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#### The Lump of Coal

By William A. Davis,  
Fireman, Thayer, Mo.

They say I use'd to stand in the forest with pride  
Until the flood put me in my grave to hide,  
That was a long time ago in the days gone by  
I stood out there as if to dry.  
Along came the miner looking for gold  
Dug me up and called me coal,  
Thinking me useless he tossed me to the fireside  
And there I blazed up with all my pride.

He came and warmed his fingers so cold  
And said I found something more precious than gold.  
But alas, I am only a shining black lump  
You often find me along the dump,  
Where some careless fireman has let me drop.  
Had I reached the firebox his engine would have popped.  
But that would be a waste indeed  
And an injury to a steed.

If they all knew how scarce I was getting to be,  
They would surely take better care of little me.  
The engineer could save me a lot, too,  
By putting me up on short cut-off, like some do.  
Place me in your firebox light,  
For I will do more than if I am tight,  
Don't make me smoke that dirty black mass

For all the passengers are not on a free pass.

Some folks say that smoke won't burn,  
But try it out, buddy, on the next turn,  
Don't store me on the surface too long  
For if you do my strength will soon be gone.  
I will get soft and crumble into dust  
The fireman will mount his engine in disgust.  
But put me on a shining lump  
And watch the fireman, his heart will jump.

The engineer has noticed me, too,  
And knows just what his fireman will do.  
He will save me through to the end  
And tell the "Hogger" we'll get a letter when we get in  
About our Fuel Performance this trip.  
And his chest will swell out until his shirt will rip.  
Don't pile me on your tanks so high,  
For I will fall off out there to die.

Only to think of my brothers as I go rumbling along,  
They thinking that I have done my work and gone.  
And as I heard a fireman say,  
As if he was feeling gay,  
The big air pump is sure great  
I had rather pull the cars as drag the brake,  
And we all know that is a saving of coal,  
And piling up the "Frisco" gold.

And the air door is such a little thing,  
Working like a small boy's swing,  
Protecting the flues from the air so cold,  
Opening and shutting behind each scoop of coal.  
Even the brakeman could do his part  
By looking over the train before we start,  
Even the conductor who rides the rear end,  
Could tell us where the short loads begin.

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#### September, 1914, Was Not So Long Ago, But—

Nobody was able to talk across the continent. Radio telephony was a mystery. Nobody "tuned in on" any "broadcasting stations," and "jazz," "flapper" and "cake eater" were as yet unborn. Derby hats were low-crowned, curly brimmed affairs, and nearly every man wore one. "Shingles" was a disease and not a style that operators affected. They would have screamed had a barber tried to relieve them of their back hair. "Buy a bale" was the slogan on everybody's lips. To own an auto was the distinction of plutocrats, and five a week wouldn't even buy a side car. "Alexander's Rag Time Band" was still being whistled in Kansas, though the dapper youths of the St. Louis Accounting Department disdained anything older than "Underneath the Stars" and "They Wouldn't Believe Me." Peg top pants and hobble skirts had just gone out of style. A "sheik" was a fellow in Arabia. Dancing was an event, instead of an everynight habit, and you did the tango and the maxixe if you knew how; otherwise, you two-stepped. Beer was five cents a glass. "I should worry" was considered the last word in smart retorts. The world had not yet been made safe for democracy, though President Wilson was filling his fountain pen and rolling up his sleeves.

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**Musings of a San Fran**

We'll tell the Frisco the San Frans enjoyed the Tulsa trip March 22nd, but we didn't laugh out loud alone; the men had just about as much fun talking about jokes they were going to pull, but didn't, and ones they thought about pulling. It was a dark and stormy day, but it would take more than a down-pour of snow balls to stop a dash like that, indirectly, we met everyone on No. 610 going over, and on 607 coming back, and let the fact be emphasized we ALL came back.

Our secretary has been watching the mail for a copy of revised rules from the Ketchum Hotel, but to this writing she's still looking. Keep an eye on the up-to-date book shops for a copy of "San Frans, Jokes and Tulsa." But Wonderful Lamp of Alladdin, tell us what angel kept watch and heralded the tidings to Bill Manson.

San Frans received invitations, that is, they did if they paid the two cents due, for April First reading as follows: "Dress backwards and back over

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to 503 Boulevard about sixty minutes past seven o'clock Tuesday evening and act backwards with the rest of the April Fools." They did; even partook of the strawberry ice cream and cake, then the poached eggs on toast, and everyone came down next morning feeling just right, but Vesta Davis suggests that it isn't always policy to pick the "easy chair." (Guests of the evening were Mesdames Joe Heady, former B & B clerk, Tess Smith, revising clerk and Helen Gow.

April 15th, Ila Williams bid San Frans welcome to her home for a "pay-day" laugh and frolic. Spring had come and the many flowers that bedecked the home spared no voice in telling us so. The game was "500," be it 500 in or 500 out, and when Miss Williams, assisted by her mother and Miss Rivers Julian, came waltzing in with those over-stuffed plates, it was 500 appetites. Favors were given Misses Helen Gow and Helen Sinclair for high score. Guests of the evening were Misses Rivers Julian, Wilma Downie, Mary O'Brien and Helen Gow.

There was a man in our town.  
He was a speedy guy;  
He turned the corners on two wheels;  
Crossed crossings on the fly.  
But yesterday, the Extras say,  
This speed demon "saw the light."  
His fliver stalled on the railroad track,  
Then Ding! Dong! Goodnight.

**Some of the Engines Making the Best Fuel Performance**

DIVISION	Class of Service	Sub-Division	Engine No.	Lbs. Fuel Per 1000 G. T. M.	Average for all Engines
Eastern	Thru Freight	Rolla	58	177 Lbs.	193 Lbs.
		Lebanon	21	144 "	157 "
		Lebanon	1510	.88 gals. CM	.99 gals. CM
Southern	Thru Freight	Willow Spgs.	51	159 Lbs.	187 Lbs.
		Memphis	721	84 "	94 "
		Tupelo	1299	123 "	139 "
		Birmingham	28	177 "	199 "
S. Western	Thru Freight	Cherokee	4125	9.50 gals. CM	10.56 gals CM
		Creek	4017	159 Lbs.	171 Lbs.
		Sherman	4025	179 "	188 "
Northern	Thru Freight	Kansas City	1338	94 Lbs.	110 Lbs.
		Ash Grove	1306	115 "	132 "
		Afton-Parson	1332	133 "	151 "
		"	4004	142 "	153 "
		Carthage	1276	147 "	179 "
River	Thru Freight	St. Louis	1304	92 Lbs.	107 Lbs.
		Chaffee	736	90 "	93 "
Central	Thru Freight	Ft. Smith	1231	141 Lbs.	160 Lbs.
		Muskogee	785	232 "	269 "
		Arthur	717	97 "	112 "
		A. & A.	651	116 "	166 "

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## TRAVELS MILLION MILES IN THIRD OF CENTURY—NEVER OUT OF U. S.

In Lynn, Mass., there is a man who has traveled more than a million miles in approximately a third of a century.

"Amazing! Around the world more than forty times?" perhaps someone exclaims. "What a world traveler. What wonderful lands and sights he must have seen!"

But he isn't a world traveler at all. He has never been around the globe. He has seen a marvelous land—land, not lands—and scenes; but they have all been within that wonderland we call the United States, for all this journeying has been done inside its borders.

Ah, well, at least he must have some thrilling stories of wrecks, maybe of hold-ups, experienced in all that traveling.

Not a thrill. He was never in a wreck. No bandit ever held up a train on which he was riding. He never found himself without funds. He never had anything stolen. All the money he ever lost was one dollar, and he didn't really lose that—he gave it up rather than to get up one morning when a few minutes sleep seemed to be worth it—which will be explained later.

Nor was this astonishing mileage accumulated in the course of pleasure trips or recreational tours. Traveling was done by the man who did all this journeying, Charles A. Clough, strictly in the course of business—business which has taken him into every state, so far as he recalls, except Arkansas, Oklahoma and one of the Dakotas.

For twenty-five years, or thereabouts, Mr. Clough was in charge of the warehouses of the General Electric Company situated all over the country. He had supervision of their stocks, inventories and appraisals, a position which involved constant traveling from sea to sea and from the lakes to the Gulf of Mexico.

So, for a hundred nights out of each year, he estimates, he was lulled to sleep by the clickety-click of sleeping-car wheels. It was the porter of a sleeper that got the only dollar Mr. Clough ever lost. Mr. Clough rises very early, and he was so confident that no one could catch him napping after 5:20 in the morning that for twenty years he offered a reward of a dollar to any porter or conductor who should find him asleep after that hour. A dollar is not despised by even the most prosperous porter, and as Mr. Clough was well known to Pullman crews, the dollar was expended, in imagination, many a time. But not actually; Mr. Clough saw to that until one morning not so long ago as the train was entering Albany,

N. Y., he voluntarily allowed himself to remain in the berth after the allotted hour. A watchful porter parted the curtains, hopeful but not wholly expectant. The bed was comfortable, and Mr. Clough closed his eyes. It was 5:20. A broad grin and the transfer of a dollar followed.

And, speaking of sleepers, Mr. Clough has a decided penchant for lower berths in the center of the car. There is, he says, a marked difference between the soothing qualities of one located there and one over the trucks.

Naturally, traveling as much as he does, even now—for through a change in his field of work, he travels now only fortnightly, from Lynn to Schenectady, and return, the Pullman agents know what he wants. He walks up to the window in the South Station at Boston.

"Same reservation as usual?" inquire the agent.

"Yes," replies Mr. Clough, and he gets a berth just where he wants it.

His luggage is about as well known as he himself to check room employes. Some time ago, he went to the checking stand in one of the Boston stations to get his grip. A new employe was behind the counter, and he couldn't locate it.

"What kind of a looking grip is that, anyway?" he asked Mr. Clough after an unsuccessful search.

Just then an older employe came along. A look of disgust spread over his face.

"Here it is," he said, finding the grip at once. "I could pick it out of a hundred."

There have been various changes in Pullmans since Mr. Clough began traveling, but they are not such startling innovations as one might suppose.

"Steel cars have been substituted for wooden ones," he said recently when asked about it. "There were no electric lights in the old days; the cars were lighted by oil lamps. There was no steam heat in the cars then, either. Stoves were used. The dining car is a thing of which there were fewer by far twenty-five years ago than now. The passengers ate at eating stations."

"Hotels have changed, also; changed for the better," he says. One decided improvement he comments on is the construction of fireproof buildings, although it is interesting to note that, just as he has escaped train wrecks, he has also escaped hotel fires.

At that, some unusual experiences have befallen him in the course of his travels. One winter day the train on which he was riding was caught in a storm in the Black Can-

yon of the Gunnison River, in the Rockies, and snowbound for two days. The passengers were comfortable so far as heat was concerned, for there was plenty of steam to keep the cars warm. Food was a different matter, however. The newsboy, for once, found an active market for all his stock of popcorn and figs. The immured travelers were at last rescued, and the railroad served them a ham and eggs dinner at Cimarron. Never before, or since, did ham and eggs taste so well to him, Mr. Clough says.

One is not surprised to hear Mr. Clough admit that he once played football. He looks as if he might be rather effective in a scrimmage now, even though he says he has had sixty-six birthdays. Still, he is relying on what he did as center rush at Andover in '79 for his athletic laurels rather than trying to add to them now.

After being graduated from Andover in 1880, he entered Worcester Polytechnic Institute, from which he was graduated in 1883 with the degree of B. S. in Mechanical Engineering. Later, he took a post graduate course and the degree of B. S. in Electrical Engineering was conferred upon him by the same institution in 1891. On the completion of his college course in 1883, he went into business and about this time he became interested in the development of roller polo (polo played on roller skates) in Boston.

The next year he introduced amateur roller polo in Connecticut, formed a league composed of Bridgeport, Hartford, Meriden, New Britain, New Haven, Rockville, Springfield and Waterbury, and became its president, organizing and managing the Hartford club, which was composed of the following Hartford amateur players: Dillingham, Johnson, Parker, Pratt and Redfield. Of these, Charles B. Dillingham is now a well-known theatrical producer in New York, and Francis C. Pratt is vice-president of the General Electric Company in charge of engineering.

The following year the game developed into professional polo and players were obtained from other cities. Mr. Clough was then elected president of the New England Association of Polo Clubs, which included all the roller polo players in the country. Under his management, the Hartford Professional Polo Club won the championship during the winter of 1887-1888.

Mr. Clough later returned to Worcester Polytechnic Institute on two occasions as a member of the faculty.

He entered the services of the Thompson-Houston Electric Company in 1891, and has since remained with the General Electric Company, into which the former was merged. At the present time he is a member of the staff of the Central Station Department of the company.

KNOWLEDGE IS POWER

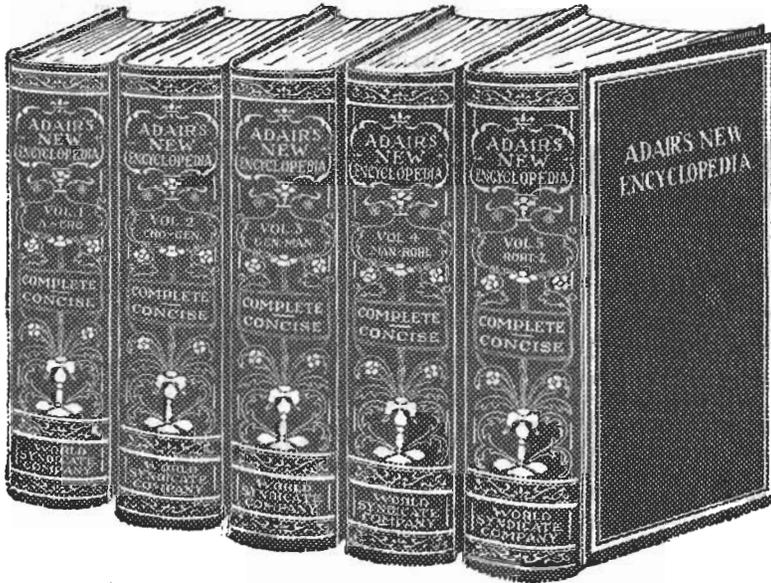
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### A Letter to Mr. Collett Which Explains Itself

Memphis, Tenn., March 1, 1924.

Mr. Robert Collett:

I am giving you an account of a trip worth while mentioning, even though I only rode from Willow Springs to Thayer on this train.

Engine No. 12 on Train No. 135, February 28, Engineer James and Fireman Albright and Conductor Carnagy.

This train left Springfield at 4:45 p. m. with 1,516 tons, took water at Cedar Gap and Willow Springs, filled to 1,783 tons at Burnham, and arrived at Thayer at 10:40 p. m.

No coal was taken at Willow Springs and engineer and myself estimated tank on arrival at Thayer and decided that we used 16 tons, not including one ton for firing up.

This engine handled 3,299 gross tons or 219,708 gross ton miles, which figures 145 pounds per 1,000 gross ton miles, making the trip in five hours and fifteen minutes actual running time.

I recommend the engineer, fireman and conductor be complimented on this trip.

Yours truly,

D. B. REED,  
Fuel Inspector.

### Switchman Sam Keller Saves Life by Quick Action

Through the rapid thought and equally swift action of Switchman Sam Keller in the Birmingham yards, a life was saved on March 3.

Mr. Keller saw a woman walk directly in the path of a switch engine, on the footboard of which he was riding. Opening the angle cock, with one hand he reached out and pushed the woman from the track. The air hose recoiled, striking Keller and slightly injuring his arm.

It is such quick thought as this that makes for real "safety first."

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### Motor Company Head Was De- lighted with Frisco Service.

Mr. E. S. Voorhis, president of the Southwest Nash Motor Company of Oklahoma City, recently made a trip to and from Chicago.

On his return to Oklahoma City he wrote as follows:

"Mr. F. E. Dunard, Frisco Lines Agent, Union Station, St. Louis: This letter is in a small way to express my appreciation of the courteous treatment you accorded me on my recent trip to Chicago."

Mr. Dunard, on advices received, J. K. Oliver at Oklahoma City and Harrison Will at St. Louis, met Mr. Voorhis at the train and aided him in making his transfer to the Chicago train, according him all possible—and the usual—Frisco courtesy.

### The Editor's Column in Which You and He Have a Talk.

WE BELIEVE that the Frisco Employes' Magazine has the finest bunch of correspondents and reporters in the world. That's taking in a lot of territory, but we stick to our statement. Awhile ago we sent out a hurry call for material for the magazine when we found that we were to be permitted to increase its number of pages. The result was that we were swamped with copy the next few days. Of course, all of it could not be used. But did we hear a complaint. Nary a complaint. The reporters were all good fellows and understood the situation just as perfectly as did we in the editorial offices.

But now we want to call your attention to the fact that a 64 page magazine means a great deal more material can be used than in the 48 page magazine we started with—long time ago that we had that dinky little publication wasn't it? So send us all the news and articles you can grab hold of. We can use them now.

One thing we want to talk with you about. That is the subject of photographs. We have at least 50 photographs lying on our desk which cannot be used. And the reason is simple. The prints are not clear enough to permit of the making of cuts or engravings. A photograph may be ever

so important in its bearing on a story, and if it is not clear enough to print, its value is nil to the magazine. We want good clear pictures at all times, glad to have them, in fact earnestly beg of you to send them, but please be sure they are clear enough to print. The average group picture, unless it is a "closeup" cannot be used, merely because the faces are so indistinct that they would mean nothing if used.

What's the matter with the sportsmen down at Springfield? We know there must be plenty doing in the way of baseball, bowling, quitoes, tennis, golf, fishing and other kindred sports, but for several months we have not had a line out of the Springfield offices or shops anent these. **Somebody please come to our aid. Do not wait to be appointed as an official reporter. If your copy is interesting you will be named reporter so quickly you will hardly realize what it is all about. But please let us hear from the "sports departments."**

Miss Martha Moore is the reporter in the office of the Superintendent of Motive Power. Do you know what a splendid thing Miss Moore did recently. Did you read—but of course you did—that fine article in which she interviewed one of our old veterans? Miss Moore made a trip all the way to Memphis, spent an entire day seeking out and interviewing Mr. Briggs, and did all of this because her interest in the magazine is so great that she wished to aid in making it a better publication.

Never read better articles than those of J. G. Taylor on "Jimmie Pep." Read like a story but have facts enough in them to cause one to stop and think. Lot of truth in what Mr. Taylor says in those readable, interesting stories, and we hope he has not concluded the series.

Ben Lewis is attracting more attention than any other reporter we have. There is something original and unique about Ben's stuff that doesn't appear more than once in a blue moon. Don't ever tell Ben but we believe this fellow could sell his stuff to a national magazine and get real money for it. Don't tell him this because we may lose a reporter.

## Bind Your Magazines

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