

Springfield to Kansas City—202 miles; schedule, 14 hours and 30 minutes.

Average daily excess over schedule, December, 1907, 4 hours 31 minutes.

Average daily gain over schedule, January, 1908, 20 minutes.

Average daily excess over schedule, February, 1908, 1 hour 1 minute.

Average daily excess over schedule, March, 1908, 30 minutes.

Average daily gain over schedule, first half April, 1908, 9 minutes.

Birmingham to Kansas City 735 miles; schedule, 51 hours and 15 minutes; average speed, per hour, 15.71 miles.

Average daily excess over schedule, December, 1907, 12 hours 50 minutes.

Average daily excess over schedule, January, 1908, 2 hours 35 minutes.

Average daily excess over schedule, February, 1908, 3 hours 5 minutes.

Average daily excess over schedule, March, 1908, 39 minutes.

Average daily excess over schedule, first half April, 1908, 29 minutes.

#### MERCHANDISE OUT OF ST. LOUIS.

##### *Trains 35-37.*

St. Louis to Monett 281.9 miles; train 35, 18 hours and 55 minutes; train 37, 16 hours and thirty minutes.

Average daily excess over schedule, December, 1907, 3 hours 13 minutes.

Average daily excess over schedule, January, 1908, 3 hours 47 minutes.

Average daily excess over schedule, February, 1908, 3 hours 37 minutes.

Average daily excess over schedule, March, 1908, 1 hour 1 minute.

Average daily excess over schedule, first half April, 1 hour 29 minutes.

##### *Trains 35-35.*

Monett to Sapulpa—155.9 miles; schedule, 11 hours and 10 minutes.

Average daily excess over schedule, December, 1907, 15 minutes.

Average daily gain over schedule, January, 1908, 43 minutes.

Average daily excess over schedule, February, 1908, 42 minutes.

Average daily gain over schedule, March, 1908, 23 minutes.

Average daily excess over schedule, first half April, 23 minutes.

##### *Trains 35-35.*

Monett to Oklahoma City—260 miles; schedule, 19 hours and 38 minutes.

Average daily excess over schedule, December, 1907, 5 hours 11 minutes.

Average daily excess over schedule, January, 1908, 3 hours 59 minutes.

Average daily excess over schedule, February, 1908, 3 hours 46 minutes.

Average daily excess over schedule, March, 1908, 5 hours 10 minutes.

Average daily excess over schedule, first half April, 4 hours 43 minutes.

##### *Trains 35-35.*

Sapulpa to Sherman—206.5 miles; schedule, 16 hours and 45 minutes.

Average daily excess over schedule, December, 1907, 2 hours 58 minutes.

Average daily excess over schedule, January, 1908, 2 hours 4 minutes.

Average daily excess over schedule, February, 1908, 2 hours 12 minutes.

Average daily excess over schedule, March, 1908, 1 hour 17 minutes.

Average daily excess over schedule, first half April, 4 hours 7 minutes.

##### *Trains 35-35-679 (local).*

Tulsa to Enid 121.4 miles; no red ball connection and merchandise moved from Tulsa by local train 649, or merchandise extra as tonnage justified; schedule from St. Louis, 46 hours and 25 minutes.

Average daily excess over schedule, December, 1907, 13 hours 56 minutes.

Average daily excess over schedule, January, 1908, 9 hours 57 minutes.

Average daily excess over schedule, February, 1908, 11 hours 25 minutes.

Average daily excess over schedule, March, 1908, 5 hours 30 minutes.

Average daily excess over schedule, first half April, 1908, 6 hours.

*Trains 37-33.*

Monett to Paris—302 miles; schedule, 28 hours and 15 minutes.

Average daily excess over schedule, December, 1907, 16 hours 16 minutes.

Average daily excess over schedule, January, 1908, 1 hour 53 minutes.

Average daily excess over schedule, February, 1908, 4 hours 2 minutes.

Average daily gain over schedule, March, 1908, 1 hour 51 minutes.

Average daily gain over schedule, first half of April, 2 hours 17 minutes.

*Trains 37-37.*

Monett to Wichita—223.4 miles; schedule, 16 hours and 15 minutes.

Average daily excess over schedule, December, 1907, 6 hours 30 minutes.

Average daily excess over schedule, January, 1908, 1 hour 34 minutes.

Average daily excess over schedule, February, 1908, 1 hour 40 minutes.

Average daily gain over schedule, March, 1908, 30 minutes.

Average daily gain over schedule, first half April, 26 minutes.

## ST. LOUIS, LITTLE ROCK AND MEMPHIS MERCHANDISE.

St. Louis to Bridge Junction, 302.3 miles; St. Louis to Memphis, 304.8 miles.

Schedule—St. Louis to Bridge Junction, 21 hours and 45 minutes; St. Louis to Memphis, 22 hours and 30 minutes.

Average daily excess over schedule, January, 1908, 8 hours 30 minutes.

Average daily excess over schedule, February, 1908, 5 hours 5 minutes.

Average daily excess over schedule, March, 1908, 1 hour 24 minutes.

Average daily excess over schedule, first half April, 39 minutes.

NO PRESERVATIVE MATERIAL MEETS EVERY RAILWAY REQUIREMENT SO WELL AS

**DES MOINES ELATERITE PAINT**

**Unequaled for Bridges, Cars, Locomotive Fronts, Etc.**

Not the same old paint with a new name : : : It's *altogether different*

**THE ELATERITE PAINT & MFG. CO.**

Samples always gladly furnished.

**DES MOINES, IOWA**

## CHICAGO, LITTLE ROCK AND MEMPHIS MERCHANDISE.

Chaffee to Bridge Junction, 158.7 miles; Chaffee to Memphis, 161.2 miles.

Schedule—Chaffee to Bridge Junction, 12 hours and 15 minutes; Chaffee to Memphis, 13 hours.

Average daily excess over schedule, January, 1908, 5 hours 2 minutes.

Average daily excess over schedule, February, 1908, 4 hours 29 minutes.

Average daily excess over schedule, March, 1908, 34 minutes.

Average daily excess over schedule, first half April, 35 minutes.

**Gustin-Bacon Manufacturing Company****RUBBER GOODS**

★ HOSE—Air Brake, Water, Steam and Fire :: RUBBER SPECIALTIES

LEATHER BELT

**Kansas City**

-

-

**Missouri**

Mention us when writing to Advertisers, it will help us both.

## Banquet in Honor of Mr. and Mrs. O'Hara Attended by Many.

At the farewell banquet given in honor of Mr. and Mrs. Andrew O'Hara, at the Colonial Hotel, Springfield, April 14th, at least 300 friends of the couple were present.

As stated in a previous issue of THE FRISCO-MAN, Mr. and Mrs. O'Hara are taking an extended trip through Europe, and by the time this issue appears will be in the old country.

Each of those at the banquet wore a silk badge bearing the likenesses of the guests of honor.

E. D. Levy, Superintendent of Transportation, presided as toastmaster.

Among those who delivered addresses were W. C. Smith, D. E. Fitzgerald, J. T. Woodruff, C. O. Yoakum, J. R. Mulroy, J. E. Hutchison and W. H. Shipley.

Representing many employes of the old Kansas Division, Conductor W. H. Shipley presented a pair of lorgnettes and field-glasses to Mr. and Mrs. O'Hara.

Among those present were:

Mr. and Mrs. J. M. Johnson, Ft. Smith, Ark.; Mr. and Mrs. M. W. Blake, Clinton, Mo.; Mr. and Mrs. Thomas Burns, Springfield; Mr. and Mrs. Frank Burns, Monett; Mr. and Mrs. R. F. McDonald, St. Louis; Mr. and Mrs. Charles DuBuque, Springfield; Mr. and Mrs. Stewart, Springfield; Mr. and Mrs. C. W. Shanks, St. Louis; Mrs. M. D. Dillard, Springfield; Miss Nellie Dillard, Springfield; Mr. and Mrs. J. M. Fisk, Springfield; Mr. and Mrs. Ben Bowman and daughter, Springfield; A. T. Laney, Clinton, Mo.; Mrs. C. E. Brown, Haverhill, Kan.; Mr. and Mrs. C. H. Ring, Monett; Mr. and Mrs. A. C. Benedict, Ft. Scott; T. F. Wallace, St. Louis; Mr. and Mrs. George E. Dillard, Springfield; Mr. and Mrs. J. E. Whalen, Ft. Smith; Z. B. Carney and wife, Springfield; Mr. and Mrs. W. K. Hedges, St. Louis; J. S. McGuigan, St. Louis; M. J. Hickey, Ft. Smith; J. E. Omelia, Ft. Smith; W. L. Carotto, Ft. Smith; Mr. and

Mrs. C. S. Murray, Springfield; R. H. Murray, St. Louis; James O'Brien and daughter, Springfield; Mr. and Mrs. A. F. Fine, Springfield; L. S. Meyer and wife, Springfield; Mr. and Mrs. W. H. Noleman, Springfield; Mr. and Mrs. C. M. Sweeney, Springfield; Mr. and Mrs. L. N. Bassett, Springfield; Mr. and Mrs. J. H. Huckins, Newburg; Mr. and Mrs. Prince, Springfield; Mr. and Mrs. H. P. Johns, Springfield; Mr. and Mrs. O'Dowd, Mr. and Mrs. D. E. Fitzgerald, Mr. and Mrs. Ed. V. Williams, Mr. and Mrs. C. C. Baum, Springfield; Mr. and Mrs. George Edgar, Mr. and Mrs. C. H. Anderson, Mr. and Mrs. J. H. Harris, Monett; W. S. James and wife, Springfield; C. R. Welch, Miss Clara Moist, J. Daugherty, Rolla; C. E. Schultz, Springfield; John Morrill and daughter, Miss Eula, Pacific; R. Aaron, Lebanon; John Taylor, Springfield; Mr. and Mrs. F. A. McArthur, Mr. and Mrs. C. F. Musselman, St. Louis; E. B. Ludwig, Springfield; Mr. and Mrs. J. W. Brown, Haverhill, Kan.; Mr. and Mrs. J. O. Thiel, Newburg; Mr. and Mrs. S. Worth, Newburg; R. Collett, Memphis; T. R. McLean, wife and daughter, Natalie, Springfield; C. O. Yoakum and wife, Springfield; C. C. Brace and wife, Springfield; J. C. Forsyth and wife, Springfield; T. L. Moore and wife, Springfield; A. S. Bridwell, Joplin; Walter Casey and wife, Springfield; Rev. Daniel Healy, Springfield; J. M. Quinn and wife, Springfield; L. F. Pipkin, Springfield; W. A. Dudley, Springfield; R. E. Kennedy, Springfield; G. W. Turner, Springfield; Henry A. Meyer and wife, Springfield; J. R. Mulroy and wife, Springfield; W. C. Smith and wife, Springfield; C. H. Baldwin and wife, Springfield; H. J. Baldwin and wife, Springfield; H. S. Jewell and wife, Springfield; J. Woody, St. Louis; Sam King, Springfield; Mrs. W. T. Tyler, Springfield; C. W. Waitsuff, Springfield; William Pine and wife, Springfield; J. W. Fitch and wife, Springfield; J. W. Bowler, Springfield; W. R. Boyd, Springfield; Lee Keithley, Springfield; R. Tusney, Springfield; J. J. Tuley and wife, St. Louis; John Gillis, St. Louis; S. M. Van Dern and wife, U. R. Lewis and wife, Springfield; J. R. Dewitt, J. W. Gray, J. M. Fish and wife, W. A. Stewart, L. M. Barrsou, J. Thiel, Springfield; Wm. Clark, Monett; L. Elsea, Clinton; Thomas Lewis, Springfield; J. J. Karns, Springfield;

L. A. Wilson, St. Louis; Z. B. Carner, Springfield; J. Schappler, J. T. Thorns, McAllester, Okla.; C. H. Swingler, Springfield; H. M. Heller, Newburg; Byron Callander, Monett; J. W. Scanton, Newburg; E. E. Stoup, Birmingham; O. W. Jones and wife, Newburg; J. M. Hose and wife, Springfield; P. J. O'Loughlin, Rolla; M. L. Atkinson and wife, Chadwick; G. A. Hasler, Springfield; Mrs. Alfred Hanley, Paris, Tex.; John Coffey, Springfield; Mrs. Margaret C. Heffernan, Springfield; W. A. Noleman, Springfield; Mrs. W. A. Noleman, Springfield; N. H. Hudson, Springfield; Mrs. N. H. Hudson, Springfield; Miss Georgia Harps, Newburg; W. B. Stewart and wife, Mrs. John Beckerleg, Miss M. Waits, J. C. Forsythe and wife, Springfield; Mrs. Joe Motz, Springfield; Mr. and Mrs. W. R. Platt, Springfield; Mr. and Mrs. W. H. Shipley,

Wichita; V. W. Biedenharn and wife, Monett; S. L. Coover and wife, Springfield; Jas. Mansfield and wife, Monett; U. S. Grant Lewis and wife, Springfield; J. W. Geary, Kansas City; Arthur N. Lindsey, Clinton; Wm. K. Hedges, St. Louis; H. E. Sullivan, Springfield; Jas. B. Helton, Springfield; D. A. Flaherty, Springfield; E. M. Sweeney, Springfield; H. S. Hornby, Springfield; Miss Susie Dillard, Springfield; C. R. Welch, Springfield; T. B. McLean and wife, Springfield; J. J. Tuley and wife, St. Louis; J. A. Wilson and wife, St. Louis; J. J. Harris and wife, Springfield; Wm. Hibbard, wife and daughter, Miss Hattie, J. W. Fitch and wife, Springfield; C. W. Watts and wife, Springfield; Mamie Jones, Fair Grove; M. L. Atkinson, Chadwick; R. E. Dillard, Springfield; Vance C. Criss, Springfield.



A. L. Moist.



W. Van Horn.



Joseph Campbell.



## Hiatt's Kindly Caricatures.

In the list of Hiatt's kindly caricatures presented this month, THE FRISCO-MAN positively declines to give the name of one. Everyone should know him who has been in the service of the road any length of time, and unquestionably the best evidence of being an old-timer on the Frisco, is to say you have known him for a long while. Anyhow, THE FRISCO-MAN presented his photograph some time ago, and got his name wrong, amongst other mistakes, and, therefore, is chary about attacking it again. Anyhow, he has been with the Frisco since

the days of Auld Lang Syne, and every one should know how to spell his name.

Engineer William Van Horn, who has charge of 1100 and pulling No. 9, is said to have great success with his new engine. In fact, he seems to have the entire affair in his hands.

Joseph Campbell, day operator at Rolla, was caught while busily engaged in transmitting an important order.

A. L. Moist, one of the old-timers, has been in the service more than twenty-five years, and is close to the record in point of service to the employe whose name we decline to give.

## Station Changes.

Morrimer, Kan., is closed as a freight and ticket agency, effective April 17.

G. G. Crofford succeeds C. O. Whitford as permanent agent at Garland, Kan., effective April 16.

C. B. Collins succeeds W. R. Mash as agent at Bentley, Kan., effective April 20.

J. W. Leedom succeeds R. P. Marrin as temporary agent at Bourbon, Mo., effective April 17.

Laneville, Kan., is closed as a freight and ticket agency, effective April 21.

J. G. Williams succeeds E. M. Edie as agent at Burnham, Mo., effective April 21.

W. J. Allen succeeds J. E. Vincent as permanent agent at Spring Hill, Kan., effective April 14.

C. F. Whitner succeeds W. J. Hoover as agent at Wittenberg, Mo., effective April 13.

B. E. Elliott succeeds J. W. Batman as permanent agent at Opolis, Kan., effective April 16.

E. A. McGregor succeeds B. G. Woody as permanent agent at Robertsville, Mo., effective April 11.

N. G. Julian succeeds C. M. Williams as temporary agent at Tallhina, Okla., effective April 18.

W. M. Plumlee succeeds O. L. Green as temporary agent at Summers, Ark., effective April 9.

C. F. Fast succeeds C. E. Mitchell as permanent agent at Iautha, Mo., effective April 3.

Tarah Tarbutton succeeds N. O. Kenner as permanent agent at Yeager, Okla., changed as freight and ticket agency, effective April 3.

S. R. Willis succeeds J. H. McCool as temporary agent at Holmes Park, Mo., effective April 7.

L. B. Haynes succeeds C. O. McCain as temporary agent at Mansfield, Mo., effective April 6.

Fay, Okla., is reopened as freight and ticket agency, J. B. Gillespie appointed agent, effective April 8.

W. R. Mash succeeds C. B. Collins as agent at Bentley, Kan., effective April 4.

J. S. Widich succeeds L. E. Rich as permanent agent at Platter, Okla., effective April 8.

F. C. Rodewald succeeds C. C. Catline as permanent agent at Valley Park, Mo., effective April 1.

H. E. McNew succeeds J. L. Fry as permanent agent at Crocker, Mo., effective April 17.

E. M. Edie succeeds G. S. Burney as agent at Mansfield, Mo., effective April 22.

T. O. Windland succeeds J. Spradlin as permanent agent at McNab, Ark., effective April 2.

A. J. Harrison succeeds J. H. Kellert as agent at Williford, Ark., effective April 3.

W. T. Burt succeeds C. K. Clayton as temporary agent at Pratt City, Ala., effective April 1.

J. E. Buchanan is appointed freight and ticket agent at Durwood, Okla., effective April 2.

P. L. Jones is appointed freight and ticket agent at Provence, Okla., effective April 2.

L. L. Yarbrough succeeds J. W. Bryant as agent at Rocky, Okla., effective March 27.

E. S. Williams succeeds F. E. Zinn as permanent agent at Minden, Mo., effective March 28.

Auther Froch succeeds J. A. Rothenheber as permanent agent at Stanton, Mo., effective March 30.

W. P. McCool succeeds G. N. Samuels as temporary agent at Pleasanton, Kan., effective March 27.

A. Drummond succeeds F. H. Johnson as agent at Headrick, Okla., effective March 31.

D. L. Ford succeeds L. L. Wood as permanent agent at Linton, Kan., effective March 24.

G. B. Burke is appointed agent at Sumner, Okla., which is opened as a freight and ticket station, effective March 24.

M. V. Orr succeeds T. P. Y. Schenck as permanent agent at Paulding, Mo., effective March 19.

L. R. Horsman succeeds S. G. Horsman as permanent agent at Catawissa, Mo., effective March 23.

B. G. Woody succeeds L. R. Horsman as permanent agent at Robertsville, Mo., effective March 23.

F. E. Zinn succeeds G. E. Robinson as agent at Minden, Mo., effective March 10.