



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 chared 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 Pocatipetl, 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.