



**Jonah's Job**

"Jonah had a good job, but threw it up."  
 "How's that? What kind of a job did Jonah have?"  
 "He was secretary of the interior!"

**A Funny Suit**

Customer: "Would you mind changing this woolen underwear for a less humorous suit. This is tickling me to death."

(From the Webster, West Virginia, Record-News): "The first large floor will seat 600 persons, then there is a double gallery that will seat an additional number of people with upholstered seats."

**Queer Humor**

Call this a joke if you like. If the joke is hidden, the nerve it took to act it out, isn't!  
 About fifteen minutes before a Frisco train was to arrive in a station on Frisco Lines, a woman stepped up to the ticket window and asked for the information clerk. The attendant at the window politely informed her he could answer her question. So she said, "Well, mister, I wish you'd come out here and call in this room and see if there's anybody with a car going down my way. I'd like to get a ride."

**The Wrong Couple**

He, showing his girl around the park: "See that loving couple in that parked car? They've been married for ten years."  
 She: "Really?"  
 He: "Yes, but not to each other!"

Sign in a doctor's office: "I treat all diseases including children."

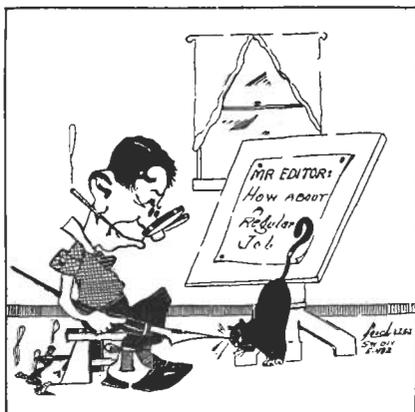
**A Hard Hitter**

Judge: "Did you or did you not strike the woman?"  
 Landlord: "Your Honor, I only remarked that the wall paper in her apartment bore fingerprints."  
 Judge: "Two years for knocking her flat. Next case."

**An Ideal Place**

"Is this a healthful town?" asked a stranger.  
 "It most certainly is," replied the native. "When I came here I couldn't utter a word, I had scarcely a hair on my head, I hadn't the strength to walk across the room and had to be lifted from my bed."  
 "That is wonderful," exclaimed the stranger, "how long have you lived here?"  
 "I was born here," was the reply.

**YES, YES,—AND GLADLY**



The cartoonist is apparently guilty of cruelty to animals, but since the animal is a black cat, and therefore our pet animadversion, we'll put him on—if it is all right with our readers.—Ed.

**Heat and Repeat**

An ambitious inventor went to a blacksmith to have him forge a piece of iron. The smith and his helper both stammered.  
 The old blacksmith heated the iron and placed it on the anvil.  
 "H-h-h-hit it," he stuttered to his helper.  
 "Wh-wh-wh-wh-where?" sputtered the helper.  
 "Ah, h-h-h-h-hell, we'll have to h-h-h-heat it again," sputtered the elder one with disgust.  
 —Water Works Engineer.

Husbands are a kind of promissory note. One gets tired of meeting them!

A foresighted girl is one who sleeps in a cotton nightie, and keeps a pair of silk pajamas under her pillow in case of fire.

You convince a man, but you persuade a woman!

**Yes and No**

"I don't suppose you don't know of nobody who don't want to hire nobody to do nothing, don't you?"  
 "Yes, I don't."

**Do You Believe This?**

A spinster living in a London suburb was shocked at the language used by two men repairing telegraph wires close to her house.  
 She wrote to the company on the matter and the lineman was asked to report.  
 "Well, me and Bill Fairweather were on that job," he said. "I was up the telegraph pole and accidentally let the hot lead fall on Bill. It went down his neck. Then he said, 'You really must be more careful, Harry!'"

He knew she was a good chorus girl, because she only had a cloth coat.

**Sure Thing**

"So you're sure that was a Scotch terrier you bought yesterday?"  
 "Well, I threw a penny into the street this morning and he risked his life to get it and bring it back to me."

Clipped from the Custer County (Nebraska) News: "Plan to eat dinner on May 15 with the Baptist ladies. The same wonderful dinner as served last year."

**A New Name**

Betty's mother was spanking Betty's baby sister when Betty remonstrated.  
 "I'm never going to call you mother again! You're just a common mama. You don't even know how to treat your kids decent."

Clipped from the Omak (Washington) News: "Marshal Latshaw is enforcing the ordinance against chickens running at large and riding bicycles on the sidewalks."

**The FRISCO EMPLOYEES' MAGAZINE**

Published on the First of Each Month

By the

**St. Louis-San Francisco Railway Co.**

Edited by WM. L. HUGGINS, Jr.

827 Frisco Building

St. Louis, Missouri

This magazine is published in the interests of and for free distribution among the 30,000 employes of the St. Louis-San Francisco Railway. All articles and communications relative to editorial matters should be addressed to the editor.

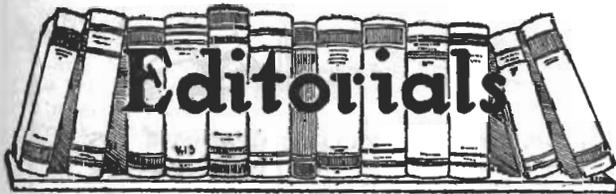
Single copies, 15 cents each

Outside circulation, \$1.50 per year

Vol. 4

MAY, 1927

No. 8

**For Better Service**

**T**WO HUNDRED AND SIXTY-FIVE men gathered together in the fourth floor assembly room of the Frisco Building in Springfield, Mo., for a three-day session last month. They came from all points on the Frisco railroad, from north, south, east and west, and they came, to phrase it forcibly, "loaded." For these men were officers and employes of Frisco Lines, and this gathering was for the purpose of remedying defects of service, finding and correcting the weak spots, instituting better methods, saving lives and limbs, building more business, in fact, bringing Frisco Lines up to an even higher point of transportation efficiency for 1927.

For three days the session went on and the minutes of the reports and discussions and suggestions would fill many pages. These men were sincerely in earnest, and if there were any personal axes to grind, evidence of the grinding did not show above the businesslike surface of the conference.

The outstanding feature of the entire better service meeting was the frankness with which men spoke to each other, the helpful criticism used, the sincere attempts to correct and improve and re-vamp service. While the dignity of position was not forgotten it was held in abeyance, and an agent at one of the smallest Frisco towns could speak his mind to an assembly of his superiors with the assurance that he would be complimented upon his astuteness and interest.

That, indeed, is co-operation. That is helpfulness. That is service. When the conference closed, each man in attendance knew that his department had been heard, knew that his suggestions had been received and his criticism of some condition respectfully considered. He knew that during 1927 the Frisco would profit by the community of interest brought about by the Better Service conference. And that was its goal!

**Vacation in the Ozarks**

**A**S vacation time comes again, employes of Frisco Lines are looking forward with enthusiasm to the annual two weeks' outing.

It surely is not amiss to direct the attention of these Frisco vacationers to one of the beauty spots of nature on their own railroad, although most of them have probably enjoyed a period of delightful repose in its confines.

To all Frisco people, mention of the Ozark Mountains brings thoughts of long trainloads of strawberries, apples, grapes and other perishable commodities yielded so generously by the fruit farms of this remarkable region.

And it is in vacation time that our Ozark-bound Frisco vacationers think yearningly of Bella Vista and Monte Ne, of Roaring River and Winslow, of Fayetteville and dozens and hundreds of other resorts in the beautiful Ozarks.

If you, Mr. Frisco Employe, were planning on Florida, California, Canada or some other far-flung vacation place, stop awhile and ponder the region which is served, even bounded, by Frisco rails. Get a copy of the new summer folder, just issued by the Frisco passenger department, and choose from its pages the spot of your preference for the annual two weeks.

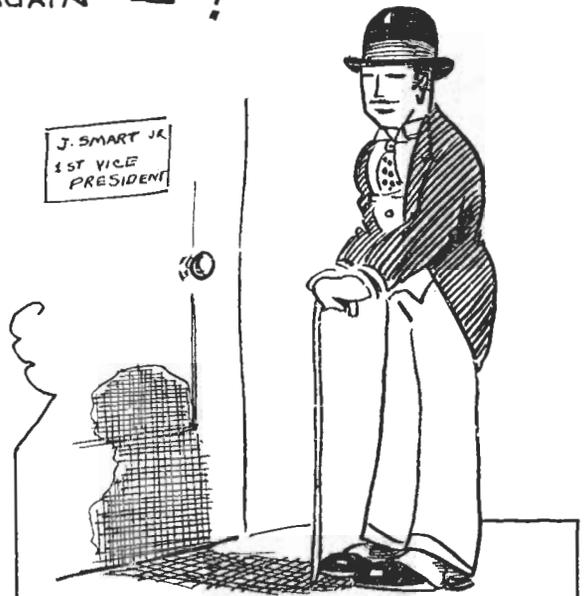
**The Beautification Program**

**I**T is significant that 430 agents and section foremen have availed themselves of the Frisco's invitation to furnish, free of charge, flower bulbs and plants for the beautification of Frisco property. Several hundreds of dollars will be spent by the management in furnishing the bulbs, but that expenditure would not have been made had not Frisco employes evinced a whole-hearted interest in the beautification program. As Frisco Florist Don B. Fellows completes his work of shipping the flower bulbs to all points on the line, Frisco section house yards and station parkways will begin to bloom with beautiful flowers.

THE "DREAMY DAYS" ARE HERE AGAIN — !

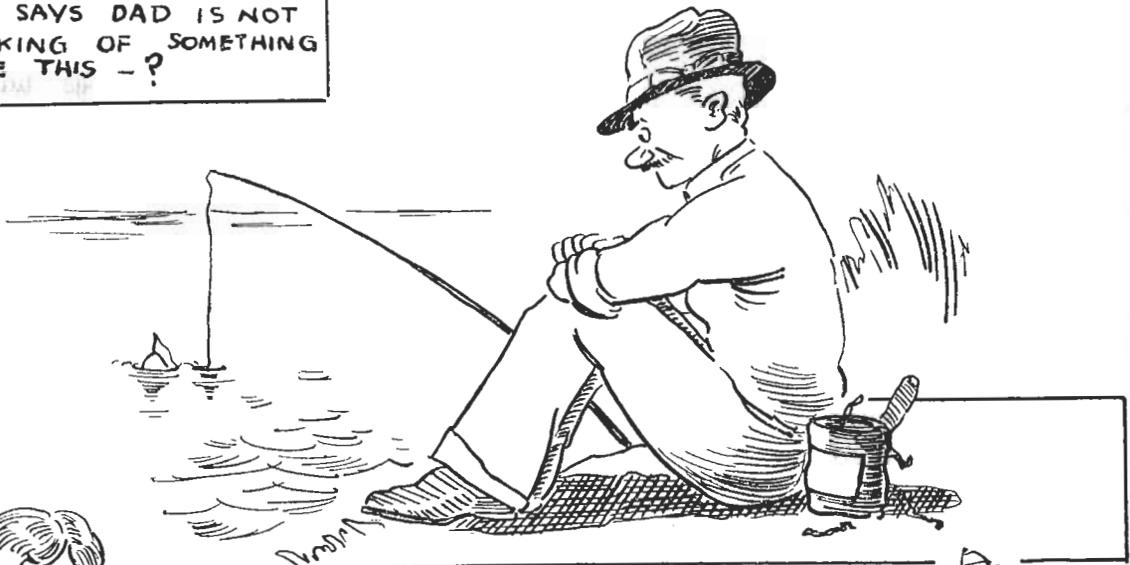


THE LITTLE BOY'S THOUGHTS GO BACK TO "THE OLE SWIMMIN HOLE"



THE YOUNG COLLEGE GRADUATE IS PLANNING HIS BUSINESS CAREER

WHO SAYS DAD IS NOT THINKING OF SOMETHING LIKE THIS — ?

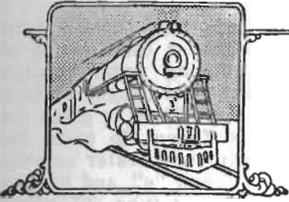


-AND OF COURSE MOTHER IS PLANNING A BIG "PRESERVING SEASON"



SISTER HAS ALREADY PLANNED HER VACATION

JOHN GODSEY



# The FRISCO MECHANIC

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



HOWARD PICKENS, Editor

## NEW LOCAL FORMED

### Frisco West Shops Workers Organize Local No. 2 at Springfield

A NEW organization, embracing in its membership Metal Crafts and Car Department employes at the Frisco West Shops, was formed at a meeting called for that purpose by Frank Junkins, General Chairman of the System Committee, Frisco Association of Shop Employes, Springfield, Mo., Tuesday evening, April 12, at 7:30 o'clock, at the Association Hall, 214½ East Commercial Street.

This action followed endorsement of the proposition by the men themselves, a majority of those affected having signed petitions asking for the organization of a second local, subject to the approval of the Executive Committee of the organization.

More than two hundred men, employed in the West Shops, attended the meeting.

Charles Melton, a cab builder in the West Shops, was elected president of the new local (No. 2), as the first step in the organization.

A. E. Godfrey, a boilermaker, was elected vice-president, and Harvey Smith was named secretary. Tom Ladd was elected treasurer, F. L. Gennung was named chaplain, George Ellis was named conductor and Earl Gennung was chosen as district chairman in place of L. J. Lyons.

Three trustees, who also will serve as the house committee, were elected and are: William Hughes, Emmett Skelton and A. C. Daily.

Fourteen committeemen for the various departments of the West Shops were elected. Machinists' committeemen are: Harlan Atwell, Tom Ladd and Paul Rice. Boilermakers' committeemen are: A. E. Godfrey and Emmett Skelton. Electricians' committeeman is George Ellis; Joe Brandon, committeeman for the sheet metal workers; Charles Melton, committeeman for the cab shopmen; W. M. Pickering for the freight car department; Jack Thomas for the coach carpenters; George Harp for the blacksmiths; O. S. Bradley for the powerhouse employes; George Walkins for the truckmen of the coach shops, and R. Bartlett for the mill room employes of the coach shops.

Regular meetings of the new local will be held on the first and third Tuesday nights in each month at the hall, 214½ East Commercial Street, according to an almost unanimous

## Is This Largest Frisco Family?



FRISCO shopmen at the Springfield north roundhouse enthusiastically acclaim the family of Charles Beck, mechanic at that shop, and Mrs. Beck as being the largest among the Frisco families at Springfield, and perhaps on the entire system. The family consists of eight children, five boys and three girls.

The names of the group above are, left to right, sitting: Mr. and Mrs. Beck with Trevor between them and Ruth standing directly back; standing, top row: Wanda, Wiley, Floyd, Ralph, Wayne and Frances. Another child, a girl, died three years ago.

Mr. Beck is employed as a machin-

ist welder and one of his sons is a boilermaker by trade, while another is serving an apprenticeship as a machinist. Frances is attending State Teachers' College, where she is specializing in dramatic art.

Families of this size are rare in these modern times, and the Frisco is more than proud to be able to claim this one as belonging to its big family.

Mr. Beck is a member of Local No. 1, Frisco Association of Metal Craft and Car Department Employes and Mrs. Beck is a member of the Ladies Auxiliary. Their home is at 628 West Mt. Vernon Street, Springfield, Mo.

vote cast. A large number of the members present also voted to donate one hour's pay to the treasury of the organization.

Those members of Local No. 1 who are employed in the West Shops will merely draw away from No. 1 and take their membership in No. 2, just organized. All employes of the West Shops, car department, coach and freight shops, amounting to better than 1,200 men, are eligible to membership in the new local.

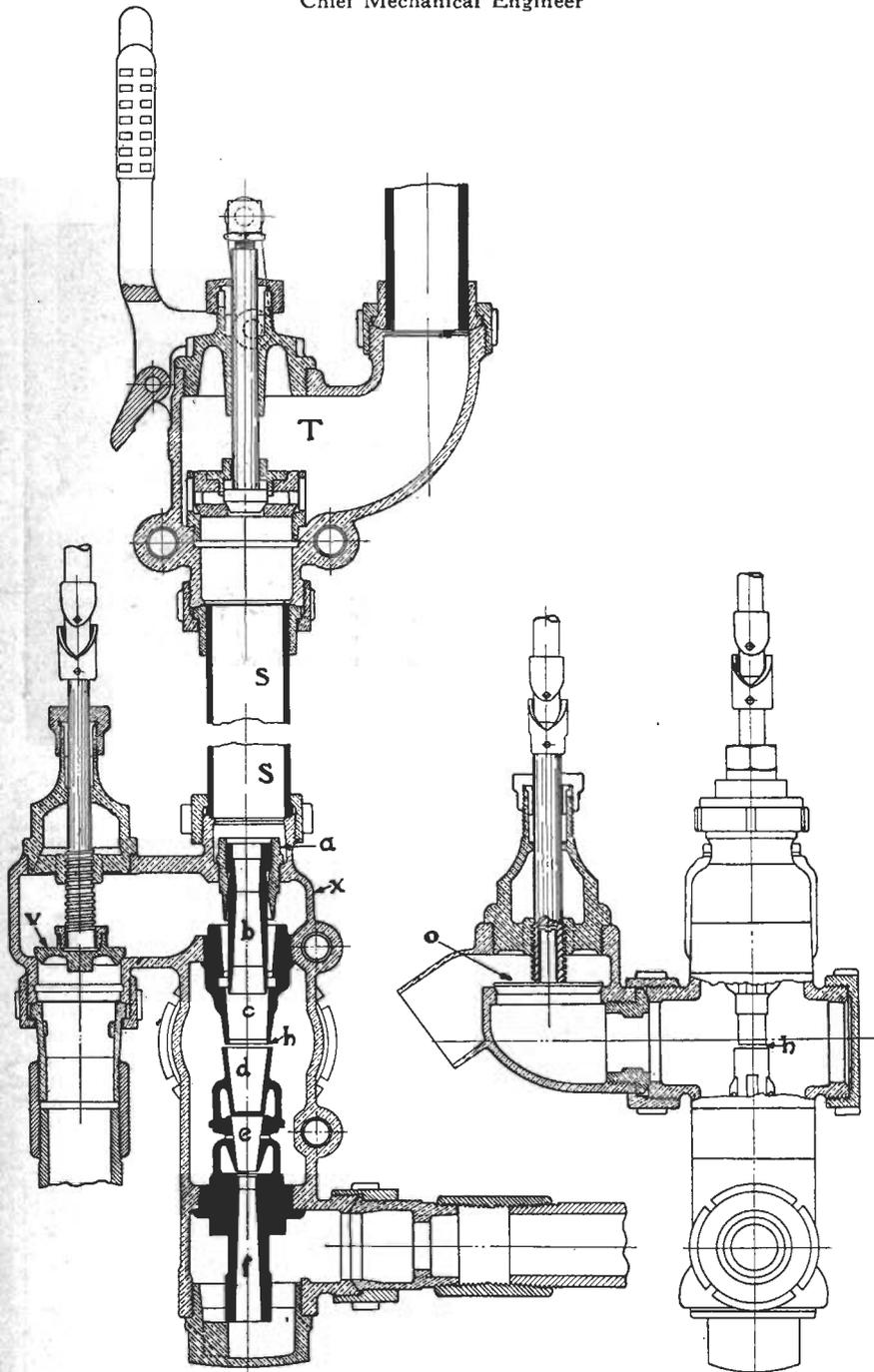
It is believed that because of the large number of men here and the diverse conditions at the two shops, two locals will show far more satisfactory results, both as respects the men and the railroad.

All employes of the north shops, roundhouse, back shops and car shops and the south reclamation plant will be included in Local No. 1.



# Operation of Live Steam Injector

By F. G. LISTER  
Chief Mechanical Engineer



charging through the suction tube "c", which facilitates the starting of the injector, sucking water through valve "v", where it is caught by forcing steam nozzle "b" and is given the final impulse sufficient to enter the boiler, the steam and water combining in tubes "d" and "e", and passing through the delivery tube "f", where it attains the necessary velocity to carry it into the boiler against boiler pressure.

The overflow aperture "h" is located between the suction tube "c" and combining tube "d", where it passes out through the overflow valve "o", permitting a free outlet for the water and steam during the operation of starting.

To start the injector, first turn on steam with the main steam valve at the fountain or boiler. Turn the overflow valve "o" full open. Open water valve "v" full. Pull the lever steam starting valve "T" open to start the injector. The water supply should then be regulated with the water valve "v".

To stop the injector, close the starting valve "T", then close the feed water valve "v". The overflow valve "o" should not be closed when starting or stopping the injector. It should be maintained wide open. It is poor practice to close the overflow valve and leave the feed water valve open, because when it is done the steam pipe to the injector will fill with water from the tank to the level of the water in the tank, then when starting the injector and the overflow valve is opened, the water in the steam pipe will not drain out with the feed water valve open. Consequently, when the starting valve is pulled open, the steam strikes the water with great force and drives it out through the combining tubes, bulging the steam pipe, loosening the combining tubes, and injuring the injector body.

When an injector is tested for operation at the roundhouse, it should be done with approximately full boiler pressure, and at a time when the boiler is not too full of water. If the boiler is too full of water the steam will be so wet that a reliable test for operation cannot be made.

A good test is to start the injector and note its operation. First, close the water valve. The injector will then break and discharge out of the overflow. Now, open the water valve and the injector should re-start. If it fails to re-start, there is something wrong, and the trouble should be located. If it re-starts, then close the feed water valve carefully until a light discharge occurs at the overflow. If the injector is in fair condition, the water valve will be about one full turn open at this time. Next, open the water valve wide and if no discharge occurs at the overflow, the injector is in good condition. When making the re-starting test, the starting valve and overflow valve must be maintained wide open. The failure

**T**HE non-lifting injector, as its name implies, does not lift its feed water. It is located in such a position on the locomotive that the feed water pipe connection to it is lower than the bottom of the water tank, causing the water from the tank to flow to the injector by gravity. This allows a feed water having a higher temperature to be used than would be possible with a lifting injector.

The non-lifting injector (see illustration) consists of a body "x", supplied with a feed water valve "v", a lifting steam nozzle "a", a forcing steam nozzle "b", a suction tube "c", a rear combining tube "d", a forward combining tube "e", a delivery tube "f", and an overflow valve "o".

Steam enters the injector from the boiler through a starting valve "T" and steam pipe "S", passing through the lifting steam nozzle "a" and dis-