

# THE FRISCO EMPLOYEES' MAGAZINE

VOL. 1 NO. 2  
NOVEMBER 1923

GASCONADE RIVER NEAR JEROME, MO.



**"DIAL  
DOWN"**



**ASLEEP OR AWAKE**—Your watch **MUST BE** adjusted to keep accurate time regardless of the position in which it is placed.

*The Bunn Special  
and  
The Sangamo Special*

**ADJUSTED to 6 POSITIONS**

**AMERICA'S HIGHEST GRADE  
RAILROAD WATCHES**



ILLINOIS WATCH COMPANY  
SPRINGFIELD, ILLINOIS

*Write  
for Circular*



Dial up



Dial down



12 up



3 up



9 up



6 up

# I Offer You \$200 a Week

## My Special Offer to Railway Men

The Amazing Story of W. S. Cooper Points the Way To A \$200 A Week Income for You



**J. R. HEAD**  
of Kansas, who lives in a small town of 631 people: He has made as high as \$69.50 in one day selling Comer All-Weather Coats.



**E. A. SWEET**  
an electrical engineer, is making from \$600 to \$1,200 a month and works only about four hours a day.



**A. B. SPENCER**  
of Pennsylvania, is an insurance man who represents us in spare time. We paid him \$625 for one month's spare time.

My name is Cooper—W. S. Cooper. I live in Ohio, and this is a true story about myself. I am writing it because there are thousands of men in America struggling along on starvation wages, just like I was, who can do just what I did and make from \$5,000 to \$10,000 a year.

### I Was a Wage Earner

A short time ago I worked in a factory. I was not the owner, not the superintendent, not the boss. I was a wage-earner. I made as much as the average man and no more. I was just like nine out of ten other men—a slave to my job—no real money, no real future. Why, I couldn't have raised \$100 in cash if my life had depended on it. And that was only a little while ago.

Today, I am a successful business man. I have a large income, money, investments. I have hundreds and hundreds of friends. I get a lot of pleasure out of life. I have no boss. I work just four hours a day and only five days a week. And the reason for the change in my circumstances is very simple.

### The Curse of a Small Income

Please remember that only a short time ago I was practically broke—doing like most men, trying to make a meagre salary meet the constantly increasing expenses of life. I couldn't be done. We wanted to live like other people. We wanted some of the luxuries of life. We wanted to buy our own home. But there simply wasn't enough money. We were living from hand to mouth. And it made me almost desperate to think of what would happen if I became sick or lost my job.

And yet, today, I am a big success. Money no longer worries me. I buy what I want and pay cash for it. I travel where I please. I give my family the luxuries that every family is entitled to expect from the head of the family. I hesitate to say it, and maybe it does sound foolish, but just the other day I paid \$900 for a diamond ring that I had wanted for a long time.

Now I am going to tell you how this great change came about. One day I heard that a man could make from \$100 to \$300 a month in his spare time by doing a certain kind of work.

I didn't believe it. I couldn't believe that a man could make as much in an hour or so as I was making by eight hours' hard work.



W. S. COOPER

Just to satisfy my curiosity, however, I investigated. As you read this you will feel just about the same way I did then. I thought it couldn't be true, and yet, it might be, and it certainly was worth finding out.

### I Find Myself

I found a wonderful thing. I discovered that instead of making only from \$100 to \$300 a month, men who were doing this work were making as high as \$1,200 a month—men like myself who had never had any experience were easily cleaning up from \$100 to \$150 a week.

When I look back to that day and realize how close I came to passing up my opportunity it sends cold chills down my spine. All that I have today, my entire success, is due to the proposition that I learned about that day.

### I Have Succeeded Beyond My Dreams

There is no secret to my success. I have succeeded beyond any dreams I may have had a few years ago. And please remember I consider myself only an average man. Here are the facts about my success.

I am the local representative for the Comer Manufacturing Company. This company manufactures Comer All-Weather Raincoats—the finest coats in style, material and workmanship that can be bought anywhere.

Comer Coats are not sold in stores, but through a local representative. The local representative does not have to buy a stock. He doesn't have to invest any money. All he does is take orders from Comer customers—orders that almost come without asking—and he gets his big profits every day for the orders he takes.

Many of my customers now come to me. I don't know how much bigger my business will get, but I no longer consider it an exceptional day when my earnings exceed \$50 or \$75. There are few business men in this city whose profit is greater than mine, and I can only see unlimited opportunity in the future.

### You are Now Offered the Same Opportunity

If you are interested in increasing your income from \$100 to \$1,000 a month, and can devote all your time, or only an hour or so a day, to this same proposition in your territory, write at once to The Comer Manufacturing Company, Dayton, Ohio.

This is their special offer to Railway Men. They will send you, without any preliminary correspondence or red tape, a complete selling outfit that puts you in business for yourself, with full instructions, samples, style book, order book and everything you need to get started. Sign and mail the coupon now, and in less than a week you can be making more money than you ever believed possible.

### Mail This NOW

The Comer Mfg. Co.,  
Dept. 13—WSB, Dayton, Ohio

Please send me, without expense or obligation, your special proposition, together with complete outfit and instructions, so I can begin at once to earn money.

Name .....

Address .....

Print or write plainly

### NOTICE

The Comer Manufacturing Company is the largest business of its kind in the world. Any man who becomes a representative is assured of fair, square, honest treatment, and will have reason to be proud of his connection with the company.

### FREE TO YOU



In addition to your big earnings we offer you a Buick Touring Car, without a cent of cost, that you can use

to help you in developing this great business. Mail the coupon for full details of our special proposition.



# 21 Jewel Santa Fe Special

Sent  
on

21 Perfect Jewels  
Adjusted to Positions  
Adjusted to Temperature  
Adjusted to Isochronism  
Adjusted to the Second  
25 Year Gold Strata Case  
Your choice of Dials (including  
Montgomery R. R. Dial).  
New Thin Models. All Sizes.

# Approval

WHILE other watch dealers are raising their prices, asking you for larger monthly payments, and making payment terms harder for you to meet, we are offering you our new model Santa Fe Special, no advance in price, no money down, easier terms and smaller monthly payments. We realize the war is over and in order to double our business we MUST give you pre-war inducements, better prices, easier terms, and smaller payments.

**Send No Money** Without one penny of advance payment let us place in your hands to see, to examine, to inspect, to admire, to approve a real masterpiece in watch creation. Our determination to this year double our sales of the world famous Santa Fe Special and Bunn Special Watches prompts this matchless offer.

## Santa Fe's "New Elite"

This Artistic dependable Ladies' Wrist Watch, fitted with genuine Illinois Springfield movement. A perfect timepiece. Beautiful 14 Karat white or green solid gold case. Many designs—Ask for New Watch book showing New Elite case designs in color. Watch sent on approval and sold on payments.

## Page 12 of Our Watch Book Is of Special Interest to You!

Ask for our Watch Book free—then select the watch you would like to see, either the famous Santa Fe Special or the 6 position Bunn Special, and let us explain our easy payment plan and send the watch, express prepaid, for you to examine. No money down.

**REMEMBER**—No money down—easy payments buys a master timepiece—a 21 Jewel guaranteed for a lifetime at about half the price you pay for a similar watch of other makes. No money down. A wonderful offer.

## SANTA FE WATCH COMPANY

Dept. B-56, Thomas Bldg.

TOPEKA, KANSAS

"Home of the Great Santa Fe Railway"



SANTA FE WATCH CO.  
Dept. B. 56, Thomas Bldg., Topeka, Kans.  
Please send prepaid and without obligation your Watch Book free, explaining your "No Money Down" Offer on this Santa Fe Special Watch.

Name .....

Address .....

State .....



# THE FRISCO EMPLOYEES' MAGAZINE

645 FRISCO BUILDING :: ST. LOUIS

VOL. I

NOVEMBER, 1923

No. 2

Permission is given to reprint, with credit, in part or in full, any article appearing in the Magazine

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### THE FRISCO EMPLOYEES' MAGAZINE

The Frisco Employees' Magazine is a monthly publication devoted primarily to the interests of the more than 25,000 active and retired employees of the Frisco Lines. It contains stories, items of current news, personal notes about employees and their families, articles dealing with various phases of railroad work, poems, cartoons and notices regarding the service. Good clear photographs suitable for reproduction are especially desired. All cartoons and drawings must be in black India drawing ink.

Employees are invited to write articles for the magazine. Contributions should be typewritten, on one side of the sheet only, and should be addressed to the Editor, Frisco Building, St. Louis, Mo.

Distributed free among Frisco employees. To others, price 15 cents a copy; subscription rate \$1.50 a year. Advertising rates will be made known upon application.

FLOYD BELL, Editor.



**JAMES R. KOONTZ**

Vice-President in Charge of Traffic, Frisco Lines

J. R. Koontz came to us only this year, on March 1, 1923, but with many years of experience in railroad and traffic work and recognized as a real leader of his profession. So quickly did he adapt himself to conditions here and so thoroughly did he proceed to become acquainted with all about him that since his first day with the Frisco he has been acclaimed one of the real leaders of thought and action at the "family table."

Mr. Koontz' experience in railroad work covers a lifetime of energetic, hard work and perhaps no better insight into the character of the man could be found than this tribute from one who has been for years closely associated with him: "He is much more than the 'boss'—he is a friend."

# DOUBLE TRACKING—The Frisco West of St. Louis

By COL. F. G. JONAH  
Assistant to the President and Chief Engineer

The first line of what is now the Frisco System was built from Pacific to Sullivan in the year 1858, a distance of 34 miles. In 1859 the line was extended to Cuba, and in 1861 on to Rolla, where work was stopped on account of the Civil War. In 1866 the line was built to the Gasconade River at Arlington, and during the years 1869, 1870 and 1871 was completed to Vinita, Okla. In the early 80's the line was extended to Sapulpa, and in the latter part of the 90's was built on to Oklahoma City.

In the year 1883, the line was built from Pacific into St. Louis, and prior to that time trains were run into St. Louis over the tracks of the Missouri Pacific. In 1896 the second track was built from St. Louis to Southeastern Junction and in 1904 this second track was extended to Windsor Springs, a distance of 13.2 miles from St. Louis Union Station. This 13 miles of second track was a great help in getting trains in and out of the terminal.

In order to facilitate passing trains and avoid congestion at Pacific, seven miles of second track were built from Eureka to Pacific and placed in operation in the year 1921. There then remained a gap of 14 miles of single track between Windsor Springs and Eureka, practically all of which was heavy construction. It was decided to build in two pieces: first,

the 4.7 miles from Windsor Springs to Valley Park, and later the 9.3 miles from Valley Park to Eureka.

The original line from Windsor Springs to Valley Park was economically constructed. The grade climbing out of the river bottom at Valley Park was one per cent, uncompensated on curves, and to avoid a heavy cut at Meramec Highlands a tunnel 400 feet long was made through the hill. This Valley Park hill was the ruling grade on the Rolla Sub-Division, and the train load of Santa Fe type freight engines was limited to 2,150 tons. The tunnel had for many years been a nuisance, smoke from the engines was very objectionable to passengers, and on the slow-moving, heavy freight trains, enginemen were often nearly suffocated in passing through it. The tunnel opening was small and the limiting overhead clearance on the entire railroad. Many times shipments had to be refused on account of the load being too high to go through the tunnel.

Several surveys were made for a new line east from Valley Park to locate the railroad farther south than the old line, but on account of the exceedingly rough country through the foothills along the Meramec River bottom any new location was found to be very expensive to construct. It was then decided that the location of the original line was the most feasible route,



West End of the Old Meramec Highlands' Tunnel



New Double Track, East of Valley Park

and that the best proposition was to build a second track on a revised grade line, and locate it practically parallel to the old, except to make an open cut 200 feet south, to avoid using the tunnel. Revision of grade for eastbound traffic was made by raising the new

track seven feet above the old on the Valley Park end, and lowering the summit west of Windsor Springs, 13 feet, making a total reduction of 20 feet in the climb up the hill. It was figured that this reduction in grade

(Continued on page 32)



Near Windsor Springs

# Oil-burning Locomotives Prove Their Worth

By A. H. OELKERS  
Chief Mechanical Engineer, Springfield General Offices

WHEN the Frisco Lines put into service, in the months of May and June of this year, fifteen modern, "mountain type," oil-burning passenger locomotives, a forward step was taken which placed the service on a plane equal to the very best to be obtained in transportation either in the United States or any other portion of the world.

The reliability of these mammoth engines is being proven daily by the record on time performance obtained with trains on which they constitute the motive power and their safety is shown by the fact that during four months of operation no derailments or other accidents due to the locomotives have been experienced.

These engines are being used on through passenger trains between St. Louis and Oklahoma City, the entire distance of 542 miles being regularly made without change of engines. On Trains Nos. 9 and 10—"The Meteor"—the assigned locomotives of this class are running on an average of 11,000 miles a month, continually handling from 11 to 16 cars per train. Their hauling capacity, measured in terms of pounds of pull behind the tender, is 54,100 pounds, which is maintained on the steep grades, such as Dixon Hill, where a train consisting of twelve heavy steel cars is handled without a helper engine. Under maximum working conditions a horse power of 2,800 is developed.

Some of the principal dimensions of the locomotives and their tenders are as follows:

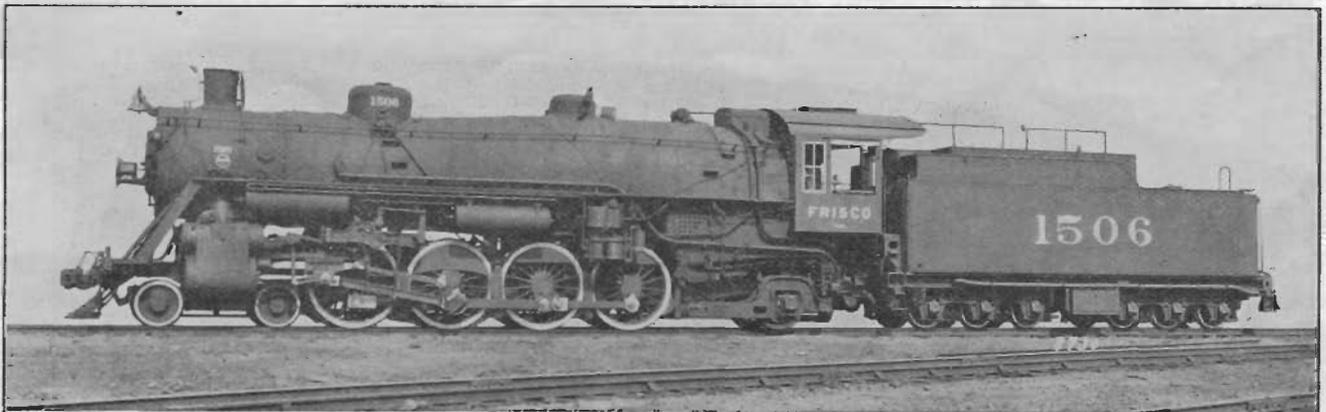
- Cylinders, diameter and stroke.....28x28 inches
- Valves, kind and size.....Piston diameter, 14 inches
- Maximum travel of valves.....8¾ inches
- Weights in working order—
  - Weight on engine truck..... 57,100 pounds
  - Weight on drivers.....233,700 pounds

- Weight on trailer trucks..... 51,400 pounds
- Total weight of engine.....342,200 pounds
- Total weight of tender, loaded.....240,500 pounds
- Wheel bases—
  - Driving wheel base.....18 feet
  - Total engine wheel base.....40 ft. 4 in.
  - Total engine and tender wheel base....76 ft. 7 in.
- Boiler—
  - Steam pressure.....200 pounds
  - Fuel, kind..... fuel oil
  - Inside diameter, largest ring...7 ft. 10 5/16 in.
  - Tubes, 219-2-1-4, 21 feet long.
  - 45 flues, 5½ inches diameter, 21 feet long.
  - 45 superheater units.
- Tender—
  - Water capacity .....12,000 gallons
  - Fuel oil capacity..... 4,500 gallons

The tender, due to its large water and fuel capacity, is carried on six-wheel trucks, equipped with clasp brakes of similar design to the trucks used on the most modern passenger cars. The high water capacity permits operation from St. Louis to Newburg or similar distances without stopping for water and a through run from St. Louis to Oklahoma City, 542 miles, without taking on additional fuel.

A comparison in size developed may be gained by referring to the eight-wheel American type passenger engines built for this company thirty years ago which had cylinders 17x24 inches and weighed complete, with tender, 189,100 pounds as compared with the new mountain type, 582,700 pounds. This comparison indicates over 300 per cent increase in weight and hauling capacity.

(Continued on page 11)



One of the New Oil-Burning Passenger Locomotives

# Story of a Dream That Came True

By C. B. MICHELSON  
Supervisor of Farm Marketing

**T**WENTY-FIVE YEARS AGO, with all the fortitude and courage of our forefathers who landed at Plymouth Rock, a small band of Italian emigrants disembarked at Ellis Island, fully confident they had achieved the desire that had lingered in their hearts for half a century. One can imagine the sigh of relief that escaped from the very hearts of these sturdy pioneers, when first they sighted the Statue of Liberty and viewed that wonderful new country—the Land of Liberty.

Little did they realize the many disappointments and heartaches that were to be theirs before they finally located their permanent homes. After the customary examinations and necessary delays, they naturally drifted into the crowded Ghetto district and secured temporary tenement quarters. Alone in that great metropolis, they were confronted with a miserable future; one continual struggle for a mere pittance. While their living was indeed frugal and their household desires easily satisfied, they longed for the great outdoor life, the beautiful fields and picturesque woodlands of their native country. Heretofore, they had been producers, though toiling in the fields from early morn till the day's end. With only small patches of farm land, Mother Nature had smiled down upon them and the soil had yielded bountifully. Hemmed in by the densely populated rural districts, however, they had by most meager living been able to wrest a bare living, saving enough through a long term of years to pay for the passage of their families to this wonderful land of opportunity.

Gradually it dawned upon these agricultural folks, shut in by the tenement walls of the Ghetto district, that

their prophecy had not been fulfilled, that their journey was not yet ended. Their leaders, now more accustomed to the ways of a great city, upon inquiry learned of the great agricultural country still farther west of the Allegheny Mountains.

At this most opportune time they were informed of a wonderful virgin country, where the soil was as rich as the Valley of the Nile. Meetings were held and their source of information, a land promoter, was invited to tell them of the marvelous opportunity in this great unknown world beyond the mountains.

Delegates were appointed who accompanied the land man into the alluvial land district of Northeast Arkansas, a land destined to become the garden spot of the world.

At this time the drainage projects, which have since made this section one to rival the best to be found, had not been put into effect. Northeast Arkansas now takes its proud stand among the real agricultural and horticultural empires of America.

The new colony, believing that conditions at that time might be better elsewhere for their work and customs, sought a new haven and it was fortunate, indeed, that fate at this time provided a new leader, a guide to direct their footsteps into a section where conditions proved to be ideal for them.

Once more the colony moved into a new land, sturdy pioneers, willing to hew their new homes from the timber. And it could have been nothing less than Providence which directed their steps.

Now enters into the scene one of God's noblemen, one who was undoubtedly sent to this earth with a mission to fulfill. Petro Bandini, an Italian priest, who at this time held a responsible government position in New York City, learning of the sad plight of his fellow-countrymen, gave up his position and took charge of this little band of settlers. Born and reared among the vineyards of Northern Italy, Father Bandini was thoroughly familiar with the character of the country best suited for his people and at once investigated the opportunities offered in the Ozark territory of Northwest Arkansas, a territory where climatic and soil con-



Tontitown—When Snows Had Fallen



Father Bandini, Founder of Tontitown, in His Church

ditions were wonderfully similar to the land from whence they came.

Having found a promising location, about six miles from the town of Springdale, in Washington County, Arkansas, where a suitable tract of land could be secured on a basis of about ten dollars per acre, on very easy terms, Father Bandini returned to his sorrowing people, gathered up his little flock and led them into the promised Canaan. Immediately upon their arrival, with renewed courage and under such able leadership, they set to work building their simple homes. Having comfortably located their families they at once constructed in the center of their new colony a place to worship and a parsonage for their pastor.

The new village was named Tontitown, in honor of Enricho Tonti, said to be the first Italian nobleman to enter the State of Arkansas.

(Continued on page 48)



A Gathering of the Italian Colony at Tontitown

# The Western Methodist Assembly on Beautiful Mount Sequoyah

By REV. C. L. BOND

Superintendent of Western Methodist Assembly

LOCATED atop Mount Sequoyah, overlooking the remarkably pretty little city of Fayetteville, Arkansas, with a view in the distance of the University of Arkansas and of the mountains, the vales, the streams and the wooded hillsides for miles around, the Western Methodist Assembly is one of nature's own spots.

Perhaps nowhere in all the Ozark country, filled as it is with beauty spots, is there a site more advantageous or more satisfying to the eye. Certainly none is better adapted to the purposes for which this is used.

Twelve conferences of the Methodist Episcopal Church, South, in the States of Missouri, Oklahoma, Texas, Louisiana and Arkansas, at their annual conference sessions of 1921-22, provided for the appointment of commissioners to represent the various conferences and authorized the establishment of an assembly west of the Mississippi, this assembly to be so organized and developed as to care for the summer and vacation activities of the Sunday School, Epworth League, missionary and educational work and to provide social and recreational facilities.

Acting under this authority, the commissioners investigated many sites in the Ozarks and finally chose that at Fayetteville—truly a "city beautiful" in the heart of the wonderful Ozark section.

Promptly upon the selection of a site, the commissioners secured a legal charter under the laws of the State of Arkansas and officially adopted the name, "The Western Methodist Assembly." The name of East Mountain, on which the Assembly is located, was

then changed to Mount Sequoyah, in honor of the Cherokee Indian chieftain of that name.

In March of this year a program of improvements was planned and work on these was begun as soon as weather permitted. A complete water and sewerage system was installed with a 50,000-gallon steel water tank from which the water for the assembly is provided, this being pumped from the city reservoirs. The city obtains its water from the clear, swift-flowing west fork of the White River, which is impounded about two miles away and elevated 400 feet into the city reservoirs where it is filtered and scientifically treated to insure purity. Thus the assembly is at all times assured of a supply of pure water and the protection of a modern, sanitary sewerage system.

Other improvements made included the rebuilding and modernizing of a large, two-story residence, used as the home of the superintendent, the erection of 14 two-room and four-room cottages, chapel building, two dormitories which are used for sleeping quarters, an office building, a drug store building, a modern and up-to-the minute cafeteria, a gate lodge building, both of these latter being built of beautiful brown sandstone rock, an open air auditorium, bath houses and other minor buildings. An autoists' camp was provided with shower baths and proper sanitary equipment. The portion of the grounds set aside for assembly purposes only has been fenced and two miles of splendid road have been built. A part of the grounds around the "Sky Line Drive" has been platted into lots which are being sold to persons desiring to build summer cottages here.



Horseback Riding Is Popular at Mt. Sequoyah

The assembly was officially opened on June 20th, with a suitable program. Hon. Josephus Daniels, ex-secretary of the Navy, Governor McRae of Arkansas and Vice-President J. R. Koontz of the Frisco Lines were among those who spoke at the dedicatory ceremonies. Various programs were given during the summer months, including the various agencies and activities of the church, such as the Epworth League, the Sunday School, the educational and missionary work, church extension, social service, temperance and prohibition. Special musical programs were given during the entire summer session, also high-class Chautauqua numbers and attractions were provided.

Recreational and playground activities were special features and it was truly a delight to watch the children and the "grown-ups" alike at play and getting the benefit of the fresh, pure air of the Ozarks.

All of these features and attractions made it possible for each person who attended the assembly to find something of real interest.

From the date of the opening on June 20th to the closing date on August 26, more than 12,000 people visited the assembly, which was in continuous session for 68 days with a program expense of more than \$5,000. During the summer more than 80 speakers appeared on the program, these including teachers, preachers and lecturers of note.

During the first sessions of the assembly, visitors represented a total of 25 states of the Union and everyone who visited the grounds left, carrying its praises to every section of the country.

Plans are now under way by the executive committee to provide accommodations for the increasingly large number of visitors who will come to the assembly next season and it is the confident prediction of those who have visited the grounds and spent some time within the delightful environment provided, that within a few years the assembly will have grown to be one of the greatest summer assemblies in the United States.



Women's Dormitory at Mt. Sequoyah

It really needs a visit to Mount Sequoyah to obtain anything like an adequate idea of the magnificence of the idea and of the splendid accommodations provided. The grounds are ideally located, no finer site could have been selected. One feels the pure air of the mountains and feels exhilarated and refreshed because of this. The programs given are such as to add to the mental and physical enjoyment alike and no finer view was ever offered than that of the assembly in session.

Golf links are to be constructed, in fact were even this season placed under way and this is to be added to the delights of the place.

Visitors from far and wide who came this year have promised to return next year and are even now making reservations until from the nucleus of an idea has grown an institution whose only problem is now to find accommodations for all who wish to avail themselves of the pleasures, enjoyment and benefits to be found here.

### Oil-burning Locomotives Prove Worth

(Continued from page 7)

The advantage of fuel oil for locomotives, and especially those used in passenger service has been emphatically demonstrated by the service given by these new engines. A fuel performance of six-tenths gallon of oil per car mile is obtained on practically every run. This remarkably low fuel consumption is made possible by the long runs without stops, the general design of the locomotive with its special fuel-saving appliances and the complete control of the fire to suit the power requirement which is only obtainable with liquid fuel. The advantages in the fuel oil in adding to the comfort of the passengers and the general cleanliness of the trains have also added greatly to the popularity of these trains.

The practical limits of weight carried per axle and the capacity of locomotive best suited to the heavier passenger traffic of the Frisco is no doubt reached in these locomotives. While the future may develop some improvements in design of details, the size and capacity have probably been reached.

## YOUR RAILROAD

The Frisco Is Your Railroad.  
It Is What You Make It.  
Think That Over.

# How Perishable Freight Is Handled

By R. E. BAGENT

Transportation Department

**P**ERISHABLE FREIGHT consists of such articles that from their nature rapidly decay or deteriorate and become valueless.

Time was when the producers of perishable commodities were limited in distribution to the immediate neighborhood of production, consequently a very small acreage of available land was devoted to such production. With the advent of the refrigerator car the extent of the distribution field was increased, and ever increasing as the refrigerator car was improved upon and perfected until today perishable products produced in any part of the continent may be safely, quickly and profitably transported to and marketed in any other part.

The result has been that each year more and more acres of land have been devoted to the production of fruits, vegetables and other perishable products in territories particularly adapted to their production, to the financial benefit of those who, formerly, had been forced to use their land in production of less profitable crops and to the enjoyment and benefit of those located in other sections where, by reason of soil and climatic conditions such products could not be produced in sufficient quantities.

The railroads, therefore, with the refrigerator car, and with employes specially trained in the handling of perishable commodities, are to a great extent, responsible for the perfection of the business of producing and marketing perishables which has taken its place well up in the front among the large businesses in which the nation is engaged. Only a few years ago the railroads reported their perishable movement in terms of hundreds of cars, while now the reports are of hundreds of thousands.

With the handling of the enormous production of perishable products of the present day comes the severest test of railroad transportation. Special equipment—the refrigerator car—must be provided, frequent inspections made, fast schedules maintained, and an increased number of employes added to maintain the accessorial services of refrigeration, ventilation and heating, which are not required in handling other classes of freight.

The Frisco, while not among the largest perishable-conveying roads of the nation, is fast becoming one of the largest of such in the Middle West. The number of carloads of fruits, vegetables and dairy products

produced on our own line is increasing yearly and by reason of prompt service, adequate schedules and efficient facilities for taking care of necessary accessorial service we are increasing yearly the routing over our rails of such commodities produced along other lines.

To enable us to continue to increase in this regard, every employe concerned, however slightly, must remember that the handling of perishable freight is, to a certain extent, a separate branch of transportation and is entitled to distinctly different methods than the handling of dead freight.

The primary endeavor of those engaged in freight transportation is to get cars to destination with the least possible delay; but in connection with the transportation of perishable freight there are other factors of equal, and under some conditions, greater importance than the handling of a car without delay. Under ordinary conditions the proper accessorial service will offset delay in the delivery of perishable freight at the destination in good condition, while schedule handling without such proper service will be productive of claims for damage to goods, and it is the purpose of this paper to outline briefly some of the more important phases of such service.

It is divided into three kinds: Refrigeration, ventilation and heating. The extent of each such separate service desired being outlined fully in definite instructions carried in shipper's car order and on the bill of lading.

Accessorial service begins with the preparation of a car for the purpose for which an order is received. All refuse matter should be removed from the car, particularly from the drain pans under the bunkers, doors and hatch plugs fit tightly, and boards or paper removed from the openings at top and bottom of bulkheads to permit free circulation of air between bunkers and body of car. If car is to be used, under ice drain pipes should be open to permit the free escape of water.

At the loading station, before the car is given over to the shipper for loading, agent or other railroad employe should inspect it carefully to determine if it is entirely suitable for the purpose for which it has been ordered; if it is clean and has been properly iced; if ventilating devices are in good condition and in proper position for the purpose intended; if drain pipes are open and permitting water to escape freely from the

bunkers; that bulkheads are not covered with paper or other material so as to destroy circulation in the car. During loading, he should see that shippers arrange the load in accordance with recognized standards for such loading, to the end that the car may properly function in the performance or refrigeration, ventilation or heating. After loading, he must see that lading is properly braced, doors properly closed, hatch covers and plugs properly in place and insist on shippers giving him, on bill of lading, definite instructions as to the service of refrigeration, ventilation or heating desired in transit. Accurate records should be maintained of such inspections, including prevailing temperature, amount of ice in bunkers when car was received and forwarded, position of hatch covers and hatch plugs, etc.

In transit, certain stations have been designated as regular inspection and icing stations, so arranged that carload perishable freight will receive such inspection at least once in each 24 hours. Here, regularly assigned employes are required to inspect the car immediately on arrival, determine and record the amount of ice in bunkers, position of ventilating devices, temperature, and attend to the carrying out of waybill instructions as regards icing, ventilating or heating. Train crews are required to watch closely such shipments while in their trains and readjust ventilating devices in accordance with waybill instructions and temperature changes, give advance notice to division points of special attention that may be necessary to individual cars at such points and notify the proper officials if

cars are delayed or set out, that special protective measures may be taken.

At destination, inspection is required as soon as possible after the arrival of the car and record maintained of the amount of ice in bunkers, position of ventilating devices, condition of drains, and temperature, repeating such inspection and record daily until such time as car has been placed on consignee's regularly assigned track or unloading has begun if on team track. During such time, the waybill instructions as to refrigeration, ventilation, etc., must be carried out.

There is not, or should not be, a time between the loading of a carload of perishable freight and its delivery to the consignee that it is not under the direct supervision of an employe of the carrier, and if such employe performs his full duty there should be no good reason for such freight reaching its destination in poor condition, provided the product has been properly packed and loaded by the shipper.

It is of enough importance that special mention should be made of the necessity of maintaining accurate and definite record of all inspections of and services performed on carload perishables. Often, from the inherent nature of the product or from neglect in preparing it for shipment, damage will be evident at destination in spite of 100 per cent service on the part of the carriers. In such cases the absence of a record of service is just as bad from the carrier's standpoint as though the service had not been performed.

## Suggests Slogan for Retired Men

By J. H. LIVINGSTON, Milk Traffic Agent

THERE are a great number of "The Old Guard" veterans on the retired list of the Frisco who have served the road long and faithfully and who, I believe, would be glad, indeed, to still serve us if only some means of doing so was suggested to them. To my mind there is nothing so monotonous and tiring as complete inactivity and I believe that these "old boys" feel the same way.

With that in view, I suggest the following slogan for these retired veterans and for, likewise, increasing the business of the Frisco Lines. How is this: "Secure Frisco routing, or at least one shipment of freight or one ticket this year."

It is my belief that the old boys will take real pleasure in this effort to secure some business for the road which they so long served. It would also have the effect of creating a general interest in the affairs of the company among those who have officially retired from

active duty and would give them the pleasure also of knowing that their services were still of real value.

Of course, the slogan need not, by any means, be confined to the retired employes. It could well be practiced by every employe on the lines, regardless of position, without interfering with present duties.

By following the "Stop, look, listen" plan with prompt action, when unrouted business is discovered, much new business could be obtained and other business diverted to the Frisco Lines. I am sure the results would be surprising and pleasing to all.

And there is a certain satisfaction which always comes from the knowledge that one has actually accomplished something worth while. The "old boys" would feel that their time of service had not actually passed and that they were still of almost as great value to the company as when they were actually on its active payroll.

# What Railroad Magazine Means to Public

By DWIGHT H. BROWN

President of Missouri Press Association

(Editor's Note—Mr. Dwight H. Brown, publisher of the Interstate American, of Poplar Bluff, Mo., and president of the Missouri Press Association, whose annual convention was held in St. Louis, October 11, 12 and 13, pays the following high and voluntary tribute to the Frisco Employes' Magazine and tells of its value from the viewpoint of a newspaper man and "outsider.")

A lack of understanding of the views and purposes of others contributes as rightly in mischief making with individual, community, state, nation and the world as any other troublesome element. It may properly be placed first in the list.

The lack of better understanding of the views and purposes of business and the views and purposes of the general public in the past has contributed to the woes of business and the public, for business cannot be injured without that injury being passed on to the public.

The establishment of the Frisco Employes' Magazine is just another mighty stride in the direction of understanding of view and purpose on the part of the Frisco System, the great Frisco family and the wonderful empire served by the road.

No constructive thing has been done by the Frisco in years—and many of them are to the credit of the road—which has meant more in making for a system spirit among the men and women who day after day keep its intricate affairs moving and to the dozens of metropolitan cities, ambitious towns and villages and the countryside through which the road passes.

While the magazine is probably designed primarily for the employes and chiefly for the purpose of creating a great hearthstone, so to speak, around which the Frisco family can gather periodically and just frankly talk over things and visit and come to know each other

better, there is still another angle to the publication and that is the public contact and the inviting of the public to occupy the big arm chair for visiting and getting better acquainted in these periodical hearthstone sessions.

Even though the magazine does not have general circulation, it will serve to make Frisco affairs public, the editorial column will represent the soul of the road and the pages the personality.

The Frisco is ties, rails, locomotives, coaches, cars and station houses, but it is more than that. It is men and women from the bond and stockholders to the man at the throttle, at the pumphouse and so on. What opportunity has there been heretofore to really know the Frisco—the Frisco that breathes and lives and has the same heart throbs that we have? The contact has been missing. The magazine gives the public the opportunity to get acquainted with the Frisco in a more intimate way.

Perhaps no class of people will watch the magazine with more keen interest than newspaper folk. And they are those who present the Frisco to the public generally when occasion comes for contact.

The Frisco has been a mighty influence in the building of the Southwest and the people of the Frisco empire are interested in knowing more of the road, of its vast army of employes and its plans and achievements, for in this age there has come about less of the eager listening to the cheap, inflammatory charges of the demagogue and more sincere concern is seeing a policy of fair play accorded those mighty pioneers of the West—the railroads.

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## FIRST AID TO STENOGRAPHERS

Don't say—I am going in town today.

Say—I am going to town today.

Note—"In" denotes inclusion; "to," direction; hence, "to" is the required word.

Don't say—Come in the house.

Say—Come into the house.

Note—"Come in the house" is a colloquialism, it being permissible only in familiar speech. "Into" is required because extreme is indicated. One may say, "Come in," using "in" as an adverb; but when the preposition is required to indicate entrance "into" is the proper word.

Don't say—There isn't hardly any use. He couldn't hardly come. There isn't hardly a person that would believe it. They haven't only more.

Say—There is hardly any use. He could hardly come. There is hardly a person that would believe it. They have only more.

Note—In the incorrect forms, double negation is expressed.

Don't say—What kind of a man is he?

Say—What kind of man is he?

Note—The indefinite article "a" is superfluous.

# Tell the World About the Railroads

By FESTUS J. WADE

President of Mercantile Trust Company of St. Louis

THE railroads of the United States will be the objects of political attack as long as there are radical politicians who must have an issue to ride to public favor. The thought strikes me that the two million employes of the railroads could do much to end this condition. These employes are practically all of voting age, and two million votes would quickly prove where public favor stands—with the railroads, or against them.

The majority of public opinion is, without doubt, favorable to the cause of the railroads, and would give the carriers fair treatment, but a very small minority is making enough noise to sound like a majority. I believe this minority could be silenced for all time if the two million employes, one fiftieth of the population of the United States, would take a hand.

The reason for the passive silence of the mass of American people is easy to analyze. They take the railroads too much for granted. They board a Pullman today in the Union Station and step out tomorrow in New York, after a comfortable trip. It took their great-grandfathers weeks to make the same trip, with all the comfort left out. At meal time they stopped and built a fire. At meal time the new generation steps into the dining car, a first-class restaurant on wheels, and orders according to taste, without giving a thought to the wonder of it. The coffee, the tropical fruits, the sugar and spices, even the bread and meat, are products the railroads have brought in their freight and refrigerator cars.

And then at night: The covered wagon stopped to let the horses rest. This has been replaced by the Pullman, and progress is speeded up from nothing to sixty miles an hour. Slipping between the white sheets as a matter of course, the present generation rings for the porter if anything further in the line of comfort is wanted. What if they had to wake up in the early morning hours and fight off the Indians?

How many times do they consider the money and labor expended in making these things possible? They would know that the train they ride on represents a small fortune—if they gave it a thought. They would realize that the road-bed, grading, bridges, trestles, etc., represented a large fortune—if they were reminded. Ah—there's the rub—if they were reminded.

I saw a headline somewhere, not long ago, that told

the tale. "Our Whispering Railroads," was the way it read, and the story told was an old, old story, about a great industry, a business full of romance and sentiment, but taking it for granted that the world knew its story.

If the farmers knew how much they are dependent on the railroads, would they allow their so-called champions to attack those railroads?

If the mass of people knew how much their prosperity is dependent on the railroads, would they stand idly by and see those prosperity creators mistreated?

If the American people were told, reminded of railroad service, and were jarred out of the business of taking transportation for granted, wouldn't the lot of this great public servant be easier?

Three times yes.

The moral is plain: TELL THE WORLD ABOUT THE RAILROADS.

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## Be Courteous on the Telephone

Courtesy on the telephone is one of the first things a railway employe should learn. We cannot tell when answering whether it is some minor employe or an official of a large business concern on the other end of the line. Any information desired should be given in a pleasant manner, no matter how we feel, since the person calling is not responsible for our feelings.

The telephone operator is the doorway to the railroad, and every consideration should be given her to enable her to maintain the efficiency of the service. These operators are perfectly normal human beings, and harsh words wound their feelings as naturally as they would those of any other person. As the operators are at all times working under high tension, any irritation impairs their efficiency.

These operators work under a constant nervous strain and when they are questioned as to the working conditions on the switchboard and lines and the amount of business handled, they tell of the treatment given them by the various telephone users. When a complaint against the service rendered by these operators is made, it is usually found to come from someone who is disposed to "treat 'em rough."

## It's Real Pleasure to Dine at Sapulpa Now

The epicure who delights in viands cooked to lure and satisfy the appetite; the man or woman who wants meals served quickly, yet with all the splendid service accorded in the highest-priced hotels and cafes; the person who wants food "cooked as mother cooked it"—all these and more will find in the new Fred Harvey dining room and lunch room in the Frisco station at Sapulpa all that can be desired.

The new dining room would do credit to a city many times larger than Sapulpa and is attracting much favorable comment and attention from patrons who find here comforts they never dreamed could exist in a railway dining hall.

The main dining room is, in dimensions, 32 feet wide and 43 feet long and can accommodate a vast number of diners. The lunch room in connection is 25 feet wide and 59 feet long and is as splendidly equipped as the dining room itself. A lunch room for negroes occupies a space 12½ feet by 16 feet. The serving kitchen is a gem of the architect's art, and is broad and capacious, being 16 by 23 feet. The main kitchen is larger,

being 23 feet wide and 43 feet long and it is here that the housewife—whose inspection, by the way is not only welcome, but urged—would find much to delight her practiced eye, equipped as it is with all the latest and most improved devices for the preparation of food as only the Fred Harvey System knows how to prepare it. A cigar stand at one end of the dining room is 10 feet long and 6 feet wide.

In preparing the new dining room, added space was given the waiting room in the station, increasing this by a space 51 feet long and 24 feet wide.

A large sum of money was expended in making this Sapulpa dining room both a thing of beauty and of utility. And in eating here one does not "eat in an eating house." One "dines at a dining room." And there is a vast difference—just the difference which makes the Fred Harvey service and cuisine renowned.

Elbert Hubbard—the Immortal Fra—once wrote of the Fred Harvey System—and it is still true—:

(Continued on page 32)



A Portion of Fred Harvey Dining Room at Sapulpa

# Majority of Telegram Errors Due to Sender

By J. H. BRENNAN  
Superintendent of Telegraph

A RECENT check of service on all messages filed at the Springfield Relay Telegraph office between the hours of eight a. m. and five p. m. for a period of one week, showed an average elapsed time between delivery of messages to the telegraph office and transmission to destination of but thirty-two minutes with 26 per cent of the entire file being transmitted in one to ten minutes.

In checking the service, no allowance was made for wire trouble or other delays which are not within the control of the Relay Office. Instances may be cited where the Relay Office received a message thirty or forty minutes prior to the closing time of a line office, and, in spite of repeated efforts to raise the line office, it was unable to do so before closing time. The message then laid over until the following morning when the office again opened, resulting in the Relay Office being charged with over 17 hours delay on one message.

This is mentioned to show that the thirty-two minutes' delay reflects the actual operating condition.

It will be interesting to note the improvement that has been made in this respect during the past few years in the seven relay offices on the system.

In order to afford a comparison and obtain closer supervision over relay office service, a unit of performance was established several years ago. This is known as the "Efficiency Rating" and is the mean of the "Per Hour Per Man" and the "Average Delay." The "Per Hour Per Man" represents the average number of messages handled by each operator per hour. A standard number of messages to be handled was then determined and working from that standard, the volume handled was gradually increased from 27 per hour per man to approximately 36, an increase of  $33 \frac{1}{3}$  per cent expressed in money. This means that the

(Continued on page 32)



Frisco Passenger Station at Sapulpa

## Railroad Y. M. C. A. Does Splendid Work

At several points on the Frisco Lines there are buildings, well equipped, with an air of hospitality and good fellowship surrounding them both inside and out and operated with no thought of profit.

These are the Railroad Y. M. C. A.'s.

The railroad man's haven—a place where he may find rest and recreation, as well as "all the comforts of home."

These institutions are doing a splendid work and are richly deserving of the loyal support which is theirs.

Take a trip through one of the buildings with us, having for our guide a young man whose geniality and warmth of welcome at once proclaims him to be one of those friends of railroad men—a secretary of one of the "Y's."

"This is our reception hall and reading room," he points out, as we note a number of trainmen, shop craftsmen and others seated in comfortable chairs, perusing magazines or newspapers, smoking and chatting amiably with one another.

"What's going on in that room?" "Oh, that is one of the educational classes. You know we teach mechanical drawing, blue print reading and designing. Likewise we teach penmanship, letter writing, English and show application of arithmetic.

"Now and then," he continues, "we put on a movie for the boys and get some clean, good pictures in which

they are always interested. We have social nights for the boys and their families and you would probably be surprised to see the interest and enthusiasm shown in these. Not long ago we put on a minstrel show and later a vaudeville night, all of the talent being recruited from among our members. And you will find that there is plenty of real talent among the railroad men, some of it plenty good enough to make good on 'the big time.'"

The dining room and lunch room are next. Here are a number of men seated at tables or at the lunch counter, eating palatable, well-prepared food and wearing a satisfied look which indicates plainly enough that it is food of the type they were wont to receive in their homes.

The recreation room in this particular "Y" is equipped with two billiard tables. There are likewise chess and backgammon boards and other amusements for the men who are availing themselves of all these things offered for their amusement.

In the "dormitory" portion there are trainmen resting from their long runs. The call boy has their names and their room numbers and will call them when the time arrives for them to resume their work. Clean, comfortable cots and beds are provided and the rooms are well kept and well ventilated.

Many of the "Y's" have swimming pools and here the tired trainman or mechanic, after his rest, may find recreation and pleasure and healthful exercise.

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## A Child's Rules for Safety

Little Miss Dela Nielson, an 11-year-old pupil in the seventh grade of the Bingham, Utah, high school, recently submitted some rules in the National Safety First Contest, which it would be well for "grownups" to follow and pattern after.

Her essay in part is:

"The Safety First man says that eighty thousand people are killed in accidents each year. It is Old Man Carelessness who causes most of these accidents. Other causes are thoughtlessness and too great hurrying, thereby taking a chance. I am but a tiny speck in this great world, but if every small speck will do its best and study how to do better, think how happy the world will be. America will become a Safety First nation.

"In cities where there are crowded sections and streets offer about the only playgrounds, mothers must be in constant terror. Whose child will be next? I can be most careful and make the highways safe by crossing the street at the corner instead of in the middle of the block. I will not cross a street on roller skates. I will talk less and see more. I will never read a paper while crossing the street. I will look where I am going and encourage my friends to do the same. I will be exceedingly careful when playing near a railroad. When I am riding in a car I will do my utmost to see that the driver 'Stops, Looks, Listens,' before crossing a railroad track. That he keeps within speed limits and heeds the danger signals. In this way I can save myself from accidents. I will warn others."

# And As to Bananas—Yes, We Have Them

By J. L. McCORMACK  
Superintendent of Freight Claims

Gloria Swanson had just, for the several hundredth time, out-witted the villain, saved the old homestead from foreclosure and faded from the view of an appreciative and enthusiastic audience in the arms of the handsome hero, when the white sheet went up, lights flashed on and a cheap "vaude-villain" came on, bowed his regards, sprung a few jokes that had been considered funny about the time Jim Corbett was boxing, Cy Young was pitching, the fair ladies were wearing bustles and leg-o'-mutton sleeves, and when bicycle riding was considered strenuous, thrilling and hazardous, after which he started to, and in fact did, sing a song, something about "fruits and vegetables."

There was nothing soothing or catching to the music and the words were neither humorous or pathetic—just an enumeration, by a fruit peddler, of several kinds of orchard products and garden truck, followed by an affirmative denial of his ability to supply the trade with bananas, but for some unaccountable reason, perhaps the same that has made golf thrilling and jazz popular, the audience seemed to enjoy it, for when he concluded with a very positive and emphatic declaration to the effect that he had no bananas upon that particular date, the entire audience, with the exception of one man, applauded and he groaned and appeared strangely affected. He realized that if the trade were unable to purchase bananas that there was a reason for it and if there was a reason, there was responsibility and who, in this day and time, but a railroad could be responsible for anything that did occur or might happen. He felt sure that the incident that inspired the song had caused a claim, for he was just an ordinary, conscientious, but morose freight claim agent.

## Speaking of Bananas

The importation and transportation of bananas is perhaps more perfectly systematized than that of any other commodity. Practically all of the bananas marketed in the United States and North America are grown in the tropics of Central America or the West Indies.

The heavy stalks, containing clusters or bunches of the fruit, weighing several hundred pounds each, are cut from the trees when the fruit is in an apparently green condition and conveyed, with the use of such crude facilities as are afforded in the countries where produced, to small ports or fruit docks upon the Gulf and in the Caribbean, where they are shipped in boat loads to North American ports, principally New Orleans, La., and Mobile, Ala.

The approximate time of arrival of the boats is as-

certained by the large banana industries, chief among which is the Fruit Dispatch Company, who maintain extensive facilities for handling at the ports referred to, enabling them to have in readiness sufficient refrigerator cars for the loading of the entire cargo upon arrival.

The fruit, still in an apparent green condition, is loaded by standing the bunches on end with the bananas pointing downward, stacked together as closely as possible without crushing or bruising, and are started upon their journey northward, usually moving in train lots in charge of a messenger to supervise and direct the ventilation or refrigeration, which is of the utmost importance as the ripening of the fruit is either advanced or retarded through the refrigeration or ventilation in transit.

However, some of the large shippers do not have messengers accompany the cars, but have in their employ what are known as resident messengers or representatives, stationed at the principal terminal and sub-terminal points en route, whose duties are to inspect the freight upon arrival or when passing to give instructions as to the handling beyond, which are controlled entirely by the condition of the fruit with reference to ripeness, prevailing temperature, climatic conditions and the distance each car will have to move to final destination.

Bananas being a product of the tropics will stand but little cold weather, and if exposed to a temperature below 56 degrees Fahrenheit will become chilled, which prevents perfect ripening and either renders the entire load worthless or so nearly so that it is of practically no commercial value and for this reason ice is seldom placed in the bunkers, unless the weather is exceptionally warm and the fruit is ripening too rapidly, in which event but a small amount of ice is used and instructions are given to keep plugs out and vents open in order to prevent chilling.

The banana business, if properly handled by the railroads, is profitable, but if improperly handled, a prolific claim producer. In the handling of this highly perishable commodity delays are costly and should be avoided. Train and terminal forces should pay particular attention to and comply with instructions, given by traveling or resident messengers, or appearing upon waybills, and should, in event of wreck, accident or unavoidable delay, call upon the accompanying or nearest resident messenger for advice, making full report, through their immediate superior to the superintendent of transportation or the superintendent of F. L. & D. claims, as soon as possible.

# "Pop" Pursley Is Old and Valued Employee

By CHARLENE WILLARD

Frank L. Pursley could boast, if it were possible for a man of his temperament or disposition to boast, of more continuous seniority than any officer or employe connected with the Freight Claim Department.

He entered the service of the Freight Claim Department of the old Kansas City, Ft. Scott and Memphis Railroad at Kansas City, back in 1896, about the time Bryan commenced to run for President, and was transferred to the Frisco in 1900, at the time of the consolidation, having served in positions of responsibility during the period the department was under the direction of the Accounting, Traffic and Operating Departments, through receivership and during Federal control.

It is not his length of service or the almost inexhaustible supply of claim knowledge that he has accumulated that has resulted in the nickname, or more properly speaking, the affix of "Pop," but the heartfelt esteem in which he is held by everyone in the department, hence any other title or affix would be either too dignified and formal or too commonplace and familiar and "Pop" seems to exactly express it.

His cheerful disposition, his ability to enjoy a good story and his readiness to assist in time of trouble or sorrow have done much to maintain a high standard of morale in the department. Instructions emanating from "Pop" are more in the nature of advice than commands and while he possesses judgment, precision, courage and determination, he is by nature so gentle and sympathetic that he would not intentionally or unnecessarily bruise even the petals of one of the pretty

roses which he grows for pastime and amusement in the gardens surrounding his modest little bungalow.

**"Pop" Pursley Examining a College Graduate Applicant for Position as Claim Investigator.**

Pop: What is a claim?

Applicant: Government land acquired under the preemption law.

Pop: What is a waybill?

Applicant: A bill covering the purchase price of or repairs to a scale or other weighing device.

Pop: What is a short report?

Applicant: An explanation by a man to his wife as to what became of a part of his salary.

Pop: What is an over report?

Applicant: A report left over from the previous day.

Pop: What is an expense bill?

Applicant: A bill for expenses incurred—sometimes referred to as an expense account or swindle sheet.

Pop: What is meant by advance charges?

Applicant: Accusations made prior to occurrences.

Pop: What is an O. S. & D. clerk?

Applicant: A railroad clerk who has grown old, sore and decrepit.

Pop: What is meant by the abbreviation "B. C.?"

Applicant: Before Christ.

Pop: Your application will be placed on file, but I am afraid it will be sometime before we will have an opening.

## Oh, Min! Bring Me the Whisk Broom

Tulsa, Okla., is just now experiencing a little discomfort over its very muddy water supply, which it gets from the Arkansas River, caused it is said by heavy rains up in the mountains. The story is told that E. O. Bittner, city ticket agent of the Frisco, at Tulsa, after taking a bath in this very muddy mixture the other day, not wishing to soil one of his wife's nice bath towels, let himself dry, then called to Mrs. Bittner to bring him the whisk broom to dust himself off with. But Bittner says it's all right, Tulsa's seven million dollar water system, the finest in the country, will soon be in operation bringing the water sixty miles from clear Ozark Mountain Springs. He says he is going to have a real bath regularly every three months, whether he needs it or not.

## Interesting People—Met Only in Advertisements

The man who never cuts himself when he shaves.

The fashionable bride who takes the wedding guests into the kitchen to see the gas stove the groom gave her.

The motorist who stops on the road to lend you his vulcanizing outfit.

The man whose clothes never need pressing.

The husband who chatters gaily at the breakfast table.

The society matron who actually smiles when "John" presents her with a washing machine for Christmas.

The children who come "romping in from school" with hands and faces spotlessly clean.

The charming debutante who receives a roomful of flappers in her underwear.

The woman whose housework is always finished by nine a. m.

—"The Point." The Arrow Company.

# Insurance Plan Meets With Great Favor

By GEORGE L. BALL

Superintendent of Insurance and Safety

**T**HIS is the plan announced in Mr. Kurn's circular, July 2, 1923, addressed to Officers, Subordinate Officers and Department Heads, and becoming effective August 1, 1923. The closing paragraph of Mr. Kurn's circular reads:

"It is very gratifying to be able to give you this opportunity to protect your family in the manner outlined and at rates which it would be impossible for you to secure under individual insurance contracts."

Without fear of contradiction it can be said the representatives of the company eligible to insurance under this plan are more than gratified. Unfortunately all are not good risks from an insurance standpoint, but this is not a factor—evidence of insurability not being required under terms of the plan. Many are well acquainted with the cost of life insurance offered by standard companies and recognize that with the exception of so-called term insurance there can be no comparison of cost. Term insurance means you must die within the term if your family is to win; otherwise your policy lapses at the close of the term unless exchanged for a life policy of not greater amount bearing original date of term policy at rate of premium in use for the form chosen at said original date, upon payment of difference in the rate for term policy and the form selected at the conversion date.

Subscribers to this insurance plan are classified on an earnings basis, the maximums being—

Class A.....	\$3,000
Class B.....	4,000
Class C.....	5,000

The face of the policy is payable to designated beneficiary if death occurs while employe is in employ of Railway Company.

Important special privileges under the contract are:

## FIRST—CONTINUANCE

In event of termination of employment for any reason whatsoever, an insured is entitled to have issued to him (or her) by the Metropolitan Life Insurance Company, without medical examination, upon application within thirty-one days after date of termination of service with Railway Company and upon payment of premium applicable to the class of risk to which he (or she) belongs and to the form and amount of policy at the then attained age, a policy of life insurance in any one of the forms customarily issued—term insurance excepted.

This continuance privilege operates in the following manner to-wit: An insured employe terminates service with the Railway Company on September 30th; September premium having been paid by deduction on August roll, no deduction then is made on September roll because of the fact that Insurance Company's liability under the contract held by the employe terminating service ceased with the termination of service, and the only obligations then of the Insurance Company is to, upon application within thirty-one days and payment by the applicant of required premium, issue a new policy. Should death occur subsequent to termination of service and prior to perfecting conversion of the contract no liability attaches to the Insurance Company. Therefore, in view of the uncertainties of life, it behooves insured employes to keep this privilege in mind and avail themselves thereof without taking advantage of the final thirty-first day.

## SECOND—TOTAL AND PERMANENT DISABILITY BENEFITS

An insured employe shall be considered as totally and permanently disabled who furnishes due proof that, as result of bodily injury suffered or disease contracted while insurance is in force and prior to sixtieth birthday, he (or she) is permanently, continuously and wholly prevented from performing any work for compensation or profit.

Upon receipt of due proof of such disability, Insurance Company pays to said employe, in lieu of payment at death, certain equal monthly installments based on insurance in force.

One loss has occurred to date under this contract. September 7, Special Agent A. R. Weaver sustained injuries resulting in death. Fortunately, Mr. Weaver had subscribed for his limit under the plan—\$3,000. The insurance company's proof of death claim form was signed by the physician attending the injured man; the Chief Special Agent executed the form, and same was delivered to the Insurance Department, September 11th. Two days later, September 13th, a check of the Metropolitan Life Insurance Company in the sum of \$3,000 was sent to Mr. Allender for delivery to

(Continued on page 30)

CONTINUE SENDING IN THE BABY PICTURES. WE CAN USE THEM.

**The FRISCO EMPLOYEES' MAGAZINE**

Published on the Fifteenth of Each Month

By the

**St. Louis-San Francisco Railway**

Edited by FLOYD L. BELL

645 Frisco Building

St. Louis, Missouri

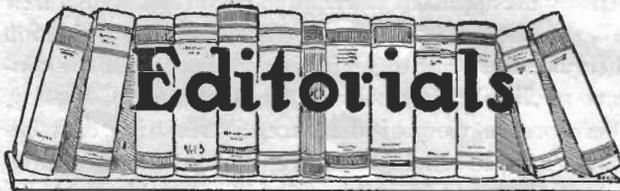
This magazine is published in the interests of and for free distribution among the 25,000 employes of the St. Louis-San Francisco Railway. All articles and communications relative to editorial matters should be addressed to the editor.

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Vol. 1

NOVEMBER, 1923

No. 2

**Criticism—Constructive and Destructive**

IT'S so easy to tell the other fellow of his faults and how to remedy them. Each of us knows just what should be done with the other fellow's business and how it should be operated. In fact a great part of our conversation is along critical lines.

There are two kinds of criticism, constructive and destructive. Constructive criticism is the oil that speeds up the progress of the world. To criticize intelligently and constructively we must know facts, conditions and reasons. We must put ourselves in the other fellow's place and look at things through his eyes. Then, and only then, can we wisely tell him what is wrong and where it can be improved. The great accomplishments in the world are not the product of one mind. The steam engine, the automobile, the telegraph and the telephone were not perfected by the man who had the original idea.

Destructive criticism is the brake that slows down the world. It is based upon ignorance or some selfish motive. It is criticism without offering the suggestion of some better way.

It is better to approve of the good that has already been done with a suggestion of how to make it better. It is hard for any of us to learn to take criticism. Therefore, we should strive to do our work so that it is above criticism if possible, but if justly criticised we should accept it with good grace and endeavor to improve.

**Commissioner Praises Railroads**

COMMISSIONER POTTER of the Interstate Commerce Commission, in dissenting from the majority opinion in the Assigned Car Case, recently paid a high tribute to the railroads, saying:

"It must be recognized that the railroads are making supreme efforts, with much success, to meet the demands upon them. They are now more efficient than at any prior time in their history. With fewer men they have in recent months exceeded all prior achievements. They have been handling tonnage in record volume so efficiently that there has been scarcely a murmur of complaint, and so smoothly that their marvelous performance is scarcely noted. Already superior in public service to every other system of transportation in the world they are headed for better work in which there is promise that railway problems will disappear."

The railroads are sincerely grateful for this complimentary reference and are proud to feel that Commissioner Potter is convinced that they merit this praise.

**"Meet Your Neighbor, You Might Like Him"**

UP in Northfield, Minnesota, a progressive little city of some 6000 people, famed for its dairy products and its contented, home-loving people, they have a slogan which reads, "Get acquainted with your neighbor, you might like him."

It's a splendid slogan for railroad people to follow.

There is too great a tendency to pass one another with a mere nod. Employes of a railroad can work together for the common good and for their own individual welfare, only by knowing one another and co-operating at all times.

How about that fellow in the office on the next floor?

Do you know him? Perhaps he has just moved in from another city and craves companionship and good fellowship. Go down now and get acquainted with him. Probably you will find that he is anxious to become acquainted and you may form a lasting friendship which will be of mutual benefit. He has some ideas which you can use and perhaps you have some which will be of benefit to him.

Let's make this a real "Frisco Family."

### Thank You

DOWN in the Ozark country, back where hospitality flows as freely as the limpid streams through the mountains, where "the handclasp is just a little stronger," they have a way of saying, "Much obleeged, and thank you," and they will tell you "it's from the heart out."

That is the way we wish to express ourselves to the many, many friends and well wishers who have conveyed their kind comments on our first issue to the magazine force. It would be impossible to answer personally each of these friends. We, therefore, must resort to the printed word of thanks and for such poor expression of our appreciation as we are able to give.

We especially desire to thank the employes of the Frisco Lines who have written us in such large numbers and those who have contributed so much to whatever measure of success the magazine has thus far met with. Also to the editors of other railroad magazines and to the editors of newspapers in Frisco Lines' territory, all of who have evinced such an interest in the publication of this magazine as we have never dared hope for.

To each and every one of you "Thank you."

### Valuations

"Many people believe, and radical labor leaders and politicians diligently encourage the belief, that the valuation finally placed upon the railroads will have a very important effect upon the total rates they will be allowed to charge. This is not true. The railways at present are paying out in operating expenses and taxes 85 per cent of all the earnings they derive from the rates they charge. This means that so long as present operating expenses and taxes prevail they will have to continue to collect from the public at least 85 per cent of the present rates merely to pay operating expenses and taxes, absolutely regardless of what valuation is placed upon their properties."—*Samuel O. Dunn, Editor of Railway Age.*

### To Our Railroad Magazine Brethren

With perhaps less of trepidation and modesty than should be the attribute of a new visitor, THE FRISCO EMPLOYEE'S MAGAZINE, knocked last month at the door of each of the other railroad magazines of the nation. Our lack of timidity and fear is due solely to the fact that from acquaintance either through the pages of the

magazine or by personal contact with the editorial directors of these other publications we feel sure that the "welcome" sign is on the doormat and we are, with your permission, going to take off our coats, light our pipes and make ourselves right at home in your midst.

If this magazine can bring but one-tenth the pleasure and enjoyment to its readers that is our measure in perusing the contents of other railroad magazines, we shall feel that we have accomplished something.

### Railway Earnings and Expenses

THE total earnings of Class 1 railways in the first six months of 1923 were \$3,096,922,738. This was much more than they ever earned in six months before the war. But—and this is most important—their operating expenses and taxes in these same months were \$2,605,205,321. This was more than 84 per cent of what they earned. In other words it cost them 84 cents in operating expenses and taxes to earn each dollar that the public paid them. In the year 1917 it cost the railways only 75 cents in expenses and taxes to earn each dollar they received.

After having paid expenses and taxes and also equipment and joint facility rentals, the railways have left what is called "net operating income." They can use this to pay interest and dividends. The net operating income earned by Class 1 railways in the first six months of this year was at the annual rate of 5.64 per cent on their tentative valuation. In actual figures it was \$443,864,069. And was 14.3 per cent of their total earnings. Many people believe that a reduction in rates could be made merely by reducing the net return the railways are allowed to make. They talk glibly about a reduction in rates. These figures mean that if all other things had been as they were in the first six months of 1923, but the rates had been 14.3 less than they were, they would not have earned a cent of net return. The railways are doing better than in some years but the ratio of their operating expenses and taxes to the total earnings is still much too high. It still costs them so much to earn a dollar that even with present rates a substantial decline of total earnings, due to a business depression, would soon make the margin between earnings and expenses and taxes dangerously small. The transportation industry needs a reduction in the number of cents it costs to earn a dollar.



1



2

1—Betty McDonald, 11 months old daughter of Frank McDonald of the Passenger Traffic Department, St. Louis.

2—The only person in Springfield from whom the General Manager takes orders. Jane Caroline Holbrook, granddaughter of J. E. Hutchison, general manager.

3



3—Raymond Charles Hagan, seven months old son of R. S. Hagan, secretary to general manager, Springfield, Mo.

4—Mary Frances Uhr, 2½ years old, daughter of I. A. Uhr, signal engineer, wheeling a young neighbor.

5—Margaret Brown, three years.



5

1



1—Joanne Powell, age two years, daughter of R. H. (Pete) Powell, contract clerk, office of general manager, Springfield, Mo.

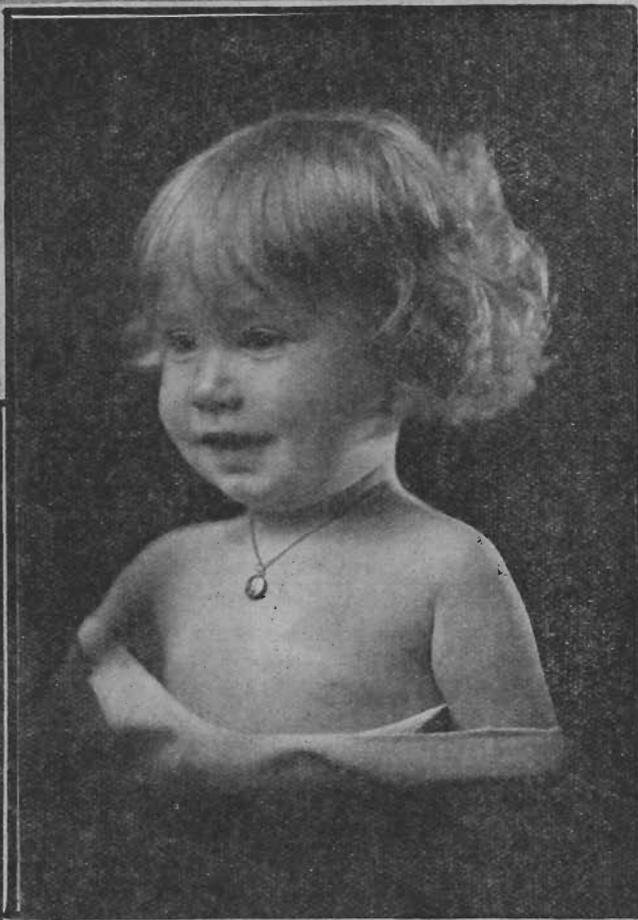
2—Billy Brown, six years.

3—Kathryn Jane Quinn, daughter of C. E. Quinn, office of V. P. Traffic.

4—L. C. Jr., Marjorie and Paul Cox, ages 8, 5 and 2½ years. Sons and daughter of L. C. Cox, chief claim clerk, F. L. & D. Claim Department, Springfield, Mo.

5—Inez Cripps, eight years, daughter of W. A. Cripps, claim investigator, F. L. & D. Claim Department, Springfield, Mo.

6—Jack Cripps, six years; Billy Cripps, four years, sons of W. A. Cripps, claim investigator, F. L. & D. Claim Department, Springfield, Mo.



2

3



4



5



6





# Homemakers' Page



LORETTA A. CONNOR, Editor

## All of Us Do It—

What?

Talk. Inasmuch as the habit is a universal and necessary one, it behooves us every now and then to stop and consider what we say and how we say it.

Recognition of the different classes of conversational pests is perhaps a sure step in the direction of not becoming one. Have you ever stopped to consider the various types of talkers? One expert on the subject groups them somewhat as follows:

The tiresome talker—and there is no greater affliction. She talks incessantly and her continuous practice enables her easily to outscore all competitors.

The trifling talker, almost as objectionable, talks much, but says little. She flits from one subject to another—the weather, clothes, plays, sports, servants—and though her hearer may squirm with discomfort and fidget with impatience, like Tennyson's brook, she "goes on forever."

The tedious talker is one without terminal facilities. She talks right on with no idea of objective or destination. She rises to depart and knows she ought to, but simply cannot; she has something more to say. She never establishes her point and knows neither how nor when to conclude.

The tattling talker—probably the most obnoxious of all—invariably has something startling to impart; a profound secret for your ear alone. Usually she is a wholesale dealer in gossip who literally smacks her lips as she relates the latest scandal. She is an expert embellisher and adroitly supplies missing details in any rumor that comes her way. Usually she has little of interest in her own life, so lives wholly in the lives of others.

Another type is the tactless talker who is always sure to say the wrong thing in the right way, or the right thing in the wrong way. She speaks first and thinks afterwards; reaches hasty conclusions; confuses tactlessness with cleverness and is a stranger to discretion. Her hostess never knows an easy moment.

Then there is the nerve-racking, temperamental talker who deals only in superlatives and views everything emotionally. Her vocabulary is usually limited to a few much over-worked adjectives—"wonderful," "gorgeous," "heavenly," "superb"—and these are ap-

plied with equal extravagance to anything from a cottage pudding to a Beethoven sonata.

The tantalizing talker, ever on the alert to contradict you, divides her attention between what you are saying and what she can summon to oppose you. Her remarks are usually prefaced by, "I beg to differ," "I don't think so." She never permits you to express an opinion without challenging it.

The tortuous talker, who winds her way in and out of a subject, is a supreme test of patience. She likes nothing better than to trace out all details and never permits one to escape her as she zigzags from one point in her story to another.

Other types of talkers, each in her way equally hard on a listener are: the explosive talker, who bursts into conversation with vocal bullets and syllabic shrapnel; the tranquil talker, who never hurries and has all the time there is; the tangled talker, who never gets anything straight; and the triumphant talker, who likes nothing better than to drive home her point and look about exultantly with an "I told you so" expression.

Study the list carefully and guard yourself against the faults which they represent.

Talking should always be a pleasure to the speaker and the listener; never a bore, and courtesy is really the fundamental basis of good conversation. We must show habitual consideration and kindness toward others if we would attract them to us.

Good conversation demands restraint, adaptability and reasonable brevity. When there is nothing worth while to say, silence is the best substitute.

Politeness, vivacity, sympathy, interestedness, geniality, a happy choice of words and a never-failing humor all enter into the making of good conversation. Judgment and tact are also necessary and curiosity should always be curbed, for people resent inquisitiveness, and rightly so.

## Women and Transportation

The issuing of transportation to women relatives dependent on Frisco employes is a courtesy on the part of the management that makes the fullest measure of co-operation with the rules and regulations of the company imperative.

Conductors are not infrequently embarrassed and revenue passengers annoyed by controversies arising over little details connected with trip and annual passes. The rules of the company require the conductor to ask all passengers for transportation. If the passenger does not anticipate the request, she should at least meet it with a courteous and prompt response. This will save the conductor's time and her's. The rules also require that the passenger sign her transportation. If she has failed to do this before boarding the train, the conductor is bound in duty to have her do so, no matter how well acquainted with the individual he may be; there is neither ground nor excuse for argument on that point; he has no choice in the matter.

The conductor has numerous duties and while some of the details may seem unnecessary to the casual traveler, the recipient of the courtesy of free transportation should not hamper him by unnecessary questions or by hesitating to comply with the company's rules.

#### Happiness vs. Possessions

Recently the writer was visiting a friend who had just moved into a magnificently appointed home. No expense had been spared and the best of talent had been employed in order to make the abode perfect in every detail. Treasures from Europe and the Orient were gathered together, but all in complete harmony. The mistress herself was a woman of sufficient culture to achieve real individuality and add the quality of charm needed to make the place a "home," despite its grandeur.

I complimented my hostess on the elegance of her surroundings and incidentally remarked, "Who could help being happy with so many beautiful things around one?" "Ah," she replied, "possessions do not make us happy. I sometimes think I was more so in my modest, little home."

"Possessions do not make us happy"—a bit of philosophy worth passing on to the grumblers and the dissatisfied.

Sometimes we get to wishin', as most anybody will,

And we wish for many things, both great and small;  
And when at last we get 'em, we're pretty sure to find,  
We really didn't want 'em after all.

#### The Doll Fad

As far back as history goes—mayhap since time began—there have been little girls and dolls.

Never before, however, have these age-old toys of little girlhood been more the vogue than now. But today's dolls are for grown-ups and they have achieved a usefulness and beauty never dreamed of in the past.

The shops are showing dolls of every shape, complexion and form, adaptable to every use—all ready to

enter one's household and add a note of smartness, color, harmony and charm.

There are aristocratic or romantic ladies whose draperies conceal prosaic pin cushions; dainty figures, pert among the ruffles of a pillow; bewitching and beguiling creatures whose laces hide the commonplace, unsightly telephone. Dignified Colonial dames guard sewing baskets and quaint, demure damsels as "tea cosies" add their quota to the tea table. Night transforms a charming little French court beauty into a soft-shaded lamp and the cover of a bonbon dish disguises itself as a saucy, merry little maid.

#### Whims of the Hour

Generous trimming, exquisite materials, irregular and whimsical contours, and brilliancy of color make autumn hats intensely interesting, and the splendors of the Orient influence millinery, both in coloring and ornamentation.

The basic fabric of the hat may be sombre, and often is, but the trimming, whether it be embroidery, beading, feathers or brilliants is so vivid that the background is practically obliterated.

In fabrics, the velvets, velours and satins lead, felt is close behind, with fur cloths and beavers as promising prospects. "Hats of Byzantine crepe," says *The Illustrated Milliner*, "the color and material matching the gown with which they are worn, are the thing."

For evening, some of the hats are of extraordinary brilliancy; they are literally covered with brilliant stones and trimming beyond this network of jewels is negligible.

Hats made entirely of ribbon are showing the Chinese influence in the appliqued or raised designs used on crown and brim. The imperial dragon and the Chinese lily are the most popular of these designs, because of their superior decorative nature. Japanese motifs—wistarias, chrysanthemums and cherry blossoms are also highly favored.

Small fans of lace and painted chiffon, as well as the larger ones of ostrich and gold cloth, are elegant accessories of the toilette when one dines formally, or dances.

Tortoise shell jewelry, necklaces and bracelets are popular with the women of Paris, and ostrich feather chokers are frequently seen.

Bracelets of black moire ribbon, trimmed with sprays of silk roses, are novelties to be worn with dancing frocks.

One of the latest things in the matter of footwear is the monogram slipper, with letters made in eyelets on the vamp or the outside. It bids fair to be the vogue of the fall season. Shoe buckles are also made with the wearer's monogram.



**The Frisco Railway Bowling League**

By F. E. DURFIELD

With an organization of eight teams, with membership in the City Association and the American Bowling Congress, the Frisco Railway Bowling League is a real factor in the promotion of good fellowship among the employes.

In our By-Laws the primary object of the league is stated as being, "To encourage and foster among its members the spirit of good fellowship, thereby maintaining and increasing interest in the bowling game and incidentally to create and maintain a better understanding and close relationship among the many employes of the Frisco."

We believe that in a large measure the results have more than justified the purpose of the organizers and founders of the league. Certainly it has afforded much enjoyment to its members and has offered splendid opportunity for a closer acquaintanceship among employes.

The teams included in the organization are: Auditing, Tower Grove, Interline, Purchasing, Passenger, Recheck, Freight Traffic and General Freight.

All games are bowled on the Washington Alleys on Friday evening of each week, in accordance with the schedule prepared by the Schedule Committee. Each team is limited to eight members, who must be bona fide employes of the Frisco Lines or the Frisco Employes' Hospital Association.

On the opening night, which this year was on September 7, all teams bowled from "scratch." To attain an average, it is necessary that a bowler must have rolled three games with his team, that is, the team with which he is to be listed during the season. The individual handicap system is used and it is agreed that the averages of the five men bowling any night shall be the team rating.

Teams having absentees, which must never exceed two, are permitted to use two "blinds." The average of each "blind" is set at 130.

All of our games are rolled under the rules of the American Bowling Congress and this gives us official recognition. All league funds are deposited in a bank as soon as sufficient funds are accumulated to open a checking account so that the league during the season has always on hand a balance in the bank.

It is the belief of those interested, and this number is constantly increasing, that a great deal of real good is accomplished through the medium of this league.

Bowling offers a splendid form of exercise and a recreation which takes the mind of the bowler into channels where he is permitted to forget the cares of everyday work and thoroughly enjoy himself in healthful, pleasant sport.

The schedule of the league for the weeks up to the next issue of the Frisco Employes' Magazine is:

September 21—Tower Grove vs. Recheck, Freight Traffic vs. Passenger, Interline vs. Auditing, Purchasing vs. General Freight.

September 28—Purchasing vs. Auditing, Interline vs. General Freight, Tower Grove vs. Passenger, Freight Traffic vs. Recheck.

October 5—Recheck vs. Passenger, Freight Traffic vs. Auditing, Interline vs. Purchasing, Tower Grove vs. General Freight.

October 12—Freight Traffic vs. General Freight, Purchasing vs. Recheck, Tower Grove vs. Auditing, Interline vs. Passenger.

**Season Closed in a Blaze of Glory**

Defeating the fast Butler Brothers team, 5 to 3, the Frisco Lines team closed its season gloriously, and Conley continued his unbroken line of victories for the season. Manager Riess was the batting star of the game, getting three of the seven hits collected by the club, for a perfect day's average. The club, by reason of this victory, finished within one game of third place and high hopes are thereby entertained for a pennant winner for next season.

**Frisco Railway Bowling League**

SEASON OF 1923-1924

Team Standing and Averages, Including Games of September 28, 1923

Teams	Games	Won	Lost	Average	High Single	High Three
Tower Grove.....	11	9	2	816	901	2538
Passenger .....	12	7	5	809	879	2533
Interline .....	11	7	4	797	901	2445
Auditing .....	12	6	6	768	847	2399
Freight Traffic..	12	5	7	749	825	2324
Purchasing .....	12	5	7	709	767	2170
Recheck .....	12	5	7	734	786	2267
General Freight	12	3	9	650	724	2008



### He Knew the Inside Dope

"Jack" Doggrel and John Gibson took two visitors from the St. Louis offices out to a ball game in Springfield during the closing days of the season. Springfield was playing McAlester and hardly had the quartette seated themselves when Gibson said:

"Well, lets make it more interesting by having a small bet on the game. I am not a gambling man, but a little side bet adds zest to the contest."

"Alright," responded one of the visitors promptly, "how do you want to bet."

"Oh, I don't know," said Gibson, "I don't come to ball games often and know nothing of the teams, but through civic pride I'll bet a couple of dollars on Springfield."

That was agreeable to the visitor and more so when McAlester scored three runs in the first inning. It ran along until about the seventh inning when suddenly the "Macs" blew up and Springfield scored so many runs the scoreboard boy could hardly find numerals enough to mark them up. McAlester made four or five glaring errors in that inning and in their half of the next two innings struck out in order.

After Gibson had collected his two dollars, Jack Doggrel said to the "city broke" visitors:

"I guess it's alright with John if I tell you now that Springfield's baseball association owns the McAlester Club and that John always finds a 'sucker' during each Springfield-McAlester series."

### A Prophet of Distinction

Felix W. Young, whose right-hand, ornamental scroll on the southeast corner of our pay-check has gladdened the hearts of more members of the Frisco Family than any other man in the organization, is not only a good paymaster, but also claims to be a prophet of some distinction.

He says the coming winter is going to be very hard, severely cold and of long duration. He bases his prophesy on the thickness of the shuck on the corn, which he claims has never failed to be accurate.

He says, whenever the shuck is thick on the corn, that it is always a sign that the winter will be colder than the summer, and that when the shuck is thin on

the corn it is always the sign that the summer will be hotter than the winter. He states that the shuck on the corn is unusually thick this season and we all better look out for early frost bites. He says he will back his prophesies against the predictions of any living human prophet, using the goose bone, ground hog, porcupine, or any other method. He says regardless of how many people still call him Young, that out of more than a hundred yearly forecasts there has not been a single failure as to accuracy.

### Charged to the Pullman

Senator Green of Vermont tells this story:

"One of the funniest stories I know is that of a friend of mine—a lawyer—who was retained by the Pullman Company to look after a certain case.

"The work necessitated his traveling around the country to some extent, and it enabled him to play a considerable joke. And this is the joke he played: He tipped the Pullman porter \$1 every time he got on a train and then put it on the expense account of the Pullman Company."—*New York Herald*.

### Why an Engine Should be "She"

The following amusing letter from "Japanese Lady" appears in the *Shipping Register of San Francisco*:

"Sometime ago you publish in your voluble paper article on female shipping steamer. I have thought to write you about female engine on train. You know why? Yes, they call she for many becauses.

"They wear jacket with yokas, pins, hangers, straps, shields, stays. They have apron, also lap. They have not only shoes, but have pumps. Also hose and drag train (psgr and freight) behind; behind time all time. They attract men with puffs and mufflers and when draft too strong petticoat goes up. This also attract. Sometime they foam and refuse work when at such time they should be switched. They need guiding—it always require man manager. They require man to feed them. When abuse are given they quickly make scrap.

"They are steadier when coupled up but my cousin say they hell of expense. Is not enough reason?"—*Marine Journal*, via J. L. Mc.

# CHOP SUEY

By JERRY, THE CALL BOY

## Stevens Met 'Em All

Architect Stevens is a hustler. If there is anything Stevens likes better than anything else it is speed, and drives with his foot on the accelerator all the time. He speeds in his work and in his play.

Not so long since, Stevens was trying out the merits of his automobile on the roads near Valley Park. He "stepped on it." Of course, he says he didn't, but they all say that. At any rate, a county constable espied him and majestically halted his progress.

"Come down to Valley Park with me and go before the court," said the constable. And Stevens, a firm believer in obedience to orders, complied with the gentle request.

Arrived at Valley Park, Stevens was escorted upstairs over a couple of stores and here he found all the furnishings of a court room save only the judge himself. The constable stepped over to a wardrobe closet, doffed his coat and star and donned another coat—a black one. Then he took his place behind the judge's bar and said, "Well, do you plead guilty?"

Surprised, Stevens replied, "Hadn't you better wait for the judge to arrive?"

"I am the judge," said the man who had made the arrest.

"But I thought you were a constable," exclaimed Stevens.

"I am," said His Honor. "I am the constable; I am also the judge; and likewise, I am deputy sheriff, mayor of the town, secretary of the school board, chairman of the board of trustees, deputy county auditor and special agent of the Frisco."

Stevens gave one gasp and inquired, "How much?" He says there wasn't a chance, because he was afraid that if he asked for a trial by jury, the potentate would also proclaim himself the jury. But he says it was worth the money to meet so many distinguished men in one town and one court room.

## They Couldn't Stump Baltzell

According to a story "they tell," Charley Baltzell, superintendent of the Southwest Division, was called upon during the course of a banquet in Northwest Arkansas to respond to the toast, "Water." Some of his friends thought they had him there, but he responded as follows:

"Mr. Toastmaster, ladies and gentlemen, you have asked me to respond to the toast, 'Water,' the purest and

best of all things ever created. I want to say to you that I have seen it glisten in tiny tear drops on the sleeping lids of infancy; I have seen it trickle down the blushing cheeks of youth, and go in rushing torrents down the wrinkled cheeks of age. I have seen it in tiny dew-drops on the blades of grass and leaves of trees, flashing like polished diamonds when the morning sun bursts in resplendent glory o'er the eastern hills. I have seen it trickle down the mountain sides in tiny rivulets with the music of liquid silver striking on beds of polished diamonds. I have seen it in the rushing river, rippling over pebbly bottoms, purling about jutting stones, roaring over precipitous falls, in its mad rush to join the Father of Waters, and in the mighty Father of Waters I have seen it go in slow and majestic sweep to join the ocean. And I have seen it in the mighty ocean, on whose broad bosom float the battle fleets of all nations and the commerce of the world—but, ladies and gentlemen, I want to say to you now that, as a beverage, it is a d——d failure."

—C. R. K.

## Breaking It Gently

A chronic young borrower met a college classmate and asked him for a loan of \$10.

"I'll let you have it when I come back from the mountains," the classmate said.

"When are you coming back?" the other anxiously inquired.

"Between ourselves," the classmate replied confidentially, "I'm not going."

## Insurance Plan Meets With Favor

(Continued from page 21)

Mrs. Weaver, and substantial evidence of the widow's appreciation is contained in the following letter:

"I wish to express my appreciation of the policy of your Company in giving its employes and their families the opportunity for protection afforded by the group insurance plan. Also, the promptness of your department in handling of insurance papers, which has resulted in the full payment of Group Insurance Certificate No. 1929-G-1394, on the eighth day after the fatal accident to my beloved husband, A. R. Weaver."

This is like a voice from the grave, raised in appreciation of the splendid consideration of our management in making available protection for our families at a minimum of expense and if there be one, two or many who are not convinced of the merits of these insurance privileges, please read again Mrs. Weaver's letter.

W. H. CROFT, First Vice-President

M. S. PAINE, Secretary-Treasurer

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## Elliott & Stephens Machinery Company

Sales Engineers

CINCINNATI MILLING MACHINES  
BULLARD VERTICAL LATHES & MILLS  
GOULD & EBERHARDT SHAPERS  
CINCINNATI BICKFORD RADIAL DRILLS  
BAKER BROS. HIGH SPEED DRILLS  
CINCINNATI RAPID TRAVERSE PLANERS  
ACME FLAT TURRET LATHES  
MOLINE BLUE SHEET DRILLS  
GRINDING MACHINES  
LODGE & SHIPLEY LATHES

*We Can Solve Your Problems*

901 Chemical Bldg., St. Louis, Mo.

## "HERCULES"

— Red-Strand —  
**WIRE ROPE**

Made Only By  
A. Leschen & Sons Rope Co.  
ST. LOUIS

Tough  
Strong  
Safe  
Durable

Branches  
NEW YORK  
CHICAGO  
DENVER  
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UNITED STATES CANADA

## The Name "Continental"

on your policy means **Guaranteed Protection** for yourself and family when accident or illness stops your pay. The latest policies provide income for life for total disability. Premiums payable in cash or through your paymaster—as you desire.

## Continental Casualty Company

(The Railroad Man's Company)  
H. G. B. ALEXANDER, President

Chicago

General Offices: Chicago, U. S. A.  
Canadian Head Office, Toronto

CUT OUT AND MAIL TODAY

Continental Casualty Company,  
910 Michigan Avenue, Chicago, Ill.

I am employed by the FRISCO SYSTEM

..... Division  
Please send me information in regard to your health and accident policies such as are carried by hundreds of my fellow employees in the United States and Canada.

My age is.....

My occupation is.....

NAME .....

ADDRESS .....

### Double Tracking on the Frisco

(Continued from page 6)

would allow an increase of 16 per cent in the tonnage of eastbound trains and increase the train limit of Santa Fe type freight engines from 2,150 to 2,500 tons.

It was first contemplated to leave the old track as the westbound main through the tunnel, as the smoke was not so objectionable on a train running down grade, but on account of the low clearance of the structure it was decided to put both tracks through the open cut, and leave the tunnel on a side track.

The work was authorized in the spring of 1922, and contract let to Grant Smith & Company of St. Paul, Minn. Five steam shovels were used on the work. The grading amounted to 492,700 cubic yards of material, 324,000 cubic yards of which was solid rock. All excavated material was loaded and used in building embankments for the new line. The cut to avoid the tunnel is one of the largest in the vicinity of St. Louis, and involved moving 157,000 cubic yards of material, the greater part of which was solid rock. The bridge and culvert work on the new line was not extensive, the largest opening being a bridge over Glaze Creek near Valley Park, which has two 52-foot deck plate girder spans on concrete substructure.

The work was completed this summer, and the line put in operation July 26th. The performance of the heavy freight trains in going up the hill leaves no doubt that the expectations on the increase in train loads have been fulfilled. Valley Park hill is no longer the limiting grade on the Rolla Sub-Division, and the trains are running through open air and not through a smoky tunnel.

The portion of second track from Valley Park to Eureka was authorized in the spring of 1923 and the contract was let to Grant Smith & Company. The work involves moving 301,000 cubic yards of material, 15 per cent of which is solid rock. There are 29 bridge and culvert openings to build on the new line, two of which are bridges over the Meramec. The new track is being built parallel to the old, and on the same grade line as the grades of the original line and are not excessive. It is expected that this line will be completed and put in operation about the first of the year 1924, and the Frisco will then have 34 miles of double track, from St. Louis to Pacific, through the entire territory of its suburban trains.

### It's a Pleasure to Dine at Sapulpa

(Continued from page 16)

"You note the immaculate linen, the shining silver, the dainty fruits and flowers and the tempting and

abundant eatables and your heart is full of admiration for Fred Harvey, who set the world such a pace in catering that the effete and dreamy East can only imitate it.

Such other literary lights as the noted "K. C. B." of the New York "American" and S. E. Kiser of the Chicago Daily News have paid their tribute in word and song to the Harvey system.

### Telegram Errors Due to Sender

(Continued from page 17)

August, 1923, business was handled at a saving of \$1,214.81.

Working to a basis of thirty minutes "Average Delay," meaning the average elapsed time between the filing and transmittal of the messages, the delay has been reduced from 74 minutes in January, 1920, to approximately 30 minutes at the present time—an improvement of 59 per cent.

Comparative statements were prepared and furnished each office, producing a friendly rivalry, and the use of this information has been the means of increasing the volume handled and at the same time speeding up the service.

All of this was made possible by the co-operation and fine spirit of the employes in the relay offices, who have good reason to feel proud of their work.

Telegraphers in relay offices were recently asked for suggestions which might tend to reduce errors to a minimum. It was thought that the men actually handling the business should be in the best position to offer a remedy. Many good suggestions were submitted.

The most of them are of the opinion that the majority of the errors are caused by the sender and are generally due to carelessness, illegible copy and improper use of the sending machine.

This department is now preparing Circular No. 10, concerning the inspection and adjustment of semi-automatic sending keys, which, if read and observed, will eliminate a lot of faulty sending.

### At Least, Never in School

"Pop, I got in trouble at school today, and it's all your fault."

"How's that, my son?"

"Well, you remember, when I asked you how much a million dollars was?"

"Yes, I remember."

"Well, teacher asked me today, and 'helluva lot' isn't the right answer."

# Stylish Moleskin Cloth Coat

**\$1**  
**Down**

\$20.00 Value  
Special Price  
**\$13<sup>65</sup>**

No  
C.O.D.  
Charges  
to Pay

Rain  
Proof

Plaid  
Back

Send only \$1 with coupon for this coat. Guaranteed rain proof and is also suitable for stylish top coat. Made from good weight moleskin cloth, a smooth, soft-finished material resembling chamois leather. Warm and comfortable in the coldest weather. Swagger double-breasted belted style with stylish plaited patch pockets. Adjustable strap on sleeve. Yoke back with inverted plait, giving the coat plenty of fullness. Collar can be converted into military style, buttoning close up to neck or worn as shown in illustration. Ventilated armholes. Ivory buttons. Backed with fancy plaid fast colored woven lining with extra coating of rubber between. All seams sewed, strapped and cemented. 45 inches long. Sizes 34 to 46. Rich Leather Brown shade.

Order by No. F-19.  
Terms, \$1 with coupon, \$2.10 monthly.  
Total price, \$13.65.

## 6 Months to Pay

Buy the Elmer Richards way. You can always be well dressed and pay in small monthly sums, so small you will never miss the expense. Money back if not satisfied. No charge for credit. Don't miss this bargain. Supply limited at this special bargain price.

**Elmer Richards Co.**

Dept. 4408, West 35th Street, Chicago, Ill.

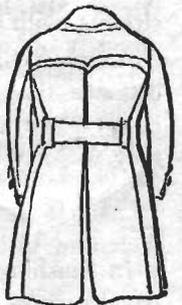
Enclose \$1. Send Moleskin  
Cloth Coat No. F-19. Size \_\_\_\_\_

If I am not satisfied when I receive the coat I can return it and get my payment back with charges. Otherwise I will pay advertised terms, \$1 with coupon, \$2.10 monthly. Total price, \$13.65.

Name \_\_\_\_\_

Address \_\_\_\_\_

Post Office \_\_\_\_\_ State \_\_\_\_\_



Write for our  
Monthly Bulletin of men's,  
women's and  
children's  
clothing and  
shoes.



# Radio



This department is conducted for the benefit of our readers who want expert help in unravelling the innumerable kinks that puzzle the amateur who installs and operates his own radio apparatus. If the mechanism of your equipment bothers you—if you believe that you are not getting the best results—ask the Radio Editor.

The radio season, which is just opening, will offer many programs of a varied nature, ranging from theater programs, hotel orchestra programs, symphony programs, educational lectures, and all sporting events of interest as well as the every-day business and market reports. These programs will be in reach of everybody, as it is possible to construct a receiving set of sufficient range to receive the prominent broadcasting stations of the United States, at a total cost of less than \$30.00, including all the accessories. This would be a one-tube regenerative set, using dry batteries entirely.

It only requires the proper material and a little time and patience to construct these sets and they will operate as well as factory built equipment.

In all towns where electric service is supplied it is not necessary to construct aerials, unless the electric service is underground cables. This, by the way, is only found in the very large cities, and this in the business district only. By the use of an approved plug you can use the light socket in any part of the house for an aerial and it will give you as satisfactory results as the average antenna. There is absolutely no danger of shocks or fire; it does not use a particle of electric current; you do not need a lightning arrester, and it gives you the added advantage of being able to move the set from room to room.

For the convenience of those of our readers who are interested in the construction of sets, we have arranged to illustrate in the coming issues the most popular circuits, with explanations regarding same.

As most of our readers are situated at a greater distance than 50 miles from the large broadcasting centers, we will show only one tube hook-ups, but they will be suitable for dry cell tubes.

### Hints for Amateurs

In finishing a radio cabinet with an open grained wood such as chestnut, ash or oak, it is a comparatively easy job to give it an antique gray finish. This finish is permanent and has a good appearance.

Rub the wood down with a little linseed oil, and clean off with a cloth until the surface of the wood is

dry. Then fill the grain of the wood with a filler made of white lead mixed with lampblack so that it is colored a light gray.

When the filler has hardened in the grain the whole surface should be rubbed down again, with fine sandpaper, until it is smooth and then a wax finish put on with a cloth.

Never run the antenna lead-in any long distance through the house. Make it as short as possible from the window where the wire is brought in. If the lead-in is long inside the house the walls and ceilings will absorb most of the radio-frequency energy that should be used in the set for producing signals; in other words the signals will be much reduced in strength.

Place the receiving apparatus near the window and run the ground wire to a *waterpipe!*

Cassy tubes, such as used for detectors, function at plate voltages between  $16\frac{1}{2}$  and  $22\frac{1}{2}$  volts; usually they function best at a plate potential of about 18 volts.

When trying out a receiver for the first time, try out one tube in each of the sockets, one socket at a time, with all the batteries connected. In this way, if you have made a wrong connection, you will burn out only one tube instead of all the tubes in the set; but first make sure that you have everything hooked up correctly.

## WRITE FOR CATALOGUE

*Only Standard Apparatus Listed*

**Complete Line of Parts for Any Set**

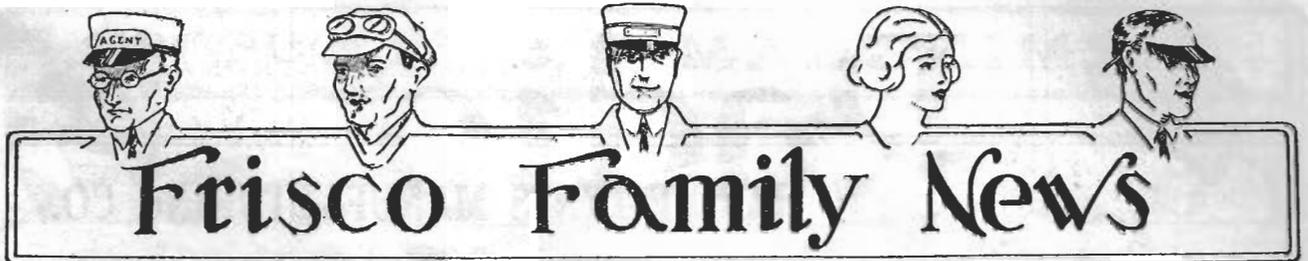
**Sets from \$20 Up**

We will furnish diagrams and help you with any set you may want to build

**Van-Ashe Radio Company**

208-10 N. 10th St.

St. Louis, Mo.



### Magazine Wants Picture of Each Correspondent

We want a picture of every correspondent on the Frisco Lines. Reporters, or correspondents, send in your photograph at once. Please be sure to do this and send a clear, well-defined photograph with this information accompanying: Name, Position, Age, Length of Service, Your Hobby, Your Ambition and Your Pet Recreation. Get these in at once.

### Birmingham Terminals

John L. Godsey, Reporter

The Birmingham Sub Interchange Committee met last week with J. A. Whitten as chairman. Mr. Whitten states that conditions have improved considerably and the meetings have proven of a great benefit to the different roads in regards to the records maintained.

The building of the new Frisco yards at East Thomas is progressing very rapidly. A total of 35 or 40 cars of material have already been unloaded for the completion of the work. A feature of the new yards will be a turntable operated by electricity, capable of handling any of the mallet type engines.

J. H. Doggrell, J. G. Lorton and J. J. Cummins were in Birmingham for a few days. F. R. Newman, division passenger agent from Kansas City, was also here during the first week of September.

G. R. Carson, superintendent of terminals, has moved his family from Pittsburg, Kansas, to make their home here. Mr. Carson has a large circle of friends and especially among the employes who extend a welcome to members of his family.

There is a very bright prospect for business this fall and winter. More cars were handled during the month of August than any month this year and a greater per cent for the first half of September exceeds that of last month. The promptness in which cars are handled is exemplified in Trains 131 and 135. Cars in these trains are delivered to connecting lines on record time. C. G. A. Train No. 37, consisting of steamer freight for western points, makes a direct connection with 136 at the Thomas yards.

### Fuel Meeting Held at Cape Girardeau

By Ralph Mattocks, Chaffee, Mo.

With thirty-eight men present, a splendid fuel meeting was held at

Cape Girardeau the latter part of August. This was the first meeting of the kind held at "The Cape" since the revival of fuel meetings on the River Division and the attendance speaks well for those in charge, particularly so since the plans for the meeting were made only a few days in advance.

As an example of the benefits derived from the meeting the following from A. L. Philipson, engineer, is cited. Mr. Philipson says:

"I hope you can provide some way of having regular fuel meetings at Cape Girardeau. You no doubt noticed there were but three or four enginemen present. I believe the greatest saving of fuel can be accomplished in the engine cab. A few wasted lumps of coal make a few wasted scoopsful and so on to the top. Considering valves square and properly lubricated all blows and leaks kept down to a minimum, draft appliances adjusted to burn a good, level fire, a good open nozzle and a throttle worked as lightly as is consistent, all go to the saving of fuel. You can readily see that this stops and starts in the cab. The point is, bring us enginemen together, if only a few at a time. The display on fuel saving at "The Cape" certainly brings great credit to those who conceived it, but the thing that now remains to be done is to place a mental picture of it in the mind of each engineman. By bringing a proper understanding of this to the engineer and the fireman, a great many shovels of coal can be saved."

The day was spent in discussion of fuel-saving problems and some splendid talks were made. It was felt by all present that much good had been accomplished and that this was, after all, only the opening gun of the campaign.

### Chaffee, Missouri

By J. D. Allison, Reporter

General Foreman W. H. Brooke and Division Engineer D. E. Gelwix, accompanied by the inspectors made the annual bridge and building inspection of the River Division last month. The inspection included an unusually heavy program this year and consumed about two weeks.

For the 1923 program, the River Division has outlined 15 ballast deck bridges, four of these being completed and several more under construction. It is hoped by this division to have several bridges of this type completed next year.

W. H. Pryor, water service foreman, advises that he now has all of the water treating plants on the di-

vision in operation. He has this year, installed at practically every water service station, a treating plant of some kind.

The M. C. Murray Construction Co. have contracts to make concrete boxes through ten bridges on the St. Louis Sub-division. This work is now under way and when the engineering is completed the filling of these bridges will begin. By continuing this work it is hoped eventually to entirely get away from the use of wooden bridges.

### Dora, Ala.—"On the Frisco"

By F. M. Scott, Reporter

Conductor Ralph Connell has returned to work after a three-weeks' honeymoon. Congratulations.

Conductor Tom McCabe is again on duty after a vacation period in Florida, where he spent a part of the time with Fred Lee, formerly agent at Dora.

Conductor M. W. Reese has sold his home in Dora and has moved to Birmingham, where he is exercising his seniority on the Birmingham board.

Conductor Oscar Clay has returned from a visit to Chattanooga, where he, with his family enjoyed a pleasant vacation.

Bill Clerk V. E. Morgan was initiated into the Grotto at Birmingham recently and is still eating from the sideboard.

Yard Clerk Rudolphus Cooper won third prize at the Birmingham Grotto for the greatest number of applications, said prize being a watch chain.

Conductor J. Y. Boyd is off for a sixty-day vacation, visiting his sister in the New England states.

The Frisco has installed a bath house and the new service is greatly appreciated.

A baby girl is a late arrival at the home of Engineer and Mrs. Walter Connell.

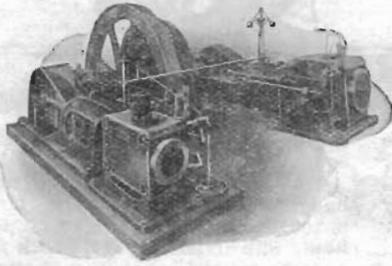
Conductor Robert Weeks relieved Conductor Joe Roberson on the "hole" job for several days. Bob says he would like the job regularly that he might live in our midst.

Third Trick Operator Haughton has returned from his vacation during the period of which he was relieved by Miss Nell Bartley of Quincy, Miss.

Operators Leroyce Borders and F. M. Scott say they cannot afford a vacation at this time, but hope to take one some day.

Warehouseman M. V. Edwards, who bid in a job across the river, was relieved by Martin Bolen, who arrived from Seymour, Mo.

Several brakemen were placed on the board at Birmingham and two of

**BIRMINGHAM****MERCHANTS INVITE FRISCO  
EMPLOYEES' PATRONAGE****HARDIE-TYNES MANUFACTURING CO.**

Builders of

**HIGH GRADE CORLISS ENGINES**

Heavy Duty Balanced Valve Engines, Air Compressors  
Mining Hoists, Heavy Castings  
Special Machinery

**Hardie-Tynes Manufacturing Co.**

BIRMINGHAM, ALA., U. S. A.

*Farmer - Cannon  
Jewelry Co.*

*Official Watch Inspector*

318 North 20th Street

BIRMINGHAM - ALA.

**A. E. CONYBEAR**  
CHOICE MEATS - QUALITY GROCERIES  
*Correct Weights and Courteous Service*  
Main 7034 826 No. 19th Street  
BIRMINGHAM, ALA.

Fort Scott, Kansas  
Reid Darling, Reporter

M. E. Walsh, who has been chief clerk to agent at Miami, Okla., was recently appointed agent at that point vice J. H. Douglas, promoted to the position of division freight agent with headquarters at Joplin. With the position these fellows have now the Frisco can look to receiving more of the ore movement than has ever been handled. All that is necessary is to provide the equipment and they will get the business.

D. L. Johnson, day ticket clerk at Fort Scott is attending a meeting in Oregon of the Association of Railway Ticket Clerks, and is being relieved by Extra Clerk A. L. Carruthers.

B. H. Carter, formerly agent at Liberal, has been installed as agent at Mulberry, Kans., vice G. H. Gilbert, resigned. Mr. Gilbert served in that capacity at Mulberry for a number of years, and understand is now in business for himself. Mr. Carter is a first class agent and we can look to more than the usual amount of business from there.

W. R. Thorpe was just recently installed as agent at Iantha, Mo., made vacant by P. G. Cavanaugh, who was agent there for a number of years being assigned first trick operator at Pittsburg, Kans. Iantha, besides being a station that produces more than the usual amount of business done at similar points, is a heavy hay loading point.

Pat Herd, roadmaster at Carl Junction, Mo., is taking a much needed vacation. His duties are being looked after by one of his foremen, also by Division Engineer Harry Busch.

Roadmaster W. I. Elliott of the Afton Sub-Division, is also taking his vacation, his work being looked after by Roadmaster Peters.

Earl (Doc) Shumaker has been assigned to a timekeeping position in this office, vice Timekeeper Sandford, who will go to Memphis as completion report clerk.

Miss Nell Richardson, stenographer to Assistant Superintendent Hesser and Leiro, has returned from her vacation of about three weeks, spent in Colorado and other points.

Miss Gladys Roth, stenographer to Chief Clerk T. W. Moreland, is vacationing also, and is expected back about October 1st.

R. H. Hubbert, the popular main line trainmaster, with offices at Fort Scott is back after spending some time back east.

Mr. Brown, our superintendent who is taking a thirty-day vacation in the east and southeast, is expected back about October 5th.

Harry Wilson, trainmaster at Joplin, is away on vacation and his duties are being taken care of by Assistant Superintendent Moran and George Bailey.

J. G. Lorton, out of the general manager's office, is here checking up the car situation, also two representatives from Car Accountant Johnson's office, looking into the movement of cars in the larger yards.

**Fort Worth, Texas**

By Ben B. Lewis, Reporter

Boys, meet our Kom-tou-ee-ter Bew-Row! The "Bew" stands for beautiful, and they sit in a row.

Here's the boss lady, Jessie Arterbury, brown haired, sorting out your work and anxious to get the total correct. There's black-haired Mattie Pitchford, not quite seven foot high, and a devotee of Collier's Photoplay and Hearst (outside of office hours, of course). This yere next lady is Gladys Horton, sumpin' over four foot four, and ain't bobbed her auburn locks

the Dora boys who were cut off are back in service. Ted Maize and John Ward are now making the Frisco their meal ticket. We trust Ward is a better brakeman than a ball player.

Brakeman Hubert Hartley has been ill and we extend the hope that he will soon be able to return to service.

Section Foreman Wright of Sipsey was a candidate for the Grotto last month and is now a full-fledged member. He has also purchased a new automobile.

Poor Willie, the station porter, is a happy colored boy these days. The United States mail is let out on contract and now Willie can give all his time to the aiding of the warehouseman. He also visited his brothers in Chicago recently.

Business increased greatly during July. There were 2,283 cars of coal loaded in this district and in the month of August, 2,469 cars, an increase of 186 cars.

It has just come to our attention that the yardmaster is saving his nickels and dimes. He said, in answer to our question, that it was for dressing. But for whom?

Dora is "some" town. Come and visit us. There are more comely women here than in any town its size on the Frisco. If you doubt this, make us a visit.

**AMORY****BANKS AND MERCHANTS WHO SEEK  
FRISCO EMPLOYEES' PATRONAGE****GILMORE-PUCKETT LUMBER COMPANY**

(INCORPORATED)

MANUFACTURERS AND WHOLESALE DEALERS IN

**AMORY, MISS.**

WE MAKE A SPECIALTY OF

## RAILROAD AND BUILDING MATERIAL

It's not what you have made  
but what you have saved that  
takes care of you when sick  
or out of employment.

Save at least a part of your  
earnings and deposit  
with us.

*We will appreciate the  
business.*

**BANK OF AMORY  
AMORY, MISS.**



of sixteen ten-thousandths of a mill.

Efficiency? Boy, howdy. Couldn't  
bulldog a steer any quicker than that!

It's a shame I can't introduce the  
whole gang, but if you'll be patient,  
I may get around to it later. They  
say a fellow always puts his best foot  
out first. Well, I'm putting out eight  
of our best, if not our biggest feet,  
first; and while these young ladies  
may be termed the creme de la creme,  
I am holding in reserve several more  
cremes who are also considerably de  
la. On the other hand, we have in  
our midst several, if not many bald-  
headed and curly-headed boys of the  
masculine gender, who are average  
to middling good fellows, when you  
rub their fur the right way. Some  
of the bald-headed ones are married.

Jose Blanco, commonly known as  
Joe White, is going to explore the  
wilds of Mexico on his vacation, chap-

**W. J. RIEVES**  
*Meats and Groceries*

Cumb. Phone 25 Ind. Phone 183  
**AMORY, MISS.**

eroned by R. D. Ward. The boys are  
not going to carry any offensive wea-  
pons except army rifles, six-shooters,  
sawed-off shotguns and Bowie knives.  
As a measure of pure self-protection,  
they will tote two gallons of corn lik-  
ker. They figure maybe the resump-  
tion of diplomatic relations took like  
a weak vaccination.

Johnnie Freeman would rather play  
penny ante than eat. But he got mar-  
ried a few weeks ago, and his wife  
makes him eat.

Bub Ward says it tickles the boss  
to see him loaf; that the less he does  
the better the boss likes it.

Bub pays overcharge claims—when  
he can't get out of it.

Henry Keller inadvertently let one  
end of his adding machine paper drift  
out of the second-story window on the  
east side. A passing newsboy, scent-  
ing a tip, picked it up and carried it

yet. Now then, shake hands with lit-  
tle Rose Swanger, redhead (can't say  
about the temper—kinda scared to  
commit myself). All of them quiet,  
modest, quick to smile and say "Good  
mornin'."

Nimble fingers click the keys like  
a light engine clicks the rails going  
down grade in the Ozarks, without any  
brakes and the engineer stealing ap-  
ples in an orchard five miles back up  
the line.

Clickety—clickety—clickety—bump!  
Here, mister, you done made an error

# FORT SMITH

BANKS AND MERCHANTS WHO SEEK  
FRISCO EMPLOYEES' PATRONAGE

## MERCHANTS NATIONAL BANK

"SINCE 1882"

FT. SMITH, ARK.

*We Want Accounts of Railroad  
Men*

around the block and up the north stairway, the ribbon trailing behind him, while Henry continued to pull the crank.

Henry estimates that, in balancing the advances and prepay accounts, he uses three thousand, seven hundred and sixteen miles of perfectly good adding machine paper every month. (Don't let Lorimer get wind of this or he'll make us print it on both sides.)

### HAVE YOU SEEN THE NEW BUICK?

If not, stick around the auditor's office until after five, some evening, and you'll see one. W. S. Hutchison rides it.

NOTE—Don't let this fellow kid you about that golden tie which ties the Texas and Oklahoma divisions of the Frisco together; nor about the big star that welcomes folks to the Lone Star State via the Frisco. They're like the equator—mostly imaginary.

But listen, Headquarters, WHY should they be IMAGINARY?

### Ft. Worth

#### HOWLS OF A TEXAS COYOTE

#### OUR OCTOBER ISSUE

By Ben B. Lewis

Hello, Mag! Glad to see you! Yore cover shore looks good. Ole 1501 plowing through that Frisco symbol, breaking the news to the wide, wide world; bearin' the tidings of Frisco prosperity, which means folks along the right-of-way and contiguous territory, as well as employees. She tore through that front page, leavin' a hole pretty near clean across; and the outlines of that aperture reminds me, by a long stretch of imagination, of the map o' Texas. Roy, howdy! Some grand old state!

And that's the only reference, so far as I can find, where the Frisco Lines in Texas were officially recognized and properly sub-divided. Oh, well, we got on the front page, any-

## The Goldman

Fort Smith, Ark.

The Hotel with a Personality

Fireproof. All Modern Conveniences.  
Our Bus Meets All Trains.  
Rates \$1.50 to \$3.00. S. C. FULLER, Mgr.

how, even if we were disguised as a hole.

I'm readin' you, Mag. Let's see yore stuff!

Look at them tables of content! Man alive! That's got the makin's of a first-class, meal. Subscription rate \$1.50 per annum every year—for outsiders Ain't I glad I'm inside, lookin' out!

Simmer down, son—here's a picture: "Our President." Hm-m-m-m-m! Didn't know he looked thataway. Dern fine lookin' man.

Why, daggone my time, here's a letter from the big boss himself. "Cordially." Derved if I don't believe he means it, too! Which being the case, why, here's right back at you, sub; and every man jack will say the same, down in his heart.

Ozarks! Sounds like the trail of the lonesome pine. Comin' up there next summer. Want to see "The fairest spot of all the earth designed!" There's one poet never seen Texas nohow. Plenty of Ozarks in this book—but then, mebbe there is plenty of Ozarks.

How Freight Claims Effect—Affect the Revenue, by John L. McCormack. Somebody misspelled a word on you, John, in the third line. Some of these dern claims affect the revenue like taking the stopper out of the bathtub, on Saturday night. "Handle freight as if it were your own property." Honest and sound advice. Unless you are talking to one of these wild-eyed Ford owners. Them fellers don't give a hang.

New Insurance Plan Protects Employee, says G. L. Ball. Always get serious when that subject comes up. Life and death. Kinda prefer life, but gonna go, gonna go some o' these days. (Solicitors, lay off! I'm loaded to the hilt—and some of it's Frisco insurance.)

Products "Made on the Frisco," by Geo. W. Green and others. George, let's me and you rearrange yore list: Automobiles, benzine, gasoline, grease, lubricating oils, machinery, motors, tires, cigars, bottles, chemical elements, bandage cloth, coffins and caskets, monuments ... .. Varnish, vinegar, white lead, wood alcohol (Some recipe) ... .. Shirts, shoes, soda crackers, grape juice (What more does a man want?) ... .. Overalls and washing machines! Pig iron and packing house products! Phenographs and dynamite! How often

have I wished for dynamite! Interesting industries, I'll tell the world!

And interesting articles in the Mag. Boy, look at those apples. Turn a page, quick! Haven't had dinner!

Double page of little Frisco folks—doggone my time! Ain't them geolorious kids, though? Intelligent, too, by golly. Sturdy Americanism. Shore is one grand bunch!

"Why Girls Remain Single," by Miss Charlene Willard, 30 (I mean, you'll find it on page 30, October issue). Miss Willard says: "Many a girl is single today because she couldn't stay awake while a man talked about himself." Why suttin'ly. The pore gal done wore herself plum out talking about herself, before the man ever got started. Naturally, she was too sleepy to listen to him.

"It is claimed, if a sprig of parsley is dipped in vinegar and eaten after an onion no unpleasant odor from the breath can be detected." Provided you walk seven miles from the party you are breathing at, and blow yore breath down a well. Where in the samhill are we going to get a sprig of parsley at, anyhow?

"A teaspoon of lemon juice in a small cup of black coffee almost always relieves a bilious headache." But what if you haven't got a bilious headache?

"A cloth wrung out in very hot water and applied, often will remove discolorations from bruised flesh." Some of these days I am going to try to wring out a cloth in very hot water. Heretofore I always took the cloth out of the water before wringing it.

"Benzoin rubbed freely on the edges of a carpet is a sure preventive of moths." Texas moths don't eat carpets, nowhow. They prefer pants.

"Frisco Family News," readable and interesting. Left out the "poor relation," of course. Pore old Texas. Howsomever, we're a comin' up the trail likety-split. Can't leave us out forever!

More ads! Good work!

And last, but not least—"Service by Fred Harvey!"

Take her all around, she's a rip-nortin' magazine, and one all Frisco folks can be proud of (even in Texas).

So long! Save your Mag. and I'll tell you what I think of our November issue. (But keep what you think about me to yourself.)

### Monett News

Miss Jessie Hall, Reporter

Our lady bill clerk at the East Yard Office, working from 4 P. M. until 12 A. M., has been especially faithful in her duties for the past five years, but it is now rumored that a Ford coupe is beginning to be almost as interest-

## Monett Merchants Invite Frisco Employes' Patronage

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Ready-to-Wear Dry Goods  
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### Durnil Dry Goods Co.

MONETT, MO.

Our Bargain Basement Store

The Bargain Center of the Southwest

### I. X. L. GARAGE

R. W. SHIPLEY

Auto Salvaging

Ford Repairing a Specialty  
Oils and Grease

Call and See Us

45 Rooms—24 with Bath European Plan  
Steam Heated  
Rates Reasonable

### The Broadway Hotel

NEW—COMPLETE—MODERN  
Popular Priced Cafe in Connection  
MONETT, MO.

California, Washington and Oregon. He says he is very proud to be a member of the Frisco Family, for in his observation, from Missouri to the Pacific Coast and return, the Frisco ranks among the best.

Recently this item appeared in the Monett Times:

"Our genial agent, Mr. A. T. Brown, is the owner of a large sand hill near Pacific, Mo. This sand hill has been given a government test and found to be 99.7 per cent pure silica. Owing to the purity of this sand, Mr. Brown has just closed a contract with 'Andy Gump' to furnish all the sand for the manufacture of the 'Gump-Hepwing' mirror-brush combination, which will shortly be put on the market."

Just one other thing to be proud of — to think one of our railway brothers is personally associated with the distinguished and nationally known Mr. Gump. Understand Mr. Brown now spends all his leisure time on the banks of Spring River, studying the art of angling as some of his intimate friends say he has been invited to spend his vacation next year at "Shady Rest," with Old Timer and Andy.

Effective August 1, 1923, a pension was allowed Switchman William Shea. Mr. Shea had been in the service of this Company since January 11, 1902. During these many years, Mr. Shea made an unusually enviable record as he never cost the company one cent of money in the way of accidents, either personal injuries or damage to equipment. He is now making his home with his daughter in East St. Louis, Ill. Everyone misses "Bill" more than a lot, but we all extend our very best wishes to him and hope he is enjoying the rest he so much deserves.

The Railroad Y. M. C. A. Educational Department, under the leadership of Engineer R. B. Kyler, chairman; E. E. McGuire, superintendent of terminals; W. G. Hall, assistant master mechanic; W. H. Gimson, general roundhouse foreman; A. T. Brown, general agent and R. G. Kaufman, general car foreman, met on Tuesday, September 25, to arrange the entire program for the fall and winter work.

One club of employed boys over sixteen years of age has already been in progress for several weeks. Other clubs will be started at once for shop men, clerks, track men, express em-

### Logan D. McKee

Drug and Book Store

Phone 15

MONETT, MO.

ployes and correspondence school pupils.

In addition to the above, a series of talks are being arranged on Book of Rules, Air Brakes, Fuel Economy, Safety First, Freight Loss and Damage Claims and First Aid.

In past years these clubs have proved to be very successful as many men who have taken an interest in them will testify.

### Sapulpa Mechanical Department

Leonard A. Wright, Reporter

R. F. Hanna, road foreman of equipment on the Creek and Sherman sub-divisions, is back on the job again after an absence of nearly a year, on account of ill health.

The monthly fuel meeting was held at Francis, September 18. Due to the absence of C. H. Baltzell, B. P. Myers acted as chairman. The purpose of this meeting was to reduce the fuel consumption on the Creek and Sherman sub-divisions.

B. P. Myers, master mechanic and D. W. Lilley, general foreman, car department, assumed their new duties on September 8, succeeding E. A. Shull and W. E. Kimbrell. The retiring officers were each presented with a very handsome gift from the employes of this department.

S. G. Manlove, road foreman of equipment on the Cherokee sub-division, has just returned from a thirty-day vacation.

In the last issue, Miss Charlene Wildard of the Springfield Claim Department says the reason so many girls remain single is because they can't stay awake to hear a man talk about himself. L. B. "Speedy" Reed, shop accountant and an eloquent talker, says he has never had a red-headed "gal" go to sleep on him.

At the last meeting of the clerks, a rising vote of thanks was given H. E. Sullivan and C. F. Husted for the interest manifested by them in the welfare of the employes of our department.

### Telegraph Department Springfield

W. C. Rogers, Reporter

The summer vacations are about over, which is going to make it hard for the reporters.

Messrs. Brennan, Linster, William-

ing as her work. In fact, she has been laying off a good deal more than usual, this past summer. Of course, that will be alright so long as the coupe keeps off the roads leading into Carthage, Cassville or Mount Vernon.

Lena Bell, bill clerk at the Freight Office, Jessie Hall, stenographer for the superintendent of terminals and Bess Lea, cashier at Rolla, enjoyed a delightful vacation trip through the West this past summer. They visited all points of interest in Colorado, took the Yellowstone Park trip and returned via Chicago. As these three ladies have been in the Frisco Family for the past five years they were furnished transportation for the entire trip. They are more than glad to be included in the Frisco Family on account of the many advantages they enjoy.

The oldest clerk in point of service on the Eastern Division roster is Albert M. Trimble, cashier at the Monett Freight Office.

Mr. Trimble entered the service of the Frisco Railroad, November 14, 1889, at Peñon City, Mo., as helper, at the age of sixteen years, serving in the capacity from helper to acting agent until September 27, 1911, at which time he was transferred to Monett to assume the duties of cashier. Aside from four months spent in Pittsburg, Kansas, working under C. H. Claiborne, then agent at that place, his thirty-four years of service have been spent in Peñon City and Monett.

Mr. Trimble has only been off duty once on account of illness and enjoyed his first vacation in sixteen years this past summer when he and his wife traveled through Colorado,

# SPRINGFIELD

BANKS AND MERCHANTS WHO SOLICIT  
YOUR PATRONAGE



## Union National Bank SPRINGFIELD, MO.

It has continuously run stronger in available cash since its organization than any other bank in the State of Missouri, comparing it with banks as large or larger, its losses since organization being practically nothing.



## The Peoples Bank

of Springfield, Missouri

*We Appreciate  
Your Business*

OUR MOTTO  
COURTESY, FAIRNESS  
AND EFFICIENCY

We solicit your business. Offering you all the service consistent with good, careful banking.

## The Citizens Bank

JEROME O'HARA, President  
ED. V. WILLIAMS, Vice-President  
TOM WATKINS, Cashier  
E. J. ADAMS, Assistant Cashier  
T. W. WATKINS, Assistant Cashier

SPRINGFIELD, MO.

220 E. Commercial St.

## McNIER Furniture & Carpet Co.

6 Floors of Fine Furniture

217-219 East Commercial  
SPRINGFIELD, MO.

Mr. Prugger, millwright, has just about completed the setting up of all machines.

When this mill shop is completed, Enid will have one of the best equipped car yards on the Frisco Railroad, and with our reputation for building cars at less cost than most any other point on the system, we believe the cost will still be reduced.

Fuel conservation meeting was held at Enid, August 29th. This was one of the best attended and one of the most interesting meetings ever held on this subject at Enid.

In the absence of W. H. Bevans, superintendent, Mr. Forster conducted the meeting. Visitors present were Robert Collett, J. E. Whalen, and R. E. Dunn of the fuel department.

The meeting showed quite an interest taken in the conservation of fuel, engineers and firemen making very good talks, which showed they were greatly interested in holding oil as a fuel on the Western Division.

Collett made a good talk on the question of fuel saving, bearing on the relationship of the reverse lever to the injector. In his talk he explained fully that some points at times past where there was a demand for larger injectors, that by careful study on the part of the engineers, it was found that No. 8 injectors would spread sufficiently, working at about one-half capacity. It was quite a revelation at time the tests were made and this was brought to the attention of the engine crews at Enid—of the possibility of plenty of steam necessitating the hooking engine back into shorter cut off, did not exist and unknowingly engine was working at longer cut off at expense of fuel pile.

N. B. Wright, fireman, gave a very interesting paper, showing consumption of fuel by different trips which proves that the men are more than interested in the conservation of fuel.

son and Musgrave are in Colorado Springs, attending the meeting of the Telegraph and Telephone Section of the American Railway Association.

Why is it that all new tracks are constructed on the same side as the telegraph line? Musgrave says it is done so the telegraph poles may be used as center stakes by the engineers.

Arthur Erke, the sherk of the Telegraph Department, is spending his vacation in Colorado.

## Springfield Western Division Mechanical Department, Enid

By Miss Ila Williams, Reporter

W. J. Foley, master mechanic, returned to work on September 4, after a month's vacation spent in California. Mr. Foley was accompanied on his trip by his wife and three boys.

John Forster, mechanical inspector, Springfield, has been in Enid for the past month, acting as master mechanic in the absence of Mr. Foley.

L. H. Gomer, general foreman, Enid, and wife spent the month of September in Havana, Cuba.

R. H. Snodgrass, chief clerk to the master mechanic, accompanied by his wife and daughter, Henrietta, spent several weeks visiting points of interest in Colorado, Utah and Washington. Mr. Snodgrass spent a good part of his time fishing and reports catching one seven-pound trout.

Frank M. Crookes, timekeeper, has been transferred from Springfield to the master mechanic's office at Enid. If you have any more at Springfield like Mr. Crookes, send them down.

E. B. Easley, messenger for the express company, died suddenly August 13, while on his vacation visiting at the home of his parents at Independence, Kans. Mrs. Easley is round-house clerk at Enid.

A. R. Warren, division foreman, Bessie, Okla., wife and two daughters, have returned from an extended trip through the East.

The Oklahoma air seems to have a peculiar effect on some Kansas people. Frank Meidell, chief clerk to the division storekeeper, recently transferred from Wichita, found it necessary to take unto himself a wife almost immediately after coming to Enid. What's the matter, Frank, were you afraid the Oklahoma girls would kidnap you?

W. G. Busch, traveling welder foreman, was in Enid on August 30, welding cylinders on engine 644, and at the same time training employees so they will be able to handle this line of work without calling for men at outside points. That is the aim of the staff at Enid—to be self-sustaining.

The erection of the new mill shop at Enid is almost completed. It is expected to be in operation September 5.

C. S. Carpenter, electrician, is now stringing cables for the electric power.

It is the intention to erect a bulletin board with reference to fuel conservation, placing all notices and different articles on that question in one place for the benefit of the employees.

Promises were made for a larger attendance next month.

On August 18th the Frisco employees of the shop crafts held their first annual picnic at Carmen, Okla., requiring a special train of five cars to accommodate the large number attending.

The day was spent in various forms of sport, such as a ball game between the car department and the roundhouse. The league baseball was sent to the employees by Mr. H. L. Worman, superintendent of motive power, with his autograph on it.

**Traffic Tips—a Record of Employees**

Enclosed in each copy of the magazine will be found a postal card which it is desired shall be filled in and sent to the Traffic Department. Each employe must at various times receive information as to routings, shipments and movement of traffic which must be immensely valuable. The Frisco Lines are desirous of giving due credit to employes who obtain new business, whose watchfulness in this respect is but added proof of their known loyalty.

Fill in your postal card. It will help you and help your railroad.

Assistant Superintendent of Motive Power Moore pitched the first ball, which General Foreman Gomer struck foul. Mr. Moore gave Mr. Gomer four balls, which entitled him to a base on balls, but Mr. Gomer was so interested with his "comrade in crime," Mr. Ferguson, and was looking to see if Mr. Ferguson caught the ball and forgot to run to first base and was put out. It always pays to watch your own knitting.

The most interesting event of the day was a flat-footed race between Mr. Ferguson, general car foreman, and Mr. Gomer, general foreman of shops. Mr. Ferguson is now complaining of sore feet—not only sore feet, but cold feet, so you can imagine who won. It is understood by the writer that Mr. Moore, assistant superintendent of motive power, who witnessed the race, is now on the hunt for a competent trainer for Mr. Ferguson and is seriously considering Bill Kimbrell of Sapulpa. This account of Mr. Ferguson being the only disgrace the car department had, all other entries winning from their opponents in the roundhouse.

In the boxing contest Mr. Davis, boiler foreman, was bested by Mr. Bentley from the car department, it being almost necessary to send Davis to the shop or hospital for a general overhauling when the contest was over.

Plenty of eats and drinks were served; music was furnished and all seemed to enjoy themselves.

**Springfield Freight Office**

Ms. Elizabeth Johnson, Reporter

Audie Mitchell, chief yard clerk, has returned from a three-weeks' visit in the East.

Misses Verna Jones, O. S. D. clerk, and Mary Larkins, secretary to Mr. Smith, agent, spent Sunday in Kansas City.

Mr. Mills, chief clerk, spends most of his time fixing and refixing his radio. He and Mr. Boyd, the platform foreman, are our radio fans.

Helen Finley has left our midst and will soon venture into the deep seas of matrimony. We all wish her much happiness and success.

Miss Elva Evans still insists upon picking up all the stray cats and dogs and brings them to the office.

Oswald Rainey, yard clerk, has purchased himself a new Moon car. He was an hour late the other day—he just couldn't get the starter to start.

Mill Myrtle Pearson, O. S. D. clerk, and Mrs. Elizabeth Johnson, expense bill clerk, are planning to spend the first of October in St. Louis.—Editor's note: Come on, girls, we will be glad to see you.

Francis still waits on the corner by "Reps." Wonder why?

Mrs. Dickerson and Miss Besse Jones don't like to bill freight this time of the year. Business is too brisk.

W. C. Smith, agent, accompanied by his wife, will leave Friday night for a visit in the East. They will visit Philadelphia, Atlantic City, Reading, Pa., and Washington before returning home.

**Freight Offices, Springfield, Mo.**

By Elizabeth Johnson, Reporter

Misses Blanche Handley, Myrtle Pearson and Verna Jones spent pleasant vacations and are once more at their desks. Miss Handley visited in Portland and Marshfield, Ore., also in Boise, Idaho, and Denver, Colo. Misses Pearson and Jones spent a month with friends in Denver, Los Angeles and San Francisco.

Francis V. Bevier was to have spent a few weeks in the West, but instead, decided to remain at home and invest his vacation savings in a new sport model Dodge. He did, and now we all stand by and envy him as he drives by. But then, perhaps, some day we will be chief claim clerk.

Oswald Rainey and wife have returned from a ten-day float down the White River. Mr. Rainey reports a fine catch of fish and exhibits the photographs to prove his statements.

Audie Mitchell spent a two-weeks' vacation on and around the Great Lakes.

Our sealing clerk, George Willey,

**A. G. MEIER & CO.**

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CAPS**

A. G. MEIER, Prop.  
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205 W. Monroe Street  
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**Machinery and  
Machine Shop  
Supplies**

**The New York Air  
Brake Company**

Manufactures the

**STANDARD AIR-BRAKE  
EQUIPMENT**

GENERAL OFFICES

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WORKS

Watertown, New York

Reliance Customers always  
get what they want, when they  
want it. Write or Phone Us.

"The Fastest Growing Engraving Organization  
in the Middle West."

**Reliance Engraving Co.**  
Engravers Artists Electrotypers

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## ROGERS

ADVERTISERS WHO SEEK FRISCO  
EMPLOYEES' PATRONAGEOZARK TIE  
COMPANY

ROSCOE C. HOBBS, President

ROGERS, ARKANSAS

We  
Help  
Make  
the Frisco  
Safe

has been making several week-end trips to St. Louis.

I. D. McCullah, our "apple king," spent his vacation on his farm near Marionville, picking apples.

Our platform has won the efficiency pennant every time this year. Mr. Boyd, platform foreman, is very proud of this record as well as many others which have been established.

## General Offices, Springfield

Orville Coble, Reporter

## THE CONSCIENCE FUND

A file unusually full of human interest is the one indexed "Conscience Fund." A great many people at one time or another defraud the railroad, and some are afterwards moved to make restitution.

One of the most frequent cases is where someone who has bummed a ride desires to pay up. Often the occurrence was twenty-five or thirty years ago and some trouble is experienced in ascertaining the amount due. Occasionally a mother who has palmed off her child as under age repents and remedies the difference.

Another class of cases is where company material has been appropriated to personal use. A sack of coal or small tools are the usual things.

Here are two typical letters, dis-

A Good Bank in a  
Good Town

Let Us Serve You

American National Bank  
Rogers, Ark.

guised to prevent any possibility of recognition:

"To the Frisco superintendent.

Dear Sir:

Some 27 or 28 years ago while camped in Arkansas I took a sack full of coal off of a Frisco car for which I feel condemned and now I want to fix it up. The coal was worth about fifty cents. Will gladly send the money just as soon as I know the right place to send it."

"Some few years ago I and another boy 'bummed' our way on the railroad. Since then I have given my heart to God and feel it my duty as a Christian to make restitution as far as it lies in my power. So am enclosing \$1.00 which I feel will fully pay for the distance under the two-cent rate that then prevailed. Trust you will accept it as such, I'm so glad God led me in this way. The other boy died as a "high jacker" only a few days ago."

Springfield Master Mechanic's  
Office

Millard F. Brown, Reporter

Our master mechanic, J. L. Harvey, has returned from a thirty-day vacation spent in Texas and other points.

No wonder you can't call North 42 during the noon hour. We understand our assistant general foreman has the lines leased leading to Room 200, Frisco Building.

J. J. Collins, chief clerk to the shop superintendent, had chicken for dinner today. Guess that will be the topic for discussion for a few days to come.

J. W. Surlis, formerly of the Grant Locomotive Works at Houston, Texas, has been appointed shop superintendent of the North Shops, vice B. P. Myers, transferred to Sapulpa as master mechanic.

G. A. Moore, timekeeper, has moved into his new home on Myrtle Street. Here's hoping that Eleanor gets him up early enough to get to work during the cold winter mornings.

George McKenna, formerly chief

clerk to the assistant master mechanic at Monett, has been transferred to Chaffee, Mo., as chief clerk to Master Mechanic B. G. Gamble.

George D. Alford, our distribution clerk, says the latest in toggery at the present time is wearing a bow tie the same color and size of his mustache. He is leaving this P. M. for Ft. Smith, Ark. Here's hoping the style changes before his return.

Malcolm H. Cruise, formerly employed as roundhouse clerk at the North Roundhouse, has been promoted to chief clerk to the assistant master mechanic at Monett. We all wish him the very best of luck and success in his new venture.

Edward A. Baron, our handsome file clerk, says he is lost since the baseball season is over. He was one of the star rooters, always on the job.

We wonder why Miss Watts, our distribution clerk, is always attracted by the bell of a certain engine passing.

Here's hoping the chief clerk, Chas. Thompson, has learned the difference between potatoes au gratin and hominy. Better look out, Chas., for these big names appearing on the bill of fare, they sure will fool you.

Two of our promising stenographers, Misses Turner and Grisham, are the proud possessors of beautiful rings. The dates have not been learned, but we are advised that two machinists are the lucky ones.

Carl Keiser, the "Vaseline" of our department, sure is there when it comes to fooling the people. The other day we heard an awful noise which sounded like a boiler had blown up, but, after looking out of the window, found it was only Carl trying to start his Ford.

Don Fellows, our shop accountant, outside of his many duties, has a dairy and manages to keep the office force well supplied with milk, which sure came in handy during the warm days of the summer. Understand from him, the wife can't be beat when it comes to making hot chocolate. Here's hoping we have a chance to sample some in the near future.

Sorry this office was not represented in the first issue of the Frisco Employees Magazine, but will promise that we can be depended upon from now on to furnish the news of our department.

Springfield Mechanical  
DepartmentMiss Martha Moore, Editor  
AESOP'S FABLES

(With due apologies to Aesop)

Did you ever run into a crabbed bank cashier? Well, the writer witnessed a very amusing and quite comforting incident. A long line stood in front of the cashier's window, waiting while a little man cashed a check,

and he was having quite a time being identified. The cashier scowled with impatience as to delaying the line and finally the little man got the check cashed and stepped away from the window perhaps a step to count the money. After counting it, he turned to the lady who was being waited on and asking her pardon addressed the cashier:

"Pardon me, sir, but I believe you have made a mistake. I—"

He was cut short with a curt answer and a downward sweep of the hand by the cashier, who said, "No mistakes corrected after you leave the window."

The little man looked at him for a second and then said: "Alright, Buddy, thanks for the extra \$10."

Needless to say, the cashier looked as though somebody very near had poured a tea kettle of hot water over his head, and he looked longingly after the little man who walked away, entitled, without question, to the \$10.

Moral:

Don't grumble and scowl,  
Be patient and sunny,  
It will save you time  
And sometimes money.

Miss Elizabeth Blake, stenographer in this office, is spending her vacation with her mother in Stockton, Mo.

Miss Mabelle Campbell, file clerk, has left for California to visit her family. Every year she goes, we tremble till she gets back, but she hasn't forsaken us for the movies—as yet.

G. E. Burkholtz, traveling boiler foreman has just returned from his vacation of a month which he spent in Springfield, his home. He reports a good coat of tan and a fine rest.

L. A. Toupin, gas and motor car inspector has been transferred to the Mechanical Department from supervisor of gas engines. His headquarters will be in Springfield.

Lloyd Lamb, locomotive clerk in the General Office, has returned from his vacation. Lloyd says he went fishin'. Didn't say how many he caught.

Perhaps every office has in it someone especially talented or someone who is very interested in some special subject and upon whose judgment we rely, but we doubt if there is another office, except ours, who can boast of a "weather man." Of course, we don't always stop to think of it, but the weather governs our every-day happenings to a very great extent and sometimes our disposition, especially if we plan something and it rains. However, we're always sure of knowing just what it will do for we have a man in our office who, it seems, gets direct information from somewhere in the skies, and we never plan a picnic without his advice as to the weather and no one yet has known him to fail in giving accurately just what it will do. He tells us we will have an Italian winter, which will be mingled with little cold spells, which won't last long. That certainly sounds good. This important person is Mr. S. P. Tobias, our wheel inspector and if you are in our vicinity

and want to know whether to take your umbrella or your overcoat, ask him—he knows.

The old saying, "Opportunity knocks once at every man's door" is true enough, but why only once? Haven't you heard people say, "Oh, if I only had a chance," and then they sit down and wait for the chance to come to them? Life is so full of opportunities, every day, every hour, every minute, that it takes a good man to grab off enough of the thousand to make a showing. At least that is my opinion. I'd much rather adopt the saying, "It's the little things that count," than the one first quoted, for the little tasks we do today and do right will some day be the foundation for the big thing which they start, and it is the fellow who is the founder of the little things that grew into the big thing who gets the credit. They say, "Well, he saw his opportunity and could see what it would amount to." In my opinion, it is only a question of going and getting those things and I'd name Opportunity, the man who is a "go-getter."

## F. L. & D. Claim Department Springfield, Mo.

Miss Charlene Willard, Reporter

The Claim Department can boast of possessing a first-class comedian or clown. Said clown will answer roll call by the name of Charley, Banty or Katy.

There is a way to gain flesh, a double chin, and possess a sunny disposition. Just ride to work every morning in a Hudson super-six and "let the rest of the world go by."

Our little Bohemian Mary has a pretty smile on her lips for she has just had a birthday and someone remembered her with a beautiful strand of golden amber beads.

Saturday, September 15, pay day, the sweet odor of wintergreen perfuming the air, lost bets on Firpo, June with a stiff neck and planning a trip to Joplin.

Can someone tell us who is going to make a plunge in the matrimonial sea sometime in the month of October? We think it is a certain party in the Filing Department.

Our boss has just returned from a business trip to Crystal City, Mo., down on the River Division. He can tell you all about the way they make plate glass in the works of the Pittsburgh Plate Glass Company, the largest plant of its kind in the world.

Is "Hosey" a welcome visitor around the desks of the O. S. & D. checkers?

There are a few girls in this office who read high-class literature, but seem to be a little slow about passing it around so we can all be educated or instructed.

Little Betty Jean no longer rules the House of Hindmans since Leslie, Jr., ascended the throne and is proving to be such a mighty and forceful leader and commander.

It will not be long now before the

sharp wintry winds will whip around the north side of the old Frisco Building and we all will feel so sorry for our blue-blooded Kentuckian because the bitter fight to the finish of opening and closing transoms, windows, doors, etc., will commence in earnest. Let's take up a collection and buy him a pair of ear muffs, wristlets and arctics.

Fifty years from now will you remember September 10, 1923, the day old Sol played a trick on us and "sorta kept under kivver." Some of us will be fat or thin, gray-haired, toothless, and in all probability proud grandparents.

The Ku Klux Klan have nothing on the new order of "Friscolaneous" comprising eighteen or more charter members who meet on an average of once every week. June Cruise acting in the roll of secretary and treasurer, absolutely has put a taboo on gossiping in all forms.

Cleo may be a girl from a small town, but she has big town ideas.

## Springfield General Store Room

Miss Bertha V. Reed, Reporter

R. W. Yates, stock clerk, General Store Room, and wife spent Sunday, September 16th, in Joplin, Mo. Mr. Yates left the impression on the employees at the Store Room that he was going to Joplin to visit relatives, but learned since his return that he attended the last ball game of the season—Springfield Midgets vs. Joplin team. The score was 8 to 6 in favor of Joplin. Mr. Yates reported "some game."

C. C. Meyers, stock clerk, General Store Room, and wife spent Sunday, September 16th, in Aldrich, Mo.

President J. M. Kurn, arrived in Springfield, September 18th, from his headquarters in St. Louis on a tour of inspection. With him were J. H. Brown, chairman of the Board of Directors; J. R. Koontz, vice-president, and J. E. Hutchison, general manager. They visited the West Shops, also North Shops, accompanied by H. L. Worman, superintendent motive power, and G. W. Moore, assistant superintendent motive power, Springfield.

May Yates, stenographer in General Storekeeper's Office, has returned from a two weeks' vacation spent in Murphysboro, Chattanooga

## Car Owners Wanted



—To show and sell the greatest improvement in Spark Plugs since Gasoline Engines were invented. Unbreakable, translucent core shows at a glance just which cylinders are firing.

**Beacon Life Spark Plugs**  
**You Can See Them Fire**

Just lift the hood and look. See instantly which cylinders are "dead." No guessing. No testing. Cost no more than ordinary plug. Sure fire. Extra durable. Sold only by "Paul Horn," Agents making all garage records. Exclusive territory. Write quick.  
**THE PAUL RUBBER CO. (15)**  
126 Paul Park Salisbury, Mo. Car.

and Nashville, Tenn. She reports a glorious time.

Beulah Sheppard, stenographer in General Storekeeper's Office, has returned from her vacation, which was spent in Joplin and St. Louis.

Joe Welch, office messenger and sheik of the Store Room, has departed for Pittsburgh, Pa., where he will enter college. Ben Dunlop succeeds Joe.

J. W. Walker, stock clerk, General Store Room, spent Saturday night and Sunday in Forsythe, Mo., on White River. When John returned to work Monday morning, September 17th, he told one fish story and one was sufficient.

Monday morning, September 17th, employes in Division Storekeeper's Office sat up and took notice as we thought we had in our midst a new platform foreman, but since this party was so familiar with the work we started investigating and found it was only our platform foreman, Sam H. Gaston, who had purchased a new cap and sweater coat which changed his appearance entirely. Seems as though Sam is rather "dolling up" since his wife departed for a month's vacation at St. Louis and points in Kentucky.

Quite a surprise to the employes of the Frisco General Store Room, when they learned of the marriage of Hulin L. Akridge and Lulu Humble, both of Springfield. Some say it was love at first sight—no doubt—for it was so sudden. The marriage took place September 5th, at 3 p. m., at the home of Judge Diemer on North boulevard. Mr. Akridge was formerly chief clerk to Division Storekeeper C. E. Wheatley, but is now storekeeper for the Frisco at Hugo, Okla., where the newlyweds are now located.

Noticed in the "Springfield Leader" Saturday evening, September 15th, the county recorder issued a marriage license to George E. Mutz and Pearl Turk, both of Springfield. Mr. Mutz is chauffeur for the Frisco General Store Room. The ceremony was performed at the home of the bride, 2002 Freemont avenue, at 3:30 p. m., Sunday, September 16th. The newlyweds will be at home to their many friends on Route No. 1, this city, after September 26th.

Percy Freeman, employe in Store Accountant's Office, hasn't fell out of his chair for a week.

Did you hear the story of the man's head floating down the river singing "I Ain't Got No Body?"

C. E. Wheatley, division storekeeper, had as his guests during the week of September 17th, his wife and daughter Marguerite, from Kansas City. While here they purchased a home on North Grant avenue and expect to take up their residence in Springfield in the very near future.

The last of the month is approaching and it soon will be time for the supply cars to return to the General Store Room to reload for their October trip over the system. Everyone prepare for the noise, as E. M. Fitzgerald, superintendent of supply cars,

will be here with his old sayings, such as "Bum billiards," "You're railroading with your feet," "You are either drunk or you're sorry because you ain't," etc., and everyone is hello there "Willie" to Mr. Fitz.

R. E. Drake, chief tie inspector, with headquarters at St. Louis, was a visitor at the General Store Room, recently.

P. V. Hampton, traveling storekeeper, is now storekeeper at West Store, account of the death of A. H. Gray. Mr. Gray had been in the employ of the Frisco for many years, and his death came as a shock to his many friends. He was a friend to everyone and a splendid storekeeper. We are sure Mr. Hampton will prove a success as storekeeper. He is full of pep, wide awake and always has the company's interest at heart.

Since we have a John Walker in General Storekeeper's Office, we have changed the name of Stock Clerk John Walker's name to Jack Walker. All in favor say "I." The "I's" have it.

#### HOPE FOR US FRISCO REPORTERS

Two years ago Cornelius Vanderbilt, Jr., was a newspaper reporter, on salary in New York. Now he owns a newspaper in California. This will be an inspiration to other reporters, perhaps.—Literary Digest.

Ft. Scott has gone golf crazy. They have two clubs, of which many Frisco employes are members. Manager E. E. Swafford of the Telegraph Office, has just arranged for his vacation and is going to make an intensive effort to get around the course under 125 and thinks he will be successful if he can prevail upon the green committee to enlarge the holes. It is said that Dispatchers Lee and Sappington carry an adding machine along with their other tools. It is also rumored that Dispatcher Tate has sold his cow in order that he may devote more time to his club duties. Would the cow be considered a golf widow?

C. W. Werdein, late night chief operator at Memphis, is on a leave of absence for thirty days, which he expects to spend at his home in Aurora, Mo. He intended driving through in his car, but on account of the recent rains in Arkansas, he decided it would be safer to travel by the Old Reliable Frisco. He is being relieved by Operator G. W. Chapman.

#### St. Louis General Offices

By Miss Rose Resnick, Reporter

Industrial Commissioner G. W. Green must have located a "scissor factory" along the Frisco's rails recently as he has been seen distributing small souvenir pairs about one inch in length. However, be that as it may, you are urged not to make request on Mr. Green for a "souvenir" as he informs us that the supply is exhausted.

W. F. Strain, our very deserving and labor-loving chief clerk, returned from his vacation on September 17th, appearing much refreshed and immediately plunged into his duties with that vigor and concentration so much admired by us all.

R. C. Gentry, general agent, Passenger Department, Atlanta, Ga., spent September 4th and 5th in the General Offices still wearing the smile that won't come off.

You will have to step lively, boys, if you want to keep up with some of your elders. Mr. Morrill discarded his straw hat promptly on September 1st.

Miss Blanche Ebanues, secretary to Freight Traffic Manager Butler, returned from her vacation in the Ozarks on September 10th. She says she "rested" during her vacation. Good for Miss Blanche! How few of us thus realize our limitations.

J. L. McCormack, our very able superintendent of freight loss and damage claims, dropped into see us on September 6.

E. G. Baker, district passenger agent, Chicago, apparently spent a very profitable day in the General Offices on September 6. His time was so well occupied with official tete-a-tetes that he didn't even take occasion to say "Hello" to his friends across the hall. However, proper apology has been received so we are going to excuse him this time.

Fishing may be a "slow occupation" but you know, "you can't keep a good man down." Assistant Freight Traffic Manager Stange seems to be just as busy as ever since returning from his fishing expedition.

Call for Mr. Durward S. Brown, the optimist and private secretary to Mr. Cornatzar. It's a ten-pound boy—not named yet—but with a long line of distinguished ancestors from which an appropriate selection may be made. Outside suggestions are in order and will receive careful consideration.

#### Freight Traffic Department St. Louis, Missouri

Have you seen it He says it was a Christmas present, but we think he was wearing it on a bet.

#### FOR SALE

One round, two-fingered bowling ball with bag. Like new. Only used two weeks. Average 152. A good ball if used by a REAL BOWLER. Apply to F. W. Rose, 625 Frisco Building.

Notice how happy Charlie Pratte looks these days. Sweet Mamma is home again after a lengthy vacation.

#### 3 AGAINST 1

The Harem's campaign for all girls to have bobbed hair is coming along nicely. Only one girl holds out to keep the Harem from making it 100 per cent.

Chas. Wiegand offers \$5.00 reward

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Tasty Foods for Your Particular Appetite. We Always Have the Best on Hand. Come In and Convince Yourself.

Prices Moderate—Service Good

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We Carry Your Favorite Smoke  
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"Oldest in St. Louis"

We specialize in furnishing capable Men and Women for Railroad Offices.

The **ONLY** National Bank in St. Louis open until five o'clock **EVERY** day for your convenience, is the

**Security National**  
On Eighth Street  
Between Olive and Locust

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**A. SPIEGEL**  
**MEAT AND PRODUCE CO.**  
Wholesale and Retail  
All Kinds of Fruits and Vegetables  
All Kinds of Game in Season  
723 and 725 Chouteau Avenue  
921 Market Street ST. LOUIS, MO.

clerk to the assistant general freight agent. His thirteen years of continuous service was broken only by his absence while serving in the Naval Radio Corps during the war.

We all regret his leaving, but heartily wish him the best of success in his new work as traffic manager for the North Star Egg Case Company at Quincy, Ills.

**St. Louis Passenger Traffic Department**

Mollie Edwards, Reporter

Yes, we have no news from the Passenger Traffic Department.

Eddie Grob is parking his car over at his girl's home, seven nights per week. We hope the young lady's father is of a gentle disposition, and does not wear sharp-pointed shoes.

Robert Reed is looking very bad these days. His sweetheart is visiting California, the "Land of the Movies." Bobbie is afraid Doug or Ruddle will vamp her away. Here's hoping your best girl stays with you, Robert.

Gus Muller is wearing his hair quite long these days. He threatens to not have it cut until his best girl returns. We understand that the Barbers' Association is thinking of send-

ing a representative to call on her and get her to return before Gus starts wearing his hair in curls.

Arthur L. Leake, chief clerk to Mr. A. P. Matthews, district passenger agent, Memphis, Tenn., was a visitor to our department recently. We were all very glad to see Mr. Leake's smiling face after an absence of several months.

Elmer Payne must have "some" place to spend his vacation and is guarding the secret well, not telling what he intends doing. We have a sneaking little idea that he is going to spend it at home.

Another welcome visitor to our department—L. W. Price, division passenger agent, Oklahoma City, Okla. We are always glad to see Mr. Price, in order to get all the Oklahoma scandal, such as "railroad news."

Anyone who chances to meet Wm. Bergman, assistant city ticket agent, on his way home these evenings, would think he is really in the employ of an express company. Willie is about to secure for himself (forever) a legal ball and chain (October 17) and is now preparing for his and her comfort a beautiful little prison at 4444 Margaretta Ave. Go to it, Willie. We can buy you a toaster, too.

Recently our Mr. J. M. Ward, city ticket agent, invited Harrison Will, city passenger agent, for a ride in his new Ford coupe. From all indications, Mr. Ward gave Mr. Will a thrill, even greater than experienced by anyone attending the Dempsey-Firpo fight.

Alex Scollay, assistant city ticket agent, and his wife are spending time and his vacation at Deicke this season. Alex said if this weather keeps up, he will have to procure more blankets or submit to a transfusion.

Click—clack—clack—bang! Mike Ehrenreich, one of the new office boys, is learning to operate a typewriter and you can hear him each day trying to type his first name. Click—clack—clack—bang—clack.

John Kruso, the other new office boy, is rather small for his age, and

to anyone who can satisfactorily explain why he can open the cigar clipper only when he puts it behind him.

J. G. Weaver, formerly traveling freight agent, Atlanta, Ga., has been promoted to district freight agent, Jacksonville, Fla., with offices in the Graham Building.

Brooks Stange says he really did not know his photograph was to have appeared in last month's magazine else he might have shown some fish really worth while. He says, in fact, that the two shown in the photograph were being carried back to the sea as too small to be worthy of being included in the day's catch.

Mr. James P. Friel, who has been one of us since July 16, 1910, has seen fit to sever his connections with the Frisco on the first of the month. He leaves behind him a fine record, having started as office boy and working up to his present position as chief

# Novelty



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Not toys—but high-grade practical instruments for Symphony or Jazz orchestras. Great for solo work at Club, Lodge or Legion gatherings or home entertainments. Anyone can play with a few simple lessons, furnished with each instrument.

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was putting up the water bottle the other day, when a visitor asked, "When did they invent these automatic water coolers that fill themselves and get upon the stand without assistance?"

## St. Louis Disbursements Department

After spending a week of his vacation on the farm, E. B. Rives of the Voucher Department admits that the farm is the greatest place in the world — for the farmer.

On seeing an item in our October issue where two former dictaphone operators had opened a "beauty shoppe" in Springfield, Julia Kitts, of the Machine Bureau, has decided that she and Fannie Murphy will open a physical culture school.

Jack Pikesley says if there was some way to check the pay rolls (from coming in) he would be thankful. Also said that if every day in the year was like the twenty-first of June they would still be three hours too short.

In speaking of the relative value of the several clerks in his department, J. R. Strachan made the following statement, "Jack Heth is the heaviest man in the Voucher Department." Wonder what Strack meant?

J. D. McDermott, who is spending his vacation in the vicinity of Grand and Dodier, says it's a gay life, except when it rains.

The Auditing team in the Bowling League have failed to hit their stride. From their standing in the league, they have apparently failed to hit anything.

Having secured Mary's permission, Geo. Bullerdick promises to be on hand every Friday night at the Washington Alleys, so we may expect great things.

During a discussion between M. H. Grote, chief clerk of the Bill Department, and Joe Scully, as to whether a certain journal entry should be typed in red or black ink, Joe said he didn't see what difference it made because all of the black figures are read anyhow. As far as that goes, there are some months when the red figures look very black and its no wonder Milt feels blue. Wonder if it's because of the green clerks he gets? One thing certain, he isn't yellow, and the boys claim he treats them white.

If you want to go home without the "Monday Blues" you should step over to the bowling alley along about 5:15 P. M. and see Ann Short, Mildred Singer, Odelia Bosche and Helen Mackin spill the pins. Ann claims the alley is too long because her ball rolls in the "gully" before reaching the pins.

Notice the improvement in Art Reuther's work? "She" gave Art a gold pen and pencil for his twenty-first birthday.

Don McCoy, in charge of the Machine Bureau, says he can feel sorry for King Solomon. "Smatter, Mac, you only have about forty?"

## Pension Department W. D. Bassett, Secretary

The Board of Pensions at a meeting held on Tuesday, September 25, 1923, voted pension allowances as follows:

Case No. 500. Isaac Wilson Smith, crossing watchman in the Kansas City Terminal who reached the seventy-year mark on August 4, 1923. Mr. Smith was born in Gentry County, Mo., on August 4, 1853, and served this company faithfully as a section laborer and as a crossing watchman for a period of 23 years and 4 months. Pension, \$20.00 per month.

Case No. 505. Francis Marion Baity, born at Xenia, Ill., August 1, 1853. He entered the service of this company as a caller at the Springfield Station, October 25, 1889; became a passenger brakeman May 23, 1890, serving continuously in that capacity until his retirement on August 31st. Pension, \$38.35 per month.

Case No. 503. Parnell Quick was born at Parsons, Kans., August 22, 1885. He served in the office of the auditor of passenger accounts in various clerical capacities for 20 years and 4 months to August 22, 1923, when ill health forced his retirement. He receives an allowance of \$23.10 per month.

Case No. 504. William Barton Green, born in St. Louis, Mo., on July 4, 1863. His first occupation for this company was as a freight conductor, in which capacity he began October 19, 1902. At the time of his retirement he was a passenger conductor on the Southwestern Division, his service totalling 20 years and 4 months. His disablement was due to various chronic ailments. He will receive an allowance of \$30.65 per month.

During the month of August there passed away one pensioner, Thomas Francis Malone, pensioned tower man who, at the time of his decease, was 73 years of age. He was pensioned on February 1, 1915 and up to the date of his death had received \$2,060.00.

An analysis of the 510 applications received in the 10 years since the pension plan was put into effect is interesting, showing more than one-half of the applications came from the Mechanical Department.

### Condensed classification follows:

General officers.....	3
Outside representatives .....	6
Clerical force .....	21
Mechanical foremen .....	21
Shop and roundhouse men.....	152
Engineers, hostlers, firemen....	91
Agents and operators.....	26
Conductors, brakemen, switchmen .....	60
Crossing watchmen .....	39
Pumpers .....	19
Road and gang foremen.....	11
Section forces .....	32
Miscellaneous operating men..	18
Purchasing store & reclamation 11	
<b>Total .....</b>	<b>510</b>

During the month of August the Board of Pensions approved the following allowances:

Case No. 494—Francis Marion Seaton was born at Wabash, Ind., on July 5, 1853. His first service with this company was at the Chouteau Avenue round-house in St. Louis where he was employed on June 20, 1902 as a coal heaver. He worked as such, also as a boiler washer, and later as a mechanical laborer until July 31, 1923 when, under the rule requiring retirement at the age of 70 years, his connection with the company ceased.

Case No. 495—Another age case was that of William Henry McKay, crossing watchman at Galena, Kan., who was retired and pensioned on July 31st. He was born at Woodstock, Canada on July 13, 1853, and entered our service as a section laborer at Galena in July, 1906, where he served continuously without missing a pay-day until the time of his retirement.

Case No. 502—William Shea, a switchman at Monett, Mo., was retired on July 31st through the operation of the age rule. He worked for this company for a continuous period of 21 years.

In the first eight months of the calendar year 1923 more applications have been considered and approved than for any similar period since the pension system came into existence. Thirty-two employes were voted allowances, 12 on account of age and 20 by reason of total disablement. The amount added to the pension roll monthly thereby was \$1,449.75, of an average of \$45.65 per month. In the corresponding period there have been 18 deaths equally divided as between age and disability cases.

**Mechanical Dept.—Chouteau Avenue, St. Louis**

Miss Helen E. Meidroth, Reporter

E. McCoy, general foreman, has had work after spending a vacation in Hugo, Okla., Wilcox Springs and various other points on the Frisco.

Jas. F. Hoffich, assistant foreman, is now enjoying a vacation with his family in Kentucky.

W. "Porter" Gorman, formerly of the South Side Coach Department, Springfield, Mo., is now chief clerk to the general foreman at St. Louis.

We now have a new timekeeper, Chester W. Ownby, in place of John J. Dillon, Jr., who resigned to accept a position with the Meramec Coal Company. Ownby is looking forward to just one thing and that is the summer of 1924, when boat excursions are in full sway.

It will be only a short time until we will have all oil-burning engines out of this point. At the present time we have three oil-burning engines in switch service and three in the suburban service, which helps some in making St. Louis a "smokeless" city.

The new roundhouse at Lindenwood is now well under construction. It

is rumored, we will be located there about the first of the year, but only time will tell. A number of our road men are now buying and building homes in that neighborhood.

**Freight Station, Tulsa**

E. B. Applegate, Reporter

Yes, we have no bananas, but we do have weddings, vacations, 'n everything, just like other folks.

September 1st, F. M. Carter and Miss Constance Jean Holmes were united in marriage at the United Presbyterian Church in this city, Rev. Chas. E. Newcomb officiating. The bride, who is much beloved by a host of friends, has held quite a responsible position with one of the largest construction companies here, for some time. Mr. Carter has been with the Frisco for a number of years in different capacities, and at present is our cashier. They managed to get through the usual deluge of rice and old shoes, and hied away to Hollister, Missouri, for a short honeymoon from which they returned this week. Their many friends wish them much happiness in their new state.

Miss Goldie Workman, tonnage clerk, has returned from a very pleasant vacation, spent at Ozark and Rockaway Beach, near Hollister, Missouri. She was accompanied by Miss Gladys Willis, a former clerk in this office.

Mrs. Effie Smith, abstract clerk, spent a few days visiting home folks at Brownsville, Texas, recently. She reports fried chicken 'n everything.

Mrs. Edith B. Applegate, secretary to Agent H. G. Snyder, has returned from an extended vacation trip to California.

Herbert F. Allen, uncollected clerk, is vacationing near Niagara Falls, and from post cards received from him would judge that it was a very "wet" place.

G. H. Jones and wife spent their vacation at Neosho, Mo., and report a very enjoyable time. Mr. Jones is our switching clerk.

J. E. Patton, chief claim clerk, is in the St. Louis hospital for treatment.

Miss Bobbie Smith, expense clerk, is away on a sixty-day leave of absence. It is the wish of all that her vacation will be a joyful one all the way through.

**Tulsa Terminal**

Leona Berryman, Correspondent

Geo. E. Dornblaser, superintendent of terminals, has returned from a 30-day vacation.

Mrs. Edith B. Applegate, stenographer to the freight agent, spent her vacation in Los Angeles, Calif.

Announcement has been made of the marriage of Constance Jean Holmes to Francis Morris Carter, on September 1. Mr. Carter is freight cashier at Tulsa and has been in the employ of the Frisco for twelve years. The entire force extends congratulations and best wishes.

Robbie Smith, expense clerk in the

**This Man is Sure of His Job**



HE saw the handwriting on the wall. Men in his department were being dropped right and left. He might have been the next to go but for a familiar coupon which he saw one day in a magazine. He marked it, and mailed it to Scranton.

Then one day his employer called him in.

"Young man," he said, "I have just received a letter from the International Correspondence Schools telling me you have enrolled and have received a mark of 93 for your first lesson.

"I don't mind saying that this letter has saved your job. I had you on the list of men to be dropped. But I'm going to keep you now. The man who thinks enough of his future to study his job is the kind of a man we want around here."

HOW about you? Are you sitting on the anxious bench wondering if you will be the next to go? Or are you training yourself so that you will not only be sure of your present job but will be ready for the job ahead?

No matter where you live, the I. C. S. will come to you. No matter how limited your previous education, the simply-written, wonderfully-illustrated I. C. S. textbooks make it easy to learn. No matter what career you may choose, some one of the 300 I. C. S. Courses will surely suit your needs.

This is all we ask: Without cost or obligation, put it up to us to prove how we can help you. Just mark and mail this coupon. Today is best.

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Explain, without obligating me, how I can qualify for the position, or in the subject, before which I mark X.

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|---|--|
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| <input type="checkbox"/> Locomotive Fireman       | <input type="checkbox"/> TRAFFIC MANAGER           |
| <input type="checkbox"/> Traveling Engineer       | <input type="checkbox"/> BOOKKEEPER                |
| <input type="checkbox"/> Traveling Fireman        | <input type="checkbox"/> Coat Accountant           |
| <input type="checkbox"/> Air Brake Inspector      | <input type="checkbox"/> BUSINESS MANAGEMENT       |
| <input type="checkbox"/> Air Brake Repairman      | <input type="checkbox"/> Private Secretary         |
| <input type="checkbox"/> Round House Foreman      | <input type="checkbox"/> Business Correspondent    |
| <input type="checkbox"/> Trainmen and Carmen      | <input type="checkbox"/> Stenographer and Typist   |
| <input type="checkbox"/> Railway Conductor        | <input type="checkbox"/> Good English              |
| <input type="checkbox"/> MECHANICAL ENGINEER      | <input type="checkbox"/> SALESMANSHIP              |
| <input type="checkbox"/> Mechanical Draftsman     | <input type="checkbox"/> ADVERTISING               |
| <input type="checkbox"/> Machine Shop Practice    | <input type="checkbox"/> Railway Mail Clerk        |
| <input type="checkbox"/> Toolmaker                | <input type="checkbox"/> CIVIL SERVICE             |
| <input type="checkbox"/> Roller Maker or Designer | <input type="checkbox"/> ELECTRICAL ENGINEER       |
| <input type="checkbox"/> Gas Engine Operating     | <input type="checkbox"/> Electrician               |
| <input type="checkbox"/> CIVIL ENGINEER           | <input type="checkbox"/> Electric Wiring           |
| <input type="checkbox"/> Surveying and Mapping    | <input type="checkbox"/> Elec. Lighting & Railways |
| <input type="checkbox"/> R. R. Constructing       | <input type="checkbox"/> Telegraph Engineer        |
| <input type="checkbox"/> Bridge Engineer          | <input type="checkbox"/> Telephone Work            |
| <input type="checkbox"/> ARCHITECT                | <input type="checkbox"/> Mining Engineer           |
| <input type="checkbox"/> Architectural Draftsman  | <input type="checkbox"/> Stationary Engineer       |
| <input type="checkbox"/> Blue Print Reading       | <input type="checkbox"/> Airplane Engines          |
| <input type="checkbox"/> Contractor and Builder   | <input type="checkbox"/> AUTOMOBILES               |
| <input type="checkbox"/> Structural Engineer      | <input type="checkbox"/> AGRICULTURE               |
| <input type="checkbox"/> Concrete Builder         | <input type="checkbox"/> Roultry Raising           |
| <input type="checkbox"/> CHEMIST                  | <input type="checkbox"/> RADIO                     |

Name \_\_\_\_\_  
Present Occupation \_\_\_\_\_ Employed By \_\_\_\_\_ 6-26-22  
Street and No. \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_

Canadians may send this coupon to International Correspondence Schools Canadian, Ltd., Montreal, Canada

freight house, is away on a sixty-day leave of absence. Most of the time she will spend in California and New Mexico.

Father of a baby girl is the new title carried by F. E. Brooks, bill clerk.

Miss Mary Crosby was selected as "Miss Tulsa" and departed for Atlantic City. Miss Oklahoma City, Miss Dallas and Miss Ft. Worth were on the same train leaving Tulsa.

Preparations are being made for the Petroleum Exposition to be held in Tulsa from October 8 to 14. Knocked-down houses are being erected along each side of the street around Convention Hall, for exhibits.

The Labor Day parade in Tulsa was a big success—five thousand people were in the parade. One of the most interesting features was the first street car used in Tulsa in 1907 and the first jitney, used in 1913.

### Tontitown—A Dream that Came True

(Continued from page 9)

With only sufficient funds to make a very small payment on the land, these new settlers were soon involved in financial difficulties. Under the able leadership of their good father, the able-bodied members of the colony secured work in nearby zinc mines as day laborers and were soon able to save sufficient to return to their new homes to assist in clearing the timber and preparing the soil for the new crop.

The arrival of this colony of foreign born aroused considerable resentment on the part of the natives, who were adverse to these "Dagoes" locating in their midst. A movement was agitated among the most radical element to drive them out of the country. Fortunate indeed, were these newcomers in having such a spiritual adviser as their good Father Bandini, who at once took command of the situation. A message was delivered to the leaders of the radicals, to the effect that his people were peace loving, law abiding and hoped to become good citizens. His men, however, had been trained soldiers in the Italian army and were prepared, if necessary to defend their homes and their right to the liberty of this country at any cost. No farther effort was made to molest his little flock.

These people coming from the northern portion of Italy were experienced in the growing of grapes for wine purposes and at once sent back to their native home for grape stocks of the Cynthiana variety and small vineyards soon sprung up throughout the colony. Accustomed to intensive farming, they soon produced fruits and berries on even the very stony hill sides. The prediction of the natives that these ignorant foreigners would soon starve to death on the poor barren and rocky hill sides where they had located, failed to materialize.

As growers of grapes these former

sons of Italy have traditions and an inborn knowledge that enables them to surpass their American-born neighbors. The quality of their wine soon became known all over the country. Prizes were taken even at the World's Fair, with competition from the principal grape growing sections of the world.

These people soon established schools and a new church was erected, as result of their prosperity, patterned in detail after one in Rome, formerly under the jurisdiction of their leader Father Bandini. Baron Des Planches, at that time the Royal Italian ambassador to the United States, visited the colony and was greeted by these Italian-Americans with a band composed entirely of Italian musicians. The progress of these people under adverse circumstances was a revelation to him and his favorable report was sent back to Italy, resulting in additional families coming into the territory.

The success of this Italian Colony is largely due to efforts of Father Bandini, who devoted the best years of his life to these people administering to them both spiritually and physically. His remains now lie in a beautiful cemetery in the suburbs of a striving village that shall ever remain as a lasting monument to his untiring devotion.

When the prohibition drive was launched, it had apparently struck these grape growers a cruel blow, as it prevented them from continuing an industry that was fast growing. Undaunted by the decree prohibiting them from manufacturing wine for commercial purposes they at once pruned their Cynthiana variety of wine grapes, grafting onto the stock the Concord variety of table grapes. Soon these enterprising people were shipping their table grapes in car loads to the ready markets, receiving more in return than ever realized from their wine production. Once more they are happy, prosperous and contented.

Since the advent of prohibition the manufacture of grape juice has increased in leaps and bounds. One of the largest manufacturers of this product in the East, having utilized all the available stock in that territory, sent a scout through the Middle West and West searching a location where the Concord Grape was being produced with the proper flavor and uniform ripening condition.

After visiting many grape producing sections this representative was directed to Tontitown. After a very careful investigation, he sent back to the factory for their chemist, who joined him and made a very careful analysis of the soil, quality of the grapes produced, uniformity in ripening.

A most favorable report was transmitted to the head of the concern—the Welch Grape Juice Company—and as a result it was decided to locate at Springdale, Ark., a three hundred thousand dollar preserving plant. The first unit of this was placed in opera-

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tion this year and from its vast resources were produced strawberylade, blackberylade, peachlade, grapelade and tomato catsup.

It is anticipated that a very large plant for the purpose of preparing grape juice exclusively will be added to this plant during the fall. Already 8,000 acres of grapes have been planted in the Ozark territory which should eventually result in a shipment of from two to three thousand carloads of grapes for table purposes, in addition to the manufactured grape products. Tontitown, the outgrowth of an Italian priest's dream and insight into the future, the result of the visions of a man of breadth of mind and character, is destined to become famed as the center of one of the largest grape producing centers of the world.

### St. Louis General Accounts

Jos. F. Sondag, coffeeman, ex-politician, true and trusted henchman of our City Collector, has just returned from a vacation spent among the fivers and good hotels of California. Judging from reports, Mr. Sondag enjoyed the meals as much as the scenery. He reports that he was as good as dead when he got away with two legs of chicken in one of Fred Harvey's famous hostleries.

Joe has a heart as big as a house, and not forgetting his friends at home, he brought back a whole satchel full of literature, distributing it with a generous hand.

Miss Hilda Netcher's father, who suffered a fractured hip, is doing nicely.

"Kid" Bratton returned to St. Louis on the 22d of September on a short business trip. The "old boy" says he don't mind being sent out of St. Louis, though we suspect that we do not forward quite all of his personal mail.

During the week of the air races, one of our file clerks (I can't mention May's name), saw Dirigible ZR-1 at 4 o'clock in the morning, all "lit up." Where did you get it, May?

It's an ill wind that blows no good; Mr. Hart's illness proved how becomingly he wears a mustache. (Wise crack!)



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