

"Yeah, I remember how excited you were, getting such a nice send-off from Mr. Smith."

"I don't believe he could have picked anybody more considerate and kind to show me around. The trunks were just beginning to arrive and the little individual dressing room tents just going up and we wandered around trying to locate the various folks. About the first one we ran into was Miss Mabel Stark. She came walking over to us in a trim little grey tailored suit. One would never guess she trained the big tigers. I asked her dozens of questions, which she so kindly answered. She is one of the few women in the world, or perhaps about the only one who has successfully mastered those huge beasts, and she says they are just like people, some have good dispositions and others always looking for a chance to get you. She handles them with kindness, and as for fear, there is no such word in her vocabulary. On her face are several little tiny white scars, marks of her service, and one time she was in the hospital with a torn side. Miss Stark is the only woman in the world who wrestles with a tiger. When I glanced in the cage at those huge beasts—I decided that she surely was 'foolishly brave,' as Mr. Baltzell calls her. She enjoys her winters more than the summer with the circus, for then she trains her tigers, while in summer she only makes them perform. When I asked if she ever gave danger a thought, she shrugged her shoulders and said, 'Oh, no, I go over it so many times, day after day. I never think about it and I've been pretty lucky. Some days my big fellows are nice and other days they aren't.' From the way she talked, I really think she gets a thrill from a contrary tiger; but I could not imagine so much nerve as she has, confined to such a small person and I thoroughly enjoyed meeting her."

"Then you met the Pollenberg's, who train the big bears.

"Yes, he was standing beside the cage and took me around to see his wonderful bears. Also met his wife who assists him in his act, and found them to be very charming. He told me the bears he likes most came from Russia. Big fellows with grayish black fur, tiny eyes and very, very intelligent. Showed me all the bicycles, etc., that they work with. We went around to one side of the cage to see a little fellow about a year old, and he told me he was no good. I asked him why, and he said he was too tame. He likes the ones that fight back once in a while, and sorta break the monotony. They eat bread and milk and carrots, no meat, and as he went along the cage, out came paw after paw to shake hands with him. I didn't offer to be so friendly, for a more personal interview with one might have been my last interview, and I intend to keep right on writing interviews. Mr. Pollenberg tells me he trains in winter, too, but has his own private quarters. Mrs. Pollen-

berg was so lovely and talked with me for some time about the circus."

"Then, remember, Mr. Steinbrooke took you through the stables."

"Say, don't worry, I won't forget that. A huge tent with a double row of horses on each side. Most wonderful lot of horses I ever saw. We saw the Wild West bunch, the wonderful fellows who were 'high schooled,' the 24 horses that work in the middle ring at one time, of six different colors, and then I asked especially to see 'Babe,' the horse Miss May Wirth rides, most wonderful big fellow with a big wide back, where the little lady jumps on and off, turns over and over, and does any number of other seemingly impossible things. The man in charge told me the fellows who took care of the horses got so attached to them they would split hairs over them, or steal for them. When they gave them their allotment of hay, they would press it down and weigh it and just fuss if one allotment was heavier than the other. Of course from there we went to Miss Wirth's dressing room, and Mr. Baltzell and Mr. Steinbrooke both introduced me to her. She asked me into her little tent-home, and told me some of her experiences. She told me when about 10 years old she used to do an acrobatic stunt with the circus and then she just finally drifted toward riding. She loves horses and considers that they are just like people, each one different. She loves her work very much, and I asked if she had ever had any bad falls. She answered that you weren't considered a rider until you had had two or three, but she just considered her's unpleasant memories, to be forgotten as soon as possible. She wasn't over 5 feet tall, short black hair, such a pleasant face, and eyes that sparkled. When working in the ring that night, turning somersaults in the air and lighting on the back of the big white horse, they seemed to be in perfect rhythm for he seemed to know by the touch of her tiny feet just what she was going to do, and he was there to catch her when she came down again on his back. She was so interesting I hope some day I get to talk to her again."

"You're not going to forget Mr. Ricardo, who trains lions?"

"How could I. Imagine 52 years training lions. He had a wagon containing some six or seven and he asked me if I would like to know how much meat they ate a day. Just 375 pounds of fresh meat, direct from Armour & Co., Chicago. Somehow to me a lion is one of the most beautiful of wild animals. There is something terribly fiendish in his seemingly dreamy eyes, and it seems incredible that mere men could tame such a beast. He pointed out one big fellow that he had to watch every minute, and then pointing to another told me that that one would always take his part and jump on any of the others who tried to harm him. He just uses a common kitchen chair and a small whip in his performance, and

he, like the others, showed me scars and scratches which he had given to him training them. One big fellow, with teeth as sharp as tacks, allows Mr. Ricardo to put his head inside his mouth. He told me so much I was simply spellbound, drinking it all in. He always takes a cub born in the wild and then tames it; rather than take one born in captivity, for on account of its environment would naturally be more tame, and he says you trust them too much on this account and they are much more treacherous, and are more likely to take advantage of you. What a book of experiences he could write, and he never gives a thought to his danger. A fine fellow he was, and I shall often recall that few moments spent with him."

"Then didn't you meet Miss Leitzel?"

"I'd call her the tiniest little piece of humanity with the most endurance in the world. Her golden hair was piled up on her head, and that night she climbed up the big white tape to the top of the tent and then with one hand turned her entire body over 75 times. Lovely and charming, and just shows that strength is deceiving."

"You surely had a great time at the side show!"

"Saw 'em all, didn't I? Mr. Steinbrooke would go up and call them by name. There was the wild-man who was somewhere near 106 years old, with a smile that wouldn't come off. The fat lady, the snake charmer, the man who smokes and eats under water, the tiny little midgets, the tall man and the small one, the men with the fuzzy hair and the cross between a monkey and a human. A woman with long black hair all over her face and arms, a flat nose, big ears, flexible hands with fingers that bent both ways, and she spoke seven different languages. The sword swallower, who has appeared before the crowned heads of Europe, etc., etc. So much to see and hear, and in the evening I saw the performance, and through the kindness of Mr. Smith sat right in front of the center ring. I was quite as thrilled or more so, with their acts than before I met them. I'll never forget it all. One of the most thrilling events in my life. There isn't a person in the world I am sure who wouldn't have liked to have been with me. It was an experience that doesn't happen to everyone. I stayed on the ground that night until the last tent was down, the last pole pulled up and the last wagon shoved out of the mud by the elephant, old Jumbo, and on its way to the cars to be pulled away to the next stop. I went down to the tracks and saw the different sections pulling out, and I got to thinkin' about the little old play 'Polly of the Circus.' There they went, those many, many cars pulling out with those wonderful people and wonderful animals, starting out to their next destination, moving on despite weather, sickness; overcoming all obstacles, because as 'Mother Jim' said, 'The show has got

(Continued on Page 24.)



Always Be Careful



Conducted by GEORGE L. BALL, Superintendent Safety and Insurance

“Safety First” Methods Occupy Southwestern Division Heads at Interesting Meeting in Sapulpa

Attended by a score of division officials and by as many visitors from other divisions of the Frisco Lines, a “Safety First” meeting was held at Sapulpa on September 9. Interesting talks were heard and modern methods of providing that employes may “always be careful” were discussed.

Division Chairman B. P. Myers presided and at once introduced O. B. Badger who had been in Sapulpa several days holding conferences with the supervisors, with a view to increasing the efficiency of the workmen, by proper handling of the work.

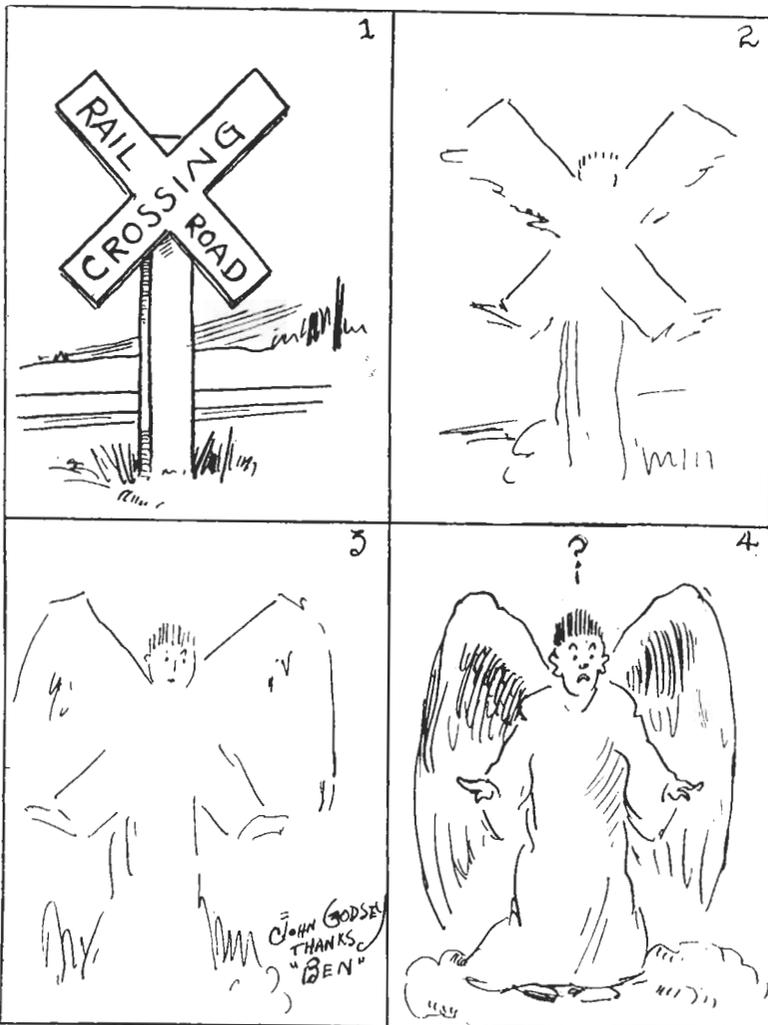
In part Mr. Badger said, “The majority of those present know that for some little time we have been conducting conferences at Sapulpa for the purpose of education or supervision and now I want to take up with you the responsibility of a foreman on safety and accident prevention. An accident is the result of some unforeseen incident that causes injury to the workmen or damage to the equipment. With this definition I will take up a number of cases to show how the accident occurred, the possible causes and the remedy.

“A man was hired at 9 a. m. in a large oil refinery. At 10 a. m., after being told by a busy foreman how to do the job, he observed the pressure gauge of one still to be at zero. Instead of unplating this still he unplated the one next to it. An explosion occurred, setting fire to the still and severely burning the employe. What was the cause of the accident?

Cause of accident—1. Not properly instructed.
2. Inexperience.
Remedy—Give proper instruction.
Place with competent man.
Caution—Place with competent man.

her hair caught in the belt and died as a result of the injuries.

Cause—Carelessness. Temporary.
Kinds—Permanent.
Remedy—Caution. Have men attend safety meetings and note posters. Lay off for a number of days. Reduce his rank. Discharge.



EVOLUTION OF “STOP, LOOK AND LISTEN” SIGN.

Use judgment in assigning jobs.
Number Two

An oiler, in a cotton mill, after oiling a low overhead shaft, left off the housing on a large horizontal belt. A woman, passing under the belt, had

and defective tools and machinery as causes. He advocated putting bulletins in the hands of every man, giving medical attention to men in need of it, give explanations to remove fear, use less haste and other obvious remedies.

Accident Number Three

A man employed on the yard train crew, in shunting, cars by gravity down an incline, had to duck a large overhead “T” beam. He had done this for two years and was considered a good man on the job. One evening, however, he neglected to dodge and was knocked off the car he was braking.

Cause—Lapse of attention.

Account—Home worries, financial troubles, familiarity, carelessness.

Accident Number Four

The brakeman who invented the overhead bridge warning jolter was himself killed by being struck by an overhead bridge, after being touched by the jolter.

Cause—Lapse of attention. Carelessness.

Account—Thoughtlessness, familiarity.

Caution—Surprise tests, change of work, discipline.

Citing other accidents, Mr. Badger showed how overconfidence, taking a chance, awkwardness, nervousness, fatigue, temporary disability

"Each of you gentlemen," said he, "can readily see the results that are obtained from injuries and accidents not only in time lost the company, money paid for personal injuries, but the loss to the employe himself and we want to follow the information with suggestions, or recommendations, so as to enlighten all as to possible ways to avoid accidents.

Turning to the foremen, he launched this, "As a foreman, what is the first thing that you can do to avoid accidents?"

"Foremen must set the example for the workmen. There must be constant supervision to prevent accidents and must properly carry out instructions that are issued from time to time."

Seventeen causes of injuries were cited and the remedy for each was discussed.

Mr. Badger went over the report of reportable injuries during the month of August and showed from these that the causes were:

Lapse of attention; inadequate equipment; taking a chance; lack of experience; carelessness; insufficient supervision; too much haste; defective material.

In conclusion Mr. Badger impressed upon all that there are three steps in the training of men:

Get them in attitude to learn.

Teach them what to do.

Back check to see they do as told.

Z. B. Claypool told of the progress made along Safety First lines. He said the Frisco stood in ninth place but lacked only a few decimals of being in sixth place.

Some Fuel Performances

August 5—Engine 4,127, train 1st/438, Sapulpa to Monett (156 miles), Engineer Dodd and Fireman Tolbert, 338,627 G. T. M., consumed 3,096 gallons of oil or 9 gals. per 1,000 G. T. M., which is equivalent to 106 lbs. coal.

August 5—Engine 4,124, train 435, Monett to Sapulpa (157 miles), Engineer Higginbottom, Fireman Watson, 273,599 G. T. M., consumed 2,849 gallons of oil or 10.4 gals. per 1,000 G. T. M., which is equivalent to 129 lbs. of coal.

August 19—Engine 1,021, train 12, Newburg to St. Louis (119 miles), Engineer Lynch, Fireman Thompson, 714 passenger car miles, 735 gals. oil per 1,000 G. T. M., which is equivalent to 12.25 lbs. coal per passenger car mile.

August 29—Engine 717, train No. Ex. North, Hugo to Ft. Smith (144 miles), Engineer R. McCowell, Fireman L. Cowan, 167,000 G. T. M., consumed 7 tons of coal or 83 lbs. coal per 1,000 G. T. M.

September 26—Engine 661, Extra, Hugo to Ashdown (88 miles), Engineer W. D. Reynolds, Fireman W. V. Bush, 99,264 G. T. M., consumed 5 tons of coal or 101 lbs. coal per 1,000 G. T. M.

September 27—Engine 617, Extra, Hugo to Ashdown (88 miles), En-

gineer W. B. Miller, Fireman J. C. Doup, 97,064 G. T. M., consumed 5 tons of coal, or 103 lbs. coal per 1,000 G. T. M.

August 29—Engine 710, train 735, Ft. Smith to Hugo (144 miles), Engineer P. Yaw, Fireman E. Copland, 145,000 G. T. M., consumed

8 tons of coal or 110 lbs. coal per 1,000 G. T. M.

September 19—Engine 717, train 1/735, Ft. Smith to Hugo (144 miles), Engineer J. N. Jenkins, Fireman C. E. Draper, 153,400 G. T. M., consumed 8 tons of coal or 100 lbs. coal per 1,000 G. T. M.

"SAFETY TALKS"

By J. W. MORRILL

Are we doing all we can to avoid accidents? If not, why not?

TO THE ENGINE CREW

Do you sound the whistle or ring the bell before moving the engine?

Do you oil the bell and bell ringer before starting on trip, or to do a day's switching?

Do you sound bell and whistle before crossing all highway crossings, and the same while running through all cities and towns according to law, and the company's rules?

Do you think of the other fellow who might be approaching the crossing at the same time?

Are you in your place going through towns and over crossings?

Now boys, let's operate the Frisco locomotives as though they were our own property, just as though we were responsible for all the damage that might occur while we were operating the same.

Are you careful about handling train orders?

After fireman reads order do you ask what was in the order, as well as head brakeman? Ask fireman what time train order was completed, or what the number was. Request the fireman to ask you the same question. You cannot be too careful in handling train orders.

After something happens we can all tell how the accident could have been avoided.

Do you call position of all signals from each side of cab?

Do you ask the train crew how they are riding in the diner, or the caboose?

TO THE TRAINMEN—

Do you keep vestibules closed between stations?

Do you think of the other fellow when you are cutting a crossing, or storing cars? By cutting crossings a good distance keep this in mind, "Some of your folks might be driving across the country and would pass over this very crossing."

If you cut crossing while waiting for a train to come, make it a point to be at crossing when train is approaching. You might save somebody's life by doing so. Are you careful in handling train orders, and are you sure each man understands the orders? You often hear of someone misreading an order, and while often nothing happens, it sometimes does

happen. Then we can all tell how easy it would have been to have avoided the accident. JUST A LITTLE MORE CARE.

Do you tell the engineer when he handles the train rough? By so doing this will give him a chance to correct it the next time he stops at the water tank.

TO THE AGENT AND OPERATORS

Do you keep your station well protected from fire by keeping water barrels full, and fire pails attached to same?

Do you keep truck handles hooked up?

Are your order board lights in good condition?

Do you take the same care in handling the company's property that you would if you were a share holder?

When copying train order do you make one that is easily read? In most places the "nineteen" order is used, and it is perfectly safe if properly used.

TO THE SHOPMEN

Are you careful about your tools? There are shop safety committees organized on each division over the system, so there is very little excuse for you working under unsafe conditions. If for some reason you are unable to do a good job on an engine you should call the attention of the foreman, and he should notify the engineer. Have one of the safety committee look after the first aid kit, and see that it contains all that is required. Don't leave tools and block laying around round-house or shop.

TO THE TRACKMEN

To my mind there is no set of men on the railroad who can make more friends for the company than the roadmaster and his men who keeps the crossings in good repair, both public and private.

Are you doing all you can to make crossings safe on your division or section? If the view is obstructed by trees or hedge, get permission from property owner and cut same. Pay particular attention to crossing signs. See that they are in proper position. If the highway crosses railroad on a curve and the sign cannot be seen, from both directions, put up another sign board. Think of the fellow who must use the crossings both public and private.

Just Thoughts on Things— Material and Spiritual

By SAM A. HUGHES

OF ALL the beautiful truths pertaining to the Soul, none is more gladdening or fruitful of divine promise and confidence than this—that man is the master of thought, the moulder of character, and the maker and shaper of conditions, environment and destiny, and furthermore that law, not confusion, is the dominating principle in the universe, justice, not injustice, is the soul and substance of life, righteousness, not corruption, the moulding and moving force in the spiritual government of the world.

Then why should man not find his true self, discovering that, after all is said and done, the universe is about right and, during this transition period in righting himself, he may find that as he alters towards things and other people, things and other people will alter towards him, in plain words; get acquainted with your neighbor, you may learn to like him.

And this takes us back to yesterday, when the Frisco Veterans assembled, six hundred strong, in happy reunion at Springfield, Missouri, the Queen City of the Ozarks, where men, women and children—childhood, youth, young manhood and old age—intermingled and crystalized into one mighty force, marching under the banner of God and the American Flag, inspired by the sweet strains of the wonderful organ, the Boy Scouts' Band, the quartettes and various other forms of entertainment, too numerous to mention, prompts us to look heavenward and breathe a silent prayer to the Almighty for His many blessings.

As I looked out into the faces of that happy assembly, the thought flashed through my mind, what a splendid opportunity, if followed up individually and collectively, for the upbuilding of an enduring instrument, dedicated to the cause of humanity, the awakening of the sleeping talent within that vast army of officers, men and women of the Frisco, whose average degree of intelligence is, in my judgment, equal to any like number of people employed in any line of endeavor whatsoever, and when this great latent power can be brought out into the broad spot light of exploitation, radiating to a humanity, and upon the various subjects appealing to the people along the lines of betterment, pure thought and righteousness, 'tis then that men shall rise up and say "Blessed!"

As a being of power, intelligence and love, the Lord of his own thoughts and destiny, man holds the key to every situation. He is always the master, even in his weakest state, and although he may apparently be beyond

the pale of redemption, nevertheless he may rally and reflect upon his condition and, searching for the law upon which his being is established, may again become the master—a conscious master—as a result of turning the spot light into his own soul, thereby revealing his strength of character as indicated by the source and force of thought, and if he will but watch, control and alter his thoughts, tracing the effect upon himself and upon others—upon his life and circumstances, summing up his experience in every day life, he will in time come into his own, which means, understanding, wisdom, power.

Then why not, my fellows; both young and old? Why not take advantage of your God-given talent and do your full share in the cause of humanity? Read both day and night, concentrating upon pure thought and action. Read soul-inspiring books, not forgetting the book of all books, the Holy Bible. Dream lofty dreams, and as you dream so shall you become, remembering that your vision is the promise of what you shall one day be, your ideal is what you shall at last unveil. Put away selfish thoughts, and work for God; and for humanity as a whole. Bolster the weak and lift up the fallen, talk optimism instead of pessimism, bearing in mind the potent fact that this is a great old world of ours, provided we do not weaken, practice self control, believe in God; in yourself and in your fellowman. And let me say in conclusion to those tempest-tossed souls, whoever and wherever they may be and under whatsoever conditions they may exist, that in the ocean of life the isles of blessedness are smiling and the sunny shore of your ideals awaits your coming, keep your hand firmly upon the helm of right thought and clean living, keeping in mind the consoling fact, that in the barque of your soul reclines the master, he does but sleep, awake him—hailing the day with the toast as follows: "Look ye to the day. For it is life, the very life of life. In its brief course lie all the varieties and realities of your very existence, the bliss of youth, the joy of action, the splendor of beauty, for yesterday is but a dream and tomorrow is but a vision, but today well lived, makes yesterday a dream of happiness and tomorrow a dream of hope.

MORE SPECIAL
ARTICLES, PLEASE

Chester Says—

Remember that real, honest effort is always appreciated and is bound to redound to your benefit.

The fact that one makes a mistake occasionally is good indication that at least he is trying to do something.

Most of us are often bewildered by the constellations appearing in the heavens; but the satellites bobbing up on the political horizon will be taking our attention for some time now. Be sure to pick a real "star."

Why swim across the creek when there is a bridge nearby? Conserve your energy as much as possible by doing a thing right as quickly as you can.

"Texas Coyote" Lewis and Cartoonist Godsey always seem to be in good spirits. We should like to see them dub a shot on the golf course.

Don't believe what a lot of demagogues have to say about changing our Federal Constitution. It is 137 years old now and if we make as much progress henceforth as we have in the past, what more can one ask? It is founded on principles peculiarly American. How many of these demagogues that you know are Americans?

Someone said the other day that the Frisco is the "Pennsylvania of the West." Don't fool yourself. The Frisco is far superior to the Pennsylvania or any other railroad in the country. You are directly responsible for it being so, and everyone should keep their shoulder to the wheel, so as to perpetuate its wonderful record.

Safety First. Safety Or Sorrow. Always Be Careful. Stop, Look and Listen. These are all good signs and we should preach them constantly to our friends and those close to us. This applies to a lot of things in our daily routine, but especially to the automobilist who tries to beat a train at a crossing. No automobilist is in such a hurry that he cannot stop his car, and then look and listen. It takes but a minute, and yet means so much. Invariably these crossing accidents are due to the carelessness of the party driving the car, and our efforts at educating everyone to "Stop at Railroad Crossings" should be unabated.

At the end of a day's toil a little introspection will go a long way toward making tomorrow much easier for you.

VOTE
NOVEMBER 4th

VOTE
AS YOU PLEASE

BUT
VOTE!



FRED ROSE—Sports Editor



Neodesha Frisco Baseball Club

Top row, reading left to right: L. R. Zimmerman, umpire; N. A. Morebacker, 1st base; Earl Doak, pitcher; Red Burton, 3d base; Dean Burton, left field; H. P. McCullough, umpire.

Bottom row, reading left to right: G. E. Westbrook, right field; Frank Garrett, catcher; Alfred Malmgren, 2d base; Joe Gooding, center field; Bus Crockett, short stop.



Monett, Mo., Frisco Baseball Club

Neodesha Defeats Monett On Baseball Diamond

Neodesha's Frisco Team shut out Monett in a well played game at the employes' picnic held at Neodesha, August 18.

Messrs. Foster, Berry, Hall and Underwood were overheard complimenting the picnic and ball game, and said they were glad to see the co-operation among the different crafts, as there were enginemen and roadmen enjoying themselves as much as anybody else. If you want co-operation, leave it to Sawyer and Westbrook, as they are both good scouts, and co-operate at all times, whether they are at a picnic or at work.

BOX SCORE OF NEODESHA-MONETT BALL TEAM AUG. 28

| Neodesha | | AB | R | H | PO | A | E | | | | | | |
|------------------|-------|----|---|---|----|----|---|---|---|---|---|---|---|
| D. Burton, lf. | ..... | 3 | 1 | 1 | 1 | 0 | 1 | | | | | | |
| Gooding, cf. | ..... | 4 | 1 | 0 | 2 | 0 | 0 | | | | | | |
| Doak, p. | ..... | 4 | 1 | 1 | 0 | 2 | 0 | | | | | | |
| Garrett, c. | ..... | 5 | 1 | 3 | 7 | 2 | 0 | | | | | | |
| R. Burton, 3b. | ..... | 4 | 0 | 2 | 2 | 5 | 0 | | | | | | |
| Westbrook, rf. | ..... | 4 | 1 | 0 | 0 | 0 | 0 | | | | | | |
| Mohrbacker, lb. | ..... | 3 | 1 | 2 | 11 | 1 | 2 | | | | | | |
| Grockett, ss. | ..... | 3 | 1 | 0 | 1 | 2 | 0 | | | | | | |
| Malmgren, 2b. | ..... | 4 | 0 | 0 | 3 | 2 | 0 | | | | | | |
| Total | ..... | 34 | 7 | 9 | 27 | 14 | 3 | | | | | | |
| Monett | | AB | R | H | PO | A | E | | | | | | |
| M. Wood, 2b. | ..... | 4 | 0 | 2 | 3 | 1 | 0 | | | | | | |
| R. Williams, lf. | ..... | 4 | 0 | 2 | 2 | 0 | 0 | | | | | | |
| C. Frizzel, ss. | ..... | 4 | 0 | 0 | 0 | 2 | 0 | | | | | | |
| Crews, rf. | ..... | 4 | 0 | 0 | 1 | 0 | 0 | | | | | | |
| Allen, 3b. | ..... | 4 | 0 | 0 | 2 | 1 | 0 | | | | | | |
| Davis, lb. | ..... | 3 | 0 | 0 | 9 | 0 | 0 | | | | | | |
| J. Wood, cf. | ..... | 3 | 0 | 0 | 2 | 0 | 0 | | | | | | |
| C. Wood, c. | ..... | 3 | 0 | 0 | 4 | 1 | 0 | | | | | | |
| Timmons, p. | ..... | 3 | 0 | 1 | 1 | 2 | 1 | | | | | | |
| Total | ..... | 32 | 0 | 5 | 24 | 7 | 1 | | | | | | |
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | R | H | E |
| Monett | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 |
| Neodesha | | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 2 | x | 7 | 9 | 3 |

Summary: Stolen bases, Doak, 2; D. Burton; Malmgren; Garrett, 2; R. Burton; Mohrbacker; Allen. Two base hits, D. Burton. Hit by pitched ball. Gooding, Doak and J. Wood. Struck out, by Doak, 7; Timmons, 4. Time of game, 1:35. Umpires Zimmerman and McCullough.