Regarding the Enid meeting Mrs. Newland says:

My visit to Enid, Okla., more firmly convinced me of a fact I knew already—that finer people than the members of the Frisco family cannot be found. I was royally entertained and found the Western Division men, as well as the women, very enthusiastic about the Woman's Department, the league and the woman's work.

I had the pleasure of meeting Superintendent Chandler, who has in the sixteen months he has been at Enid, won the confidence and friendship of both men and women.

Mrs. W. R. Maddox, Fayetteville, Ark., wife of Frisco Claim Agent, Central Division, in a letter to the editor says:

I just happened to pick up a copy of *The Frisco-Man* and discovered that Frisco women had a department all their own, and I am very anxious to become a charter member of the F. W. S. L. and do all I can to help such a grand cause.

I have been greatly interested in the Safety First movement ever since the Frisco adopted it and felt there was plenty of work for the women to do if we could only "get together" and let our husbands, fathers and brothers know just how interested we are in their safety.

I am glad that I am a Frisco woman. I believe we have the grandest road in the world, so let us join hands and help make it not only the safest but the most prosperous and we can do this by encouraging "our" Frisco man (or men as the case may be) to always do their duty. So here is three cheers for the success of the F. W. S. L.

In a communication to the Editor regarding the F. W. S. F. L., Mrs. G. W. Greener of Pacific, Mo., whose husband has been an agent on the Frisco for the last twenty years, says:

With reference to your request in the January issue of *The Frisco-Man.*

I am sending you my application for charter membership in the F. W. S. F. L., which you are endeavoring to organize. I believe the idea is a good one and hope every Frisco woman will interest herself in the movement, and I am sure it will be a success.

It would be a criminal neglect on the part of us women, who are so vitally interested in the welfare of our husbands, fathers and brothers—who help to make up the great army of Frisco employes—if we did not enter into this movement even with greater spirit than we would expect them to. And, since they have accomplished so much in the past, I know that a great deal more can be done with two organizations working to the same end.

I believe it would be a good idea for us to arrange to meet at some central point and effect a permanent organization; also make this a "get together" meeting. Then arrange for rousing big meetings to be held, say once every three months. I know the social benefits we would derive would more than repay us for the effort. We could at these meetings point out many causes of accidents, suggest remedies, and refer them each time to the Central Safety Committee for consideration and action.

These are my views, and while I only count for one, I hope there will be enough take interest to make the movement a success.

Emblem Pins

Initial distribution of the emblem pins of the Frisco Women's Safety League is being made by Mrs. E. G. Newland, director of the league, to the Frisco women located on the different divisions and at the different terminals of the road.

Of course the future of the league depends entirely upon the interest the women take in it, and any woman desiring one of the pins, who is interested in the object of the league, can obtain one by addressing Mrs. E. G. Newland, Augusta, Kans.

Mrs. Newland attended a public meeting of Frisco employes at Enid, Okla., January 22, and in a brief address explained the object of the league to those present, outlining the plan she desired the women to adopt in successfully conducting the league, as well as the Woman's Department of the Frisco-Man.

Some time early in March employes of the Northern Division are to have a social meeting at Fort Scott, Kans. Frisco women are to be invited to the afternoon session and it is hoped a large number will attend. A supper is to be served at six o'clock and a program of speakers and music is to be arranged.

Mrs. Newland will be present at both afternoon and evening sessions. She will again make an address to the Frisco women in which the objects of the league will be explained and she will confer with them as to the best methods for promoting such objects.

Some Class

Employes of the Operating Department, particularly, will be interested in the following item, clipped from a paper published at Calumet, Mich., and sent to *The Frisco-Man* by E. W. Woolridge, chief clerk, Springfield, Mo.:

Charlie Webb is responsible for transmitting the following to us. He says he heard a Frisco employe bragging to a North-Western employe and that this resulted:

The largest locomotive in the world is in Springfield, Mo., operating over the Frisco Lines. It has five acres of grate bars and four acres of netting in the smoke-box. It takes a man a day and a half to walk through one of its cylinders. It has an elevator running up to the headlight, and it takes ten barrels of oil to fill it up. It takes two men forty-five minutes to light one single light, and it took fifteen carpenters nine months to build her pilot. They have a steam shovel to give her coal. The tender holds ninety-seven carloads of coal. Every time she exhausts it rains for thirty minutes. The engineer uses a searchlight to look out for signals and goes blind after running six months. It takes two astronomers, with powerful telescopes, to see her going. The pony wheels are the size of monster turntables in this country, and a section of the Pacific cable is used for the bell-cord. It takes forty-eight hours for one of the sparks to fall and it is a meteor when it strikes the earth. When the whistle blows, it causes an epidemic of deafness in Waynoka, Okla. Monster trees have been broken from the wind of this train. She runs from Springfield, Mo., to Dallas, Tex., a distance of 447 miles, in fifty-five minutes, making her tunnels as she goes. She hauls 1,743 cars and the roundhouse force hold their annual picnic in her firebox every summer. When they wash her boilers it is necessary to drain the Mississippi River at St. Louis, where she is taken for cleaning. She carries 1,860 pounds of steam pressure and 940 pounds of air. The throttle is pulled by a stationary engine in the cab. The lubricator holds fourteen barrels of oil. When she leaves the rails there is an earthquake in Los Angeles four days later. This train goes so fast that when it stops still she is still going ten miles an hour. The glare of the headlight can be seen through a hill half a mile thick. When she takes water, she dries an ordinary lake and lowers the water level of the river several feet.

Early in February a representative of James H. Hirsch & Co., Chicago, Ills., manufacturers of uniforms, will begin a trip over the Frisco Lines for the purpose of taking measurements of train employes for summer uniforms.

Along the Line

North Springfield

P. S. Freeman, Chief Clerk, Shop Superintendent.

R. A. Jacobs, formerly of the Atchison Finished Materials Company, Atchison, Kans., is assigned the position of general foreman of the store department, North Springfield, succeeding A. H. Gray, transferred to New Shops as storekeeper.

J. J. Stokes, labor foreman, machine shop, is seriously ill at the Springfield hospital.

Blacksmith Foreman French has returned from a short visit with his son at Galveston, Texas.

Matt Christman, foreman machine shops, is back at work after several days' illness.

Edgar Johnson, clerk in the car department, who was vaccinated recently, was unable to report for duty for several days.

W. H. Shaller, who served his time as machinist apprentice at North Springfield Shops, but who has been running a barber shop for the last two years, is back at his trade at the North Shops.

C. W. Leitwein, tinner, was off duty for about six weeks ill of typhoid fever. He returned to work recently, but suffered a relapse and is again confined to his bed.

E. V. Springer, accountant, is transferred to Francis, Okla., as chief clerk to Master Mechanic L. E. Foote of the Red River Division. Mr. Springer left for Francis February 5, on train No. 9. Otis Crocker, distribution clerk, succeeds Mr. Springer as accountant at North Springfield Shops.

Blacksmith Foreman French has moved into his new brick office and General Boiler Foreman Malley expects to move into his new quarters, work on which is almost completed, in a short while. Both buildings furnish much better quarters than were formerly used by these departments.

C. B. Story, piece work checker, North Springfield repair yard, is at work at Hugo as temporary piece work checker. It is not anticipated that Mr. Story will stay in Hugo very long, as he has left behind a fair young lady who is constantly writing asking him when he will return.

F. B. Caldwell, fuel accountant in office of Superintendent Simms, has taken a position in office of general fuel agent, Saint Louis. Mr. Cauldwell left for Saint Louis February 8.

Employes who have been in the service twenty years and over are looking pleasant and happy these days. They have received annual transportation for the year 1914.

Springfield

The boys have been wondering why Machinist Kibbey of the New Shops has been late several mornings recently, but it has developed that there is a new waitress at the Big Meal Restaurant

Machinist Apprentice Henry Duerr, who has been suffering of a tumor of the brain for the last three months is in a critical condition. He has been removed from the Frisco to St. John's Hospital. Henry has served his time as a painter apprentice, and but for his recent illness, would have completed his time as machinist apprentice. He has the hearty wishes of all the boys for a speedy recovery.

Machinist Apprentice Harry Patrick has the sincere sympathy of all the apprentice boys at the New Shops in the death of his mother, recently.

Ozark Division

Robert Collett, superintendent locomotive performance, spent several hours in Thayer, January 29, and we were glad to have him with us.

Train rule and mechanical meetings are held regular each Monday at the Y. M. C. A., Thayer. Matters pertaining to train rules are discussed between 3.00 P. M. and 4.00 P. M., and mechanical matters between 4.00 P. M. and 5.00 P. M. Employes at Thayer are very much interested in these meetings and they are always well attended

M. J. Burrell, switchman, Jonesboro Yards, is the proud father of a ten pound baby girl.

Miss Winnifred Hearle, assistant accountant, has just returned from a vacation spent in Memphis, St. Louis and Chicago.

The farmers in the fruit belt have been making extensive preparations for another big peach harvest. Recent cold weather did not injure the fruit trees, and prospects are good for another big peach crop in 1914.

The dairy feature is getting a strong hold in the Cabool, Mountain Grove and Mansfield territory.

West Plains has a new $25,000.00 public school building in course of construction.

F. O. Ellison, stenographer in master mechanic's office, has resigned and is succeeded by Harry Evans of Springfield, Mo.

The Board of Directors of the Y. M. C. A. at Thayer, consisting of Messrs. A. B. Adams, H. W. Maloney, C. E. Davis, J. J. Joslin, C. B. Callahan and R. E. Fleming, held a meeting February 3

Fireman Thomas Goldman of the Memphis sub-division has been on the sick list for several days.

Saint Louis

Chouteau Avenue Round House.

Tom Gibson succeeds George Hughes as round house foreman at Chouteau Avenue. Mr. Hughes is transferred to Newburg, Mo.

Ed Murphy, who has been laid off for some time, is again back at work.

Otto Zink, machinist apprentice, who underwent an operation at the Deaconess Hospital, is recovering rapidly.

Carman Cunningham, who spent a few days in Springfield, Mo., recently, in the interest of the car department, has returned and is again at work with the boys on the Rip Track.

Mr. J. W. Coker, is appointed car foreman at Chouteau Avenue, succeeding Gus Rau, resigned.

Cherryvale

Records show that during the month of January, 210 foreign cars, 154 system cars and 12 passenger cars were repaired at this point.

Guy Edgerle, brakeman on the Santa Fe, was the guest of his brother, Foreman Edgerle, for a short while during January.

B. & B. Foreman Waterbury and gang are at work at Cherryvale, making repairs to bridges and culverts; also making repairs to the cinder pit.

Earle Wintermote and wife spent a few days recently with friends at Kansas City.

"Say, Doc," said the brawny scrubwoman, "yer gettin' a pretty good thing out o' tendin' that rich Smith boy, ain't yer?"

"Well," said the doctor, "I get a pretty good fee, yes. Why?"

"Well, Doc, I 'opes yer won't fergit that my Willie threw the brick that 'it 'im."—*Exchange.*

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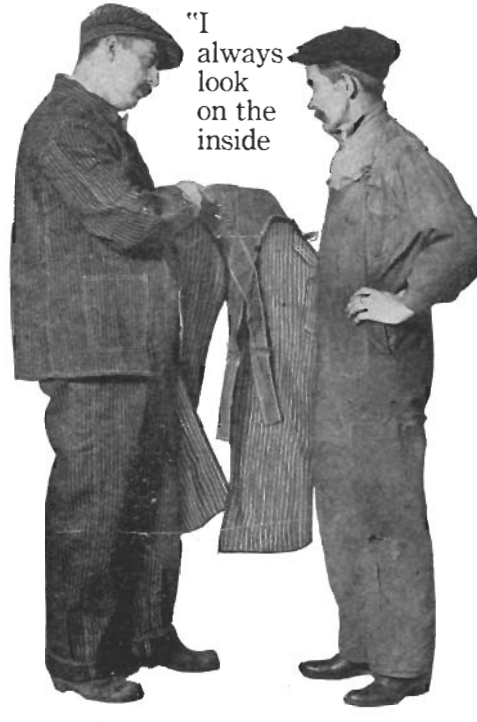

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We are hard to down,
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