pairing and replacing of goggles and lenses. The frames of goggles worn every day get out of shape; nose pieces must be adjusted several times before the workmen are satisfied, and lenses break both in and out of service. Unless the workman, whose goggles need adjusting or repairing, is able to secure such service promptly, there is a great danger of his working under hazardous conditions without eye protection. Eyes have been lost through just such chance taking.

The kind of eye accidents vary from slight irritation, the result of getting dirt in the eye, to the complete loss of vision or loss of the eye ball itself.

Probably the most frequent injuries to the eyes in machine shops are those due to emery sparks. These emery particles are white hot, and when they strike the eye ball, they burn into the surface and make it harder to remove them than cold objects which only lodge on the surface, consequently they are a great source of danger because of germs which may be in the eye or carried in by dirty hands, handkerchiefs or other instruments used in trying to remove these particles.

The scales that fly while hammering or chipping, cause injuries similar in character to those produced by emery particles. Also chips or slivers that frequently fly from presses, punches, drills, lathes or other milling and cutting machines. These even when very small, fly with such force that they penetrate the eyeball and lodge in the tissues behind it. It might be well to list these various kinds of eye injuries:

Intense light from electric welding operations;
Burns from acids, lye vats, etc.;
Molten metal, babbiting, lead and brass;
Splinters of copper and brass;
Splinters from drill presses and lathes;
Iron and steel scales, case hardened material or so-called soft metal;
Flying particles from chipping or breaking castings;
Emery particles;
Dirt and dust;
Breaking up or drilling in concrete and brick.

The efforts to assist in the general movement to reduce eye hazards at the West Shop has been done through the education of the men, by letting them realize the benefits of wearing goggles. The photograph shows 32 goggles which have been broken by various objects striking the lens while being worn. Five other photographs have also been taken at different times of the same conditions, all in 33 months' time and not one eye was injured and very little glass lodged in the eye.

We are continually removing lens from goggles which have become pitted from emery wheel particles and chips. With the number of men in the shops there are some who wear spectacles, eight of these have been broken by objects striking the lens, but no serious results have developed from such accidents as these, because the men saw the object coming and invariably shut their eyes for self-preservation.

The readers of the *Frisco Magazine* will recall a story entitled, "Night, Eternal Night", a story of a man being brought home to the family, having lost his eyesight at his work. The accident prevention department sent to each employes' address a reprint copy of this story. In due course of time, one of the men called me aside and said, "You know that story in the *Magazine* about night, eternal night? My Wife got that through the mail yesterday, and met me at the door when I got home, and said, 'John, do you wear your goggles while at work, all day long?' I told her 'Yes'."

THE FULLER FAMILY

(Continued from Page 7)

station when the train went through," she said, "for that was my only opportunity to see him for fifteen long months."

Mrs. Fuller is a regular railroad man's wife, and a railroad mother. "Railroad work always appealed to me —I even like soot and cinders, although there aren't many cinders any more, with our fine oil burners. I was always proud of my railroad family. Mr. Fuller and I had a terrible time keeping the boys in school, they were so eager to start to work for the Frisco.

"Am I a grandmother? Yes, a grandmother of grandsons. There isn't a granddaughter among my nine grandchildren. You know I have one daughter, and she is married to Cliff Hale, a yardmaster for the terminal at St. Louis, and they have two sons. They live in St. Louis, and so, outside of my one son in Kansas City, and my only daughter in St. Louis, most of my little family are near me.

"They all manage to come home at Christmas time, and we have a regular feast, and get-together. And I hope I'm permitted to live until some of these grandchildren grow into manhood," she said.

And there seems to be little doubt in the minds of the fathers as to the profession which their sons will follow when they reach maturity. They were reared in a railroad environment, their toys consist of trains and engines, and they hear railroad talk each and every day, and they no doubt, will seek employment with the company which their fathers served so faithfully, and carry the Fuller name on the Frisco records for many years to come.

GOOD SYSTEM AT ENID

By H. H. FULLER,
Local No. 8, Enid, Oklahoma

A method of increasing attendance at meetings of our locals has been worked out by the officers of Local No. 8, Enid, Okla., and is promising success in stimulating interest and increasing attendance in our regular meetings.

At the beginning of our fiscal year, October 1, we adopted the card system. Each member is issued a card, good for one year. The cards have space for each month of the year; also each meeting night of the month, and require attendance at least one meeting every sixty days in order for the holder to remain in good standing. The cards cost 25 cents each. This is to pay for the printing of the cards, securing a punch, a register and other stationery. On meeting nights, the financial secretary is stationed at the door and as the members enter, they sign the register and have their cards punched. This shows the attendance.

We also have the custom of sending flowers to any member who is ill, and to funerals. A fund is maintained by voluntary contribution from the members, so at the time he has his card punched, he makes his contribution to the flower fund and this is entered in the register opposite his name. This not only eliminates the time and trouble of seeing each employe every time we have occasion to buy flowers, but it shows the ones who are contributing. In the past, quite a number always complained of not being asked to contribute, but with this system working, they have no such excuse.

The best part of it all is that every man takes pride in keeping his card up to date. There also is a balance in the floral fund.

This article is submitted with the thought that there might be other locals over the system that are experiencing the same difficulty we were having. They may get some suggestion or idea from this that may prove helpful.

Ruth rode on my cycle car,
On the seat in back of me—
I took a bump at fifty-five,
And rode on Ruthlessly.
—St. Augustine Record.

Another Letter From the "Old Man"

Riverview, Ark.
December 31, 1927.

Dear Son:

The superintendent went over our line last week and threw me off some railway magazines. In one of these was a little piece about harmony and team work and what wonderful things can be done if we all pull together.

Well, this article would not have meant so much to me if it had not set me thinking about some of my own experiences and how hard it was for me to learn, that, regardless of how good my ideas were, I could not accomplish the most of these ideas when they did not fit in with those of my superior officers. I am not at all proud of the mistakes I have made and I have been mighty careful not to advertise them, but, now that you are the general manager of Section R-33, and need to know other things than how to cut a rail, I am going to lay bare some of my past, with the hope that you will not make the same mistakes as your old dad.

In the first place, your superiors are entitled to your respect because they are your superiors. You can't run a railroad or a government, or even a peanut stand, if there are more than two people working at it, without someone being in authority. Those who are responsible for the welfare of the business must necessarily make the plans and pass the orders on down to those who do the work. And if those who do the work will not do it in line with orders, the plans are not followed, and the purpose of the business is not accomplished.

A good many years ago just north of this Post 413 an old stone box broke down and they sent me some sewer pipe to replace it. The engineers came and staked out the pipe and told me where to put it. The plan was to tear out the old box and put the pipe in on an angle with the track, the same location as the box. Well, there was about a six-foot fill where this work was to be done. I figured by putting the pipe in at right angles to the track I could save eighteen feet of pipe, a lot of hard digging, and keep the drainage open through the old box in case of rain, while we had the work under way. So I decided to put the pipe in so as to improve on the plans that were furnished for me to follow.

The roadmaster, for some reason, wasn't over our part of the line until after I got the work all done and the extra pipe trucked in and piled back of the tool house. The first time he saw me, he asked me if I got the pipe in in good shape and I told him I had, but did not tell him how I changed the plans. I was pretty proud of myself for saving the company that eighteen feet of pipe and a lot of labor and decided to let the roadmaster find it out for himself, thinking that I would get a little extra pat on the back because I did not boast of my thoughtfulness.

About ten days later we had a heavy rain during the night and when I went over the section the next morning I found the pipe had carried the water nicely, but it had not saved the country road just west of the right-of-way fence. I had overlooked that, placing the pipe square with the track would have turned the water on the road about fifty feet above the opening under the road.

I guess the old roadmaster had had some experience with young foremen before. After I told him all about the matter, he said, "Well, Jim, I ought to make you take that pipe out and put it in according to the plans, but I guess we can cobble the job up without that, and maybe if we leave it where it is, it will remind you in years to come that the first thing a foreman should learn is to obey orders just the way they are given to him."

I have had a good many people ask me about why that pipe is laid in in such a way, but you can bet I have never told them all about it. And, I never pass that place without recalling the lesson it taught me.

I have never taken much stock in finding fault with the acts of my superiors or discussing with others what is wrong with the orders I get. I guess there are times when some of the general orders that are put out do not fit our conditions, but if the man above me sees fit to pass them on to me, I figure there must be a reason for it, and I go ahead and carry them out the best I can. Nobody has ever criticised me for obeying orders and I have experienced some unpleasant things over not obeying.

Don't get the idea from this that I don't have any ideas of my own and that I do not, on a good many occasions, let my boss know how I think certain things might be done. The company is paying me not only for my time, but also for my ideas and I would not be square with it, if I did not give it the benefit of my ideas. Lots of times the roadmaster tells me to do a certain piece of work a certain way and I call his attention to conditions that make it appear to me that the work should be done some other way. Sometimes he agrees with me and sometimes he says, "Jim, I have already taken those things into consideration and I want it done the other way." Then I turn in and do it his way, just as cheerful as if he had said to do it my way. Even if I still think my way is best, I have done my duty by calling his attention to my way, and if his way is wrong, the responsibility is his, not mine.

One thing, son, I hope you have learned well, and that is that when you have a job to do, the quicker you get it done, the better it will be for all concerned. On this division I can tell you pretty well the first three or four men to get their right-of-way mowed each year, or their bolts tightened, or their ditches cleaned out, and I can also pick the last ones to finish. This is not because this work is any harder to do on the sections that are finished last, but it is because certain foremen, when told to do a certain job, start in at once and give it all the time they can until it is finished.

I must not close this letter about harmony and co-operation without saying something about loyalty. I don't belive one can be working in perfect harmony with his superiors unless he is loyal to them, and loyal to the extent that he wants to see them make a success of their job, and will defend them in their mistakes the same as he would defend one of his own family.

Don't think when you meet the roadmaster and he is crusty with you, that he is unreasonable and unfair. Something has probably gone wrong on the road and he has it on his mind and he unconsciously works off a little of his disappointment on you, when he discusses his business with you.

I have found our division officials a pretty human bunch of men on the whole. I have seen a lot of them come and go in the nearly forty years I have been working for our company. Some of them have been better than others—more capable, more considerate, but with one or two exceptions, they have been men that it has been a pleasure to work with. I don't know but what there has been an improvement through the years. Anyway, regardless of their ability or temperament, I have found that by trying to do just what they wanted done, I have had very little real trouble with them and I know of a lot of others that have not been so fortunate. I don't believe this is because I am a better track man than the others, but because I was more successful in figuring out what they wanted done and when and how.

So, son, put yourself in the hands of your superiors, try hard to understand just what they want and then do your level best to carry out their wishes. We are all, officials and men, trying to accomplish the same thing. The only question that can be raised is, what is the best method. Remember that your superiors are closer to the management than you are, and that they have been in the game a good deal longer than you have, so it is only reasonable to suppose that they know what methods are best. And, anyway, they are your superiors, you can't get away from that, regardless of the mistakes which they may have made or are making, hence they are entitled to your respect and loyalty.

Write soon,

As ever, yours,

DAD.

A REAL MECHANICAL JOB

Engine 1509, with a defective crank pin in right front driving wheel, was moved over drop pit at the north roundhouse, Springfield, at 9 a. m., November 12, under her own steam, J. A. Hacker of the Springfield mechanical department writes.

At 11 a. m. wheels were at the wheel press in the machine shop and at 1:30 p. m. wheels, with new pin installed were back in the roundhouse.

The engine was ready for service at 3:30 p. m. The total time consumed for this repair was six and a half hours.

The work was handled by A. E. Bolles, dead work foreman, under the supervision of W. F. Brandt, general foreman. H. J. Ray is superintendent of the north shops.

Payments to insured officers and employes for the month of November, 1927, by the Metropolitan Life Insurance Company amounted to $23,750.00. This amount was divided: Supervisory Group, death claims, $14,000; total and permanent disability, $1,332. Clerk's Group, death claims, $1,754.05; total and permanent disability, $155.94. Shop Group, death claims, $2,706.27; total and permanent disability, $1,276.00; health and accident, $2,525.74.

FRISCO MECHANIC FAMILY NEWS

LOCAL No. 24—AMORY, MISS.

EVERETT D. HANSEN, Reporter

Mrs. A. R. Holmquist and little son, Hudson, spent Thanksgiving holidays with Anton B. Holmquist in St. Louis, Mo.

Kelly Powell, car man, has recently purchased a new Nash sedan.

Milton Howard broke a record last week when he laid off for a few days. While off, he took his family on a trip to Memphis, Tenn.

Melvin Lowe, car man, has just returned from Water Valley, Miss., where he visited his father.

The first freight train to go over the new Pensacola line went to Columbus, Miss., on December 5th and the first passenger train on December 15th.

Albert Mundy, car oiler, is taking a vacation in Knoxville, Tenn.

Mrs. R. F. Dees and little sons, Raymond, Jr., and Joe Sydney, have returned from an extensive trip to Shreveport, La., Arcadia, La., and other points where they visited relatives. Mrs. Dees comments very much on the courtesies shown them by the different train crews.

WEST COACH AND PAINT SHOP SPRINGFIELD, MO.

FRANK SCHELLHARDT, Reporter

G. A. Robinson, mill man of the west side coach shop, was appointed state inspector of factory machinery the first of the year.

Mr. and Mrs. Vernon Compton are taking a vacation in Florida and expect to go to Havana, Cuba, before returning home.

We extend our sympathy to P. P. Peterson, truck foreman, whose sister died recently.

Earnest Wagoner, upholsterer, is spending the holidays with his parents at Lockwood, Mo.

Congratulations to Lawrence Hoover, carpenter apprentice, who recently was married.

We are sorry to report that Joe Roberts, carpenter foreman, is on the sick list. We hope he will recover soon.

Robert Kellog, carpenter apprentice, is back on his job, after spending a few days in Chicago.

John Lahiff, drill press man, spent the Thanksgiving holidays at Tulsa, Okla.

Anyone seeking the latest radio information, see Howard Bader. He has an intimate knowledge of this subject.

George Walking, truckman, recently broke his arm while trying to crank his Chevrolet.

Andy Zay is spending his evenings riding in his new Chevrolet. You know, one of those with red stripes 'n everything.

WEST SHOP LOCOMOTIVE DEPT. SPRINGFIELD, MO.

A. E. GODFREY, Reporter

Irvin E. Stoops, power plant stationary fireman, was seriously ill at St. John's Hospital, here, in December.

It is with sincere regret that we announce the death of J. N. Long, boilermaker, who passed away November 21, at his home. We wish to extend to his family our heartfelt feelings in this hour of their bereavement.

Fred J. Reynolds, electrician foreman, is all smiles. Why? A fine baby girl.

Paul Larkin, pipe fitter, was given a surprise party on his birthday by a number of his friends.

Walter Pippin, boilermaker apprentice, recently was transferred to this shop from Neodesha, Kan., to complete his last six months of his apprenticeship.

Ambrose O. Lambert, for many years an employe of the West shop, died December 6 at his home, following a short illness. He is survived by the widow, one daughter, Mrs. A. R. Hoover, a son, Coy Lambert, machinist at this shop, and a brother, Jim Lambert, of Burbank, Cal. Mr. Lambert will be missed greatly at the West shop, as he was extremely popular. The shop forces sent flowers to his funeral.

Oscar Plant and Miss Jessie Rose were married November 23. May your garden grow roses, Oscar.

Mrs. Clark Ralston recently made a visit to Lamar, Col., account illness of Mr. Ralston's father.

Pierce Eaton, boilermaker, is making popular week end trips to Heeling Springs, Arkansas. Come on, Pierce, tell us who is she? Say, by the way, Pierce, ole' boy, do you serenade her with the French Harp, like you use to do up in Beyer's office during the lunch hour to the Office Gang.

Edward Minor and Miss Nellie Medlin were married November 23. Many happy days to you, Eddie.

Mr. and Mrs. O. S. Bradley are the proud parents of a fine baby boy, born November 24.

M. J. Plank, boilermaker, has a new car.

Valentine Green, boilermaker apprentice, made a week-end trip December 3rd to Neodesha.

Robert J. Walsh, pipe fitter, visited Chicago November 20, to see the eleven of his alma mater, Notre Dame University, play California U. By the way, folks, "Bob" was something of an athlete at this school some years back. He held down an end position on a team composed of several stars, four of whom made the all-American football team that year. He was a star forward on the Varsity basket-ball squad and made an exceptional showing in the Big-Ten Conference track meets.

Charles Goode, boilermaker, has the sympathy of the boys at the West shop in the death of his son, Charles, Jr., December 6.

We are sorry to announce the death of Birl N. Beard, machinist at this shop, in the Veteran's Hospital at Kansas City. Mr. Beard served overseas with the A. E. F. and received wounds which contributed to his death. Mr. Beard operated the Baker rod machine. Shop forces, West shop, wish to extend to his family their sincere sympathies.

Ira J. Smith, boilermaker, and his wife, were injured seriously recently while driving to Seymour, Mo., to visit relatives. A large car turned out of the traffic lane, upsetting Ira's car.

Mr. and Mrs. Robert Davis are the proud parents of a fine baby boy born December 12. Mr. Davis is a boilermaker at this shop.

WATER SERVICE DEPARTMENT SPRINGFIELD

CLAUDE HEREFORD, Reporter

The sick list for the past month includes: J. S. Wood, water service foreman, had quite a stubborn spell of flu and was quite sick for several days, but is much better at this time. W. E. Phillips suffered intensely for several weeks from the effect of having six teeth extracted. He has about completely recovered. Wm. Marrs is ill at the time of this writing, but hope to see him back on the job soon.

The pipe men here have completed laying a new 10-inch oil line to the oil tanks at the North shops.

Claude Tuck and gang have made repairs at the following places during the past month: Ozark, pump station; Valley Park, water tank spout; Rolla, pump station; Stanton, coal chute; Dixon, deep well pump; Newburg and Pacific. They have had quite a busy time.

The tin shop has been busy on the large skylights for the coach shop addition at the West shops.

Jesse Barker and Chancey Buckmaster have been making some car trades. Jess now comes to work in a Dodge Sedan, while "Buck" can't or won't get away from the Overlands, having traded for a late touring.

There has been some talk of organizing a gun club in the W. S. department here, and in order to be able to even make a showing to compare with the real marksmen here, the writer and Wm. Marrs held a little target practice of their own. After seeing our old "lead squirter" in action Bill has been trying to trade us his new Winchester for it.

George Marler has been employed extra in the tin shop to help out on the rush work caused by the new building program here.

The writer received a shipment of fine pecans from Vernon County which he had ordered for the boys and "Bill" Marrs is still unable to account for the mysterious disappearance of several pounds that he left opened in the shop. Of course none of the boys would eat them.

Jack Mercer, of Clinton, made this shop and office a business call recently.

Every available blow torch has been pressed into service lately, thawing out frozen pipes.

As we have been informed the paint department will be reported in the Magazine by George Holman, the Bridge carpenters by Arthur Bunch, and the Scale department by Henry Noland. We anticipate and hope for some "newsey news" from these departments, as they have a large territory to draw from. Let's all boost for our Magazine.

MECHANICAL DEPARTMENT WICHITA, KANS.

JAS. N. HARGROVE, Reporter

By the time these items come out Xmas will be over and we will be starting a new year, and hope that each one has a very successful year.

We all appreciated President Kurn's letter in the December issue, and am sure all will join me in putting forth our best efforts to make the coming year more profitable than the last, for the company as well as the Frisco Family.

The Greater Traffic Club met December 7th, with Mr. Carter, assistant superintendent, acting chairman. We think these meetings are a great benefit to us and would like to see more attend.

Geo. Patterson, car repairer, who has been in the Frisco Hospital at St. Louis, has returned home and expects to return to work January 1st.

Rex Gill, round house clerk, has his order in for a new Ford. He believes in keeping up with the times.

This office has been rushed making applications for passes for the holidays.

It has been the custom by the employes at the Union Station here to erect a Xmas tree in the lobby of the Union station. This year the tree is larger and better decorated than ever before. It is said that this Xmas tree is seen by more people than any other Xmas tree in the state of Kansas.

LOCAL No. 17 WEST TULSA, OKLA.

E. F. BEATTY, Reporter

Local Number 17 and the fuel department held a joint meeting November 28th, at which time several interesting and instructive lectures were given on the conservation of fuel.

Mr. Elzie Dennis, night coach carpenter, has at last taken the fatal step, in other words he has taken a plunge into the depths of matrimony. Did not learn the bride's name. All the boys extend to Elzie their heartfelt congratulations.

Mr. John H. Sortore, tool room man, is back on the job after an absence of two months, occasioned by ill health.

Mr. Ira B. Moody, air brake man, has gone in for duck hunting with all the usual zeal displayed by amateurs. He says that he has never got a shot at one, but has run several down.

Ye reporter spent Thanksgiving day in Iola, Kansas.

Casper Oaks, car carpenter, suffered the misfortune of breaking his arm several days ago. We first heard that he broke it by trying to pat himself on the back, but later on learned that it was through accident.

Clay Nash and brother, James, car carpenters, have been transferred to the coach track as truck workers.

Thomas Riddle, mill man, had a rather bad smash-up the other day when his Lizzie tried to do a tail-spin after being struck by another car. Mr. Riddle escaped with a few minor bruises and is now back on the job.

Local Number 17 is getting along nicely after the election of new officers. We usually have a very good attendance and are going to try to make this Local one of the best on the System this year.

Hope everyhody had a very Merry Christmas and will enjoy a happy and prosperous New Year.

LOCAL No. 30—PITTSBURG, KANS.

WILLIAM CHANEY, Reporter

Herbert Wilson, stationary fireman, has been present at several opossum suppers recently; the first 'possum meat he had eaten, he says, since leaving Alabama twenty-one years ago.

William Chaney, engine wiper, has been unable to work the past week on account of receiving severe burns to one of his feet.

Marion Walker recently returned from the Frisco Hospital at St. Louis. The sky is the limit when it comes to praise for our Frisco Hospital, she says.

Clarence Million is enjoying a fifteen day vacation in Texas.

Richard Morris, boilerwasher, has been sick for several days. Glad to report that he is able to be back at work.

A new bolt cutter and lathe machine have been installed in the machine shop. There are not but a few of us but we are just as proud of our shop as if it was one of the larger ones.

LOCAL No. 32—NEWBURG, MO.

ED. F. FULLER, Reporter

Mr. and Mrs. Clarence Woodall are the parents of a fine baby girl, born November 11th. Mr. Woodall is stock man at store room. This will make a new baby picture soon.

Mr. and Mrs. R. D. Wilson were shopping in St. Louis one day this month. Mr. Wilson is car foreman here.

Miss Iva Fite was in St. Louis the 5th to see her brother, Orville, who is a patient in the Frisco hospital. Found him improving nicely and says he will be able to come home soon.

Misses Rose Mary and Grace Morgan, daughters of Dispatcher Morgan, spent a few days last month visiting friends in Kentucky.

Sylvester Furse, store helper, at store room, spent a few days at Christmas time with his parents at Kit Carson, Colo.

Misses Helen and Ruth Fellows were in St. Louis the 5th interviewing Old Santa Claus. Miss Helen is operator here.

Mr. M. L. Guinney, traveling supply man, was here the 6th, checking up cabooses and other supplies. He is out of Mr. Worman's office.

S. E. Fellows and family spent Thanksgiving in Springfield with their son, Don and family.

L. E. Fuller, machinist, Herman Fuller, switchman, Jay Stoll, exoperator, and T. J. Roemer, local druggist, went hunting for a few days last month up on Big Piney. Following game bagged, 108 rabbits, 5 squirrels, several quail.

C. E. Ray and T. J. Staggs, engineers, and H. C. Lynch, fireman, went hunting near Nipawin, Saskatchewan, Canada, late last month. Their one big days' hunting trip was with a party of thirteen. Fourteen moose and four deer were killed and our men had one moose each to their credit.

L. O. Cook, locomotive carpenter, spent Thanksgiving at Fort Madison, Iowa, visiting his daughter.

Harvey A. Hughes, 1st class car man, was among those who went after the turkeys this year, but had no luck.

Patrick Alexander, extra fireman at Newburg, was paid a nice visit by the stork, December 2nd, and was presented with two young firemen.

Frank R. Short, second class boilermaker, is qualified to talk concerning his turkey hunting this year. Mr. Short brought in two of the big birds, brought down by his trusty firearm.

The stork has been active about this vicinity in the immediate past. Geo. Wissbaum, 1st class machinist, was presented with a fine baby girl, November 24th, 1927.

Mrs. Otto Wyzard, wife of Otto Wyzard, 3rd class boilermaker, was operated on at Springfield hospital last month for gallstones. She is recovering nicely.

A party of about twelve veteran nimrods fared forth into South Missouri, on November 30th, and pitched their tents somewhere in the neighborhood of Paddy's Creek, some fifty miles from here. Each member of the party bosomed the desire to bring down a nice turkey gobbler. It proved, however, that for some reason the turks had almost entirely moved their winter quarters on account of someone whispering to them that December 1st, at 12:01 a. m. was as long as they could remain thereabouts with any degree of safety. There were three young fellows, however, who did not heed the warning soon enough, and who were gracing the tables of certain Newburg residenters before the season was well on its way. Though game was not plentiful, the party seemed to relish the trip with enthusiasm. The Frisco was represented by the following employes in the hunt: S. A. Montgomery, assistant roundhouse foreman; E. R. Moore, fireman; Ellis Grayson, hostler; J. J. Swift, engineer and K. G. Stoll, yardmaster.

NORTH BACK SHOPS SPRINGFIELD, MO.

ALEX WATTS, Reporter

Fred Shanks made a flying trip to St. Louis, Sunday, December 4th, returning on No. 5, arriving in Springfield, 3:20 a. m. Monday.

Alex. Watt and son, James Paul, were St. Louis visitors November 27. Spending the day with a daughter who is in school there.

The new mono-rail being installed, connecting the new round house with the machine shop is about completed, and those who know, claim it is the last word in efficiency.

There was much rejoicing in the wheel department of the machine shop over the installing of a large cannon ball heating stove. Harry Gazette, their foreman, had it installed. You can always trust Harry to be on the look-out for the comfort and convenience of his men.

The large thirty-seven passenger bus that has been under process of construction in the cabinet shop, is completed, and made its initial trip to Sapulpa, December 1st.

Mrs. Walter Fisher, of Pueblo, Colo., is spending the holidays here with her parents, Mr. and Mrs. Rufus Robinson.

Floyd Leonard is visiting his old boyhood home in Neligh, Nebraska, during the holidays. Mrs. Leonard accompanied him. It will be something of a family reunion, as there will be four brothers together, one he has not seen in twenty years.

Our foreman, Fred Shanks, is driving a brand new Studebaker Dictator, it sure is some classy car.

John T. Reed returned to work today, after a week's absence, caused by illness, only to be laid off account reduction in force.

Alex Watt and wife were called to Kansas City, December 12, account illness and death of Mrs. Watt's mother, Mrs. R. P. Spears.

James Strader, brass foundry worker, at north side, will spend his vacation with Mrs. Strader, sight-seeing in Pensacola, Florida.

Floyd Leonard, sheet metal worker in north side tin shop, accompanied by his wife, visited in Cabool, Mo., Sunday, November 27. Spent the day with a nephew he had lost all trace of until recently, had not seen him since he was a very small boy, twenty years ago.

Mrs. Chas. Tindall, has been called to Chicago on account of the serious illness of her grandchildren. Mr. Tindall is a blacksmith at the north side.

James Burrell and wife are visiting relatives in Dragoon, New Mexico, during the holidays. Mr. Burrell is also a blacksmith at the north side.

Tony Kennedy, machinist, will visit his father and other relatives and friends in Victoria, Houston, and other Texas points during Xmas holidays.

Orville Armstrong and wife, machinist at north side, spent their vacation in Long Beach, Cal., visiting old friends and making new ones. Orville says when he gets back he will tell us the difference between California and Missouri, and the advantages of the Ozarks.

MECHANICAL DEPARTMENT PENSACOLA, FLA.

GEO. H. PAYNE, Reporter

Our Master Mechanic Mr. J. R. Hirsch, has his mother with him for a few days. She expects to spend the Christmas holidays here.

Mr. A. B. Dennis, after being out two days on account of illness, is back on the job.

Mr. I. R. Hodgen, electrician, likes his new location and has moved his family to Pensacola.

Mr. J. R. Hirsch, Mr. Rube Carter and Mrs. G. H. Payne, of Pensacola, formerly of Memphis, Tenn., express their sympathy in behalf of Mr. and Mrs. Glass of Memphis, for the loss of their infant daughter, noted in the December issue, reported by Otto Kettman of Local No. 19.

Mr. R. Carter, tank and cab carpenter, will have his family with him from Memphis, Tenn., about December 20. Mr. Carter likes our climate in Pensacola.

LOCAL No. 1—SPRINGFIELD, MO.

JACK STEWART, Reporter

Frank Herman, of the South tin shop, has returned to work, after several weeks' absence on account of injured hand.

Clarence Doran, of the South Side announces his marriage to Miss Ethel Flood, of Nixa.

Mrs. E. Sanford and children spent Thanksgiving in Oklahoma City.

Brother Gooch was appointed by President Reynolds as a Committee to meet with Local Number 2, to get a new hall.

Association Number 1 met Nov. 18, and a large crowd attended. Three candidates were taken in.

H. A. Pickens, secretary to Chairman Junkins, read a very interesting paper on The Problem of Trucks and Busses.

Hugh Doran, of the South tin shop, visited his brother-in-law in Chaffee, Missouri.

The South Side Shops extend their utmost sympathy to Cecil Harkness of the South machine shop, in the recent death of his father.

The South Shops also extend their sympathy to Harvey Spencer and wife in the recent death of their baby.

Henry Warren reports that he had a fine time visiting his daughter in Tulsa during the Thanksgiving week end.

For Sale or Trade:—One shoutgun in good condition, been shot 25 times at one quail. Would prefer trading for Morton's Salt. Its much easier to run them down than to shoot them, says Harold Woods, clerk to J. W. Thompson.

Frank Todd has an Essex now.

Bud Hall also fell in line to buy a new Essex.

Thomas Reynolds, of the motor car department, sports a new paint job on his Essex.

Local Number 1 met November 25. A large crowd was present and three new members were taken in. Frisco Sunnyland Quartet entertained by singing three numbers. Those that took part in the singing were Roscoe Barnes, Edgar Barnes, Frank Colvin and James Garner.

Walter Thompson, electric planer operator at night, and who attends Drury College in the day time, won a sweater in football this year.

A new heating system has been installed on motor car 2131 at the South Side Shops. The other three motor cars of this type will be equipped with this new system soon.

Ask Chief Nicholson what a scare feels like.

The classes of the night school that meet on Monday and Thursday nights, are building a model engine this year.

An accident prevention meeting was held in the Reclamation Plant Machine Shop, November 15. Mr. Thompson, the chairman, said that they had very few injuries so far. Interesting talks were made by Virgil Johnson and W. A. Stewart. Entertainment was furnished by the Frisco Paramount quartet composed of Slim Matthews, Cecil Waits, Ira Smith and Joe Weddle.

Local Number One met December 2. Brother Huff, vice president, presided, as President Reynolds of the local, was unable to attend. New pins were selected.

C. A. Nash, foreman of the South Side tin shop, has a Chevrolet coach now.

Virgil and Minnie Lee Brown, son and daughter of Theodore Brown of the South tin shop, spent a week end in Tulsa. They witnessed the Springfield and Tulsa football game.

A grease reclaiming process has been installed at the South Side Shops, under the direction of Mr. Malett.

Alfred Drenem is absent from work on account of sickness.

Joe Watkins, of the reclamation pant, has returned to work after several days' absence on account of sickness.

LOCAL No. 25—SHERMAN, TEXAS

M. H. MURPHY, Reporter

Local No. 25 met in regular session November 28th, with all officers present. The main purpose of the meeting was to organize a Ladies' Auxiliary, after which the Local was entertained by a varied musical program. Refreshments were served and everyone had a big time.

Mrs. E. Inglehart has just returned from a trip to California.

Walter Van Sickle is off sick.

Mr. F. F. Griffin, machinist, has returned to work after being off sick two weeks.

Frisco shops and other citizens of Sherman are staging a big rat killing campaign. Mr. P. L. Stenger, erecting foreman, is the champion rat catcher.

"Red" O'Hanlon and wife have just returned from a trip to Arizona.

H. L. McDuffie, stationary engineer, is confined to his bed with rheumatism.

The Frisco folks at Sherman have organized a Frisco Club in spite of the rain. About 200 members were present at the first meeting. The program was enjoyed by all present. All present were informed that the next meeting would be thirty days from that date.

Roy Watson is ill in the Sherman Hospital.

A good many of the Frisco employes went to the Waco-Sherman High School football game which was played in Waco last Saturday.

Oscar Spraggins recently made a record driving rivets. He drove 960 and lost only six.

Little Jimmie Sanford had a narrow escape from drowning while playing under house, fell in an old well. He managed to hold with his hands and feet until he was rescued. Mud chains were tied together and let down in the well. He was then pulled out and suffered no injuries.

MECHANICAL DEPARTMENT KANSAS CITY, MO.

DORAL L. DENISON, Reporter

Mr. and Mrs. Albert McFarland spent a number of days visiting in Oregon, Illinois, driving through in their new Chevrolet. They report a very enjoyable trip.

Mrs. Ed Youngblood has left for Hot Springs on account of the serious illness of her sister.

William Drew, machinist, lost a number of days from work the first part of last month on account of the flu.

Veto Catolina, who was injured some time ago, is reported as doing nicely at this time.

Every one was very busy during the blizzard that struck us the first of last month, thawing out frozen pipes on the engines. We were able to weather the storm without any serious delay to power, on account of the extreme weather.

Sam Larson, tank man, suffered a severe bruise on his nose some time ago when he slipped and fell. He is reported as being well on the road to recovery at this writing.

John Pirtle, machinist second class, has returned from a very pleasant visit with home folks around Monigo Springs, Missouri.

Joseph Plourd, supplyman, laid off several days the first part of December resting up for the winter months which were just ahead.

John Bigelow left the first of last month for St. Louis where he will enter the hospital for medical attention. We hope to soon have him back with us.

We extend to all our best wishes for a happy new year and a year brim full of all the good things of life.

MASTER MECHANIC'S OFFICE KANSAS CITY, MO.

H. F. SHIVERS, Reporter

When the blizzard hit Kansas City last month, there was an S. O. S. sent in to the home folks by the Misses Marjorie Craig and Katherine Welch for more suitable clothes in order to keep from freezing. The heavies were forth-coming by first mail and we feel confident the young ladies will be able to pull through till the wild geese go north again.

Quite a number from this office attended the dance at Ft. Scott on December the 12th, from all accounts every one had one grand and glorious time especially on the sleeper coming back to Kansas City. The only accident we heard of was that Nick Fracul, clerk in the yard master's office, came very near injuring himself trying to get into the hammock in an upper berth. Some one finally got Nick all bedded down and everything was quiet after that.

Most all of us got through thhe Christmas holidays without any serious mishaps. Some taking advantage of the season and spending a few hours with the home folks.

Mike Murphy, brown hoist engineer, has returned to work after having been confined in the hospital for some time as a result of injuries sustained when he accidently turned the machine over some time ago.

Miss Marjorie Craig gave us all the shock of our lives when she came to work some time ago with a real honest to goodness diamond ring on her finger. William Bullard, machinist, night shift, is the lucky boy.

Judging from the number of long distance telephone calls coming in for another certain young lady, it won't be long till another diamond will be showing up.

Richard Laub, air brake repairman had the misfortune to get his car badly damaged some time ago while on his way to the shop, account being struck by a street car on the 23d street viaduct.

Catherine Welch would like to hear from some one who has a sure-fire remedy of getting rid of rats and mice. She tried feeding them on several different kinds of rat poison and they seemed to get fat on it.

J. W. Watkins, formerly employed as transfer foreman at Rosedale, is still confined to his home account of ill health. His condition shows considerable signs of improvement and it is hoped he will soon be able to resume his duties.

LOCAL No. 29—FT. SCOTT, KANS.

ROY W. RECTOR, Reporter

Mr. and Mrs. Robert Bradley left December 15th for a short visit to Pensacola, Florida.

The principal diversion here during noon lunch period seems to be horseshoe pitching. All the boys enjoy it in that it provides excellent and pleasant recreation. They have quite an assortment of horse shoes selected