

part of toastmaster and called upon the Mayor of Monett for an address of welcome. Geo. C. Wilhelm, secretary of the YMCA, Assistant Master Mechanic W. G. Hall, Tom Sawyer of Neodesha, Wm. Underwood, general chairman and his secretary, Howard Pickens, gave interesting bits, contributing to the program.

We are informed that the dinner, served by the ladies of the Christian Church, left nothing to the imagination, and that many of the feathered poultry of Monett adorned the table, dressed and baked and fried to perfection.

There was the modern fox trot and the waltz and the one step, danced to the strains of a seven piece orchestra, and then, for the benefit of the older folks, somebody was found who could call out, "Swing your partners to the left," and the floor was humming and creaking with folks dancing the old square dance.

There were around 400 present, and someone offered to pay \$50 to the fellow finding anybody with a grouch.

There wasn't any record of such a debt being paid.

### Announcing the Frisco Night School

The Frisco Night School is held in Springfield High School, corner Jefferson and Center, every Monday, Tuesday, Thursday and Friday nights, from seven to nine P. M. All Frisco employes are cordially invited. This means everybody.

The subjects taught are mechanical drawing, arithmetic, sheet metal and boiler laying out work, valve motion, shoes and wedges, machine and floor work.

Also have questions in regard to boiler inspection and locomotive erecting work which will help advance you in your work.

### Items From Joplin

By J. F. Wilson

The Frisco Association gave an entertainment in their hall on January 21st, at which gathering were about 150 people, including the Missouri Pacific boys and their families, also G. L. Seanor, roundhouse foreman, R. H. Outland, car foreman, V. K. Pack, piecework checker, Wm. Underwood, general chairman and I. B. Gilliam, general car foreman.

V. K. Pack was called upon to sing the "Ford Blues," but he begged to be excused as he had forgotten the first verse of the song and didn't know the second one.

After the program a sumptuous repast was served by the ladies. The orchestra, with its alluring music soon had everybody dancing.

R. W. Outland, our car foreman, spent Tuesday in Kansas City.

**WEAR GOGGLES—THEY AID SAFETY**

## The Question Box

Conducted by A. H. OELKERS

(Editor's Note—Mr. A. H. Oelkers, Chief Mechanical Engineer, has consented to supervise and direct this column of queries and answers—as related to mechanical items. Ask that question which has been puzzling you. Mr. Oelkers will see that careful attention is given it and that the correct answer is made.)

**Question**—What is the difference between saturated and superheated steam?

**Answer**—When steam is generated by heating or evaporating water in a boiler it is in the form of saturated steam as long as it is in contact with the water. The pressure of this saturated steam is dependent on the temperature of the water and steam. For instance, at a temperature of 240 degrees the steam has a pressure of 10 pounds above the atmosphere and when the temperature is raised to 300 degrees, the pressure has increased to 52 pounds above the atmosphere. Superheated steam is formed when the saturated steam is heated or raised in temperature without coming in contact with water. In this condition the temperature may be increased without a corresponding increase in pressure. For instance, if the steam at 52 pounds pressure is heated up to 400 degrees, it is said to contain 100 degrees of superheat at which temperature it occupies a larger space or volume than when in the form of saturated steam at the same pressure and at a temperature of 300 degrees. If the superheated steam at 400 degrees and 52 pounds pressure is cooled under constant pressure it will remain in the form of a steam until the temperature drops to 300 degrees after which the steam begins to condense back to water.

Superheated steam is more economical in the consumption of heat for fuel in driving a locomotive because it requires the evaporation of less water to produce an equal volume or quantity at equal pressure, and when used in the cylinders it may lose heat or cool before being condensed.

**Ques.**—What is meant by the tractive effort of a locomotive?

**Ans.**—The tractive effort is the average pulling effect exerted by a locomotive during a complete revolution of the driving wheels. With a locomotive of a given size the tractive effort increases in direct proportion with the pressure of steam admitted to cylinders. The maximum tractive effort of a locomotive is obtainable only at low speeds when the full boiler pressure is admitted to the cylinders during the entire stroke of the piston.

**Ques.**—What is meant by the factor of safety of the boiler?

**Ans.**—Factor of safety is a term expressed in figures used to indicate the number of times the maximum working pressure of a boiler may be

exceeded, without reaching the breaking point of any part of the boiler. Thus, if a boiler is built with a factor of safety of 4 to carry a maximum pressure of 200 pounds per square inch, then no part of the boiler will be stressed to the breaking point until a pressure of 800 pounds per square inch is obtained.

**Ques.**—Why are harder tires used on driving wheels of switch engines than on passenger engines?

**Ans.**—The hardness of steel used in locomotive tires depends on the quantity of carbon in the steel, and the greater the carbon content the harder and more brittle the steel will be. In order to obtain long life and reduce wear, the driving tires are made of as hard a steel as is safe to use. Switch engines in low speed service may safely be equipped with harder steel tires than passenger engines.

**Ques.**—Can cast iron, steel and wrought iron be made from the same ore, and how?

**Ans.**—Yes, the iron ore is first reduced to pig iron in a blast furnace which is the starting point from which cast iron, steel and wrought iron are made by remelting or conversion processes. When cast iron is required, the pig is remelted in cupola furnaces and cast into any desired shapes. The large variety of steels are made from pig iron by remelting the pig and then regulating the carbon content in crucible furnaces, Bessemer converters, open hearth or electric furnaces. The wrought iron is made by remelting the pig in a puddling furnace where the impurities are gradually carried off with the furnace combustion gases.

### Former KCC&S Office Converted Into Assembly Room for Frisco Meetings

The former offices of the KCC&S on the fourth floor of the Frisco Building, Springfield, Mo., has been converted into an assembly room for Frisco meetings.

This assembly room, which will cover quite a space on the fourth floor, will be used for meetings of the officials and as an assembly place for all other conferences. It is felt that this assembly room will fill a long-felt want.

### Report Form Local No 10 Neodesha, Kansas

W. J. Egerer, Reporter

Mrs. Egerer: "I consider, Bill, that sheep are the most stupid creatures living."

Mr. Egerer (absent-mindedly): "Yes, my lamb."

Now that I have that over with, I

feel freer to spring the others, and if I hurt anyone's feelings, I want them to know that I hurt mine first.

We are already planning on ice cream socials for this summer. Don't hurt to plan; summer will come some day.

Now as we have a few pages in the Magazine, let's all get behind this section and boost. Let the Editor know that we are a wide-awake bunch. Write up all your unusual experiences and all the news and send it in, for this magazine belongs to you, and you should help make it a success.

After asking our local druggist what the funniest note ever sent him in his business, he showed me the following:

—you will please give the little boy 5 cents worth of epicac for to throw up a 5 month babe,

P. S. the babe has a sore stummick.

\* \* \* \*

"How old are you, Tommy?" asked a caller of Bill Davis' son.

"Well, when I'm home I'm five, when I'm in school I'm six, and when I'm on the street cars I'm four."

\* \* \* \*

"Where ban your son?" inquired Alvin Johnson of an old acquaintance.

"My son," replied the lady proudly, "oh, he has gone back to Yale, he could only get away long enough to stay New Year's Day, you see; I miss him dreadfully, though."

"Yas, I knowing yoost how you feel. My broder, he ban in yail sax times since Tanksgiving."

\* \* \* \*

"How are you coming, Pete?"

"Work, nuffin but work, work, work, from morning till night," replied Toomey.

"How long have you been at it?"

"Start tomorrow," said Pete.

\* \* \* \*

Goings: "Now what would you do in a case like that?"

Newland: "Like what?"

Goings: "The walking delegate tells me to strike and my wife orders me to keep a working."

\* \* \* \*

"What has become of the other windmill that was here last year?" I asked Willard on my recent visit to his farm.

"There was only enough wind for one, so we took it down," he replied.

\* \* \* \*

"Pa," said little Joe (to Mr. Stoops) "I bet I can do something you can't."

"Well, what is it?" demanded his pa.

"Grow," replied the youngster.

\* \* \* \*

Newland says, "Squirrel whiskey is the kind that makes you talk nutty and want to climb trees."

\* \* \* \*

I should send the following to the Homemakers' Page Editor, but I think that Miss L. Connor will agree that it will do more good on this page:

### TRY THIS DISH

Take one reckless, natural-born fool; two or three big drinks of bad liquor; a high-powered, fast motor car. Soak fool in liquor, place in car and let go. After due time, remove from wreckage, place in black, satin-lined box, and garnish with flowers.

\* \* \* \*

At this writing J. Stevens is still very ill at his home, but now he has more than an even break. Ed Thompson is still in the St. Louis Frisco hospital, with an injured eye. Reports are that he will not lose it, we all hope that these two brothers will be with us very soon.

We all take this occasion to again thank Monett for the splendid time they showed us on January 17th, and we hope it will not be long before we can invite them down to Neodesha.

W. Hall was a visitor here on the twentieth.

### News From Wichita, Kans.

By Eugene Todd, Reporter

Tom Mawson, general foreman, spent the 20th in Kansas City.

George Howell, night foreman, has been ill the last week.

John Hatton, carman, announces the arrival of a big red-headed boy. Now we know why the smile.

Ross Todd has been ill the last four days.

H. L. Worman, superintendent motive power, G. W. Moore, his assistant, W. B. Berry, master mechanic, and W. G. Hall were visitors at Wichita, January 13th. Always glad to have these men visit us, but sorry they found us snowed under.

The night of the 13th we held our regular meeting, having as visitors W. G. Hall and Wm. Underwood. Each one gave us a good talk. Always glad to have these two meet with us, for they are just two of the boys.

We have been pretty busy here the last six weeks, thawing out engines and trying to keep our heads above snow and ice, but as the weather man has promised a few nice days we are going to put on our old-time smile and imagine spring is here, and start talking about the fish we are going to catch soon.

Everything was quiet around the coal chute up at Wichita one moonlight night, when a cry of "Help, help" was heard.

Tom Mawson shouted, "What's the matter up there?"

"Queek, bringa da shov', bringa da peek", John Koehlor's stuck in da coal."

"How far in?"

"Up to hees knees."

"Oh, let him walk out."

"No, no, he no canna walk, he wronga end up."

### "THINK RIGHT"

By W. M. UNDERWOOD

On the Southwestern Division you may see on the bulletin boards, over the doors and in other conspicuous places the two words, "Think Right."

How many of us stop to think that our thoughts are the source of our actions? As we think, we do. Our lives reflect pretty truthfully our thoughts.

If a man never had criminal thoughts, he would never commit crime; if he never has fruitful nor inspiring thought, he will never develop morally nor mentally; if a man never concentrates his mind on mechanical work he will never develop mechanical skill.

Our mind as well as our physical bodies must have proper food and exercise to make it develop. Our success depends upon how much we develop our ability and how willing we are to give our railroad the benefit of our ability. To do this requires that we concentrate our mind upon performing our work efficiently and with safety, for personal injuries is an expensive waste, both to ourselves and families, and to our supervisors, who need their men on their work every day. Performing your work efficiently means to use the best methods to accomplish the work well, for a job that is not done right, that will not stand up, is always an expensive one, and saving of material is a big factor in efficient work.

With our minds on our work we will soon find that our efforts get better results, and when we all utilize the benefits of teamwork in our shops, backed up by a general feeling of good-fellowship, and our loyal co-operation with our foremen, then we are thinking right to make our work agreeable, our days pleasant and our production efficient.

Think right. It will make you happier in your home, will make you more respected and better liked as a citizen, will make your life happier and more successful. Think for the future and think right.

### Flashes From Sherman Shops

E. G. Hughett, Reporter

Well, boys, our "Snap Shops" failed to develop properly this month on account of bad weather and Shops being closed down. We have been unable to find anybody to "pose" for us. With 250 men laid-off there isn't enough of us left around here to stir up any inspiration. Possibly next month everything will be "lovely."

We recently had a "snow storm" at Sherman, which caused a lot of excitement. It snowed for two minutes, seven flakes falling on our front steps and a half holiday was declared in order to celebrate. If it had snowed that way for a day the ground would have been covered. A snow in Texas

We want pictures. Send views of interesting people or places.

is a matter of historical interest.

This writer got a good deal of honor and credit in the February issue for a splendid write-up that he had nothing at all to do with. We refer to the article entitled "Sherman Mechanical Department." It should have been headed up "Texas Mechanical Department" and was written by our good friend, Fred Perkins at Ft. Worth. Come again, Fred, maybe the next time the Editor will credit Ben Lewis' stuff to you and that will balance accounts.

Our compliments to Jimmie Honaker, store clerk, Sherman, for the "Frisco Line" Cross-Word Puzzle in February's issue. The puzzle showed a good deal of ingenuity and talent and was enjoyed very much by all of us in the Mechanical Department.

We doubt if our Store Department at Sherman will be represented in the columns of this issue, for at this writing the cheerful correspondent of that department is at home taking care of a sick Hubby. We cherish the hope that by the time this is published Eldon will be well, and our esteemed co-worker will be back on the job again. In this connection we ought to be excused for saying that we are all proud of Mrs. Sewell, but the fact that she is the only lady around the premises causes her to get a lot of petting from us all, this is, we are sadly forced to confess, making of her a very much spoiled stenographer. We trust when she reads this she will consider the error of her way, repent and turn again and be the same blushing, unassuming young lady she was when she first came to work here.

Wanted: Someone to teach C. C. Jordan, chief clerk, all the unknown and forgotten languages so that he will be enabled to identify all the stations he picks up over his radio. Party engaged will be expected to put in 16 hours each day at the job.

### "An Adventure While on the Frisco"

On my way to San Francisco,  
Starting westward, via the Frisco,  
I wandered from my Pullman to the  
observation car;

There to spend a pleasant hour,  
Gazing at the fields of flowers,  
While the softly curling smoke rings,  
Circled up from my cigar.

Suddenly I saw a vision,  
Like a breath from fields Elysian,  
Clad in cool and dainty garments,  
Face and form divinely fair;  
From my heart's wild palpitation,  
Came the instant realization,  
That this maid was my ideal;  
I must know her then and there.

So I took a seat adjacent,  
Unconcerned, yet impatient,  
Hoping that we could get acquainted  
in some accidental way.  
Long I feasted on her beauty,  
Dreamed fond dreams of love and  
duty,

Planned the style of my proposal,  
And rehearsed the happy day.

The conductor came for tickets,  
Nearly giving me the rickets,  
When he said to my fair neighbor,  
"You have made this trip before,"  
And I wondered how could he know,  
"Till he said, "One way to Reno,"  
While she gurgled, "Yes, quite often;  
Changing husbands is a bore!"

Ah, me, gone the dreams Elysian,  
Crumbled my domestic vision,  
All the roses turned to ashes,  
So I took a fresh cigar.  
And I wondered how Dan Cupid  
Could have been so very stupid  
To expose such charming danger,  
On an observation car.

H. A. T.

### "Every Employe a Member" is Slogan in Membership Drive

Every employe a member! Keen competition seems to be making a lively campaign of the drive for members in Springfield for the Frisco Association of Metal Crafts and Car Department Employes.

There are three big shops to cover and the slogan is, "EVERY EMPLOYEE A MEMBER." By the time the contest closes, January 31st, it is hoped that the total number of members will have reached the 2,000 mark.

The North and South Side shops have united against the West Shops in this drive and the winners will be tendered a banquet by the losers.

To say that they are well organized and working hard is evidenced by the following portion of a report sent in to the Magazine:

"A very good example of what a leader can do was demonstrated at the West Frisco Shops recently.

"Joe Brandon, who was appointed leader to secure members for the Frisco Association, appointed several deputies to assist him in this drive. He took up the matter with the foreman of the Tin Shop Department, J. D. Allen, who, in turn, talked with his men, and in less than four hours he had every man in his department a member."

### Neodesha Frisco Shopmen Stage Successful Dinner Dance

The Frisco Association of Metal Craft and Car Department Employes, Local No. 10, gave a banquet and dance, Monday night, January 5, at the Triangle club hall, an event considered by all to be the best and most successful affair ever attempted by this local.

Aside from having a large gathering of officials from the Frisco and other railroads and several city officials, a large number of enginemen were present, a total of 225 plates being served to the largest crowd of local employes ever entertained by the association.

Boiler Foreman J. P. Sawyer was chairman of the committee which arranged the event, being assisted by W. Provence and Harvey Linn. It

was through their efforts that this success was possible. Mr. Sawyer also acted as toastmaster.

Short talks were made by Mayor J. W. Bogue of Neodesha and City Commissioner B. P. Smith, followed by a few remarks of interest and a story by E. E. Carter, assistant superintendent.

Master Mechanic W. B. Berry and Mrs. Berry of Kansas City, and Assistant Master Mechanic W. G. Hall, of Monett, were so impressed with the event that they confessed that Local No. 10 was the liveliest and most progressive local on the system.

Among the guests were: H. B. Wilson, assistant superintendent at Joplin; J. E. Whelan, general fuel foreman from St. Louis; C. R. Killbury, master mechanic with the M. O. P. at Coffeyville; Tom Holland of Fort Scott; Frank Ellis and G. Ermatinger of Fort Scott, road foremen; C. A. Garrison, general foreman from Monett; George L. Seanor, foreman from Joplin; E. B. Hollis, traveling millwright, and C. O. Pingrey, Mr. and Mrs. Ansel Burton, Charles Ayars, A. Love, and Mr. and Mrs. Oscar Hall and family of Neodesha.

Local officers in attendance were: L. K. Spafford, general foreman; Ben Morgan, roundhouse foreman; J. P. Sawyer, boiler foreman; W. A. Hutton, car foreman, and E. Craig and A. W. Nelson, all of whom were accompanied by their families.

### Joplin News

H. L. Worman, superintendent of motive power, his assistant, G. W. Moore, J. B. Gilliam, general car foreman, were in Joplin recently on an inspection tour.

Everyone except the coal dealers are glad to see the sun come out and melt the ice. We have walked stiff-legged so long to keep from falling down, it's a habit now.

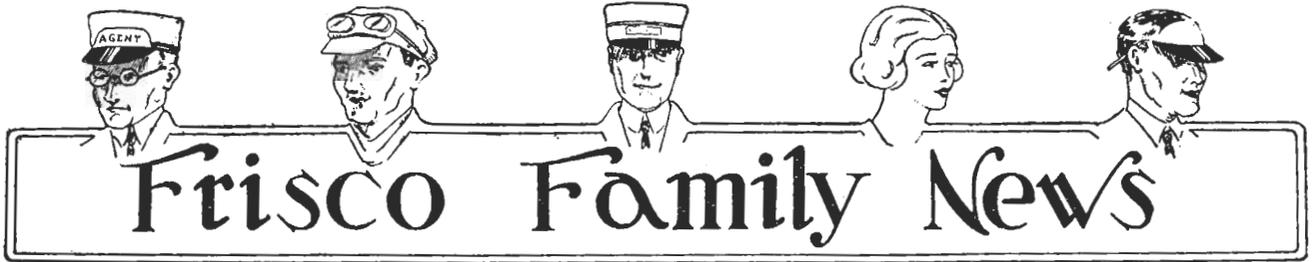
### Kansas City Local Freight Office

By D. H. Todd, Reporter

The Brotherhood Association of Railway Employes held their annual election of officers in the grill room of the Hotel Baltimore, January 2nd. Ed. Cunningham and Wm. Keyes were elected on the board of trustees. Walter Tarpay received second prize in the membership campaign. The Frisco had the best representation of any road in the city. Following the election was a short entertainment, then a supper and dance. A motion was made and carried to take in the lady friends and wives as social members of the club, this assures many good times in the future.

The "Night Hawks Select Club" moved to a much larger and better location (Manor Hall, 39th and Troost Ave.) The "Hawks" are wearing wing collars and bow ties. "Sol" and "Abie" want to buy out the business, but "Louie," the president, positively will not consider any of their offers.

Gus Gabauer has succeeded John Fleming as "outbound OS&D clerk."



### Promotions Announced

Effective February 1, the following appointments were announced:

F. H. Shaffer to be assistant general manager, First District, comprising the Eastern, Southern and River Divisions and St. Louis, Springfield, Memphis and Birmingham Terminals, with headquarters at Springfield.

M. M. Sisson becomes assistant general manager, Second District, comprising the Northern, Southwestern, Central and Western Divisions and Kansas City and Tulsa Terminals, headquarters at Springfield.

E. L. Magers, formerly superintendent of terminals at Springfield was appointed superintendent of the Eastern Division with headquarters at Springfield.

O. W. Bruton was appointed to succeed Mr. Magers as superintendent of terminals.

### "Uncle Billy" Talks on Truth

Everybody knows "Uncle Billy" Morrill. He's the safety inspector, and everywhere on the railroad he is working to perfect an organization where everybody has for a watchword, "Safety First," and he hopes to see the day when everybody will not only talk and preach it, but practice it, and then he says he'll be out of a job, because this will be a safe world.

But this time "Uncle Billy" wasn't talking about safety. Do you know what he said? Told us he wished there was some way to impress on Frisco folk that they should always tell the truth, and he added, not only while at work, but in the home, with your neighbors, your wife and children.

"Uncle Billy" says that sometimes it would be a heap easier to smooth things over with a little fib, but they just pile up on you and the next time it will be easier and finally it will be so easy to fib, it will be difficult to tell the truth.

Then he went on to tell us that long ago, when he was first married and lived in Newburg in a log cabin, he was railroadin'—and in this log cabin their first child was born. One evening he started to work, with his lunch bucket swinging from his hand, and he saw, in the yards, a caboose parked on the siding and a light in it. He knew there was a good poker

game going on. He also recognized a fellow "sittin' in the game" who owed him about \$10. So, having confidence in his luck, he took a survey of his cash and found he had about \$10. He took a seat in the game—and "Uncle Billy" said he hadn't any more warmed the chair, than he lost his \$10 and \$3.00 more, and before he quit, he was owing the fellow that did owe him.

To make a long story short, he had a terrible time explaining to his wife what became of his \$10, and he says he didn't exactly tell the truth. He could tell she doubted him, and he laughingly remarked that he thinks she doubts him sometimes yet—over that fool mistake.

We all know, down in our hearts, that the truth always pays, and it's a grand and glorious feelin' when we're checked up and the boss finds that we have told the truth, even though it hurts like the mischief sometimes, and we can think of hundreds of ways to slip out without being nearly so embarrassed.

But, to have confidence in one is a great asset, and "Uncle Billy" is right when he says "the truth, at all times, under all circumstances, won't cause near the damage that a substituted story will."

### Stores Department—Sherman

Iva Sewell, Reporter

We have had some "flu" victims in our midst lately. Hobert Glascock became ill while making the trip on supply cars this month and had to return home. He was ill several days but has returned to work now. Today K. P. Guin went home feeling sick. Guess he has the "flu" also.

Jimmie Honaker, wife and daughter, Jimmie Lee, spent Saturday and Sunday, January 17th and 18th, in Dallas. Mr. and Mrs. Honaker were celebrating their fifth anniversary.

We regret to report the death of Adelbert S. Kemper in Tulsa, January 7th. He served faithfully in this department for fifteen years.

We are glad to report that K. P. Guin's father is improving after a very serious operation at Ada, Okla. He has been seriously ill for the past two weeks.

Everyone on the entire system should know Luther Lawrence, the

paint foreman here. He tells the following incident of his life: Some years ago (when saloons were in order) he found it necessary to visit Dallas and, of course, he visited a saloon. Later he became sleepy and as it was in the hot summer time, he sat down on the sidewalk in the shade. He took his hat off and was holding it in his hand. When he awoke he had 85 cents in his hat. His only regret to this day is that he did not sleep longer.

### Frisco Bowlers Going to Springfield

On May 30th, last year, two teams of the Frisco Bowling League of St. Louis accepted a challenge from the Shrine League of Springfield, and the match games were held on the Shrine alleys at Springfield, Mo. They have again been asked to make the trip, and arrangements are almost complete for another match to be held on the Shrine alleys on February 23.

The match last year ended in a tie, as each league had a winning team, and they are both hoping to carry off all the honors this year. The Shriners will have a few new bowlers in their line-up this year as well as the Frisco, who will probably have two or three new faces among the pin toppers who will go to Springfield. Everyone who made the trip last year was very high in their praise toward the members of the Shrine, who did everything in their power to make the trip a pleasant one, and they are all very anxious to make the trip again this year.

L. D. Tully, who had charge of the arrangements last year, certainly deserves a lot of credit, as there was nothing left undone for the comfort and pleasure of the visiting bowlers. The club rooms of the new Shrine Mosque were turned over to the visitors, and everyone had a wonderful time. Tulley and Duckworth are in charge of arrangements this year, so there is no question about everything being in tip-top shape for a royal reception.

### Frisco Bowling League Hold Tournament

The Frisco Railway Bowling League of St. Louis held their annual doubles handicap tournament on Friday, January 2nd, at Rogers' Recreation Al-

leys. The tournament was held strictly in accordance with city and A. B. C. tournament rules. The handicap was figured from 400 pins team total, allowing 60% handicap above their average for the season.

We are showing below a list of the teams that took part in the tournament and their total scores including their handicap. The first five teams shown were the winners of the cash prizes:

Reinheimer and Spinner.....	1,247
McBride and Berkley.....	1,191
Egen and McAuliffe.....	1,179
Tschampers and Duffy.....	1,150
Wilson and Sullivan.....	1,141
Grob and Schopfer.....	1,133
Rose and Weisheyer.....	1,122
Bacon and Speilman.....	1,115
Kinworthy and Hallman.....	1,107
Kranefuss and Burgdorf.....	1,103
Conley and Durfield.....	1,096
Sagrué and Gauvin.....	1,093
Rohlfing and McDermott.....	1,080
Jochman and Shade.....	1,068
Voss and Curran.....	1,029

From the above scores you can readily see the Frisco bowlers are improving each year, and before the 1924-1925 season closes they hope to make a few high scores in some of the city bowling events.

### Veteran of Thirty Years Service Retires

By O. G. Moul

John H. Hough was born at Mascoutah, Ill., January 21, 1855, educated in the public schools of Summerfield and Mascoutah, Ill., attended McKendree College at Lebanon, Ill., also the University of Michigan (Medical Department) at Ann Arbor, Michigan. He entered the service of the Kansas City, Fort Scott & Memphis Railway at Kansas City, Missouri, in 1884, as clerk in car accountant's office, later serving as chief clerk in cashier and paymaster's office. In 1901, after consolidation of the K. C. F. S. & M. Ry. with the Frisco System, he served as voucher clerk in the office of auditor of disbursements at St. Louis, and in 1909 was promoted to chief voucher clerk. Since the end of Federal control of railroads, Mr. Hough has been engaged in the liquidation of Federal accounts.

His honesty, conscientiousness and charming personality dominate the many admirable characteristics which have won for him the love and esteem of all whose good fortune it has been to make his acquaintance.

A suitable remembrance was presented to Mr. Hough on the eve of his departure, as a token of esteem, and to express sincere wishes for health and happiness for himself, his wife and family in the years of retirement.

### Poor Sheep (A Tragedy)

Cadillac,  
Frisco track,  
Speeding train,  
Rattled brain,  
Mighty crash,  
Mutton hash.

### ANY WAY AT ALL

Minister: "Do you take this man for better or for worse?"

Bride: "No, sah, jes' as he is, if he gits any bettah he'll die, an' if he gits any wuss, I'll kill him myself."

# These Men Wouldn't Stay Down

Read how these 29 railroad presidents rose from positions as laborers, office boys, rodmen, etc.

Leaflet No. 4, recently issued by the New York, New Haven and Hartford Railroad, tells how the following presidents got their start. The rise of these men should be an inspiration to every railroad man who wants to get ahead. There is still room at the top if you really want to get there.

NAME	BEGAN AS	NAME	BEGAN AS
C. H. Markham	Track Laborer	W. B. Storey	Axeman; Engineer Corps
H. E. Byram	Call Boy	B. F. Bush	Rodman
J. E. Gorman	Office Boy	Howard Elliott	Rodman
C. E. Schaff	Brakeman	Samuel Rea	Engineer Corps
E. Pennington	Warehouse Man	E. N. Brown	Rodman
J. Kruttschmitt	Engineer on Construction	A. T. Dice	Flagman; Engineer Corps
R. S. Lovett	Local Attorney	Charles Donnelly	Attorney
Daniel Willard	Track Laborer	A. H. Smith	Messenger
W. T. Noonan	Office Boy	William Sproule	Freight Clerk
N. D. Maher	Surveyor's Clerk	W. G. Besler	Trainmaster's Clerk
Hale Holden	Attorney	F. D. Underwood	Brakeman
T. M. Schumaker	Telegraph Operator	J. H. Hustis	Messenger Boy
L. F. Loree	Asst. in the Engineering Corps	Stanton Ennes	Telegraph Opr. and Brakeman
S. M. Felton	Rodman	C. R. Gray	Telegraph Operator
E. J. Pearson	Rodman		

These men didn't get ahead by luck or pull. They rose step by step because they studied their work—they made each job a stepping-stone to something better—they trained themselves in spare time so that when opportunity came they were able to take advantage of it.

Why don't you study in your spare time and get the special training you must have if you want to get ahead? If you will put your shoulder to the wheel and really try, the International Correspondence Schools will help you to reach the goal of your dreams far quicker than if you attempt to make the journey alone.

At least find out how by marking and mailing the coupon that has meant so much to so many other railroad men just like yourself.

### Employees of this road will receive a Special Discount

INTERNATIONAL CORRESPONDENCE SCHOOLS Box 8618-B, Scranton, Penna.

Explain, without obligating me, how I can qualify for the position, or in the subject, before which I have marked X.

- |   |  |  |   |
|---|--|--|---|
| <input type="checkbox"/> LOCOMOTIVE ENGINEER      | <input type="checkbox"/> Gas Engine Operating    | <input type="checkbox"/> BOOKKEEPER              | <input type="checkbox"/> Electric Lighting and Railways |
| <input type="checkbox"/> Locomotive Fireman       | <input type="checkbox"/> CIVIL ENGINEER          | <input type="checkbox"/> Cost Accountant         | <input type="checkbox"/> Telegraph Engineer             |
| <input type="checkbox"/> Traveling Engineer       | <input type="checkbox"/> Surveying and Mapping   | <input type="checkbox"/> BUSINESS MANAGEMENT     | <input type="checkbox"/> Telephone Work                 |
| <input type="checkbox"/> Traveling Fireman        | <input type="checkbox"/> R. R. Constructing      | <input type="checkbox"/> Private Secretary       | <input type="checkbox"/> METALLURGY                     |
| <input type="checkbox"/> Air Brake Inspector      | <input type="checkbox"/> Bridge Engineer         | <input type="checkbox"/> Business Correspondent  | <input type="checkbox"/> Stationary Engineer            |
| <input type="checkbox"/> Air Brake Repairman      | <input type="checkbox"/> ARCHITECT               | <input type="checkbox"/> Stenographer and Typist | <input type="checkbox"/> AUTOMOBILES                    |
| <input type="checkbox"/> Round House Foreman      | <input type="checkbox"/> Architectural Draftsman | <input type="checkbox"/> Good English            | <input type="checkbox"/> Airplane Engines               |
| <input type="checkbox"/> Trainmen and Carmen      | <input type="checkbox"/> Blue Print Reading      | <input type="checkbox"/> SALESMANSHIP            | <input type="checkbox"/> AGRICULTURE                    |
| <input type="checkbox"/> Railway Conductor        | <input type="checkbox"/> Contractor and Builder  | <input type="checkbox"/> ADVERTISING             | <input type="checkbox"/> Poultry Raising                |
| <input type="checkbox"/> MECHANICAL ENGINEER      | <input type="checkbox"/> Structural Engineer     | <input type="checkbox"/> RAILWAY MAIL CLERK      |   |
| <input type="checkbox"/> Mechanical Draftsman     | <input type="checkbox"/> Concrete Builder        | <input type="checkbox"/> CIVIL SERVICE           |   |
| <input type="checkbox"/> Machine Shop Practice    | <input type="checkbox"/> CHEMIST                 | <input type="checkbox"/> ELECTRICAL ENGINEER     |   |
| <input type="checkbox"/> Toolmaker                | <input type="checkbox"/> Pharmacy                | <input type="checkbox"/> Electrician             |   |
| <input type="checkbox"/> Boiler Maker or Designer | <input type="checkbox"/> TRAFFIC MANAGER         | <input type="checkbox"/> Electric Wiring         |   |

Name.....

Present Occupation..... Employed By.....

Street and No.....

City..... State.....