morning.

How about the proverb, Pat (DA), "A cake of soap in the pocket is worth two on the washstand?"

Walsler wants to know when Kate is going to buy a "Bug."

We understand Schneider "BN" has disposed of his home on East Loren Avenue and invested in a very fine home on South Pickwick.

Understand Claude Leek, formerly of Newburg, Memphis and other points, reports here in the next day or two, relieving our ex-reporter, Mr. Claybourn, who leaves for Texas today.

DIAMONDS-WATCHES
Sent for inspection without one penny down

No security required, no red tape; we trust you absolutely. Examine diamond at your leisure—wear it 30 days FREE. Send it back at our expense if not entirely satisfactory. You are not out a penny. Do not wait longer—a few cents a day will make you the owner of a sparkling, perfectly cut, blue-white diamond, set in 18 Karat Purity White Gold.

New Low Prices and Terms None Can Beat
Why pay full price? Examine our diamonds. It costs nothing to see diamonds. When being thoroughly satisfied it's the big best value for your money you ever saw, keep the size and pay balance in small monthly payments.

FREE—Watch and Diamond catalog sent postpaid. Send for yours today.

Ladies' New Elite Wrist Watch
This artistic, dependable Ladies' Wrist Watch fitted with genuine Illinois Springfield movements. A perfect time-piece. Beautiful 14 Karat white or green solid gold cases. Ask for New Watch Book showing cases in all the new shapes and designs. Watch sent on approval and sold on payments. \$3.50 a month.

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Beautiful hand engraved Purity White Gold Wedding Ring to match diamond rings. \$2.00 a month.

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Name.....
Address.....
State.....

Our genial, fiery-topped messenger, Vinton, is spending a few days, and, we imagine many dollars, in St. Louis. (St. Louis? Sure, you know where that is, over there by the Eads Bridge.)

Called on Troy for news concerning the messenger force, and he referred me to Barney Lutes. Asked Barney, "Any news about the messenger force?" He came back like this, "He is in St. Louis." How about that, all you other boys?

Thorson and "LNC" Christopher were called to Mt. Vernon, Missouri, a couple of days during the latter part of January to attend court.

Maxwell is back on the job here after several days as emergency dispatcher at Lebanon during the ice storm. 'Tis said trains on the Lebanon Sub have had their suffering greatly alleviated.

There has been considerable shifting of tricks in this office recently.

We have heard that Bunny Davis knows considerable of oranges. Nothing definite, however.

And till we meet again, farewell.

OFFICE OF MASTER MECHANIC EASTERN DIVISION

MILLARD F. BROWN, Reporter

H. J. Ray, formerly employed as general foreman at the West Shops, has been promoted to the North Shops as shop superintendent, vice J. W. Surles, on leave of absence.

W. F. Brandt, general roundhouse foreman, has just returned from the Fuel Meeting held in St. Louis. He reports a fine meeting was held and everything is just fine in the City, only did not have enough time to get around to visit all the kinfolks.

J. J. Collins advises us he is contemplating moving. Oh, yes, we almost forgot it is getting close to the first of the month.

P. L. Stenger, gang foreman at the North Shops, has resigned to accept a position with the Missouri Pacific at Little Rock.

The Frisco Metal Crafts Band, composed of shop employes, gave a concert at the Convention Hall here on February 9th, and during the intermission, H. J. Ray, formerly general foreman at the West Shops, was presented with a beautiful diamond ring by employes at that point. The presentation speech was made by Mr. Underwood, chairman of the Frisco Metal Crafts. Mr. Ray has assured the Company that in case they have any trouble with their headlights, he will loan them his ring, as he is sure it will serve the purpose.

C. E. Keiser, stenographer to the shop superintendent, has traded his puddle jumper for an Essex coach, so look out, girls, as Slats has already said it would do 72.

Everything looks like sure signs of spring in the office this morning. Clifford Hayes, stenographer, blossomed out in a new spring suit; Chas. Thompson, chief clerk, is home, sick with spring fever; Allan Moore, timekeeper said the fish were biting good and our

three young ladies have new spring suits and hats.

S. M. Ferguson, late of Houston, Texas, has been placed on the job made vacant by the transfer of P. L. Stenger.

Ed. Baron, our file clerk, advises us that Springfield is to have a good baseball team this year. Here's hoping so, for we believe Ed, now has the facilities to haul all of us over every Saturday afternoon, as he has purchased a new Dodge.

Chas. Elliott, our efficient porter, has been off for several days on account of suffering with rheumatism.

"THE TRAIN"

By

ELIZABETH McCULLOUGH HODGES
I know that I'm very old-fashioned, with my bell and my heavy iron wheels;

My coal smoke and same old shrill whistle, I think I know just how it feels—

To be sneered at, ignored and quarreled at, as though I, myself, am to blame.

For I know very well I have stayed in my place, and my route is always the same.

Every day of the year you may see me, for I travel the very same track, And I turn not aside to right or to left, the next day when I am coming back.

I enter your town with bells ringing, and I try to be always on time, So I warn you to stop, look and listen, when you come to the track that is mine.

For I came here first, just remember, and paid for my own right-of-way; And I took you about o'er the country, and you thought in that glad yesterday.

That my red velvet seats were quite lovely and my speed sufficiently fast, And in those days your own destination, was in some little town that I passed;

But now when you speed in your motor, on a highway that's smooth, hard and white—

Any day, any hour, with no schedule; any time, noon, morning or night— My driver may wave you a greeting, or race you perhaps for a time;

But I warn you to Stop, Look and Listen, when you come to the track that is mine.

BIRMINGHAM GENERAL OFFICES

LAUNA M. CHEW, Reporter

Things have been rather quiet around here the past month; seems everyone made a lot of New Years resolutions to behave themselves and I can't find out a thing about anyone.

D. F. McDonough, division freight agent, attended the Traffic Meeting in St. Louis.

We received one of those pleasant visits from C. H. Morrill, assistant freight traffic manager. Mr. Morrill has so many friends in Birmingham, he is kept busy shaking hands.

A. T. Sullivan, assistant general freight agent, also paid us a visit. The coal and coke people keep Mr. Sullivan so busy, we don't see much of him, but we are always glad to see him.

J. G. Weaver, division freight agent, Ft. Smith, Ark., who was formerly located here, passed through Birmingham during the holidays. Mr. Weaver has many friends here who hope he will find time to stop over a few hours the next time he is down this way— if that girl in Carolina will let him.

H. P. Stender, traveling freight agent, was suffering from a slight attack of the "flu" for several days. He was also quarantined on account of his little daughter having diphtheria. We are glad to know that both are doing nicely now and Mr. Stender has returned to duty.

When returning from the Safety First Meeting the other day, B. F. Thompson was evidently thinking so seriously of the many warnings and discussions of Safety First, he forgot to put his foot on the gas and another car struck his "fivver," smashing the rear fender. C. J. Thompson, who was sitting in the back seat, didn't lose any time leaving the car. He thought sure he had been hit by a "Big Mike."

We understand we have a traveling passenger agent in Birmingham, and we are convinced he travels all the time, as B. E. Hanley is so busy rounding up passengers for the Frisco he is never seen around the office.

Went down to Loews the other night. "Uncle Dave" Macon, Moonshine, Tenn., veteran fiddler, has been playing to capacity houses for three weeks. Uncle Dave played before a Shrine meeting at one time and a representative of Marcus Loew heard him. Realizing that

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Uncle Dave would make a hit with the public, he made him a proposition that almost took his breath. That was more money than Uncle Dave thought was in the whole world. Don't fail to see him should he ever come to your town. This item will be particularly interesting to Mr. Butler and Mr. Cornatzar, as Uncle Dave says, "Why, sure, I know Sam and Jack those boys worked on adjoining farms, when we three were just youngsters."

SPRINGFIELD GENERAL STORE ROOM

BERTHA V. REED, Reporter

Bang! such a noise. Just think, R. L. Hoffman was so awkward as to fall out of his chair.

Homer Webb says that he is sure G. L. Pickle, counterman at the Store Room, used to be a cucumber.

I am sure the girls of the Store Department would like very much to express their thanks and appreciation for the large box of candy sent them recently, but have explicit instructions to keep this party's name out of the Magazine. At any rate the candy was fine and enjoyed by all concerned.

Mr. and Mrs. W. D. Price are the proud parents of a nine-pound baby boy who arrived at their home on December 22nd. The young man has been named Harold Leroy.

May Yates, stenographer in the general storekeeper's office, is the proud possessor of a beautiful diamond ring. We are wondering if she will be a June bride.

Paul Lowery, tracer clerk, reports a delightful vacation. He visited at the home of his aunt and uncle, Mr. and Mrs. J. J. Douglas, Trenton, Tenn.

Mrs. Chas. Moret, formerly Josephine Welch, was a visitor at the store room recently. She is still the same happy little "Joe."

Will wonders ever cease? Bill O'Brien has quit chewing tobacco and is now in L. A. Utley's class—chews from two to three packages of gum every day.

May, what is the attraction in Kansas City. Never mind, we know.

Pearl Fain, stenographer in the general storekeeper's office reported a fine trip to Kansas City and Mexico, Mo.

We miss Virgil Stone at the Store Room. He was compelled to resign on account of his health. We sincerely hope that Virgil will regain his health in a short time.

Clell Allen has accepted the position as file clerk, the position being made vacant by Virgil Stone.

Paul Gaylor, price clerk, is rather economical. He has been seen recently smoking a pipe. Why not smoke the fine cigars, Paul?

F. W. Pomeroy, stock clerk, advises that he is going to make another trip to Tulsa, Okla., soon. Duke, won't you tell us what the attraction is?

We sure have the banner joke on Supply Car Crew No. 3, as of late the boys have decided, rather than wait until they would have a chance to eat when arriving at scheduled towns late at night, they would prepare meals in emergency cases on the supply car and they report a real experience on their last trip. The would-be cook placed a track chisel on top of a pot lid covering the beans in order to keep the lid on and during the motion of the car the chisel fell into the beans and when the time came to serve the meal, he reports quite a wrastle with the pork shank that he had previously placed in the beans to cook, and to his surprise, when he finally fished it out, what he thought was the pork shank, was the track chisel. The remainder of the story has been deleted by the censor.

We were speculating as to why the longing look on the face of our foreman, S. H. Gaston, and we were finally able to solve the mystery, as Sam, while recently drinking a bottle of milk, located a brass watch chain in

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President
Mercantile Trust Company
St. Louis

the bottle and the longing look was brought about by his wondering when he would draw the watch.

Sam seems to be very unfortunate as he has been trying for the past twelve months to get a telephone installed in his home, and since installation has been made he finds that he is subject to a call any time during the day or night, and the thought of being called during the wee hours of the night to come to the Store Room to take care of some emergency work leads him to believe that he was better off without a telephone than he thought he was.

We have been trying for sometime to convince Mr. Williams (Bogy), wrecker foreman, that he was crazy and we now have positive proof that we are correct, as he recently purchased a home and the first thing after making the purchase, he hired a contractor to tear down the house. This undoubtedly proves our assertion, Eh, Bogy?

We have often heard that the days of chivalry were past. Did not believe it to be a fact until yesterday. Our reason for believing so at this time is that when the air hose blew out of position in the office yesterday afternoon, Clyde Fullerton almost crippled the stenographer trying to beat her to the door. Don't forget, Clyde, ladies first.

Since reporting the last I. W. W. Club meeting we have been entertained at the homes of Henrietta Truman, Mary Murphy and Erma Goddard. Girls, hide all your fancy work as I understand May is making a mad rush to complete her "hope chest."

Following in the footsteps of his dad, Carl Glenn, age four and one-half year, son of our chief clerk, Glenn V. Stone, leaned back in his chair, crossed his knees, jammed his hands into his pockets up to his elbow and when asked by his father what he was doing, remarked, "Doing what all men do."

"Safety First." A dose of Safety First each day will surely keep the doctor away.

Take Safety First for your motto. If the other fellow don't, he ought to.

**TRANSPORTATION DEPARTMENT
SPRINGFIELD, MO.**

H. C. HOLMES, Reporter

J. H. Doggrell, superintendent of transportation, was a guest at the annual banquet of the New York Traffic

Club, given at the Hotel Gotham, New York City, February 21st.

L. R. Hoff made a recent business trip to Oklahoma City.

G. B. Samms, who was visiting in Birmingham, has returned.

As this goes to press, C. H. Huss is spending the week with relatives in Detroit and Lansing, Mich.

T. H. Wommaek made a recent business trip to Harvard, Memphis and Birmingham.

Freda House has returned from an extended visit to California. While there she was the guest of Mrs. Helen Bucher Hudson in Los Angeles and also visited Mrs. Dorothy Hutton Mason, both of whom were at one time connected with this department.

Many from the Transportation Department attended the dance at the Country Club, Springfield, February 16th, to which the employees of the General Office Building and their immediate families were invited. We are proud that the prize for the best lady dancer was awarded to Louise Boren.

Hallie Welch has recovered from her illness and has returned to her duties.

Blanche Evans and Bertha Schumacher, who were also off on account of illness, have entirely recovered.

Helen Deckert spent a recent week end in Kansas City.

Telling Him

Play Coach: "I told you to bring a song book to rehearsal."

Student: "Oh, I won't need it; I use my head."

Coach: "I didn't say to bring a blank book."

It Was Cold

Rastus: "Boy, it was so cold whar I cum from we had to frow watah out de window an' slide daown de icicle to git out ob de house."

Mose: "Yo'all talk nuffins. Whar I lib it's so cold we gotta build fahs undah the cows to stop 'em fum givin' ice cream."

Precaution

A stranger in New York was impressed with the care taken by men at the ferry slips to put up a substantial gate when the boat left. He voiced his admiration.

"Yes," said one of the men, "we hafter do it. Plenty of these wise guys would walk right aboard whether the boat was there or not."

CAR ACCOUNTANT'S OFFICE

MARY HOWELL, Reporter

Things seem very different with Colla Melton and Emily Pennington since they danced with and talked to Jack Daughtrey at the Mosque, Tuesday night. Both girls are making plans to spend their vacation in Hollywood.

Myrtle Vane has returned to her home in Springfield after spending many months in the West. Miss Vane has been with the Frisco for a number of years.

Goldie Ruth Callen of the Record Department is undergoing treatment in the Frisco Hospital at St. Louis.

Mrs. Gray and daughter, Jane, and Rubena MacMillan spent the week-end in Memphis.

Those who took advantage of Washington's Birthday were Mabel Stivers, who visited her sister in Kansas City; Anna Cooper went to Wichita and Myrtle Miller to St. Louis.

Margaret Wiener leaves on March 15th for a month's visit in California.

M. A. Walker, who has been in Oklahoma City on business, for a few days, is back with us again.

We understand that Theda Pyland didn't flirt with anyone on her recent trip to Champaign, Ill., but knowing Theda as we do, we have decided that there was no one on the train to flirt with. Or, could it be possible that she is in love?

Ellen Johns and Maude Mills have had to be absent several days on account of illness. Ellen had a slight but painful operation on her arm, while Maude suffered a sprained ankle and had to use a crutch for over a week.

Louise Laes is back again for a few days on account of Mabel Stiver being absent with the "flu."

Strange how these holiday trips produce new diamonds. Ailene Gammon went to Kansas City for the recent holiday and came home with a pretty new ring.

Catherine Lyons is leaving on March 15th for a month's visit with her sister in California.

We regret very much to hear that we are going to lose Mr. Bell for we feel that his earnest work has brought about a feeling of good fellowship with the employes that will last. We hope that he will be as successful and appreciated as much in his new position.

**MECHANICAL, DEPARTMENT
FORT WORTH**

By F. L. PERKINS

Since the last issue we have had a few changes at this point: General Foreman A. S. Metzger has been transferred to Memphis and E. F. Tuck, night foreman, appointed acting general foreman, while H. S. Peavy, erecting foreman, Sherman Shops, has been acting night foreman on account of the Sherman Shops being closed.

The employes of the shop and the enginemen presented Mr. Metzger with

a leather traveling bag and case to match and some 60 or 75 employes were present at the farewell presentation and it was with genuine regret that we give him up at this place and the best wishes of all go with him for success on his new job.

J. K. Gibson and C. C. Jordan were among the visitors to pay us a visit this month.

We have been hit with quite an epidemic of "flu" among the mechanics working in the roundhouse and Car Department, but most all have now returned to work.

Fireman E. K. (Red) Toombs is a handsome man again, the dentist having completed his full set of new teeth and Red grins at every opportunity now.

Storekeeper A. T. Todd is now a regular passenger for Car Clerk M. E. Holibaugh since Holibaugh has purchased himself a new "Rolls Ruff," manufactured by Henry Ford.

General Car Foreman W. A. Morgan was a visitor in Ft. Worth on Friday the 13th.

Engineer Luther Snow, we understand, is attending the airbrake school conducted by Conductor Bobby Burns. Well, we knew Bobby Burns could write poetry, but never knew he wrote anything connected with George Westinghouse.

If you want to get "cussed out" right quick, ask Engineer Jimmie Hogue how the armadillo is getting along. We won't say anything more, but we have reliable information that armadillo is Jimmie's fighting word from here on out. About to overlook the most important news, Jimmy is now papa, but guess everybody knows that because the telephone company put on six extra operators to answer Jimmie's calls outbound.

Thanks, Mr. Hughett, at Sherman, for the flowers in last issue, but we hope the editor don't credit us with the Ben Lewis edition because we would have to sit up and howl at the moon like a coyote wolf.

F. L. & D. CLAIM DEPARTMENT

By CHARLENE WILLARD

The employes of the Claim Department had a real, old-fashioned Valentine box on February 14th. There were a number of the pretty, lacy kind, butterflies, hearts, cupids, etc., received, but the majority consisted of comic pictures and some of them were hot ones! W. H. Shumate seemed to be the victim of several would-be blackmailers and Mrs. Hannah Dickerson—well, you should have seen her rogues gallery—evidently she has an ardent admirer, but she is not divulging his name.

W. N. Doss, claim investigator, recently invested in a pretty, little home in the southeast part of town. After all, "Tubby," there is no place like Springfield for a real, honest-to-goodness home, is there?

Clara Ermes, supervisor of the Filing and Typing Departments, and Sylvia Martin, file clerk, spent February

22nd and 23rd in St. Louis, visiting their friends.

Angeline Golden is the proud aunt of a baby girl, named Virginia Ann, born to Mr. and Mrs. Martin Golden, February 5th. Congratulations, "Aunt Angy."

The champion horseshoe pitchers of the country are to be found in the Frisco Freight Claim Department and they bravely challenge anyone in this well-known sport.

Mabel O'Brien, file clerk, enjoyed a few days' vacation in Wichita, Kans., February 22nd and 23rd.

June Cruise and Ruby Northcutt made a trip to Kansas City the middle of February.

Since G. C. Roop has been made "Big Chief" of the Voucher Department, we wonder if he will acquire a little grunt and caterpillar-like walk, characteristic of a few "straw bosses."

The Brotherhood of Railway Clerks held an informal dance the evening of February 6th at the Chamber of Commerce Building. J. L. McCormack, at the request of Harry Sullivan, chairman of the organization, was called on to broadcast over the radio a three-minute talk on "Safety."

Marjorie Risser is not afraid of dentists. She rather likes their company, so we understand.

The officials of the Mechanical Department proved to be delightful hosts to the employes of the General Office Building on the occasion of an informal dance held at the Country Club, February 16th. Much can be said to their credit, however, it takes the Claim Department to make them sit up and take notice. It is rumored that the Claim Department will stage another one of those fine banquets and dances at the Chamber of Commerce, the night of St. Patrick's.

"Locious" Raymond Lodge has recovered from a back sprain received while attending Mike Pauly's opening party at Camp "Call of the Wild" on Lake Taneycomo during the week end, February 21st. It is reported by Amos Cox, Jim Head and other members of the party that the accident occurred while Mr. Lodge was dancing to the strains of "Ida Red" with Jim Head. Except for this unfortunate accident and the total absence of any fish, the party was a huge success. Mr. Lodge, while apparently seriously injured, being unable to render any assistance in pumping up tires on the return trip, recovered very rapidly. In fact, he was caught throwing rocks at birds at one time on the homeward journey, while other members of the party were busily engaged in repairing tires. Oh, yes, must not forget to mention that Amos and Jim got into an argument about a big mule that they saw. One said it was a big wild mule of some kind and Jim "won the dog," for he claimed it to be one of "them mountain burros," because it had a lot of cockleburs in its hair. Jim went to an acorn-cracking contest and won the grand prize, but had to give it back as one of the judges found out Jim was using two hammers.

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BIRMINGHAM TERMINALS

JOHN L. GODSEY, Reporter

Among the most important events was the appearance of the groundhog on February 2nd, which happened to be one of those dismal days, thereby producing no shadow to frighten the little hog. So far, his predictions have proven true to form and all the garden hoses are being filed up for use. No, Whit, I won't raise anything this year.

The next most important event was when Harry Gann announced the arrival of an eleven-pound son. Papa Gann is one of the bill clerks at East Thomas Yards and is the oldest son of Seebie Gann, a switchman in the Terminals. This automatically makes Seebie a "grandpa."

A. S. Newman, timekeeper, has returned to work after a two-week's illness.

Henry Erwin Collins, as he is known over in Georgia, is suffering from a vaccination which was so severe that Hawk testified that he had rather have the smallpox.

Miss Paul is afflicted with a hoarse cough which prevents her from talking. This is a great injury to Miss Paul as her greatest asset is in talking. She can talk the wings off any bird when she is speakable.

"I'll either have to get a new pencil, or a job as helper," said Pat Wright, switch foreman, as he sharpened the last inch of his pencil. Get one the

"Eversharps," Pat, and solve the problem.

A meeting of the Better Service Committee was held in the Chamber of Commerce on February 20th. A large number of the General Committee were present.

TULSA PASSENGER TRAFFIC

J. R. GOODMAN, Correspondent

Practically the entire executive forces, headed by President J. M. Kurn, were guests of the Tulsa Transportation Club February 10th. It was "Frisco Night" with the Transportation Club and the visiting officials were the guests of honor at the banquet held in the Hotel Tulsa. Many officials of other roads were also guests, and these, with visiting citizens and Transportation Club members, made up one of the largest gatherings of railroad people in the history of Tulsa. After President Kurn's address, short talks were made by J. R. Koontz, vice-president, S. S. Butler, freight traffic manager, and J. N. Cornatzar, passenger traffic manager. Entertainment for the evening consisted of readings by Martha Moore, associate editor Frisco Magazine, James K. Cook, the Scotch singer, The Paramount Four, Frisco quartet, sang. The Frisco orchestra from Springfield furnished music for the dinner and for the dance following dinner.

W. B. Tracy, formerly depot ticket agent, has been appointed city passen-

ger agent, a newly created position. W. P. Kent, formerly ticket agent Joplin, was appointed depot ticket agent; A. W. Arnett, formerly assistant city ticket agent Memphis, appointed city ticket agent, vice W. D. McCool transferred to depot.

Herbert Moore, for several years ticket seller, depot ticket office, has accepted position in city ticket office of the Texas Pacific in Dallas.

A LETTER WHICH EXPLAINS ITSELF

January 29th, 1925.
Copy to F. M. Foltz,
Carl Jct., Mo.

Forrester-Nave Box Co.,
Kansas City, Mo.

Attention, Mr. Herbert Meager--
Dear Sir:

We are greatly pleased in the matter of the shipment of boxes made in car N. P. 6393 which was switched from your yards on night of January 23d. This car arrived in Carl Jct. the next morning and was placed at our plant for unloading at noon of the same day.

We feel that this exceptional service merits our sincere commendation to the Frisco Department and to yourselves for the efforts made in our behalf.

E. B. YANCEY, Manager,
By J. C. Albrechtson.

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GENERAL CONTRACTOR

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SPRINGFIELD - MISSOURI

SPRINGFIELD GENERAL STORE ROOM

BERTHA V. REED, Reporter

Very sorry that we haven't been represented in the "Family News" for the past two months, but suppose we got the news items to the St. Louis office too late to be published. Will try to be more prompt in the future.

Southern Division Store items in the March issue were fine—interesting to all, as several of the general store employes' names were mentioned, among them J. C. Kerr, L. B. Pechner, Red Baron and Mr. Fitzgerald. The supply cars were also mentioned, and most everyone on the system is interested in the supply cars. We are pleased to know that the Southern Division Store is interested in the General Store and we will try to furnish news items each month. Just a tip to Warren Puckett, reporter. In mentioning some of our friends' names of which we are forbidden to write, hope he does not meet with the criticism we do when mentioning some of the names he mentions. This may seem mysterious to Mr. Puckett, but he will be fortunate if he never meets with our experience.

Clyde Fullerton, clerk in the general storekeeper's office, has been suffering the past few days from a bad eye, caused, as he claims, from cold. It is something unusual as we have never heard of a cold settling on the whole side of a man's face.

R. W. Yates, stock clerk, visited in Kansas City, Mo., Sunday, January 25th. Wonder why the special delivery letter he forwarded to K. C. on Monday afternoon?

Orin Akridge, formerly trucker at the General Store, resigned on January 31st and left immediately for Cincinnati, Ohio, where he accepted a position with the B. & O. Railroad.

Beulah Shepherd, stenographer, spent Sunday, January 25th, in St. Louis, Mo., visiting friends.

May Yates and Maude Bedell, stenographers in the general storekeeper's office, reported a delightful visit in Kansas City on February 1st. May says she is going back real soon—some attraction there for her.

A traveling salesman approached A. J. Sperry, assistant chief clerk to the general storekeeper, a few days ago and said, "Good morning, are you hearty?" and he replied, "No, I am Sperry."

Henrietta Truman, stenographer in the general storekeeper's office, intends to spend Washington's birthday in Dallas, Texas. Henri, we know you will look darling in that new dress and coat. Earl will think so, too.

Someone informed J. G. Akridge, general foreman, that since the sun had been shining so bright for the past few days, fishing would be great. Jim said, "I suppose so, but one thing sure, you would have to stand behind a tree to bait a hook, because the fish would be sure to see you."

J. M. Walker, formerly chief clerk, now division storekeeper at Ft. Smith, was in very poor health and, consulting the doctor from time to time regarding his condition, asked, "How do you think a warmer climate would suit me, doctor?" The doctor replied, also in terms of the Railway Employees' Magazine, "Heavens, man! that's what I have been trying to save you from."

We have the banner joke on S. H. Gaston, platform foreman. He and Joseph Drennan were disputing about whether the clock stands or sits on the mantle, and called Mrs. Gaston in to render a decision. She replied, "Well, as the clock says half past eight and it is only a quarter till one, I should say it lies on the mantle."

The I. W. W. Club met Wednesday evening, February 4th, at the home of Rowena Lewis and at Mary Newton's home on Wednesday evening, February 18th. Yes, May was present at both meetings and still admires all the fancy work.

E. R. Parker, caboose supply man, who has been ill for several weeks has returned to work. Glad Mr. Parker is able to be with us again.

KANSAS CITY YARDS

A. W. MEYER, Reporter

L. R. Hoff was with us for a couple of days and when he went home he had a new hat. I am not going to tell how he got it.

Yard Clerk Wasko is planning to go to New York shortly to see the world's series ball game. He went last year, but couldn't get within one hundred miles of Washington or New York, so he is going to start early this season. Mr. and Mrs. A. C. DeFries have a big girl at their home. Mr. DeFries is our storekeeper.

J. W. Skaggs, our general yardmaster, is getting young again. He has had tonsillitis.

We extend our sympathy to Yard Clerk L. F. Bradac, whose sister passed away, and to Yard Clerk H. C. Rhode, whose mother passed away recently.

J. E. Hutchinson was a visitor at Kansas City a few days ago. We always like to have the officials with us, as we are proud of our records at Kansas City.

CHAFFEE

By MACIE POWERS

R. H. Stogsdill is taking the place of R. A. Seitz, special agent, while the latter is in the hospital with a badly shattered foot. Ed Munroe, our old friend, served prior to Mr. Stogsdill's arrival. Yes, Ed is still a bachelor despite his two year's residence among the southern beauties.

A joint meeting of the Fuel, Freight Claim, and Better Service was held on the 12th. Several distinguished visitors were present. An interesting feature was the showing of several rolls of moving picture film on fuel conservation. Believe Irene Rigdon likes to take notes at these meetings so well that she has been assigned permanently.

Mrs. B. G. Gamble, wife of the master mechanic at Memphis, is visiting friends in Chaffee.

W. H. Brooke recently spent Saturday and Sunday in Humboldt, Kans. Said the wind howled 'round him like a coyote, and he was glad to get back to Missouri where he could keep his hat on.

The Frisco is constructing a modern combination freight and passenger station at Sikeston. It is of brick with a tile roof.

The B. and B. Department just completed the erection of a new 50,000-gallon water tank at Cape Girardeau.

J. L. Muma reported ill the other night, but we have grave doubts on the subject as afterwards we saw a large basket of chicken pie going in that direction and don't believe Mrs. Muma could dispose of it all without assistance.

C. McBroom was called to Beebe, Ark., on account of the death of his sister.

The position of fuel clerk at Chaffee was recently abolished. W. A. Allen and family moved to Memphis.

H. L. Bird, traveling accountant, was in Chaffee recently.

W. C. Hencke, formerly of Memphis, was appointed shop accountant at Chaffee.

Messrs. Moran, Gelwix and Brooke took a round-the-world flight on the pay car, 12th to 14th.

RIDOUT'S FUNERAL HOME
2117 Fifth Avenue

MAIN 9

AMBULANCE SERVICE
NIGHT AND DAY

Woodstock Slag Corp.

WE FURNISH CONCRETE SLAG FOR
EAST THOMAS SHOPS

BIRMINGHAM, ALABAMA

Grider Coal Sales Agency

STEAM & DOMESTIC COAL

2,000,000 TONS ANNUALLY

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ADAMS, ROWE & NORMAN

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COAL AND COKE

FOR EVERY PURPOSE

CAPACITY OF MINES AND OVENS 2½ MILLION TONS ANNUALLY

KILBY FROG & SWITCH CO.

RAILROAD CROSSINGS
FROGS AND SWITCHES

MANGANESE
TRACK WORK

BIRMINGHAM - - ALABAMA

D. H. Lawson, checker, resigned a few days ago and left for Tulsa, Okla. Understand Charles (Butch) Gustin, clerk in the general storekeeper's office, is thinking very seriously of purchasing a new car. We think it is just talk.

Dan Case, stock clerk, seems very nervous here of late. Can't account for it unless it is the time of the year when everyone likes to make a garden and he is anxious to get away from the office to start gardening.

Suppose John Walker, stock clerk, will be in the market for a new car as he experienced a wreck recently and was offered \$175.00 for the Dodge car after the wreck. Be careful, John, cars cost a lot of money.

It is rumored at the store room that Emmet (Shorty) Mayabb was married the afternoon of February 17th, Tom O'Kelley acting as best man. When asked about the rumor he refuses to say "Yes" or "No," so we will just have to draw our own conclusions.

SOUTHWESTERN DIVISION NEWS ITEMS

L. A. MACK and R. W. HARPER, Reporters

Wonder who holds the hot tamale record on the Southwestern Division? Robert Warfield holds the records at Sapulpa as far as we know; he counted to two dozen and then lost track.

W. L. Childs, formerly boiler foreman at Enid, Okla., has been appointed boiler foreman at Sapulpa, vice E. Lange, resigned.

The fuel office at Sapulpa which was held by T. J. Appleby has been transferred to Springfield, and the office used by the fuel clerk has been turned over to the road foreman of equipment.

G. P. Wilsey, clerk at Sapulpa, has been transferred to Springfield West Shop as car clerk.

Mr. Guinney, chief clerk to the master mechanic, does not deny that spring is here. He has already started house cleaning. Started on the office filing system and even carried it to his house and painted his kitchen.

Sam Bailey, fireman, Sapulpa, doesn't use a horn on his car at all. Got a sign on the front that says Dodge Brothers and a couple of prime plugs on the back to kick you out of the way.

Have had quite a lot of attention on the Southwestern Division of late. G. H. Tolley, federal locomotive inspector, Geo. W. Moore, P. O. Wood and Mr. Bailey of the Interstate Commerce Commission have been visitors in Sapulpa during the last month on business.

AGENTS' ACCOUNTS DEPARTMENT—ST. LOUIS

Another Frisco romance, sh-ssh. A beautiful diamond for Sylvia Rochita, from John Patrick Gaffney.

The more moonshine you drink, the less sunshine you see—a good slogan for the bartenders at the B. A. R. E. stag to remember.

Have you ever heard about the bad luck Arvs McGill met with? His little daughter, Helen Marie, has a tooth (first one), and Mrs. McGill was the first to notice it (excepting the baby), so, of course, now poor Arvs must buy the new dress. Next time let grandma find it, Arvs.

Anyone desiring to take up the art of dancing and becoming graceful, apply to the two "K's"—Misses Krueger and Kleyer. Free instructions in the flea hop.

Our first issue of the scandal sheet wouldn't be complete without mention of E. R. O. Mueller and his worthy assistant, E. V. Ashworth. No wonder everyone on the thirteenth floor has a sunny disposition. How could they help it? Environment. A pleasant "good morning" means a great deal to promote a good day's work and a congenial smile with a "good night" means an effort to be down at 8:05 A. M. the next morning.

OFFICE OF SUPERINTENDENT CENTRAL DIVISION

MARGARET A. KRIENER, Reporter

On February 9th a Freight Claim and Accident Prevention Meeting was held in the office of the superintendent, Central Division, Ft. Smith, Ark. The attendance was quite large, those present being S. T. Cantrell, chairman, J. L. McCormack, H. W. Hudgen, J. W. Nourse, H. W. Johnson, R. E. Pagent, F. E. Clark, Z. B. Claypool, J. W. Morrill, H. H. Westbay, together with a number of division officials, about 55 in all.

Apparently this was a very successful meeting, all the subjects were discussed to prevent claims of all nature: freight claims, personal injuries, or whatever the cause may be, to reduce claims to the lowest possible minimum this year, and at the same time work towards a betterment of the service in general.

Hal Lamkin, traveling timekeeper from Springfield, has been with us the past three weeks.

Grace Heyburn, of this office, and Pauline Smreker, of the Accounting Department, intend to celebrate Washington's birthday by spending a few days in St. Louis.

Henry Stierwalt left for Oklahoma City the 20th for a few days visit. He says it is a business trip, but the girls have their doubts about that.

R. E. Drake was in the office on February 9th.

M. M. Sisson, assistant general manager, was in Ft. Smith, February 21st.

Joint Bank Account

"You keep a joint bank account with your wife, don't you?"

"Yes. I deposit the money and she draws it out."

A Real Politician

"What's all this row," demanded Senator Fluddub, "about this here statue set up in some park?"

"Why, a man has his foot on a woman's neck, so I'm told."

"Uh. That interests me. But don't quote me, my boy, don't quote me."

The Magazine's Acrostic

F-risco Magazine
R-eadable
I-nteresting
S-ensible
C-lever
O-ur own.

L-eads
I-n
N-ewsy
E-ffervescent
S-tories.

Yes, Louella
I'm the fella
Writes
Of nights.
Just to please
You and others
Of the family.

News and views
Humor, too
Editorials
Sportorials
Homemaking hints
And sundry bits
Constantly.

Texas Coyote
Gets our vote
Then there's
Uncle Ephraim,
Newt Husker
The Head Potah
Merrily.

Martha, Ruby
And Charlene.
Old Man Shivers
And divers
Others who
Help to make
The "Mag."



MILLIONS OF PEOPLE

Use organic Nuxated Iron to build up red blood, strength and endurance.

There are thousands who are ageing and breaking down at a time of life when they should be enjoying that perfect health which carries defiance to disease simply because they are not awake to the condition of their blood. Without organic iron your blood carries no oxygen, and without oxygen there is nothing to unite with the carbon in your food so what you eat does you no good. It is like putting coal in to a stove without fire. You can now obtain organic iron like the iron in your blood and like the iron in spinach, lentils, and apples from any druggist under the name of Nuxated Iron.

HELPS MAKE RICH, RED BLOOD

Nuxated Iron also contains the principal chemical constituent of active, living nerve force: it is, therefore, a true blood and nerve food. It helps create and rebuild new and stronger red blood cells. It feeds the body the substances which nerve force must have to give it that vital, electro-magnetic power which is stored in the nerve and brain cells of man. Nuxated Iron often increases the strength and endurance of weak, nervous, rundown men and women in two weeks' time. The manufacturers guarantee successful results to every purchaser of they will refund your money.

NUXATED IRON ENRICHES THE BLOOD-GIVES YOU NEW STRENGTH AND ENERGY

Frisco Booster Does Some Good Work at Joplin

It is a well known fact, that a little effort on our part in boosting the road we work for, costs us no money—and only a little effort and the results are astonishing.

Recently the Editor received a letter from an employe at Joplin, Mo., who wrote regarding the result of some personal work on his part, in securing business for the Frisco. This party asked that his name be withheld, as he did not desire praise for his personal solicitation, only wished to show what could be done. We feel that much credit is due this employe, and though we have promised not to divulge his name, the appreciation of the officials of the Frisco is extended to him.

This employe writes as follows:

"Just to show the readers of our magazine what a man can do in the way of personal solicitation for the Frisco business, and with very little trouble, I am quoting below the result of my efforts for 1924.

"I do not want any name used in any way, for it is not for praise or even public mention. I am only giving you this, hoping that other Frisco employes will take the hunch. When a man has a good commodity, it is no trouble to sell it, so when you hear of someone who wants to buy transportation, beat the other fellow to it and sell them 'The Frisco Brand, once used, always used!'

"Being a Lodge man and a church man, I do not hesitate to sound the praises of my goods at these places, when I hear of any of my friends planning on taking trips. Here is the list:

- December, 1923—2½ round trip tickets, Florida and return.
- December, 1923—3½ tickets to Ft. Worth. (Had to make trip to Webb City to land these.)
- May, 1924—1 ticket to Seattle, Wash.
- May 2nd—1 ticket to Idaho Falls, Idaho.
- June 2nd—3 round trip tickets, Houston, Texas. (These parties had already planned on another line.)
- June 1st—1 ticket to Los Angeles, Calif., later two, same place.

August 14th—1 round trip ticket to Bristol, Tenn., and return. (Friends at other end advised party to use another line, but I got the business.)

September, 1924—To Rochester, Minn., two tickets.

October 3rd—1 ticket Lublock, Tex. (First time this party ever made trip via Frisco—he immediately wrote his wife to come Frisco.)

November 1st—2 tickets to Jacksonville, Fla.

November 21st—2 tickets to Los Angeles, Calif.

December 15th—1 ticket Muncie, Ind., and return. (Party started from Pittsburg, Kans.)

December 20th—1½ tickets to At-tica, Kans., and return.

December 30th—Same party will go to Orlando, Florida via Frisco.

"Besides this, I can give you the name of one man who has made four round trips to Chicago, carrying 525 pounds excess baggage each time, and represents an expenditure of \$176.28. So you can see how easy it is to help the hand that is really feeding you.

"Figure this up and you will soon see what a little effort amounts to in dollars and cents to say nothing of the boost that these new customers give your road.

"At the end of next year you will hear from me again with a larger list to my credit, I hope.

An Interested Booster."

With Twins, Father Can Be Generous With Names

(Wichita Daily Beacon)
(February 19th, 1925.)

Cliff Underwood, traveling passenger agent of the Frisco, forever cemented his friendship with Charles A. Redden, division freight and passenger agent, today when he named one of his new twins after Mr. Redden. Charles Arthur Underwood is named for Redden and for Arthur Moran, superintendent of the River and Cape Division of the road, who is a cousin. David Clifford Underwood was named after his father and grandfather.

"My namesake weighs eight ounces more than his brother," boasted Mr. Redden today.

Just About Oklahoma!

Oklahoma—one of the richest states in the Union, appears to the tourist for the first time as very new! One can see the growth almost monthly, as the huge skyscrapers take the place of the one and two story office buildings which formerly occupied the space—just temporarily, but Oklahoma is growing and thriving as fast as any other state and much more rapidly than some.

Going overland, in the distance it seems that there is a dense forest—a regular network of trees, but on nearing the location you find a settlement of oil shafts, reaching high in the air and practically every one of them pumping rich black gold on and on into tanks for distribution. There are miles and miles of pipe resting on the ground, uncovered—and only those familiar with the oil section can tell just where they lead.

The climate is mild and even in February the farmers are making garden and the trees are beginning to show signs of summer.

The Indians of Oklahoma are interesting. They have retained most of their characteristics and they still love bright colors. They prefer a Packard or a Rolls-Royce in the selection of a car, and to the tourist, he is much interested when a big grey car rolls by and the only occupant of the back seat is an Indian, sitting erect, but failing it seems, to enjoy all of the comforts which the vehicle affords.

If We Want Good Candy WE GO TO

Ibsen's

910-912 OLIVE

BOMONT 414

BOMONT 415

Becht Laundry Co.

We Specialize in Family Laundry

3301-11 Bell Ave., St. Louis, Mo.

SMEE & HENDERSON CIGAR CO.

FRISCO BUILDING

We Carry Your Favorite Smoke Parcel Post Paid Anywhere

MARYLAND HOTEL

Next to Frisco Building ST. LOUIS, MO.

POPULAR PRICE EUROPEAN HOTEL Absolutely Fireproof

Rates: \$1.50 and Up Per Day

Electric Fan (Free) in Every Room

EATS:—Unexcelled CAFETERIA and

COFFEE SHOP Service

Kennard's
437 WASHINGTON

LEADERS IN THE MIDDLE WEST FOR—

FURNITURE

CARPETS RUGS

DRAPERIES

LINOLEUMS

Kennard's
437 WASHINGTON

SAINT LOUIS

BANKS ALONG THE FRISCO LINES

The American National Bank Okmulgee, Oklahoma

Successful Banking

SINCE 1873

RESOURCES
Eighteen Million

The Fort Worth National Bank

FRISCO DEPOSITARY

Main at Fifth Street

UNITED STATES DEPOSITARY

ALONG THE ROAD

We are travelers along life's road. Debt is the burden that rides you. The SAVINGS ACCOUNT is something for you to ride on.



When You Think of Banks,
Think of First National First
First National Bank
OF CAPE GIRARDEAU
Where the Frisco Banks

A Complete Banking Service
Featuring Commercial, Savings, Investment
and Trust Departments. Establish your
Oklahoma City connection here.
American National Bank
OKLAHOMA CITY, OKLAHOMA
RESOURCES MORE THAN \$21,000.00

Farmers State Bank
ROGERS, ARK.
**MAKE OUR BANK
YOUR BANK**

FIRST NATIONAL BANK 4% and Safety
CHAFFEE, MO. Member Federal Reserve System

The Merchants and Planters National Bank Established 1872
SHERMAN, TEXAS Capital and Surplus \$1,200,000.00
Will Appreciate Your Account

"Bank with Security"
NATIONAL BANK
EXTRA INTEREST
(3% PLUS EXTRA 1/4%)
EXTRA HOURS
(9 TO 5 EVERY DAY)
EXTRA SAFE
(INVESTIGATE)
EIGHTH STREET
Between Olive and Locust Streets
ST. LOUIS, MO.

We seek business on a basis of
sound co-operation.
We'd be glad to talk to you.
First National Bank
MONETT, MO.

**BANK
OF COMMERCE**
CAPITAL, \$50,000.00
SURPLUS, \$15,500.00
Sapulpa, Okla.
FRISCO DEPOSITARY
We Appreciate Your Checking
Account
4% Paid on Savings Accounts

Albert W. Corley, engineer on the Oklahoma City board, was killed in an accident on this division February 15th. Mr. Corley leaves a wife and dependent father and mother.

George O. Wright

There are some lives about which our memories love to linger, simply because the longer we look upon them the more we see in them to revere and cherish.

Such was the life of George O. Wright, who quietly and peacefully passed from this life Sunday, evening, February 15th, 1925.

Mr. Wright was endowed with a pleasing personality, a great heart and consecrated to high ideals.

As cashier in the office of the Frisco local freight department for over 25 years, he never betrayed his trust, although he handled millions of

dollars, and every night before leaving his work his accounts balanced to a penny.

In dealing with the laborers, the clerks or the public, he ever met them with a smile, the same yesterday, today and tomorrow. He was pre-eminent in his devotion to duty, but manifested therein a gentleness, a meekness and a patience that marked him as a true Christian gentleman.

As a husband and father, he was kindness, love and devotion, and leaves to mourn for him his wife, two daughters and one son, to whom the Frisco Family extends its sincere sympathy.

In Memoriam
Roy W. Current, roundhouse foreman at Oklahoma City, died February 11th. Mr. Current first entered the service of the Frisco at Sapulpa in November, 1923, as back shop foreman. He was transferred to Oklahoma City as roundhouse foreman August 11th, 1924. Mr. Current leaves a wife and three children. In November, 1923, Mr. Current signed for supervisory group insurance and Mrs. Current will receive \$5,000 from the Metropolitan Company.

Baby Pictures, Please!

JOHN J. COLLINS

FUNERAL HOME

(Incorporated)

Phones Main **467-468** 872 Poplar Ave.
MEMPHIS, TENN.

In the "Just a Minute" column of the St. Louis Post-Dispatch of February 20, appeared the following by Clark McAdams:

Cheerful Cave Story

Now that our souls have been harrowed for so long by the story of Sand Cave, what do you say we have a cheerful cave story?

Very well, as Socrates says.

Years ago a structural engineer on the Frisco was building a bridge in the Ozarks.

He had a crew of about 60 Greeks, Italians and Mexicans.

There was a native who came around the camp at night, and this native had located a bear's den.

The consequence was that a bear hunt was planned for the following Sunday.

When the day came the engineer lined up his troop.

In front was the native, who carried a shotgun and a lantern.

Then came the engineer, armed with a revolver.

Back of him were the Greeks armed with picks.

The Italians, axes.

Mexicans, clubs.

The native led the way to a cave.

The entrance was quite large, and the entire company of bear hunters gathered in the first chamber.

There was then a passage through which only one man could pass at a time.

This led to a larger chamber.

When everybody was through the narrows the hunt proceeded.

Caves are dreadfully dark, and this one was particularly so.

At any rate, there was only the single light ahead, and everybody rattled such arms as he bore to keep up his courage.

You can imagine at this juncture the Greeks (picks), the Italians, (axes), and the Mexicans (clubs).

The engineer was always uncertain afterward just what did happen after they started ahead in the second chamber.

He did not know whether a bear said "Woof!" or the native stumbled and fell with the lantern.

However it was, there was a cry ahead and the light went out.

Then the dash for freedom!

Probably not one of the Greeks, Italians or Mexicans had ever heard of Patrick Henry, but nevertheless what every man trying to be first into the narrows was saying in his heart was "Give me liberty or give me death!"

The engineer used to say:

"When I got to the narrows they were packed with a fighting, biting, yelling mass of humanity.

"I began pulling men out by the feet and throwing them behind me.

"Sometimes I would get two men in one handful, sometimes three.

"There were moments when the crowd under me was six men deep."

Anyway, a mere wildcat.

A lion.

Or a grizzly bear even would have gone down in that homeric combat.

The engineer was the first out.

He was badly scratched.

He had lost his hat.

His clothes were torn.

The native was second.

He had lost his gun, his lantern and several teeth.

Behind them came the others.

Sometimes one man.

Sometimes two.

At others six.

All bleeding.

Few of them entirely clothed.

Some naked.

All definitely off of bear hunting.

Finally the last man came out.

He was a little Italian.

Evidently he had been the man on the bottom.

He passed his hands before his eyes as if trying to make out if he were dead or alive.

"Did you get the bear, Angelo?" the engineer asked.

Angelo was weeping softly.

"You wanta da bear, you go fetch heem out," he said.

So they called it a bear hunt, leaving most of the tools in the cave.

Floyd L. Bell Resigns As Editor of Magazine

Floyd L. Bell, who has been, since the establishment of the Frisco Employes' Magazine, editor of this publication, resigned last month, effective March 1.

Mr. Bell, whose service with the Frisco Lines dates from the spring of 1920, when he was named director of public relations, has become affiliated with the Hotel Chase in St. Louis, in charge of advertising. Previous to coming to the Frisco he was for ten years in metropolitan newspaper work and was, at the time of his appointment here, on the editorial staff of the St. Louis Post-Dispatch. He is a native of Minnesota, but came to Missouri in 1914 as sports editor of the St. Joseph Gazette, later joining the News Press in the same city in a similar capacity, coming to St. Louis in 1918. During the political campaign in 1912 he handled the Northwestern states publicity for Woodrow Wilson.

Patents—Trademarks—Copyrights

Instructions how to obtain patent cheerfully furnished without charge. Send sketch or model and description of your invention for opinion as to patentability. Frank B. Hoffman, Patent Lawyer, Union Bank Bldg, Washington, D. C.

Sapulpa News

Victor Mounger, Reporter

We are now having a change in temperature and it is welcome as we want to get thawed out once more. The damage during the zero weather was much lighter than expected.

Night Roundhouse Foreman Carl Strickler announced the other day that he is a proud father. We're hoping soon to have another picture for the baby page.

Bill Collins is suffering from a broken arm and is now in the hospital at St. Louis. The last report we had was that he was doing nicely.

Robert Mathes, formerly electrician at this point and transferred to Sherman Shops, married while home for the holidays and left with his bride for Texas.

Machinist H. C. Price spent the holidays at Cleburne, Texas, with relatives.

Announcement No. 2, Bill S. Collins is celebrating the arrival of a 9 pound baby girl. Another picture for the baby page!

Preparations are being made for our second annual dance, and we are all going to put it on in fine shape.

Boilermaker Frank Riley spent some time recently on his ranch in Missouri, trying to get his cattle together.

Machinist Wm. Gerick took a little trip to Denison, and it is reported that he took unto himself a life partner while there.

Frank T. Mock recently made a flying trip to Texas.

Wm. Johnson returned from Houston, Texas, and he says there is no place except South Texas or Florida for him now. Oklahoma weather is too cold.

G. C. Street, roundhouse foreman, and family returned from Cleburne, Texas, where they were visiting relatives.

To "Carmania"

Tak time, "Carmania," as ye sail

Across the wild and stormy sea;

Tak time, ower soon I maun bewail

The loss o' thy guid barley bree!

Tak pity on a droothy body,

And plow na fast the raging main,

But gie me time for heaps o' toddy,

The drink I'll see na soon again!

WYLIE & PACKWOOD

Real Estate and Insurance

Security Savings Bank Building

HOMES sold on payments like rent.

Largest RENTAL list in city

We solicit your INSURANCE

CHAFFEE, MISSOURI

FORMERLY FRISCO MAN

FRANK W. DAVIS

LIFE, ACCIDENT

The Travelers Insurance Co.

5 E. Wall St.

FT. SCOTT

THE STATION AGENT'S STORY

By Rose Hartwick Thorpe
 Take a seat in the shade here, lady;
 It's tiresome, I know, to wait,
 But when the train reaches Verona
 It's always sure to be late;
 'Specially when any one's waitin';
 Been gatherin' flowers, I see?
 Ah, well, they're better company
 Than a rough old fellow like me.

You noticed the graves 'neath the willows
 Down there where the blossoms grew?
 Well, yes, there's a story about them,
 Almost too strange to be true;
 'Tis a stranger, sweeter story
 Than was ever written in books,
 And God made the ending so perfect;
 There, now I see by your looks.

I will have to tell you the story;
 Let me see; 'twas eight years ago,
 One blusterin' night in winter
 When the air was just thick with snow;
 As the freight came round the curve there
 They beheld a man on the track,
 Bravin' the storm before him, but
 Not heedin' the foe at the back.

And, ere a hand could grasp the bell rope,
 Or a finger could touch the rod,
 One sweep from the cruel snow plow
 Had sent the man's soul to its God!
 They laid him out here in the freight house
 And I stayed with him that night,
 He'd one of the pleasantest faces,
 So hopeful and young and bright.

There was only a worn-out letter;
 I know it by heart—it said:
 "Dear John, baby May grows finely,
 I send you this curl from her head.
 We will meet you at Brackenbore,
 The grandfather's sad and lone,
 But I read him your kind words, say-
 ing
 When we've a home of our own.

He shall sing the songs of old England
 Beneath our own willow tree."
 That's all there was of it, lady,
 And 'twas signed just "Alice Leigh."
 So we made a grave in the morning
 And buried the man out there,
 Alone, unmournd, in a stranger's land,
 With only a stranger's prayer.

But when he'd slept in his lonely grave
 Out there nigh on to a year,
 The train got into a washout
 By the culvert away down here;
 There were only two passengers that
 night,
 Dead, when we found them there—
 A sweet little English woman
 And a baby with golden hair.

CLASSIFIED ADS

Classified advertising under this heading will be charged for at the rate of 5 cents per word, with a minimum of 75 cents. Cash must accompany copy.

AGENTS—WRITE FOR FREE SAMPLES. Sell Madison "Better-Made" Shirts for large Manufacturer direct to wearer. No capital or experience required. Many earn \$100 weekly and bonus. MADISON MILLS, 505 Broadway, New York.

HEAVEN AND HELL—Swendenborg's great work, 400 pages, 15c post paid. Pastor Landenberger, Windsor Place, St. Louis, Mo.

FRISCO WATCH INSPECTORS

G. W. HALTOM, R. R. Watch Inspector, Fort Worth, Texas.

FARMER-CANNON JEWELRY CO. Watch Inspectors. Birmingham, Ala.



Experience shows that the saving effected in almost any one important item of expense well justifies the use of Dearborn Treatment. And there are savings in many directions.

Use regularly to get best results

Dearborn Chemical Company

310 South Michigan Avenue
 CHICAGO

FRISCO BUILDING, ST. LOUIS
 C. S. Murray, Manager

On her breast lay the laughing baby
 With its rosy finger tips
 Still warm, and the fair young mother
 With a frozen smile on her lips.
 We laid them out in the freight house,
 I stayed that night with the dead,
 I shall never forget the letter
 We found in her purse. It said:

"Dear Alice, praise God I've got here—
 I'll soon have a home for you now;
 But you must come with the baby
 As soon as you can anyhow.
 Comfort the grandfather and tell him
 That by and by he shall come
 And sing the songs of old England
 'Neath the willows beside our home;
 For, close by the door of our cottage
 I'll set out a willow tree,
 For his sake and the sake of old
 England.
 Lovingly yours, John Leigh."

The tears filled my eyes as I read it,
 But I whispered "God is just!"
 For I knew the true heart yonder—
 There only a handful of dust—
 Had drawn this sweet little woman
 Right here and God's merciful love
 Had taken her from the sorrow
 To the glad reunion above!

So, close by the grave of the other,
 We laid her away to rest;
 The golden-haired English mother
 With the baby upon her breast.
 I planted those trees above them,
 For I knew their story, you see;
 And I thought their rest would be
 sweeter
 'Neath their own loved willow tree.

Five years rolled along and, lady,
 My story may now seem to you
 Like a wonderful piece of fiction;
 But I tell you it is true.
 As true as that God is above us.
 One summer day, hot and clear,
 As the train rolled into the station
 And stopped to change engines here.

Among a company of Mormons
 Came a tremblin', white-haired man,
 He asked me with a voice very eager:
 "Will you tell me, sir, if you can,
 Of a place called Brackenboro
 And how far have I got to go?"
 "It's the next station north," I an-
 swered,
 "Only thirteen miles below."

His old face lit up for a moment
 With a look of joy complete;
 Then he threw up his hands toward
 heaven
 And dropped down dead at my feet!

"Old Hugh Leigh is dead," said a Mormon.
 "And sights o' trouble he's been
 Nothin' would do when we started
 But that he must come with us then.

"To find Alice, John and the baby;
 And his heart was well-nigh broke
 With waitin' and watchin' in England
 For letters they never wrote."
 So we buried him there with the others
 Beneath the willow tree,
 'Twas God's way of ending the story
 More perfect than man's could be!

ST. LOUIS MECHANICAL DEPARTMENT

LOUISE SCHUTTE, Reporter
 This is the first news from this point for several months, owing to the fact that there has been no reporter. However, we have snapped into it and intend to stay put. This report will be comprised of news from both Chouteau Avenue and Lindenwood, inasmuch as these two points are so closely related. Also thought it would be well to do this, having in mind that there is strength in numbers. So here we are:
 The Safety First meeting was held at Chouteau Avenue, February 12th, and it was very well attended. You really would be surprised to know that our general foremen on the division are rather nice looking when they get "all dressed up."

Messrs. Balke, Lampton and McCoy visited Lindenwood shops February 12th, and W. F. Brandt, February 13th. Will someone please page Mr. Jowers in the car department, Lindenwood? We would like to know how he fills the shop mule with gasoline, and if the mule takes to it just as well as he would to oats?

A baby girl was the gift recently presented to John Daniels. We hope to publish her picture in the magazine soon.

Mr. Carter, can you tell us why the shopmen are cultivating mustaches? The latest addicts, Coy Barnett and Nathaniel P. Duffy, won't tell. We have an idea, but—

Ford gas chariots have individuality, haven't they, Mr. Carlisle?

Where did Mr. Gorman get that blue checked shirt and yellow striped tie? Now he wants a pink bow tie. Will he wear it to the Singer-Bund?

WRITE THE RADIO EDITOR!

Jimmie, the Office Boy, Gives His Last Lesson on Indoor Sports

I'm good! There ain't no use arguing with me, 'cause I admit it. I'm so good that the boss says to me, 'Jimmie, you're wasting your time around here. I can't bear to see you do it. Close the door as you go out and get your pay check at the cashier's window.' I gets kind of haughty about such treatment as that and leaves the firm flat. But before I go, I want to complete my correspondence course, according to contract, with you folks on how to play bridge and poker.

Of course I could leave you guessing and get by with it. But for all I know you might have Halitosis or not know what to do when the lady on your left spills the soup on your rented dress suit. And I ain't that kind of a guy—not me. Believe me, when I start anything I finish it. That's what happened to my job.

Now this here talk of playing bridge whist accordin' to such well-known co-authors with me as Work, Foster, Ferguson and Whitehead, is the bunk. Why should them guys know anything about the game? They only invented it and modified it and been playing it twenty-five years—so it stands to reason they've gone stale and got some set ideas that ain't worth a tinker's dam.

Frinstance. All the so called authorities says if your partner doubles a one bid to "take him out." It won't work. I tried it and my partner couldn't go nowhere. He says he's going to stay right there and play bridge. And I says, "All right, I'm glad you're goin' to start playing, I've been afraid all evening you couldn't." Which gets a merry laugh from him and our relations is just as pleasant as Bill Hohenzollern and President Ebert.

But I'm telling you, it's all bunk. When my partner doubles a one bid I'm going to let the poor fish worry over it. It's his party from then on. Harsh words glide off my back like water off the stones under Niagara.

And this here "informatory doubles." Boloney, that's what it is. Who wants information when he can see all 13 cards in his own hand at one time? I'm playing my own cards—let the

guy across the table take care of his hand the same way.

And these "pre-emptive bids". Banana oil. If my partner bids "three diamonds" and I ain't got no diamonds, I bids four clubs if I got a club in my hand. I ain't goin' to let that guy play no three diamonds when I ain't got none, it ain't fair, it ain't right. That knob you see on top my head comes from telling a guy this the other night and he gets sore, but when he gets out of the hospital I am going to show him some more fine points of the game that Jack Dempsey taught me.

I promised to tell you something about playing poker. That was month before last. Since then I've made up my mind not to do it. I paid a lotta tuition to learn the game and graduated from one class with high honors and 50 cents in cash. But I took in too damn much territory. I hadn't got my A. B. degree—all bunk—yet and tried to horn into a game where they bets two dollars on the first card and Ma Ferguson's job on the next one with Bill Bryan's book on Evolution thrown in.

Afet I gets my obercoat out of hock and the first payment made toward redeeming that solid Ingersoll watch, I'm going back to the bush leagues in poker. I've learned that a guy is never smart in poker till he knows he don't know anything about the game.

I draws a pat flush that night of sad memory and bets the stack. The guy to my left raises me the table cover and the divan. I comes back with everything but my summer B. V. D.'s and learns for the first time that a pat hand ain't nothing whatever to be proud of.

But say, boy, I wish you had time and I had the chance to tell you how to play cribbage. You're standing right in my front parlor when you play that game, and if they's a bird in the organization that can make them pegs move faster up and down the cribbage board than little Jimmie, then he gets the plush covered nut olette.

So long, boys and girls. I'm all dressed up and wondering where I go from here.

Yours till the Democrats win,
Jimmie.

the night of the 10th, John Hatton gave a good talk on the Federal Reserve System and Jess Burdick talked on Safety Appliances. We hope to have a good talk on some subject each meeting night from some of our members. We initiated two new members last meeting night and wish to report we are keeping our membership up to 100 per cent.

Just Watch Us for Awhile!

Well, folks, we've got something up our sleeve besides our arm! Just watch the next few issues of the magazine and you'll be surprised.

You know we have been featuring special cities along the Frisco, and we still have quite a list to fill, but the Editor is planning on some very interesting data to take its place when the feature stories are finished.

There have been some fine stories received in the magazine office, and the appreciation of the Editor cannot be fully expressed—but, don't forget that we have a 64-page magazine to edit each month and keep the good news coming on.

We are issuing another call for pictures! Give us a picture of that locomotive that made the record in fuel performance for the month—where is the picture of that baby that won a prize at the baby show—who has a fine new house, a palace all their own?

Just so the picture is clear—that is all we require.

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WICHITA

We have nothing of importance to report except every one has been taking in the Shrine Circus this week.

Harry E. Bassett, general foreman at Enid, paid his many friends at Wichita a visit a few days ago. Come again, Harry, as we are always glad to see you.

We are having wonderful weather now, makes one think of the garden rake and the fishing pole.

Everyone here likes our new foreman, B. G. Morgan, fine. We can put Wichita on the map with 100 per cent work under his supervision.

Local No. 16 held a good meeting

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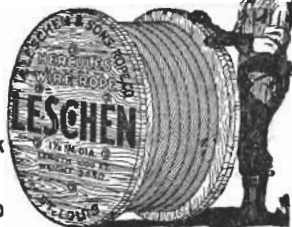
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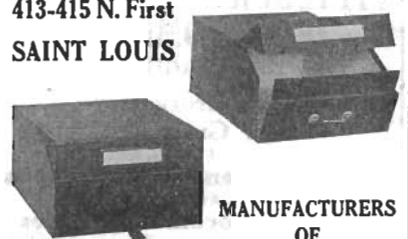
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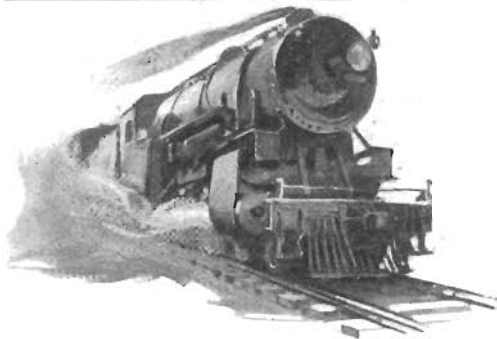
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