

Steady Growth in Membership of Frisco Apprentice Night School at Springfield

*J. A. Pullar, Former Apprentice Instructor for System
R. R. Runge and W. J. Bryant Teach Nightly*

There always seems to be a way to accomplish things for those who are ambitious.

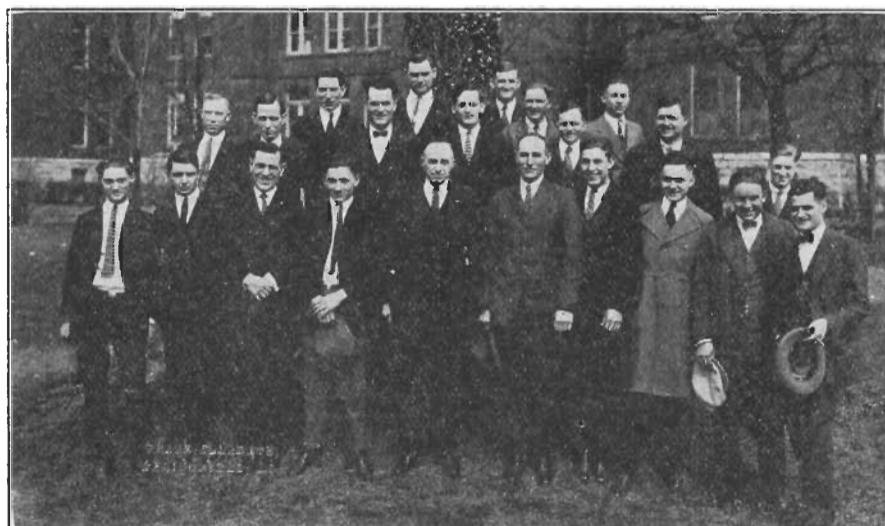
In September, 1923, a little band of apprentices petitioned J. A. Pullar, at that time employed as a first class machinist at the west shops, Springfield, Mo., to give them private lessons from his experience.

On September 15th, 1923, the first

Two months later H. L. Worman, superintendent of motive power, upon learning of the interest taken by the students and of the increased number every month, offered Mr. Pullar Room 413 in the Frisco Building, together with the use of the Frisco models.

This room was occupied by the school up until October 15th, 1924, when the high school offered to start

A Group of Night School Apprentices



Bottom row, from left to right—Earl Moore, Robert Dewar, Mathis L. Ryan, J. P. Clem, J. A. Pullar (apprentice instructor), Carl Oberlander, Joe Schellhardt, H. T. Champieux, Pierce Eaton and Joe Harting.

Second row—N. L. Linquist, Fred Reynolds, Alf Elkins, Wade Fulbright, J. F. Blackburn and J. C. Brightwell.

Third row—Joe Smith, Ralph Ruggles, Sherman Tuter.

Top row—R. K. Indermuhle and Tony Kennedy.

Frisco Apprentice School was started by Mr. Pullar in his garage. Their only equipment were some benches which they had constructed, but the class opened with eight students. Six weeks later the number increased to twenty and it was found that the "class room" was entirely inadequate for their needs.

The class was handled on a business-like basis, and each student required to pay an entrance fee of \$4.00. Through the kindness of A. Bates, president of Draughton's Business College, permission was given Mr. Pullar to use a room in the college, paying half of the amount of each tuition fee.

The services of an assistant instructor was needed and F. A. Beyer, Jr., came to the assistance of Mr. Pullar.

a night school along the same lines for those attending high school and who wished additional instruction. The high school offered to pay for the services of the Frisco instructors and the Frisco forces united with the high school forces in conducting a much bigger and better night school.

The attendance increased from 30 to 60 students who attended this school on Thursday and Friday nights from 7:00 p. m. until 9:00 p. m.

As Mr. Beyer was transferred to Birmingham, two new instructors were appointed, W. J. Bryant and R. R. Runge, both of the high school, and together with Mr. Pullar, they instructed an average of twenty-five students a night. The high school attendance runs around 20, while that of the Frisco is between 40 and 60.

Mr. Pullar formerly was employed as apprentice instructor for the system, traveling over the lines, making a point a day, where he held classes. While he does not get out so much at this time, there are a number of schools established over the system, under the leadership of the different foremen, giving to the apprentices, additional training.

In all branches of work today, the need is for the trained man. This school has for its object, the training of apprentices so they will be fitted to step into better positions. They are given as much practical experience and technical training as is possible to give a training school class.

Last minute advice is that H. L. Worman, superintendent motive power, has granted permission to open the night school at the north side, Springfield shops, where school will be held every Tuesday and Friday nights, from 7:00 p. m. to 9:00 p. m.

This will sever the connection with the High School school and make it purely a Frisco affair.

M. L. Ryan Appointed Safety Inspector at Springfield

Former Electrician Will oversee Safety Work at West Shops

M. L. Ryan has been appointed Safety Inspector of the Springfield west shops, Springfield, Mo.

Prior to being appointed to this position, Mr. Ryan was an electrician and also served on the Safety First committee.

He spends his entire time in the inspection of shop tools and machinery at this shop, and anyone familiar with the west shop layout will realize that this is a real job, as the shop buildings cover several acres of ground.

All of the employees are safety first agents and co-operate in every way with Mr. Ryan, who reports any defect existing, as well as recommending changes in equipment and facilities, which might cause an accident.

R. H. Briggs Sends Greetings to the Veterans

Frisco's Oldest Pensioner Recovering From Illness at Memphis

R. H. Briggs, of Memphis, known and loved by his many friends on the Frisco, is recuperating from a severe illness. His son and daughters were at his bedside for several days, but he is now well on the road to recovery.

Mr. Briggs recalled the Veterans Reunion of 1924 as one of the happiest moments in his life. It is his wish that he may be able to attend again this year, for his thoughts are ever with his busy life in the service of the railroad, and his friends made during his long service are most comforting to him.

Very few persons have had the ex-
(Continued on next page)

Authorized Schedule Cars From Twenty-eight Stations Handle Package Business

Phase of Frisco Service Is Important to Whole and Gives Valuable Service to Shippers

By H. C. HOLMES, Transportation and Station Inspector

It may be of interest to those who do not come directly in contact with the operation of the Frisco merchandise or package car system to hear something about the manner in which this particular class of traffic is handled. All who take pride in those things that reflect to the credit of the Frisco can well be proud of the fact that the arrangement for handling L. C. L. merchandise from the merchandise loading stations on the system has been one of the studies on the part of all those interested. The plan of handling is no recent innovation, having been started a number of years ago and continually improved until the present state of efficiency has been developed, and it will continue to be changed in order to keep step with changing conditions. It is no uncommon thing to hear or read of some change being made on other lines in the handling of some feature of the merchandise traffic and this heralded as something new, but which the Frisco has had in effect for some time.

There are twenty-eight principal merchandise stations on our line where the daily merchandise loading is handled on authorized schedule cars moved on designated trains as follows:

Birmingham, Cape Girardeau, Chaffee, Dallas, Enid, Ft. Scott, Ft. Smith, Ft. Worth, Hugo, Joplin, Jonesboro, Kansas City, Madill, Memphis, Monett, Muskogee, Oklahoma City, Okmulgee, Paris, Pittsburg, St. Louis (Seventh St.), St. Louis (Broadway), St. Louis, (Cupples), Sapulpa, Sherman, Springfield, Tulsa, Wichita.

Transfer and Peddler Cars

Each of these stations is provided with a merchandise loading schedule showing the cars that are to be loaded, designating each by a schedule or "block" number and for what points the different cars will carry freight. Information relative to train movement and delivery of the merchandise is also included. The following shows the lineup of two cars from Seventh Street Station, St. Louis; one known as a "transfer" car which makes a direct move to the destination given and there completely "worked" while the other is what is known as a "peddler" car which delivers freight to different stations from a local freight train:

Car No. 50: Loads daily, Tulsa transfer, carries freight, Salsman to Dawson, West Tulsa to Steen, Red Balls Tulsa Trains 1/35-1/435 same day, Works Tulsa second day.

Car No. 2: Loads daily, Catawissa to Bourbon except Sullivan, station order, Red Balls Pacific train 4/35 first day, peddles train 43 first day.

Provision is made for the loading of what is known as "repeater" cars when one car will not contain all the merchandise offered or where necessary to make a "set out" car in order to relieve a local freight train crew from unloading an excessive amount of freight at any one station.

Service to Frisco patrons is given the first consideration in the arrangement of merchandise schedules for in most instances a patron will route car load freight over the same line as the L. C. L. merchandise, therefore, it is important that the L. C. L. offerings be promptly handled. Peddler cars are arranged with a view to relieving local freight crews from unloading just as much merchandise as possible.

Process of Loading

When an L. C. L. shipment is ready for loading at a station it is marked or "blocked" for the proper car, trucked to same and carefully stowed therein. When the loading of the car is completed, it is inspected and any necessary changes made in the loading in order to prevent shifting in transit. Then the car is switched into the proper train and given red ball movement to the point where the car is due to be opened or what is termed the "break bulk" point. The transportation office keeps a complete record of the movement of these merchandise cars exactly as that kept of cars carrying red ball commodities and up-to-the minute information can be obtained on any particular car.

Upon arrival at destination a "transfer" merchandise car is placed to the freight depot platform and worked. The freight for that particular point is made available for delivery while that to be transferred is loaded in the various schedule cars.

There are many package cars loaded at different points off line for working at stations on the Frisco, some of the merchandise from Eastern ports, moving part way by ocean and the remainder by rail.

The Frisco also operates iced refrigerator or "cooler" cars on some parts of the system for the handling of L. C. L. shipments of butter, eggs, etc., while during that part of each year when there is danger of certain commodities freezing, refrigerators without ice are operated on schedule where necessary for the handling of

such shipments as are liable to damage by freezing. The latter are known as "frost proof" cars.

Packers at various points load iced refrigerators with their products for peddling on different parts of the line.

L. C. L. merchandise originating at points other than the larger stations mentioned in the foregoing is given the best possible movement to destination, it frequently being possible to move to one of the larger stations and there worked into schedule cars.

Unless some means can be found to prevent, the railroad merchandise business will suffer greatly from unjust motor truck competition. Many of these trucks are operating on highways directly paralleling the railroads and with practically no taxation, while the railroads have been taxed heavily for the building and upkeep of these highways.

This article has only outlined the handling of package freight, however, pages could be written on the details of the various plans that have been worked out to prevent loss of or damage to this class of traffic, but that is another story and will appear in a later issue of the Magazine.

Briggs' Greetings

(Continued from Page 39)

periences Mr. Briggs has been privileged to enjoy. He likes to tell of the days long ago, when the coaches and engines resembled the old time stage coach, with huge wheels, and of the crew, consisting of an engineer, fireman and wood passer.

He remembers, far back in the year of 1840, in a little shop in New York, where a friend of his, Mr. Austin, was working on an invention, which, when completed some years later by a man named Howe, was called the sewing machine. Impossible, they thought it was then, and they laughed at him as he labored away.

Mr. Briggs wishes to say to the veterans that he is glad he is still in the land of the living, and he sends to each one of them his greetings, and hopes he may see them all again at the 1925 Reunion.

Birmingham Hangs Up a Record on Unusual Shipment

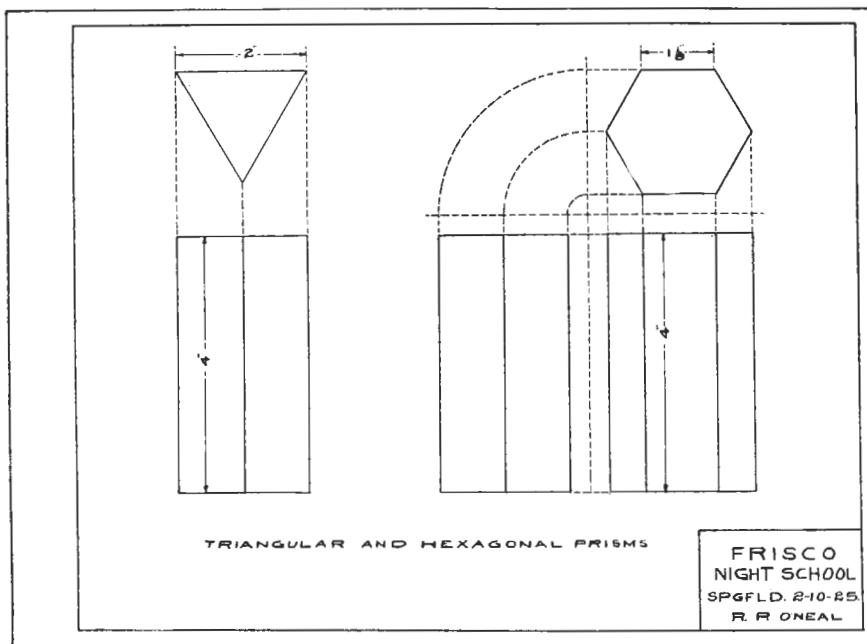
Exactly One Hour Consumed In Handling Stock Extra Recently

Handling a stock extra is something very rare at Birmingham, Ala., but feats are accomplished whenever the occasion demands.

Exactly one hour was all the time 21 cars were in the terminal limits when this stock was received at 9:42 p. m. on the 19th of April. This cut of cars was inspected by 9:57 p. m., and the waybills ready at 10:10 p. m. The train was by the freight yard junction at 10:42 p. m. with engine No. 32.

Movements like this require the cooperation of all the forces and gives another record for the forces at Birmingham.

First Mechanical Drawing Lesson



The accompanying drawing of triangular and hexagonal prisms was drawn by R. P. O'Neal of the Frisco Night School.

This is the first of a series to be printed in the Magazine by J. A. Pullar, apprentice instructor. Mr. Pullar

who conducts the apprentice night school at Springfield, Mo., says this is the first lesson in mechanical drawing.

Any of the mechanics on the line, who desire to make a copy of this and forward it to Mr. Pullar will be graded and the copy returned to them.

ERNEST HUBEN DEAD

Veteran Trainmaster at Sapulpa Succumbed April 5 After Operation

Was Known and Loved by Frisco People During Twenty Years' Service

On Sunday, April 5th, death claimed one of the most popular and best loved Frisco officials on the Southwestern Division, Ernest W. Huben, trainmaster at Sapulpa, Oklahoma.

Mr. Huben, who had been in bad health for over a year, went to St. Louis a week previous to undergo a serious operation under the direction of Dr. Woolsey. The operation was performed on Thursday, April 2nd, and was apparently successful as he rested good Friday and Saturday but grew worse Saturday evening and died at 11:15 Sunday morning. Mrs. Huben was at his bedside at time of his death.

By his death, Frisco employees lose a great friend.

Everyone's Friend

Mr. Huben was, indeed, a friend to

everybody, particularly to the man who was down. No needy person ever asked his help in vain, and even while he was in the hospital, he made small donations to the less fortunate. By the employees who worked under him in the office he was regarded more as a father and counsellor than a boss. He was never known to lose his temper or get out of humor, but always had a kind word for everybody as he met and passed his daily associates who unawares came to love him. He was a gentleman in spirit and action.

Although Mr. Huben was very devoted to his work, he found time for other activities in which he was interested, and for his home and family which were his main interests. He was a member of First Christian Church of Sapulpa, of which he was also elder, deacon and chairman of the finance committee; a member of Kiwanis Club and a former Scout Master. He was chairman on the committee for increasing membership of the railroad Y. M. C. A. at Sapulpa.

The deceased was born September 19th, 1878, at Bellefontaine, Ohio, where he spent his childhood days, grew to be a man, and where he married Lelia Faye Royer. It was there

in their first home that their first son, Daniel, who died at the age of nine years, was born. In 1901, they moved to Galyion, Ohio, where their second child, Doris, now Mrs. R. R. Linkers, was born. Later, at Springfield, Mo., two children, Suzann and Joseph, were born, and at Sapulpa the youngest child, Mary Kathrine.

Had 20 Years' Service

Mr. Huben had been in continuous service of the Frisco since 1905, with exception of two years during which time he was in business for himself at Sapulpa. From 1905 to 1912, he was employed as dispatcher and chief dispatcher at Springfield, Mo., during 1912, 1913 and 1914 as trainmaster and assistant superintendent at De-Quincy, La., for the NOTM, which then was a part of the Frisco Lines. In 1914, when the roads were separated, he returned to Frisco proper, as dispatcher at Sapulpa. He was engaged in business for himself in 1917 and part of 1918; returned to Frisco in May, 1918, as dispatcher at Sapulpa from which position he was promoted to that of night trainmaster in 1919, and on January 19, 1924, promoted to day trainmaster, which position he held until his death.

The remains were brought to Sapulpa to give his friends an opportunity to pay their last respects and tribute to the deceased. Funeral services were held at First Christian Church, with Rev. Roy V. Harp officiating.



ERNEST W. HUBEN

The very impressive rites were made more beautiful by an abundance of flowers, which were silent tributes from the hearts of Frisco employes and other friends. Messrs. Sisson and Baltzell graciously placed at the disposition of the family, their private cars, which took them to Springfield, Missouri, for burial beside his nine year old son, Dan Huben, who died at that place.

Combustion and Mechanical Stokers

(Continued from Page 38)

excess of volatile gases distilled over the amount of oxygen supplied to give proper combustion of the gases.

Other Ways to Conserve

The above points are mentioned so that the reader who may be interested in applying what he has just learned may have a practical example to apply his own ideas to, and figure out which principle embodies the correct principle of coal feeding, to his own satisfaction.

After having dwelt upon the manner in which the combustible elements of the coal are burned in their order, it will be interesting to bring out some figures of what saving may be made through correct combustion, not only in fuel alone, but in increasing the efficiency of the super-heater.

If a coal composed of one-third volatile matter were to be fired in charges of fifteen scoops each, holding fifteen pounds of coal, each scoop would have five pounds of gas. The fifteen scoops would contain $15 \times 5 = 75$ lbs. of gas and $75 \times 300 = 22,500$ cu. ft. of air, or the contents of ten box cars, would be required to burn the gases without counting the air necessary for the burning of the fixed carbon. The draft appliances are not adjusted to admit such a supply of air, and the fireman should be governed accordingly, so that a minimum of gases will escape unburned.

Saving Labor and Dollars

In burning one pound of fixed carbon makes 14,650 heat units, whereas one pound of coal gases makes 23,500 heat units. Then our two-thirds pound of fixed carbon would make 9,766 heat units, and the one-third pound of gases would make 9,669 heat units. In other words, the one-third pound of gases actually represents one-half of the heat value of the coal. Then we can see that by heavy firing and thick fires, we let half of the gases escape unburned, we would have the same waste of coal as if he burned all the gases, but threw every fourth shovel of coal out the gangway. Firing two or three shovels to a fire at frequent intervals, would cut the labor in half, maintain better steam pressure, and better fires, to say nothing of saving the dollars from shooting out the stack.

As I have just spoken of heat units, it will be well at this point to explain just what we mean by a heat unit. The British Thermal Unit, abbreviated B. T. U., is used to measure heat in the same way that the yardstick is used in lineal measurement. If a pound of water at 39.2° F. is heated until its temperature is raised one degree higher, or 40.20° F., the quantity of heat added to the water is one B. T. U. Thus, the quantity of heat required to raise the temperature of a pound of water one degree F. is called a British Thermal Unit. For example:

Suppose the heat developed by burning a pound of coal was sufficient to heat 200 pounds of water from 40° F. to 108° F., or an increase of 68° F., then the heating value of the coal would be $68^\circ \times 200 = 13,600$ B. T. U.

It is estimated that an ordinary match in burning completely, gives off about one B. T. U. of heat.

Careful Enginemen An Asset

The enginemen who strive to maintain perfect combustion conditions, accomplish economies in the way of increased efficiency of the locomotive, that the careless crew may not attain. This is in the difference in the degree of super-heat that may be maintained in either case. It should be borne in mind that the function of the super-heater is to segregate the steam from close proximity to the water from which it was generated, and re-heat it by returning it through the super-heater units to a point near the fire, allowing it to absorb additional heat, to increase its volume per cubic pound by about 33%, increasing its expansion properties, and allowing for a greater steam producing capacity of the boiler. For example: One pound of water under 170 pounds pressure will produce 2.63 cu. ft. of saturated steam at 368° F. After passing through the super-heater and absorbing 200° of temperature, the volume of steam will have expanded to 3.27 cu. ft. and will have a temperature of 568° F. Under these conditions a saturated steam locomotive will produce only 2.63 cu. ft. of steam against 3.27 produced by the super-heated engine. Six thousand gallons of water weigh about 50,000 pounds. In making steam of this quantity of water, the saturated locomotive would produce 131,500 cu. ft. of steam, whereas the difference of 32,000 cu. ft. in favor of the super-heater. Then if the engines are doing the same work, the super-heater would go further for water. Water carried too high in the boiler causes the super-heater to lose its function, as a super-heater, it becomes instead an auxiliary boiler. The high water may not appear at the stack, because it is evaporated into saturated steam in the super-heater. The degree of super-heat developed depends on the water level and the temperature of the firebox. If the fireman allows his fire to become dirty and heavy, or make black smoke the super-heat drops rapidly. Super-heated engines, on account of the greater steam producing capacity per sq. ft. of grate and heating surface, usually have larger cylinders and hauling capacity, then it follows that the careless engineman under imperfect water and combustion conditions is trying to get over the road with tonnage for a super-heated engine, when in effect he has a saturated engine.

Mechanical—Not Automatic

Mechanical stokers are, in no sense, automatic. They require the attention of a skilled operative. The amount of physical exertion required

from the fireman is greatly reduced from that of the hand-fired engine. That the Frisco firemen are skilful in the handling of the stoker is reflected daily on the fuel sheets, and the writer recalls a number of individual performances which he has witnessed that illustrate clearly the high proficiency a careful and thoughtful fireman may attain through close study of the art of handling mechanical stokers.

The most successful fireman is the man who has developed a well defined system in his work. All of us are more or less creatures of habit. The man who figures out a system of correct practices in his work and endeavors to follow them out for a time, soon follows them from force of habit; on the other hand, one may develop carelessness and wasteful habits in the same manner. Every fireman and engineer should make a careful analysis of his working habits, he should find his bad points and endeavor to correct them, for the man who has developed a well defined system of good practices in locomotive firing and follows them from habit, is a real asset to his employer. The man who has developed wasteful practices will also follow them from force of habit, and is a positive liability to his employer.

The engineman should consider the stoker as a component part of the locomotive. As such they should understand its mechanism and functioning the same as they do the valve gear, air brake, or other appurtenances. Systematic and thoughtful lubrication of the wearing parts is the life of the machine. Consult the charts and talk to the representatives you meet about where the oil you put in goes, and what it lubricates. A few drops in the right place is much better than a half a pint in the wrong place. Two drops of oil per minute to the driving engine will make one pint of valve oil last over 500 miles in freight service. The engineer should bear this in mind, and he will know he is not using much oil from his main lubricator when he feeds the stoker this amount. The fireman should, speaking generally of stokers, oil the holes provided at the beginning of each trip and once each fifty miles thereafter, with engine oil. When the opportunity offers, the fireman should inspect the stoker in the same manner that the engineer inspects his locomotive, on the line of road, in this way a loose nut or cotter may be found and save possible trouble and delay.

The mechanical stokers on the Frisco which were in service during the 12 months of last year made 405,214 miles per mechanical failure, and we all know of the money saved in fuel in this last year. These things and others speak more eloquently than words for the proficiency of the Frisco enginemen.

Bride (consulting cook book)—“Oh, my cake is burning and I can't take it out for five minutes yet!”

LOCAL No. 16—WICHITA, KANS.

EUGENE TODD, Reporter

Local No. 16 held a good meeting. Had good attendance. B. G. Morgan, general foreman, and S. B. Ramsy, car foreman, each giving a good talk. E. C. Hadler, boilermaker, also responded with a good talk. We received the applications for two new members. The following men were appointed by the president as an entertainment committee: E. C. Hadler, John Newfelt and Jess Burdick. We are expecting these men to arrange several good socials for us during the summer.

We decided to give an attendance prize each meeting night. Someone will donate the prize and let the members draw to see who gets the lucky number. We believe this will stimulate a great deal of interest among the men and increase attendance at our meetings.

Sure having fine weather here now. Everyone talking baseball and fishing. We are expecting some good fish stories.

Mr. Dingman, company inspector, spent a day in Wichita.

W. G. Hall, assistant master mechanic, was a visitor at Wichita.

Iril (Jack) Fleshman, night foreman, is getting along fine and is well liked by all the boys.

The Western League baseball season opened yesterday, Wichita going down to defeat at the hands of Denver.

The writer's wife is on a visit in Nebraska, so he will try the bachelor life a while.

B. G. Morgan likes Wichita fine, and we are glad to have him with us, as he is having the place shined up. We boast ours is the cleanest place on the system.

TELEGRAPH GANG—FRANKS, MO.

BRUCE R. DAVIDSON, Reporter

S. B. Musgrave, general foreman of the telegraph line, paid his respects to the gang here at Franks, Mo., recently.

F. M. Burton, traveling foreman of the Western Union Telegraph Co., visited camp 83 of the Frisco Line gang on a recent date and seemed to be well pleased with the work that is being accomplished.

Alfred (Pa) Tribble, lineman, was sent to Memphis, Tenn., to do relief work for the division linemen of that place. We understand the division lineman of Memphis is ill with typhoid fever.

News reached this camp that Everett Taylor, who was assistant foreman of camp 83, had lost his wife. Mr. Taylor had taken his wife from Cuba, Mo., to St. Louis hospital to have an operation performed for an abscess in the lungs. The boys of camp 83 extend their heartfelt sympathy.

Most of the boys of this camp spent Easter at their respective homes and reported it was one of the best Easter Sundays that they had enjoyed for a long time.

The reporter of this camp had a week's vacation and spent same visiting the cyclone ruins of southern Illinois.

This gang is making rapid progress repairing all damage done by the sleet storm this last winter. The storm left months' of work in its trail.

J. H. (Captain) Thompson was promoted to a lineman in the month of April.

Our crumb boss, Chas. Robinson, left here for St. Louis to receive hospital treatment. Russell Reid is acting crumb boss for the time.

"HOOTS FROM SPRINGFIELD NIGHT OWLS"**SOUTH SIDE ROUNDHOUSE**

EMERY HAGUEWOOD, Reporter

Glad to say that our foreman, James Miscampbell, has completely recovered from a very severe carbuncle on his neck which caused him much trouble and pain.

Claude White, who has been absent several nights on account of sickness,

is now back on the job, feeling OK again.

During Claude White's absence, John White (no relative of Claude) has been holding down the job of pipefitting. In view of the fact that John doesn't like night work, we wondered why that broad smile all the time, until we learned that the new bungalow on Division Street Road is nearing completion.

Fred Bullington is another member of our night family that is wearing a new bungalow smile.

Glenn Wall spent a short vacation at Buffalo. Of course, Buffalo being an inland town, he traveled via the F. O. R. D. route.

Alvin Mothershead is our new extra man. While he has only been with us a short time, he is already hitting 'er up like a regular.

We have a new bridegroom on the force. He is rather reticent as to who the lady was or where she came from, but Mrs. Otis Booker is making things brighter around home for our outside engine watchman.

Fred Barnhart has graduated from the flivver owning class and he is now burning the product of "John D." in a Studebaker light six.

TELEGRAPH GANG—ROLLA, MO.

B. W. ELLIOTT, Reporter

All gang foremen attended a safety first meeting held by the Western Union at Kansas City the 27th of March.

The boys all agreed that Slim Haselbring should practice some more on low poles out of town, and then next time the High School girls are watching he will not set a high pole on fire.

S. B. Musgrave, general foreman, paid us an official visit. He said that there were too many democrats around here for him, so he did not stay long.

Smiles Worthy had the misfortune to bruise his hand. So he is at home for a few days.

The boys are getting lots of rest as it rains every night.

LOCAL No. 10—NEODESHA, KANS.

WILLIAM J. EGGERER, Reporter

At three p.m., Saturday, April 18th, a peculiar noise was heard around the chimney at the Larkin home. Sam looked around and noticed the plaster breaking away, all at once a great big stork, fluttering down with a large, fat, smiling, husky twelve pound boy. Cigars were being smoked around the roundhouse all Sunday and Monday.

Frank Velton spent the last money that he was able to call his own, when he treated us all with cigars, to celebrate his marriage. We married men are glad to welcome you into our ranks, but remember, the first hundred years are the hardest. We wish you good luck.

Walter Shoup sure likes prize fighting and he is some fighter himself.

In order to do justice to all, I am forced to report the following, although I do not believe it. "The night boys at Neodesha all smoked cigars the 5th of April, as Peet Toomie was daddy one more time."

Mr. and Mrs. R. E. Goorwin and small son, Junior, made a trip to Wichita, Kans., recently. Spent a fine day and had a royal good time.

Newtie Moore has had a good business in the silk hose department. He sold two pair the first day and has other good prospects.

The new three-T Westinghouse triple rack has been installed at Neodesha.

W. A. Hutton, local car foreman, attended the safety first meeting at Kansas City.

Wm. G. Black, who has been in the Frisco Hospital at St. Louis for the past three months, is getting along well, we all hope he will soon be back with us.

M. M. Sisson was in Neodesha recently for a day.

Gladys Nelson, daughter of A. W. Nelson, won first place at the Arkansas Valley League Music Contest, also won

a gold medal for being the best conductor. The orchestra was awarded a cash prize of \$125; she took first place, too, with her boys' Glee Club and violin solo, and second place with the Girls' Glee Club, soprano solo and mixed chorus.

Miss Nelson is supervisor of music in the Winfield High School. Mr. Nelson has good reasons to feel proud of his daughter's accomplishments, and we congratulate her.

Ed Thompson went to St. Louis to receive treatment to his eye at the Frisco hospital.

Jim Boughman just bought a new Willys-Knight touring car. It sure is a good looker, too, and Jim has good reason to be proud over it. It is the best looking car in Neodesha. His family made a trip to Kansas City in it and report a quick trip, without any trouble.

The little box I placed near the time clock, for items, has brought results. There were eight items in it. At-a-boy! Let us have more news about the family, and anything that happens, and if we all pull together, we will make the Neodesha news items so interesting that everybody will turn to them first when they open our magazine.

The Frisco unloaded 100 carloads of cattle in Greenwood County, Kans., last week.

The new Frisco depot here, is half way completed. It will be a very good looking building. I hope to send in a picture of it next month.

ROUNDHOUSE—AMORY, MISS.

J. E. C. HUNT, Reporter

Our general foreman, D. D. Briggs, was called to the bedside of his father, R. H. Briggs, of Memphis, Tenn., but due to his father being greatly improved, has returned to work. Mr. Briggs' father is well-known by the Frisco family, having been in the service for many years as master mechanic. He is 92 years old and we all wish him a speedy recovery and hope that he may enjoy many years.

Our day roundhouse foreman is sporting a new Nash car. Can't find anything wrong with it, only I haven't one just like it. But engine inspectors are not supposed to own a car for they would be always wanting some of the pounds taken out of the main bearings, or a pair of wheels retired.

Our annual picnic was held May 30. We will have to let our visitors tell us whether it was better than the one we had last year—but both of them would be hard to beat.

Engine 2004, a big Mallet engine, came to us recently from Springfield shops and they say it was overhauled there, but honest, it looks like a new engine to us. We have three of these big engines in with the 71 class pool, and when the Pork Chop train arrives from the north, it don't appear to make any difference if it is a Mike or a Mallet, the hook right on the cars and take the train through to southern points, pronto.

We are a little slow in getting started with the gold and silver fuel stars, but we have them now and so you engineers and firemen watch your step for we are having to change those stars and that advertises who saves coal or rather who saves the most coal.

I am doing my best to help save coal by reporting steam leaks and reporting other work on our engines so they will perform 100 per cent.

MEMPHIS LOCAL No. 19

MEMPHIS, TENN.

OTTO KETTMANN, Reporter

Spring and summer is here again, everything is green—even the roof of our cars on the engines.

Mr. Worman came south and passed through the shops, giving it an inspection. We hope that we have a 100 per cent shop, and did you notice how pretty and white everything is?

Even "Red" Bell seems to enjoy the spring, too, by airing out his car on the country roads. How about it, Red?