

## Shovels and Safety Pins Among Lost and Found on Frisco Trains

**T**HE telephone in the agent's office at Springfield rang lustily. "Hello, is this the Frisco?" an excited voice asked. "Well, I left my purse on the train last night—I didn't miss it until this morning and I wonder if you found it."

"We have a number of purses here madam," replied the agent, "if you'd describe the purse, tell me what train you rode, also give its contents, I'll see if it is in our lost baggage department."

"Well," continued the voice, "it was a brown purse with a strap on the side and it had a handkerchief, a box of powder, a memo book, a paper of safety pins, a coin purse, hair curlers, a box of rouge, a key ring, a pencil, post cards, some stamped envelopes, and I think I had my life insurance receipt in there."

Assuring the patron that every effort would be made to locate the purse the agent phoned the dead storage office, and found the purse, to the great relief of the customer.

That is only one of the many interesting cases which comes to the attention of this department of Frisco Lines of which little is known, but which tenders an invaluable service to the traveling public.

While department stores may have departments where packages of merchandise, gloves, handkerchiefs, etc., may be called for, they are not confronted with the enormous task of finding and returning to the proper owners, such items as trunks, baby carriages, animals, quilts, shovels, pillows, etc.

The department is under the supervision of C. B. Davis, assistant traffic vice-president, and the dead storage office is located in the dead freight house at Springfield, Mo.

To those who zealously guard their suitcases, properly address trunks to destinations and see that each piece is carried to the platform by the porter at destination, the story of lost baggage may prove unbelievable, but a number of cases of particular interest have been noted from the files for this story.

The amount of lost articles by both men and women for 1931 seems to be about equal, yet women are supposed to be the more careless of the two.

Here are a few of the items found on Frisco trains during the last few months: Yellow slicker, child's sweater, gloves, cane, phonograph records, small blanket, men's rubbers, man's coat, tennis racket, bundle of

laundry, New Testament, key ring, portfolio, sheepskin lined coat, pair spats, miscellaneous lot of student's manuscript, pajamas, three union suits, ladies' blue apron, string of beads, one kimono, pictures, box of candy and children's toys of all kinds. The list is a long one, yet these items are among the most interesting to be noted.

It is only feasible that these items should be concentrated at one point and so they find their way to the dead freight house, where they are held, when they are auctioned to the highest bidder after being held many months for possible claimants.

But before the auction, a traveling auditor of Frisco Lines, as well as a special agent and C. S. Smith, supervisor of the dead freight house, open all trunks and suitcases in the hope of finding some identification, and if there are any names or addresses inside, the party is communicated with immediately in an effort to return the lost baggage. This letter is often the means of locating the owner, but if it does not locate him or her, then the article is sold. Trunks are sold without the purchaser knowing what they contain. This also applies to suitcases. Usually the amount realized from the sale only covers the time and effort expended to locate the owner, and storage.

Not long ago a very nice looking wardrobe trunk found its way to the dead freight office. It was opened and found to contain four three-piece men's suits; thirteen neckties, mail, string of imitation pearls, pen knife, compact, two night shirts, overalls, five suits of underwear, two hats, one scarf, five bath towels, one box of medicine, one suit of pajamas, one volume of William Jennings Bryan's works and a shaving kit.

An address found in the mail was used as a means of identification, and after a month and a half a letter was returned advising that the trunk belonged to the party to whom the communication had been addressed and check for same was enclosed.

No effort had been made to locate the trunk, yet the patron was delighted to know it had been found and was more than grateful for its return. Just why it had been left uncalled for, for a month and a half, is difficult to explain, yet that one trunk was saved from the auctioneer's hammer.

Another trunk, insured for \$100.00 and containing a comfort, a bundle of

bedding, one pair of ragged overalls, pair of old shoes, one measuring shovel, one padlock, two old dirty pillows, one hatchet and a mirror and book were returned to the owner, after an address was found inside the trunk, but employes of this department found the owner had made no effort to locate his lost baggage.

Twenty days in advance of the sale, which is always held at the dead freight house at Springfield, an advertisement is carried in the Springfield papers, advising all concerned of the sale. This is to comply with the Missouri State laws regarding auctioning of lost baggage. The railroad advertises the sale on each day of the two days previous to the sale.

C. S. Smith, supervisor of the dead freight house, auctions the articles on the day of the sale and records show that some pretty valuable papers have been found in some of the baggage in the past years, such as oil leases, etc., and invariably a negro will draw the only "find" of the day.

Employes of this department advise that at one time a trunk containing leather was auctioned off and brought \$200.00. The man who purchased it later re-sold it for \$500.00.

There are on file a number of letters from owners of lost baggage, which show that through the diligence of the Frisco employes of this department, the articles were saved from the auction sale. These letters speak of the splendid system in effect on the railroad, of the gratitude of the owner for the return of the articles and unstintingly offering their future patronage.

Train crews on all Frisco trains go through the trains at terminals, collecting all articles left in the seats, which are turned in for identification. So, careless as the traveler may be of his or her belongings there is every reason to believe that if the article is found by an employe of the Frisco, it will be held until called for and every means used to locate the owner.

It might be easy to understand how a mother with several children, in disembarking at her destination might overlook a sweater or a blanket which had slipped down behind the seat during the trip, or how some traveler, eager to see if friends were on the platform to greet her on her arrival, might, in her haste, forget a package containing personal belongings, but the matter of men's hats, purses, and trunks will always remain more or less of a mystery.

The need for such a department is evident and proves that a railroad operating to serve in every way those who patronize it, has not overlooked the smallest detail.

## MEET THE SHEEP LOADER

"Frisco." Black Sheep. Leads to Cars at Menard, Tex.

THE Frisco Railway does not go in for sheep raising, but those not informed might be interested in knowing that on the books of the company appears this item: "One sheep, location, Menard, Texas."

And the old question, "Baa, baa, black sheep, have you any wool?" would not be appropo to this story for although this sheep is black, his wool isn't his most important requisite.

The boys at Menard have named him "Frisco," and that name is painted in red on his black coat of wool. Frisco is a lead sheep. He loads cars at Menard, one of the most important sheep loading points on the Frisco's system.

Frisco once belonged to a sheep rancher and was the leader of 5,000 sheep. But Frisco's former master got in financial difficulties and had to sell his flock. He felt a particular attachment for Frisco. Frisco's value as a lead sheep was from \$45.00 to \$65.00, but his master, knowing that he would be well cared for by Frisco employes at Menard, who needed him, sold him for \$7.50.

When he arrived at the Frisco pens, Frisco was new to leading sheep in a car, but he was led into the car several times, with the sheep following him, and after that he understood what he was supposed to do.

When the sheep get around him in the chute, a man speaks to Frisco and he starts on the run for the car with sheep following him and trying to keep up with him. He leads them to the end of the car, until the car is about half full and then he slips out of the car and goes back for some more.

He is very sure-footed and walks a railroad trestle going to and from work, for loading sheep is work for him. The Frisco people at Menard would not part with him, for they all love him and admire his great intelligence, and under their expert handling, he is considered to be the best lead sheep in that part of the country.

He is only six years old at this time, and with the excellent care he is receiving, should live to a ripe old age and continue to perform this excellent service for the Frisco. He takes his work seriously, and does it well, and he is rewarded for his loyalty by receiving the best care and attention which the Frisco men can give him.

C. A. Weise, agent for the Frisco at Menard, is probably the one man responsible for Frisco's purchase. He realized Frisco's capabilities.



*Frisco, owned by the Frisco Railroad and located at Menard, Tex., shaking hands with Loreire Robison, who has charge of the sheep loading.*

## CASUALTIES ON DECREASE

Total casualties on Frisco Lines decreased 37.6 per cent during August and 28.5 per cent during the first eight months of this year, both in comparison with the corresponding periods of last year, according to a statement issued September 10, by C. H. Baltzell, director of accident prevention, Springfield, Mo.

Casualties among employes decreased 29.8 per cent in August and 33.3 per cent during the first eight months in comparison with those periods of 1930. Among the various departments, the greatest decrease during August was in maintenance of way department, a reduction of 27 per cent. That department also led during the first eight months with a decrease of 38.1 per cent. Transportation department was second both in August and the first eight months with a decrease of 25.8 per cent in the former and 30.6 per cent in the latter. A decrease of 20.7 per cent was effected in the mechanical department in August and a 26.6 per cent reduction was effected there in the first eight months of the year.

Total casualties among non-employes decreased 47.4 per cent in August and 17.4 per cent in the first eight months. Among the classifications of non-employes, passengers led with a decrease of 86.2 per cent in August. During the first eight months, licensees were first with a decrease of 53.7 per cent. Licensees showed the second greatest reduction in August, 69.2 per cent, and passengers had second greatest decrease during the first eight months, a reduction of 45.9 per cent. Autoists showed a decrease of 3.1 per cent both for August and the first eight months.

## A GROTTO SPECIAL

More than 200 members of the Amrita Grotto of Ft. Smith, Ark., made a two-day pilgrimage to Paris, Texas, on Labor Day, availing themselves of the low rate instituted by Frisco Lines.

The trip was made in special equipment on train No. 709, leaving Ft. Smith Sunday morning, September 6, and on the return trip the party left Paris at 1:00 a. m., Tuesday morning, arriving in Ft. Smith at 6:00 p. m. The return trip was made in special sleepers.

One of the main attractions incident to the trip was the Ft. Smith Smile Girls' Band, composed of thirty-two girls. For the trip the girls were furnished a special coach on the going trip and a special Pullman for the return trip.

This band, one of the most unique in that part of the country, was organized in 1926, by Carl H. Wortz, Jr., president and general manager of the Wortz Biscuit Company of Ft. Smith, and since its organization Mr. Wortz has been its director. It has been the guest of the National Real Estate Convention at Tulsa, the Rice Carnival at Stuttgart, the American Legion Conventions at Little Rock, Texarkana and Ft. Smith, as well as the District Rotary Conventions in Tulsa, Springfield and McAlester and the National American Legion Convention in Boston this year.

All who made the trip to Paris expressed appreciation of the service given by Frisco Lines and particularly praised the meals served in the dining car.

## BOWLING LEAGUE MEETS

The Frisco Men's Bowling League of the general offices is making excellent progress with its fall schedule. The League has met each Friday evening since August 28 at the Washington Alleys at 8th Street and Washington Avenue in St. Louis for League play.

Plans for the season were made in an organization meeting held August 20, at which time H. E. Martin was elected president, A. Stoessel, vice-president, and Fred Rose, secretary. Each of the eight teams which comprise the general office loop is named for a crack Frisco train. The teams, with their respective captains, follow: Bluebonnet, Lee Brown; Memphian, R. C. Long; Meteor, A. Stoessel; Ozark Special, C. G. Lamont; Southwest Limited, O. B. Duffy; Sunnyland, J. A. Kilker; Texas Limited, W. Riegel, and Texas Special, J. B. Tremayne.

**EFFICIENT MOTOR CARS**

**Operators Write of Enviably Performance on Branch Runs**

E. G. Baker, electrical engineer for Frisco Lines, has received many comments on the story which appeared in a recent issue of the *Frisco Employes' Magazine*, telling of the splendid service made by motor car 2104 which ran 71,977 miles with but 28 days out for running repairs. Many of the comments came from operators of other motor cars who felt that the records which they had made were also outstanding.

In checking through the files and through correspondence received about the story of the 2104, it was found that motor car 2132, operating between Ft. Worth and Brownwood, Texas, has made a total mileage of 48,812 miles from January 1 to July 31, 1931. Approximately 3,100 miles of this total was made on the Eastern division and the balance between Ft. Worth and Brownwood. This car, during this entire service, had only one small delay and no failures and the only time it was held out of service was for a change of wheels.

From March 1 until August 1 the car was in service 97 per cent of the time, which leaves a very small margin charged to servicing. Operators on this car, which made the splendid record, were engineers S. Coleman and W. F. Amick.

Car 2102, which operates as trains 310-311 between Wichita, Kans., and Ellsworth, Kans., also established an enviable record, when it made 200 round trips without a minute's delay. Mr. Baker feels that this record, too, is remarkable and speaks well for the maintenance by Otto Meador, foreman at Ellsworth, and the engineers who operated it, Messrs. Brown and Smith. Mr. Baker says that these men could not take any more pride in the car if it were their personal property.

Cars 2121 and 2122, operating between Enid and Vernon, and cars 2124 and 2125 operating between Springfield and Kansas City have also made splendid records, the latter cars being the special pride of Walter Feehan, motor car maintainer at Springfield, who, on his own time, goes to the shop at night and makes repairs. If he feels that there is any question about the car operating in anything but 100 per cent condition, he is at the station the next morning to see that everything is all right. Engineers A. Rodgers, P. J. Beazley, W. E. Mayes and W. H. Keiller operate the cars out of Enid, and Engineers Robert Shaw, Thos. Burns and

**FRISCO ATHLETE**

The stalwart young athlete in the photograph below is Leo Corrotto, son of W. L. Corrotto, yard engineer at



Fort Smith, Ark., and the silver loving cup which he holds is evidence of his prowess in throwing the javelin. He won it with a heave of 133 feet 10 inches in a meet at the Citizens' Military Training Camp at Fort Leavenworth, Kan., from which he recently returned. Leo hardly had to extend himself to win this cup, however, for he has tossed the spear as far as 150 feet in high school meets. He is a senior in the Fort Smith High School and stars in football as well as in track and field events.

M. H. Evans are the engineers on the cars out of Springfield and Kansas City.

With such pride in the operation of these cars evinced by these engineers, and with the excellent work of the motor car maintainers, it is not surprising that these cars have made the splendid performances listed above.

But these records also revert back to the careful and excellent supervision given by Mr. Baker, under whom the cars operate, and he has been untiring in his efforts to see that their performance is not only good, but as near perfect as possible.

He made the announcement on the first of September that effective September 10, a new motor car run was established between Okmulgee, Okla., and Fayetteville, Ark. This run will be handled by motor car 2126, which is one of the larger cars and rated at 400 horse power. There are at this time, twenty-four motor cars operating efficiently and economically on all divisions of the Frisco.

**FIFTIETH ANNIVERSARY**

Many friends of Mr. and Mrs. Daniel McCarthy of Kansas City gathered together at Sacred Heart Hall, that city, on September 21 to aid this couple in celebrating their Fiftieth Golden Wedding Anniversary. Mr. McCarthy is a retired car inspector for Frisco Lines, a member of the Veterans' Association and of the Old Timers' Club.

It was greatly enjoyed by all present.

**INCREASE IN "PERISHABLES"**

**Fruit and Produce Movement Increase 168 Cars in Aug.**

PERISHABLE freight originating on Frisco Lines and handled in refrigerator cars showed an increase of 168 cars during August of this year compared with August, 1930, according to W. L. English, supervisor of agriculture, Springfield, Mo. A total of 2,540 cars were handled during August this year and in 1930 the total for that month was 2,372 cars.

The heaviest perishable movement during August was in fruits, 968 cars moving in comparison with 721 during the same month last year and of the various fruits, melons accounted for more cars than any other, 532 cars moving in comparison with 282 in August, 1930.

There was an increase of 24 cars in produce during August over August, 1930, this year's total amounting to 311 cars compared with 287 last year. Butter led in the produce group, 126 cars moving in comparison with 109 in August, 1930.

A total of 347 cars of miscellaneous perishables moved during August in comparison with 191 in the same month last year. This included 242 schedule cars this August as against 75 in August last year.

There was a decrease in cars of vegetables handled. Twenty-seven moved in August this year while 50 were moved during that month last year. There was a decrease also in meat, fish and packing house products, 887 cars of these products moving August this year while the total in August last year was 1,122 cars.

**ENGINES "IN OIL"**

Taking advantage of the present extremely low price of fuel oil, the Frisco Railway has decided to convert approximately ten of its coal-burning freight locomotives to oil on the Central division, between Monett and Paris.

This will necessitate the construction of oil tanks, which are now under construction at the Frisco's west shops. These tanks will be placed inside the tender so that they may be removed easily and at little expense, if it is decided to re-convert the engines back to coal burning again.

Oil burners are used on virtually all of the Frisco's fast, through passenger trains and upon almost all service in oil-producing sections traversed by its lines.

## LOCOMOTIVE FUEL PERFORMANCE RECORDS

Office of Fuel Agent, St. Louis

**I**N the last issue of the Magazine we called attention to the goal set of 135 pounds per 1,000 gross ton miles in freight service, which the management has set as our mark to be reached either in July or August, the two months when the best records are made each year. We had strong hope at the time, as last year a record of 140 pounds per 1,000 gross ton miles was made and in June, this year, we made it on 143 pounds—5 pounds less than June last year. However, the breaks were somewhat against us from the standpoint of train haul and we did not quite make it but did tie last year's record in July of 141 pounds and in August beat last year's record by two pounds—140 pounds vs. 142 pounds.

In passenger in July we lost a little ground over last year but came back in August and beat last year's performance in August by 1.44 per cent. The changes in business and re-arrangement of runs brings a great many changes in assignments. Men who have not fired for a number of years, or perhaps have never fired as regular firemen, are now firing and taking right hold of the thing to do the best possible job. Engineers changing from one class of engine to another quite different class find that it takes a little time to get next to them and to burn the least amount of fuel consistent with the requirements of the service. But all in all the records and the interest are something to be proud of.

The fuel meetings get better all the time because the engine and train crews and officers, working together, are determined to make them better and thus make the railroad better and handle better the business we have and thereby bring more business, which after all is what we want.

The records herein prove the rule. Send in more of these good runs and if you get a bad trip or have a condition that causes waste of fuel, try to get word to your nearest division officer that can help to correct it.

### EASTERN DIVISION

**Springfield Sub:** Engineer Prewett, fireman Lewers, train 7, engine 1518, Springfield to Muskogee, August 14, handled 2,431 passenger car miles, burned 1,400 gallons oil, performance .58 gallon per passenger car mile. The same crew on engine 1519, train 7, August 16, over the same territory

handled 1,870 car miles, burned 995 gallons oil for a performance of .53 gallon per passenger car mile.

### CENTRAL DIVISION

**Arthur Sub:** Engineer P. V. Hammersly, fireman A. M. Bean, conductor Shultz, brakemen Lamkin and Maples, engine 1343, extra train, Ft. Smith to Paris, September 8, handled 131,718 gross ton miles, burned 1,619 gallons oil, performance 147 pounds per 1,000 gross ton miles.

### SOUTHWESTERN DIVISION

**Creek Sub:** Engineer Ary, fireman Chandler, engine 4118, train 532, Francis to Henryetta, August 3, handled 126,160 gross ton miles, burned 752 gallons oil, performance 6 gallons per 1,000 gross ton miles.

Engineer B. Couch, fireman Carpenter, engine 4114, train 534, Francis to West Tulsa, July 8, handled 317,452 gross ton miles, burned 1,909 gallons oil, performance 71 pounds per 1,000 gross ton miles.

**Sherman Sub:** Engineer Matlock, fireman Butler, engine 4155, extra south, Francis to Sherman, August 22, handled 232,890 gross ton miles, burned 1,712 gallons oil, performance 7.2 gallons per 1,000 gross ton miles.

**Cherokee Sub:** Engineer J. L. Reno, fireman H. Sowder, engine 4154, West Tulsa to Afton, July 7, handled 255,464 gross ton miles, burned 1,309 gallons oil, performance 5.1 gallons or 61 pounds per 1,000 gross ton miles.

Engineer D. Beeler, fireman J. Robinson, engine 4147, train 438, West Tulsa to Afton, July 7, handled 271,908 gross ton miles, burned 1,511 gallons oil, performance 5.5 gallons per 1,000 gross ton miles.

Engineer C. Bohanan, fireman J. Ice, engine 4110, train 438, West Tulsa to Afton, July 8, handled 254,748 gross ton miles, burned 1,411 gallons oil, performance 5.5 gallons or 65 pounds per 1,000 gross ton miles.

Engineer J. Counts, fireman W. McKinney, engine 4116, train 430, West Tulsa to Afton, July 8, handled 144,066 gross ton miles, burned 1,008 gallons oil, performance 7 gallons per 1,000 gross ton miles. This is a very good performance considering the light tonnage handled.

Engineer W. Lipe, fireman F. J. Smith, engine 4164, train 434, West Tulsa to Afton, July 9, handled 267,540 gross ton miles, burned 1,512 gallons

oil, performance 5.6 gallons per 1,000 gross ton miles.

Engineer J. W. Gillen, fireman J. Meylor, engine 4115, train 431, Monett to West Tulsa, July 10, handled 242,550 gross ton miles, burned 1,511 gallons oil, performance 6.2 gallons per 1,000 gross ton miles.

### NORTHERN DIVISION

**Kansas City Sub:** Engineer E. B. Herriman, fireman R. L. Herman, engine 4218, train 162, Ft. Scott to Kansas City, September 2, handled 500,000 gross ton miles, burned 44 tons of coal, performance 56 pounds per 1,000 gross ton miles.

**Afton-Parsons Sub:** Engineer P. J. Bessey, fireman A. Fetters, engine 4139, train 2-130, Afton to Ft. Scott, September 4, handled 404,889 gross ton miles, burned 17 tons coal, performance 84 pounds per 1,000 gross ton miles. Filler Hill is the ruling grade on this sector and the tonnage handled over this hill was 400 tons over its rating. Considering these conditions this is a mighty good showing and the heaviest train ever pulled over this hill by a 71-class engine.

Engineer J. M. Kost, fireman J. Dew, engine 4140, train 138, Afton to Ft. Scott, May 21, handled 372,152 gross ton miles, burned 15 tons coal, performance 80 pounds per 1,000 gross ton miles.

### SOUTHERN DIVISION

**Memphis Sub:** Engineer Phillips, fireman Ingram, engine 4214, train 135, Thayer to Memphis, August 26, handled 486,000 gross ton miles, burned 13 tons coal, performance 53 pounds per 1,000 gross ton miles.

Engineer Jacobs, fireman Martin, engine 1527, train 106, Memphis to Thayer, September 14, handled 1,440 passenger car miles, burned 1,009 gallons oil, performance .70 gallons per passenger car mile.

Engineer Freeman, fireman Rowden, from August 6 to 14, made five round trips, or 10 single trips, on trains 105-106, between Thayer and Memphis during which time they kept a record of their operations. For the 10 trips the crew handled 14,544 passenger car miles, burned 9,759 gallons of oil, for a performance of .66 gallons per passenger car mile.

**Tupelo Sub:** Engineer Beshears, fireman Jones, engine 1069, train 2-923, Memphis to Amory, August 22, handled 1,664 passenger car miles,

burned 1,428 gallons oil, performance .85 gallon per passenger car mile.

**Columbus Sub:** Engineer Burris, fireman Huff, engine 720, train 2-907, August 22, Amory to Magnolia, handled 1,989 passenger car miles, burned 7 tons coal, performance 7 pounds per passenger car mile.

**Pensacola Sub:** Engineer Norris, fireman C. Webb, engine 720, train 2-907, August 23, Magnolia to Pensacola, handled 1,963 passenger car miles, burned 7 tons coal, performance 7.1 pounds per passenger car mile.

Engineer Irwin, fireman Thames, engine 1615, train 931, Magnolia to Pensacola, August 22, handled 293,000 gross ton miles, burned 11½ tons coal, performance 81 pounds per 1,000 gross ton miles.

**Pensacola Yard:** Engineer Bicker, fireman Estine, engine 3706, August 22, on duty 8 hours and 20 minutes, burned 2 tons of coal, performance 80 pounds per switch locomotive mile.

Engineer Nobles, fireman Wimberly, engine 3706, August 22, on duty 9 hours and 45 minutes, burned 2 tons coal, performance 68 pounds per switch locomotive mile.

#### RIVER DIVISION

**St. Louis Sub:** Engineer Hildebrand, fireman Hutchison, engine 4006, train 832, Chaffee to St. Marys, July 29, handled 204,400 gross ton miles, burned 6 tons coal, performance 57 pounds per 1,000 gross ton miles.

Engineer Eastwood, fireman Kizer, conductor Yount, engine 4010, train extra north, Chaffee to St. Louis, handled 350,730 gross ton miles, burned 13 tons coal, performance 74 pounds per 1,000 gross ton miles.

**Chaffee Sub:** Engineer Barkley, fireman Anselm, engine 4030, train 832, Yale to Chaffee, August 6, handled 255,576 gross ton miles, burned 16 tons coal, performance 62 pounds per 1,000 gross ton miles.

Engineer Frissell, fireman Fitzgerald, engine 1019, train 807, Chaffee to Memphis, June 11, handled 1,134 passenger car miles, burned 943 gallons oil, performance .83 gallon per passenger car mile.

#### TEXAS LINES

**St. L. & S. F. & T. Sub:** Engineer J. C. McClain, fireman H. C. Lackey, engine 1243, train 32, Ft. Worth to Sherman, August 19, handled 152,325 gross ton miles, burned 934 gallons oil, performance 6.4 gallons per 1,000 gross ton miles.

#### He Knew Her

Mrs. Campbell: "Dear, I saw the sweetest little hat downtown today."

Campbell: "Put it on and let me see how you look in it."

## For Meritorious Service

#### RIVER DIVISION

August 12—T. M. Stokely, conductor; J. E. Barber, and L. A. Kelley, brakemen; Roy Abernathy, engineer, and J. P. Slaughter, fireman, while members of the crew of Extra 4030, south, found SF 47067, empty stock car at McMullin, with one pair of trucks shoved over derail at south end of siding. They rerailed the car and placed for stock loading with a minimum of delay to the train. Ten merits each.

#### SOUTHERN DIVISION

September 7—L. H. Koll, crossing flagman, Olive Branch, Miss., discovered broken arch bar on car and notified crew. Five merits.

#### SOUTHWESTERN DIVISION

August 11—W. O. Rutledge and C. L. Graham, brakemen; F. W. Lloyd, engineer, and William Johnson, fireman, all of Oklahoma City, and H. Rainwater, section foreman, Depew, Okla., all gave valuable help when trouble was experienced with engine 1628, train 447 at Depew. Commended.

August 12—J. M. Allred, conductor, and Ike Walker, brakeman, both of West Tulsa, assisted in going over 32 cars of chatt, oiling journal boxes, etc., causing prompt handling of these cars. Commended.

August 29—Tony Bogris, extra gang foreman, Holdenville, discovered brake beam down and flagged train No. 534 near Holdenville. Five merits.

September 10—V. H. Landrum and H. L. Ellis, brakemen, both of Oklahoma City, while on train 436 voluntarily assisted in loading a car of sheep at Altus, saving delay to train. Five merits.

September 3—C. W. Robbins, telegrapher, Pierce City, noticed brake beam dragging and signalled crew. Five merits.

#### CENTRAL DIVISION

Jake Hess, section foreman, Idabel, Okla., noticed an unusual noise as train 736 passed him while at work at Idabel and as the train slowed up at the station noticed a broken wheel. Five merits.

#### EASTERN DIVISION

September 1—J. F. Lick, telegrapher, Lebanon, Mo., took steps to protect interests of Frisco Lines when it was reported to him that water was over the highway in the vicinity of Brush Creek. Commended.

September 1—Homer DeBerry, agent, Phillipsburg, Mo., reported water over highway in vicinity of Brush Creek and saw to it that the

interests of Frisco Lines were fully protected. Twenty merits.

July 22—H. W. Bunselmeyer, operator, St. James, Mo., and V. R. Findley, operator, Rolla, Mo., discovered brakes sticking on No. 33 and took proper steps. Fifteen merits each.

#### WESTERN DIVISION

August 15—L. K. Hines, conductor; G. C. Tribble and W. H. Jones, brakemen; W. J. Potter, engineer, and Wayne Campbell, fireman, all of Enid, Okla., who were serving as the train and engine crew on extra 695, gave splendid handling to both train and engine in movement of National Guard Troops between Enid and Snyder. Commended.

#### NORTHERN DIVISION

August 22—R. G. Samuels, operator, Pleasanton, Kan., discovered brake rod dragging on car in train 162 and notified the conductor. Five merits.

August 15—E. R. Orr, conductor, and H. H. Carson, brakeman, both of Kansas City, discovered faulty air hose and rode between cars from La-Cygne to Paola, pressing new hose tightly against leak to prevent loss of air. Ten merits each.

#### TULSA TERMINAL

Claude E. Johnson, clerk, while checking Leavell Coal Company found car of slack coal on fire and immediately got water and extinguished the blaze, notifying the Leavell people. Five merits.

R. T. Studley, switchman, replaced safety valve on tank car. Five merits. He was also given five merits for making repairs to brake rigging on car of merchandise.

H. D. Sheffield secured a passenger who intended to ride a bus from Red Fork to Kansas, using his own automobile to take the passenger from Red Fork to Tulsa. Commended.

#### YALE TERMINAL

August 15—H. Price, engineer, Yale, Tenn., with Yardmaster Rose, took engine 3694, 25 minutes before going on duty and moved a car of perishables from house track and placed it on the team track at an urgent request from a shipper, then moved the engine back in vicinity of water tank. Commended.

#### BIRMINGHAM TERMINAL

September 9—O. M. Reeser, foreman; E. M. Dick, E. R. Bridges and L. C. Hathaway, switchman; S. H. Hollingsworth, fireman, and F. L. Powell, engineer, repaired brake beam which came down on engine 863. Commended.