

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 employees, 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:

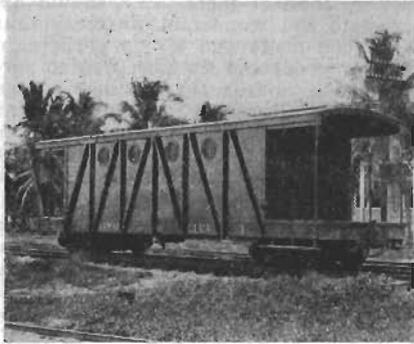
A. R. Ketchum, fireman, Enid, Okla., left his engine and succeeded in stopping a cut of cars which were moving on an adjoining track as his train was pulling into Blackwell, Okla. A copy of the letter of commendation was placed on his personal record file.

RIVER DIVISION

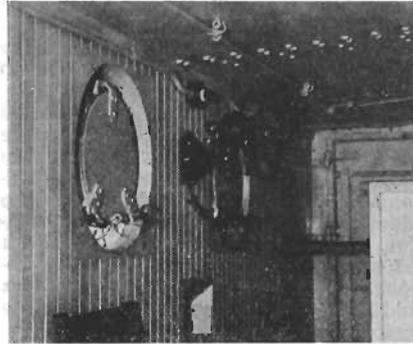
Superintendent J. A. Moran reports the following cases of meritorious service:

(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, moved 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.

The Warehouse Force at Kansas City in 1895

YOUNGEST FRISCO GRAND-PARENTS



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.



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 ROBINS, 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.

PASTIME

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.

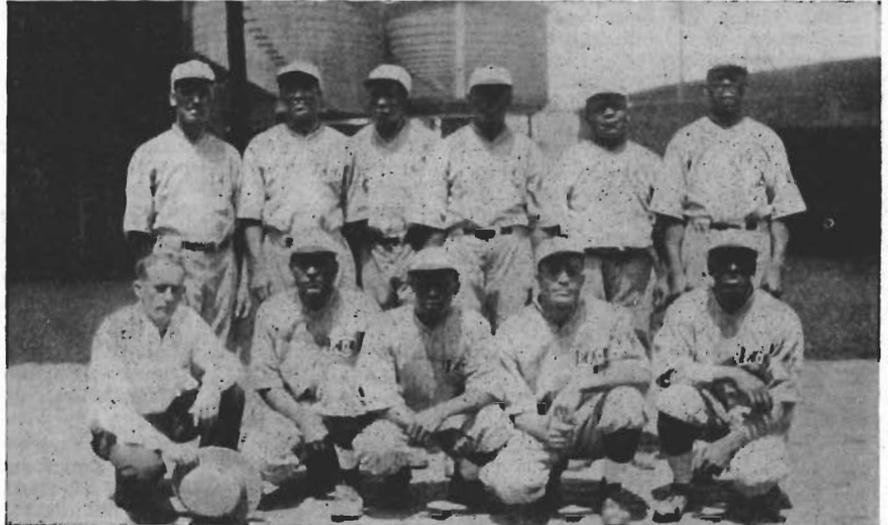
"Uncle Charley" is now on his vacation and he is spending it again in the Dempsey camp, watching the former champion train for the most important bout of his career.

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

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.

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; Kennell, 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. Gene-

vieve, 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.

