

"I have given you our experience in two or three particular items. You may already be doing these things that I have mentioned but if you have, try something else and specialize on it to determine just what is the peak of economy that may be reached in all phases of fuel saving."

Notwithstanding the decrease in the volume of business handled during July this year compared with last year, we succeeded in reaching the goal of 140 pounds in freight service set by President Kurn and we are hopeful of reaching or bettering the mark of 135 pounds which has been set for the month of August. The new 4200 class engines recently placed in service have already proven their worth and believe they will greatly benefit our performance in the future.

The Southern division, aided by the new engines, had the largest reduction in freight service during July compared to July last year, decreasing its performance from 158 pounds to 130 pounds.

The Texas lines had the largest decrease in passenger and switch service and incidentally a decrease in all classes of service for the third consecutive month. Following are some of the best performances observed since our last issue:

EASTERN DIVISION

Rolla Sub: Engineer H. R. SMITH, fireman J. S. DELANEY, engine 27, train 1/36, Newburg to Gratiot, July 18, handled 377,872 gross ton miles, burned 20 tons of coal, performance 105 pounds per 1,000 gross ton miles.

Engineer M. FABER, fireman W. J. BURGETT, engine 13, train 34, Newburg to Gratiot, July 11, handled 368,371 gross ton miles, burned 19 tons coal, performance 103 pounds per 1,000 gross ton miles.

Engineer J. O. THIEL, fireman M. WHITSETT, engine 1514, train 7, St. Louis to Newburg, July 7, handled

1,320 passenger car miles, burned 1,007 gallons of oil, performance .76 gallons per passenger car mile.

Lebanon Sub: Engineer H. W. SNYDER, fireman A. S. LAUTZENHISER, engine 58, train 38, Lebanon to Newburg, July 17, handled 188,370 gross ton miles, burned 9 tons coal, performance 95 pounds per 1,000 gross ton mile.

Engineer W. FITCH, fireman S. DEBO, engine 1503, train 4, Springfield to Newburg, July 24, handled 1,320 passenger car miles, burned 907 gallons oil, performance .67 gallons per passenger car mile.

Springfield Sub: Engineer A. V. CASSELMAN, fireman W. A. CRAWFORD, engine 4100, train 32, Monett to Springfield, July 13, handled 145,112 gross ton miles, burned 5 tons coal, performance 67 pounds per 1,000 gross ton mile.

WESTERN DIVISION

Perry Sub: Engineer C. M. HAWLEY, fireman H. B. GIRARD, engine 1337, train extra, Enid to West Tulsa, August 4, handled 232,513 gross ton miles, burned 1,517 gallons oil, performance 6.4 gallons per 1,000 gross ton miles.

Engineer C. A. HARLEY, fireman G. W. BISHOP, engine 1392, train 634, Enid to West Tulsa, August 4, handled 213,984 gross ton miles, burned 1,423 gallons oil, performance 6.6 gallons per 1,000 gross ton mile.

SOUTHWESTERN DIVISION

Cherokee Sub: Engineer D. WALL, fireman GADDDY, conductor W. C. PRUNKARD, brakeman SHANNAN and MATHEWSON, engine 4153, train 434, West Tulsa to Afton, August 9, handled 288,444 gross ton miles, burned 1,611 gallons oil, per-

formance 5.5 gallons or 64 pounds per 1,000 gross ton miles.

Engineer D. WORTMAN, fireman WILLIS, engine 4119, train 2/434, West Tulsa to Afton, July 8, handled 252,720 gross ton miles, burned 1,410 gallons oil, performance 5.5 gallons per 1,000 gross ton miles. The same crew together with conductor White and brakemen Johnston and Johnson, on August 7, in charge of engine 4161, train 434, from Tulsa to Afton, handled 287,196 gross ton miles, burned 1,612 gallons oil, performance 5.6 gallons per 1,000 gross ton mile. This was the heaviest train ever handled over this subdivision and resulted in one of the best fuel performances being achieved.

Engineer J. F. TRONE, fireman R. B. ROY, engine 4125, train 2/434, West Tulsa to Afton, July 9, handled 247,104 gross ton miles, burned 1,411 gallons oil, performance 5.6 gallons per 1,000 gross ton miles.

Creek Sub: Engineer TURRIFF, fireman HANKES, engine 4155, train 535, West Tulsa to Francis, July 5, handled 365,962 gross ton miles, burned 2,081 gallons oil, performance 5.6 gallons per 1,000 gross ton miles.

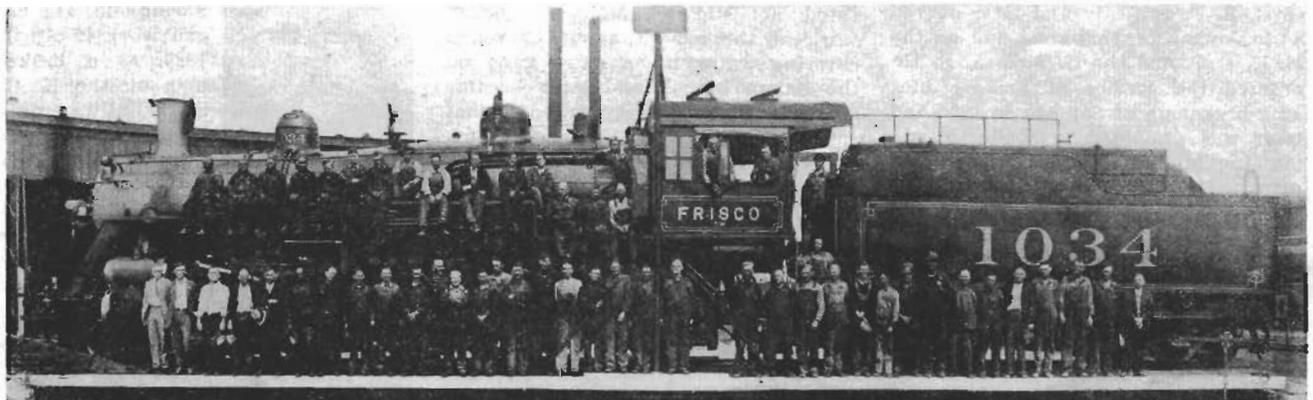
NORTHERN DIVISION

Kansas City Sub: Engineer MUL-LANE, fireman MILLER, engine 4212, train 2/162, Ft. Scott to Kansas City, July 3, handled 445,005 gross ton miles, burned 12½ tons coal, performance 56 pounds per 1,000 gross ton miles.

Engineer HOFFHAN, fireman SAM RIGGS, engine 4211, train 2/131, Rosedale to Ft. Scott, July 3, handled 326,567 gross ton miles, burned 10 tons coal, performance 64 pounds per 1,000 gross ton miles.

Engineer JACKSON, fireman DOERING, engine 4214, train 1/162, Ft. Scott to Kansas City, July 4, handled 436,833 gross ton miles, burned 13 tons coal, performance 61 pounds per 1,000 gross ton miles.

The mechanical department forces at Ft. Worth, Texas, posed with engine 1034 one day last month. See any of your friends in this picture?





The Pension Roll

PETER GERAGHTY, locomotive engineer, Southwestern division, was retired June 5, 1930, because of total disability. He was born in County Galloway, Ireland, January 3, 1861, and was educated in Ireland. Before coming to Frisco Lines he worked in various capacities for the Pennsylvania Railroad, Union Pacific, O. S. L. Railroad, C. O. & G., Rock Island and Missouri Pacific. He entered the service of Frisco Lines in February, 1907, as an engineer on the Southwestern division, and worked in that capacity during the rest of his service. He married Miss Mary A. Mason of New York City in 1886, and to them were born five children, two sons and three daughters, all of whom are living except one daughter. One of his sons, P. F. Geraghty, is in the service of Frisco Lines as an engineer on the Southwestern division. Mrs. Geraghty died in 1925. Mr. Geraghty resides in Sapulpa, Okla. Continuous service of 23 years and 3 months entitles him to a pension allowance of \$54 a month, effective from August 1, 1930.



P. GERAGHTY

FREDERICK ST. ELMO DAVIS, passenger conductor, Ft. Worth, and Rio Grande Railway, was retired March 20, 1930, because of total disability. He was born at Flatonia, Texas, June 24, 1875, and was educated at Sealy, Texas. At the age of 12 he began work as a call boy on the G. C. S. F. at Sealy and later served as brakeman on that road and on the M. K. & T. and the G. A. & A. P. He entered the service of Frisco Lines as a brakeman at Sapulpa in 1900 and later was promoted to conductor, remaining in that capacity until retirement. He married Miss Anna L. Mink, February 19, 1908, at Ft. Worth, and to them were born two sons, both of whom are now living. Mr. and Mrs. Davis live at 420 Connor avenue, Ft. Worth. Continuous service of 26 years and 3 months entitles him to a pension allowance of \$43.25, effective from July 1, 1930.

Nine Frisco Lines veteran employes, with combined service of 248 years and 7 months, were retired and placed on the Pension Roll at the meetings of the Board of Pensions, held July 16 and August 8, at the St. Louis general office.

EDGAR ROSS PARKER, supplyman, store department, Springfield, Mo., was retired July 31, having



E. R. PARKER

reached the age limit. He was born at Parkersburg, Ill., October 1, 1859, and was educated in the public schools of Parkersburg. He entered the service of Frisco Lines on October 1, 1888, as a checker in the storeroom at Springfield, Mo., and worked in that capacity and as a stock clerk in the oil section until 1914, when he became caboose supplyman and remained in that position until his retirement. He married Miss Mary Frances Taylor at Parkersburg, Ill., in March, 1880, and to them were born two sons and three daughters, all of whom are living except one son. Mr. Parker lives at 1518 West Boulevard, Springfield. Continuous service of 40 years and 9 months entitles him to a pension allowance of \$46.30 per month, effective from August 1, 1930.

FREDERICK WILLIAM AUGUST LOUIS BANGERT, locomotive engineer, Salem branch, was retired August 24, 1929, because of total disability. He was born at Iron Mountain, Mo., April 16, 1862, and was educated at Midland, Mo. He began work at the age of about 13 years, carrying water to an extra gang on the Salem branch and later became an engineer there, and worked in that capacity between Salem and Cuba until his retirement. On April 20, 1892, he married Miss Rhena Orchard, of Salem, Mo., and to them were born a son and a daughter, both of whom are now living. Mr. and Mrs. Bangert live at Salem, Mo. Continuous service of twenty years and two months entitles him to a pension allowance of \$39.10 per month, effective from July 1, 1930.

JAMES ROBERTSON SCOTT, general air brake instructor, Springfield, Mo., was retired July 31, having reached the age limit. He was born in Richmond, Quebec, Canada, and was educated in the schools there. Before coming to Frisco Lines he worked for the Santa Fe and one or two other roads. He entered the employe of Frisco Lines in August, 1903, as an engineer out of Enid, Okla., and was promoted to road foreman of engines at Sapulpa about August, 1904, and served in that position and as an engineer until he became a mechanical examiner out of Springfield, March 22, 1910. On February 8, 1919, he was promoted to mechanical inspector of the system and in November, 1919, to general air brake instructor and mechanical examiner. He married Miss Lena C. Adair at Topeka, Kan., July 7, 1886, and to them were born one daughter and three sons, all of whom are now living. One of his sons, Chas. M. Scott, is employed by Frisco Lines as first assistant engineer in the Memphis terminal and another son, Clyde Cecil, is employed as a clerk in the office of the Eastern division superintendent. Mr. and Mrs. Scott reside at 617 East Madison street, Springfield, Mo. Continuous service of 26 years and 11 months entitles him to a pension allowance of \$91.40, effective from August 1, 1930.

ROBERT ROGERS BEARDEN, passenger conductor, Southern division, was retired June 30, 1930, having reached the age limit. He was born near Springfield, Mo., June 21, 1860, and was educated in the schools near Springfield. He began work in April, 1883, as a brakeman on the K. C. S. M. Railway, now a part of Frisco Lines. From 1885 to 1890 he was out of service and



R. R. BEARDEN worked as a carpenter and contractor, re-entering the employe of Frisco Lines on March 14, 1890, as a freight brakeman on the K. C. Ft. Scott & Memphis. On September 2, 1892, he was promoted to freight con-

ductor, running between Springfield and Thayer, and worked as freight conductor and as freight brakeman until July 6, 1907, when he was promoted to passenger conductor, running between Springfield and Memphis, and worked in that capacity until his retirement. He married Miss Ella R. Grisham on May 30, 1883, at Springfield, Mo., and to them were born four children, all of whom are now living. Mrs. Bearden died Feb. 24, 1929. Mr. Bearden resides at 1108 East Central Street, Springfield, Mo. Continuous service of 40 years and 3 months entitles him to a pension allowance of \$92.60 a month, effective from July 1, 1930.

JOHN LEE ELLINGER, check clerk, Kansas City terminal, was retired, September 10, 1929, because of total disability. He was born at Weston, Mo., September 16, 1865 and was educated in the town of his birth. Before coming to Frisco Lines he served as a brakeman on the Burlington Railway, as clerk on the Denver and Rio Grande, as operator on the R. S. and C. G. W. Railway, as yard



J. L. ELLINGER

clerk on the Missouri Pacific and as check clerk on the Wabash Railway. He entered the service of Frisco Lines as a check clerk on November 1, 1909 at Kansas City, Mo., and worked in that capacity until retirement. On March 14, 1892, he married Miss Zephyr McClendon, of Platt City, Mo., and to them were born three children, all of whom are now living. Mr. and Mrs. Ellinger reside on Garfield Avenue, in Kansas City, Mo. Continuous service of 19 years and 10 months entitles him to a pension allowance of \$23.70 a month, effective from July 1, 1930.

WILLIAM HENRY PITTMAN, crossing watchman, Springfield terminal, was retired July 31, 1930, having reached the age limit. He was born July 26, 1860, at Iberia, Mo., and was educated in the schools there. He entered the service of Frisco Lines as a water service laborer in February, 1904, later became a section laborer and following that crossing watchman. He married Miss Susan Reckard of Iberia, Mo., and to them were born two sons and two daughters, all of whom are living. Mrs. Pittman is dead and Mr. Pittman resides at 824

West Chase street, Springfield. Continuous service of 26 years and 4 months entitles him to a pension allowance of \$20 a month effective from August 1, 1930.

HOWARD WILSON, colored trucker, Kansas City terminals, was retired July 31, having passed the age limit.



H. WILSON

He was born at Caddo Parish, La., November 15, 1858, and was educated at Nashville, Tenn. For many years he worked as a servant in Kansas City and Nashville, and later worked as a laborer for a Nashville lumber company and for the Louisville and Nashville and the N. C. and St. L. railroads. He entered the service of Frisco Lines as a trucker at Kansas City, Mo., on September 13, 1905, serving in that capacity and as a truck loader and stowman until his retirement. He married Mary Edmondson of Nashville, Tenn., who died and later married Nellie Flanagan of Kansas City, Mo. He has one son. Both his son and second wife are living. Mr. Wilson resides at 1404 Jackson avenue, Kansas City, Mo. Continuous service of 24 years and 10 months entitles him to a pension allowance of \$24.45 per month, effective from August 1.

In Memoriam

WILLIAM SHEA

WILLIAM SHEA, pensioned switchman, died at his home in East St. Louis, Ill., on July 22. He was born March 21, 1853, at Dunkirk, N. Y., and entered the service of Frisco Lines as a switchman at Monett, Mo., in June, 1922, and worked there until July 31, 1923, when he was retired, having reached the age limit. He is survived by a widow, Mrs. Mary S. Shea. His pension allowance was \$26.30 a month and during his lifetime he received a total of \$2,209.20.

HANS MIKKELSON

HANS MIKKELSON, pensioned section foreman, died at his home in Kirkwood, Mo., on July 20. He was born at Osterlinnett, Denmark, July 24, 1856, and entered the service of Frisco Lines as an extra gang laborer at Tyson in May, 1879, serving in that capacity and as a section laborer and section foreman on the Eastern di-

vision until February 20, 1924, when he was retired because of total disability. He is survived by his widow, Mrs. Annie Mikkelson. His pension allowance was \$34.25 a month and during his lifetime he received a total of \$2,671.50.

JOHN S. BROUGHTON

JOHN S. BROUGHTON, pensioned engineering inspector, died at his home in Kansas City, Mo., July 20. He was born September 20, 1859, in Shelby County, Ky., and was educated in the schools of Danville, Ky. His first work with Frisco Lines was as carpenter on the Joplin freight house, passenger depot facilities, and train sheds on September 1, 1912. He was later appointed building inspector and superintendent. On September 13, 1881, he married Miss Mary Whitehead of Lees Summit, Mo., and to them one daughter was born. Mr. and Mrs. Broughton resided at 716 Elmwood, Kansas City, Mo. Mr. Broughton was retired September 30, 1929, having reached the age limit. His pension allowance was \$29.90 a month and during his lifetime he received a total of \$299.00.

FIRST WINNERS KEEP CUPS

Not content with winning the Accident Prevention Merit Cups for their respective departments—mechanical and transportation—during the first quarter of the year, the West Coach Shops, Springfield, Mo., and the Kansas City terminal continued intensive crusades against accident hazards and won the cups during the second quarter of the year also, according to a report on the subject issued August 5 by H. W. Hudgen, director of accident prevention. During the second quarter the casualties per 1,000 man hours in the Kansas City terminal totaled .0144 and during the same period in the West Coach Shops they totaled .0112.

Despite the fact that cups were retained in the same places during the second quarter as in the first quarter of the year, the competition has been keen in both departments and several cup contenders climbed from below the first division to within striking distance of first place. In the transportation department, Birmingham, in fourth place during the first quarter with .0203 casualties per 1,000 man hours, mounted to second place and reduced its casualties per 1,000 man hours to .0174. And the Southern division in the same department jumped from tenth place during the first quarter with a total of .0345 casualties per 1,000 man hours to third place with .0204 casualties per 1,000 man hours.



Homemakers' Page



Balanced Diet Demands Fish

*The summer heat's a thing I hate,
But as a season it's a winner,
For I can take a rod and bait,
And catch myself a dinner.*

THERE is an unexplainable fascination in fishing for most men and indeed for many women too. But the interest of the average housewife in the various members of the finny tribe lies in their culinary value.

Fish, whether broiled, baked, fried, or prepared in any other of the innumerable ways that have been devised for serving them in appetizing and wholesome dishes, are invaluable in the human diet and constitute a welcome variation. It should be borne in mind, however, that fish take the place of meat and should therefore be supplemented by cereals, fruits and vegetables in order to insure properly balanced meals. Fish, while rich in protein, phosphorus and fat, are lacking in carbohydrates and other necessary elements, but homemakers often lose sight of this fact in preparing fish dinners.

One should use the same care to provide a balanced meal when serving fish as is exercised when meat constitutes the principal dish. There are two age-old fallacies regarding fish with which most housewives are familiar. Who has not heard that fish is "brain food" and that fish and tea constitute a poisonous combination? Fish is no more valuable as a brain food than as a food for the heart or any other organ and one may drink tea with a fish dinner without risking his life in so doing.

Homemakers will welcome the following suggestions for preparing fresh or equally wholesome canned fish:

Hot Sardine Toasts

- 1 large can sardines
- 1 teaspoon salt
- 1 teaspoon prepared mustard
- 12 slices bread
- 2 tablespoons lemon juice
- Margarine for spreading bread

White Sauce

- 2 tablespoons margarine
- 2 tablespoons flour
- ½ teaspoon salt

- ¼ teaspoon pepper
- 1 cup of milk

Remove the bones from sardines, mash to a paste with salt, lemon juice and mustard. Spread between slices of bread that have been prepared with margarine. Toast on both sides. Serve hot, with a medium white sauce made from the 2 tablespoons margarine, the flour, salt, pepper and milk. A dash of paprika or chopped parsley may be used for garnishing.

Broiled Mackerel

Clean, wash and dry four small kit mackerel. Dip in flour seasoned with salt and pepper and cook over moderate heat in butter. Garnish with gherkin fans and radish roses. Kit mackerel are small fish which are in season during the latter summer months. The flesh is tender and deliciously flavored.

Baked Tuna Fish

- 1 large can Tuna
- 1½ cups white sauce
- 2 cups bread crumbs
- 2 tablespoons butter.

Remove bones and skin from the tuna fish. Mix the fish lightly with the white sauce. Melt the butter in a frying pan, add the bread crumbs and stir constantly until delicately browned. Then put layers of the tuna and the bread crumbs in a baking dish, beginning and ending with bread crumbs. Bake in a moderate oven for fifteen minutes.

NEW CLUB MEMBER

Mrs. Dave R. Beeler, president of the auxiliary to the Frisco Veteran Employes' Association of Frisco Lines, sends in her application for membership to the Frisco Women's Club, and her dues are the following recipes which she says she has tried and which will make a valuable addition to any Frisco woman's cook book.

She writes that she hopes the Frisco women will find the recipes new and she feels sure that they will have success with each, by following the outline of ingredients which follow:

Ice Box Rolls

- ½ cup sugar
- 1 tablespoon salt
- 2 cups hot water
- 2 beaten eggs
- 2 tablespoons shortening
- 2 cakes yeast
- ¼ cup lukewarm water
- 1 teaspoon sugar
- 8 cups bread flour (sifted before measured)

Mix boiling water and the ½ cup sugar, salt and shortening together, then cool to lukewarm. Soften the yeast in lukewarm water, add one teaspoon sugar and stir into first mixture. Add beaten eggs and stir in the flour, beat thoroughly. Stir in four more cups flour, stir thoroughly, but do not knead. Cover and put in ice box to have on hands. Shape into any style roll and put in pans to double in bulk, about three hours before ready to serve. If this dough is held at low temperature it will keep for a week or ten days.

Brownstone Front Cake

- 2½ cups sifted cake flour
- 1 teaspoon soda
- 1 teaspoon cinnamon
- ½ teaspoon nutmeg
- ½ teaspoon allspice
- ½ cup butter
- 2 cups brown sugar
- 3 egg yolks, beaten
- 1 cup milk, sour
- 1 cup English walnuts
- 1 cup raisins, stewed and drained
- 3 egg whites

Sift the flour once, add soda and spices and sift together 3 times. Cream the butter, add sugar gradually, and cream together until light and fluffy. Add egg yolks, then sifted flour, alternately with milk, a small amount at a time. Beat after each addition until smooth. Add nuts and raisins; fold in egg whites. Bake in large loaf pan in a moderate oven for 1 hour, or in three layers in moderate oven at 375 degrees, for 30 minutes.

"Are you the man who made that long drive from the last tee?"

"Yes, siree, I'm the man." (Proudly.)

"Are you sure it was you?"

"Yep, certain. Pretty, wasn't it—270 yards." (More proudly.)

"Well, you owe me a new windshield and rear window."

Hints On Early Fall Fashions



for fall togs. No. 2539 is of a youthful jacket suit of printed goods, which may be added to the wardrobe for early fall.

The pattern concentrates attention on the capelet collar which falls prettily over the shoulders. The slender straight skirt fits smoothly over the hips and a plaited section is inserted at the center-front to flare the hem.

No. 2519 is a quaint, dainty little pattern for the girl in her teens and especially desirable for the early school days. One of the newest ideas of Paris is the basque bodice and the peplum frill which are both displayed in this style.

The circular skirt is gathered to the bodice, which creates a soft rippling fullness. The collar is of organdie and of colors, to correspond with the print of the dress material.



WHO wanted to think about fall clothes with the thermometer hovering around the 100 mark.

And yet, now and then a cool day comes which warns us that fall is approaching and soon it will be here, with Milady's wardrobe needing the early fall togs which must be looked after and secured.

Now is the time to buy fall and winter coats, and fur-trimmed ones are being shown with belts, while the all-fur coats are fitted at the waist and flared at the bottom. The styles are most attractive, yet many of the designs have not varied far from those of last year, with the big mushroom collar and fur-trimmed cuffs.

Here are three attractive designs

Pattern No. 3372 achieves a most unusual slenderizing effect through the moulded long-waisted bodice, and fitted circular skirt with low-flared fullness. A narrow belt indicates normal waistline which is generally becoming to most figures.

The dress pictured in this pattern is of black silk crepe with asparagus or brown with turquoise blue trimmings.

The pattern also makes up well in wool crepe and printed batiste.

Any one of these three styles may be ordered from the Peerless Fashion Service, 261 Fifth Avenue, New York City, N. Y., sending 15 cents with the order, also stating the size desired.