THE FRISCO EMPLOYES' MAGAZINE

SEPT.
1927

VOL. IV
NO. XII

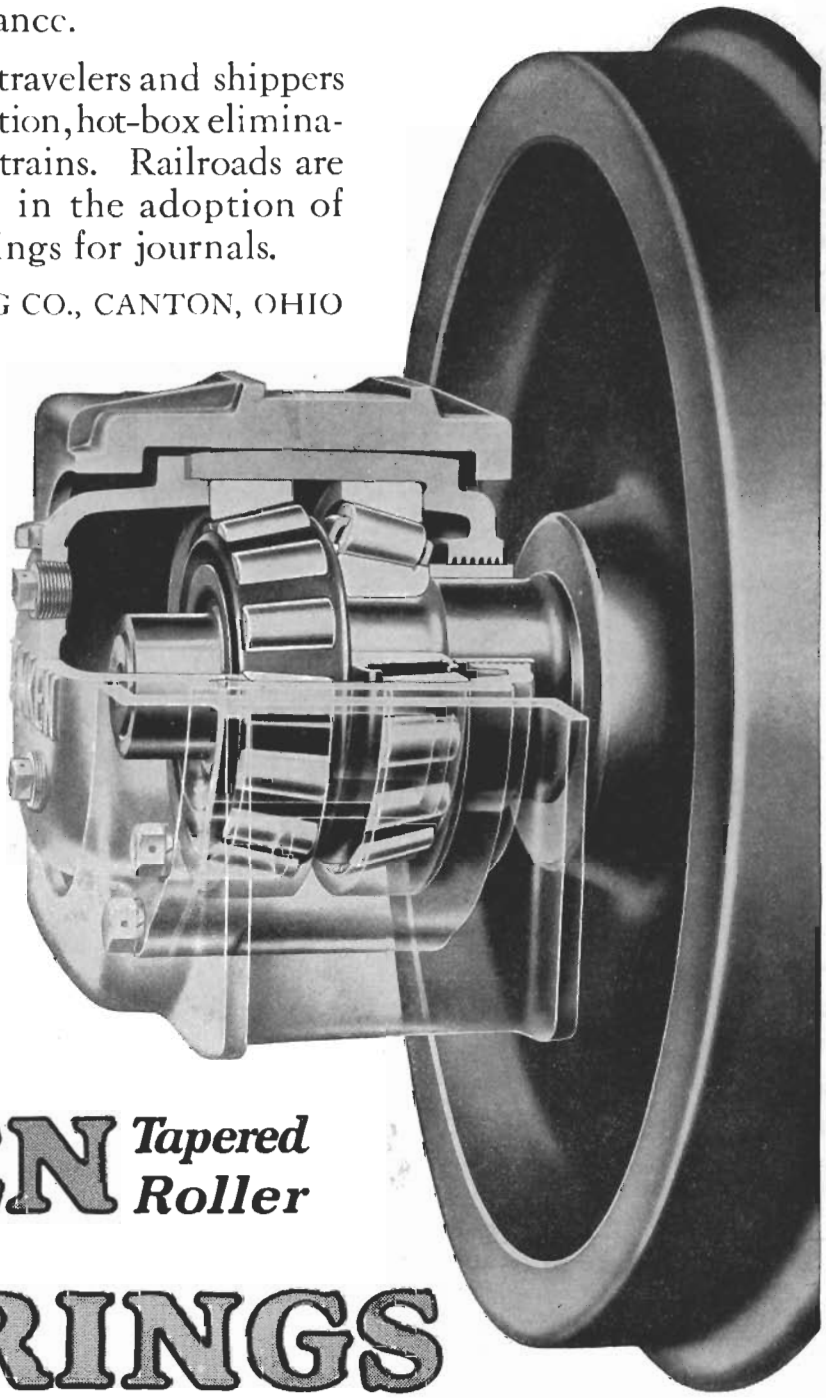
Typically Timken

Crowding friction to the vanishing point is not enough for railroad journal bearings. They must scientifically overcome the wear of thrust and shock and speed, as steel flies against steel.

Other such "impossible" bearing applications, one after another, have yielded to the undeviatingly successful design of Timken Tapered Roller Bearings. Engineering knows it to be typically Timken to save the railroads 88% of starting power and a large part of all previous journal maintenance.

Economics and the interests of travelers and shippers dictate the need of wear-prevention, hot-box elimination and smoothest starting of trains. Railroads are finding a successful solution in the adoption of Timken Tapered Roller Bearings for journals.

THE TIMKEN ROLLER BEARING CO., CANTON, OHIO



The Timken Bearing application used on six dining cars soon to be put in service by the Wabash R. R. The simplicity and compactness of Timken journal mountings comes from the exclusive combination of Timken tapered construction, Timken *POSITIVELY ALIGNED ROLLS*, and Timken-made electric steel. Greater load area and full thrust capacity are entirely self-contained. There is absolutely no wear—no moving contact—on axles.

TIMKEN ***Tapered Roller***

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Buttonless Work and Play Suits is

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LEE Union-Alls, Overalls and Play Suits are also available in styles having buttons instead of Hookless Fasteners.

FROM thousands of suggestions this name has been selected to represent the already famous Lee Buttonless Work Clothing. From every state, indeed from every county, the names came indicating interest beyond our expectations. The convenience, durability, appearance and time-saving features of the new Lee garments with the Hookless Fastener, have won nation-wide approval. Thousands of working men have put them to the test and found them easy to put on or off and remarkably long wearing. Thousands of Mothers have saved time and trouble by dressing their children in the new buttonless play suits. Ask your nearest dealer to show you LEE WHIZIT UNION-ALLS, OVERALLS and PLAY SUITS.

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Factories: Kansas City, Mo., Trenton, N. J., South Bend, Ind., Minneapolis, Minn., San Francisco, Calif.

The winners in the Lee Prize Naming Contest were chosen only after consideration was given to every entry. Each prize was awarded on the basis of the name submitted together with the reason for the choice of the name. The Lee Company wishes to thank the thousands of persons who submitted names, for their interest in the naming of the new garments.

First Prize, $250—Geo. W. Mock, Seattle, Wash.

Second Prize, $125—Mrs. William Gallup, Cassel-ton, North Dakota.

Third Prize, $75—Mrs. Mildred Steele, Elkhart, Indiana.

Fourth Prize, $50—Mrs. G. F. Ross, Brockton, Mass.

One Hundred Prizes of $5.00 each awarded to the following:

J. Corry Baker, Pueblo, Colo.
Don H. Davy, Burlington, N. D.
Dean Hartzell, Klamath Falls, Ore.
Abraham Wolf, Aiken, S. C.
Mrs. Dan Nystrom, Worthington, Minn.
Mrs. H. Sater, So. St. Paul, Minn.
K. L. Brant, Webster City, Iowa
Edwin C. Savitz, Easton, Pa.
Mrs. H. W. Ries, Collingswood, N. J.
Homer V. Geary, Albany, N. Y.
Wm. Kniesner, Danbury, Conn.
Herbert M. Snyder, Louisville, Ky.
H. B. Alexander, Minier, Ill.
James Mertel, Clinton, Mo.
J. C. Dodson, San Antonio, Tex.
G. Harris, Topeka, Kans.
Alfred U. Erdmann, Stratford, S. D.
Mrs. W. H. Thompson, Three Forks, Mont.
Lewis Jespersen, Ashland, Neb.
Roger R. Barbee, Ft. Bayard, N.M.
Mrs. Pearl Weiss Evans, Birmingham, Ala.
Geo. F. Sale, Grandin, N. D.
C. P. Bensing, Minneapolis, Minn.
E. R. Streyffeler, Thurman, Iowa
Frank G. Davis, Springfield, O.
Mrs. Adam Lagle, Georgetown, Ind.
Mrs. Rebecca Dvorine, Baltimore, Md.
Hans D. Steinberg, Milwaukee, Wis.
Amy K. Casteel, Minonk, Ill.
A. R. Hill, New Orleans, La.
Hugh N. Leiper, Dallas, Texas
C. L. Leighty, Newkirk, Okla.
Mrs. Paul B. Porter, Merna, Neb.
Mrs. Bessie Evans, Haswell, Colo.
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Mrs. M. H. Flint, Mt. Airy, Ga.
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J. A. Stephenson, Chester, W. Va.
Miss Jennie C. Maine, Providence, R. I.
Richard A. Supple, Boyd, Wis.
Frank Anderson, Bagley, Minn.
Mrs. C. E. Croson, Eugene, Ore.
H. Keith Gillaspie, Lohrville, Iowa.
Mrs. Ethel Kline, Burr Oak, Mich.
Norman K. Reynolds, Altoona, Penn.
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Leroy Jagow, Buffalo, N. Y.
J. T. Griscom, Nashville, Tenn.
Haskell Ostroff, Lowell, Mass.
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W. T. Menefee, Oakland, Calif.
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Mara Spencer, Norfolk, Va.
Lawrence Nauman, Douglas, Wyo.
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Mrs. Edna T. Saunders, Brewer, Maine.
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Shelby Powers, Justin, Texas.
Bessie L. Kesler, Liberal, Kans.
Kenrick Mitchell, Carroll, Nebr.
Ben Olerich, Care Outlaw, Winner, S. D.
Jess D. Sage, Denver, Colo.
Victor F. Agrell, Lewiston, Idaho.
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L. K. Jones, Raleigh, N. C.
Mrs. L. C. Weaver, Huron, S. D.
Mildred Koenig, Barnesville, Minn.
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This land is 150 feet above sea level, all high and dry, and with good drainage and live streams. Rosemont offers you an opportunity to secure a self-supporting homesite. Twenty acres of this fertile soil, properly tilled, will make you independent. An all-year-around climate gives this section the advantage of producing from two to six diversified crops a year.

Pensacola, Fla., is a thriving city of more than 40,000 population, where you will find every modern convenience, such as churches, schools, theatres, stores and practically everything you could wish for.

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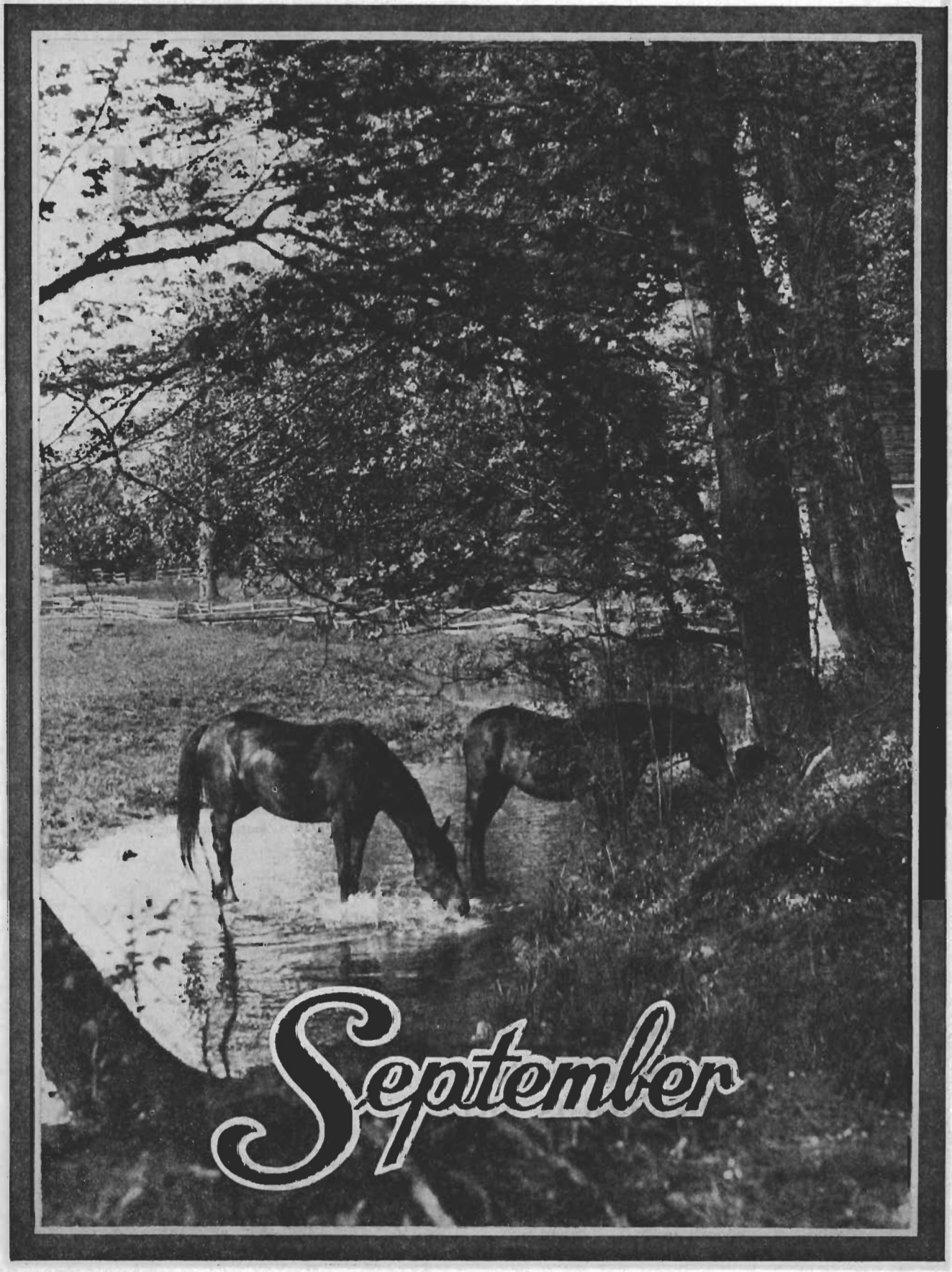
September

THE FRISCO EMPLOYES' MAGAZINE

ROOM 743 FRISCO BUILDING :: ST. LOUIS

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VOL. IV SEPTEMBER, 1927 No. 12

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THE FRISCO EMPLOYES' MAGAZINE

The Frisco Employes' Magazine is a monthly publication devoted primarily to the interests of the more than 30,000 active and retired employes of the Frisco Lines. It contains stories, items of current news, personal notes about employes and their families, articles dealing with various phases of railroad work, poems, cartoons and notices regarding the service. Good clear photographs suitable for reproduction are especially desired, and will be returned only when requested. All cartoons and drawings must be in black India drawing ink.

Employes are invited to write articles for the magazine. Contributions should be typewritten, on one side of the sheet only, and should be addressed to the Editor, Frisco Building, St. Louis, Mo.

Distributed free among Frisco employes. To others, price 15 cents a copy; subscription rate $1.50 a year. Advertising rates will be made known upon application.

FRISCO ENGINE MAKES LONGEST RUN

No. 4100 Pulls Full Rating 2,940 Miles Without Knocking Fires—Two Round Trips, Kansas City, Mo., to Birmingham, Ala.

WITH the announcement August 11 of the longest freight coal burning locomotive run on record in America, the St. Louis-San Francisco Railway Company makes its second remarkable contribution in two months to the advancement of American railroading.

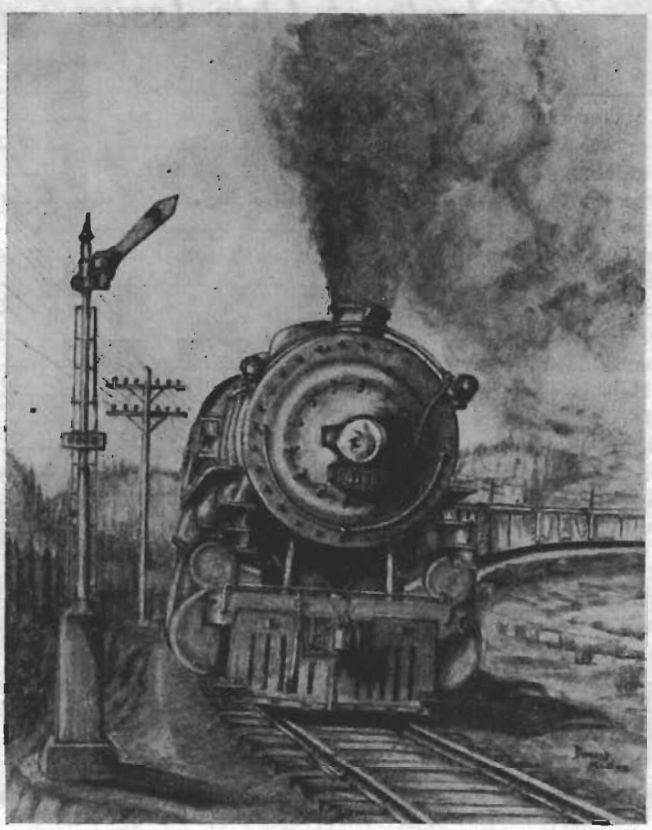
On June 29 the Frisco announced the completion of the longest passenger coal burning locomotive run without engine change—735 miles from Kansas City to Birmingham on the Frisco's famous Kansas City-Florida Special.

Today that railroad announces the longest freight coal burning locomotive run in the history of railroading—2,940 miles without knocking the locomotive fires.

On July 25, Frisco engine No. 4100, a coal burner, left Kansas City, Mo., at 6:15 p. m., destined to Birmingham, Ala., a distance of 735 miles, pulling a freight train. On August 4 at 1:00 a. m., the engine had its fires knocked for the first time since it left Kansas City on July 25, after completing two round trips, a total of 2,940 miles. A careful check of existing records made by the motive power department of the Frisco reveals no similar records ever made by coal burning locomotives.

"The performance of engine No. 4100 is a distinct advancement to railroading in several respects," H. L. Worman, superintendent of motive power said. "It will be better understood when it is known that the average freight locomotive run in America is somewhere in the neighborhood of from 200 to 300 miles. At the conclusion of that much mileage the locomotive is usually taken to the roundhouse and its fires knocked. Engine 4100 made almost 3,000 miles before its fires were knocked. Such a run means a great reduction in fuel, since fuel is lost when fires are knocked and engines changed on trains. The run means that we will need fewer engines for freight service, and it means that transportation over our lines will be highly expedited. We are greatly elated over the results of this test."

The report made by Worman shows that no special attention was given engine 4100 before its 2,940 mile run was made, and no special crews were used. At no time was there any indication of the engine raising water and when the plugs were removed at Kansas City upon completion of the remarkable run there was no sign of mud in the leg of the boiler. Only an average of 12 minutes was consumed at each intermediate terminal in shaking the fire and cleaning the ash pan. Alabama mine run coal was used on the trips with the exception of Oklahoma coal on two sub-divisions, and a total of 281 tons of coal was burned. The engine handled a total of 5,533,121 gross ton miles, which shows 101.6 pounds per 1,000 gross ton miles. No special allowance of oil was used and the lubrication of the engine was perfect.



When Texas Lines employes heard of the remarkable run made by Frisco locomotive No. 4100 recently, Donald McKee, one of their number, was inspired to artistic efforts. The mechanical drawing appearing above was sketched by Frisco-worker McKee and dedicated to engine 4100 in honor of its record performance. Mr. McKee resides at 1701 Enderly Place and has been with the Frisco for several years.

Engine No. 4100 is a giant of locomotive power and is known as the "Mikado" type, tonnage class 63. Cylinder dimensions are 27"x32"-63" driver, 200 pounds steam pressure. The capacity of its tank is 20 tons of coal; 11,700 gallons of water. The engine weight on trucks is 25,870 pounds, weight on trailers 49,820 pounds; on drivers 244,690 pounds, total weight of engine 320,280 pounds; weight of engine and tank 560,880 pounds. This engine is equipped with syphon, brick arch, table grates with 35 per cent opening, with 70.3 square feet grate area. It has a 6¾" nozzle; 7 rows of brick in arch and arch down to flue sheet, and is equipped with modern stoker and booster.

This engine had made a total of 32,000 locomotive miles since receiving last classified repairs and prior to the above performance. At no time on the entire two round trips was there any delay due to engine conditions.

In making this run the engine was blown out a total of 196 minutes, an average of 8.12 minutes on each subdivision. The engine used a total of 491,500 gallons of water. The engine was under fire continuously from 3:00 p. m., July 25, until 1:00 a. m. August 4, a total of 217 hours. After the completion of each 735 miles between Kansas City and Birmingham the fire was banked. At Birmingham 90 scoops of coal were used from 7:15 a. m., July 27, until 4:00 a. m., July 28, a total of 1,350 pounds.

On arrival at Kansas City at 4:30 a. m., July 30, on completion of the first round trip, the fire was also banked, using 870 pounds until 6:00 a. m. that morning. On the arrival at Birmingham at 9:35 a. m. August 1, after return to that city on first leg of the second round trip, the fire was banked with 71 scoops of coal, or 1,065 pounds, until 4:00 a. m., August 2. A total of 3,258 pounds of coal was used in banking the fires at Birmingham and Kansas City.

The above picture was taken at the completion of the 2,940-mile run of engine No. 4100. Standing by the engine from left to right are: S. G. Manlove, road foreman; D. L. Forsythe, general road foreman; Frank Ellis, road foreman; A. H. Brake, engineer, and George W. Underwood, fireman.

Examination of the engine upon its return to Kansas City on August 4 found it in excellent condition. The fire was knocked and the following conditions were found: 7 small and two large flues stopped up on left side; 4 small and 2 large flues stopped up on right side; 2 inches of dirt on top of arch; 2 bushels of dust and honeycomb in combustion chamber; grates in good condition; 4 scoops of ashes in front end. This engine operated over six sub-divisions where the grade line is from level to 1.67 per cent. The analysis of water from gauge cock at completion of the 2,940 miles in parts per 100,000 was as follows:

Total dissolved solids	136.0
Total hardness	0.7
Total alkalinity	40.0
Total soda ash	39.3
Per cent of soda ash to dissolved solids	28.9

The average speed maintained by the engine during its run was 19.3 miles per hour.

Frisco Passenger Trains Ran 96.6 Per Cent. On Time in July

PASSENGER train performance on the Frisco Lines during July showed an improvement as compared with the preceding month and an improvement as compared with July, 1926, according to a comparative statement issued by F. H. Shaffer, Springfield, general manager. Of the 5,689 passenger trains operated by the Frisco Lines in July, 1927, 5,498 or 96.6 per cent of the trains maintained schedule or made up time.

The Central division had first place for July, 1927, with the performance of 99.2 per cent, the Western division was second with 99.1 per cent, and the River division was third with 97.5 per cent.

The July, 1927, schedule performance for passenger trains of the Frisco Lines exclusive of the Texas lines, was 96.7 per cent. For the Texas lines alone the performance was 95.1 per cent.

In June, 1927, the Frisco Lines operated 5,488 passenger trains, of which 95.7 per cent maintained schedule or made up time. In July, 1926, the Frisco Lines operated 5,415 passenger trains, of which 95.9 per cent maintained schedule or made up time.

The comparative statement for July, 1927, follows:

DIVISIONS	Total Trains Operated			Total Trains Maintained Schedule or Made Up Time			Per Cent Trains Maintained Schedule or Made Up Time			Standing of		
	July 1927	July 1926	July 1925	July 1927	July 1926	July 1925	July 1927	July 1926	July 1925	July 1927	July 1926	July 1925
Central	620	620	806	615	610	782	99.2	98.4	97.0	1	3	3
Western	217	217	234	215	216	228	99.1	99.5	97.4	2	1	2
River	918	705	621	895	693	613	97.5	98.3	98.7	3	4	1
Southwestern	867	866	868	842	822	810	97.1	94.9	93.3	4	6	6
Northern	1332	1333	1442	1279	1314	1396	96.0	98.6	96.8	5	2	4
Southern	837	744	806	801	718	779	95.8	96.5	96.7	6	5	5
Eastern	650	682	744	615	635	655	94.6	93.1	88.0	7	7	7
Total Operated	5441	5167	5521	5262	5008	5263						
Per Cent Operated							96.7	96.9	95.3			
Texas Lines	248	248	186	236	184	184	95.1	74.5	98.9			
Total System Operated	5689	5415	5707	5498	5192	5447						
Per Cent Operated							96.6	95.9	95.4			

Office of General Manager, Springfield, Mo., August 5th, 1927.

NO ACCIDENTS AT MEMPHIS IN JULY

Superintendent McGuire's Force Damages No Cars, Injures No Employes in 31 Days—A Frisco Record

FOR the first time in the history of the Frisco Lines, one of its principal terminals passed through an entire month without a personal injury to an employe and without damaging a single car by rough handling. That terminal is the one at Memphis, and the month was July, 1927.

The significance of this achievement is emphasized by the fact that more than 1,000 men are employed at the Memphis terminal, that 2,147 cars of merchandise were unloaded there during July, and that during the same month the engine crews in the Memphis terminal yards handled 118,051 freight cars, without a scratch to any of this equipment.

Celebration of this no-accident prevention record was held August 4 at the Y. M. C. A. at Harvard, Ark., across the Mississippi River from Memphis, and hundreds of the Memphis terminal employes and visitors, and, in addition, officials of the Frisco Lines and a few Illinois Central officials gathered for a big watermelon feast. A special train was run for the event. Speeches of felicitation regarding the record were delivered by officials.

This record was preceded by a campaign instituted by E. E. McGuire, superintendent of the Memphis terminal, last April. Since that time, Mr. McGuire has been holding regular meetings with all the employes at the terminal, impressing upon them the importance to the Frisco Lines of reducing personal injuries and damage to equipment due to rough handling.

Continued co-operation in the accident prevention campaign at the Memphis terminal was pledged in a letter addressed jointly to Mr. McGuire and to H. B. Nichols, general yardmaster at Memphis, and signed by 127 of the terminal employes, and in another letter addressed jointly to Mr. McGuire and Mr. Nichols and signed by colored switchmen working at the terminal.

The letter signed by 127 of the terminal employes was as follows:

"We, the undersigned employes of Memphis terminal, wish to take this opportunity to express our very deep appreciation to you for the watermelon feast and outing at Harvard, yesterday.

"Each one of us wish to state that we had a regular 'Frisco' time, enjoying the several speeches, the social following and, of course, the 'eats'. We also wish to emphasize the fact that we, as individuals, are just as proud of the record made in this terminal during July as are you, or any of the general officers, and hereby pledge ourselves to be as loyal to the company and to each other in the future, as we possibly can be in order to sustain this record.

"Again we thank you for this enjoyable outing and hope that we may be able to gather in celebration of such an achievement again."

The letter signed by the colored switchmen was as follows:

"We, the colored switchmen working in Memphis terminal, want to take this means of expressing ourselves in regard to the record made in this terminal during July.

"Having taken an active part in the making of this record, we naturally are proud that Memphis terminal was the first terminal or division on the Frisco ever to achieve such a record for a full month.

"Although only a very few of us were able to attend, on account of working hours interfering, we want to thank you for the watermelon feast at Harvard, Thursday, August 4.

"Also, we want to take this opportunity to express our gratitude for the fine treatment accorded us at all times since you gentlemen have been in charge at Memphis and in addition pledge ourselves to be as careful as possible, and willing to do everything we can to keep this good record for Memphis terminal."

Mr. McGuire expressed to the signers of the two letters his deep appreciation for their pledges.

Among the Frisco officials, besides those of the Memphis terminal, who attended the celebration at Harvard were: F. H. Shaffer, general manager; C. H. Baltzell, special representative of the general manager; C. C. Mills, accident prevention agent; J. B. Hilton, industrial commissioner; R. B. Butler, superintendent, southern division; E. M. Carr, district claim agent; B. G. Gamble, master mechanic; W. T. Clark, foreman, car equipment; J. H. Booking, division engineer; Edwin

(Now turn to Page 14, please)

The Memphis, Tenn., and Harvard, Ark., employes in the above picture have excellent reasons for their happy, carefree smiles. Their terminal at Memphis went one month without an accident of any kind. This picture was taken at Superintendent McGuire's "Watermelon Feed" at Harvard, August 4. Superintendent McGuire is seated at the extreme left, first row.

HE STAYS AT POST DESPITE INJURY

Engineer B. M. Hammer on No. 111, July 22, Takes Train to Tulsa After Painful Accident

WHEN passenger train No. 111 came to an easy stop just nine miles east of Tulsa, Okla., on the morning of July 22, not even the conductor of the train was aware that a near tragedy had occurred in the cab.

The air was set properly, the flagman was whistled out and the train stood for only a few moments. A few heads peered from the windows, but in a few moments the flagman was whistled in and the train moved forward and the incident was forgotten.

That is, forgotten until B. M. Hammer, the engineer, was lifted from his cab and placed carefully in an ambulance at Tulsa and hurried to the Morningside Hospital.

It remained for the fireman, Joe Dew, to tell those who gathered around the cab and who saw the ambulance whisk Engineer Hammer away, just what happened.

"We were coming along into Tulsa at about fifty to fifty-five miles an hour and going through Rice, Okla. We were starting down a little incline, and I knew that Engineer Hammer would drift down the hill, and cushion his engine with steam, letting the reverse lever in at about a thirty or forty per cent stroke. Of course, I wasn't watching him, and the first thing I knew, he had set the air and the train was coming to a stop. He whistled the flagman out, and when I looked over, he motioned and hollered for me to come and help him. You know, the reverse lever works as a direction stick and also works on notches and there was no mechanical defect or poor handling by the engineer, but the reverse lever had slipped over too many notches and it had gone into the corner and caught his foot and pressed it against the hot boiler head. He was hanging onto it and together we pulled it off his foot. . I asked him if he could take the train on in, for I could tell he was suffering great pain, but he motioned me aside and we proceeded to Tulsa."

An examination at the hospital showed that Engineer Hammer's foot was broken at the ankle joint, and today, as he sits convalescing on the front porch of his rooming house, his regret is the same as it was on the day of the accident, that he brought train No. 111 into the Tulsa terminal ten minutes late.

The incident is typical of the loyalty and utter disregard for self that is predominant in the Frisco engineers of today, who have served so many years, and who realize that they are responsible for the lives of hundreds.

Engineer Hammer is 59 years old and has been a Frisco engineer since 1902. He holds seniority on the northern division. He works as extra passenger engineer out of Fort Scott, Kans., and had just taken No. 111's run, relieving the regular engineer,

B. M. HAMMER

when the accident occurred.

"It's mighty hard to have to sit, day after day, with my left foot propped up on a footstool. But the doctor's orders were to stay off of it, and he's the boss right now. No, it doesn't pain much, except there are two long gashes on either side of my ankle, one made by the reverse lever and the other by contact with the boiler head, and this plaster paris cast scratches either side and sometimes I'm pretty miserable. But that's nothing. You know No. 111 is one of our fastest trains and I tried mighty hard to bring her in on time. I only regret the ten-minute delay in the terminal."

And then Engineer Hammer got to talking about the job of being an engineer and some of the hazards.

"Why, let me tell you," he said, as he leaned forward in his chair. "If the average engineer drove his train like the average motorist runs his car, there would be thousands of wrecks a day. The motorist does not realize the chance he is taking, not alone for the occupants of his car, but he runs a good chance of wrecking a train.

"The traveling public places so much trust in an engineer. When they board a train, do you think they say: 'Is Jim Smith pulling us today? Is he crazy? Is he drunk?' They do not. They just get on the train and have an enjoyable, comfortable trip, and let the engineer do all the worrying. And the engineer knows his responsibility. I don't see that bringing that train into the station with a broken ankle was heroic. When the lever caught my foot, I was never even jerked from my seat and although I was suffering, I just figured I would suffer as much sitting in a seat in the train, waiting for us to arrive in Tulsa, as I would driving the train in. I really think I felt less pain because my mind was occupied."

According to the doctor, it will be three weeks before Engineer Hammer can again pull a throttle, and since this is his first serious accident in his entire railroad career, he is taking his confinement in the same stoic manner as he did his accident, and keeping his foot off the ground. He occasionally uses his crutches and spends some time each day in the office of the agent at Fort Scott, and he mentally tears a day from the calendar which brings him one day nearer the time when he will gaze on the bulletin board and see his name bulletined for service wherever he may be needed.

HARRISON WILL PROMOTED

Announcement of the appointment of Mr. Harrison Will, widely-known St. Louis railway man, to the position of division passenger agent for the St. Louis territory of Frisco Lines was made August 1 by Mr. J. N. Cornatzar, passenger traffic manager. Will succeeds Richard C. Gentry, who resigned August 1.

The Frisco's new division passenger agent is retiring president of the City Passenger Agents' Association and was one of the organizers of the National Association of City Passenger Agents in 1921. He is a native St. Louisan. His first railroad work was with the Cotton Belt as a clerk in the freight claim department and he later was employed in the accounting department of the Wabash and as a rate clerk with the Missouri Pacific.

Will joined the Frisco organization in 1913 as an agents' account clerk and left in 1918 to enlist in the U. S. Navy. After the armistice he returned to the Frisco as train auditor, a position he held until June, 1921, when he was appointed city passenger agent. He held the position of city passenger agent until his promotion to division passenger agent.

Subsequent appointments include the following: J. E. Payne became senior city passenger agent, F. W. Dunard promoted from depot passenger agent to city passenger agent, Robt. L. Cale promoted from train auditor to depot passenger agent.

WATERMELON CROP FETED AT HOPE, ARK.

Twenty Thousand Attend Annual Celebration of Melon Crop, August 9 —Frisco's Float Featured in Parade

FRISCO employes, members of their families, and Frisco officials took a prominent part in the second annual watermelon festival of Southwest Arkansas, held August 9, at Hope, Ark., under the auspices of the Hope Chamber of Commerce, and attended by approximately 20,000 persons. The Frisco float was one of the features of the long parade.

Highlights of the celebration were the dedication of the new $100,000 municipal building, which took place in the morning; the parade, including 75 floats and 14 bands, which started at 1:30 o'clock, traversed the downtown region of Hope and then proceeded to Fair Park, where the remainder of the program was held; a coronation pageant, where the queen of the festival was crowned and enthroned; the watermelon feast; a baseball game and a street dance. The pageant and the watermelon feast were held at the park in the afternoon and the street dance at Hope that night.

The Frisco float had fifth place in the parade and attracted wide attention and much favorable comment.

The Frisco officials registered at the headquarters of the Hope Chamber of Commerce, in the new municipal building. W. H. Pigg, secretary of the Hope Chamber of Commerce, expressed his personal appreciation and thanks on behalf of the Hope Chamber of Commerce for the part the Frisco had taken in furnishing the float and for the number of out-of-town representatives of the Frisco in attendance.

One of the unique incidents of the day was the serving by Miss Annabel Howe, Frisco telegraph operator at Hope, of slices of watermelon to all passengers leaving and arriving on Frisco passenger trains. Virtually every town and city within a hundred miles of Hope was represented at the festival.

The auditorium of the new municipal building was packed a half hour before the dedicatory program began at about 10 o'clock. The address of welcome was by former Mayor John P. Vesey. The response was by former Governor T. C. McRae, of Prescott, Ark., who paid tribute to the progressiveness of Hope and the Hope Chamber of Commerce. E. F. McFadden, a director of the Hope Chamber of Commerce, introduced Congressman Tilman B. Parks, who delivered the dedicatory address and formally presented the beautiful building to the city. Acceptance of the structure was voiced by W. Y. Foster, of Hope.

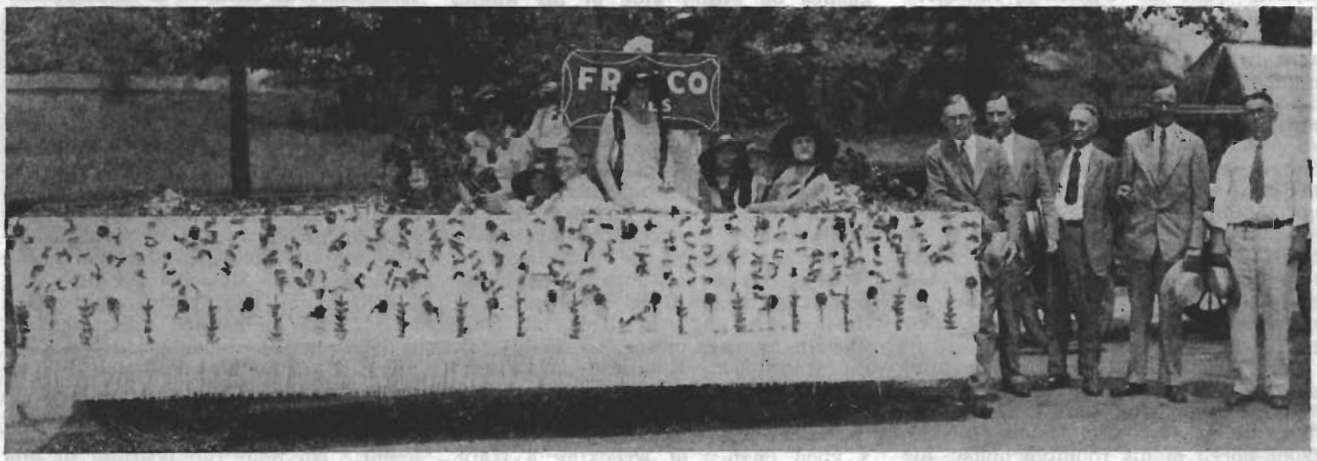
Following the dedication a band concert was held downtown. At 1:30 o'clock the parade started.

The coronation pageant was a striking one. Miss Bonnie Middlebrooks, of Patmos, Ark., queen of the festival, was crowned and enthroned by Congressman O. T. Wingo, who also made the coronation address. A program by the queen's entertainers followed and next the watermelon feast took place. The baseball game and the street dance ended the program.

The Frisco officials who attended the festival were: F. R. Newman, division passenger agent, Joplin, Mo.; L. C. Beasley, assistant superintendent, Hugo, Okla.; J. G. Weaver, division freight agent, Ft. Smith, Ark.; C. B. Michelson, supervisor farm marketing, St. Louis; G. O. Gilbert, agricultural agent, Talihina, Okla.; L. M. Harsha, roadmaster, Hugo, Okla.; J. W. Morrill, accident prevention agent; J. D. Heyburn, master mechanic, Ft. Smith, Ark., and J. H. Livingston, milk traffic agent, St. Louis.

The idea of an annual watermelon festival, which was launched last year with conspicious success, originated with officials of the Hope Chamber of Commerce, the purpose being to stimulate the development of the watermelon industry and to advertise to the world the quality of Hempstead county watermelons, thus creating a greater demand and a better market.

The festival has the unified and enthusiastic support of individuals and various civic organizations of the community, including the Chamber of Commerce, the City Council, the Rotary club, the Business and Professional Women's club, and the Parent-Teachers' associations. The work of preparation is done through committees, and several weeks of intensive effort is necessary to make everything ready for this event.



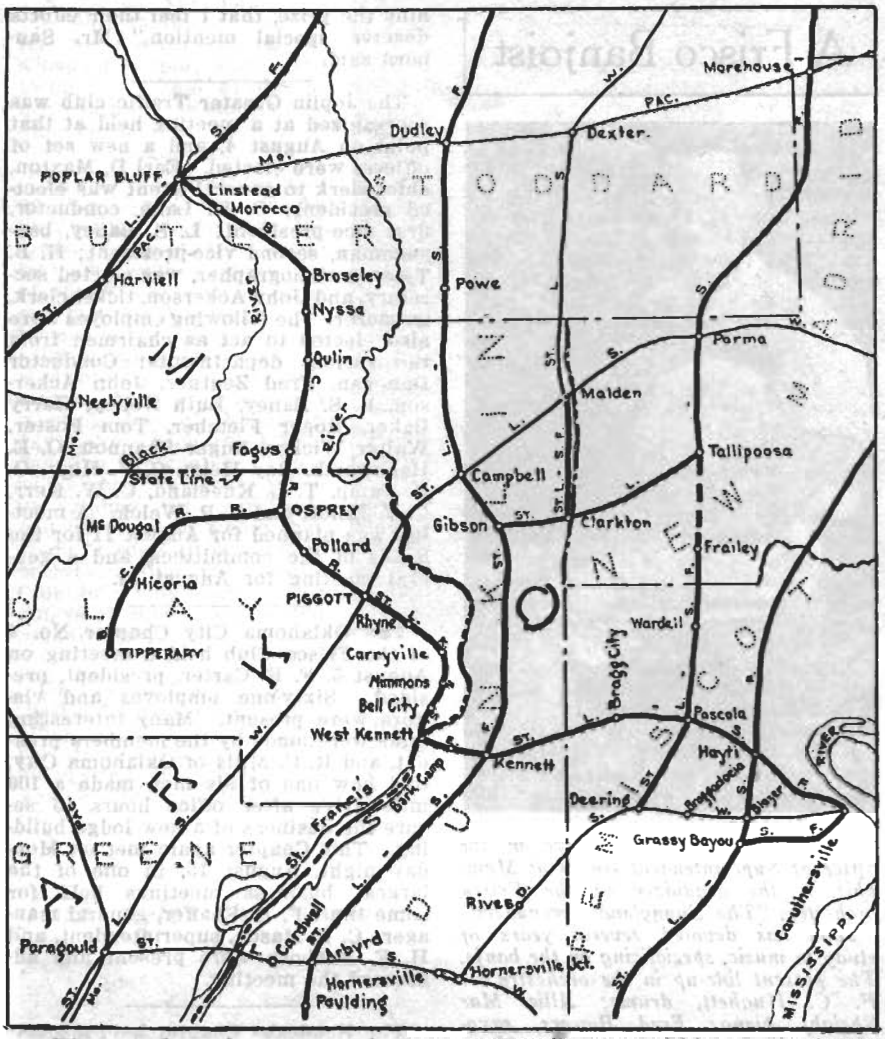
This Frisco float was one of the most attractive in the parade at the second annual Watermelon Festival of Southwest Arkansas, held at Hope, Ark., August 9. The float was designed by Mrs. J. H. Turner, wife of the Frisco agent at Hope.

In the float are: George Dodson, cashier at Hope; Mrs. Detherage, wife of fireman Detherage, her daughter, Rosie May Detherage; Misses Louise and Lucine Turner, daughters of J. H. Turner, agent at Hope; Mrs. W. W. Hughes, wife of an engineer, and the Misses Lucille and Zethie Keith, daughters of a Hope merchant.

Standing beside the float, from left to right are: F. R. Newman, division passenger agent, Joplin; C. B. Michelson, supervisor farm marketing, St. Louis; J. H. Livingston, milk traffic agent, St. Louis; J. G. Weaver, division freight agent, Ft. Smith, and J. H. Turner, agent, Hope.

Frisco Acquires Two New Roads Thru I. C. C. Approval, Aug. 15

Butler County and St. Louis, Kennett and Southeastern Railroads Add 67 Miles to Frisco Total



The map above shows accurately the two new railroad acquisitions made August 15 by the Frisco Lines with the approval of the Interstate Commerce Commission. The Butler County railroad, it will be noted, extends from Poplar Bluff in a general southeasterly direction to Piggott, Ark., with a branch line of nine miles from Osprey, Ark., to Tipperary, Ark. At Piggott the Butler County railroad joins the St. Louis, Kennett and Southeastern at its northern terminus. The latter road extends from Piggott southeast to Kennett where it connects with the Frisco Lines. The Butler County railroad has forty-one miles of main line track, with a nine-mile branch from Osprey to Tipperary. The St. Louis, Kennett and Southeastern is seventeen miles in length.

THE St. Louis-San Francisco Railway company was authorized by the Interstate Commerce Commission on August 15 to acquire through the purchase of capital stock of each, control of the St. Louis, Kennett and Southeastern and the Butler County railroad companies.

These purchases give the Frisco railway sixty-seven miles of new line on the river division, connecting Poplar Bluff and Kennett, Mo., via Piggott, Ark.

The St. Louis, Kennett and Southeastern extends from Kennett, northwesterly to Piggott, 17 miles, and the Butler County railroad extends in the same general direction from Piggott to Poplar Bluff, a distance of 41 miles, with a nine-mile branch from Osprey, Ark., to Tipperary, Ark.

Benefits which accrue to the shipping and the traveling public by reason of the acquisition by the Frisco of the St. Louis, Kennett and Southeastern, as specified in a brief filed by the Frisco with the Interstate Commerce Commission July 27, are:

Additional trade territory will be available to the jobbers of Poplar Bluff; there will be a reduction in rates from Memphis, with expedited service on account of substituting single for two or three line hauls and saving costly transfers; passenger fares will be reduced ten per cent; the traveling public will be benefited through use of one station at junction points instead of two, avoiding the necessity for repurchase of tickets and saving the cost and inconvenience of transfer between stations.

The Butler County railroad was organized in 1907. It was built at first to transport logs from a large section of land owned by the Great Western Land Company to the mill at Poplar Bluff. Later, passenger service was included and the tracks were improved. The railroad now has some of the best track and roadbed in that part of Missouri and Arkansas.

MERIT CUP AWARDS

Keen rivalry which is characterizing the quarterly accident prevention contests for the two merit cups placed this spring in competition by President J. M. Kurn, one cup for transportation and maintenance-of-way employes, and the other cup for mechanical department employes, resulted in the second quarter of 1927 in River division transportation and maintenance-of-way employes wresting the cup from Southern division, and in Central division mechanical department employes retaining the cup for another quarter.

The cups, which are of silver and suitably engraved, were presented this spring by President Kurn, one cup to F. H. Shaffer, Springfield, general manager, and the other cup to H. L. Worman, Springfield, superintendent of motive power, for rotation quarterly in the two contests. H. W. Hudgen, St. Louis, director accident prevention, has supervision of the contests. Awarding of the cups is based on casualties per 1,000 man-hours worked.

For the second quarter of 1927, in the contest by transportation and maintenance-of-way employes, River division scored .030, the best record for the quarter made by these classifications of employes. Eastern division was second with the score of .038; Memphis terminal, third, .039. Next in their order were Western, Northern, Central, Birmingham terminal, Kansas City terminal, Texas Lines, Southern Division, Southwestern division, Tulsa terminal, St. Louis terminal and Springfield terminal.

For the second quarter of 1927, in the contest by mechanical department employes, Central division scored .057, the best record for the quarter made by this classification of employes. Southwestern division was second with the score of .073; Northern division, third, .088. Next in their order were Southern, River, Eastern, Western, Spingfield west shops, Springfield north shops, Springfield reclamation plant and Texas Lines.

NEWS *of the* FRISCO CLUBS

VACATION time failed to leave a mark in the attendance of the Frisco Girl Club members of the general offices at St. Louis, who held their third luncheon at the Jefferson Hotel at 12:00 noon on August 17. A total of 170 were present.

An interesting program was presented. The Club had as special guests S. S. Butler, freight traffic manager, E. H. Bunnell, comptroller and Harrison Will, division passenger agent. Both Mr. Butler and Mr. Bunnell addressed the girls, complimenting them on their organization and their enthusiasm in Frisco solicitation. As a special favor the girls of the Club were presented with a fan, donated by the Statler Hotel.

The entertainment part of the program was furnished by George Ravold, well known vocalist of St. Louis, and a friend of Mr. Butler. He gave a varied program of songs and musical monologues which greatly delighted the members of the club.

Bert Baumgartner, of the passenger traffic department, well known in radio circles by his piano selections broadcast over KMOX, St. Louis, presented a group of delightful piano selections and also acted as accompanist for Mr. Ravold. At this writing plans are underway for the Frisco girls to take the afternoon boat trip on the Steamer St. Paul on the afternoon of August 27. Members of the club have been engaged in forming social clubs within the organization, the most popular one for the summer months having been the swimming club.

Miss Helen McHale, of the office of the auditor passenger accounts department, was elected chairman of this club. She called all those interested in this sport together, and it was decided that members of the club meet at the Coliseum Pool, Washington Avenue each Friday evening promptly after 5:00 p. m. Several meetings have been held.

The choral club, under the direction of Miss Alice Cook has had a number of rehearsals and is planning on obtaining the services of a professional instructor. The club meets once a week and so far has led the community songs at the club's monthly meetings.

Thirty girls met on the night of August 10 to talk over the formation of a bowling club. This club promises to be one of the leading ones during the coming winter months.

"In addition to the awarding of the fountain pen prizes to those employes from each division who had secured the greatest number of traffic tips, special mention should be given to the following men who turned in the greatest number from each terminal," writes H. F. Sanborn, assistant to vice-president and in charge of the traffic club organizations.

The employes who won prizes are: A. B. Sherwood of the telegraph department, Springfield; M. Calvert, switchman, Wichita; Miss Cammie Adkins, abstract clerk freight office, Birmingham; N. L. Law, clerk freight office, Ft. Worth; Ed Cunningham, clerk freight office, Kansas City.

E. A. McKnight, warehouse foreman, Ft. Smith; H. B. Sigler, conductor, Wichita; and J. W. Thomas, conductor, Neodesha, came so close to winning the prize, that I feel their efforts deserve special mention," Mr. Sanborn said.

A Frisco Banjoist

John Evans, Frisco employe in the office of Superintendent Butler at Memphis, is the organizer of the Frisco orchestra, "The Sunnyland Serenaders".

John has devoted several years of study to music, specializing on the banjo. The present line-up in the orchestra is: F. C. Hughett, drums; Allie Mae Speight, piano; Fred Bowers, saxophone; Robert Hudgens, saxophone and clarinet; John Walsh and Everett Hansen, violin, and John Evans, banjo.

This orchestra has created quite a sensation over the radio—station WMC. They made their official debut the night of August 11, when they gave an entertainment and dance at the College Inn, Memphis, Tenn.

The Joplin Greater Traffic club was reorganized at a meeting held at that point on August 4, and a new set of officers were elected. Earl D. Maxton, chief clerk to general agent was elected president; O. H. Lane, conductor, first vice-president; L. S. Baney, baggageman, second vice-president; H. B. Tyler, a stenographer, was elected secretary, and John Ackerson, ticket clerk, treasurer. The following employes were also elected to act as chairmen from the various departments: Conductor Dunegan, Fred Zentner, John Ackerson, L. S. Baney, Ruth Kelley, Harry Baker, Roger Fletcher, Tom Foster, Walter Wicker, Edgar Shannon, O. E. Hackworth, Roy Helm, C. V. High, O. R. Camp, T. L. Kneeland, C. W. Kerr, C. V. Elliott and C. R. Welch. A meeting was planned for August 11 for the heads of the committees, and a general meeting for August 18.

The Oklahoma City Chapter No. 4 of the Frisco Club held a meeting on August 5. F. E. Carter, president, presided. Sixty-one employes and visitors were present. Many interesting talks were made by the members present, and R. C. Mills of Oklahoma City, told how one of his men made a 100 mile drive after office hours to secure the business of a new lodge building. This Chapter again met on Monday night, August 15, in one of the largest business meetings held for some time. F. H. Shaffer, general manager; C. T. Mason, superintendent, and H. F. Sanborn were present and addressed the meeting.

The Neodesha Chapter held a meeting on Monday night, August 8, which was attended by members of the various crafts. Practically the entire time was taken up with a discussion of ways and means of securing more business. E. E. Carter, assistant superintendent, and H. E. Morris, assistant general freight agent, both addressed the meeting. A picnic was planned for a late week in August and a committee appointed to secure a location.

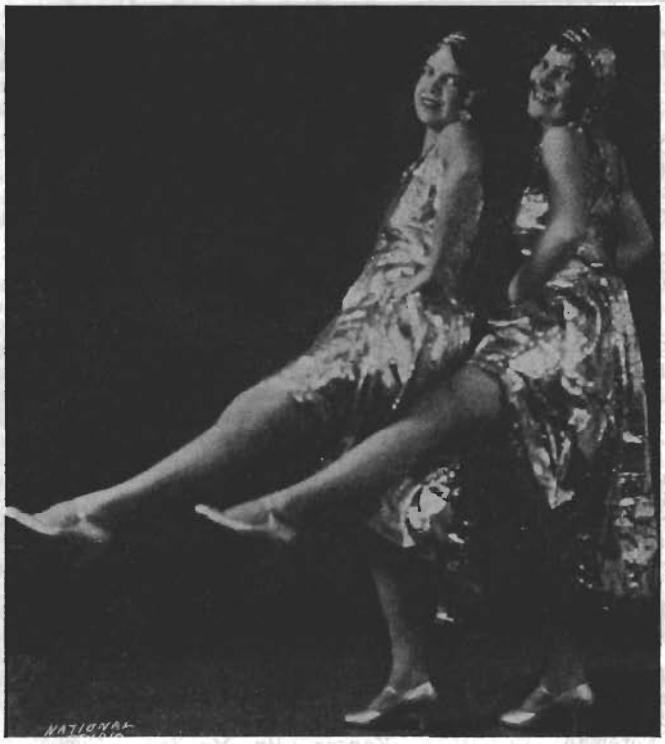
The Memphis Chapter held its first dance and entertainment at the College Inn, Memphis, on the night of August 11. Music was furnished by the "Sunnyland Serenaders." Representatives from practically every department were present, and a crowd of approximately 250 couples danced until a late hour. This first entertainment was such a success, plans are under way for a second one within a short time.

A meeting of the Ft. Scott Chapter was held on July 13 at 2:30 p. m., with an attendance of approximately twenty men. Practically every man present made a report on his activities for the past month, and gave C. O. McCain, general agent, names of prospective Frisco shippers.

A motion was made that the entertainment committee make arrangements for a basket supper, dance, and swim, to be held within the near future, the date to be announced.

The Clinton Chapter met on July 17 at 2:30 p. m. An interesting discussion followed of the progress made by each member. The wives of the Frisco men at Clinton met on August 10 and formed an auxiliary to the Clinton Chapter. Mrs. C. E. Hunter of that city was elected first president. A meeting time of the Saturday before each third Sunday was designated. These women hope to arouse interest among the merchants and people with whom they trade in the city of Clinton, besides aiding the Traffic Club in giving dinners and affairs of importance to that organization.

On the evening of July 20, the Enid Chapter met in the office of S. J. Frazier, superintendent, where a very interesting business meeting was conducted under the guidance of J. J. Bernard, president of the organization. H. C. Conley, assistant general freight agent, Oklahoma City; H. E. Morris, assistant general freight and passenger agent at Wichita and S. J. Frazier, superintendent, made interesting addresses and about twenty of the employes responded with short talks.

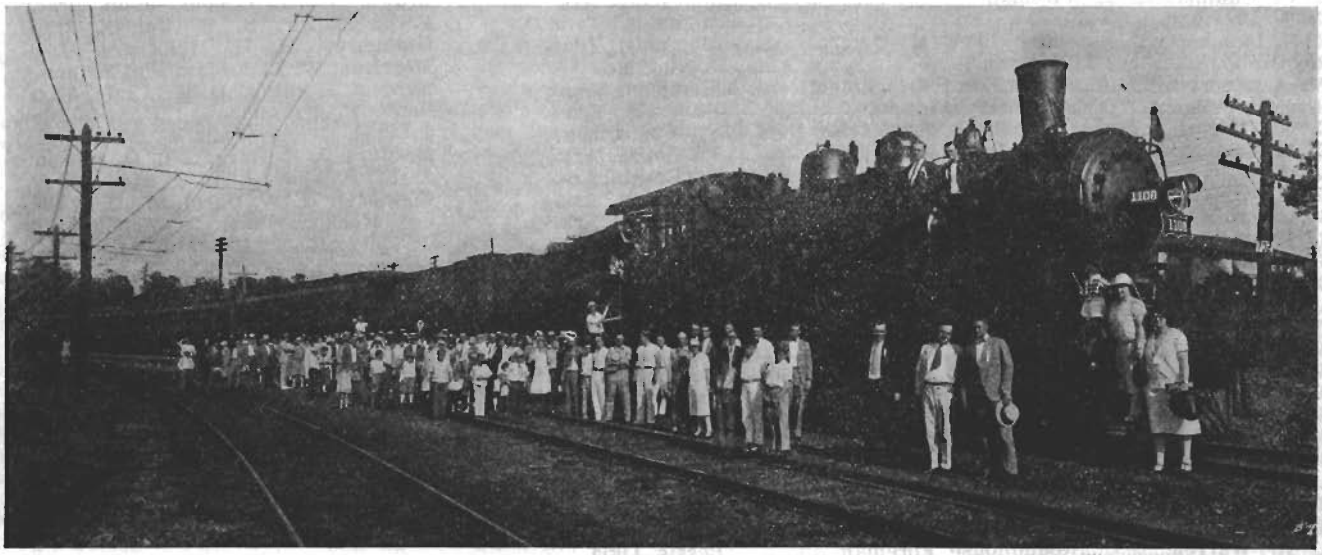


Irene Nufer, left, and Leona Jones, right, both employed at Seventh Street Station, St. Louis, and both members of the Frisco Girls' Club, have been studying dancing for a number of years, and have appeared at several of the leading theatres in St. Louis at various times. They entertained the Club members at the noon meeting on July 20.

The Magic City Club of Tulsa staged a noon barbecue and picnic at Wela Park, Sunday, July 24, which was attended by more than 1,000 employes and their families. A special train was operated to the Park, leaving Tulsa at 6:30 a. m. and arriving at the Park at 11:15 a. m. The afternoon was given over to dancing, swimming, wrestling and various games, and the train carried the happy, but tired crowd home at 6:00 p. m., arriving at Tulsa at 10 p. m. A great deal of the credit for the great success of the affair is due Fay Warren, president of the club and assistant yardmaster at that point. Special mention is also given Phil Atkinson, secretary of the club who had a great deal to do with the success of the outing.

The Ft. Scott Chapter has planned a meeting for August 16, and the Wichita Chapter for August 17. H. F. Sanborn has planned to attend both meetings and assist with the program at each point.

Just After the Birmingham Employes' Special Arrived at West Lake Park



A photograph of some of the crowd which attended the picnic for Birmingham employes at West Lake Park, July 19, held in the interest of the Greater Traffic Club of that city. Four hundred and fifty employes and their families attended.

Greater Traffic Roll of Honor

The employes listed below are cited by H. F. Sanborn, general chairman of traffic solicitation for excellence in their efforts to secure additional freight and passenger business for Frisco Lines:

Name	Position	Location
E. D. Maxton	Chief Clerk to General Agent	Joplin, Mo.
C. R. Gartrell	Clerk, General Freight Office	St. Louis, Mo.
H. B. Sigler	Freight Conductor	Wichita, Kans.
Mrs. L. Linihan	Stenographer, Local Frt. Office	Memphis, Tenn.
Dan E. Creeden	Clerk, Local Freight Office	Memphis, Tenn.
C. E. Silliman	Warehouse Foreman	Birmingham, Ala.
Arthur A. Koch	Asst. Warehouse Foreman	St. Louis, Mo.
E. J. Immele	Clerk, Local Freight Office	Wichita, Kans.
H. L. Byerly	Clerk, Local Office	Wichita, Kans.
M. Calvert	Switchman	Wichita, Kans.
Geo. E. Patterson	Car Department	Wichita, Kans.
D. O. Etter	Clerk, Local Office	Ft. Worth, Texas
G. W. Parrott	Clerk, Local Office	Ft. Worth, Texas
J. H. Cheshier	Clerk, Local Office	Ft. Worth, Texas
A. F. Plambeck	Clerk, Local Office	Ft. Worth, Texas
A. B. Sherwood	Telegraph Department	Springfield, Mo.
John Porter	Local Freight Office	Memphis, Tenn.
O. E. Huckworth	Cashier, Local Office	Joplin, Mo.
Frank N. Jewell	Accounting Department	St. Louis, Mo.
F. H. Carson	Cashier	Ft. Scott, Kans.
Mary Jenkins	Clerk, Local Freight Office	Tulsa, Okla.
W. E. Rust	Clerk, Local Freight Office	Tulsa, Okla.
Geo. Kurns	Clerk, Local Freight Office	Tulsa, Okla.
Rolla Collins	Engine Foreman	Tulsa, Okla.
J. Marion Smart	Third-class Machinist	Ft. Smith, Ark.
A. H. House	Towerman, 29th Street	Kansas City, Mo.
Frank H. Fenner	Chief Clerk	Kansas City, Mo.
Pat Larkin	Switch Foreman	Kansas City, Mo.
J. E. Harris	Yardmaster	Kansas City, Mo.
L. W. Caviness	Sheet Metal Worker	Ft. Smith, Ark.
Geo. Walker	Special Officer	Ft. Smith, Ark.
L. S. Baney	Baggage Agent	Joplin, Mo.
Mrs. J. E. Herd	Wife of R. M. Clerk	Carl Junction, Mo.
L. C. Dickinson	Chief Clerk Store Department	Enid, Okla.
T. B. Heflin	Platform Clerk	Tupelo, Miss.
H. F. Hastings	Rate Clerk	Jonesboro, Ark.
R. S. Harrison	Yard Clerk	Jonesboro, Ark.
L. Roarbach	Local Freight Office	Memphis, Tenn.
Sam Allen	Local Freight Office	Memphis, Tenn.
Edwin A. Elliott	Abstract Clerk	Memphis, Tenn.
Miss Spright	Stenographer, Supt.'s Office	Memphis, Tenn.
J. C. Chunn	Fireman	Jonesboro, Ark.
G. C. Freeman		Memphis, Tenn.
R. N. Daugherty	Chief Clerk, M. C.	Memphis, Tenn.
Roy Helms	Lineman	Joplin, Mo.
W. A. Moore	Clerk, Local Freight Office	Memphis, Tenn.
Herbert Wilson	Stationary Fireman	Pittsburg, Kans.
E. W. Gatzert	Chief Clerk, Purchasing Dept.	St. Louis, Mo.
E. E. Carlock	Head Timekeeper	Ft. Smith, Ark.
Leo Waters	Clerk, Freight House	Ft. Smith, Ark.
C. F. Matty	Clerk, Freight House	Ft. Smith, Ark.
Geo. Nordin	Yardmaster	Ft. Smith, Ark.
R. Heatherington	Yardmaster's Office	Ft. Smith, Ark.
G. C. Donica	Cashier, Freight House	Springfield, Mo.
Ethel Wymer	Clerk	Springfield, Mo.
Agnes Larkin	Clerk, 7th St. Freight House	St. Louis, Mo.
C. E. Ishmael	Chief Clerk	Jonesboro, Ark.
W. A. Mills	Passenger Conductor	Oklahoma City, Okla.
W. F. Corkery	Chief Clerk, Local Office	Memphis, Tenn.
Walter Daniels	Train Porter	Oklahoma City, Okla.
Wm. E. Gray	Embargo Clerk, Transp. Dept.	Springfield, Mo.
C. L. Orr	Clerk, Accounting Dept.	St. Louis, Mo.
Bernice Jennings	Telegraph Dept.	Springfield, Mo.
A. H. Hughes	Traveling Auditor	Memphis, Tenn.
H. E. Martin	Fuel Department	St. Louis, Mo.
H. T. Conley	Fuel Department	St. Louis, Mo.
A. R. Warren	Roundhouse Foreman	Bessie, Okla.
J. C. Briggs	Traveling Auditor	Springfield, Mo.

(Now turn to Page 15, please)

NO ACCIDENTS AT MEMPHIS IN JULY

(Continued from Page 8)

Imboden, commercial agent; S. L. Oliver, local freight agent; Ed Monroe, division special agent; and R. E. Buchanan, excutive general agent.

The 127 signers of the first letter were: A. A. Loeffel, W. O. Farris, R. D. Farrar, Sam J. Allen, L. E. Thorpe, Johanna Weiner, C. L. Hoffman, M. A. Walker, John E. Wood, W. J. Meckel, T. L. Taylor, W. G. Cary, R. D. Welch, H. L. Hendrick, H. B. Terrell, F. J. Angell, W. S. Crank, John J. Lewis, H. C. Barnett, C. M. Davis, S. L. Lines, Virginia Griffin, William F. Corkery, Lelia Lenihan, Faye Barbee, William W. Humphrey, Mrs. Clara Speer, George R. Humphrey, A. V. Garrett; J. B. Wright, B. S. Linville, Cecil Vaughn, Robert L. Melton, A. E. Elliott, John A. Ladd, H. Q. Flanigan, J. J. Spencer, T. P. Lockhart, T. G. Hanson, Louis P. Alessio, J. H. Norman, F. R. Crane, D. E. Creeden, W. Y. Billings, Elma Wright, T. E. Bryant, B. C. Scruggs, J. F. Wright, B. C. Johnson, J. F. Walsh, J. T. Carrigan, W. D. Welch, C. T. Johnston, Curtis C. Wright, L. Gaines, W. A. Moore, T. C. Higginbotham, H. D. Robertson, Frank W. Bauer, Theodore Borkner, Everitt Hanover, W. Mannahan, Allie M. Speight, Mary Buhler, Katherine Surles, S. Williams, F. J. Walsh, B. Harris, Ed. Monroe, F. E. Dobring, L. H. Davis, L. B. Keasler, A. A. Rother, D. C. Jones, Howard Easley, D. C. Shelton, G. E. Daugherty, Gladys Irwin, Thomas W. Scruggs, E. M. Hansen, S. R. Ross, J. O'Brien, Thelma Drashman, Warren Puckett, Helen Griffin, Ruby Patton, George Morris, Leon Rohrbaugh, Gordon Robertson, William J. Fankersley, W. H. Townsend, P. Oldham, C. E. Parsley, H. W. Hodges, W. B. Edwards, G. T. Taylor, T. M. McMurray, N. S. Brown, W. J. Cooper, John Brady, F. L. Oliver, S. E. Purvis, J. D. Humphrey, H. H. McKeegre, G. C. Morrison, W. L. Jordan, Phil Shipman, Earnest Harding, O. A. Craft, E. C. Felts, F. M. Andrews, R. A. Wilder, John E. Geiger, Paul W. Rumsey, C. McClure, J. E. Hargan, L. O. Jackson, J. E. Pickler, J. O. Norton, J. W. Clements, H. W. Carmical, J. F. Kenney, Rock Sarlo, G. M. McKinney, S. G. Doty, R. E. Laughter and W. V. Stiner.

The signers of the letter from the colored switchmen were: Haywood Snipis, Andy Kirk, Garnett Brown, Martin Blair, Tom Ford, Meritt Watts, A. Cochran, J. W. Goens, Clarence Clopton, Walter Reece, Ed. Morgan, Riley William, Sock Green, M. F. Simmon, Joe Cooper, Bill Aldridge, Odie White, Hints Horton, Joe Askew, Joe Davis, Will Fletcher, Pill Hendick, Henry Sims, Milton Palmer and T. K. Rome.

The thorn of experience is worth a whole wilderness of advice.

ENGINEER MILLER RETIRES

Widely Known Western Division Engineer Makes Last Run July 31

ENGINEER CHAS. G. MILLER alighted from engine No. 183, train 605 on the evening of July 31 at Enid, Okla., took out his oil can and went over his engine in a methodical way. He oiled a joint, looked under the front driving wheels—then he stood off at a little distance and looked the old No. 183 over in an understanding sort of way.

CHAS. G. MILLER

His fireman climbed out of the cab and stood by his side. "Well," Mr. Miller said, with a half sigh, "this completes the last run."

Engineer Miller had reached the age of 70 and had rounded out forty years in railroad service, which automatically placed him on the retired list.

Mrs. Miller was on the train which her veteran engineer husband pulled on his last trip, from Enid to Beaumont, Kans., and return. "I just wanted to go along," she said, although she occupied a seat as a passenger and did not ride in the cab.

Mr. Miller started his railroad career in 1881 and fired for a year on the B. & O. Railroad. He then worked on the Missouri Pacific, firing out of Sedalia. In 1886 he helped to make a grade for Frisco tracks between Arkansas City and Bluff City, Kans., and the following year he entered Frisco service as a fireman.

The Frisco tracks were soon extended to Anthony, Kans., and Miller's run was automatically extended. In 1900 he was promoted to the position of engineer, although he had served as an emergency engineer for several years.

Miller recalls the days when employes had no regular hours, but were subject to call at any time.

When he was asked just what he would do, now that his active railroad career was over, he said: "Well, this being out of service is going to worry me a little bit, but the boys have all told me not to give up railroading altogether, and so I intend to spend some time around the dispatcher's office. That will keep me in touch with the Frisco for awhile. Then, I have a pretty good automobile and my wife and I intend to make several trips, but I won't be tied to anything but the Mrs. from now on."

Greater Traffic Roll of Honor

(Continued from Page 14)

Name	Position	Location
E. V. Ashworth	Clerk, Accounting Dept	St. Louis, Mo.
Curtis Wright	Clerk, Local Office	Memphis, Tenn.
Joe Fazzi	Warehouse Foreman	Memphis, Tenn.
Kathleen McCrary	Stenographer to Gen. Agent	Sherman, Tex.
Chas. E. Sprich	Accounting Dept	St. Louis, Mo.
F. Rychlicki	Accounting Dept	St. Louis, Mo.
C. E. Bobbitt	Clerk, Local Office	Kansas City, Mo.
E. C. Lindeman	Clerk, Local Office	Kansas City, Mo.
H. Wilson	Clerk, Local Office	Kansas City, Mo.
Wm. E. Keyes	Clerk, Local Office	Kansas City, Mo.
F. H. Fenner	Chief Clerk, Local Office	Kansas City, Mo.
J. J. Fitzgerald	Clerk, Local Office	Kansas City, Mo.
C. L. Lacey	Clerk, Local Office	Kansas City, Mo.
Mark Cassidy	Clerk, Local Office	Kansas City, Mo.
Ed. Cunningham	Clerk, Local Office	Kansas City, Mo.
Geo. E. Elmore	Cashier	Mammoth Spring, Ark.
J. W. Cullum	Locomotive Engineer	Oklahoma City, Okla.
Vernon Caudle	Train Meeter	Brady, Texas
H. F. Hastings	Rate Clerk	Jonesboro, Ark.
H. C. Fryar	Warehouse Man	Jonesboro, Ark.
C. W. Yarbrough	Clerk	Jonesboro, Ark.
L. W. Blakely	Claim Clerk	Ft. Smith, Ark.
Claude H. Nichols	Interchange Clerk	Baxter Springs, Kans.
H. M. Dowling	Loc. Frt. Office (7th St.)	St. Louis, Mo.
L. J. Hennessy	Chief Clerk to A. G. F. A.	St. Louis, Mo.
J. F. Longworth	Foreman, Car Department	Ft. Scott, Kans.
Otto Orman	Car Clerk	Muskogee, Okla.
Wm. Mertz	Engine Foreman	Pittsburg, Kans.
C. E. Scott	Cashier	Jonesboro, Ark.
A. C. Hanson	Assistant Cashier	Birmingham, Ala.
T. H. Miller	Foreman, Machine Shop	Birmingham, Ala.
Mr. Temple	Flagman	Birmingham, Ala.
John W. Drake	Machinist	Birmingham, Ala.
W. W. Johnson	Local Freight Office	Birmingham, Ala.
Harvey Chambers	Electrician	Birmingham, Ala.
G. A. Isaacs	Mechanical Inspector	Birmingham, Ala.
W. L. Pipkin	Demurrage Clerk	Oklahoma City, Okla.
John W. Page	Engineer	Oklahoma City, Okla.
W. G. Pafford	Brakeman	Oklahoma City, Okla.
C. S. Smith	Agent	Luther, Okla.
J. W. Cullum	Engineer	Oklahoma City, Okla.
W. H. Hutchison	Agent	Vinita, Okla.
J. F. Edwards	Brakeman	Snyder, Okla.
M. Little	Traveling Auditor	Oklahoma City, Okla.
B. L. Hatch	Chief Clerk to Agent	Oklahoma City, Okla.
Gilbert Kramer	Clerk	Oklahoma City, Okla.
A. A. Heady	Brakeman	Pittsburg, Kans.
Leo Chumlea	File Clerk	Ft. Scott, Kans.
C. H. Wilson	Agent-Operator	Bessie, Okla.
B. L. Cosner	Conductor	Enid, Okla.

In addition to the employes above mentioned, there is a noticeable increase in the solicitation activities of our agents, and the men in charge of stations at the following points deserve special commendation for the interest they have shown in our Greater Traffic Campaign during the last thirty days.

Black Oak, Ark.	Kennett, Mo.	Walnut Ridge, Ark.
Morehouse, Mo.	Tupelo, Miss.	Capleville, Tenn.
Jonesboro, Ark.	Wittenburg, Mo.	Caruthersville, Mo.
Byhalia, Miss.	Joplin, Mo.	Ft. Scott, Kansas
Campbell, Mo.	Monett, Mo.	McMullin, Mo.
Menfro, Mo.	Reyno, Ark.	Bassett, Ark.
Blytheville, Ark.	Ft. Smith, Ark.	Thayer, Mo.
Hope, Ark.	Springfield, Mo.	

Solicitation From an Industrial Standpoint

By M. L. AUSTIN, Chief Clerk, Industrial Department.

VERY little mention has heretofore been made in the columns of our *Magazine* of the activities of our industrial department at St. Louis, so that I sometimes wonder if the employes on the line generally have a clear conception of the importance of the department and how much its success depends upon the cooperation of line employes, particularly the local agents. A great deal has been said and printed about our intensive solicitation campaign which has resulted in the organization of the Greater Traffic Committees. It is the object of this article to point out some of the many ways in which our employes can be of material assistance to this department, resulting directly in the solicitation of tonnage.

Our superintendents, assistant superintendents, line traffic representatives and agents come in daily contact with the traveling and shipping public. The industry must look to them to handle their problems with the proper department for solution. This department conducts negotiations with industries looking to the establishment of satisfactory track connections for handling their tonnage at the plant. It also supervises the leasing of railroad property for industrial purposes and endeavors to keep in touch with general development of mineral products. Satisfied patrons insure traffic and the location of an industry tributary to our rails insures the company of permanent traffic so long as satisfactory service is provided.

An industry or shipper calls upon one of our representatives and wishes to submit an application for an industry track or lease. That is when our line representatives and agents can assist this department materially by ascertaining all of the information possible in regard to the needs and desires of the applicant and handling his application promptly after he has secured all possible information. There is considerable detail handling in connection with the building of tracks and the leasing of right of way which necessarily consumes some little time and every day, therefore, counts. We have recently found it necessary to issue a circular to all agents and on line traffic representatives instructing them in certain phases of handling applications which may seem unimportant, but that are vitally important to us in properly performing our work.

Lying tributary to our rails are hundreds of mineral products which have never been developed. For instance, we have all heard more or less about "Fullers Earth", but how many of us know where it comes from or just what it is used for. Most of the "Fullers Earth" being used all over the country has heretofore been produced in Georgia, Cuba, and some of it is even being shipped from England. This mineral has many uses—medical, household, and industrial. It is used extensively by the large oil companies in connection with the filtration of lubricating oil; it is also used extensively by the cotton oil mills. Recently a very large deposit of this mineral was located in our southeast Missouri territory and is now being developed. We find that it is superior to any other "Fullers' Earth" heretofore used. In a short time this commodity will be shipped over our line to all parts of the country and this is new tonnage which the members of the Greater Traffic Committee can help to produce. Space will not permit going into the mineral resources in our territory in detail, but wish to state in passing that there are hundreds of different kinds of clay in our territory. There has recently been brought to our attention a high grade clay with an alumina content which will, no doubt, bring us considerable future tonnage and possibly attract important industries to our rails. In Mississippi a deposit of "Bentonite" was recently discovered which has a similar use to that of "Fullers' Earth." If our employes learn of any deposits which might be used commercially, and will send us a sample with complete details as to accessibility of the mineral to our lines, quantity, extent, etc., we will have it analyzed to see if it can be properly marketed.

One of the duties of this department is to issue to our executives an annual statement of the number of new industries established during the year. The industries included in our report have in the past been those requiring trackage or which have located their industry on railroad property. These we keep a record of, but we know there are many industries such as warehouses, produce houses, etc., locating in the various towns along our lines which, while handling carload tonnage, are not located on railroad property or served by tracks. These industries should also be in our annual report and it is only through the medium of our local agents and line representatives that we can secure knowledge of the location of these industries and it is earnestly hoped that they will drop a line to the Industrial Commissioner so that we may more accurately keep our executive offices advised of the growth of our territory industrially. If our employes learn of any industry not on our line seeking a new location and will drop us a line we will at once start the machinery working to secure for our line, bearing in mind that once secured the tonnage is ours. Let's all pull for the best railroad in the Southwest.

For all we know today may be the only day we'll ever have. Let's make it the best day we can. Let's strive to see that it is a day worthwhile. Let's move a step forward in our work. Let's do all the good we can. Let's get all the happiness we can—today.

THE MAGAZINE QUESTIONNAIRE

Emphatic proof that the approximately 30,000 men and women who comprise the great Frisco Family are united in their interest not only in the welfare of the railroad, but in the individual members of this family, and that the *Frisco Employes' Magazine* is a prime factor in stimulating, maintaining and increasing this fellowship is given in replies received to a questionnaire sent out in July by the Department of Publicity to a large number of employes.

Almost without exception the *Frisco Employes' Magazine* is read regularly by the employes who answered the questionnaire, and by members of their families, and a large number of the answerers stated that they were interested in all the departments of the *Magazine*. The "Frisco Family News" department polled the heaviest "yes" vote, with many of the other departments of the *Magazine* as strong rivals for first place in the esteem of the readers.

Inasmuch as the attitude of the questionnaire answerers toward the *Magazine* probably is a reliable index of the attitude toward the *Magazine* of the Frisco Family as a whole, the Frisco Lines would seem to be not far from the accepted railroad ideal as to loyalty of employes to a railroad and interest for the welfare of one another.

Although the questionnaire was prepared and circulated primarily to assist the *Magazine's* advertising representatives in interesting the big national advertisers to use space in our *Frisco Employes' Magazine*—a program which, if successful, will mean a still bigger and better *Magazine*—the answers to most of the questions are undoubtedly of great interest to all members of the Frisco family who are genuinely interested in the upward progress of the railroad and in those who are making this progress possible.

Approximately one thousand questionnaires were circulated and 428 replies were received in time for the September number of the *Magazine*.

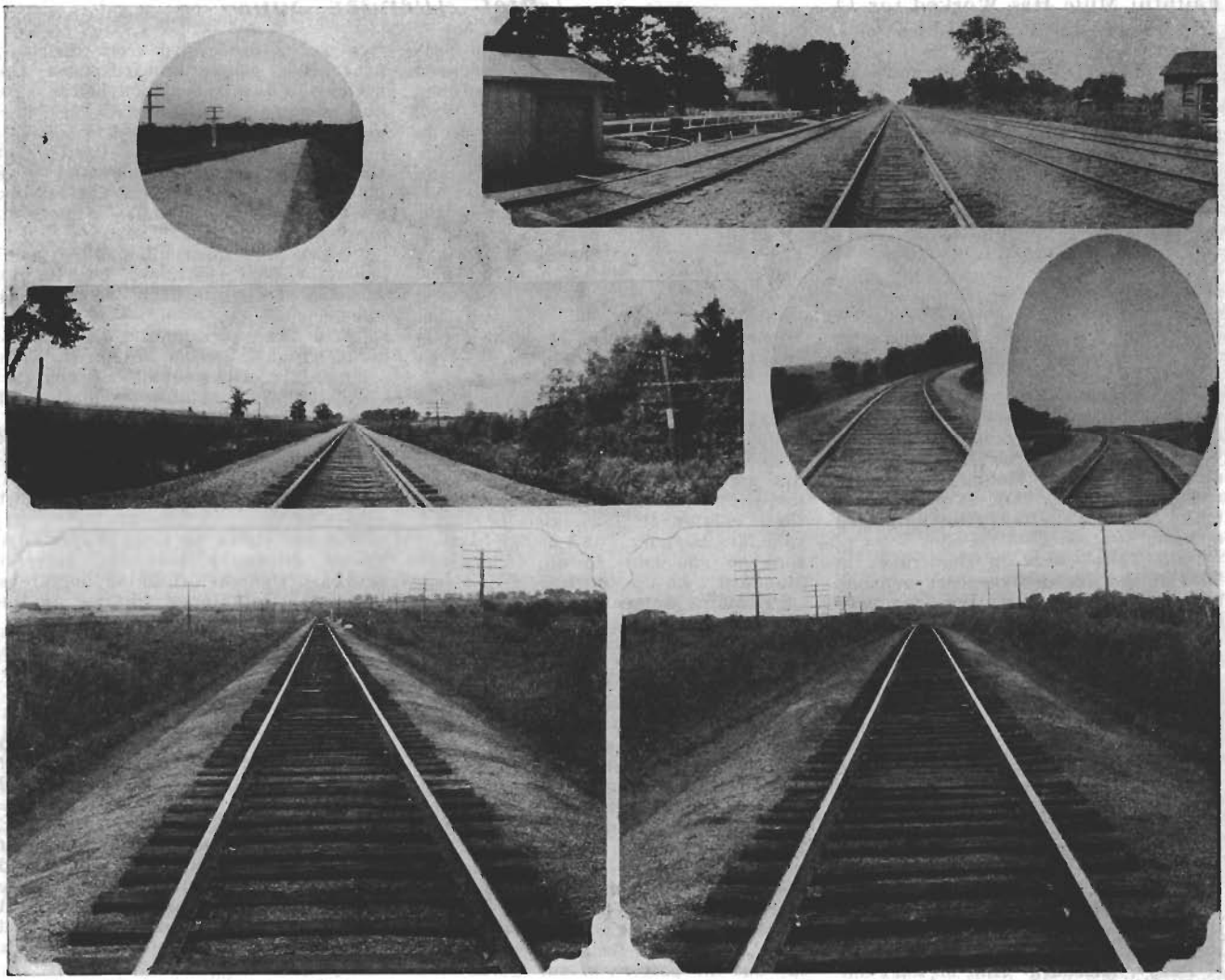
Following is a tabulation of the replies received:

	Yes	No
Have you a radio set?	120	308
Have you an automobile?	213	215
Are you married?	269	159
How many children have you?	477	
Do you own your own home?	225	203
Are you interested in the athletic events on the railroad, such as bowling, baseball, etc?	327	101
Do you play golf?	49	379
Do you hunt?	222	206
Do you fish?	276	152
Do you read the *Frisco Magazine* regularly?	420	8
What features appeal to you most?		

Replies indicate all departments are popular.

(Now turn to Page 17, please)

Excellent Track Views On Eastern and Central Divisions



General Manager Fred H. Shaffer and his superintendents are proud of the appearance of Frisco track these days, and the pictures above show several views of track in which pride is indeed justified. The three oval pictures are of track scenes on the central division near Avoca, Ark., at Mile Posts 326-1 and 326-20. Roadmaster A. Scherrey and section Foreman Clifford Davis are in charge of the territory. The two long photographs, one at the upper right and the other at left center, are of track in the vicinity of Mile Posts 35 and 36, west of Pacific, Mo., on the eastern division in the territory of Roadmaster W. E. Counts and Section Foreman Bradymire. The two bottom photographs were taken between Mile Posts 244 and 245 on the eastern division in the territory of Roadmaster N. H. Kruse and Section Foreman Earl House.

THE QUESTIONNAIRE

(Continued from Page 16)

Do your women folk read the *Frisco Magazine*?	395	33
Would the advertising of automobiles, radios and other merchandise, appearing in the *Frisco Magazine* assist you in deciding what brands and makes to buy?	374	54
Do you read any other magazines?	346	82
Would you like to have us publish a final report on the results of this questionnaire?	416	12

Thus, the tabulation shows, about half the employes answering the questionnaire own their own homes, about half own automobiles, the majority are interested in athletic events among Frisco employes, few play golf but many fish.

Nearly all those who answered the questionnaire read the *Frisco Employes' Magazine* regularly.

Most of the answerers were very complimentary to the *Magazine* in their replies to the question, "What features appeal to you most?" Numerous replies were, "All of it" and also, "From cover to cover." Many specified they like to read the advertisements.

Humor is not lacking in some of the replies to this questionnaire. In answer to the question "Have you an automobile?" one employe answered "No," but in answering the next question, "What make is it?" gave the name of a well-known, low-priced, four-cylinder car. Some of the answers to the question "Do you own your own home?" were "Partly," "Yes and No" and "Not now, but hope to soon."

Only about one-fourth of the employes of the Frisco Lines have radios.

A Man of Moderation

"That husband of yours," declared Mrs. Hawkins to her neighbor, Mrs. Harkins, "is drinkin' something awful."

"Don't you worry none about him, dearie," retorted Mrs. Harkins. "He knows when to quit, he does. Just the minute he see'd he couldn't stand up the other night, he spoke right out an' told the boys to carry him home."

"OLD TOBY" IS RETIRED

Faithful Mule Has Worked for 14 Years on Frisco Lines

"OLD TOBY" is after some information.

So far his case hasn't come to the attention of the Board of Pensions, for he is has been provided for "thru other channels", however he asks you, reader, if you don't think he is entitled to a pension after serving in a construction gang for fourteen one veteran who years, blazing the trail for the Frisco Lines in four directions, out of Monett, Missouri?

OLD TOBY

The fact that "Old Toby" is a mule, shouldn't alter your unbiased opinion.

"Old Toby" went in the traces in 1912 at the age of five years and has been in continuous service ever since, and is still in the harness working beside the younger mules. He has seen service on all four divisions out of Monett, Missouri, in construction work, widening banks, grading commercial and passing tracks and Ben Burg, his owner, says he is known to every boy and man along the right-of-way where they have pitched camp.

His owner calls him a "spoiled child," for he answers to his name only when he sees a stick of some kind in sight.

Mr. Burg has been in the construction work since 1901 and lives on a farm just outside of the little town of Purdy, Missouri. And he isn't one of those heartless men who work a good animal to death, and leave it to the neighbors to call in the humane society to judge when the beast's working days are over.

When "Old Toby's" present assignment is finished, Mr. Burg has promised him a pension for life.

Green pastures and corn!

No more work for "Old Toby"!

Which all proves that this isn't such a heartless world as it would seem.

Everyone Can Help in Theft Reductions, Chief Allender Says

THE fact that freight claim payments, due to larceny, decreased 21.4 per cent on the Frisco Lines in 1926, in comparison with 1925, should not be regarded as an accomplishment of the special service department alone, but of the entire employe body, states Samuel Allender, St. Louis, chief special agent.

Larceny charged as such constituted 4.3 per cent of the entire freight claim payments of the lines in 1926, and 5.8 per cent in 1925. Unlocated loss—loss about which only one fact is known, and that is that the goods cannot be found—decreased 3.4 per cent in 1926 as compared with 1925, and constituted 13.5 per cent of the freight claim payments, said Mr. Allender.

"Tobacco products, clothing and dry goods, automobiles and accessories, shoes—these commodities led the theft column in 1926, also in 1925," said Mr. Allender, "and as far back of that as you care to go. They are standard with the thieves.

"Examine unlocated loss. Tobacco, packing house products, automobiles, groceries, clothing and dry goods, these items led in 1926, also in 1925. The conclusion is inescapable—the bulk of unlocated loss is larceny.

"Instead of looking forward to a time of decreased activity, because of the rather substantial saving effected in the larceny charge, the special service department feels that this is the beginning of an era of intense, fruitful effort.

"The greater the decline in the larceny charge, the more important our work becomes. Why?

"When stealing was heavy, our work was cut out for us; now we must lay out the pattern of our work. We must continue to war on loss. The absence of large leaks is our opportunity to seek out and correct the small ones. The small ones are more difficult to find—and more difficult of correction. But they must be stopped. The small leak of today has the potentialities of tomorrow's catastrophe.

"Unlocated loss is an aggregation of small leaks.

"There are two methods of attacking the problem: Direct, or causative; indirect, or preventive. Causative works downward from the top; preventive works upward from the bottom. Causative attack is the special service department's job; preventive attack is everybody's job.

"Do we actually receive the bulk of the goods in the unlocated loss column? When we know the answer to that question we shall be fairly on our way.

"What part does misloading play? A major part, perhaps; but in the absence of definite data, we can only guess.

"And there are many other questions which must be answered. The very nature of the problem is adverse.

"Facts, that is the foundation of causative attack.

"We expressed this thought last year. Unlocated loss can be most effectively reduced by concerted, thoughtful effort. Concerted effort comes of common interest.

"Let us strive to present our case in an attractive manner. Interest provokes thought; thinking heightens interest. Heightened interest is the foundation of preventive attack."

A YOUTHFUL SOLICITOR

When John Theodore Banister, son of Mr. and Mrs. Ted H. Banister of Wichita, Kansas, arrived in the world July 29, he had already made definite progress in the footsteps of his father, soliciting freight and passenger agent for the Frisco at Wichita. Up to and including August 1, John Theodore had five cars of competitive freight to his credit, four of them inbound cars, two via St. Louis and two via Memphis gateways, and the fifth car an outbound shipment for a Nebraska destination via Kansas City gateway. But shippers at Wichita have intimated that had John Theodore been a girl, his freight soliciting efficiency might have been slightly impaired.

The young gentleman is a grandson of Mr. John N. Cornatzar, passenger traffic manager. Reports from the passenger department indicate that Grandfather Cornatzar is making slow but sure progress towards complete recovery!

Frisco Lines carried the first solid trainload of the new Dodge Brothers four cylinder, 1928 model automobiles into Tulsa on July 30. The train of twenty-seven cars received preferred handling on Frisco Lines, and went into Tulsa on record

ENGINE WORK INCREASED

227 Switch Engines Double or Triple-Crewed on Frisco

Considerable saving in fuel, roundhouse expenses, congestion at cinder pits, and in the number of switch engines needed, and greater efficiency in the work of firemen on such engines are being effected by the Frisco Lines by means of the double and the triple crewing of the great majority of switch engines in the service of this railroad.

The Frisco Lines are now double or triple crewing 227 switch engines of the 245 such engines operated by the railroad, according to Mr. H. L. Worman, superintendent of motive power.

The 18 engines that are neither double nor triple crewed are divided in their work, some of the engines being on jobs that do not "match up" and the remainder on industry jobs, in the latter instance the work being only eight hours a day.

Some of the coal-burning switch engines of the 227 that are being double or triple crewed are being worked twenty-four hours without the fire being cleaned.

As an illustration of what is being accomplished by the Frisco Lines in this switch engine double and triple crewing program, engine 861, at the Neodesha, Kans., yard was worked thirty days, or, to be exact, 728 hours, in other words a total of ninety-one eight-hour shifts, without the fire being knocked out of the engine. The engine was put to work at 10:30 p. m., April 5, and was worked continuously until 6:30 a. m., May 5. This engine still had a clean boiler and fire when taken out of service at the end of this period.

No trouble was experienced with the fire of engine 861 in this "endurance test" until April 15, when clinkers were taken out and the fire shaken down. This process was repeated twice more before the engine was taken from service May 5.

Kansas mine-run coal was used and the engine was turned in every noon, or meal period, and was given an inspection, and the grates shaken lightly. The engine was blown out on an average of eight minutes on each shift. No trouble was experienced with the engine steaming or foaming. During the entire performance the engine was withdrawn from service only one hour and twenty-five minutes, due to a broken spring, and while a new spring was being installed a road engine was substituted.

During this thirty-day performance of engine 861 the engine burned 234 tons of coal, made 4,368 locomotive switch miles, an average of 108 pounds of coal per locomotive switch mile. This was a saving of thirty tons of coal a month as compared with the performance of engine 861 in this same service during February and March, when the engine's average coal consumption was 122 pounds of coal per locomotive switch mile.

At the end of the thirty-day performance of engine 861, April 5-May 5, only ten flues were found stopped up, and when the wash-out plugs were pulled there apparently was not any more mud and scale than in an ordinary wash-out at weekly periods.

Frisco Handles World's Largest Individual Shipment

THE largest individual shipment ever transported in this country, traveled via Frisco Lines from Kansas City to Tulsa, Okla., on August 5-6-7. The shipment was a high pressure vessel for oil cracking and was blocked on two flat cars. The vessel had the following dimensions: inside diameter, ten feet; length, 67 feet; shell thickness, three and a half inches and weight, 366,000 pounds. The vessel was manufactured by the A. O. Smith Corporation of Milwaukee.

"We did not experience any difficulty in moving this unusual shipment," writes J. H. Doggrell, superintendent of transportation at Springfield, Mo., "and it was handled by daylight movement to Tulsa, moving Kansas City to Ft. Scott August 5, Ft. Scott to Afton August 6, and Afton to Tulsa on August 7."

Following delivery of the vessel to the consignee at Tulsa, Mr. Doggrell received the following letter from the Smith Corporation:

"I have just wired you expressing our appreciation of the successful handling of the large vessel for the Mid-Continent Company at Tulsa.

"Thinking you might be interested in seeing the vessel, if you did not have an opportunity to look at it while on your road, I inclose a photograph taken when the vessel left our plant. This is the largest individual shipment that was ever transported in this country, and I think you are to be congratulated on the successful movement over your line."

Advisable

A contest recently was conducted by a soap and perfume manufacturer for an advertising slogan and among the slogans submitted was the following:

"If you don't use our soap, for Heaven's sake use our perfume."—Pipe Progress.

time from St. Louis. Revenue to the railroad amounted to approximately $7,500 and the approximate value of the shipment is $150,000. Another Dodge special train shipment is expected by Executive General Agent James at a near future date.

CAR DAMAGE DECREASES

Reduction of 38.8 Per Cent for First Seven Months

THE number of cars damaged by rough handling on the Frisco Lines during the first seven months of 1927 was 38.8 per cent less than for the corresponding period in 1926, a comparative statement compiled at the office of the operating department statistician at Springfield, Mo., shows.

Commenting on the statement in a circular letter to all division and terminal superintendents M. M. Sisson, assistant general manager, said in part:

"The seven months' period did not show a 50 per cent decrease in the number of cars damaged as had hoped and anticipated would be shown. We are making a little headway however. If we continue to make reduction each month in the number of cars roughly handled we, of course, will make some improvement even though the reduction is slight.

"However, Memphis terminals set up a record in July which am confident can be equalled by the other terminals as well as divisions, if all concerned will get their hearts and souls interested in this important subject of rough handling of cars. Memphis went through the month of July without a single case of rough handling.

"Western jumped from sixth place in 1925 and 1926 to first place in 1927, Southwestern from fifth in 1925 and seventh in 1926 to second place in 1927.

"I feel confident there will be a considerable change in the standing of the divisions and terminals before the year is over. The only way we can do this is to keep constantly hammering on the question of rough handling of cars, talking it at every opportunity, stressing it at your freight claim prevention and better service meetings and get the train, yard and engine crews interested and we will be able to accomplish results that will be very gratifying to everyone."

The comparative statement follows:

They're Having A "Big Blow-Out"

Charles and David, two and one-half year old twins of C. S. Underwood, traveling freight and passenger agent, Wichita, Kansas, are shown in the accompanying picture, having a big "blow out."

The celebration was in honor of their birthday, and although the picture shows them quite alone, they invited friends of their mother and dad to the celebration, and they ar just behind the scene.

All the Frisco children wish Charles and David many happy returns of the day.

DIVISION or TERMINAL	NUMBER CARS DAMAGED			AMOUNT DAMAGE			NUMBER CARS HANDLED			PER CENT DAMAGED TO TOTAL HANDLED			STANDING DIVISION OR TERMINAL		
	1927	1926	1925	1927	1926	1925	1927	1926	1925	1927	1926	1925	1927	1926	1925
TERMINALS															
Springfield	7	7	14	$ 865.00	$ 895.00	$ 521.00	447,897	457,453	480,142	.0016	.0015	.0029	1	1	1
Birmingham	19	33	48	969.50	3,308.00	1,444.00	433,877	499,331	410,476	.0044	.0066	.0117	2	2	2
St. Louis	50	42	56	888.00	2,221.00	2,951.00	441,534	452,067	446,008	.0113	.0093	.0126	3	3	3
Kansas City	77	111	111	1,837.50	3,004.00	3,167.00	404,940	404,295	401,293	.0190	.0275	.0277	4	6	5
Memphis	64	169	91	1,783.00	6,523.95	4,439.00	522,828	666,054	700,865	.0122	.0254	.0130	5	5	4
Tulsa	65	106	143	4,011.50	1,782.00	4,114.50	491,558	450,049	485,258	.0132	.0236	.0295	6	4	6
Total	282	468	463	$10,354.50	$17,733.95	$16,636.50	2,742,634	2,929,249	2,924,041	.0103	.0160	.0158			
DIVISIONS															
Western	2	19	20	10.00	2,077.00	541.00	144,012	150,829	142,547	.0014	.0126	.0140	1	6	6
So. Western	11	117	83	340.00	2,827.50	2,446.26	630,105	657,009	661,675	.0017	.0178	.0125	2	7	5
Eastern	10	23	8	581.00	487.78	520.00	496,212	519,672	506,081	.0020	.0044	.0016	3	2	2
Central	11	4	3	730.00	190.00	1,040.64	231,568	237,306	229,070	.0048	.0017	.0013	4	1	1
Southern	26	32	40	1,012.00	1,906.00	4,212.10	532,392	565,930	526,533	.0049	.0057	.0076	5	3	4
Northern	77	55	38	2,673.00	1,214.50	1,219.25	577,992	649,031	621,896	.0133	.0085	.0061	6	4	3
River	36	25	57	1,140.00	656.00	2,216.50	236,496	277,499	254,779	.0152	.0090	.0024	7	5	7
Total	173	275	249	$6,486.00	$9,358.78	$12,195.75	2,848,777	3,057,276	2,942,581	.0061	.0090	.0085			
Texas Lines	7	12	22	97.00	183.00	428.50	76,980	89,573	160,032	.0091	.0134	.0220			
To. System	462	755	734	$16,937.50	$27,275.73	$29,260.75									

1927 Compared with 1926

Per cent decrease in number cars damaged.....38.8
Per cent decrease in amount of damage.....37.9
Per cent increase in number of cars handled per car damaged.....52.4
Per cent decrease in amount of damage per car handled.....33.42

Office of Operating Department Statistician, Springfield, Missouri, August 6, 1927.

No Accidents for Forty-one Years Is Frisco Man's Record

Conductor "Jim" Kirkpatrick Lauded by National Safety Council—"I've Just Been Careful" He Says

ON December 12, 1926, the Kansas City Journal, Kansas City, Mo., carried a story in regard to the service of James B. Kirkpatrick, veteran Frisco conductor, who it was claimed had had forty years service without an accident.

Some time later the accident prevention department at St. Louis received a letter from Walter G. King, Director Safety Division and President of the National Safety Council, Washington, D. C., commenting on a copy of the story which was printed in the New York Sun.

The letter from Mr. King stated: "It was with considerable interest I learned through the columns of the 'New York Sun' of January 14, of the remarkable record of your Mr. James B. Kirkpatrick, a conductor on the Kansas, Sapulpa division, who has gone 41 years without a single accident. This record has so impressed me, that I forwarded a letter to Mr. Kurn, your president, as I think that a record of this kind certainly deserves recognition on the part of all of us interested in the furtherance of accident prevention."

When the story, which appeared in the Kansas City Journal was handed to Mr. Kirkpatrick recently by *Frisco Magazine* reporter, he said: "I don't know who wrote that article, but you know any man who has been in railroad service for forty years has more than likely had a minor accident or two to his credit. I have had a few, but have never in my forty-one years had a person killed or seriously injured while on my train. I've served as a brakeman in the old link and pin days, too", he said, and then he added. "look!" He held up ten good fingers.

This record is indeed an enviable one. It is generally conceded that the work of a brakeman in the old link and pin days was a hazardous job. Safety devices were not as prevalent as in modern times, and forty years ago railroading was in its infancy, compared to its efficient operation today. But regardless of the service then and now, Mr. Kirkpatrick says that a nickel's worth of paint would cover all the scratches any of his passengers ever received.

He feels that it has not all been luck. He has been careful, "for carefulness is the best remedy for accidents," he said.

"I used to railroad into St. Louis when the Frisco station ran into Twelfth Street. Our train used to leave at 7:00 p. m. and we had to go to the station and start putting in the baggage at 2:00 p. m. in order to be ready to leave on schedule. That was in 1881,

JAMES B. KIRKPATRICK

if I can remember correctly. In 1886, I began braking in Pierce City yard and also relieving the yardmaster. But I wanted road work, and so in 1884 I started as a brakeman on the old Kansas division. My service as a conductor began July, 1887, and I have served in that capacity since."

"I have had many experiences in my career", he said. "I remember about fourteen years ago, Bob Holland, road foreman of equipment was on my train and we got stuck in a snow drift. It was so cold we couldn't even keep the engine alive and the thermometer registered about twenty-three degrees below zero. The train didn't carry a diner and so I walked over to a farm house and brought back bread and meat and coffee and made several trips before I got them all fed. I never heard one complaint. The folks just seemed to know we were doing everything we could for them. Bob and I tried to keep the little stoves in the coaches hot, and then when we finally had them settled down as best we could, we started out for the next station for relief. When we got there we had begun to get warm, which meant had we not reached our destination we would have frozen to death."

Mr. Kirkpatrick's record has been broken twice. Once a number of years ago when he failed to collect a fare which amounted to seven and one-half cents. "I was busy trying to get a fare out of a drunk man, and when I moved on I collected another fare from a new passenger, but failed to see the little girl he had with him. However, I went back to work in a short time.

Those trainmen who know him well, say that he is zealous in seeing to the comforts of his passengers. This is one of the reasons for his extensive friendship. He told in a modest way of a party of old soldiers who were going to a convention in Oklahoma City several years ago. He gave them special attention enroute, and on the morning before the train arrived in Oklahoma City, he wired ahead and had the Harvey House make up a special table for nineteen and he took the entire delegation to breakfast.

"The way they enjoyed that breakfast and the thanks that they gave me, was plenty of compensation for my part of it," he said.

When he had gone through the train to collect fares, the news boy was accosted by the reporter.

"What do the trainmen call him—what's his nickname?"

"Daddy Kirk," he said, "but I don't know whether he knows they call him that or not—they don't do it to his face," he replied.

Mr. Kirkpatrick has one son, who is valuation engineer for the Kansas City Southern and a son-in-law who is vice-president and general manager of the same railroad.

Mr. Kirkpatrick is sixty-three years of age, and has six active years of service before he will be eligible to be placed on the retired list of veterans of Frisco Lines.

"My aim is to make the remainder of my career as 'safe' as the forty years which have gone before," he said. And he is perhaps one of the most successful exponents of safety rules, which the accident prevention department could find among the trainmen of Frisco Lines.

Payments to insured officers and employes for the month of July, 1927, by the Metropolitan Life Insurance Company amounted to $20,403.29.

This amount was divided, supervisory group, death claims, $10,000; total and permanent disability $1,527.04.

Shop group, death claims $606.66; total and permanent disability $1,327.04; health and accident, $2,529.95.

Clerks' group, death claims, $4,000.00; total and permanent disability, $412.60.

VETS AUXILIARY MEETS

The welfare of Frisco Lines veterans, especially of those who are ill, was discussed by the officers of the auxiliary to the Frisco Veterans' Association at a called meeting July 30, at the Town Club, St. Louis.

Mrs. H. A. VanNess, Oklahoma City, president of the auxiliary, presiding. The other officers of the auxiliary, all of whom were present, are: Mrs. W. R. Boyd, Springfield, first vice-president; Mrs. W. L. Spangler, Thayer, Mo., second vice-president; Mrs. W. E. Belter, St. Louis, third vice-president, and Miss S. S. Fish, secretary.

The Loss of One Foot in the Service Failed to Stop This Railroader!

Cat at Monett Yards Rides Engine Like Veteran and Unfailingly Chooses Employe With Best Lunch

IF you're lookin' for a story, why don't you go to Monett, Mo., and get the story of that cat?" The old crossing watchman took another puff at his corncob pipe.

"You kiddin' me?" remarked the reporter, with a smile. "Fat chance I'd have, gettin' in a railroad publication with a story of a cat!"

"Well maybe you ain't realized yet all there is to this particular cat. She's a railroader, yes sir! Been in the service three years. She rides the engines and cars just like you do. Got to runnin' around one day and happened to get a personal injury, got a foot cut off while she was in service. She's got a big family along the Frisco Lines, catchin' mice in foremen's shanties, scattered from here to Texas!"

With this tip, which was given in all seriousness, the reporter finally landed in Monett one rainy day.

This particular feline was cat-napping in one corner of the room. From all general appearances she was just a plain cat, of the "pure-bred alley" variety, but to the men working in and around the general yardmaster's office, she is in a class by herself.

M. K. Pace, general yardmaster at Monett, told her brief history, while the reporter listened with interest. She has never been given a name.

Arrived in Box Car

"About three years ago she and another small kitten came into Monett in a box car. They took up housekeeping in two of the shanties in the yard. W. N. Caffey, assistant yardmaster, really claims her as his find. He started her on her checkered railroad career, in his office," Mr. Pace remarked.

"For a time the clanging of bells and the chug-chug of a switch engine frightened her so that she hid most of the day, only venturing out for eats. But day after day of noise hardened her so that she followed me around."

When Pace stepped on the front of a switch engine to ride down the track, the cat hopped on too.

When he hopped a tank car to climb over to the next track, he found that the cat arrived with him at almost the same time.

Every once in awhile an old engineer would find her perched on the arm rest of his engine surveying the track ahead.

Mr. Pace smilingly remarked that "it seemed sometimes like she had human intelligence."

She knows when each of the yard crews go to lunch and she makes the rounds, either hopping an engine or

a tank car to reach them. When the dinner buckets are opened, she rubs and purrs and gets her share of the repast.

Three years ago in November she started railroading. Last summer she darted across the tracks after a sparrow, and a switchman kicked a cut of cars down, just as she placed her foot on the rail.

Lost Foot in Service

Now she has only three good feet. She was immediately placed on the pension roll and retired from active service, and she took up family life in earnest. More than one scampering, rollicking family has started its earthly career from the old box in the corner of the yardmaster's office.

When the office where she was formerly located burned to the ground, three of the force darted through the flames to her rescue. When temporary quarters were established, she dragged her only child in by the neck and looked inquiringly for a box to put him in, which was promptly presented her.

She seems to realize that with her disabled foot she cannot get around as nimbly, and she devotes most of her time to the training of a young upstart which has all the characteristics and love for a railroad career that his mother has.

Just now, due to his extreme youth, he is making "student" trips with his mother, and learning the railroad game from the ground up. He is well broken in on the noise, and he has learned to receive the affectionate pats, sometimes roughly given him by the switchmen, with a hiss and a slap. He knows also who has the best filled dinner pail.

Mother and kitten move noiselessly around. No one will contradict the statement that having them around seems to soften the disposition of the men who come in contact with some of the hardest work on a big railroad.

Out of the drizzling rain or snow storm, they come in for another order. There sits the cat. They smile, give her a slap with a glove, button up their coats and away they go.

All her offspring, except one have left Monett, bumming their way in box cars—destination unknown.

During the recent solicitation on the Frisco in the interest of group insurance, the cat was brought to the attention of Mr. Jerry Dunn in charge of the work for the Metropolitan Life Insurance Company, and he suggested she be put on the disability list, and receive just dues per month.

What more could a mere cat ask! What stories she could tell to her grandchildren of the life of a railroad cat. How she lost a foot in the service and then was placed on the pension roll and finally received her monthly allowance from the insurance company!

She's some cat!

CAN YOU DRIVE WELL?

Do YOU drive a car?

If you do, read the twelve suggestions listed below for careful driving and determine if you are really a careful driver.

Are your brakes and steering gear in good order? Inspect them often.

Do you follow the car ahead too closely? Do you pass vehicles on the crest of a hill or on a curve?

Do you try "cutting in" when another vehicle, approaching from the opposite direction is drawing near?

At railroad crossings and congested places, do you shift into second to avoid stalling?

Do you disengage clutch on slippery surfaces? You should not. Brakes should be applied with caution.

Do you know that children are not responsible for their actions, and do you approach them with care?

Do you give persons on bicycles wide berth?

Do you realize that pedestrians have legal rights on the highways, especially at regular established crossings? Remember YOU are at times, a pedestrian.

If a driver insists on the right of way, do you let him have it? Courtesy always pays.

Do you back your car cautiously and signal properly?

Do you give hand signals when leaving the curb, turning corners or stopping?

Do you ever race with a train? Remember, few who have raced with a train to the railway crossing have lived to tell of their victory.

DIZZY? NAW-W!

The above picture proves that a painter's job on the Frisco Lines does not always mean that one will work on the ground floor. Messrs. Meath and Wagner, painters, are shown painting the smoke stack on the roundhouse at Neodesha, Kansas.

They both assure the readers of the Magazine that its a great job, but you must not lose your grip.

SEVENTH ST. IN LEAD

The Seventh Street Station, St. Louis, won for July the Fewest Errors pennant contended for each month by freight houses in Group No. 1 of the Frisco Lines. The station made one error for each 3,767 shipments and made thirteen errors in handling 48,970 shipments.

In their order the standing of the other freight houses in the group was as follows: Springfield, one error to each 2,492 shipments, making nine errors in 22,428 shipments; Tulsa, one error to each 1,869 shipments, making twelve errors in handling 22,423 shipments; Kansas City, one error to each 1,316 shipments, making twenty-four errors in handling 31,579 shipments; Memphis, one error to each 1,284 shipments, making twenty-two errors in handling 28,244 shipments; St. Louis (Broadway Station), one error to each 1,101 shipments, making sixteen errors in handling 17,614 shipments.

Keeping in Touch

The waiter was exceedingly slow and the diner was much annoyed. "Look here, waiter," he said at last, "bring me a cup of coffee, and while you're away don't forget to drop me a line occasionally just to let me know how you're getting along."—Exchange.

THANKED FOR SERVICE

When Poteau, Okla., recently was cut off from communication with the outside world by telephone, telegraph, highway and railroad, and the town was without electric light or power because of a severe storm, the Frisco railway, at considerable hazard to train and crew, ran a special train to the town, bringing necessary repairs.

During the storm the old power house and storage building of the Oklahoma Gas & Electric Company, which supplies Poteau with its electric light and power service, was struck by lightning and burned, plunging the town in darkness and destroying the emergency repair equipment of the company.

L. A. Wiedman, Ft. Smith, Ark., district superintendent of the Oklahoma Gas & Electric Company, heartily thanked J. G. Weaver, Ft. Smith, division freight agent of the Frisco, for the extraordinary service given by Frisco Lines in the emergency.

AGENCY CHANGES FOR AUGUST

R. H. Glover installed permanent agent, Lincoln, Ark., August 1.

D. Asher installed permanent agent, Pascola, Mo., August 1.

O. L. Haddan installed permanent agent, Schulter, Okla., August 1.

J. O. Jones installed temporary agent, Winfield, Kans., August 2.

J. L. Fry installed permanent agent, Stoutland, Mo., August 2.

H. W. McFarland installed permanent agent, Kewanee, Mo., August 2.

J. N. Atteberry installed temporary agent, Proctor, Okla., August 2.

Effective August 3, 1927, Pit, Mo., river division, St. Louis sub-division, MP T-106.5, opened as a freight and ticket agency, V. S. Whitener installed agent.

F. J. Ruess installed permanent agent, Ten Brook, Mo., August 4.

AN ACCIDENT DECREASE

Maintenance of Way Workers Register a 37.4 Per Cent

A STATEMENT issued by H. W. Hudgen, director of accident prevention, covering the month of July compared with the same month a year ago, shows that the maintenance of way and structures department had a decrease in casualties for the month of July, 1927, as compared with the same month last year of 37.4 per cent. This is an exceptionally fine record, since all previous reports have shown this department with an increase in casualties.

"Another record which is noteworthy is that made by the shops. They show a decrease of 7.1 per cent in casualties for the month of July, 1927, compared with the same month last year, and a decrease of 10.5 per cent during the year January 1 to July 31, 1927, compared with the same period last year", Mr. Hudgen states.

The next best record was made by transportation employes, who show a decrease in casualties of 25.5 per cent for the month of July, 1927, as compared with the same month last year.

Six accident prevention meetings held from August 1 to August 11 were attended by 385 employes and visitors. The largest one was held at the Y. M. C. A., Monett and was attended by 317 people. This meeting was held at the Rialto Theatre where the picture, "Gambling With Death" was shown to the enthusiastic crowd.

Other meetings were held at Springfield, west shops, August 1; South Springfield reclamation plant, August 2; west coach shop, Springfield, August 3; north car department, Springfield, August 5; mechanical department, West Tulsa, August 9.

The largest meeting of the fifteen held from July 5 to July 29, with an attendance of approximately 2,000, was at Amory, on July 22. More than seventy people attended the meeting in the City Hall where an interesting program was presented. A capacity crowd of 1,600 attended the picnic supper in the City Park a short time later.

One of the special entertainment features at the Amory meet was the musical program presented by the Amory String Bean Band, composed of eighteen high school students and sponsored by conductor and Mrs. J. C. Gravlee.

Other meetings held during July were as follows; Tulsa terminal, July 5; transportation department, St. Louis, July 7; mechanical department, Newburg, July 7; mechanical department, West Tulsa, July 12; transportation department, Monett, July 13; Kansas City Terminal, July 14; transportation department, July 15; mechanical department, Hugo, July 15; mechanical department, Ft. Scott, July 19; mechanical department, Enid, July 20; employes, Amory, July 22; mechanical department, Memphis, July 26; transportation department, Enid, July 28; transportation department, Ft. Worth, July 29.

For Meritorious Service

SOUTHWESTERN DIVISION

Superintendent C. T. Mason reports the following cases of meritorious service:

H. F. Raps, engine foreman; C. C. Oates, switchman; G. L. Thornton, switchman; C. F. Carl, brakeman; A. E. Mell, engineer; F. H. Atkins, engineer; all of Sapulpa, Oklahoma, and G. A. Walker, fireman, Oklahoma City, found a horse caught on bridge between south and east yards, July 12, and after about forty-five minutes of hard work freed horse and removed him from bridge. The personal record of each of these men was credited with ten merit marks.

J. M. Barry, conductor, Oklahoma City, gave information which resulted in recovery of large portion of goods stolen July 26 from car of merchandise in his train. A copy of the letter of commendation was placed on his personal record file.

V. P. Couch, engineer; W. G. Ball, fireman, and B. C. Smith, brakeman, all of West Tulsa, Okla., voluntarily fired by hand engine 4151 on train No. 534, July 29, when stoker failed. The train was not delayed. The personal record of each of these men was credited with ten merit marks.

J. E. Johnson, agent, Catoosa, Okla., discovered and reported brake beam dragging on train No. 434, August 1, as train passed Catoosa. His personal record was credited with ten merit marks.

V. Walker, section foreman, Catoosa, Okla., discovered broken rail in main line near MP 405-9, July 8. The break was of such nature that it would not have been detected under ordinary inspection. His personal record was credited with ten merit marks.

CENTRAL DIVISION

Superintendent S. T. Cantrell reports the following cases of meritorious service:

E. L. Matthews, conductor, and J. Brodbeck and C. M. Ellinor, brakeman, train No. 734, when they found stock pens chute at Tuskahoma, Okla., in bad condition, built a temporary chute out of loose lumber and loaded three cars of stock. The personal record of each man was credited with five merit marks.

J. L. Irby, engineer, assisted a ditcher fireman in replacing injector on American ditcher, saving expense and delay of taking ditcher to terminal for repairs. Mr. Irby's personal record was credited with ten merit marks.

B. M. Finley, engineer, and W. M. McBee, fireman, assisted U. G. Knox, engineer, in repairing air pump on engine No. 104, train No. 775, July 8, saving delay train No. 775 and work extra No. 217, as well as avoiding engine failure. The personal record of Mr. Finley and of Mr. McBee was credited with ten merit marks.

J. E. Tucker, brakeman, fired engine No. 1297, Garfield, Ark., to Monett, train No. 1/734, July 4, when fireman Craddock became overheated. The personal record of Mr. Tucker was credited with ten merit marks.

E. H. Harvey, agent, Avoca, Ark., arranged with dispatcher to hold Bentonville branch train at Bentonville Junction until he could drive a passenger from Avoca to that point. The personal record of Mr. Harvey was credited with ten merit marks.

E. C. Waldron, conductor, discovered bolster down on SF 73903 when making inspection of train No. 744 at Poteau, Okla., July 12. His personal record was credited with five merit marks.

H. M. Stierwalt, engineer, when he detected that switch was open at Arden, Ark., July 9, reduced the speed of train No. 737 to such an extent that the resulting derailment was very slight. He has been commended.

SOUTHERN DIVISION

Superintendent R. B. Butler reports the following cases of meritorious service:

J. G. Haughton, operator, Tupelo, Miss., in handling diversion order received from Mobile & Ohio after car left Tupelo for Memphis, inserted on wire names of terminal superintendent and agent at Memphis to insure instructions being received in time to be acted on. He has been commended.

W. C. Coltharp, conductor, and H. W. Sloan, brakeman, train No. 937, meeting extra train No. 6 north at Reese, Miss., noted car SP 71775 on latter train in bad order and signalled crew who stopped train. The personal record of each man was credited with five merit marks.

WESTERN DIVISION

Superintendent S. J. Frazier reports the following cases of meritorious service:

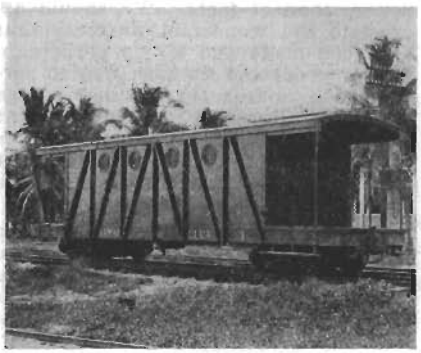
A. R. Ketchum, fireman, Enid, Okla., left his engine and succeeded in stopping a cut of cars which were moving on an adjoining track as his train was pulling into Blackwell, Okla. A copy of the letter of commendation was placed on his personal record file.

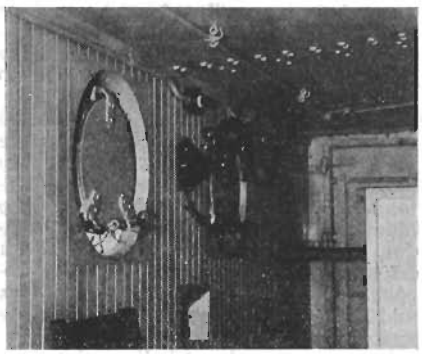
RIVER DIVISION

Superintendent J. A. Moran reports the following cases of meritorious service:

(Now turn to Page 27, please)

Armored Pay Car On Honduras Road





PAY day on the railroads of Honduras is no pleasant event for the paymasters, if the amount of machine gun protection and armor plate with which the pay car is fitted can be accorded a criterion. Comptroller E. H. Bunnell received a transportation request recently from Arthur W. Kidd, auditor of the Cuyamel Fruit Company railroad with headquarters at Puerto Cortes, Honduras. Later Mr. Kidd sent along the two photographs appearing above. Note that the pay car windows are high, small and barred and that the door is equipped with bars and bolts of great strength. The interior view is of the rear end of the pay car with the door closed, showing closed ports with a firing port directly below the electric fan. All ports may be closed simultaneously by throwing a lever which is within easy reach of the paymaster's station.

The Frisco Lines recently moved from Sherman, Tex., a solid trainload of flour manufactured by the Fant Milling Company of Sherman, routed for shipside loading at Port Arthur, Tex., and consigned to Grandes Moinhos Gamba, Sao Paulo, Brazil. The flour was in sacks of seventy kilos, or 154 pounds, each. Senor A. Fernandez, export manager of the Fant Company, made the sale through a broker of Sao Paulo.

TALENTED FRISCO DAUGHTER

Dorothy Matlock, sixteen-year-old daughter of Charlie M. Matlock, for 26 years a Texas Lines engineer, has just been elected to hold the position of organist of the First Baptist Church at Sherman, Texas. This church has the largest and finest pipe organ in the city, and the members feel that they were very fortunate in securing so efficient an organist.

DOROTHY MATLOCK

Miss Matlock received her diploma from the Central High School at the close of the spring term of 1927 and has been studying music under Professor George E. Case. When she accepted the position of organist at this church, she took the place of her professor who formerly held that position. She assumed her new duties on August 1.

YOUNGEST FRISCO GRANDPARENTS

Mr. and Mrs. Frank Sowards, of Springfield, Mo., claim to be the youngest grandparents on Frisco Lines.

Mr. Sowards, a car carpenter at the north shops, is 39 years old while Mrs. Sowards is 36. The photograph shows the grandfather and grandson, together with Mr. Sowards' son, who is also a car carpenter at the north shops.

They wish to issue a challenge to Frisco families to produce younger grandparents.

The Warehouse Force at Kansas City in 1895

Barbers must have had a hard time of it in 1895, as a close scrutiny of the accompanying picture will show.

Out of the twenty-one men pictured above, only six are clean shaven. These men were employes of the warehouse force of the local freight office at Kansas City in 1895, and only three of them are now employed by the Frisco.

They are, from left to right, top row: Joe Talbert, Emery Fairchilds, John Armstrong, Jim Moran, Jay Faulkner, Clarence Kryder (next man unknown) and John Leonard. MIDDLE ROW: *Mike Cahill, George Harber, Chas. Jones, and Ed Wilber.* BOTTOM ROW: *Oscar Stanley, Dave Reynolds, Clint Guy, Wm. Parnham, Elex Newman, Ed Connors, Roy Jones, George Hughes and Frank Nelson.*

John Leonard, Clint Guy and Frank Nelson are at present employed by the Frisco, but the whereabouts of the others are not known.

Good Fuel Records Demand Well-Conditioned Locomotives, Speaker States

THE following address was delivered by Mr. W. A. Kline, Road Foreman of Equipment, Central of Georgia R. R., at the Frisco Fuel Economy Meeting held at Birmingham, Ala., July 12th, 1927.

Gentlemen:

I am sure that it was not expected of me to tell you how to save coal, or even attempt to do so, for I am positive that you know as much about this as I do. But before going further, or saying more, I wish to express appreciation to Mr. Collett for extending to me an invitation to be present in this meeting, for it has been a most enjoyable occasion.

In view of the fact that so much has been said with reference to the condition of the locomotives mechanically, wish to express my thoughts by saying—we expect a man to save coal—in fact, we are demanding of him that he save fuel, then the first step we are going to have to make, is to give that man a locomotive in 100% condition and by that I mean a locomotive with the valves square, tight packing, clean boiler and with everything in the cab that means a saving in fuel, and then you must give him good clean fuel. Until you have done this you cannot demand, or request of him to save fuel. However, very often we could do a lot better with the equipment, material and facilities that we have, by only a little added effort on the part of the individual.

I cannot think of anything more inspiring than to see a bunch of men gathered together in a meeting of this kind, where they can speak with all freedom, offering whatever suggestions, or constructive criticism they might have, in fact, that is the expressed purpose of these meetings, however, you are expected to offer same in a gentlemanly manner and not with ill feeling, or friction.

As the chairman has stated, I am General Road Foreman of Equipment on the Central of Georgia. Through personal acquaintance with your officers I can say that you have at the head of your organization a splendid group of men; you have the privilege of serving a much larger corporation than ours, you are serving a greater territory, therefore, you are serving a greater number of people and I would not say that it is your duty, but better still, that it is your privilege, to give to the Frisco Railroad the best that is in you and make it the one outstanding transportation line of the United States.

There are many different ways of saving; in the first place make your railroad a place of safety, talk safety, let it be generally known among the traveling public that you are in a position to offer dependable and safe transportation the only thing that you have to sell.

If every man would cultivate the habit of practicing the "Golden Rule" in his every day life, let the aged Rule exist between railroad and employe and the employe and the employer—"Do unto others as you would have them do unto you". Be a friend to man; practice friendliness in the saving of fuel, for it is utterly impossible to be a loggerhead and at the same time save fuel, establish friendship between yourself and the Superintendent, between yourself and the Master Mechanic, etc. Now President Downs has said, "To make a friend, you have to be a friend". Cooperate with each other, be brothers and in the true sense of the word be your brother's keeper.

I want to say that I believe the most cruel and the most brutal question ever asked was when God was rebuking Cain for slaying Abel and he asked of him, "Where is your brother Abel" and you will remember he replied in the form of a question, "Am I my Brother's keeper". Gentlemen, I want to say to you with all sincerity that you are your brother's keeper in respect to accident prevention and fuel conservation, just as much so as the highest executive officer on this railroad, that responsibility is yours, it belongs to you and it is your duty as men to accept it.

Now in regard to saving fuel; we have only scratched the surface. Mr. Collett has just told you that the initial trip of the longest coal burning locomotive run in the world established by your Company was made on 8.7 lbs. of coal per passenger car mile. Who dreamed twenty years ago that such would ever be the accomplishment; if fact, they would have told you at that time that such an undertaking, such a record, was an impossibility. We used to talk about saving a carload of coal, now we are speaking of saving the fraction of a pound.

Be conservative in everything that you undertake to do, for everything that you do is governed by the mind and your mind is derived from a higher power and if you will only use it in the right direction you can accomplish worth while results; make better men for your railroad, better men for your homes and better men for your country; men that stand for everything that is pure and good. There is not a single reason why a man should not be a good man; inject these fine principles into his living and into his business, for the results and progress obtained from the business of railroading will be governed largely by the life he has and is living. To be accepted by the railroads today you must be a "man"—be a friend. When you bestow your friendship on a man you bestow on him something that is very sacred, for it is of divine origin.

I did not intend to give you men a lecture on the "Moralities of Life", but I have watched the wonderful development on the railroads for the past thirty years and fully realize the part that "Man" has played and the great progress that has been made through "cleanliness and friendliness" and to me it seems more of a tale of fiction, than of facts. We should appreciate the wonderful progress that has been made and try to perpetuate that progress and the best way to perpetuate it is to meet together as we have this afternoon. It may be that we are not able to put into words our thoughts, but the man of today that can put into action his thoughts, is the man that progresses.

May I say in closing—"Give to your railroad the best that is in you; make this railroad the best railroad in the United States; guard against rough handling, waste of fuel, waste of material and the waste of man power, but better by far make yourself your brother's keeper, set an example for the other fellow and "be a friend to man".

Ninety-five per cent of a good fuel performance on a railroad is directly chargeable to the human element, said Robert Collett, St. Louis, fuel agent of the Frisco Lines, in his address at the general fuel meeting held in the auditorium of the Y. M. C. A. at Birmingham, July 12. The other factors, he said, were mechanically fit power, good coal and the ability of the trains to travel with the least possible delays.

Talks were given by Frisco men, coal operators and officials of other railroads entering Birmingham. D. L. Forsythe, Springfield, Mo., Frisco general road foreman of equipment, presided.

J. E. Whalen, fuel supervisor, Frisco Lines, gave a comprehensive talk on fuel conservation and the part it plays in the operation of the railroad.

Chairman Forsythe called upon one of the oldest engineers on the Frisco, Charles Bernard, whose run is between Memphis and Birmingham, to speak. Mr. Bernard gave a talk based on his many years of service. Other Frisco men who spoke were: J. W. Skaggs, superintendent terminals, Birmingham; J. J. Cummins, Birmingham, agent; R. B. Butler, superintendent southern division; E. McElveny, road foreman of equipment; L. Booker, yardmaster and H. F. Shoup and T. P. Kelly, engineers.

LARGEST TICKETS FOR LEGION

Four tickets, each three feet three inches in length, hung in the office of the ticket agent at Fort Scott, Kans., on August 4, waiting to be called for by four of Fort Scott's ex-service men who will attend the Legion Convention in Paris, France, September 19 to 23.

The tickets were routed via Kansas City and Chicago, to Brooklyn, New York.

So far, no Frisco ex-service man from Ft. Scott has signified his intention of taking the trip.

FRISCO FUEL ECONOMY RECORDS

Only 94 pounds of coal per 1,000 gross ton miles were used in a fuel economy run made by F. Hoffhouse, engineer, and C. E. Miller, fireman, train 1/162, engine 4124, Fort Scott, Kans., to Kansas City, Mo., a distance of 97.9 miles, July 3.

This fuel performance was achieved by this engine crew despite delays enroute totaling two hours and thirty-nine minutes. The actual running time was four hours and forty-six minutes.

Praise for this run was expressed by M. M. Sisson, Springfield, assistant general manager, and by G. A. Ermatinger, Fort Scott, road foreman of equipment.

THE system freight fuel performance for July was 156 pounds versus 154 pounds in July last year, an increase of 1.30 per cent. Despite the fact that we failed to make a decrease over previous year, there were some excellent fuel records made.

EASTERN DIVISION

Rolla Sub: Engineer A. R. GUENZLER, fireman SANDIFER, train 36, engine 12, Newburg to St. Louis July 31st, performance 81 pounds per 1,000 gross ton miles.

Engineer D. E. MULLEN, fireman SIMMS, train 38, engine 4, Newburg to St. Louis July 31st, performance 82 pounds per 1,000 gross ton miles.

Lebanon Sub: Engineer MONROE, fireman BUNCH, train 38, engine 35, Springfield to Newburg July 20th, performance 82 pounds per 1,000 gross ton miles.

Engineer MORTON, fireman CROSS, train 38, engine 40, Springfield to Newburg July 27th, performance 89 pounds per 1,000 gross ton miles.

SOUTHERN DIVISION

Willow Springs Sub: Engineer BROWNS, fireman FOWDRY, train 131, engine 4108, Springfield to Thayer, July 9th, performance 110 pounds per 1,000 gross ton miles.

Memphis Sub: Engineer DUKE, fireman SMITH, Train extra, engine 4016, Thayer to Harvard July 28th, performance 66 pounds.

Tupelo Sub: Engineer WELLS, fireman SWAN, train 934, engine 37, Amory to Memphis July 25th, performance 68 pounds.

Engineer WILDER, fireman HENRY, train extra, Engine 6, Amory to Memphis July 25th, performance 71 pounds.

Birmingham Sub: Engineer ROBBINS, fireman SANDERS, train 135, engine 30, Amory to Birmingham July 29th, performance 108 pounds.

RIVER DIVISION

St. Louis Sub: Engineer EDWARDS, fireman JONES, train extra, engine 4005, Chaffee to St. Louis July 26th, performance 67 pounds.

Chaffee Sub: Engineer AUBUCHON, fireman JARRELL, train 832, engine 4019, Harvard to Chaffee July 25th, performance 57 pounds.

NORTHERN DIVISION

Kansas City Sub: Engineer LARSON, fireman KINNEY, train extra south, engine 4145, Kansas City to Ft. Scott, July 6th, performance 91 pounds fuel per 1,000 gross ton miles.

Engineer HYLTON, fireman CASEY, train 104, engine 1063, Fort Scott to Kansas City, July 7th, performance 14 pounds per passenger car mile.

Ash Grove Sub: Engineer PHELPS, fireman BOWMAN, train 131, engine 4131, Fort Scott to Springfield July 29th, performance 72 pounds.

Afton-Parsons Sub: Engineer DIXON, fireman TRESSEL, train extra, engine 4112, Afton to Fort Scott July 28th, performance 74 pounds.

Carthage Sub: Engineer TOMIA, fireman WILLIS, train 332, engine 4030, Neodesha to Monett July 27th, performance 101 pounds.

SOUTHWESTERN DIVISION

Cherokee Sub: Engineer RENO, fireman VINSON, train 438, engine 4121, West Tulsa to Monett, July 30th, performance 75 pounds.

Oklahoma Sub: Engineer WEBER, fireman COOK, train 432, engine 4115, Oklahoma City to West Tulsa, July 24th, performance 86 pounds.

Creek Sub: Engineer THOMPSON, fireman HANGER, train 534, engine 4116, Francis to West Tulsa July 24th, performance 89 pounds.

Sherman Sub: Engineer WHITUS, fireman J. CLINTON, train 532, engine 4103, Sherman to Francis July 28th, performance 117 pounds.

CENTRAL DIVISION

Ft. Smith Sub: Engineer WOMACK, fireman MARTIN, Train 734, engine 1305, Fort Smith to Monett July 26th, performance 110 pounds.

Arthur Sub: Engineer JENKINS, fireman EDDY, train 734, engine 708, Paris to Fort Smith, July 28th, performance 101 pounds.

WESTERN DIVISION

Beaumont Sub: Engineer DALE, fireman BRAMMER, train Extra, engine 1616, Enid to Beaumont Junction, July 28th, performance 111 pounds.

Perry Sub: Engineer YOUNGMAN, fireman BISHOP, train 634, engine 1620 Enid to West Tulsa, July 31st, performance 99 pounds.

MERITORIOUS SERVICE

(Continued from Page 24)

R. Q. Jennings, operator, Kennett, Mo., performed special services in connection with handling engine No. 703 when passenger train was being delayed July 3. A copy of the letter of commendation was placed on his personal record file.

Luther King, brakeman, detecting broken rail in main line between switches at Froemsdorf, Mo., July 15, notified foreman. A copy of the letter of commendation was placed on his personal record file.

NORTHERN DIVISION

Superintendent W. H. Bevans reports the following cases of meritorious service:

J. L. Greenup, agent, Scammon, Kans., observing a brake beam dragging on train No. 139, stopped train and crew removed the brake beam. His personal record was credited with five merit marks.

T. W. Manning, clerk, Ft. Scott, Kans., adjusted an overcharge on a shipment of oil in such satisfactory manner as to assure the shipper using the Frisco in the future. A copy of the letter of commendation was placed on his personal record file.

Barker Duncan, foreman; A. D. Hall and W. C. Barrett, helpers; Clyde Gordon, engineer, and F. P. Colgan, fireman, separated car SF 32312, on fire at Ruth, Mo., yard, June 22, from other cars. A copy of the letter of commendation was placed on the personal record file of each of these men.

C. J. Anderson, engineer, and Sam Kuhn, brakeman, both of Kansas City, fired engine No. 4133 on train No. 164, from Paola, Kansas to Kansas City the night of July 9, when Mr. Ellsberry, fireman, became ill. The train was not delayed. The personal record of each man was credited with five merit marks.

B. E. Edwards, conductor; M. M. Swope, C. L. Allison and E. B. Jones, brakemen; C. J. Kirkpatrick, engineer, and J. R. Travis, fireman, all of Ft. Scott, Kans., on train No. 142, found track washed out just north of South Greenfield, Mo., July 20, and without waiting for instructions of any kind obtained a flat car at South Greenfield, called section men, loaded ties, and cribbed up not only the first washout, but several others between South Greenfield and Dumbeck, Mo. A copy of the letter of commendation was placed on the personal record file of each of these men.

J. H. Brennan, superintendent of telegraph, reports the following case of meritorious service:

M. H. Wood, lineman, while working at Spring Hill, Kans., station, July 26, noticed brake rigging dragging on a car in M. K. & T. train No. 2/1374, and flagged the train. The brake rigging was removed.

Thrift consists in sensibly using this week's income rather than in fretting over past extravagance.—Uncle Philander.

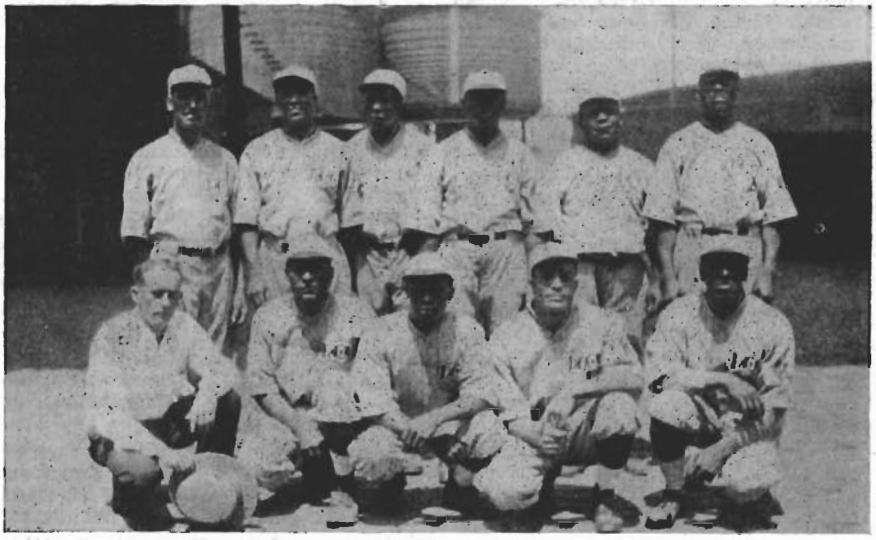
A DEMPSEY FAN!

When the Dempsey-Tunney fight is held in Chicago on September 15, there will be one enthusiastic rooter from the Frisco Lines for Jack Dempsey, in the person of "Uncle Charley" Baltzell, special representative from the office of the general manager at Springfield, Mo.

The accompanying photograph shows the famous Jack, his wife, Estelle Taylor, and "Uncle Charley", taken fifteen months before the first Dempsey-Tunney fight.

"Uncle Charley" is now on his vacation and he is spending it again in the Dempsey camp, watching the former champion train for the most important bout of his career.

Kansas City Colored Employes Have Winning Team



The "Frisco Ramblers", a baseball team composed of colored employes at the Frisco local freight house at Kansas City, Mo., which was organized early this summer, started off with a winning streak. The team's first game was with a Stanley, Kans., team, the "Frisco Ramblers" winning 9-7. The "Frisco Ramblers" about a week later bested the Lilley-Kansas City Chevrolet team 3-2.

The members of the "Frisco Ramblers" appearing in the above picture are, top row: Sanderson, Gray, Walker, Harris, Craft, Cheaton. Bottom row, left to right: R. Patrick, manager; Carter, Reims, James and Blackburn, captain.

BASEBALL NOTES

Fifteen victories and three defeats was the record of the baseball team of the Frisco Best Service Club, composed of employes at the Seventh Street Station, St. Louis, for this season to August 1.

The team defeated the nine of Cascade Lodge, Knights of Pythias, of Granite City, Ill., July 31, at Granite City, 7-6. This game went ten innings and the victory was the fifth straight for the Frisco players. Approximately 1,200 persons witnessed the game at Granite City. The Knights of Pythias team had lost only one game this season previous to the conflict with the Frisco nine and immediately challenged the Frisco nine to two more games at Granite City. The challenge was accepted. The Pythians paid the Frisco players ten dollars towards the latter's traveling expenses and five dollars extra, offered if the Frisco bunch won the game, and repeated the offer for the two games scheduled to be played.

In the game at Granite City, Casey pitched the first five innings for the Frisco nine, then Clayton pitched three innings and F. Schnell finished the game in the pitcher's box. Amelong and Rose were put in as pinch hitters by the Pythians in the ninth. The Frisco line-up was: C. Schnell, ss; Joe Snell, lf; O. Harre, 3b; L. Glore, c; N. Glore, cf; D. Moore, 2b; Kehnell, 1b; McLaughlin, rf, and Casey, Clayton and F. Schnell, pitchers. The Pythian line-up: Gilham, 2b; Brown, ss; Goshon, 1b; Fricker, c; Jennings, rf; Parker, 3b; Fifer, lf; Gregory, p, and Smith, cf.

The last previous game played by the Frisco Best Service Club team was with the Ste. Genevieve, Mo., business men's team, at Ste. Genevieve, July 24, when the Frisco nine won, 9-8.

Arthur Boen is manager of the Frisco Best Service Club team; R. L. Klein, Sr., general foreman at the Seventh Street Station, is vice-president of the club and Louis G. Roseman is secretary-treasurer.

The Pension Roll

DAVID RICHARD DAVIES, recheck clerk, office auditor freight accounts, St. Louis, was retired from active service June 30, 1927, due to permanent disability. He was sixty-five years of age, born August 28, 1862, in St. Louis, Mo. His father was a contractor and builder. He received his education in the schools of St. Louis and on July 18, 1882, entered the service of the Frisco as an office boy. He held the positions of abtract clerk, statistical, revising, interline and recheck clerk up to the time of his retirement. On October 30, 1889, he was married to Miss Lena Kohman of St. Louis, and to them were born two girls, Charlotte and Alice. Mr. Davies resides at 2621a St. Vincent St., St. Louis. Continuous service of forty-four years and eleven months entitles him to a pension allowance of $69.85 a month, effective July 1, 1927.

D. R. DAVIES

AUSTIN RICE FOREMAN, switchman, P. & G. N. Railway, Paris, Texas, was retired from active service on December 18, 1926, due to total disability. He was fifty-eight years of age, born March 13, 1869 at Leavenworth, Kans. His father was a bookkeeper and during his early years he attended the public schools at Atkinson, Kans. His first service with a railroad was with the G.C.& S.F. as brakeman. He later served on the Texas & Pacific Railroad, and entered the service of the Frisco as call boy in 1888, at Paris, Texas, and was promoted to switchman in November, 1897. He also served as yardmaster and engine foreman. On October 11, 1903, he was married to Miss Fay Grant of Paris, Texas, and to them were born seven children. Mr. Foreman resides at 625 West Kaufman Street, Paris, Texas. Continuous service of twenty-nine years and one month entitles him to a pension allowance of $50.60, effective March 1, 1927.

A. R. FOREMAN

Three veterans with a total of ninety-seven years and seven months' service, were placed on the Pension Roll at a meeting of the Board of Pensions held July 22, 1927, in the general offices at St. Louis, Mo.

ROBERT EUGENE ESTUS, section foreman, Columbus, Kans., was retired from active service June 30, 1927, due to reaching the age limit on June 14, 1927. He was born at Centerville, Mich., June 14, 1857. His father was a farmer, and he attended the schools at Montevallo, Mo. His first railroad work was as section foreman for the M.K.&T. Railroad, and his first work with the Frisco was as section foreman at Weir City, Kans., November 12, 1903 He remained in that capacity on the northern division until his retirement. On May 15, 1887, he was married to Carrie Borders of Mansfield, Mo., and to them were born three boys and five girls. Three of the boys are now in the employ of the Frisco, namely, Evart M., switchman at Afton, Okla.; Ezra, agent at Riverton, Kans., and Willard M., relay operator at Sapulpa, Okla. Mr. and Mrs. Estus reside at 223 North Magnolia Avenue, Columbus, Kans. Continuous service of twenty-three years and seven months entitles him to a pension allowance of $23.65 a month, effective July 1, 1927.

R. E. ESTUS

In Memoriam

ADAM ALBERT SCHNEIDER

ADAM ALBERT SCHNEIDER, pensioned locomotive engineer at Sherman, Texas, died on July 31 at a Sherman hospital. Mr. Schneider was born in Luxembourg, Luxembourg, on March 26, 1863, and after coming to this country, entered the employ of the Frisco as a wiper on the old Arkansas division in January, 1883. He was promoted to fireman and then to the position of engineer and served continuously up to the time of his retirement on February 27, 1924, which was due to total disability. His pension allowance was $81.95 a month, and up to the time of his death he had received a total of $3,196.05.

CALVIN DAVIS

CALVIN DAVIS, pensioned machinist helper, died in Springfield on August 12. He was born at Vicksburg, Miss., June 1, 1840, and entered the service of the old Atlantic & Pacific Railroad as a wheel press operator at Pacific, Mo., in April, 1869. He was later transferred to the north shops, Springfield, and worked thereafter in various capacities up to the time of his retirement which was due to his having reached the age limit on July 1, 1913, at which time the pension plan became effective. His pension allowance was $20.00 a month and up to the time of his death he had been paid a total of $3,400.00. He was eighty-seven years of age and the twelfth oldest pensioner on Frisco rolls.

THE BOOMERS

By J. B. SEARLES

'Member the days of long ago
When you'd jack the job on a dime?
If a guy said: "Let's quit!" you were ready to blow
And could hardly wait for your time?
Do you know of a place a boomer can light,
And be good for a feed and a flop?
After pounding his ear in a box car all night.
Is he good for a job, if he'll stop?

Where are the guys with a "General Card"?
At home on any job from the rail to the pops.
If there when he came, you were a "Home guard";
And he'd run any machine in the shops.
He knew every foreman from The Needles to "Chi",
And from Broncton to old Monterey;
He was good for a job any place he'd apply,
For a month or a week, or a day.

When have you seen "Milwaukee Bill",
And where is old "Stuttering Tom"?
Have those old tramps gone over the hill,
To the place where boomers are from?
There was Johnny Glenn and "Sloppy Tom",
"Old Louse" and Neil McCue.
You could name not a place they had never been from,
Just the same as with me and with you.

Railway Mechanical Engineer.

Homemakers' Page

MISS LORETTO A. CONNOR, Editor

Italian Prune Crop En Route From West

REFRIGERATOR cars will soon be moving the fresh Italian prune crop East from the famous producing ground of this delectable fruit, and valleys around Boise and Payette, Idaho; Walla Walla, Washington; and Milton and Freewater, Oregon. In a few weeks the housewives of the East and Middle West will be buying this fruit from the markets and grocers in prime condition and canning it for the winter's consumption.

Nowhere else do the climatic and soil conditions allow the fruit to reach the high quality that it does in these dry, mountain-walled valleys of Eastern Washington, Eastern Oregon and Southern Idaho. The volcanic soil, the abundance of sunshine, the mountain breezes, the irrigation which makes possible the control of water—each plays a part in producing a fresh Italian prune with less water content and higher sugar content, both ideal keeping qualities. This is practically the only fresh prune that can be shipped any distance and remain in good condition.

In some sections of the country this fresh Italian prune has been called a "blue plum." It is dark purple in color and of medium size—very sweet and firm. It should be fully ripe to be eaten to best advantage, either fresh or cooked, and when so it is finely flavored. Cooking changes it to a dark wine color, the sauce sprightly tart, adding zest to the housewife's program of canned fruits. The prunes are practically freestone and one of the easiest, as well as the most economical, to can—there is little spoilage and little waste in shrinkage. As housewives say, they "can farther."

The housewife is further justified in including fresh Italian prunes in her canning schedule for the reason that they are valuable in the diet. The fruit sugar supplies a high energy value and the high mineral content is especially valuable for the large amount of available iron. Mild laxative properties aid in the maintenance of health. They also add a variety to the fruit diet—its tartness being a welcome change from the all-sweet flavors of most canned fruits.

The popular ways of canning these fresh prunes are: the Cold Pack method, Open Kettle method, Oven method and by the Pressure Cooker. The Cold Pack method may be used as follows:

The first essential is that the prunes be fully ripe. If they are to be canned whole, prick the skins with a darning needle, that the steam may escape without breaking the skin. If it is desired to pack more fruit in the jar, they may be halved and pitted. Do not remove skins, however. Make a syrup of sugar and water, cup for cup, and let boil five minutes. Fill the jars with the hot syrup, taking care to "paddle" well around the sides to allow air bubbles to escape, and place jars in the hot water bath. The water around the jars should boil 15 to 25 minutes, depending upon the firmness of the fruit. Jars should be sealed immediately upon removal from water. When cool, wrap in paper to prevent bleaching, and store in a dark, dry place.

There are many recipes for preparing fresh prunes for the table—Prune Conserve, Prune Pie, Prune Jelly, Sweet Pickled Prunes and a variety of other ways. Canned prunes, stoned and chopped, are delicious in steamed brown bread. A quick dessert can be made by thickening the syrup of canned fresh prunes with tapioca and lemon juice and pouring over the fruit. Fresh prunes may be added to a Waldorf salad.

Prune Souffle

½ cup chopped nuts
½ cup grated bread crumbs
Grated rind of 1 lemon
1/6 tablespoonful cinnamon
½ cup prune juice
1 tablespoonful sugar
¼ teaspoonful salt
1 tablespoonful lemon juice
1 cup prune pulp
3 eggs.

Mix the first six ingredients. Remove the stones from the cooked prunes and force the pulp through a sieve. Add lemon and prune juice. Stir in other ingredients. Add yolks of eggs which have been beaten until light and lemon colored. Fold in whites beaten until stiff. Turn into greased baking dish and bake in a slow oven.

Prune Cornstarch Pudding

3 tablespoonfuls cornstarch
½ cup sugar
½ cup cold prune juice
1 teaspoonful cinnamon
1½ cups hot prune pulp and juice
2 tablespoonfuls lemon juice.

Mix and cook as for blanc mange. Mold and cool. Serve with cream or lemon sauce. Chopped walnut meats may be added if desired.

ARE WE BEAUTY MAD?

Every now and then some self-constituted reformer denounces the women of today as "beauty mad" and seeks a short cut to the spotlight by deploring the tremendous sums of money which this almost insane quest for good looks diverts into the pockets of beauty parlor proprietors, milliners, dressmakers and perfume and cosmetic purveyors. The ultra-modern woman is represented as unbelievably frivolous and extravagant. In fact, her case is well-nigh hopeless.

A recent English writer takes the same position that in this sense woman always has been beauty mad and that her present obvious determination to make the most of nature's endowment is simply an evidence of her keen awareness of other people and her intense appreciation of life. In reality, the modern woman's quest for beauty is a form of altruism—the outcome of a high degree of intelligent consideration for others. As Gene Stratton-Porter cleverly observes, each face, being a part of the surrounding landscape, should be made as attractive as possible, and kept that way.

Voila! Go to it, girls.

A PUNCH RECIPE

Pour hot tea over sugar, and when the sugar dissolves, add fruit juices. Put ingredients in a punch bowl containing ice, and just before serving add ginger ale and carbonated water.

Cider Punch

1 quart new or bottled cider,
¾ cup of lemon juice,
sugar,
1 quart of carbonated water.

Boil cider and sugar together, add lemon juice. Strain into punch bowl over a large piece of ice. Just before serving, add carbonated water.

Mint Julep

Juice of 5 lemons,
1 bunch of fresh mint,
1½ cups of sugar,
½ cup of water,
3 bottles of ginger ale,
ice.

Boil sugar and water together, add lemon juice and mint leaves; let stand for an hour. Pour over ice, and add ginger ale just before serving.

Furs for Miss Frisco

A striking model in Oscelot fur with brown fox collar worn by Miss Grace McCullough of the office of freight accounting department, St. Louis, (below).

Hudson Seal (dyed Muskrat) trimmed with coco ermine forms a lovely combination in the coat modeled by Miss Carrie Melton of the office of auditor of disbursements, St. Louis, (above).

(Fashions through courtesy of Alaska Fur Company, St. Louis, Mo.)

FRUIT SALADS

1. **Pineapple and Cabbage**—Shred cabbage and cut pineapple in small pieces. Mix with cream salad dressing.

2. **Date and Apple**—Use stoned dates, stuffed with nuts. Arrange star fashion and pile on top, firm, sweet apples cut in about 1/3 inch cubes. Serve with any desired salad dressing.

3. **Cherry and Cheese**—Cut fresh ripe or canned cherries in two. Remove stone and press on each side of a small ball of well-seasoned cream cheese. Arrange on leaves of lettuce and serve with any desired dressing.

4. **Candle Salad**—Place a slice of canned pineapple on a lettuce leaf. Cut a small banana in half cross-wise and set upright on the pineapple. Salad dressing can be poured sparingly down the sides of the banana to represent wax and a bright red cherry on top for the flame.

5. **Stuffed Pear Salad**—Fill a canned half-pear with well-seasoned cottage or cream cheese. Place pears cut side down on lettuce leaves. Stick whole cloves in the stem, sprinkle with paprika to give the appearance of a ripening pear. Serve with whipped cream or other dressing.

THE CHEERFUL KITCHEN

HOMES that bespeak the personality of their owners are the ones that are the most delightful and they are usually found to be the homes where strict economy has to be practiced.

It should be remembered that rooms are meant to be lived in and the sitting room, bed room or kitchen that takes on too artificial an appearance falls very short of its purpose. The ideal sitting room offers a cordial reception, the ideal bed room is permeated with an atmosphere of comfort and the ideal kitchen suggests domestic activity in the happiest of settings.

To the woman who does her own work, nothing is more essential than an attractive kitchen and it is a very simple matter in these days for any woman, no matter how limited her means, to achieve this end with very little expenditure of money.

As a considerable part of every homemaker's time is spent in her kitchen—and the happiness of the whole family is made or marred by her mood—it is up to her to plan an arrangement that will prove not only convenient, but attractive as well.

A resilient, comfortable floor, easy to care for, should be the first consideration. The use of linoleum in kitchens is by far the most popular and it may be obtained in good patterns and pleasing colors. This should harmonize with the woodwork and the color that has been chosen for walls and ceiling. Then too, there are endless novelties in the way of window curtains—and there's no doubt about it, window curtains go far in determining the "atmosphere" of any room.

Try making your kitchen bright, cheerful and sanitary and see how much easier it will be to go about the performance of your daily tasks in a light-hearted and happy mood.

Planked Fish

Shad, White Fish, Blue Fish, Haddock, Pompano and Trout are especially adapted for this method of cooking. Clean and split fish, placing skin side down on an oak plank one inch thick, (always have plank a little longer and wider than fish); sprinkle fish with salt and pepper and brush over with melted butter. For a pound fish about twenty-five minutes is required.

After removing from oven, spread with butter and garnish with parsley and lemon, serving on plank on which it was cooked. Planked fish may also be cooked in the broiler of a gas range, having the flame over the fish, but in this method the flame should not be too strong nor the fish too near it. Garnish with vegetables.

Planks may be procured at any store where cooking utensils are sold.

They Seldom Do

"May I kiss you?"
"I should say not."
—But she didn't.—Flamingo.

The TWILIGHT HOUR

A Page Just for Children

FRISCO GIRL WINS PRIZE

Josephine West, Sapulpa, Takes First Place With Safety Essay

JOSEPHINE WEST, twelve year old daughter of M. E. West, trainmaster's clerk at Sapulpa, Okla., won first prize with her essay entitled, "Why I should Be Taught Street and Highway Safety at Home and at School."

Perhaps it was because Josephine had paid such strict attention to "Uncle Billy" Morrill, of the accident prevention department, who talks to the school children and who undoubtedly addressed the school which Josephine attends at Sapulpa. Josephine's father hears much of safety and accident prevention while at his work for the Frisco Lines, and he no doubt imparted to Josephine the fundamentals which inspired this very splendid article.

Josephine is an accomplished musician and is specializing in piano and violin.

The entire prize essay is printed below, and every Frisco boy and girl will find it interesting and instructive.

"The reason why safety and precaution should be taught in school and at home is to always keep it before us that life is a precious thing. Learning to anticipate danger and then using common sense is the best recipe for keeping ourselves from having accidents. If anyone that we meet is taught safety and precaution this affords protection for us both.

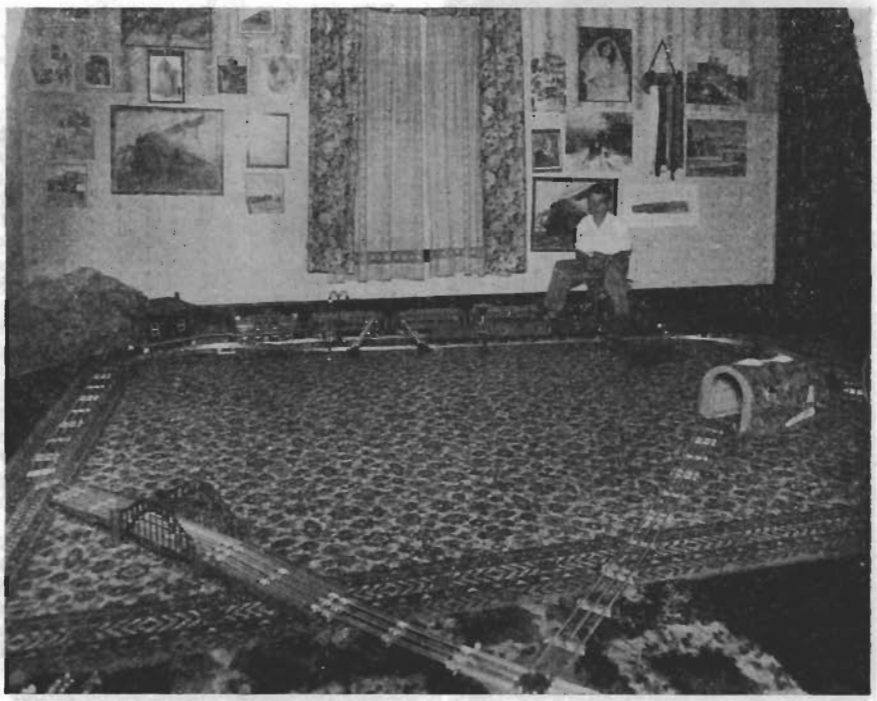
"The number of fatal accidents on the streets of a city, where many are injured and often times killed, is the direct result of neglecting to observe safety rules. A car is a trivial thing compared with a human life. If a car is injured its parts can be replaced or if it is entirely wrecked it can be thrown on a junk pile, and a new one purchased. But if a human body is injured you cannot replace the parts, the brains, the heart, or the limbs. These things are not sold in the stores, and if life is gone, it cannot be replaced. Carelessness takes its toll of many lives and lack of knowledge of how to protect our lives also has its price.

"Our newspapers that come to us on Monday morning give accounts of many accidents over the week end. Some could have been avoided if proper precaution and courtesy had been observed on the highways. Someone has said, "On a highway there should be no idle people, but all watching out for someone else." This courtesy costs nothing, but pays big returns in keeping one's self-respect and perhaps making it safe for the travel of others. Discourtesy could be termed stupidity.

"Accidents at railroad crossings all over the country are increasing at an alarming rate and a majority of the accidents are caused by drivers and pedestrians who neglect to take precaution when approaching and passing over railroad crossings. This carelessness on their part burdens the railroad engineer with a mental and physical strain, which makes his runs very nerve-wearing.

"The ties which bind the members of the human race together in a bond of sympathy for those in distress, are

John Binkley Has "Frisco Lines" of His Own



JOHN FREDERICK BINKLEY, son of B. G. Binkley, Frisco engineer out of Oklahoma City, should by rights, choose the profession of a Frisco engineer when he reaches maturity.

Not only is his father a Frisco engineer, but his grandfather, J. W. Binkley is also an engineer and the Meteor's pilot twenty-five years ago.

Neither the father or grandfather ever complete a run into Oklahoma City that they do not find John Frederick waiting for them at the station and eager to watch while they make last minute notations on work report books. Not long ago he was watching his grandfather shut off the guide cups to the guides. His eager eyes followed every operation and as his grandfather was about to complete his task he said: "Say, grandpa, you missed one."

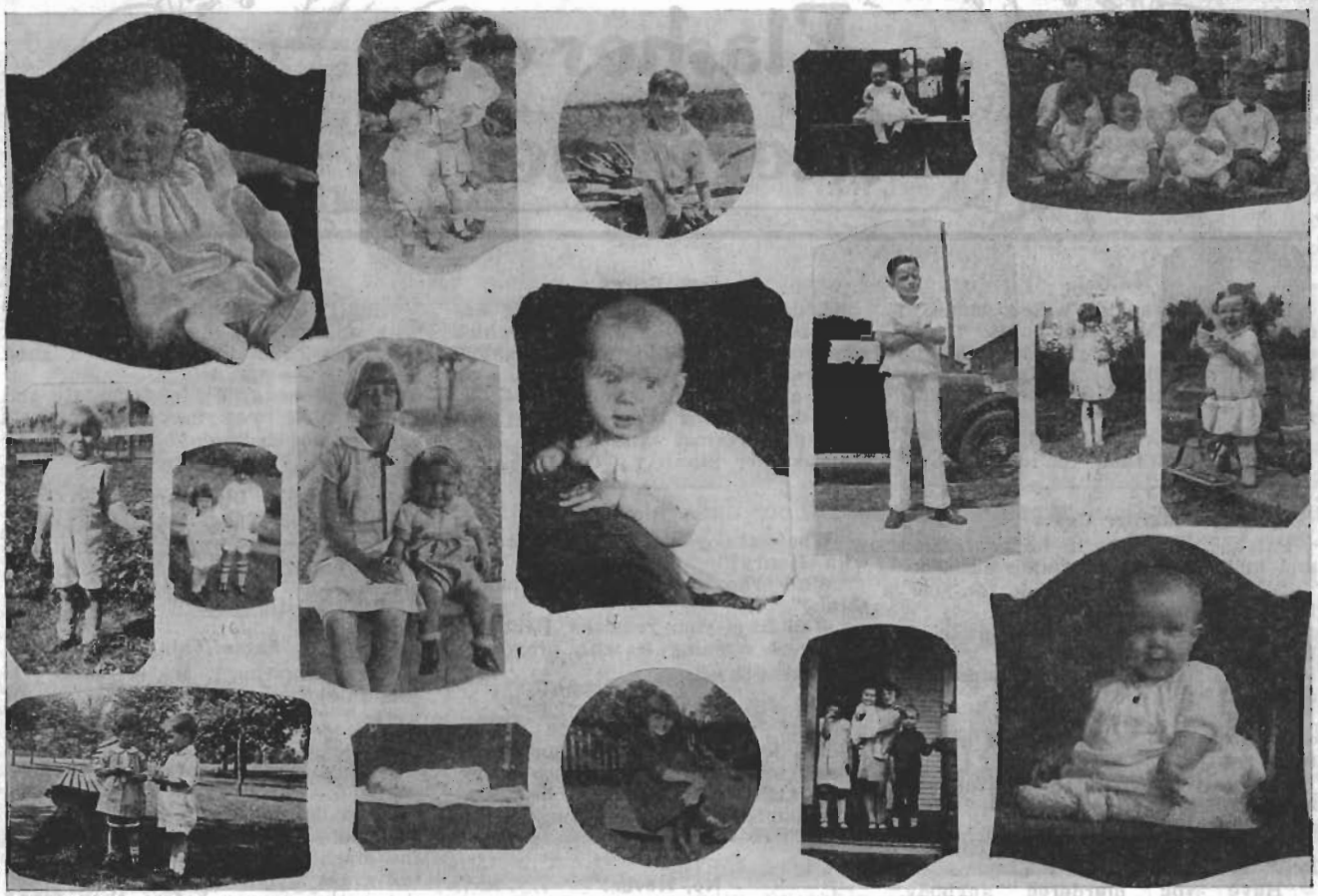
He has two rooms in the Binkley home fitted up until they resemble a Frisco yard. He has an electric locomotive which pulls both a passenger and a freight train. The cars in the passenger train are all electrically lighted, and the track is laid out until it covers two rooms in a figure eight.

Hour after hour he sits at the miniature keyboard, putting down the crossing gates, ringing the bell and putting the freight train in a siding while he gives the passenger train the clear order.

The walls of both rooms are covered with photographs of engines, (mostly those which his father or grandfather have guided over Frisco rails,) and in an especially prominent place is the photograph of President Kurn which he cut from a *Frisco Magazine*.

His miniature train and track furnish amusement and fun for both himself and his playmates, and he likes nothing better than to manipulate the little switch which moves his little trains via his own "Frisco Lines."

Young America On Frisco Lines



TOP ROW, *left to right: Marian R. Meichel, six months old daughter of G. W. Meichel, freight traffic department, St. Louis; Raymond, Dorothy and Robert, children of A. L. Leuchtman, freight traffic department, St. Louis; James Charles Rombach, son of C. H. Rombach, freight traffic department, St. Louis; Billy Gene Bray, son of Everett Bray, lineman, Springfield; Walter, Irma, Robert, Lois, Edgar and Ethel, children of Herman Thielker, freight traffic department, St. Louis.*

CENTER ROW: *Joseph F. Jedlicka, Jr., son of J. F. Jedlicka, freight traffic department, St. Louis; Ann Elizabeth Chapman, twenty-one month old daughter of R. L. Chapman, brakeman, Birmingham; Mary Helen, age 12, and Earl Ray age twenty months, children of E. H. Montgomery, brakeman, Hugo; Cyril J. Polley, son of A. A. Polley, freight traffic department, St. Louis; Billy Pratte, eight year old son of A. A. Pratte, freight traffic department; St. Louis; Kathryn Jane Quinn, six year old daughter of C. E. Quinn, freight traffic department, St. Louis; Joan Wakefield, fifteen month old daughter of C. H. Wakefield, freight traffic department, St. Louis.*

BOTTOM ROW: *Joyce and Billie, twenty-seven months old children of B. E. Thomas, freight traffic department, St. Louis; John Edward Bardgett, three month old son of A. L. Bardgett, freight traffic department, St. Louis; Erline Nelson, Hugo; Marjorie Levona, Thelma Jaunito, Jack Edward and Murrel Louise, children of Andrew Goetz, West Tulsa; Rose Marie Braun, eight month old daughter of George H. Braun, freight traffic department, St. Louis.*

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urging us on to teach every school child protection to self and others.

"Our traffic laws in America do not compare favorably with those of some states of Switzerland, as in one of our papers recently an article was printed stating that at between certain hours people could lie down and sleep in the chief thoroughfares without fear of being run over by motorists."

Old News

Nurse—"Bobby, I have a surprise for you."

Bobby—"I know all about it, I even know their names."

Nurse—"Why, Bobby."

Bobby—"Yes I do, when the doctor told Pa he said "Twins, hell and blazes."

Proper Caution

Mother: "Shall we give one of your peanuts to the elephant, dear?"

Peggy (whose stock is running low): "Do you think he could eat a whole one, mamma?"—Boston Transcript.

He Does!

Friend—"Does the baby take after his father?"

Proud Mother—"Oh, yes indeed; why he is—he is simply crazy about his bottle."

Oh Gee!

Miss Teacher—"Perry, I am punishing you because I love you."

Boy—"Gee, teacher, I wisht I was big enough to return your love."

Posting Son

"Say, Pop, what is an echo?"

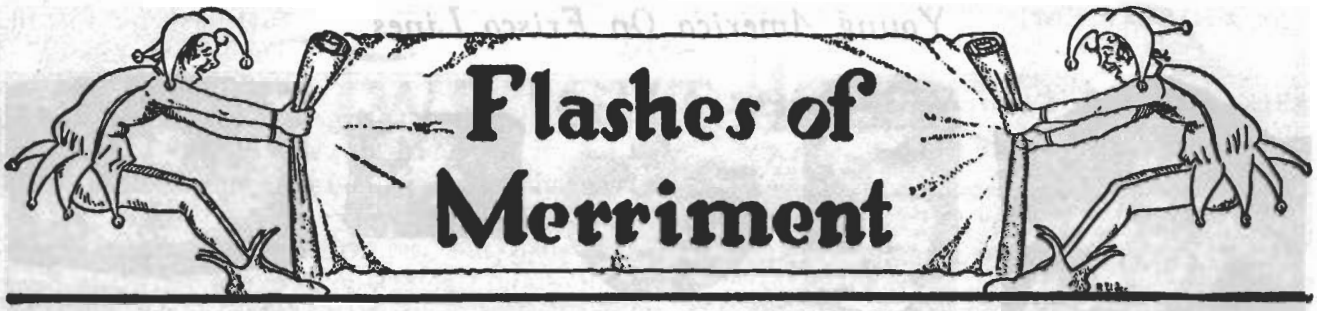
"An echo, my son, is the only thing that keeps a woman from having the last word."

Not Enough for Two

Tom: "I thought Everett had enough money to last a lifetime?"

Henry: "So he had, but he led a double life."—Selected.

There is no such thing as a bad day. Good days and bad days exist only in your own head. The weather has nothing to do with it. Each day is what you make it yourself. Bad weather is only an unfortunate opinion.



Flashes of Merriment

No Sale

Englishman, asking a Scotchman to direct him to a certain point: "I say old dear, you know I'm lost in this bally town, could you direct me?"

Sandy: "Is there anything in it for me?"

Englishman: "Well, no!"

Sandy: "Well then, you're still lost!"

Murder Cases

Pat had just gone in for confession and met the Father coming out.

"Well Pat, what can I do for you", the Father asked.

"Sure Father, and I was comin' in for confession."

"Well Pat, you haven't murdered anybody, have you?"

"No Father," remarked Pat.

"Well then Pat, you come around tomorrow."

Pat started out of the church and met Mike. "Say Mike," he said, "where are you goin'."

"Sure Pat, an' I'm goin' to confession."

"Have you murdered anybody, Mike?"

"No."

"Well then, go tomorrow, the Father's tryin' murder cases today."

An Explanation

"Say, do you know what becomes of the holes in doughnuts?"

"No—what?"

"They use 'em to stuff macaroni!"

Forgetful

"What is your finger wrapped up for?"

"Its not wrapped up. That's my wife's dress I'm taking to the cleaners."

A Like Token

"How nice of Mr. Brown to send us a wedding present—why we hardly knew him!"

"Well you see I sent a wreath when his wife died and I suppose he remembered that I thought of him in his trouble, so he would think of me in mine."

Fast Service

Did you ever hear about the man in the Ford, who was passed by a Lincoln which was going so fast he thought his engine had died and got out to crank it and was run over?

Two Cures

"A drunkard of long standing has been reformed by an operation which removed a bone that pressed against the brain. The Detroit News also reports a number of cures affected by the removal of a brass rail that was pressing against the foot."—(The Kansas City Star).

A Riot

"What are you opening that can with, Henry?"

"With the can opener, whaddye think?"

"Well from your remarks, I thought you were opening it with prayer."—(Exchange).

Exactly

Man, looking over the shoulder of a cartoonist: "Do you draw everything larger than it ought to be?"

Cartoonist: "Yes, everything but my salary."

No, Never!

Customer: "This skunk coat is very fine, but will it stand the rain?"

Saleswoman: "Madam, did you ever see a skunk carry an umbrella?"

Correct

The man entered the store and looked around.

"Is there something you wish," a clerk asked.

"Well-er-yes, I am—that is, I would like to get a book suitable for a maner-about to get married."

"Yes, sir," answered the clerk. "Show this gentleman some of our large size pocketbooks."

We Wonder?

"There is a divinity that shapes our ends," said Harold Bell Wright or somebody else, but surely God never made a policeman's feet, now did HE?"—(Columbia Jester.)

Very Plain

"Does Miss Smith live in this block?"

"Yes, sir."

"Do you know her number?"

"No, sir, but it will be on the door."

Ignorance

If ignorance is bliss, a stranded motorist mournfully gazing under the lifted hood should look a lot happier.

Go Ahead

"Say!" blurted the gruff stranger with a grip to a citizen lounging at the curb. "I want to go to a good hotel."

The citizen eyed him languidly and said: "Well, you may go if you'll promise not to be gone long."

A Discovery

The silk stocking was invented in the sixteenth century, but not until the twentieth century was all of it discovered.

Same Thing

"Oleomargarine", it is said, "is something we take for butter or for worse."

"I played golf yesterday for the first time."

"How did you make out?"

"Fine! Made a home run right at the start. I batted the ball into the tall grass in left field and ran around the entire course before they found it."

The Flatter Flats

"Well," remarked a married man after examining his friend's new flat. "I wish I could afford a place like this."

"Yes," said his friend, "you married men may have better halves, but we bachelors usually have better quarters."—Pathfinder.

Kindly Advice

A traveling salesman, when ordering his breakfast, said smilingly to the waitress: "I'd like to have an egg and a kind word."

In due course, the egg arrived, but with it came no remark from the girl.

"This isn't all my order," he protested.

Whereupon she leaned over and whispered in his ear: "Don't eat the egg."—Bldg. Construction.

Must Be Good

"No," she said, "everything's over between us. We're through. Shall I return your letters?" The rejected one was thoughtful for a moment, then replied: "Yes, please. There's a lot of good stuff in them that I can use again."—Exchange.

The FRISCO EMPLOYES' MAGAZINE
Published on the First of Each Month
By the
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Edited by WM. L. HUGGINS, Jr.
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Vol. 4 SEPTEMBER, 1927 No. 12

Ankles and Locomotives

IN this day of great disregard for the warning signals at railway crossings on the part of America's motorists, it well behooves railway engine men to be doubly careful. It is indeed gratifying to hear of two instances in which life and limb were saved at rail crossings by the watchfulness of engineer and fireman during the month of August, as reported to the editor by B. G. Gamble, master mechanic at Memphis.

Engineer P. E. Bechtel and Fireman Box. on the Sunnyland, featured in each instance and have been commended.

On August 8, as No. 108 was approaching Gilmore, Ark., Fireman Box saw a motor car approaching the crossing from his side and saw the motorist was not intending to stop. He shouted to Engineer Bechtel, emergency air was applied, and the train slowed sufficiently to permit the motorist to cross the track ahead of the engine. The fact that the engine pilot missed the rear of the automobile by only one or two inches failed to stop the driver in his headlong speed, but life and limb had been saved by the watchfulness and team work of the men in the cab of a Frisco engine.

On August 10, as Fireman Box and Engineer Bechtel were driving No. 108 toward Marked Tree, Ark., Bechtel noticed a man walking across the bridge at the St. Francis River. At a blast of the whistle, the trespasser apparently lost his head. Instead of climbing on a piling cap or suspending himself by his hands from the tie ends, he began a mad dash for the end of the bridge. It would have been impossible for him to have reached it in time, had not Bechtel applied emergency air for the second time in 48 hours to save a life. The man reached the bridge end two jumps ahead of the engine—safe.

It does not require a vivid imagination to understand the terrific strain under which these two Frisco enginemen labored during these tense moments of August 8 and 10. Such occurrences are daily happenings.

A recent report from the operating department shows that motorists drove their automobiles into Frisco trains at crossings 112 times in 1925, 111 times in 1926 and 77 times between January 1 and August 1, 1927. Eleven times each month of the present year an automobile has been driven into a moving Frisco train—not automobiles hit by trains, but trains hit by automobiles!

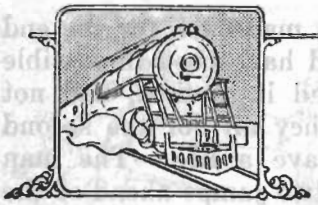
As one engineer said recently: "You'd think that a man who can tell you the color of her eyes, the material in her gown and the exact circumference of the ankles of each girl he meets, would be able to see a locomotive the size of a school house, hauling a string of box cars each as big as a barn, down a railroad track at 40 or 50 miles an hour—but it doesn't seem possible for some men to do it."

Another Railroad Record

FRISCO employes may take great pride in the recent achievement of Frisco freight engine No. 4100 in running 217 hours or 2,940 miles without having the fires knocked,—a world's record performance for locomotives. During the entire run, which was made between Kansas City and Birmingham, the engine pulled its full rating and gave excellent service. D. L. Forsythe, general road foreman of equipment stayed with the engine during the entire trip and was accompanied as relief by road foremen Frank Ellis, S. G. Manlove, Perry Elder, Austin White, stoker representative and C. J. Beshears, fuel supervisor.

The fact that an engine can remain under steam for so long may mean little to the outsider, but to the railroad worker it means that in the future there will be fewer trips to the roundhouse for overhauling, less fuel waste in dragging fires and hostler service, and fewer locomotives needed.

The discovery is a highly important one for future economies in railroad operation, and the Frisco has again pioneered the way.



The FRISCO MECHANIC

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

A PROFITABLE HOBBY

Louis Maritan of Monett Finds Chicken Raising Profitable

LOUIS ("Louie") MARITAN, Frisco clerk at Monett, Mo., makes a hobby of raising Rhode Island Red chickens, and so proficient has he become as a chicken fancier that his hobby is becoming a paying business.

LOUIS MARITAN

"Louie" says that he will be glad to assist any Frisco chicken fanciers who wish his advice regarding the raising of Rhode Island Reds.

Mr. Maritan resides a half-mile from Monett on a tract of 25 acres and has one of the most modern chicken farms in that locality. The farm includes three brooder houses, 12 by 12 feet, and one laying house, 35 by 40 feet, modern in every respect. Four acres of the tract are used by Mr. Maritan for strawberry growing and the berries are always graded very highly.

"Louie", as he is familiarly known to his railroad associates, has had a very interesting career. At the age of sixteen he landed at Ellis Island as an emigrant from Turin, Italy, which is in the northern part, just five miles from the French border. He could not speak a word of English and, as he relates his first experience in New York, found it difficult to make it known what he wanted to eat. He shed many tears in the sixty days he remained in the "great city" on account of homesickness, not knowing one person in the U. S. A.

He heard of the Waldensian French colony near Monett in Barry County and as soon as his finances admitted, bought a ticket to that place. He secured work on a farm. When he was in town he liked to be around the "railroad". He was offered a position as clerk at the east yard office and is a proficient worker.

When the call came for volunteers in the World War, "Louie" was one of the first to answer, enlisting in Battery A, 148 F. A., Denver, Colo., and acted as an interpreter, being able to speak both French and Italian. He served overseas eighteen months and was at the front in all the principal battles. While overseas he had the opportunity to make a visit to his old home where his mother and father still reside, but after he had seen the "home folks" he was ready to return to the land of his adoption. He was honorably discharged from the army at Denver, Colo., returning to Monett and to his former position. He is now a naturalized American citizen.

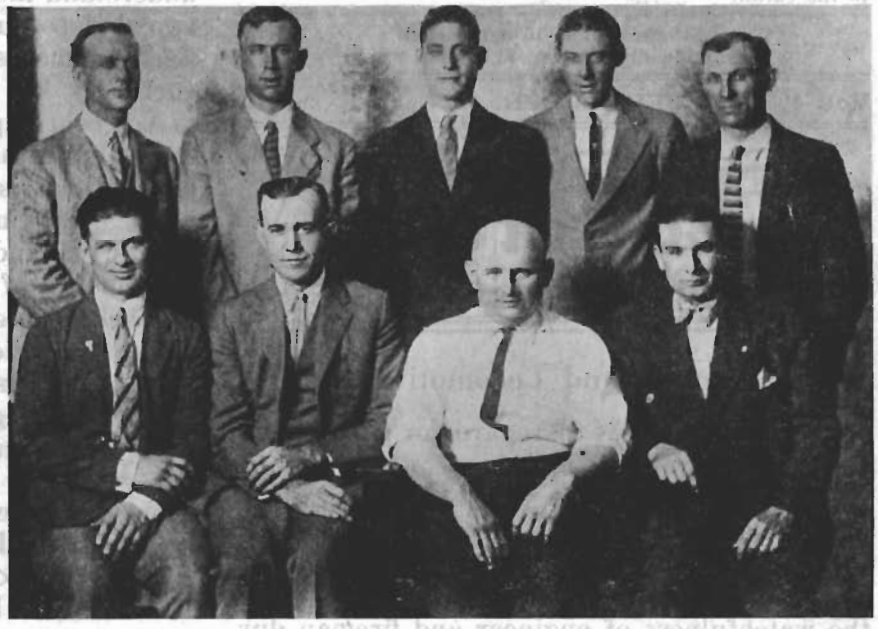
Owing to the effects of gas poison suffered while in the trenches he was not able to stay long at his desk and had to spend several years in government hospitals. When the government established schools for disabled veterans he enrolled in the school at Marionville, Mo., where poultry raising was taught. When the course was finished Mr. Maritan bought his present farm and began his chicken-raising career.

The outdoor life brought back health and he again "came back" to the Frisco family.

Olan Bull, a machinist at the north roundhouse at Springfield, is highly successful in his "side line," the raising of barred Plymouth rock chickens.

He ships baby chicks and eggs for hatching to approximately 20 states in the central United States and to Florida. More than 25,000 chickens have been hatched on Mr. Bull's chicken farm this year.

Ft. Scott Local Officers Pose for Photographer



The Officers of Local No. 29, Ft. Scott, Kansas, appear in the above photograph: Reading from left to right

Bottom Row: (Sitting) Wendle Clem, financial secretary; Cecil Pagget, vice-president, Emil Curlin, president; Roy Rector, secretary and shop committeeman.

Top Row: (Standing) Al. Schroeder, doorkeeper; Ross Bishard, treasurer; Jim Sullivan, car department committeeman; John Behring, car department committeeman; John Rounds, conductor.

THE YEAR'S PRIZE FISH STORY!

Fishing from the top of a partly sunken battleship, four miles out in the Gulf from Pensacola Bay, while naval seaplanes were using the battleship as a bombing target, was the disturbing experience this summer of M. J. Plank, a boilermaker, and Orval Ramsey, a machinist, both of the west locomotive shops at Springfield, Mo. Yet they are alive to tell this "military" fish tale.

To correct any misunderstanding that these two fishermen deliberately chose to fish under such precarious circumstances, let it be said early in this story that the scene was a peaceful one when they climbed out of a little launch to the deck of the battleship. Fish could be seen swimming over the submerged deck of the battleship—sort of a reception committee the anglers might have thought—and the sky wore an innocent aspect.

All unsuspectingly the two anglers were intent in their fishing.

Now, to quote Mr. Plank, surely a duly qualified witness:

"We could see the fish swimming around, lots of them and big ones, too. It was pretty to see them come after your hook, but I am not going to tell a fish story. We had more important business about that time.

"I saw four seaplanes coming on a bee line for us, but thought nothing of it until they were nearly over us when they started dropping bombs. The farthest one hit the water about one hundred and fifty feet away and the others closer, three in front and one or two behind us. Mr. Ryan (M. L. Ryan, safety inspector, west locomotive shops) wasn't there to tell us it was not safe to stay, but believe me, he was not needed.

"We got in our boat and started the engine, without any argument at all.

"When we got about a quarter of a mile away, the seaplanes circled and came back and dropped five more bombs, one of them striking the ship.

"We got back to shore safely after passing a hungry looking shark, picked sea shells from the beach, went bathing in the bay, took a car out to the navy yards, and went to old Fort Barraccas.

"Say, there is no place like home, especially when it is here in the wonderful Ozarks and served by a railroad like the Frisco.

Waste, Indeed

A street car collided with a milk cart and sent can after can splashing into the street. Soon a large crowd gathered. A very short man coming up had to stand on tiptoe to see past a stout woman in front of him.

"Goodness!" he exclaimed, "what an awful waste!"

The stout woman turned around and glared at the little man and said testily:

"Mind your own business!"—Selected.

BEST TRANSPORTATION

By M. J. DENNISON,
Frisco Switchman, Birmingham

The "good old days" of railroading, when wages were $1.75 per day, have passed for the reason that the executives of our great railroad systems and their stockholders realized that they must have better workmen for which they must pay more. The executives and stockholders found that the cheap way concerning labor was the expensive way.

For a long time it has been our custom to speak of man power as the cheapest power there is. But, as is often the case, we are wrong. Machinery—expensive, complicated machinery—is far cheaper than the cheapest of coolie labor.

Not long ago a western business man studied the transportation of goods from Tientsin, China, to the Gobi desert. Coolies carried all the merchandise, moving mile after mile at a steady, space-devouring trot, working for a few cents a day, perhaps he lowest wages paid to any laborers on earth.

On the other side of the world, in our own land huge freight trains carry coal from mines down to tidewater and to all places of consumption. There are many miles of costly track. There are highly expensive locomotives. There are train crews well paid to operate them. There has been a tremendous investment of capital in American railroading, as opposed to almost no investment at all on the Tientsin-Gobi route, yet the cost per ton of transporting goods in the American coal fields is just about one per cent of the cost of the "cheap" Chinese transportation.

There is no cause without an effect and this comparison we see the effect. The cause of the high cost of the Chinese transportation just mentioned is inefficient methods.

Mr. F. H. Shaffer, general manager of the Frisco, says our records are our bank accounts, and by this we understand him to say that he expects the employes of the Frisco to become more proficient because the mechanical equipment of the Frisco is a close approach to perfection.

What do we mean to do? This question must be anwered by us in action and production, not in words.

The Frisco system means business. Do we? The Frisco expects that the men will reach a standard of efficiency that will equal the efficiency of the mechanical equipment of the Frisco.

A PART OF THE JOB

How do you answer the telephone? Have you a "voice with a smile?"

Did you ever call an office or an establishment of some kind and have the person who answers the phone say "Hello," just as if he or she might be asking what right you had to call that number?

There are 444 telephone instruments in the various offices of the Frisco Lines at Springfield and St. Louis, Missouri. They are there to transact the business of the company, and to both give and receive information necessary to the Frisco's business.

Are you an employe who answers one of these 444 phones?

The point is this: that if you are only a ten dollar a week office boy, when you answer a telephone call, your voice and manner is that of the firm for which you are working.

"Not long ago I called a number," remarked a patron of another railroad, "to inquire about a freight shipment. Some man's voice answered the call, and the 'Hello' so closely resembled a growl, that when the receiver stopped snapping, I politely informed the voice that I had the wrong number. The shipment went to a competitive railroad."

The wrong intonation of voice often costs money!

Keep sweet, and put a smile in your voice when you answer the telephone!

Frisco Mechanic Notes

WATER SERVICE DEPARTMENT SPRINGFIELD

CLAUDE HEREFORD, Reporter

Wm. Marrs returned to work the 1st of August, after a sixty days' leave.

Austin Wood has a new Chevrolet coupe.

The south side water service job has been abolished and J. W. Losey and Jesse Barker have been transferred to the North Side.

J. N. Stephens and family have returned from a visit with relatives at Cape Girardeau.

Jack Mercer, of Clinton, was in the shop here, recently.

Charles Robinson, Austin Wood and James Stephens recently installed a new boiler in the pump station at Ash Grove.

W. H. Brooks, general bridge and building foreman at Chaffee, was in the office here in Springfield recently, as well as George Revis, water service foreman at Memphis.

Claud Tuck's gang was here this week and pulled both the deep wells at the West Shops and left immediately for Lebanon to pull a well there.

LOCAL No. 29—FT. SCOTT, KANS.

ROY W. RECTOR, Reporter

Harvey Loy has been absent from work for two months, owing to an appendicitis operation but is returning to work August 15th.

Leonard States, has returned from his vacation in the Rocky Mountains.

Dewey Queen, after working nights here in the machine room for three years, has traded shifts with Ross Bishard.

P. J. Moore, general foreman, has just returned to work after having spent his vacation here at home, resting.

Floyd Mason, machinist, has been

suffering from an attack of appendicitis.

Wendell Clem is proud papa again, a baby daughter having been presented to him last month.

The Frisco base ball team here has been playing some interesting games. One game against the Springfield crack team at the Frisco Annual picnic at Joplin in June, the score was 3 to 4 in favor of Springfield. Ft. Scott team is open to challenge any Frisco team or any club team on the System. For information inquire or write Robert Bradley, acting manager, % Ft. Scott Roundhouse.

LOCAL No. 10—NEODESHA, KANS.

W. J. EGERER, Reporter

Our Frisco doctor, J. L. Moorhead, wife and son, left on the 5th for Minnesota, for an outing.

Miss Louise Schermann, of Wichita, daughter of A. Scherman, our water service foreman, is visiting in Neodesha with friends.

Rex Showers left today for Syracuse to join his wife, who is visiting relatives there. After a short visit there, Mr. and Mrs. Showers will go to California and return home by the way of Salt Lake City.

All Frisco employes in Neodesha are in sympathy with the family and relatives of Engineer Thomas Mansfield, and hope to share their sorrow.

LOCAL No. 24—AMORY, MISS.

EVERETT D. HANSEN, Reporter

Machinist R. W. Adams and family have returned from Fort Worth, Texas, where they spent their vacation.

Pipefitter R. F. Dees and Mrs. Dees are the proud parents of a 10-pound boy. He has been named John D.

John Allison is acting as car foreman while L. J. Orman, car foreman, and wife are taking their vacation at Saltville, Va.

W. D. Tibbit, carman, and family are visiting in Pensacola, Fla.

Chas. A. Gateley, blacksmith, and wife are on a two-weeks' vacation.

G. H. Threlfall, night roundhouse foreman, is taking his two-weeks' vacation the last half of this month.

LOCAL No. 30—PITTSBURG, KANS.

M. P. MURPHY, Reporter

H. F. Lacey is now driving a new Buick sedan.

George Reed and family were visiting friends in Kansas City, Missouri.

Carl G. Ralston has taken a 30 days' vacation, visiting in Oklahoma.

George Ring and family left for a visit in California.

Herbert Wilson was called to his home in Alabama on account of the illness of his father.

S. Vail, store room keeper, made a visit to his daughter in Wichita.

The Frisco Safety First Ball Club is coming along nicely. Just checked up another victory by defeating the Lively Giants 6 to 3.

NORTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

Thelma Jean, the two-year-old daughter of Edgar Jackson, machinist in the roundhouse, narrowly escaped serious injury several days ago when run down by an automobile.

W. F. Brandt, general foreman, has returned from his vacation.

H. P. Brumley, supervisor of air work, is on duty again, following his vacation.

Wm. Langston, machinist, who has been living in the country for some time, has bought the property at 2003 North Lyon Street and moved to the city.

Cleo Wisecup, engine watchman, is another one of our boys to join the home owners, having purchased property on West Pacific Street.

Wm. O. Stanley, for many years back shop labor foreman, has again resumed his duties, following a sick leave of several months, which was spent in Washington, Oregon and other western states.

Harold E. Day, machinist on air work, is breaking in an Oldsmobile sedan, purchased several days ago.

Carl Teed, boiler washer, is sporting a new Buick coach.

W. S. Kimble, tool room attendant, is remodeling his house, which is situated in Yocum Heights addition.

George Rook, machinist, has returned from a fifteen-day visit to Detroit, Flint and other points of interest in Michigan, spending much of his time visiting a daughter in Detroit.

Fred Menke, supplyman, is another one of our force who is making a fifteen day visit to his old home State of Illinois, where he will visit among relatives and friends.

Earl Compton, boilerwasher, breaks into press with the announcement of a seven-pound boy. The young man has not been named as yet.

EASTERN DIVISION—MECHANICAL

MILLARD BROWN, Reporter

Wm. F. Brandt, general foreman, north roundhouse, is off at present on his vacation.

John Carner, caller, north roundhouse, returned the other day after a 90-day leave of absence.

Our office, as well as the supervisors on the eastern division, extend sympathy to Chas. N. Thompson, chief clerk to the master mechanic, during the illness and death of his mother, who passed away recently at Ft. Wayne, Ind.

Work is progressing rapidly on the new addition to the north roundhouse.

G. A. Moore, timekeeper, is off on his vacation, which he is spending at Camp Whitbeck, next to Mountain View, Mo.

Joe Schellhardt, who served his apprenticeship at the north roundhouse, was out of his time August 11th, and is now serving as machinist first-class, north roundhouse.

Jos. Baron, formerly machinist apprentice, north roundhouse, who is now employed as machinist first class, Lindenwood, spent a few days the first of the month, visiting his folks.

LOCAL No. 8—ENID, OKLA.

H. H. FULLER, Reporter

Mr. George Whitley, of the water service department, and family spent a most enjoyable vacation visiting relatives in Sullivan, Illinois.

Mrs. J. A. Poling, wife of Machinist J. A. Poling, has been seriously ill, but is much improved.

W. J. Winton, who has been employed as blacksmith at the Enid shops for the past four years, has resigned and gone to Seattle, Wash., to make his home. We are sorry to see "Bill" leave as he was a most agreeable fellow. To show the esteem in which he was held, the boys presented him a Masonic ring on the eve of his departure.

E. W. Young, of Springfield, Mo., has taken the blacksmith job. We welcome Mr. Young to our ranks.

Mrs. Catherine Roark, wife of Machinist Charles Roark, is visiting friends and relatives in Fort Worth and Dallas, Texas.

Mrs. Earl Miller and daughters, Imogene and Bernice, are spending a pleasant vacation, visiting her parents in Colorado.

Mr. and Mrs. George Whiteley are enjoying a visit from Mrs. Gertie Bain, son and daughter, from Wadsworth, Ohio. Mrs. Bain is a sister of Mrs. Whiteley.

Mr. and Mrs. John McCrite are receiving the congratulations of their many friends on the arrival of a bouncing baby boy, on the morning of July 11th.

Mrs. Dan Carron and children, of Laredo, Texas, are visiting in the home of her brother, Mr. T. E. Giddens, machine shop foreman.

Wilma Jeane, the winsome little daughter of Mr. and Mrs. Roy Richards, has been seriously ill at her home.

W. E. Sharp was removed to the St. Louis Hospital from his home, suffering with gall stones.

J. Frank Ferguson, general car foreman and wife, are enjoying their vacation in and around Colorado Springs.

C. E. Martin, livestock claim investigator, of the general office, Springfield, Mo., together with Mrs. Martin, were guests of Mr. and Mrs. H. H. Fuller, of 802 West Oak Street, during the latter part of July. Mr. Martin is Mrs. Fuller's brother.

RECLAMATION PLANT SPRINGFIELD, MO.

T. O. CHAPMAN, Reporter

John Thompson, our general foreman, is driving a new Whippet coach.

Clarence Sissel, painter, has returned from a visit with relatives in Illinois.

George Barnett, carpenter, has been out on his farm near Strafford for a short time, to rest up on account of an injury to his foot.

Frederick Miller, blacksmith helper, is in Detroit, spending his vacation.

Ralph Mitchell, machinist helper, has returned from Mayo Brothers' Hosiptal at Rochester, but is still absent from work on account of poor health.

John Carnahan, drill operator, has returned after two weeks' vacation, having spent most of the time in Memphis.

Louis Woods, a former pipefitter at the roundhouse, has been employed in the same capacity at the north shop, working nights.

Hiram Hoover, a blacksmith, formerly employed here, but now working for a steel company in Pennsylvania, dropped in for a short visit while on his vacation.

William Nobles, our efficient day watchman, has returned from his vacation at Detroit and Niagara Falls.

James Adams, blacksmith foreman, and family are spending a vacation on the White River.

Stephen Smith returned from St. Louis and has his old job back as second engineer at the power plant. Geo. Hildebrand was assistant to "Chief" Nicholson while Mr. Smith was away.

Leslie VanGilder, machinist helper, had his car stolen recently, but was delighted to find it a few days later, unharmed, in a nearby town.

William Delo, foreman of the yards, is at Chicago for his vacation this summer.

William McCrae, machinist apprentice, who transferred here from the West Shop has again been transferred to the North Shop.

LOCAL No. 32—NEWBURG, MO.

ED. F. FULLER, Reporter

R. D. Wilson, car foreman, and wife spent a vacation in the East.

Night Foreman C. D. Ward and family were in LaMesa, Calif., during his vacation.

Lead Car Carpenter Homer J. Scott has taken a 30-day leave of absence in which he intends to travel in the Northwest.

Third-class Machinist Ollie E. Brown is visiting in Howell County.

Locomotive Inspector Wm. H. Owens spent a week visiting home folks at Rogersville, Mo.

A Page of Poetry From Our Frisco Rhymsters

AT "SPLITLOG'S" PARTY

"There isn't a trainman on the eastern division, and few on the Frisco, who doesn't know 'Splitlog' Jones," said Harry Dean, Frisco engineer.

With this introduction he left a copy of a poem, "Splitlog Jones' Air Party", with the *Magazine*, to be printed in an early edition. The poem was composed by Jos. Ray, traveling fireman, eastern division.

"Splitlog Jones" is a passenger engineer and has a run between St. Louis and Newburg. His service numbers thirty-three years, "and," continued Mr. Dean, "he's a comedian and the funniest person you ever met."

Here's the poem:

"Splitlog Jones" came down one day,
cussing his run of luck.
Bill Donahoe called to Jones from a
nearby roundhouse truck,
Jones said, "Listen, Bill", then with a
vicious frown,
"I've got a lot of grievances, I'm the
sorest man in town;
Yesterday was my birthday and I've
figured for a year
To get a bunch together and shove
trouble in the clear."
Jones got the bunch together, all the
East End bunch were there,
The party was given especially for
those who handle air.
The womenfolk agreed to leave and
leave the house to us,
Provided we'd be careful and help
clean up the muss.
Kid Sherry and Bill Hedges, with the
aid of Guy Moore,
Placed torpedoes on the sidewalk and
a red light on the door.
Van Horn cautioned Manning when
he whispered in his ear,
"Just feed it to her, kiddo, for every-
thing is clear."
Harry Dean did the Charleston, and
I want to state right here,
I always have, and still insist, he's a
first-class engineer.
Each one had his record, he endeav-
ored to explain,
Just how and when he made it on
some real high ball train.
Charlie Schank got restless, and said,
"Stop that flying drag."
Harry Pearse did the Black Bottom,
while Sherry went back to flag.
John Lynch scowled at Damon with
a glance at "Sugar Foot" Frey.
"You fellows' brakes are sticking and
your back pressure is too high."
Harry Siders wanted a time card,
but the bunch he did not fear.
He got a hunch to be careful, some-
one might strike his rear.
Geo. Berger said, "It is time to leave,
it's eleven o'clock or more."
John Lynch said, "Your watch is
wrong, it's just 10:54."
They argued over the time of night
as the two men paced about;
Harry Dean said, "Let 'em alone, let
those guys fight it out."
Jones said, "If you handle air, you've
got to do it right;
If you don't believe it can be done,
ride behind me some night."
About that time the folks came home,
it didn't look so good, just fair.
You birds will have to beat it, go
home and cut out your air.

I'm Headed West

By GUY PHILLIPS, Tuttle, Okla.

Far-hung above the canyons of the busy city streets,
A bit of open sky is peeping thru,
And by the strips of sidewalk where rushing thousands pass,
Appears a slender blade of grass or two.

The red, red robin comes bob, bob, bobbin' back home,
And incites the dreary stay-at-homes to sing,
Once again the footloose wanderer hears the call to roam,
And weary city dwellers know it's spring.

But of the city dreary, my Western heart is weary,
I long for open spaces where pleasant breezes wing.
And soon I'm going back, down along the Frisco track,
To those blowsy, drowsy days of Oklahoma Spring.

A CAREFUL MAN

By MRS. ROY W. RECTOR
Ft. Scott, Kans.

If there's anything I love to see,
In all this wonderful land,
Something that's very dear to me,
That's a really careful man.

I have an experience to tell,
So hearken to me, if you can,
As I tell this tale you should all know
well,
About a very careless man.

A flyer was roaring down the track,
As a baby said, "Daddy, hold hand,"
But the father had turned around,
looking back,
For he wasn't a careful man.

The little feet tottered on the rail,
As swiftly as little feet can,
As a shopman was coming home with
his pail,
And he was a careful man.

He jumped before the roaring train
And caught her as he ran,
The father stood, looking on in shame,
For he was a careless man.

But he had learned his lesson,
A lesson of grit and sand,
And he watches now, as he crosses,
For he now is a careful man.

WELL, WHY NOT?

By "Pumper"

There's many a dub on the Chicka-
sha Sub,
That usually reads the *Magazine*,
But if any of 'em ever broke into
print,
'Twas in a copy that I've never
seen.

So, I wish you'd spare me a little
space,
An' time, for my feeble verse.
Oh, yes, I know, it ain't so much,
But, d'you know, it mighta been
worse.

I've got lotsa friends along th' road,
Seldom heard from an' never
seen.
An' there's never a word of one of
those birds,
In our *Frisco Magazine*.

I wonder how is Oney Black?
He's yard clerk in Snyder-town.
Or I'd like to know if Warlick's
there,
An' is Bob Harwood still around?

Now, all th' other "subs" have re-
porters.
To tell the *"Mag"* what they say
or do,
So why th' deuce ain't we got one,
We like our names in th' paper,
too!

Editor's Note:—If "Pumper" will send in his name to the Magazine, he might find himself with a reporter's job on his hands! Who are you, "Pumper"?

O. C. M!

He: "Wish that I could revise the alphabet."

She: "What for?"

He: "So's to put U and I close together."

WESTERN DIVISION

ACCOUNTING DEPARTMENT ENID, OKLA.

V. L. THOMAS, Reporter

R. D. Williams, former completion report clerk at Memphis, and prominent on many other divisions, has been assigned to the position of bill and voucher clerk in this office.

J. R. Sickles, famous Enid gardener, has now taken over the duties of shop accountant, position vacated by D. M. Thornton some time ago.

B. H. Betts, traveling accountant, spent two weeks checking payrolls here, beginning August 1st.

TRANSPORTATION DEPARTMENT WESTERN DIVISION—ENID

Our Slogan—Boost or Blow

CAMPBELL & CAMPBELL, Reporters

VACATION NEWS

Mr. F. E. Bates, road foreman of equipment, and family spent their vacation in Cuba.

Mr. H. V. Kengle, B. & B. foreman, and Mrs. Kengle, visited with friends and relatives in Ohio, stopping in St. Louis to visit their son, Dr. George.

Mr. S. J. Frazier, Superintendent and family, C. R. Jordan, and family (by the way, Mr. Jordan used to be assistant on the River and Southwestern Divisions) and A. N. Heaney of the Heaney Tire Company, and son, spent a most enjoyable vacation fishing. They were several days on Current River, and several days on Roaring River, in the Ozarks.

Mr. Clifford Underwood and Mr. L. L. Bangert spent several days on the Division, they were here on July 26th and attended three meetings the Western Division had lined up.

The first 16 days in August we handled 130 cars of green fruit, same period last month handled 121 cars, entire month of August last year only 76 cars handled.

We wish to thank Conductor Bert Erwin for the following news item, and hope he will send in others, as well as the other train and enginemen, and anyone having a bit of news for the magazine.

"It has been a long time since the driver worked a full month on Western Division, driving all the time; I kept a record of the work and it is as follows: J. W. Harter was the engineer, H. J. Jenkins the fireman, Tom Manion and O. C. Shelton the brakeman, A. Linderer, B&B foreman and his outfit, Seth Duncan, pile driver engineer, pile driver No. 99058; we worked over 135 miles of track, part of it joint with KCM&O, on joint track we had as high as 12 trains to contend with, on other tracks only four regular trains, not many extras. During the month we drove 846 piling, three different bridges, drove dump bents, cut piling, capped them and put on new deck. On July 14th we were working two and half miles from siding, had one hour and forty minutes delay for trains, 15 or 20 minutes working on air pump and drove 66 piling, 1828 feet, with an average penetration of 25 foot. Was not trying for any record or special showing. Drove all treated piling."

CENTRAL DIVISION

OFFICE OF SUPERINTENDENT FT. SMITH, ARK.

PAULINE SMREKER, Reporter

Notice to reporter of the Accounting Department Ft. Scott, Kansas. Please give full report on J. R. Wilhoit, as this seems the only way to hear from him and his many friends at Ft. Smith are inquiring about him.

Several changes have taken place in the Superintendent's office since the Santa Fe took over the operation of the facilities at Paris, Texas. Mr. J. K. Johnson, Chief Clerk, displaced N. K. Waters maintenance of way timekeeper. Mr. Waters displaced Pauline Smreker, steno-clerk and Miss Smreker displaced Miss Helen Williams, trainmaster's stenographer.

Miss Ardelle Fraser, Assistant Superintendent Beazley's Clerk at Hugo, Oklahoma, is absent from duty account of illness. Miss Helen Williams is relieving Miss Fraser.

Cecil Weakley, messenger boy, is attending Military Training Camp at Ft. Leavenworth, Kansas. He will receive his commission in the Reserve Army this year. Herman Mattingly is relieving Mr. Weakley.

F. J. Conway, operator, wife and daughter, Margaret were called to St. Paul, Kansas, on account of the death of Mrs. Conway's father.

A. T. Thorson, wire chief, and wife, spent an enjoyable vacation in Detroit and Niagara Falls. Then Mr. Thorson went to the hospital in St. Louis where he had a tonsilectomy operation from which he has fully recovered.

Mr. and Mrs. S. T. Cantrell have returned from a visit with their daughter in Winston Salem, N. C. While Mr. Cantrell was away his Secretary, Charles Eason also took a vacation visiting with friends in St. Louis.

Ople Little, trainmaster's clerk, and family spent several weeks visiting friends and relatives in Los Angeles, Calif.

ACCOUNTING DEPARTMENT FT. SMITH, ARK.

FLORA BOLLINGER, Reporter

Mr. Tracy Boal from Springfield, Mo., visited Mr. L. B. Reed for a few days during the past month.

We send our best wishes to Miss Dorothea Speights, who has returned to the Frisco as stenographer-clerk in the city ticket office at Tulsa, Okla.

This office was very pleasantly surprised with an unexpected visit from Thos. R. Gibson, Jr., former shop accountant here, who is now in the office at Pensacola, Florida.

Mr. Thos. Madison, roadmaster, with headquarters at Ft. Smith, has been on a short vacation.

Mr. C. L. Mahan, general foreman bridge and building, recently held a meeting of bridge foremen in order to discuss all features and get properly lined up to make reports to take care of work of renewing 250 bridges during the present year on the Central division.

Mr. O. N. Crocker and Mr. B. H. Betts of the St. Louis office, recently spent a few days in Ft. Smith and accompanied a number of the members of the office force on an outing to Fine Springs, Arkansas.

STORE DEPARTMENT FT. SMITH, ARK.

KATHRYNE McMAHON, Reporter

Elton Sprouse, stock clerk, has been in Sparks Memorial Hospital for five days suffering from a sprained foot.

Mrs. Thos. Holcomb, Agatha, William and Thomas Holcomb, are visiting relatives in Collinwood, Tenn.

Jess Jamison has been granted a ninety days' leave of absence and is visiting in Gary, Indiana.

Mr. and Mrs. C. U. Patrick and daughter, Adelyn, are seeing the sights in Niagara Falls, Buffalo and parts of Canada. Mr. Patrick is chief clerk to the master mechanic.

J. W. Risner, storekeeper at Bacone, Okla., visited friends and relatives in Hugo, Okla.

Mr. and Mrs. R. P. Manley have as their guest, Mrs. Manley's brother, Mr. Pike Hailey, of Tulsa.

Mr. and Mrs. R. P. Manley and children, Normabell and Eugene, will leave September 1st, for California, where they will spend two weeks.

Miss Johanna Ruge of the general freight agent's office, will spend her vacation in San Antonio, Texas.

Mr. and Mrs. Earl Johnson, will spend Labor Day in Springtown, Okla., as the guests of Mrs. Johnston's father.

ENGINEERING DEPARTMENT FT. SMITH, ARK.

GRAYCE HEYBURN, Reporter

Mrs. H. M. Booth and daughters Shirley and Marylyn, are spending the month of August in Des Moines, Iowa, as the guests of Mrs. Booth's parents.

M. Hays will spend several weeks in Colorado Springs.

G. G. Scudder has joined our force recently as instrument-man.

On Sunday, August 7th, Mr. C. L. Mahan, bridge and building foreman, held a staff meeting of all bridge foremen and inspectors. Among the subjects discussed was the accounting feature. Mr. Collette explained in a very clear and definite way the new method of charging complete renewals of bridges to A. & B.

Thos. Madison, roadmaster, returned August 16th from his vacation in Missouri, Kansas and Oklahoma.

Mrs. Jack Leonard, of Jackson, Mississippi, is visiting her sister Miss Kathryn McMahon.

MECHANICAL DEPARTMENT
FT. SMITH, ARK.

IRENE WOESTMAN, Reporter

Mr. and Mrs. M. L. Crawford and son, Lewis, are spending their vacation at Mr. Crawford's old home in Superior, Wis.

Ralph A. Corrotto, son of Mr. and Mrs. W. L. Corrotto, has returned from Chicago, where he has been attending the Armours Engineering school. Mr. Corrotto was a star in the 1927 athletic tournament held in Chicago in the spring.

Mr. and Mrs. W. W. Claypool and son, Harold, are making an overland trip to Hot Springs, Eureka Springs, Little Rock, also going to Diamond Cave and other points farther north.

Mr. and Mrs. W. J. Dressendorfer and family have returned from a pleasant trip made in their new Whippet Sedan to Springfield, Illinois.

Recently a ball game was scheduled and played between the Roundhouse and Car Department Employes, it being understood the losers would furnish a Dutch Lunch for all employes in both departments. The roundhouse employes are to be hosts at the party.

Mr. and Mrs. W. H. Hodges have returned from an extended trip through the west and some points in Canada, enjoying the many interesting places they visited.

Mr. E. T. McKenna has taken up motoring, having purchased a fast running Ford coupe.

TEXAS LINES

TRAFFIC DEPARTMENT
FORT WORTH, TEXAS

CARYLYNE PLEDGE, Reporter

Hail! A new reporter steps forth among ye olde tried and true and, I hope, takes her place among friends.

We were all glad to see Mr. J. N. Cornatzar on his visit to this office August 2nd. We hope he will visit us again soon.

Mr. Elmer Jordan, D. P. A., was in the hospital several days this month, but we are glad to say, is up and about again.

Mr. H. J. Perkins, our rate clerk, has just returned from a vacation spent in various points in the North.

Our Chief Clerk Mr. W. B. Plumb, has hidden himself away among the hills and waters of Lake Worth for a short vacation.

Mr. J. C. Tewmey just returned from a vacation.

STORES DEPARTMENT
SHERMAN, TEXAS

IVA SEWELL, Reporter

Lee Ford of Memphis, Tennessee, is spending his vacation in Sherman with his mother and family.

E. E. Glasscock, section stockman, was called to Raleigh, Illinois, August 4th account of the serious illness of his brother.

Jimmie Honaker is the second vacation victim in this office.

Miss Gerthal Guin, daughter of our division storekeeper, is spending a few days in Ada, Oklahoma, visiting relatives.

L. C. Fuller, general foreman, has returned to work after taking a vacation.

STORES AND MECHANICAL DEPT.
FT. WORTH, TEXAS

H. R. GLASCOCK, Reporter

Joe H. Williams, lead man store gang, has returned from his vacation in Arkansas.

A. T. Todd, storekeeper, and family motored to Sherman on their vacation.

Raz Arms, switch engineer, is convalescing in the hospital from a serious operation.

This point handled two Dokey Specials into Ft. Worth, one of which was used as headquarters. Several compliments were paid as to the efficiency in which these visitors were taken care of. And again Frisco leaves its favorable impression on the public.

E. F. Tuck, general foreman, reports a pleasant vacation spent along the border and in Old Mexico.

Leon River Bottom seems to be a fatal place for Bridge Inspector Kay Freeman and Lineman Sisemore's motor cars.

"From Stake Driver to Railroad President"

WILLIAM BENSON STOREY, President of the Atchison, Topeka and Santa Fe, started his railroad career forty-one years ago as a stake driver at twenty dollars a month.

The story of his life, as told in *The American Magazine*, should be an inspiration to every railroad man. It shows that there is no limit to how far a man can rise if he really tries.

Mr. Storey says that too many men deliberately choose small jobs.

"One of the great shocks of my boyhood occurred when I learned that the local telegrapher in the railroad station in our town had refused promotion to the dispatcher's office. He decided to stick to his key; and the reason he gave was the added pay that dispatchers received was not sufficient to compensate him for the added responsibilities that he would have in the higher office.

"To me his decision seemed almost criminal. I saw it as a step upward. But he was thinking of his ease. That man died a telegrapher in a small station. He didn't get further because he didn't want to; or, if you like, because he didn't dare to.

"There is only one way to win promotion, and that is by doing the job a little better than those around you—a little better than you are expected to do it. If you need special training, don't complain because you haven't got it—get it!

"Work along. If you put one foot ahead of the other, day by day, in pursuit of a worthy object, and keep on doing it for a lifetime, the sum of your acts will be the thing you are after—*achievement.*"

HOW about *you?* Are you content to stagnate in a small position all your life, or have you the courage and the will to go up? Your answer to that question will decide just where you will be five years from now. Make it the *right* answer!

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☐ Locomotive Fireman	☐ Station Agent
☐ Air Brake Inspector	☐ Bookkeeper
☐ Air Brake Repairman	☐ Cost Accountant
☐ Roundhouse Foreman	☐ Business Management
☐ Trainman and Carman	☐ Executive Training
☐ Electric Locomotive and Train Operation	☐ Stenographer and Typist
☐ Conductor	☐ Private Secretary
☐ Machinist	☐ Good English
☐ Boilermaker	☐ Telegraph Engineer
☐ Pipefitter	☐ Telephone Engineer
☐ Blacksmith	☐ Stationary Engineer
☐ Tinsmith	☐ Diesel Engines
☐ Coppersmith	☐ Gas Engines
☐ Electrician	☐ Plumber
☐ Toolmaker	☐ Roundhouse Machinist
☐ Painter	☐ Common School Branches
☐ Carpenter	☐ High School Subjects
☐ Apprentice Training	☐ Car Repairer
☐ Railroad Construction	☐ Car Inspector
☐ Civil Engineer	☐ Mechanical Drawing
☐ Bridge Building	☐ Surveyor
☐ Concrete Work	☐ Correspondence
☐ Architects' Blueprints	☐ Chemistry
☐ Structural Engineer	☐ Personnel and Welfare

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SOUTHWESTERN DIVISION

OFFICE GENERAL AGENT OKMULGEE, OKLA.

D. B. McCAIN, Reporter

Miss Marguerite Hughey, bill clerk, is sick, having suffered a nervous breakdown, hope to see her back soon, she is being relieved by Miss Sybil Robinson.

Mr. Virgil Rikard, rate clerk, has just returned from a 30 day vacation at Phoenix, Ariz., where he has been visiting relatives. He was relieved by Mr. Reid from S. P. R. R. Co.

Mr. Fred Drewell, chief yard clerk, and I attended the Frisco Employe's Picnic at Wella Park, July 24th.

Mr. H. T. Wood is the proud owner of a new Essex coach.

Operator Mr. Charles Baird has been relieving Car Distributor Bolling at Sapulpa. He also relieved one of the dispatchers for a few days, but is back to his position here now.

Mr. Roy Thompson, yard clerk, is spending his vacation in Colorado. Mr. Bill Dorris, Jr., of Oklahoma City, relieving him.

Mr. Thorn paid us a visit the first of month, cutting off Mrs. Mae Miller who has been working as an expense clerk for several months.

OFFICE SUPERINTENDENT SUPULPA, OKLA.

JENNIE F. AITCHISON, Reporter

Aaron Morgan, maintenance clerk, attended the State Convention of the American Legion at Guthrie, Okla., August 8th and 9th, at which Frank Douglas was elected Commander. Mr. Morgan is very active in Legion affairs at Sapulpa, having been elected commander of the Roscoe Frye Post No. 36, Department of Oklahoma, last June. One of the first social events was a big dance which several of the Frisco bunch attended.

Mr. and Mrs. Ira F. Brister have announced the birth of Betty Jo, a ten pound daughter.

J. D. MacMillan, roadmaster's clerk, and Mrs. MacMillan of the ticket office spent a two week's vacation visiting Ft. Worth, Galveston and Hot Springs, Ark. Mac says he went down to "Hae a dook in the saut water!"

Miss Lois Flanagan is enjoying a 60 days' leave of absence touring the West. Miss Flanagan will visit Kansas City, Salt Lake City, San Francisco, Los Angeles and San Diego, and will return by way of the Grand Canyon and Tucson.

C. S. Miller, dispatcher, has returned to work after a trip to Chicago and around the Lakes.

M. E. West and family spent the week end in St. Louis.

Jennie F. Aitchison is spending a two month's vacation at her home in Massachusetts. She stopped at Niagara Falls and Canada while enroute, and while in the East will visit friends in Boston and New York.

Mrs. Eula Morgan, wife of Fred Morgan, chief timekeeper, is spending the summer in Chicago studying with the master teachers. Mrs. Morgan is a dramatic soprano and was the winner in the state convention of the Federated Music clubs held in Duncan last February. She has also won two scholarships while in Chicago; one of which entitled her to study voice with Percy Rector Stephens, of New York, which was donated by Elizabeth Rathburg, while the other covers opera study at the American Conservatory of Music under Oscar Saenger, of New York. After completing these courses, Mrs. Morgan will go to New York City for further study before entering the field of opera.

DEPOT TICKET OFFICE TULSA, OKLA.

E. W. SHANNAHAN, Reporter

Mr. W. P. Kent and family have returned from a vacation spent in the Ozarks, and Pittsburg and Joplin.

Mr. A. L. West and family spent few days in New York City last month and while there Mr. West enjoyed seeing Jack Dempsey knock Jack Sharkey out. Mr. West says it was a clean knock out and Dempsey will win with a knockout in Tunney Fight in Chicago, September 22nd.

Mr. and Mrs. McCool have returned from a vacation spent in the North west visiting Portland and Seattle, Washington.

D. L. King and family are planning to drive to Little Rock.

40th AND 43rd TRACK DIVISIONS SAPULPA, OKLA.

J. A. MacMILLAN, Reporter

Wm. Wilkie, ass't foreman at Tulsa, is relieving Jake Davis, roadmaster's clerk at Oklahoma City, while he is being treated in the St. Louis Hospital. We all hope that Jake will soon be back with us again enjoying good health.

James Reed has been assigned position of assistant foreman in the West Tulsa Yards.

Mr. and Mrs. Ogg, of Afton, are spending their vacation in Kansas City.

A track raise of one foot six inches, two relief bridges, one 11 panels and 1 four panels, are being installed on the west end of Grand River bridge near Wyandotte to overcome high water trouble at that point. Extra gang No. 142 is engaged in this work in addition to several of the regular section gangs. The completion of this work will eliminate all future trouble with high water at this point.

Luther Howell who has been foreman at Dawson for some time, has transferred to White Oak section.

Mrs. Page with her son and daughter of Vinita have left for California, where they will spend the rest of the summer.

The work of oiling the rails, joints, tie plates and switches on the Cherokee Sub has just been completed. This work was done with one of the Huff Spraying Machines in charge of operator Parks, who did a first class job.

Andrew Mach, foreman at Vinita, left for a month's vacation in Wisconsin and Pennsylvania, where he will visit relatives. He was accompanied by Mrs. Mach.

Jim Hale, who has been off account of sickness for the past 60 days, is back on his old job again, at West Tulsa.

Tom Grimes has been assigned position of assistant foreman at Tulsa.

One of our old friends in the person of James Healy, passed through Sapulpa the other day enroute to Morris, Okla. Some of the boys had the pleasure of speaking to him and he promised to visit all the gang on his return. Mr. Healy was formerly roadmaster on the Cherokee Sub and is now on the pension list on account of ill health. We all hope that "Jim" regains his health soon and that he will come and pay us a regular visit, on his way back.

Wm. Jones and wife are visiting in Marceline, Mo., for a couple of weeks.

Frank Durbin of Vinita is in charge of section G-14 while Foreman Mach is on vacation.

The writer accompanied by Mrs. MacMillan is leaving tomorrow night for Hot Springs, Ark., for a two weeks' vacation. Ft. Worth, Houston and Galveston will be visited enroute.

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(2)

FREIGHT AND PASSENGER DEPARTMENT OKLAHOMA CITY

VICTORIA WALKER, Reporter

Oklahoma City made a fine showing for the month of July, the total passenger revenue was greater than since the year 1923.

A. W. Harrison, chief clerk in the freight department, has been out of the office for the past few weeks on account of illness.

Bob Hopkins, city passenger agent, accompanied the Building and Loan special train to Asheville, N. C., which left Oklahoma City July 15th.

H. C. Conley, assistant general freight agent, and wife left August 5th for their vacation in Michigan.

Roy Hughes, traveling freight agent, was in the hospital in St. Louis for a few days this month to undergo a minor operation.

Mrs. R. O. Hopkins spent August 12th, 13th and 14th visiting relatives in Kansas City.

Miss Philomena Vorderlandwehr visited at her home in Kingfisher, August 15th and 16th.

CITY TICKET OFFICE TULSA, OKLA.

PHIL. F. ATKINSON, Reporter

We are enjoying quite a good business to Ozark points at this time.

Mr. A. W. Arnett, city ticket agent, St. Louis, his wife and daughter, Lois, visited in Tulsa during the week end of July 23rd.

Passenger Agent P. E. Buesse has joined the Oakhurst Country Club.

The writer made a trip to Cherokee and Pittsburg, Kans., to visit friends and relatives over the week-end of August 1st to 6th.

MECHANICAL DEPT. NEWS WEST TULSA, OKLA.

G. H. STORY, Reporter

Mr. A. L. Sasser, triple rack man, had malarial fever for the past week and is leaving to enter the Frisco Hospital where he will receive treatment and will undergo an operation on his nose.

Miss Bernice Gamble, PBX operator at Tulsa, has returned from another visit to New York City.

WEST TULSA STORE DEPT.

OTIS R. RULE, Reporter

Jess F. Bradley, store foreman, has returned from a two-weeks' vacation trip to various points in California.

Mildred and Bobby Gardner, daughter and son of S. R. Gardner, division storekeeper, have returned from an extended trip to Indianapolis, Indiana.

Mrs. Glenn V. Stone accompanied her mother, Mrs. J. S. Rutledge, to Topeka, Kans., July 28, where Mrs. Rutledge underwent an operation August 2. Mrs. Stone returned home August 12, and reports that her mother is getting along nicely.

John T. Sloan has taken an indefinite leave of absence for his health.

Mrs. O. R. Rule and children left August 17 for a two-weeks' visit with relatives and friends at Afton and Miami, Okla.

Miss Elizabeth Finney of Palm Beach, Florida, visited with her sister, Mrs. Dorothea Hyde, comptometer operator, for several days the latter part of July.

We hope to have some pictures of store department facilities at West Tulsa for the next Magazine, as Mr. Gardner is this date trying his skill in photography.

ACCOUNTING DEPARTMENT SAPULPA, OKLA.

C. P. HENSLEY, Reporter

Division Accountant R. E. Pipkin and Mrs. Pipkin have returned from their vacation, which was spent in the vicinity of Denver.

Mrs. W. D. Jones, wife of shop accountant, spent several days the past month visiting her sister in St. Louis.

Mrs. E. H. Gillis, wife of completion report clerk, visited in Springfield several days this month.

H. E. Fariss was the week-end guest of the reporter at Calvin, Okla., August 13th.

Miss Mary Potter Wilcox, steno-clerk, spent Sunday, July 31st, in Oklahoma City.

Mr. G. D. Gorham, formerly of the superintendent's forces on the river division, reported the morning of July 19th for work as general clerk.

MECHANICAL DEPARTMENT SAPULPA, OKLA.

L. A. MACK—O. R. TUCKER, Reporters

Miss Emelia Kalt, file clerk, has recently returned from her vacation which was spent in motoring through the West and to the Western Coast.

O. R. Tucker, chief clerk to the general car foreman, spent his vacation at the home of his parents at Afton, and fishing for a week on the Grand River.

Miss Camilla Biron, steno, is spending her vacation at home, resting.

We regret very much to report the very serious illness of little Jerry, year-old son of L. J. Hudspeth, distribution clerk. Our very sincere regrets are extended to Mr. and Mrs. Hudspeth and best wishes for a speedy recovery.

Miss Myrtle McConnell, comptometer operator, spent Sunday and Monday in Edmond with her mother, who is very ill. We hope for her immediate recovery.

Arche B. Crume, timekeeper, this year, spent his vacation entertaining the fish and the squirrels in the neighborhood of Springfield.

Machinist Henry Phillips, who has been away on a vacation, has returned to work and reports a very nice time spent in Florida and in the training camp at Fort Sill, Oklahoma.

Engineer P. J. Clements, who has been away on a leave of absence account of illness, returned to work August 15th, 1927.

Engineer Al. Wortman, who, has been away, attending the B. of L. E. Convention, has returned to work.

Roundhouse Foreman R. E. Bohon, who has been away on a vacation, which he spent in West Virginia, has returned to work.

Mr. Geo. I. Alexander, boiler foreman, West Tulsa, is away on a vacation, which he is spending in the South with his parents.

Roundhouse Clerk Robert Webb has returned from his vacation, which was spent in Yellowstone National Park.

Mr. C. S. McCall is taking his vacation in laps this year. The first lap was spent in driving through to Colorado.

Engineer Keiller is sporting a brand new Studebaker.

Engineer D. P. Cronen, West Tulsa yard, is away on a vacation.

Fireman C. L. Ford has returned from the hospital at St. Louis and has left for Cold Springs, Colo., for his health.

Machinist Inspector S. M. Ferguson is away on leave of absence, spent in both of his homes (Springfield and Texas).

Switch Engineer C. L. Giddens is away on a vacation.

Engineer C. C. Prescott, West Tulsa yard, is still away from work account of illness.

Third Class Machinist Wm. F. Flemming is away on a vacation.

Machinist Ed. Givler is on a vacation in Denison, Texas, and Dallas, Texas.

Machinist Wm. H. Stinson is away on a vacation.

Roundhouse Foreman Geo. M. Jesse spent his vacation in Florida.

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AND BE YOUR OWN BOSS—

Sell This Amazing All-Weather Coat

FOR ONLY $3.98

This guaranteed, high-quality All-Weather Raincoat offers you an unparalleled opportunity to make from $60 to $100 a week *quickly and easily!* In spare time or full time! It offers you a chance to be your own boss—to own and control a permanent, big-profit business! Do you want it?

My All-Weather Coat selling at $3.98 is well tailored of high-quality rubberized fabric. In popular style and striking colors. A serviceable, becoming Coat, wind-proof, dust-proof, rain-proof, that you'd expect to sell for twice its price. What does that mean to you? It means that every man, woman and child in your locality is a red-hot prospect for you as the Comer representative—for the amazingly low price is within the reach of every one!

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You won't need cash, special ability or experience to make big money. I tell you where to go, what to do and say. No heavy sample case to lug around—you wear your sample right on your back! All you do is take orders—I do everything else! Everyone buys—motorists, farmers, housewives, office and factory workers, storekeepers, etc.!

$605 IN 30 DAYS

I never sell through stores—only through representatives. This slicker is only one of sixty-five fast-selling clothing products—topcoats, overcoats, suits, etc. A. M. Stone, who formerly earned $100 a month, made $605 in thirty days selling Comer Coats. R. A. Prentiss earned $945 in a month with this proposition—and W. S. Cooper says $500 a month is easy! You can make big money like this, too!

SEND NO MONEY

I supply you with everything needed to make $25 to $50 a week in spare time—$60 to $100 in full time *absolutely FREE!* Also a sample coat for demonstration! If you want to make really big money—if $60 to $100 a week appeals to you—send for details of this amazing money-making proposition. No cost or obligation! Write me today—don't delay—do it *right NOW!*

C. E. COMER, Pres., THE COMER MFG. CO., Dept. 93-W, Dayton, O.

OFFICE SUPT. TERMINALS WEST TULSA, OKLA.

EDNA A. WOODEN, Reporter

Mr. and Mrs. M. A. Cosgrove of Kansas City, spent several days in Tulsa visiting Mr. and Mrs. O. L. Young. Mr. Cosgrove is an employe of the Missouri Pacific Railway at that point.

Mr. J. W. James, executive general agent, is spending his vacation visiting in New York.

Mr. C. H. Hensley has just returned from a very refreshing vacation which he spent in the Ozark Hills.

Mr. J. J. Santry and son Robert, of Kansas City, spent last Sunday with Mr. and Mrs. O. L. Young.

Mr. Olie E. Guin has recently been appointed chief yard clerk, Vice Mr. Chris Langraf assigned other duties.

Mr. and Mrs. G. G. Harrison, recently visited in Springfield with Mr. Harrison's mother, who was enroute to her home in California.

Mrs. H. M. Stephenson of Iola, Kansas, spent few days in Tulsa visiting with her sister, Miss Edna Wooden.

Miss Christine Vanderford is spending a pleasant vacation visiting relatives and friends in Wichita, Kansas. She also expects to visit her parents in Sherman, Texas, before she returns.

RIVER DIVISION

OFFICE OF B. & B. AND MAINTENANCE OF WAY CHAFFEE, MO.

EVA WRAY, Reporter

The daughters of J. H. Davenport, yard foreman at Chaffee, are visiting relatives in Chicago, Ill.

Mrs. Joe Huber, wife of roadmaster's clerk, is improving from an attack of rheumatism.

Mr. W. H. Brooke and wife are having a great time in Hot Springs, Ark. We are anxious for Mr. Brooke to return to see how much weight he has gained while being at the health resort.

Ditcher is now working on St. Louis Sub cleaning out cuts between Crystal City and Southeastern Junction.

Have two extra gangs on St. Louis Sub surfacing track.

The right of way mowing on the St. Louis and Chaffee Sub Divisions is nearly completed.

We want to compliment Mrs. Miller, wife of agent at Kennett, for being instrumental in getting the station grounds improved at Kennett. She solicited help from Mr. Miller and Section Foreman M. Menz and made flower gardens at that place.

Also, the station surroundings at Parma have been beautified, flowers having been planted by Section Foreman C. B. Brown.

The water tank at Nash is being moved to Hayti. Also a new treating plant is being built at Hayti and will be completed at an early date.

At last the roundhouse foreman at Hayti is to have an office. Work has been started on the office building at that point.

Everyone was wanting to meet the new clerk in the B&B Department when it was discovered that it was the regular clerk, Miss Guethle, with a permanent wave.

An 8 foot x 3 foot concrete box is being constructed in Chaffee Yards just north of the passenger station to take care of the drainage and will improve the appearance as the old stringer box is being retired.

All of the dusty road crossings, street crossings and station grounds have been oiled on the Chaffee Sub Division.

Mr. H. G. Harmon, who has been laying rail on the Northern Division has returned to the River Division on account of force reduction. Mr. Harmon will again be foreman on Extra Gang No. 223 on Chaffee Sub.

Extra Gang No. 223 has completed the ballasting of track around Turrell, Ark. and is moving to Menfro to do work on the St. Louis Sub.

Section Foreman McLafferty of Sikeston, Mo., is spending a two weeks' vacation visiting relatives.

OFFICE OF DIVISION ACCOUNTANT—CHAFFEE, MO.

ILA COOK, Reporter

Mr. T. J. Sweeney was away from the office two days, account of illness.

We offer our congratulations to Mr. and Mrs. F. L. DeGroat, of Springfield, Missouri, in the event of their son, F. L. Junior. Mrs. DeGroat was formerly Miss Beatrice Spalding, stenographer in this office.

Bob Hudgen has been fortunate in transferring to Memphis as assistant bill and voucher clerk.

Miss Mildred Stephens of Springfield, has been the guest of Miss Ila Cook.

Mr. and Mrs. W. R. McDonough spent

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WM. FREDRICK'S HAND MADE
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A NEW FEATURE is the proposed Frisco Hunting and Fishing Club of Avalon Beach.

NOW you, too, can have a vacation home in Florida. Avalon Beach, in the vicinity of Pensacola, on Escambia Bay, offers many choice lots at exceptionally low prices for as long as they last.

The climate here is ideal the year 'round. Fishing, hunting, bathing and golf, makes this a sportsman's paradise every month in the year.

Now is the time to buy one of these choice lots for a vacation home or as an investment.

Further particulars concerning Avalon Beach will gladly be sent on request.

AVALON BEACH PROPERTIES

703 FRISCO BLDG. ST. LOUIS, MO.

the latter part of July visiting friends in Birmingham.

Ralph Stephens is now our general clerk.

Miss Esther Rigdon and Mercer Thompson spent Sunday, July 31, in St. Louis. They were accompanied home by Miss Irene Ridgon.

Mr. and Mrs. H. H. McGarvey have been on a number of fishing parties.

Miss Ila Cook is working in Fort Scott on temporary vacancy in the absence of Miss Dorothy Working, who is in the hospital.

I am sorry to say that our co-reporter, Miss Eva Wray, has had to visit the hospital recently for treatment of her eyes.

Our amiable B. & B. & W. S. Foreman, W. H. Brooks has returned home after two weeks spent in Hot Springs, Ark.

Mrs. Mattie Krueger is relieving Miss Ila Cook in this office as comptometer operator.

Trainmaster's Office

I wish to make apologies to Miss Juanita McAdams for the statement in my report for last month concerning her marriage. It was all a mistake, so she says.

Miss Ethel Mae Robinson is making tri-weekly trips to Cape Girardeau in order to take music lessons.

Mr. W. E. Burgess is visiting his daughter, Mrs. Alonza Finn in Fort Scott, Kansas.

Mrs. W. O. Long of Fort Scott, Kansas visited friends here the first of August. Mrs. Sam Frissell accompanied her as far as St. Louis on her homeward journey.

Mrs. A. W. Fay visited her daughter, Miss Ila Cook in Fort Scott.

Everyone is remarking how well Otis Keller is looking after his vacation spent in Colorado.

Mr. John Witcher has returned to the hospital after being home only a short time.

MECHANICAL DEPARTMENT
CHAFFEE, MO.

LEOTA FRIEND, Reporter

Miss Marcella Walterhouse, of Springfield, filled the temporary vacancy of stenographer while the writer spent a delightful two weeks seeing the sights in Washington, Philadelphia, Atlantic City and New York.

J. S. Pemberton, of Springfield, was transferred to Chaffee as blacksmith.

Machinist C. R. Simpkins is relieving Machinist Appling at Hayti for a couple of weeks, while Mr. Appling is taking his vacation.

Mrs. Robert Baert, wife of drill press operator, and little daughter are visiting in Indianapolis with Albert Smith, who was formerly sheet metal worker at Chaffee. Mr. Baert expects to join them for a few days' visit about September 1st.

Chas. Ball, painter, has been confined at the Frisco Hospital for the past couple of weeks.

Locomotive Engineer R. L. Fisher died at the Frisco Hospital, St. Louis, on July 24th.

Clyde Stephens and John Sheeley have built a boat and trailer to use on their long-distance fishing trips.

Mrs. Armon Peer has gone to Colorado for her health.

J. L. Thornbrough, chief clerk to storekeeper, spent several days in Amsterdam, Mo., and Kansas City, Mo., the latter part of July.

R. A. Faust, foreman in the store department, went to Denver, Colo., August 10th to visit his family who are spending the summer in Colorado. Mr. Faust returned to his duties August 15th.

W. B. McGaugh was confined to St. Louis Hospital several days this month.

Mrs. Ben Fowler, wife of general car foreman, fell from the porch at their home in Cape Girardeau, tearing the ligaments in her right arm.

Mrs. G. A. Beinert and granddaughter, Bernice, left Wednesday for a two-weeks' vacation in Anderson, Indiana.

SUPERINTENDENT'S OFFICE
CHAFFEE, MO.

ANNA GOLDEN, Reporter

Mr. C. McBroom, chief clerk, has been spending his vacation at Hot Springs, Ark.

M. E. Gesi has returned from a vacation on his farm and visiting with his family at St. Marys, Mo.

Miss Elizabeth Grieshaber has returned after spending her vacation with friends at Chillicothe, Mo.

Conductor McAdams' family, of St. Louis, has been visiting with L. M. DeBerry and family. They also visited at Puxico and Williamsville before returning home.

Paul Krueger's beloved pet fox terrier did a little "jay walking" across the street and was hit and killed by a passing car.

Mrs. H. V. Cheatham and daughter, Virginia, have been visiting with Conductor and Mrs. E. E. Richmond in St. Louis.

Mrs. B. G. Gamble and daughter, Eloise, of Memphis, have been guests of Dean Underwood's family for several days. Mr. Gamble was master mechanic at this point before being transferred to the southern division.

Miss Hortense Watts, daughter of O. N. Watts, trainmaster at Newburg, Mo., has been visiting with Dispatcher Whelling's family for several days.

James Morgan made a trip to Walnut Ridge last week-end. He was accompanied home by Mrs. Morgan, who had been visiting with relatives for some time.

Gene Thompson, our messenger boy, has been visiting at Vicksburg, Miss.

B. A. Hamilton, claim agent, of Tulsa, Okla., Mrs. Hamilton and little daughter, Emily Anne, have been spending some time with relatives at Cape Girardeau and Farmington. Both Mr. and Mrs. Hamilton are former members of the Chaffee office force.

NORTHERN DIVISION

MASTER MECHANIC'S OFFICE
KANSAS CITY, MO.

H. F. SHIVERS, Reporter

Raymond Blankenboker, piecework checker, north yard, has been transferred to Birmingham, Ala., as piecework checker, effective August 1.

Victor Pack, piecework checker at Rosedale, succeeds Blankenboker on the north repair yard job, and Geo. Alford, piecework checker at south yard goes to Rosedale in place of Pack.

We wish to make a correction of an item appearing in last month's issue in regard to Dorothy Johnson's vacation. She did not go on her vacation until the last half of August.

Why is a section foreman called a railroad haberdasher? Answer: Because he has charge of the ties.

Mr. G. A. Ermatinger, road foreman of equipment, accompanied by his wife and daughter, spent the first part of August in St. Paul and vicinity. They made the trip by auto, and never experienced a bit of trouble, making the return trip from St. Paul to St. Joseph in one day.

New Coal Chute for Kansas City

Work is rapidly nearing completion on the coal chute being erected at this point by the Roberts & Schaefer Company of Chicago. This chute, when completed, will have a capacity of four hundred tons, and is what is known as the Simplex Roller Skip Type. The operation is entirely automatic, being electrically driven by a 30 horsepower motor manufactured by the General Electric Company.

In addition to the coaling facilities, there will be provision made for applying sand to the locomotives, the sand being drawn from a sand bin of ample capacity, built as a part of the structure itself.

Approximately four hundred cubic

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Be Your Own Engineer to Home Ownership

We supply all equipment and "Safety First Operation" — you control the speed by the amount you save monthly. Start now.

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Monthly installments on basis of $5.00 and up participate in dividend earnings on regular basis. If needed, savings are subject to withdrawal with accumulated earnings on short notice.

INVESTMENTS

Investment certificates issued upon payment of $500.00 and up in multiples of $100.00 and earning 8% per annum, with the dividend payable in cash January and July of each year, or the dividend may accumulate and compound semi-annually at the same rate. No membership fee.

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yards of concrete have been used in the construction, together with about fifty tons of reinforcing steel. The pockets are divided into two compartments, one of 125-ton capacity for stoker coal, and one of 275-ton capacity for lump coal. The pockets, or bins, span two tracks, and it will be possible to coal from both of them as well as from the two outside tracks. In other words, should the occasion demand, four engines could be coaled at one time without any hindrance or interference.

Before the coal is placed in the bins, it is dumped directly from the cars into a concrete hopper situated on a fifth track. From this hopper the coal flows by gravity into a loader, which is operated by the elevating bucket, being so arranged that it delivers one and one-half tons to the bucket, each trip of the bucket. The elevating bucket then automatically starts on its upward journey, and when reaching the proper point, deposits the coal in the bin, and returns for another load. All this operation being automatic, as it is only necessary for the operator to set the machinery in operation by merely pushing a button which controls the electrical arrangement which is housed in a reinforced concrete building near the main structure.

In order to make all parts of the overhead operating mechanism accessible for the necessary oiling and attention, there is a steel stairway from the ground to the top, also guarded steel ladders reaching the different units in order that they may receive the proper attention as to oiling and inspection. The main structure when completed and in operation will stand about one hundred feet in the air, and being conspicuous on account of its white color, plans have been made to have the Frisco monogram placed near the top where the same will be visible for quite a distance.

In order to take care of the spotting of the loaded cars over the unloading hopper, a car puller, or "nigger head", has been installed, which is run by a seven and one-half horsepower motor, which is also manufactured by the General Electric Company. Practically all the material entering into the construction of this chute was purchased here in Kansas City from local concerns. The Sheffield Steel and Equipment Company furnished the reinforcing steel, the lumber used for form work, of which some 35,000 feet were required, was furnished by different dealers, the majority being furnished by the T. J. Byrne Lumber Company.

Mr. A. W. Skinner has had charge of the construction work for the company having the contract, and has shown himself a very able man in the performance of his duty, and has made a host of friends among the employes since he has been here. The installation of this new facility will dispense with the method formerly practiced here of coaling engines with the Browning crane, and on account of being able to coal four engines at one time, don't think will have any delays on account of waiting for coal.

MECHANICAL DEPARTMENT KANSAS CITY, MO.

DORAL L. DENISON, Reporter

Mr. William McGee, wiper, and wife spent a very enjoyable vacation visiting Mr. McGee's mother at Winchester, Tenn.

Laurell and Orena Anderson, son and daughter of Day Supply Man Lucian Anderson, are visiting home folks at Paducah, Ky.

We wish to extend congratulations to Mr. and Mrs. Stanley Bullard. Mrs. Bullard was the daughter of Lucian Anderson before her marriage on July 30th.

We wish to extend our sympathies to John B. Jones, electrician's helper, at the loss of his mother, who passed away July 3 at Birmingham, Ala.

We also wish to entend our sympathies to Messrs. Bert and Arthur Branstetter, engineers, at the loss of their dearly beloved mother, who passed away August 2 at her home, 817 Cornell, Kansas City, Kans.

A vacation party consisting of Mr. and Mrs. Frank Bell, Mr. and Mrs. Bert Branstetter, Mr. and Mrs. W. G. Cooper, Mr. and Mrs. Charles Leckenby, engineers at Kansas City, and Mr. and Mrs. Tye Cobb, Mr. and Mrs. James Davison, Mr. and Mrs. Eddie Orr, conductors, spent a number of days fishing and outing at Clitherall, in Northern Minnesota.

George McCarty, hostler helper, has been off for a number of days, but we don't know what for, and he won't tell.

William Bullard, machinist, formerly of Amory, Ala., is now employed on the night shift, vice Claude McCready, who has taken a day trick.

Lue Anderson is back again after being off for some time on account of sickness.

Rex P. Kidd has taken a night job, vice William Wiggins, resigned.

Oscar Gossett, night hostler, and wife have just returned from spending a number of days visiting folks in South Missouri.

Clyde Campbell, Brown hoist helper, has returned from St. Louis hospital where he underwent an operation for the removal of his tonsils.

John Purdle, night machinist, and family spent a number of days motoring through the Ozarks.

Melvin McCready, night test-out man, wife and family are spending a number of days visiting relatives at Marshall, Mo.

The reporter of this column and wife spent a number of days visiting and fishing near Nevada, Mo.

Clyde Campbell, night Brown hoist helper, had the experience, while making a trip from St. Louis recently, of finding a lady's purse when the train was coming into Springfield. He turned the purse over to the station agent at Springfield, who later notified Mr. Campbell that he had traced it and restored it to its rightful owner.

MECHANICAL DEPARTMENT FT. SCOTT, KANSAS

CLEIS B. HUNT, Reporter

Mr. and Mrs. John Gilpin, engineer and wife, just recently returned from a trip, visiting in California, Washington and Canada, and report a wonderful time.

Engineer Robert McDowell attended the Engineers' Convention at Cincinnati, Ohio, and returned by way of Chicago, where he met Mrs. McDowell and family, visiting relatives there.

Road Foreman of Equipment George A. Ermatinger and wife vacationed at St. Paul, Minn., visiting Mr. Ermatinger's mother. While there, they visited the old home place and report a lovely trip.

Since our last write-up in the Magazine, two of the mechanical force, Mr. Alvin Stanart and Mr. Drexel Hill, have heard the wedding bells ring.

Mr. and Mrs. Orville Newell are the proud parents of a new son. Orville says, "He sleeps all the time, almost".

Mr. C. E. Henshaw, chief clerk at the general foreman's office, is driving a new Willys-Knight.

Mr. John McPeters and wife, night foreman, attended the annual picnic at Cassville, Mo., while vacationing in the Ozarks. They also visited in Eureka Springs, Ark.

Mr. P. J. Moore, general foreman, and family enjoyed their vacation at

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CAPE GIRARDEAU
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NAETER BROS., Inc.
Has More Subscribers Than Any Other Daily Newspaper in a Missouri City Under 40,000

Springfield and St. Louis.

Two of our force are off with injuries, Mr. Lee Braden, boilermaker, sustained an injury by a fire brick falling on his foot. Mr. Albert F. Johnson, sheet metal worker, sustained injuries while starting a gasoline motor.

Since the middle of July we have been turning Missouri Pacific engines —1400 and 1500 class—daily on the Frisco turntable. This is some new power that the Missouri Pacific has recently routed through Ft. Scott and their table is not large enough to turn these engines.

Engineer Paul McCrum and family recently enjoyed a vacation in Buffalo, New York and other points east.

Leonard W. States and family enjoyed a visit with friends and relatives at Denver, Colo.

William C. Bryant, machinist apprentice, was promoted to machinist first class on August 8, 1927.

Neal Carl and family experienced something new on August 8, when they were returning from Wichita and were just outside the city limits, "water bound" overnight, due to high waters that Fort Scott and vicinity had.

Engineer H. A. Blakesley owns several cabins at Noel, Mo., in the Ozarks, where he is now spending the month of August.

Mr. and Mrs. M. O. Calvert's daughter, Josephine, was married at Lawrence, Kans.

Mr. and Mrs. Verne Jones had as their guests Mr. Jones' sister, who drove through from Denver, Colo.

Mrs. C. J. Kirkpatrick and daughter, Vera, enjoyed a months' vacation at Los Angeles, Seattle and Denver, and came home thinking the West was wonderful.

Mr. and Mrs. I. H. Lane announce the marriage of their daughter, Della, to Mr. Walter Armstrong of Kansas City on August 8th.

We now have all the storage coal picked up at Fort Scott.

W. B. Smith, ticket cashier and operator at Cherryvale, Kans., has served at that station for 25 years and has served for the last eight years without missing a day.

He came to Cherryvale prior to the construction of the modern station which was erected there some time ago.

"I've got to keep busy," he said, "because I have a son in college and that means that Dad has to keep going."

LOCAL FREIGHT OFFICE KANSAS CITY, MO.

DAVID H. TODD, Reporter

We are mighty proud to announce that one of our number, Edward W. Cunningham, was honored by the presentation of a gold fountain pen for having secured the greatest amount of traffic for our line in the Kansas City terminal. Long before the Greater Traffic Committee was organized, and all through his fifteen years' service, Mr. Cunningham has always secured additional business for us.

Someone at Stanley, Kans., was watching our colored ball team and noticed the emblem "F. C. O." on their suits and asked if that stood for Frisco Commercial Office, and wondered where Deveney, Sachen and Stephens were, and why all the commercial office boys were not on the team.

William Keys and wife have just returned from an enjoyable vacation at Decatur, Ala., Birmingham and Cleveland.

Our office has just received its annual scrub.

Pete Fracul, our new reclaim clerk, has been off with an abscess on his hand.

Fanchon Johnson is spending her vacation in Chicago, Milwaukee and other northern points, while Mark Cassidy is taking his in Hot Springs, South Dakota.

Clinton DeWitt Guy wants to bet anyone $10 he can make a non-stop walk from Kansas City to Ottawa, Kans. (64 miles), just to show us that his 60 years are no impediment to him.

August has been a bad luck month for motorists around the office. Frank Fenner, Clarence Tarpy and Pete Fracul all have had the thrill of being in a wreck.

OFFICE, DIVISION ACCOUNTANT FORT SCOTT, KANS.

DOROTHY WORKING, Reporter

Mr. L. W. Pipkin spent a few days in Wichita and Neodesha on business. He was detained longer than he had planned because of a washout near Iola, Kansas, following a heavy cloudburst.

Miss Margaret Hendricks has returned from her vacation which she spent in Detroit, Michigan.

Miss Dorothy Working is off duty for at least thirty days account of an operation.

H. A. Mitchell, general clerk, took his two week's vacation with the Guards at Fort Riley. Lee Marksbury has been relieving him.

F. C. Fulton is back on the job after being off account of illness.

ROSEDALE NEWS

FRED T. WILLIAMS, Reporter

Joseph Milligan, blacksmith, is sporting a new sedan.

Art. B. Koelling has returned from Koshkonong, Mo., where he spent his vacation.

Victor K. Pack, piecework checker, has been transferred to the north yard at Kansas City, and George Alford has taken his place here.

T. J. Williams, an American Railway Association checker, was a visitor a few days ago.

John Watkins, transfer foreman, was stricken with paralysis August 9 and was taken to the Frisco hospital, St. Louis.

William Bacus is again with us after working as inspector in the train yard.

Bert Mayers, car inspector, spent his vacation in the state of Washington.

TRANSPORTATION DEPARTMENT NEODESHA, KANS.

CHESTER FULTON, Reporter

Brakeman C. J. Baker and mother are enjoying a vacation in Denver.

Bernice Heinbach, roadmaster's clerk, returned a few days ago from a two weeks' trip in Colorado.

Ethel Mae Perry, of Nevada, Mo., worked the roadmaster's clerk's job during absence of Miss Heinbach.

Clarence Wheeler, who used to be our warehouse trucker, has been placed on the Brakemen's Extra Board at Neodesha, and S. C. Harper, of New Albany, has been added to our station force in place of Wheeler.

Robert Holland, roadmaster, is now on his vacation.

Mrs. H. M. Ferguson and Robert, wife and son of Operator Ferguson, flivvered to Fort Scott to visit relatives for a few days.

Columbus Parks has been appointed section foreman of Section F-15, Big Hill, Kansas, in place of James Goudy, who transferred to the Afton Sub.

Conductor J. W. Thomas and wife recently suffered the loss of a daughter, Mrs. J. A. Boggs, Humboldt, Kas., after a short illness following an operation. We were all shocked at the sad news and extend our sympathies in their hour of bereavement.

OFFICE OF SUPERINTENDENT TERMINALS KANSAS CITY, MO.

D. H. SWINDELL, Reporter

Charlie Wilson, assistant general yardmaster, in charge of the night yard, is in the hospital suffering from a minor attack of blood poisoning.

Mr. John Burch, general yardmaster, left for a two week's vacation in San Francisco.

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Miss Katherine Waidelich, telegraph operator in this office, just returned recently from a three weeks' vacation.

Mr. Howard Hoke, chief clerk to Supt. Terminals, returned Monday, August 15th, from a vacation at Parsons, Kansas.

The writer expects to leave Saturday, August 20th, for a short fishing trip in the Ozarks.

LeRoy Kirk, messenger boy, spent his vacation in California again this year.

There were seventeen employes from Kansas City attended the picnic given by the Tulsa Terminals at Seneca, Mo. There were several Yardmasters in the bunch, and understand they arrived at Afton just in time to demonstrate their wares in breaking a blockade at that point. On arrival at Seneca, Jim Harris proceeded to inaugurate the old time Flint Hills Square Dance, with the assistance of several of the other boys. Mrs. Burch lost her husband during the afternoon, but after investigating it was discovered he had gone "Over the Hill" with Messrs. O. L. Young and T. A. Graff. Understand Messrs. Burch and Young had very desirable seats at the wrestling match, but as it is human nature for one to always be looking for something better, Messrs. Burch and Young decided to move up to a ringside seat. However, when they moved the crowd moved, and they were caught in the crowd, and when the crowd settled down again they had no seats at all. Everyone reported having a very fine time.

COMMERCIAL OFFICE CHATTER KANSAS CITY

IRENE MORRISON, Reporter

Dr. N. Stephens, mother of C. E. Stephens, soliciting freight agent, has just returned from a month's vacation in London and Paris.

P. J. Rose spent his vacation with the boy scouts at Noel, Mo.

Vern Stocker, telegrapher-clerk in this office, is leaving to take a position as second trick operator at Severy, Kansas.

OFFICE ASSISTANT GENERAL PASSENGER AGENT KANSAS CITY, MO.

E. V. WALTERS, Reporter

Mr. Baker spent a considerable part of his vacation fishing in the Ozarks.

As evidence that travel is good on the Frisco, L. A. Fuller offers the following: Union Station, train 10, St. Louis, August —. A colored boy waiting at gate for a girl friend or wife, from some point in Oklahoma, stepped up to me and asked if all those people were getting off the Frisco train. I replied, "They surely are." He, then turned to a colored woman and said, "Lawdy, Lawdy, everybody in Oklahoma has come to St. Louis this mawning but that gal."

Maring is taking his vacation in August and, lo! the pass requests submitted read, "Mr. and Mrs." That's right! How did you guess it?

Believe it or not, Bob Holman wore out the gear shift on two machines while the regular stenographer was away on a vacation.

SOUTHERN DIVISION

TRAINMASTER'S OFFICE AMORY, MISSISSIPPI

VIOLET GOLDSMITH, Reporter

On Friday, July 22, Amory had a big celebration in the form of a picnic and dance account the southern division winning the Safety First loving cup during the first quarter. There were quite a few visitors from Birmingham, Springfield, St. Louis and various stations on the division and a special train of five cars was run from Memphis to Amory, carrying 257 passengers. The services of the train and engine crews were given free. Conductor Bob Johnson, Brakemen Simmons and Sloan, Engineer Dean and Fireman Jolly; on the return trip, Conductor Pat Kendall with the same brakemen and Engineer Jolly and Fireman Foster. At 5:30 p. m. the management of the Mingo Theatre gave the Frisco the use of the theatre for a program. Dr. Allen gave a welcome address in behalf of the Kiwanis Club, and "Daddy" Mills gave a short talk on Safety First, the Amory "String Beans" gave a real good program. Picnic dinner was served in the City Park at 6:30 p. m. and the dancing began at 8 p. m. in the street. Music was furnished by the Frisco Orchestra from Memphis. The southern division won the cup with a score of .032 and the river and cape division won the cup for the second quarter with a score of .030.

We now have a mascot in the yard office, a very small kitten named "Bilbo", which arrived here in Car "Boxacarrio" several weeks ago. Under the patient treatment of Yardmaster O. E. Bradway, "Bilbo", who was blind, is now able to see his way around quite well.

Mrs. E. W. Flinn is spending several weeks in Mount Eagle, Tenn.

Mrs. C. H. Goldsmith and Violet Goldsmith will spend about three or four weeks in the West, visiting Denver, Salt Lake City, Olympia, Wash., and Los Angeles, Calif.

Mr. R. E. Camp has had a touch of malaria, but is regaining his strength.

Mrs. E. A. Teed and daughter, Lenore, have returned from a trip to Ottawa, Ohio, and Detroit, Mich.

BIRMINGHAM TERMINAL

MRS. NELLIE McGOWEN, Reporter

J. A. Whitten, chief clerk to superintendent of terminals, is away on his vacation. Mr. Whitten and family and a party of friends motored to Pensacola, Fla., where they have taken a cottage and will spend a week fishing, swimming, etc.

C. J. Thompson, assistant to superintendent of terminals, and Mrs Thompson have returned from Norfolk, Va., where they went to attend a meeting of car accountants. They were delightfully entertained while in Norfolk.

T. P. Mealey, record clerk, and family have returned from a two weeks' trip to points in Alabama, Mississippi and Florida. Mr. Mealey says he is a "full-fledged" golf player now, as he played two games while in Florida.

Switchman H. S. Barr and family are spending their vacation in Los Angeles and other points in California.

R. E. Huie, record clerk, wife and daughter, Myrtis, are visiting relatives in Atlanta and other points in Georgia.

M. H. Ford, chief yard clerk, has returned from Foley, Ala., where he went on a fishing trip. Mr. Ford evidently did not have very good luck, as we have not heard any "fish stories" since he returned.

Mrs. Alma Souder has accepted a position in the office of chief car inspector. Mrs. Souder was succeeded in the terminal accountant's office by Miss Dolyne Scott of Springfield, Mo.

G. T. Coyle, train clerk, and wife are visiting relatives in Atlanta.

W. E. Burrus, yardmaster, and family are spending their vacation visiting relatives in St. Louis and Toledo, Ohio.

Mrs. W. S. Whitten and son, William, wife of engineer, left Sunday for Columbus, Ga., where they will join a party of friends who will accompany them to Savannah, from which place they will sail for New York. They will make the return trip by rail.

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Mrs. J. W. Skaggs and son, William, are spending a few days in Kansas City, their former home.

Miss Etta Paul, timekeeper in the mechanical department, has returned from a two weeks' visit in Mexico. She reports a wonderful time while there.

W. T. Hughes, clerk in the chief car inspector's office, is spending his vacation in Dallas, Texas.

J. A. Graves, head train clerk, has returned from Mentone Springs.

Lee Howell, janitor, has returned from a trip to Tuskegee, Ala.

Mrs. Nellie McGowen left on the 15th for a two weeks' visit to Anniston and other points.

J. C. Bates, train clerk, and wife, also his brother, J. M. Bates, yard clerk, are spending their vacation with their parents in Graham, Tenn.

Jep Sivils, yard clerk, and family are spending some time with relatives in Attalla, Ala., and Chattanooga, Tenn.

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LOCAL FREIGHT OFFICE MEMPHIS, TENN.

VIRGINIA GRIFFIN, Reporter

B. S. Linville, assistant station accountant, made a flying trip to Linden, Ala., while on his vacation, spending the remainder with relatives in St. Louis.

Ben A. Martin and wife, clerk in the platform foreman's office, have returned from a visit with relatives in Greenville, S. C.

D. E. Creeden, disposition clerk, spent the week of July 17 in St. Louis, seeing some good ball games. He saw Babe Ruth, but he didn't knock a home run.

T. E. Hanson, binding machine operator, had to lay off the last two weeks of July on account of his eyes.

Miss Elma Wright, comptometer operator, together with a bunch of friends, enjoyed a few days camping on the Hatchie River the latter part of July.

S. L. Oliver, W. F. Corkery, Faye Barbee, T. E. Bryant, Leon Rohrbough, J. H. Norman, J. F. Wright, Frank W. Bauer and Joe B. Wright went to Amory on July 22 for the picnic and dance, and all report a good time.

Frank R. Crane, expense clerk, was off the last week of July on his vacation, a part of which he spent fishing in Reelfoot Lake, Tenn.

E. W. Holcombe and wife, revising clerk, left August 1 for a month's vacation in Denver, Colorado Springs, and Pine Grove, Colo.

Frank L. Alkin, cashier's clerk, left for Biloxi, Miss., August 3, to spend his vacation, returning August 15.

Joe Sigman, clerk at Yale, and Jack Foster, cashier at Harvard, both having been in the service for ten or fifteen years and having talked over the telephone several times each day, all this time, saw each other and were introduced for the first time at the Watermelon Feast on August 4.

Leon Rohrbough, demurrage clerk, left August 8 for a visit with relatives in Shawnee, Okla.

L. W. Tankersley, claim clerk, returned to work August 8, after a week's vacation here at home.

W. A. Moore, block clerk, spent his vacation, the first two weeks of August, seeing the "Chicks" play ball.

Mrs. B. S. Linville, wife of assistant station accountant, returned August 11 after several weeks' visit with relatives in St. Louis and Jefferson City, Mo.

We all enjoyed very much the dance given by the Frisco Employes' Club on August 11 and will be glad when September 10 rolls around for the next one.

Mr. and Mrs. Wm. Jasper Tankersley are rejoicing over the arrival on August 11 of a fine daughter, Margaret Elaine. Jasper is one of our bill clerks.

S. L. Oliver, agent, left August 13 for a visit with relatives in Los Angeles.

Hiram D. Robertson, clerk on outbound platform, is now enjoying his vacation in and around Kansas City.

FREIGHT TRAFFIC DEPARTMENT MEMPHIS, TENN.

KATE MASSIE, Reporter

We Frisco folks in this territory have certainly been having a good time. A wonderful picnic at Amory, a watermelon feast at Harvard, and a dance at the College Inn on South Parkway. Music by the Frisco Sunnyland Orchestra.

Miss Lucile Hughes, stenographer, is spending her vacation in Chicago.

W. C. Jackson, traveling freight agent, is resting in Hot Springs, Ark., for the next two weeks.

Executive General Agent Buchanan and little daughters, Earlene and Audrey, are having a wonderful vacation trip in California.

We wish to extend our sympathy to T. M. Cummings and family account the recent loss of their sister, Miss Julia Cummings.

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F. M. SCOTT, Reporter

E. W. Scott, operator at Adamsville, announces the arrival of a baby girl, July 31.

Mr. Rich Andrews, father of B. C. Andrews, conductor, died at 2:00 a. m., July 31. Burial at Shanghi cemetery. Mr. Andrews was at one time crossing flagman at Dora until his health got so bad he had to quit.

W. J. McMurron has returned to Dora, after having lived in Birmingham for about a year. They all come back for more.

A. Greer, conductor, relieved Yardmaster Luther Booker at Carbon Hill for 15 days, while Mr. Booker was on his vacation.

R. Connell, conductor on Empire run, off for 30 days' vacation.

A. S. Thomas, operator, off third trick, Cordova, bumped J. L. Argo on second trick, Dora, who, in turn, bumped L. S. Shiflett on third trick. Shiflett placed himself on the extra board.

Mrs. C. M. Hunt, wife of engineer, attended the veterans' reunion, thence to Wichita, Ft. Worth and Kansas City, visiting friends and relatives. Mrs. Hunt spent 45 days on this trip.

Fred Horton is in Asheville, resting up from a recent illness.

The new Masonic Temple is ready for use, the first meeting to be held in the new lodge on August 25.

Dora Ice Company's new ice plant is now in operation and making all the ice needed for immediate needs.

Business outlook for the Dora district is considerably better, with all mines working as many as five days a week and some working 6, and quite a bit of coal is being billed north, which gives us a longer haul.

BIRMINGHAM GENERAL OFFICE

LAUNA M. CHEW, Reporter

Friends of J. R. McGregor, district passenger agent, Birmingham, are very glad he is back at his office, after an illness of several weeks.

T. L. Cannon, ticket clerk, city ticket office, has returned to work after several weeks spent in Asheville, North Carolina.

Mr. and Mrs. H. F. Stender, traveling freight agent, have moved into their new home in Roebuck.

B. F. Thompson, soliciting freight agent, is enjoying his two-weeks' vacation repairing fences, etc., around home.

Mrs. Marvel Gardiner, assistant to Dr. R. C. Woodson, has returned from a two-weeks' motor trip to Florida.

Mr. and Mrs. M. G. Cooper, claim agent and wife, have returned from a ten-day vacation spent in Hendersonville, N. C.

Minnie Lee Allen, clerk, claim agent's office, has been visiting with her mother and relatives in Georgia.

OFFICE OF SUPERINTENDENT TERMINALS—MEMPHIS, TENN.

JOHANNA WEINER, Reporter

Vacation time is almost over in the office of the superintendent of terminals. Mr. E. E. McGuire, superintendent of terminals, has returned, after spending two weeks in Thayer, Mo., and vicinity. Mr. H. G. Nichols, general yardmaster, is back from Corpus Christi, Texas. Mr. H. C. Barnett, chief clerk, spent two weeks in Kansas City, Mo., and Miss Johanna Weiner, secretary, has returned after three weeks in New York City, Atlantic City and Washington, D. C.

We offer our heartiest congratulations to Mr. and Mrs. John Koen, who recently became the parents of a little daughter. Mr. Koen is yard clerk at K. C. Junction.

Mr. Sam Allen and Miss Louise Frazier were married on Sunday, August 7th, at Biloxi, Miss. Mr. and Mrs. Allen are honeymooning in Gulfport, Amory and Tupelo, Miss. Memphis terminal is unanimous in wishing them much happiness.

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Looks like Memphis Terminal is doing her level best towards the upkeep of the marriage license bureau. Miss Jessie Littlejohn became Mrs. W. H. McKnett on August 15th. Mr. McKnett is yard clerk at Yale. Congratulations, Mr. and Mrs.

Mr. H. A. Markham, interchange clerk, accompanied by his wife and daughter, Alice, has been traveling extensively westward during the past few weeks and is now in British Columbia.

M. S. B. & P. GENERAL OFFICES PENSACOLA, FLORIDA

F. AMBROSE, Reporter

Mr. J. M. Kurn is spending his vacation at Camp Walton, near Pensacola, fishing and golfing. He was accompanied to Camp Walton by Mr. W. B. Harbeson, resident vice-president.

Mr. G. W. Greene and R. B. McKee made a business trip to St. Louis the first of the month.

V. R. Copp, transitman, came down to the office the other morning and informed all of us that he was the proud papa of a seven-pound baby girl.

Mr. W. R. Brown, made a business trip to Springfield and St. Louis this month, bringing his business car back with him which had been undergoing repairs at west shops at Springfield.

Miss Gertrude Bazell, secretary to Mr. Brown, spent her vacation in South Florida.

Bob Langston, completion report clerk at Memphis, favored us with a visit while on his vacation.

W. H. Stiles and wife spent their vacation in St. Paul and Minneapolis. Mr. Stiles is our trainmaster.

G. W. Greene, construction accountant, has purchased a Buick coach.

FREIGHT OFFICE BIRMINGHAM, ALA.

ALVIN C. HANSON, Reporter

The Greater Traffic Club has proven quite a success in Birmingham Territory, all the employes seem to fall into line for a greater business in Birmingham terminals, and are on the job to reach each person that they know. Miss Cammie Adkins, abstract clerk, won the prize for the last month.

Mr. L. T. Hatcher has just returned from his vacation to Sunny Tennessee.

Miss Elvina Smith has returned from the bedside of her sister on the Gulf Coast.

Rate Clerk Jones just returned from his vacation in the blue grass of Kentucky.

We are glad to have Miss Moore as abstract clerk, as Miss Adkins was on her vacation.

Mr. W. B. Freeze, our new claim clerk is out of the hospital from an operation.

Mr. Packard, our chief clerk, forecasts cold weather in the freight house now, since it Will B. Freeze-in claim clerk's chair after this change is made in the office.

The old freight house is undergoing a new coat of paint and also the windows will be screened in the near future so that we employes can work without the annoyance of the mosquitos. Thanks to the bridge and building men here doing the work.

EASTERN DIVISION

SEVENTH STREET STATION ST. LOUIS, MO.

AGNES M. LARKIN, Reporter

The "Fewest Error Pennant" was awarded this station for the month of July. Superintendent F. L. & D. Claims' statement shows we handled 48,970 shipments and made 13 errors—in other words, we handled 3,767 shipments to each error made.

We are glad to see the manager of our baseball team has recovered. His good management was missed several Sundays, although the team continued on its winning streak.

Alvin Clayton is the new pitcher on our team. He hails from Hayti, Mo., and made his first appearance in the Best Service uniform Sunday, July 31, at Granite City, when he pitched a 6 to 7 game in favor of Frisco.

J. E. Schwend is now on duty at Seventh Street, relieving Mr. Coy for several weeks. Ewing Avenue is going to miss a good car inspector.

Ray Thurman, picker, is now seeking a position as chef in one of the big hotels. Ray claims, since the Mrs. has been in the country, he has even learned to boil water without burning it.

Herb Leistner, stowman, is now traveling in a new four-door Ford sedan.

William Klein is back on duty after an illness of several weeks, due to a fractured rib, caused by slipping on the steps. Watch your step, Bill.

Elsie Vance, daughter of C. Vance, is spending several months in Woodward, Okla., visiting her several uncles there.

Richard Reed has just returned from a trip spent around Buffalo, N. Y.

Arthur Knapp and wife spent several weeks in Detroit, Mich., visiting friends.

Henry Kammeyer is visiting his father in Kansas City, making the trip in his Ford.

WEST SHOP LOCOMOTIVE DEPT. SPRINGFIELD, MO.

A. E. GODFREY, Reporter

Charles Melton, locomotive cab car-

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THE LEADING HOTEL SPRINGFIELD, MO.

Frank B. Smith Laundry Co. - FAMILY WET WASH SPRINGFIELD, MO.

BANKS ALONG THE FRISCO LINES

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COURTESY, FAIRNESS AND EFFICIENCY

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MEMBER FEDERAL RESERVE SYSTEM
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We solicit your business. Offering you all the service consistent with good, careful banking
The Citizens Bank
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E. J. ADAMS, Assistant Cashier
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Furnishes every possible railway service
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Furnishes every possible banking service
FRISCO MEN, WE WANT YOUR BUSINESS
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TULSA

penter, and Mrs. Melton spent a lovely vacation at Oklahoma City.

Richard Shelton and Miss Emma Bishop were married July 31. Mr. Shelton is a machinist. Many happy years, Richard.

W. J. Scott, boilermaker, spent his vacation at Salina, Kans., visiting his brother, whom he had not seen for nine years.

Mr. and Mrs. Matt Schmidtlein are the proud parents of a son, born July 28.

Ordie Dottson, boilermaker apprentice, spent his vacation at Salt Lake City, Utah.

B. F. Rose, boilermaker, and his wife have returned from a trip to Colorado Springs and Denver, where they visited homefolks.

Steve Bolin, third-class boilermaker, and Mrs. Bolin spent their vacation with Mr. Bolin's brother at Red Oak, Ia.

Clark B. Ralston, third-class boilermaker, and Mrs. Ralston have returned from a visit with relatives at Lamar, Colo.

R. C. Jones, boilermaker apprentice, left August 1 for Enid, Okla., where he will serve six months of his apprenticeship in the roundhouse.

L. H. Thomas, boilermaker, is sporting a new car.

Charles Williamson, second-class boilermaker, and Mrs. Williamson have moved into their new home on Route 9, Glenstone Court.

Ervin Jacobson, boilermaker, is all smiles around the shop. He says he has a fine baby girl at his house.

L. J. Gibbs, boilermaker, has the sympathy of the boys in the west boiler shop in the death of his mother, which occurred July 27.

Buch Hughes and Miss Flossie Patterson were happily married August 6.

ST. LOUIS ZONE BUREAU

R. A. WALT, Reporter

This zone is in excellent shape, having finally lined up the fifty agents, whose accounts we handled, to a correct and prompt rendition of reports, and we are now looking for new fields to conquer. We are looking forward to word from our General Officers for further expansion.

The vacation period which is now waning has been productive of some splendid trips, principally among our girl employes; the Misses Walsh and Condon to Glacier Park; the Misses Ondr and Larkin to Taneycomo, and Miss Chapman to Southern California.

Everyone in the Zone is looking forward to the return to home port of "Windy" Linton, our bookbinder, whose lengthy itinerary, according to "Bones" Donnerburg, will permit "Windy" not to exceed one hour in any one town.

The trek of our clerks to 9th and Olive continues, we have previously lost "Tip" O'Neil, John Daly, and Leo Van Nest, and now Joe Luecke, cash balance clerk, has bid in position of claim investigator. Joe is a fine young fellow and we know he will be liked in his new surroundings.

Since our last writing Eugene Zuber and Miss Braggins, of Webster Groves, were united in wedlock. Our best wishes for a great happiness are theirs.

We must not forget to report that Ann Smith and Nathalie Haeberle have had trips to Ada, Okla., and Chicago and that Virginia Leahy has undergone a nasal operation and now "breathes easier".

PASSENGER TRAFFIC DEPT. ST. LOUIS, MO.

MOLLIE S. EDWARDS, Reporter

Miss K. Riley, stenographer, has returned from her vacation, which was spent at home resting.

J. E. Ritchey and family are spending their vacation in Wisconsin. No doubt Ernie is enjoying all the good fishing and will come back with the usual fish story.

Frank McDonald and family spent a lovely vacation fishing in Illinois. Frank says he was a little dissapointed, for he expected sunshine, and had too much rain.

Frank McEneny returned from his vacation spent in Chicago and a few days at home, resting up, after the big trip to the windy city.

Robt. L. Reed has been taking his vacation over the week ends and no doubt by the time his vacation period is up, he will have covered the United States sightseeing.

Mollie S. Edwards spent her vacation with stop at Kansas City, Mo., Grand Canyon, Ariz., San Diego, Calif., Los Angeles, San Francisco, Portland, Seattle, Victoria, Vancouver, Lake Louise, Banff, Minneapolis, St. Paul and home. No, didn't quite make the trip around the world, will do that next year.

Several new names added to the roster—Edward A. Mott, milk agent, and W. Chilton, assistant file clerk. Welcome to the department.

ST. LOUIS MECHANICAL DEPT.

LOUISE SCHUTTE, Reporter

You cannot have lilacs, or roses or a garden in a straight line flat. It has

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Oklahoma

taken several months for some of the men who were transferred from Springfield recently to realize this, but then, everything takes time. And some are still having trouble finding their way to and from the shop. Robert Reed, machinist, is a real credit to this big, noisy town, though. He said he likes it up here pretty well. All in all, everything is quiet along the Potomac.

W. B. Murney, general foreman, is on his vacation. Don't have visions of Yellowstone Park, et cetera. Mr. Murney's vacation is being spent in locating a place of abode for his family, and in moving. And he will tell you that accomplishing this is not a small feat.

Clemence (Frog) LaBarge, who for eight years filled the position of call boy at Chouteau Avenue, was transferred to the roundhouse as machinist helper. He and Mary Weise were married recently at St. Cronan's Church. We wish them good luck.

We were becoming very discouraged with our showing in the number of personal injuries sustained at Chouteau Avenue roundhouse. Finally Mr. Murney decided on the plan to post bulletins explaining just how each personal injury was sustained, requesting the men to use each case to their own advantage.

We cannot be sure, but we think these bulletins are having some effect in preventing a number of injuries.

Frank L. Burt, formerly machinist at Lindenwood, has been assigned night foreman here. Thomas Murray is now assistant foreman.

About two years ago, Walter Herrod, our blacksmith, was transferred from Kansas City. He made his home in Kirkwood, a suburb of St. Louis. He must like it very well if we are to judge by the number of men who were transferred from Springfield, and who have also made their homes in Kirkwood. Seems like good advertising.

John T. Johnson, hostler, and family are in California. John said that he wasn't a bit anxious to go, but he must have changed his mind about enjoying the trip. He sent us a card showing the Guardians of the Golden Gate and indicates that he will have a lot of things to tell us.

Thomas Murray spent one of his two day a month holidays at West Lake, swimming, and came back with the bridge of his nose bruised: made too high a dive in shallow water. Next time Thomas was off two days and came back with the tip of his nose and upper lip badly swollen. Blames the Meramec this time. We tremble to think of what would happen if he took off three days.

Roy White, our porter, went down to Springfield to accompany his wife bridge of his nose bruised; made too out to Oklahoma a few weeks ago and Roy became worried because of the extended visit to Springfield.

The dog races on the East Side are claiming the attention of a number of the men here. Even Bert Carlisle is seriously thinking of betting on one of those canines.

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FT. SCOTT, KANS.

KANSAS UTILITIES CO.
"The Gas and Electric Store"
FRIGIDAIRES WASHERS
GAS RANGES
Ft. Scott, Kans.

MONETT YARD—MONETT, MO.

FRANK L. KYLER, Reporter

Due to discontinuing the 8:00 a. m. east lead engine, several changes have been made in the personnel of our yard crews. J. A. Griffith, foreman of the crew pulled off, bumped as helper on the 7.30 A. M. crew, displacing J. M. Mansfield who bumped on the 3.30 p. m. crew as foreman, displacing F. L. Kyler. Helper William E. Schaffnit bumped on the 3:30 p. m. middle lead crew as foreman. Helper Chas. Baird went to the midnight crew and Helper Fred C. Williams went to the 3.30 P. M. middle lead crew.

Assistant Yardmaster E. O. Gillette has returned to work after taking a two weeks' vacation. J. E. Shipley, night assistant yardmaster, relieved Mr. Gillette.

Wilford L. Cannady, foreman of the 4.00 P. M. east lead crew, Mrs. Cannady and children, departed August 12th for a two-weeks' trip to points of interest in Colorado and California.

A card received recently from Yellowstone Park, Colorado, tells us that Mrs. Pearl Lewis and daughter Miss Francis are enjoying their vacation very much. Miss Mildred Northern is relieving Mrs. Lewis as O. S. and D. clerk at the local freight house.

W. P. Fenton, night assistant yardmaster and Mrs. Fenton are enjoying their vacation, visiting at their old home out at Wymore, Neb. They will be gone two weeks.

F. W. Morey, general chairman of the B. of R. T. passed through on No. 4 recently and visited with the boys while Four was changing engines.

This so called fishing trip that I have been raving about, turned out to be a perfect frost. The river came up and nearly washed us away. NOT SO MANY FISH CAUGHT.

R. F. Kirby formerly of this place, who suffered the loss of an arm recently while switching in the terminal yards at St. Louis, is visiting relatives and friends at this place.

Uncle John Stowe, veteran engineer in the local yards is quite a fancier of bees and to prove his prowess he took off a batch of honey recently. It is to applaud the quality of this honey as being far above par.

It isn't so often that we get anything on any of our officers, but this is one time that our Superintendent and his assistant are to be the butt of a little joke. On August 11th Supt. S. T. Cantrell had an Accident Prevention meeting scheduled at Monett. On the 10th our super's car came down on Number 13 and went back on Number 4 and no one seemed to know the reason for the trip. The next day at the meeting C. C. Mills, director of accident prevention, let it slip that Mr. Magers and Mr. Jury had come down the day before, to attend this meeting.

A new drinking fountain is being installed at the east yard office which will provide plenty of ice water for every one. This is a mighty fine move and will be of great benefit.

A Frisco Employe's band has been organized at this point, which will be directed by Homer F. Lee who has organized and directed several first-class bands in this vicinity. The membership of the band is limited to Frisco folks, but every department is to be included and those interested are requested to get lined up at once, seeing Mr. Lee regarding assignments and to secure instruments.

Due to excessive rain, during the month of July, but few ball games were forthcoming. The yardmen and the mechanical supervisors have had three games called off on account of rain or wet grounds. As the season is drawing near its close, nothing can be done this year, concerning the proposed city and railroad league, but with the coming of next season, it is expected that the aforesaid league will be organized and a complete schedule of games worked out.

Dr. R. Augustus Cole, who is a forthcoming exponent of painless dentistry, and who formerly officiated as bill clerk and ticket clerk at various points along the line, is doing some relief work for the clerical force at east yard.

WEST SHOPS—FAMILY NEWS

NAYDEN G. BLAKELY, Reporter

Mr. M. A. Herzog, chief chemist, has our sympathy in the death of his father, Albert Herzog, who died after a lingering illness at his home in Atlanta, Georgia.

Frank A. Beyer, Jr., roundhouse foreman at Monett, dropped in for a short visit August 15. Frank Junior's smile is always a request for a return visit.

Jessie Robards, stenographer to P. V. Hampton, left Saturday on Sunnyland, accompanied by Erma Goddard, north store department, and Mildred Truman of the General Office, for a trip to Yellowstone Park. Jessie, Erma D. and Mildred, no doubt, will have a wonderful trip.

Mr. F. A. Beyer, superintendent, has a new Buick sedan.

Mr. Tom Bruton, general foreman, West Store, had the bad luck to be struck by another car which caused considerable damage to his Dodge.

MACHINIST APPRENTICE NEWS

W. R. Post, machinist apprentice and R. C. Jones, boilermaker apprentice transferred to Enid, August 1 to get roundhouse experience.

Arthur Bell, machinist apprentice, completed apprenticeship August 12.

New Apprentices on Roll 2, August —Ralph W. Cook, Richard A. Seamon, E. E. Edwards, all machinist apprentices.

H. W. Lockridge, machinist apprentice, transferred from Kansas City to complete his last six months.

Mr. Umfrey Johnsen, checker, is the fourth Chevrolet sedan owner in the West Store Department. Messrs. Hampton, Franklin, Bonam and Johnsen are of the same opinion on at least one good thing and it is rumored that Mr. Tom Bruton will be the next, but take it from me, a Dodge will be Mr. Bruton's next.

Mr. Paul Dorneberg, chemist, is back at work after a two months' absence account blood poison in his hand. We are glad to see him back and just mighty glad to see his hand look as fine as it does.

During the month of July a power forming roll for bending or forming boiler steel up to 1¼ inch thickness was installed in the Boiler Shop at West Shops. This machine is operated by electric motors, one 40 HP motor being used to raise and lower top roll, which weighs about twenty ton; while machine is run by a 100 HP motor.

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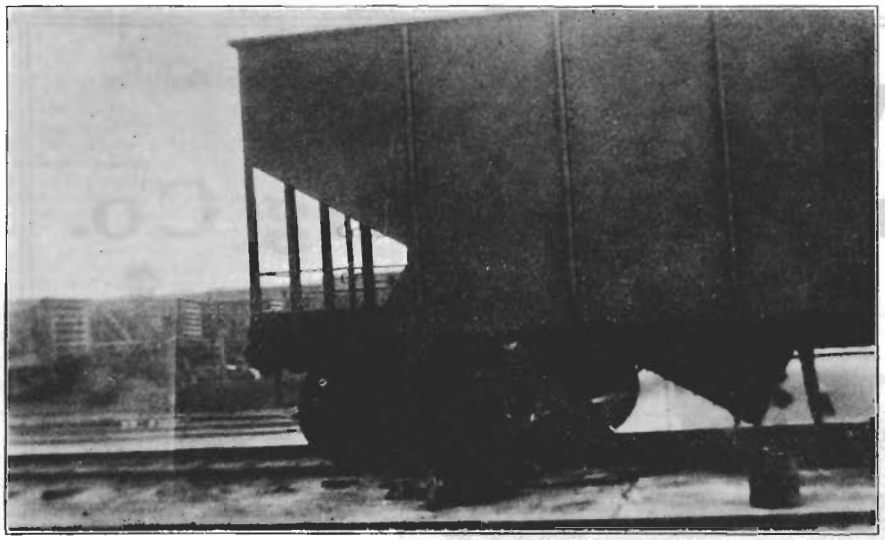

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The range of uses is nearly as broad as their uses for iron and steel, and the quantity used is on the increase.

NO-OX-ID is a laboratory product, combining both chemical and physical protection. Yet in cost it is very inexpensive and its covering capacity per gallon is large.

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Frisco Building, St. Louis
Offices in All Principal Cities

NO-OX-ID
IRON + OX = RUST
TRADE MARK
The Original Rust Preventive

Foundations are being poured for the new building at the West Coach Shop, which is to be used for coach truck overhauling when completed.

William T. Robinson, an employe at the West Shops at Springfield, accompanied by his wife, spent his vacation, in July, at Denver and Colorado Springs and other Rocky Mountain points. During his trip he visited relatives.

SOUTH TRAIN YARDS SPRINGFIELD, MO.

JESSE L. BRANDON, Reporter

Samuel Hayes, car inspector, is spending his vacation in Kansas City.

Mr. Walter Beshears and family returned August 1st from a pleasant trip in the South.

Walter George, car inspector on the 11 p. m. to 7 a. m. shift, has returned to work after a siege of typhoid fever.

Mr. H. C. Swinney, car inspector, will take his family for a visit of 30 days to California, starting September 1.

Mr. J. L. Brandon, car carpenter at the freight house, will spend his vacation at La Junta, Colo., in company with his daughter, Miss Allena Brandon.

Mr. M. J. McCoffery, our general foreman of the car department, has been on a vacation, August 1 to 15, motoring to Kansas City, St. Louis and Chicago.

Springfield Platform lost the pennant for July to St. Louis, Seventh Street Station, and seem to be losing their "batting eye"; however, we are glad to pass the honor around.

Memphis Platform also is to be congratulated for getting out of the "cellar", and Tulsa will have to try again.

Jake Williams, veteran employee of the Frisco freight house, is off sick.

F. J. Brown and family spent a week visiting his son and family at Emporia, Kansas.

OFFICE GENERAL MANAGER SPRINGFIELD, MO.

ORVILLE COBLE, Reporter

August was vacation month in the general manager's office. Miss Tulk returned from her swing through Canada; then Mr. Kimball enjoyed a vacation without mileage by remaining at home. Victor Gleaves took a week to recuperate from helping out during Miss Tulk's absence. Upon Vic's return, Miss Grace Jochum will seek rest and pleasure in the Colorado Rockies. P. A. Moffitt is now visiting his parents in San Diego.

Edward E. Shaw has succeeded Mr. Vane as watchman, due to the latter's illness.

At various times, quite a few stations on the Frisco have been named in honor of employes in the general manager's office. There is Sisson at Mile Post G-373.5 on the Southwestern, named for our assistant general manager, though at the time he was assistant superintendent. Kimball at Mile Post H-329.1 on the Northern is in honor of our chief clerk, who came to us from that division. Dunbar at Mile Post 522.2 on the Arthur sub, and Danley at C-166.8 on the Northern, owe their names to our chief transportation clerk and transportation clerk, respectively. Claude, Mo., TE 184.8, on the river division, honors C. P. King, chief clerk to Mr. Sisson.

OFFICE OF GENERAL YARDMASTER MONETT, MO.

HELEN NOTHERN, Reporter

Mr. E. B. Spain, assistant yardmaster, returned August 1, after a two-weeks' vacation.

Bill Scott, yard clerk, is the proud father of a fine boy, born July 15, named James William.

Mr. J. G. Lorton and Mr. G. H. Jury, assistant superintendent of the eastern division, spent the week ending July 30th in Monett.

Oliver Gulick, yard clerk, Monett, was the successful applicant for the position as timekeeper at Sullivan.

Mrs. Pearl E. Lewis, O. S. & D. clerk at the freight office, and fellow reporter, is enjoying an extensive trip through the west. Miss Mildred Nothern is filling the vacancy.

Mr. E. O. Gillette, assistant yardmaster, enjoyed a two-weeks' trip through the Ozarks, returning to work August 16th. John Shipley acted as assistant yardmaster at the passenger platform during his absence.

Mrs. Richard Mills, wife of the chief yard clerk, and three daughters are visiting in Eldorado, Ark.

Miss Gladys Masoner, telephone operator, spent several days in Tulsa the first of the month.

Bathing suits and high top boots were very much in vogue at Monett, August 16, account of the heavy downpour of rain for several hours. The wet weather branch running through the town, commonly known as "Kelley Creek", became a raging torrent, causing a great deal of damage. The tracks were badly washed in a number of places and the central division main line was in bad order for several hours. Water was up in all the offices and a great deal of scrubbing was necessary to get rid of the several inches of mud left after the flood. The merchants of Monett also suffered a great deal of damage, Kelley Creek covering the main street for several blocks.

The Mount Vernon Car Manufacturing Co.

Just completed, New Repair Shop, 500' x 150'.

Fully equipped with Cranes, Electric Heaters, etc., enabling us to work in all kinds of weather.

Capacity: 10,000 Freight Cars; 150,000 Wheels; 20,000 tons Forgings

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1948 RAILWAY EXCHANGE BLDG.
ST. LOUIS REPRESENTATIVE

WE SPECIALIZE IN RAILROAD AND CAR MATERIAL

MONETT LOCOMOTIVE DEPT. MONETT, MO.

MARGUERITE FROSSARD, Reporter

Engineer T. A. Frossard and family have returned from a delightful three-weeks' vacation, spent in visiting and sightseeing in the western states and along the Pacific Coast.

Gone, but not forgotten! Thus speak the roundhouse supervisors at this point, referring to the 1927 vacation days. P. A. Carter, the last to indulge, returned on August 15, revivified and refreshed for another year of labor and toil. Mr. and Mrs. Carter enjoyed a two weeks' visit with relatives at St. Louis and Amarillo, Texas.

What a tragic, ruthless manner was chosen for extinguishing the life of T. F. Mansfield, one of our oldest and finest passenger engineers! It remained for him, who for thirty-five years had bravely faced the uncertainties and hazards inherent to the occupation of a railroad engineer, to walk blindly on to the rails before an incoming passenger train at the passenger station, Monett, and be instantly crushed beneath the same locomotive he had piloted numerous times over the Kansas division territory. We lament and regret the loss of a good, kindly man, and an excellent engineer.

Carroll Donlavy, night roundhouse clerk, and Mrs. Donlavy, have departed on an extended trip through the West.

It develops that the whole of the night clerical force has absconded—for Bill Exposito, caller from midnight to 8 a. m., has also temporarily abandoned his post of duty in order to "go places and see things." Understand Bill's ultimate destination is Bucyrus, Ill., where he will visit his sister.

T. J. Hopkinson, of Springfield, is filling the vacancy on the night clerk's job.

FREIGHT ACCOUNTING DEPT. AGENTS' ACCOUNTING DEPT. ST. LOUIS, MO.

ARTHUR STOEHR, Reporter

Mr. E. R. O. Mueller is with us again as head of the agents' accounts, vice E. V. Ashworth, transferred as assistant to Mr. Bernthal.

The entire freight accounting department extends its heartfelt sympathy to Mr. and Mrs. F. R. Griffith, in their bereavement of the loss of their daughter, who passed away at Traverse City, Mich., on July 24th.

The agents' accounts department lost another of its pretty girls when Gertrude Schmalz left the service to take up general household duties in Paducah, Ky. She was presented with a lovely set of silver tableware, from the department. She was also the recipient of a shower gift from the girls of the department.

MECHANICAL DEPARTMENT LINDENWOOD, MO.

CELESTINE DEVEREAUX, Reporter

Congratulations are in order for the Kirkpatrick family; a seven-pound baby boy arrived August 11th.

First Class Machinist Frank L. Burt was transferred to Chouteau Avenue roundhouse as night roundhouse foreman, effective August 1st.

Miss Celeste O'Neill of the store department, recently returned from a two-weeks' vacation.

Miss Pearl E. Ashlock of the car department visited her sister in Little Rock last month.

The entire dead work force was cut off from August 16th to August 31st, inclusive. Many of the employes took advantage of this opportunity to visit old friends and relatives in former places of residence.

Mr. A. Medley of the store department is recovering from a serious automobile accident.

Mr. P. Quinn is stationed at the Frisco Hospital, recovering from an operation.

"To the East" seems to be the magic password to vacation land for Frisco folks at Lindenwood. Mr. and Mrs. W. P. James visited the Falls, Washington and Baltimore. Mr. and Mrs. W. J. Ficke toured Washington, New York City, Niagara and Canada. Mr. and Mrs. Joe Forstner paid their tribute to the Falls and spent the remaining few days of their vacation with relatives in Cape Girardeau. Mr. G. Stein, too, visited the Falls and New York City.

Mr. and Mrs. D. A. Normington chose a visit with relatives in Houston, Texas. Mr. and Mrs. E. L. Mason toured Missouri. Havana, Cuba, is the destination of Mr. and Mrs. F. J. Gibbons and daughter, Mary Ann. Mr. Roy Herolds is vacationing in Pensacola, Florida, with his father. Mr. Jake Krewson recently returned from St. James. Mr. Wm. Spreitzer prefers the Northwest and plans an extended visit in Spokane and "somewhere in Canada".

Mr. T. J. Doyle has invested in a brand-new Pontiac.

FUEL DEPARTMENT—ST. LOUIS

LOUISE S. GIBSON, Reporter

The regular monthly meeting of supervisors of fuel economy and fuel inspectors was held in Mr. Collett's office on August 8. Mr. Collett presided and the following were present: Messrs. J. E. Whalen, general fuel supervisor, F. X. Nachtmann, mining engineer, G. L. Schneider, C. J. Beshears, G. T. Allison, W. A. Crawford, supervisors of fuel economy, D. B. Reed, H. T. Conley, P. V. Hammersly, fuel inspectors, H. E. Martin, chief clerk and L. A. Blevans, statistical clerk. Reports and suggestions on fuel economies were discussed.

Mr. C. E. Bissell, fuel inspector, Pittsburg, Kansas, was unable to attend the meeting on account of illness of Mrs. Bissell, however, we are glad to know that she is improving.

Mr. J. H. Curry, supervisor of fuel economy, St. Louis, spent his vacation at Montene, Ark., where his family is spending the summer.

Mr. M. H. Rodwig, fuel inspector, Henryetta, Okla., spent his vacation on a fishing trip in Arkansas.

Mr. C. J. Beshears, supervisor of fuel economy, Memphis, Tenn., is also on a fishing trip vacation.

Mr. Broe Mitchell, fuel accountant, was called to Springfield last week on account of the serious illness of his father. However, Mr. Mitchell has returned and reports his father's condition somewhat improved.

DIVISION ACCOUNTANT'S OFFICE SPRINGFIELD, MO.

JULIA A. GIMBEL, Reporter

Mr. and Mrs. M. W. Abernathy and sons, Elmo and Norman, spent two weeks in Michigan during the month of August.

Locomotive Rebuilding is One of Our Specialties

The extensive equipment and facilities of these Works, and our ability to design and manufacture any parts for locomotives, are at the command of any railway in the United States.

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Regina James, stenographer in the division engineer's office, spent a week in New Albany, Indiana and Louisville, Ky.

Mrs. C. M. Wilson and daughter, Nana Mae, enjoyed a five weeks' vacation in Fairmount, West Virginia.

N. H. Kruse, roadmaster, spent his two week's vacation in Swedborg, St. James and St. Louis.

Mrs. H. E. Boren spent a week in Kansas City during the past month, visiting relatives.

We wish to extend our sympathy to Mr. Ben D. Seaman, transitman, in the loss of his mother whose death accurred during the past month.

SPRINGFIELD GEN. STORE ROOM

BERTHA V. REED, Reporter

Claude Tuck, checker, is certainly proud of the new bungalow he is erecting at 820 W. Atlantic street, this city.

A litle son, Merlin Ross, has arrived to make his home with his parents, Mr. and Mrs. Howard Hutsell, at 1914 N. Rogers.

One of the largest ball games of the season took place Tuesday afternoon, August 9, at five o'clock at Drury College campus between the transportation department employes and store department employes.

The score was 10 to 7 in favor of the store department.

Mrs. Mary Elizabeth Gates, died in a local hospital July 13. Mrs. Gates was the mother of Geo. Gates, trucker, and mother-in-law of W. D. Price, stock man at general store. Sympathy is extended to the bereaved.

Mrs. A. M. Click, daughter Marian, son Francis, wife and children of A. M. Click, stock man, are at the present time visiting in Portsmouth and Norfolk, Va. Mr. Click will join his family, in a few days, at Norfolk and will then visit in Jacksonville, St. Augustine, Pensacola, Fla., and Birmingham, Ala., before returning to their home in Springfield.

Mrs. Ethel White, who has been visiting her sister, Mrs. F. M. Bishop, wife of stock man, has returned to her home in New York City. Mrs. Bishop accompanied her sister as far as St. Louis on her return trip home.

D. R. Case, stock man, spent his vacation on the roof of his home, tacking on 11,500 shingles.

Dorothy Adamson, stenographer in lumber office, has returned from a vacation spent at Glacier National Park, Seattle, Wash., Portland, Oregon and San Francisco.

Gid Garrett, employed in lumber yard, is absent from work account of illness.

J. G. Hembree, employed in lumber yard, spent a few days recently in Kansas City.

Velma Martin, stenographer in lumber office, has returned from a vacation spent at Denver, Colo., Colorado Springs, Wichita Falls and Bonham, Texas.

Sally Sharp, daughter of T. A. Sharp, checker in lumber yard, has returned from Estes Park, Colo., where she was sent by Draughn's Business College as a delegate to the annual conference at that place.

L. B. Pechner, general lumber foreman, spent part of his vacation at home keeping house and taking care of Mrs. Pechner, who has been ill for several days. It is reported that Mrs. Pechner's condition is improving, for which we are glad.

GENERAL STOREKEEPER'S OFFICE—SPRINGFIELD

STELLA COMEGYS, Reporter

Mr. D. B. Baker visited Colorado Springs and Denver on his vacation.

Charles (Butch) Gustin spent his vacation fishing and swimming at Lindenlure.

Belton Hembree reports that most of his time for a week was spent in the dentist's office.

Tom Musgrave spent a few days of his vacation in Memphis.

Ed. Burdette and family spent part of their vacation in Enid and surrounding country.

George Wood visited for two weeks in Spokane, Wash., and a number of other cities in Washington and Idaho.

L. A. Utley went to Oklahoma City to visit his mother two or three days, and the balance of his vacation was spent at home.

We are glad to report that Alice Edmondson is back to work after a four month's absence on account of sickness.

The girls of the office had a spread August 4th. We had everything good to eat—lemonade and everything. We had as our guest Maude Bedell, who has been off work account of sickness for a number of months.

Homer Weber and family took a car trip to Eureka Springs, Ark., and returned via Hollister and Branson.

OFFICE SUPERINTENDENT OF TERMINALS SPRINGFIELD, MO.

NORMAN HINDS, Reporter

Mrs. O. L. Reynolds, wife of Switchman O. L. Reynolds, is dangerously ill at the present time. A quick and complete recovery is hoped for by every one.

We regret to announce the death of Dr. J. T. Bruton, father of O. W. Bruton, superintendent of terminals. Dr. Bruton died August 12th, less than three weeks after the annual Bruton family reunion, which was held July 24th, in honor of Dr. Bruton's 95th birthday. Dr. Bruton was probably the most widely known physician in the Southwest and he will be missed by his relatives and many friends.

Charles Wasson spent a month touring the Yellowstone Park region.

Gerald Viggers, formerly 4 p. m. bill clerk in this office, recently bid in the position of car clerk in the freight office.

Frank Mills and George McKeon are now riding instead of walking, both having purchased Fords.

L. P. Lavelle, assistant general yardmaster and his bride spent their honeymoon visiting Pacific Coast points.

W. L. Turrentine has transferred to Springfield terminal as a switchman. Mr. Turrentine formerly was a brakeman on the Eastern Division.

J. A. McKeon, assistant night yardmaster, enjoyed a vacation in Detroit.

J. L. Johns, weighmaster, returned from White River after a ten day fishing trip.

John Summers, secretary to superintendent of terminals, had a great time on his vacation, which was spent in Detroit, Mich.

Some excitement was created on August 5th, when the Old Ozark Hotel building, one of the land marks of the north side, was practically destroyed by fire. The old structure which once housed the Springfield Frisco General Offices had been used as a factory building.

MECHANICAL DEPT. NEWS SPRINGFIELD, MO.

ALTA NORTHCUTT, Reporter

J. E. Potts, chief clerk, spent his vacation in Galveston, Texas.

George F. McKenna, secretary to H. L. Worman, is spending his vacation at home this year.

Herbert Ramey is the proud possessor of a wonderful baby girl. Her name is Dede Jo.

W. A. Primm is taking a vacation. He will return in time to get out the annual budget.

Eunice Morrow, accompanied by Irene Boren of Mr. Doggrell's office, visited Niagara Falls, Toronto, and then took a trip to Thousand Islands, and down the St. Lawrence to Montreal on their vacation.

Hazel Clark spent her vacation in St. Louis and Chicago.

Betty Blake has just returned from a two week's vacation spent with home folks in Stockton, Missouri.

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St. Louis, U. S. A.

F. M. Ferbrache is back after a two week's vacation spent at home. He did visit relatives in Tulsa and Kansas City, however.

If you are planning an extended trip and want to make your vacation last just as long as possible, see Blanche Rhodes in the drafting department. She can tell you how to make Chicago, Minneapolis, St. Paul, Seattle, Portland, San Francisco and Salt Lake City as well as spend some time in the hospital and at the oculist's office having your glasses refitted, all within two weeks—plus a few days extra.

SIGNAL DEPARTMENT SPRINGFIELD, MO.

MATILDA C. HOFFMAN, Reporter

Maintainer L. L. Owen and family of Vinita started on a motor trip in their new Chevrolet sedan last week to visit Mr. Owen's mother and father at Port Clinton, Ohio. They stopped at Springfield enroute for a short visit with L. E. Owen and family.

Mr. R. L. Troth spent last week end visiting old friends at Topeka, Kans.

Mrs. D. A. Ball and son Jimmie are visiting in Tulsa and Claremore. They expect to attend the Claremore Rodeo and hope to see their old townsman, Mr. Will Rogers.

Assistant Engineer Barron and wife have been entertaining Mrs. Barron's sister, also her brother and family of Jasper, Ala. Mrs. Barron returned with them for a short visit in Jasper.

Carl Thompson and family are entertaining relatives from Oklahoma.

Mrs. L. E. Owen recently visited her mother in McKinney, Tex., and motored back to Springfield in a sport model Cadillac.

P. B. X. OFFICE, FT. SCOTT, KANS.

MISS ALICE HOGAN, Reporter

Mr. and Mrs. Frank McCann and small daughter Clara Jane spent some time latter part of July in Chicago.

Lloyd (Buck) Gardner, tracer clerk at Fort Scott has returned to his duties after several days absence on account of an attack of tonsilitis.

B. H. Terrel, agent at Garland who has been seriously ill at Mercy hospital in Fort Scott is reported much improved. B. H. Carter has been acting as relief agent there.

Miss Kate Waidelich, of O. X. office has returned to her duties as first trick telegraph operator, after a vacation.

Mr. and Mrs. Louis Barr, and family, spent their vacation at Raton, New Mexico, visiting Mr. Barr's brother.

H. M. Marshall, dispatcher at Fort Scott, has returned from Cambridge, Ohio, where he was called by the death of a brother.

R. B. Butler, Supt. at Memphis, spent a few days of his vacation visiting friends and relatives at Fort Scott.

Rex Batterton, Dispatcher, now located at Neodesha, recently spent a few days visiting the Fort Scott office.

Mrs. W. H. Bevans, who has been in the Fort Scott hospital for the last four weeks is so much improved, and able to be up some. She expects to soon be able to return to her apartment.

Mrs. Walter Roberts and daughter, Marguerite, of Muskogee have been in Fort Scott for a few weeks with Mrs. Roberts' parents, Mr. and Mrs. Bevans.

Thos. Keating, agent at South Greenfield, Mo., spent a two weeks' vacation at home of his parents, in Fulton, Kans. F. M. Holder has been working as relief agent during his absence.

P. B. X. OFFICE—SAPULPA, OKLA.

GRAYCE SANDERSON, Reporter

We regret very much to report the death of Mrs. R. E. Leach, wife of 691 clerk in Trainmaster Rudd's office Mrs. Leach is survived by her husband and two small children. We extend to the bereaved ones our heartfelt sympathy.

Miss Irma Browne, Assistant Superintendent's Clerk left August 2nd for an extended trip to points in Texas.

Mr. C. A. Jones of Springfield, Mo., is relieving Miss Brown while on her vacation.

We are glad to have Mr. Bolling, car distributor, back with us after an extended vacation.

Mr. A. H. Farrell, train dispatcher on the east end is back with us after having been away for five or six months.

The epidemic has claimed another victim. We understand Mr. Joe Robson operator, who bumped in on 2nd at XY is bringing with him a bride. Congratulations.

Miss Lois Morris will be leaving soon for points in California where she will spend a month's vacation.

Raymond Rice, messenger, has resigned his position in "X" office, having taken a job as 2nd trick caller at yard office.

Mrs. W. M. Fitch, wife of ticket agent was called to Madill account Illness of her father.

PASSENGER ACCOUNTING DEPT. ST. LOUIS, MO.

ESTELLE HILTON, Reporter

John C. Starkey, auditor of passenger accounts has been re-appointed for a term of three years to serve on passenger committee of Railway Accounting Officers Association.

Jas. R. Murray spent his vacation on Ryners Ranch, situated near Birch Tree, Ark.

L. H. Butts spent his vacation at his home in Wright City, Mo.

J. C. Starkey, wife and daughter, spent the week end July 29-30, fishing.

Viola Zykan spent one week of her vacation visiting relatives and friends in Alton, Ill.

Eleanor Huske is spending her vacation in Colorado Springs.

Melvin Eckles attended the De Molay Conclave held in Joplin, Mo., July 21 to 23 inclusive.

Victoria Matrose was called to Chicago recently on account of serious illness of her sister.

Estelle Hilton spent a few days of her vacation in Tulsa, Okla.

Elmer Shumacher spent his vacation with his father and mother on a camping trip through Southern Illinois and Missouri.

After an extended leave of absence Miss Jeanette Tanquary has resigned from Frisco service to remain in California on account of her health.

Our Girls' Club is loosing a member, and our department a clerk, in the resignation of Miss Augusta Reigle, who is leaving us to dance with Murrays' Musical Fete.

"SP" OFFICE—SPRINGFIELD, MO.

G. C. VERMILLION, Reporter

Operator Bunselmeyer has assumed duties at Republic after spending a thirty day vacation.

Second trick Operator Brown, Globe, enjoyed a two days' fishing trip. He was relieved by Operator Schroff.

Operator L. J. Wilson and Miss Marie Buchanan, of Springfield, Mo., were united in marriage August tenth. We wish the happy couple much happiness and success.

Operator Reed and wife are visiting in Springfield this week.

Third Trick Operator Wilson, NY office Monett, was off from duty several days trying out his new Ford roadster.

The bumping question has come up again after being quiet for several months. All starting by abolishing second and third trick Stanton, third trick Leasburg, second trick Franks and first trick Marionville. No one has placed their bump yet except Stephans who displaced Reed, who was on third trick Southeastern Junction and Edmondson, who displaced Paulsell on third at that station; Christie, who had second at Stanton, displaced Gaddy, on second at St. Clair.

Operators Reed, Paulsell, Dunnegan, Christopher and Gaddy have not made it known just where they will go.

F. L. & D. CLAIM DEPARTMENT SPRINGFIELD, MO.

CHARLENE WILLARD, Reporter

Miss Mary Lohmeyer of the O. S. & D. department returned to work August 15th, after having enjoyed a two weeks' vacation in Portland, Oregon.

Mrs. Carrie Livingston, file clerk, is touring Colorado and Utah, accompanied by her mother.

Sincere sympathy is extended to Mr. and Mrs. V. Anderson on the occasion of the death of Mrs. Anderson's father, Mr. John N. Muri, on August 9th.

Miss Nettie Sartori is spending a two weeks' vacation in Denver, Colo., visiting her brother.

Miss Gertrude Whittaker, dictaphone operator, is vacationing in St. Paul, Minn., and Seattle, Wash.

Miss Cleo Pierce, dictaphone operator, has returned from a very enjoyable vacation spent in Kansas City, St. Joe and other towns.

Miss Marjorie Risser of the O. S. & D. department, spent the week of August 22nd visiting her brother in Tulsa, Okla.

Mrs. R. E. Thurston of Oklahoma City, formerly Mary Weddell, employed in this office during the years 1925 and 1926, visited us during the month of August.

Harold Wilkes, claim investigator, and family motored to Kansas City, St. Joe and other Northwestern cities during the month of August.

Miss Clara Ermes, supervisor typing and filing departments, enjoyed a two weeks' vacation in Seattle, Wash., Van Couver and Victoria.

W. N. Doss, claim investigator, is preparing for winter. A building permit has been issued to him to make some additions on his bungalow at Monticello Street. Incidentally we might mention that "Tubby" is very ambitious in that he intends to dig his own basement.

Miss Virginia Hassler returned the latter part of the month from a delightful vacation in Pine Bluff, Ark., where she visited Mrs. B. C. McDonald, formerly Irene Cornwall of the statistical department.

C. E. Martin, claim investigator, spent his vacation in Enid, Okla. His family accompanied him on the trip.

OFFICE OPERATING DEPARTMENT STATISTICIAN SPRINGFIELD, MO.

MARY PROPHET, Reporter

Did some one mention Sparklers? Helen Motz came to work the other morning wearing a good looking diamond ring.

Irma McMillan worked a few days in Sapulpa while one of the clerks was taking a vacation.

Dorothy Leake, who resigned August first, was the honor guest at a farewell party given at the home of Natalie Mayer. Dorothy was presented with a friendship circle pin as a remembrance from the office bunch.

Thelma Smith spent her vacation at home and in St. Louis.

We will wish that we might belong to the A. O. M. Club when we hear of the good times that Reva Crane, Natalie Mayer, Marguerite O'Brien and Neta Mooney had entertaining their small nephews.

We hope to see Helen Yakey back at work soon. Helen has been off on account of illness.

DISBURSEMENTS DEPARTMENT ST. LOUIS, MO.

O. BOSCHE, Reporter

John Kinworthy and Geraldine Gebhardt were married July 23. They spent their honeymoon in Yellowstone National Park.

After an absence of almost three months, Catherine Gilbone has again reported for work.

A good time was had by all who attended the B. A. R. E. picnic, August 8. Jim McAuliffe was given the task of taking care of the ladies during the lotto.

Jack Perrin spent several days of his vacation at Boonville, Mo.

The Rocky Mountain National Park, Colo., is the scene of Virginia Manning and Margaret Bruemmer's vacation.

J. E. Chenat and Hy. Goupe are back on the job after a vacation in California and the Grand Canyon.

It takes a mighty speedy girl to operate two comptometers at the same time. The other day Virg Manning left on her vacation and, as we were rather busy at the time, Jule Kitts decided to do her own work and Virg's, too, so the only thing for her to do was operate two machines at one time.

The season for hay fever is here. Emma Albers is having a terrible time operating her comptometer and taking care of her hay fever at the same time.

George Bullerdick and wife left on August 27 for San Francisco, Los Angeles, San Diego and the Grand Canyon.

OFFICE OF CAR ACCOUNTANT SPRINGFIELD, MO.

MARIE ARNOLD, Reporter

"Our Gang" has spent an altogether enjoyable month on vacation in various parts of the country, but all have decided that, "East or West, Home Is Best".

Aileen and Marjorie Renshaw took their vacation before the flood waters fell, so had a good time in Jerome, shopped in St. Louis and visited relatives in Cross Timbers.

Irene Boren saw much water, but from the deck of a boat, going via water from Lewiston, N. Y., to Montreal and returning by rail through New York State.

Mrs. Elizabeth Bosley and daughter went in the opposite direction to Corvallis, Oregon, to visit relatives.

Mable Stiver was called to Palatine Bridge, N. Y., on account of the serious, sudden illness of an aunt, but is back again and the aunt is much improved.

Mildred Truman left for Yellowstone Park just when the western roads began to detour account high water and washouts. Last word from her stated they arrived in Denver six hours late, and just 45 minutes too late to catch the train for the Park.

Blanche Bramhall visited Pearl Arthur-Olson, formerly of this office, in Muskegon, going from their to Detroit and Toronto, and visiting her sister in Cleveland.

Beatrice Arnold is visiting in Arizona and enjoying camping on the Indian Reservation and trips into the mountains.

Nellie Latham spent a week in Hillards, Ohio, or rather that part of the week during which she was not waiting half days for train connections.

While all of these were away on pleasure jaunts, misfortune struck some of those at home, Roseltha Perry being the first to suffer, being away from the office more than a week account of illness.

Miss Mary Welch's mother has been seriously ill as the result of a fall, and while she is much better, is still in a critical condition. Our best wishes go to Miss Welch for her speedy recovery.

Zella Shawley's mother was confined to the hospital for some time for a severe operation, but is now able to be at home.

Undaunted by all this, Myrtle Miller and Marguerite Lulai are leaving for Colorado and the Black Hills, but at the last minute heard that the President would not be there to welcome them, as he was leaving on a pleasure trip to the Yellowstone.

TELEGRAPH DEPARTMENT

SPRINGFIELD, MO.

O. L. OUSLEY, Reporter

Miss Mildred LeBolt, secretary, spent a week in Little Rock during latter part of July.

Chief Clerk W. C. Rogers and wife are spending a short vacation in New York.

Operator D. A. Flaherty is visiting relatives in California.

General Foreman Musgrave and wife motored to St. Louis on a five-days' vacation first of the month.

Frank Feyen has resumed as clerk in the relay office after having spent several weeks in Mr. Doggrell's office doing relief work.

Miss Kate McGrath, PBX operator, has returned to work after a month's vacation, most of which was spent in Tulsa.

Division Lineman Wolfe of Talihina has purchased a new Chevrolet.

Miss Lois Morris, PBX operator, Tulsa, is off account of sickness.

Misses Ethel Holland and Maude Gorsuch spent a week in Chicago recently.

H. L. Mattingly is relieving messenger Clarence Weakley in the Fort Smith telegraph office, while Weakley is attending C. M. T. C. Clarence expects to return with a commission as Second Lieutenant.

Miss Irene Overstreet, chief telephone operator, St. Louis, is vacationing in Seattle, Washington. She is being relieved by Miss Rose Benard.

Floating Gang Foreman W. E. Wall was called to Creal Springs, Ills., August 17, account serious illness of his mother.

R. C. Yancey relieved division linemen Harkins at Jasper and Clugey at Jonesboro this month.

Messengers Virgil Duvall and Elmer Sanders visited in St. Louis August 14.

A. T. Thorson, manager and wire chief, Fort Smith resumed work August 8 after a most enjoyable vacation in Detroit and Niagara Falls.

This department extends sympathy to Messrs. E. N. and M. H. Wood, division linemen, whose mother died in Olathe, Kansas, August 16.

Mrs. C. E. Robertson, wife of Lineman Robertson, is visiting relatives in Ste. Genevieve.

Mrs. E. D. McGuire, wife of Telephone Maintainer McGuire, has recently returned from a seven week's trip thru the west.

Mrs. J. R. Moore, wife of Telephone Inspector Moore, left August 15, for an extensive trip thru California, Oregon and Washington.

TELEGRAPH GANG— MADILL, OKLAHOMA

MARSHALL WILSON, Reporter

This gang has just completed our old job on the main line between Sapulpa and Sherman. We are now working on the central division between Madill and Ardmore. When we finish this job, we will start work between Madill and Hugo.

Foreman E. S. Harris was married July 30, to Miss Annice Hardin, of Roff, Okla. All the boys in this gang wish them much happiness.

Lineman Fay Coble was called home August 5, account of sickness of his father.

Linemen Alsip and McKinney are taking great interest in playing baseball here in Madill.

J. M. Saxon, lineman, has just returned from a 30-day vacation, spent with his parents in Texas.

Mr. and Mrs. W. M. Thompson, cooks, have recently returned from a vacation spent in Missouri and Arkansas. We were all glad to have them back.

No serious accidents this month.

TELEGRAPH GANG WINFIELD, ALA.

JOHN ATKINSON, Reporter

This gang is experiencing some real hot weather. We have completed the last mile in the swamps and have reached the hills. It seems like old times to hear the hammers ring on the steel drills. So far, we have had only 5 or 6 holes to drill and shoot, but we have plenty of rock ahead of us. We only lack 75 miles of having this estimate completed.

John Henry, groundman, spent a few days at his home in Marshfield, the first of the month.

Clinton Jaudon, groundman, was called to Amory recently, where his wife underwent a successful operation for appendicitis.

Our gang has been reduced to 11 men. We now have one assistant foreman, four linemen and six groundmen.

Tom Crawford, groundman, transferred back to this gang the first of August.

S. M. Howard and Arthur Worthy attended a family reunion at Nettleton, Miss., this month.

No accidents in our gang, so far, this year.

TELEGRAPH GANG ROGERS, ARK.

E. L. BRAY, Reporter

We have changed our camping ground again. We moved to Rogers, August 3. Our P. O. address is Box 205, Rogers, Ark.

Account of reduction in the force, we lost three men from our gang, August 8. They were Lineman Bumgarner and Groundmen Pentzer and Keller. We will have to find a new motor car driver, now that Pentzer is gone. He filled that position since Shelby Stratton deserted us over a month ago.

Groundman Ernest McInturff transferred to this gang July 11, from Foreman Edwards' gang in Alabama.

Lineman P. W. Mead is away from the gang quite a bit of the time lately, doing extra division work. He relieved Division Lineman S. L. Canady at Fayetteville, the latter part of July and at present is at Valley Park, relieving Division Lineman Nelson.

We now have what we think is a pretty good system of setting these "black diamonds". We use an apparatus called a "floating gin" and use the motor car to pull the poles in. With this machine we are able to pull in and set 44 poles in 8 hours by using two crews when tamping in the poles.

No accidents this month.

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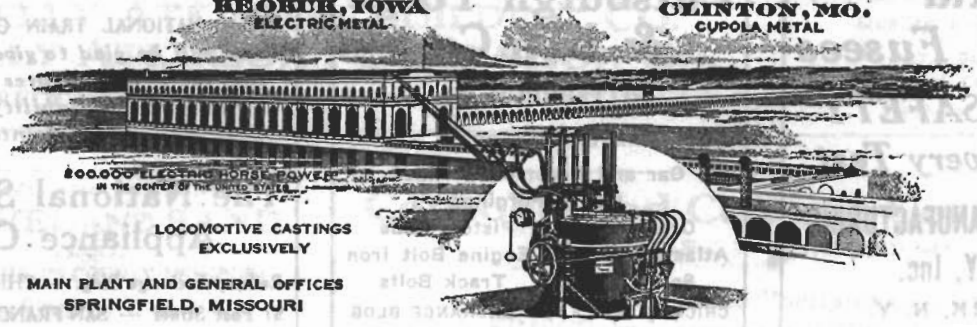

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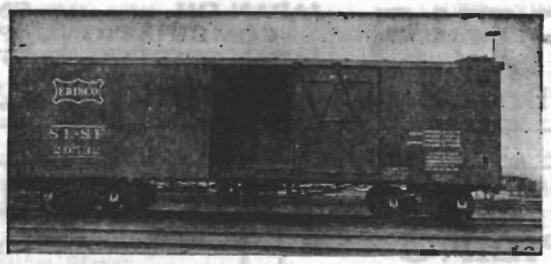

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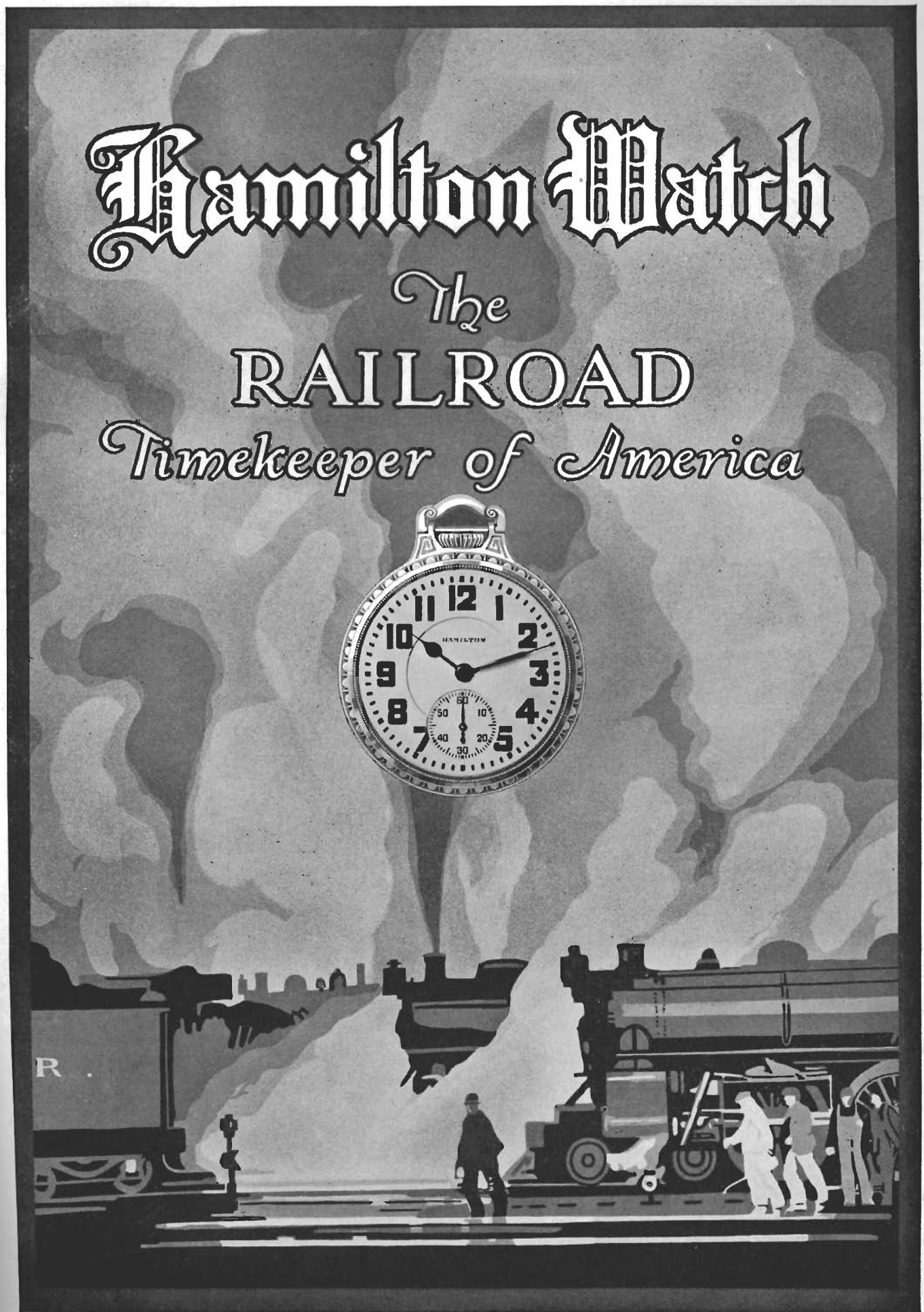
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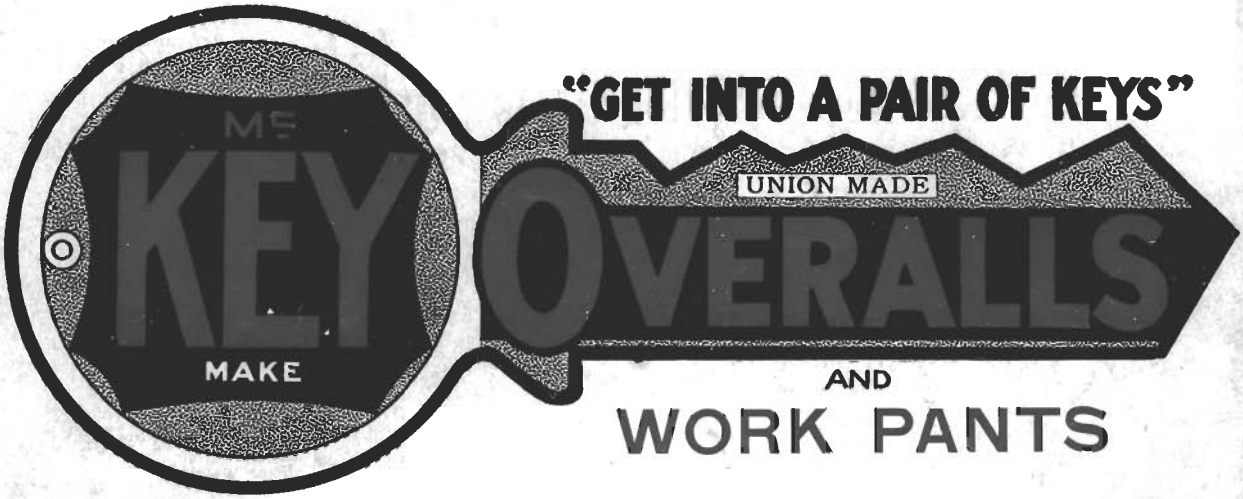

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