

TEXAS LINES

**MECHANICAL AND STORES DEPT.
FT. WORTH, TEXAS**

E. A. PADGETT, Reporter

A defective flue was the cause of a small blaze in the home of Charles H. Rhea, carman, on March 3. They were very fortunate in discovering it quickly and confining the loss to approximately \$40.00.

Marshall F. White, age 10, son of G. F. White, machinist, gave a birthday party, Saturday, March 7, to his friends. Various games were played and a general good time was enjoyed.

Mrs. W. M. Witt, wife of carman, is in Tulsa to attend the wedding of her nephew, Paul Hughes, of the Hughes Produce Company. We understand this is the largest business of its kind in Tulsa, and we are glad to learn the Frisco enjoys a good portion of their traffic.

L. A. Cash, locomotive engineer, has been off the past week, doing some work on his farm. He had as his companion and fellow workman, J. E. Dew of the fremen's emergency board.

It is Grandpa Con from now on: Con D. O'Connor reports a son born to his

They are having a grand time at the Joplin, Mo., office at the expense of W. J. Sweezy, ticket clerk. But somehow or other, we believe that Mr. Sweezy is enjoying the little joke as much as the rest.

It seems that Mr. Sweezy has some milk goats. Mr. Benedict, chief clerk to J. E. Springer at Joplin, made the remark to him one day that it would be too cold to milk the goats the next morning and Mr. Sweezy replied that he would make his wife attend to the job. Mr. Springer, overhearing the conversation composed the following poem about the incident that night. The poem follows:

"Bill had a dream of the Nanny goat,
From stern realities it seemed remote;
He dreamed his wife had espoused the cause,
And appeared to Bill as a Santa Claus;
She was milking the nannies twice a day,
While Bill was snoozin' in the hay.
But just as old Bill was feelin' his oats,
His spouse shouted loudly, 'Quick, milk the goats!'
Now Bill's dream is over,
gone his moments sublime,
It's now twice a day at the old milkin' time."

Mr. Sweezy took the poem home and his next-door neighbor drew a cartoon in connection therewith.

daughter, Mrs. Eugene H. La Gesse, on March 12, weight 7¼ pounds. Both mother and child are doing fine, and so is Con.

**MECHANICAL DEPARTMENT
SHERMAN, TEXAS**

DON ANDERSON, Reporter

Have you noticed Tommie Deaton's mysterious attitude lately? People act that way sometimes when they are "loaded down" with merchandise that, as a rule, is not toted about. We were so surprised to learn that Tommie (who is secretary to Mr. Stephenson) would carry around the little white rabbits, the ugly duckling, the three little pigs, the big bad wolf, the link sausages, and numerous other articles which eye witnesses say were removed from his person when he was "arraigned" before the Sherman Chamber of Commerce on February 16. Tommie says, so the story goes, that the "shake-down" was by a magician.

The latter part of February, both Mr. and Mrs. P. L. Stenger were ill. We are glad to report Mr. Stenger back on the job and Mrs. Stenger able to be up around the house.

Pensioned engineer Pat Lillis, who was retired March 17, 1929, died on March 7. He would have been seventy-five years of age on March 17. Our sympathy is extended to the bereaved family.

Mrs. Iva Sewell, until recently in the store department, was unfortunate enough to contract pneumonia last week and is now in the hospital. We understand she is doing nicely and we all hope for her speedy recovery.

Also, Max McLinsky, car carpenter, has been a sojourner in the hospital. He is now out and expects to return to work next week.

Pneumonia brought sudden death to the home of W. L. DeWitt, supplyman. On March 14 his youngest daughter, Katherine, died of that disease. The sincere sympathy of the entire shop is extended to the family.

We have a new ice house. It is not exactly a new one, but it looks new and is just as good. The B. & B. gang cut the old one in two, moved half of it to a new and more convenient location, and the car carpenters are fixing it up for an ideal igloo.

Everybody wants a Frisco Lines pin. We have ordered seventy-four of these for Sherman and have another couple dozen to order. It looks like Sherman would be about 100%.

CENTRAL DIVISION

**SUPERINTENDENT'S OFFICE
FT. SMITH, ARK.**

EARL E. DODD, Reporter

We had a good club meeting March 5th, but our attendance fell off some—only 27 attended this meeting. Very interesting talks were made by several on the subject of solicitation.

We also decided to take up the old Dart Baseball Game after being idle for over three years. We hope to have a winning team worked up by next season, which starts next fall. We will practice about once every week.

(Pat) B. Mooney, Fort Smith, section laborer, has been off sick for several days, but am glad to say he is now back on the job, the same old Pat.

George W. Daniels (retired-pensioned engineer) and Mrs. Daniels are spend-

**"WHY LEAVE HER
IN A FEVER?"**



ONCE she hungered for his morning good-bye kiss. But lately the smudge from that venomous chimney leaves her hungering only for plenty of fresh air.

He can keep his bride and keep his briar—with a little consideration for them both. Ream out the old pipe, friend! Ram a cleaner through the stem. Fill up with Sir Walter Raleigh. And settle down to a second honeymoon. This mild mixture of Kentucky Burleys is a cool-burning, slow-burning, well-aged tobacco that is indescribably milder. It has brought families and friends closer. It certainly is bringing a new favor to indoor smoking. And making quite a reputation for itself on the way. Try it!

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It's 15¢—AND IT'S Milder

Modern Railroad Operation Needs This Improved Buffer

THE development of high speed freight and passenger service, together with the lengthening of trains, has brought new problems with respect to the engine tender connection. For a great many years, The Franklin Railway Supply Company has provided a non-binding, rolling contact between engine and tender in the shape of a radial buffer that has become standard practice for most of the railroads of the country, and has given eminent satisfaction.

Not content to rest on their laurels, Franklin engineers have been continually developing the radial buffer with a view of meeting the new conditions that have arisen.

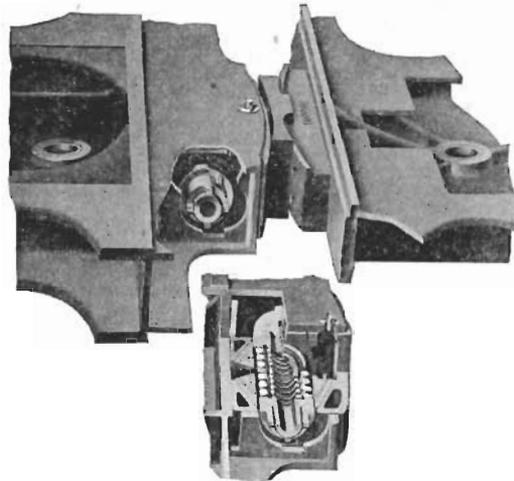
There has been complaint on the part of enginemen, when riding locomotives that are operating under the new conditions, that surging is bothersome, and if surging is curbed by increasing the pressure on the buffer faces, which has been resorted to in some cases by the installation of heavy springs or driving home of wedges too severely, undue wear of parts results and freedom of action is reduced. In the development of the Type "E-2" Radial Buffer, Franklin engineers have added still further advantages to this valuable device, so that now its smooth, powerful action deadens vibration and provides increased resistance to compression, resulting in improved riding qualities.

Without disturbing the connection between engine and tender, all parts are easily inspected, and when necessary, shims can be inserted to compensate for wear without dismantling or disconnecting.

In short, this new design of buffer meets the demands of modern high-power, high speed operation, and at the same time reduces maintenance cost.

Old existing buffers can be converted to the new Type "E-2" Radial Buffer, thereby accomplishing a substantial economy in maintenance.

Experience has demonstrated that a practical buffer must provide free flexibility between engine and tender in every direction to compensate for curves and turnouts and for side movement and rolling of the locomotive.



Radial Buffer, type E-2

At the same time the buffer surfaces must always maintain normal contact and offer high resistance to compression, thus avoiding the development of lost motion and subsequent destructive shocks to the drawbar and drawbar connections.

The distinguishing characteristics of the Franklin Type "E-2" Radial Buffer is that, while it retains the universal movement of the previous designs of Radial Buffers, it also embodies a spring controlled frictional resistance. This element provides resistance to compression that is several times the magnitude of the forces that the unit is capable of transmitting to the drawbar connections. As a result, complete freedom of movement between engine and tender is permitted, yet the strains on the drawbars and pins are reduced. Due to the transverse position of the springs, any variation in their strength, while it will alter the intensity of the spring forces, will not result in any cocking of the adjustable chafing plates.

In the case of the conventional steam locomotive, a certain amount of surging and nosing, with consequent vibration exists, which even the maximum attention to design details cannot wholly eliminate throughout the speed range. These fluctuating forces can be effectively dampened by the use of a buffer possessing the qualities described.

The size and capacity of the locomotive should determine the capacity of the buffer, and here also the design is such that it is adaptable to the variable conditions to be met. The damping qualities of the Type "E-2" Buffer absorb forces producing oscillation and prevent their being transmitted to the tender. The tender is thus prevented from oscillating in synchronism with the locomotive, and in fact serves as a steadying influence and in conjunction with the buffer really performs the same function for the locomotive that a fly-wheel performs in the case of a reciprocating stationary unit.

Friction surfaces incorporated behind the adjustable chafing plate are so proportioned in area and angle as to absorb the forces imposed with a minimum of wear. All details have been carefully analyzed to meet service conditions in an effective manner. The energizing spring is thus protected against excessive shocks and variations in load and its useful life is extended far in excess of that which was heretofore considered satisfactory for buffer springs.

Wear on drawbar pins and bushings is largely a matter of the tractive effort transmitted, together with track curvature encountered, but the property of spring controlled frictional resistance, which exerts only a small percentage of the forces in extension it is capable of resisting to compression, definitely reduces wear on these parts.

The Franklin Type "E-2" Radial Buffer provides a ready means for inspection of parts and taking up wear without uncoupling the engine and tender or stoker. Merely inserting one bolt and drawing down on its nut provides for this inspection, as well as a ready means of shimming, and replacement of the springs, should these be required. When necessary to disconnect engine from tender for removal of drawbar and inspection of pins and bushings as the I. C. C. requires, its structure makes this possible without the aid of a second locomotive.

ing the winter in Florida. They spent the summer in the north and east; per courtesy of "Foreign passes" furnished by the good old Frisco Line. You perceive what you will be able to do if you stick to the Frisco.

Here is some publicity—the railroad kids on North 5th Street. Fort Smith, sing when jumping the rope: "Engine, engine number nine, Running on the FRISCO LINE, When she's polished don't she shine, Engine, engine number nine."

SOUTHERN DIVISION

BIRMINGHAM GENERAL OFFICE

LAUNA M. CHEW, Reporter

Happy to report little John Banister, son of Traffic Manager T. H. Banister, has recovered from an attack of tonsillitis and is back in school.

The Inaugural Ball of the Birmingham Traffic & Transportation Club was highly successful. C. J. Thompson, chief clerk to superintendent terminals, recently elected first vice-president, was among the officers installed.

The stimulating and encouraging talk made by Miss Martha Moore recently to the Birmingham employes, has started the ball rolling toward the re-organization of the Frisco Employees' Club. Much interest is being shown in this work and it is hoped to have this club going strong in a very short time.

Mrs. W. W. Wade, wife of rate clerk in office of traffic manager, is suffering from laryngitis. Weath is doing the talking for the family for a few days.

BIRMINGHAM TERMINALS

NELLIE McGOWEN, Reporter

J. R. Sickles, clerk, accounting department, was a recent visitor to Memphis.

Miss Mabel Cunningham, stenographer, accounting department, is off on a sixty-days' leave of absence which she is spending in Chicago and Enid, Okla.

Ray Blankenbaker, clerk, car department, has returned from St. Louis hospital and is back at work again.

Ellis Cole, fireman, passed away at St. Vincent hospital, on February 27th, after a short illness with pneumonia. Funeral services were held at John's Undertaking Co., with burial in Elmwood Cemetery. Mr. Cole is survived by his widow and two children. Employees of Birmingham terminal extend sympathy to the bereaved family.

Dan Kleckley, conductor, and wife have returned from a visit with their daughter in Savannah, Ga.

L. S. Benton, conductor, and wife were called to Columbus, Ga., a few days ago account death of a relative.

Miss Martha Moore, of St. Louis, was a recent visitor to East Thomas. Miss Moore made a very interesting talk to the employes at noon, March 5th, in connection with the re-organization of the Frisco Employees' Club at Birmingham.

Retired engineer Geo. McLaughlin died in Florida on February 23rd. His remains were brought back to Birmingham for interment.

Miss Catherine Perkins, daughter of Yard Clerk F. O. Perkins, is spending several days in Washington.

R. L. Weir, switchman, is in Washington attending the Wage Conference, which is being held in that city. Mr. Weir is a representative of the Switchmen's Union of America. Mrs. Weir accompanied Mr. Weir.

Birmingham had the largest fire Saturday, March 10th, that ever occurred in this city. The estimated damage was \$3,500,000.00. The fire-story department store of Loveman, Joseph & Loeb, was entirely destroyed. The Calder Furniture Co., and Southern Bell Telephone Co., were also destroyed, in addition to considerable other damage to adjoining stores. For a time it was thought the entire block, including Alabama Theatre, would be destroyed.

C. H. Vaughn, clerk, is improving after an operation at St. Vincent Hospital for appendicitis.

PENSACOLA, FLORIDA

GERTRUDE BAZZELL, Reporter

The Pensacola Naval Air Station will hold its annual Naval Relief Carnival May 4th and 5th. On both days there will be a diversity of entertainment, the most attractive feature, perhaps, being the Air Show scheduled for 2:00 p. m., Saturday, the 5th. Hope some of the Frisco family and their friends come down.

Pensacollians are anticipating with pleasure the veterans of the Frisco at their annual reunion, which will be held here May 14, 15 and 16th.

William Crow, son of agent and Mrs. W. H. Crow, was elected by the student body of the Pensacola High School to reign as King of their annual Carnival, held on March 16th.

H. F. Collier has been assigned to the messenger job in local office, relieving Delmar Jones who accepted an assignment at Columbus, Miss.

Edward F. Collins, stenographer-clerk in local freight office just recently visited with his family in Memphis, over the week-end.



"YOU SELDOM SEE an I.C.S. graduate out of a job"

"IN ALL the years I have known of the I. C. S., I have seldom seen one of your graduates out of a job," writes a business leader.

The reason so many I. C. S. men have jobs is because they are trained men! You, too, can be an I. C. S. man. In this age of efficiency and specialization, to be an I. C. S. man means security for the present and assurance for the future.

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- Air Brakes
- Roundhouse Work
- Machinist and Toolmaker
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- TinSmith and Pipefitters
- Car Inspectors
- Air Conditioning

Name.....Age.....

Occupation.....Employed by.....

Address.....

STORES DEPARTMENT YALE, TENN.

DAVID L. KELLY, Reporter

R. E. Wilcox and wife were recently called to Thayer, Mo., account the illness of Mrs. Wilcox's mother, but reports that she is much improved at this writing.

Mrs. D. L. Kelly and daughter are back home after spending several days in Pensacola, Fla.

G. V. Stone, chief clerk, reported sickness in his family recently.

S. K. Lille, recently spent a Sunday in Amory, Miss.

Jim L. Herring, store trucker, formerly of Birmingham, Ala., recently returned there to spend a Sunday, taking with him three of the Memphis truckers, namely, Willie Anderson, Willie Harvey and Ben Walker. The Memphis boys seem to be delighted with the trip.

Business at Yale is on the increase especially in the stores department.

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Phone 60

MONETT, MO.

ENGINEERING, BRIDGE AND BUILDING, WATER SERVICE DEPARTMENTS—YALE, TENN.

CREATIE SICKLES, Reporter

Miss Bertha Harris and Miss Kate Massie spent the week-end of February 24th visiting Mrs. Gilbert J. White at Birmingham. Mrs. White will be remembered as Miss Allie Mae Speight.

Two of our bridge men are convalescing in hospitals, Calvin Murrel being in the Frisco hospital at St. Louis, and E. J. Riley in a hospital at Birmingham.

Better Service-Accident Prevention Meeting was held at Yale on March 5th. Quite a crowd was in attendance at this meeting and all present took part in the "roundtable" discussion of the various items brought up.

We are sorry to learn of the death of Will D. Burselson, bridge carpenter, March 8th, at Birmingham, and sympathy is extended to the bereaved ones.

Miss Grace Blaylock spent Sunday, March 11th, visiting friends in Birmingham and reports a grand time even if the weather was rather cold.

TRAFFIC DEPARTMENT MEMPHIS, TENN.

KATE MASSIE, Reporter

R. E. Buchanan, traffic manager, in receipt of letter from W. S. Nunery, District Freight Agent, Nickel Plate RR, Memphis, stating he recently used Frisco railroad, Memphis to Saint Louis, and complimenting the perfect service, as well as the "easy-ridin'" train.

The traffic club entertained members and friends Saturday, March 24, with a bridge and dance party, Hotel Devoy. J. L. Hutson, Jr., of Norfolk, Va., has been appointed joint Frisco seaboard merchandise agent, succeeding M. V. Simmons.

Miss Bertha Harris, of Superintendent Frazier's office, and writer, had a very delightful visit in Birmingham, Sunday, March 4, visiting Mr. and Mrs. Gilbert J. White. Mrs. White formerly Allie Mae Speight, of Memphis.

LOCAL FREIGHT OFFICE MEMPHIS, TENN.

VIRGINIA GRIFFIN, Reporter

We are all fixed up now for spring with our freshly painted office. It looks so nice.

Mrs. J. T. Carrigan, wife of comptometer operator, is feeling much better since having her tonsils removed

the latter part of January.

Mrs. H. C. Fryar, wife of abstract clerk, had to again spend a few days in Methodist Hospital during January. Glad she is feeling better.

Ben A. Martin, check clerk, visited relatives in Columbia, S. C., from February 16 to 25 and reports a nice trip.

D. E. Creeden, disposition clerk, was off account illness several days the latter part of February—W. Y. Billings is taking care of his duties while he is away.

A. W. Holmes, chief claim clerk, spent Sunday, February 25, in Amory.

Miss Martha C. Moore, of St. Louis, made a splendid talk to the Men's Traffic Club of Memphis on February 26 at their luncheon. We were also glad she had a chance to visit with us that afternoon.

Martha Smith, now Mrs. Wm. Barbee,

of Jonesboro, who lived with Mrs. Lella Lenihan of this office for a number of years, is now the proud mother of a boy, arriving February 26. Mrs. Lenihan feels like she is a grandmother.

W. F. Corkery, chief clerk, was off a couple of days recently account illness. Glad he is now feeling OK.

A. E. Pennington, messenger, has been off since March 3 account illness. We are in hopes he will soon be able to be back on the job.

Mrs. Lella Lenihan, stenographer, has been off since March 7 account the illness of her sister, Mrs. George Barbee. Glad Mrs. Barbee is better. Miss Eleanor Patton, extra stenographer, is relieving Mrs. Lenihan.

Sorry to hear of the illness of Mrs. H. H. Smith, wife of our boss. Hope she will soon be feeling fine.



**Coated in 1927
~ Still Perfect
in 1934**

In the summer of 1927 the entire super-structure of this bridge was coated with NO-OX-ID "A" Special. Early this year Dearborn Representative, A. A. Turner, reported, "Mr. S——— advised me that NO-OX-ID had given perfect protection on super-structure of the R——— Avenue bridge. However, this bridge was coated underneath with an asphalt base material. This is where the direct blasts of the locomotives strike. The material lasted less than six months. Two years ago we coated the under-structure of the U——— Avenue viaduct with NO-OX-ID Filler Red. Inspected this today and it is in perfect condition."

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