

## Office of General Manager

Orville Coble, Reporter

Born—A son to Mr. and Mrs. G. W. Lodge, August 5th. And George is far more proud of George Jr., than is a girl with her first diamond. He is already planning the fishing trips they will take together.

While George was staying in town, prepared to welcome his son, Tom Feehan went out on the 1,100 as secretary to Mr. G. Fraser. Ask Tom about the mountain ride at Forest Park Highlands and what he did with his hat on the first dip.

V. C. Williams was able to bring his daughter home from Kansas City where she has been under the care of a specialist. We all wish her a speedy and permanent recovery.

Several of the fellows are wearing new neckties. Bothwell is evidently not familiar with M. of W. rule 17, second sentence.

In the evolutionary argument that waxed warm the other noon Coble was the only one willing to acknowledge his kin.

The boys in the file room have been rehabilitating Doggrell's discarded "jelly roll." If only people would keep their fingers out.

## Commercial Office

By G. F. Kleinhoffer

On account of the non-partisan attitude taken by this magazine it will perhaps not be amiss to mention that the seeds of Bolshevism have been sown in the office garden and a giant harvest is to be expected since the nomination as mayor of Staycomo and Furnace Tender in the persons of Rudolph Willtore and Duke Warner. Added glory for the Knights of the Broken Sod.

Edith Walters has lengthened her skirt a couple of feet since the non-spitting on the floor rule went into effect. Another victory for the women.

Cy Clone was in from Texas a gust of A. Wind and J. Garlic Sachen the Dodge torch burner.

Last week while at Lansing, I met several old bill clerks, revision clerks and the like—and was offered a few annuals in exchange for a one way back home, but I told Geo. Thomas and Mel Anderson I better not.

The electric greeting sign just approved by the Merriam Improvement Association measures 50x10 feet, and truly exemplifies the spirit of the people of this growing Kansas town.

George Storey and Bill Deveney have just returned from lunch. The first one since last check day.

Duke Warner, the "Shepherd of the Stills," has been offered a job at the zoo in Swope Park, but on account of the zoo being in the city limits, it would mean a tax for his faithful collic, "T. N. T." and hence his refusal of acceptance.

Some rancher's going to trap a Texas coyote and then he'd wished he hadn't "Ben Lewis"—he'd wish'd he was jus' a auditor tha's all.

The ——— Commission Company

has the reputation of making a claim on every car. Somebody asked Lee Warner what he had done to prevent claims. He said, "Well I solicited a car from the ——— Commission Company and did not get it."

Miss Walters, our stenographer, is mighty hard to convince. She wanted to know why some patrons would not ship some cork ocean and rail. We told her it was because it made the boat so light it would not stay in the water and she would not believe us.

## Southern Division News

The readers of our worthy publication probably think that there is nothing doing on the Southern Division due to the fact that we have occupied no space for the last issue or two, but such is not the case for it is generally conceded that the Southern Division has just about everything that the rest of them have and then some and notwithstanding the hot weather we will try, hereafter, to give you at least part of the happenings in this territory.

One of the greatest events recently was pulled off by our popular general car foreman, L. J. Leigh. After all of us wondering for several months when he was going to take that long contemplated leap, he stepped over to Sherman and she took him for better or worse on the twenty-fifth day of June and you would really be surprised to see the change it has made in the young man; no more cigars or cigarettes but has already learned to content himself with his old briar. Nevertheless all of his many friends join us in wishing them all happiness for all time to come.

Regret to announce that Irene Snyder, comptometer operator in master mechanic's office, was recently compelled to undergo another operation at the St. Louis Hospital. Latest reports we have are to the effect that she is recovering nicely and expects to return to work in about thirty days.

Gladys Irwin, stenographer in the Memphis office, is enjoying herself while on her vacation in the eastern and northern resorts. Unable to say at this time when she will return as we do not know exactly how much money she took with her or how it is holding out.

P. E. Breece has just returned from his vacation, spent in northern Missouri. Reports excellent time.

After one half of his life spent in the engine service for this company, J. W. Reese, Tupelo Sub engineer, stepped off engine 1,063 at the Grand Central Station, Memphis, after making a schedule run on train 106, and is now on the honor roll, having been pensioned account having reached the retirement age. We all congratulate you, "Uncle Jack," for your long and faithful service and that you may now enjoy the rest you have so rightfully earned.

Jake J. Schmidt, locomotive en-

gineer in Memphis Terminal is another "vet" of the throttle who will, on July 31st, have reached the retirement age and be immediately placed on the pension roll. Mr. Schmidt is retiring with twenty-four years to his credit.

John J. Drashman, coach foreman, has returned from his vacation and reports having had a wonderful time.

A Safety First meeting for Southern Division was held at Amory July 29th with a good attendance and many points brought out to reduce the casualties and we expect, in a short time to be carrying the banner in the Safety First Campaign.

Our coach yard at Memphis is presenting its best appearance due to the surfacing and graveling it has recently received and is a wonderful improvement, together with all the buildings in the Japanese Village, re-decorated and the Safety First flower bed now in full bloom.

Harry Thayer is at present taking his vacation in Carolina. O. A. Craft is looking after the boiler work during his absence.

Mrs. T. L. DeRosett recently returned to work from her vacation and for some unknown reason she did not use the transportation she had ordered. Henny said Bob wouldn't let her, but of course that is just Henney's idea and is not taken very seriously.

## Do a Little Boosting

By John J. Drashman,

Coach Foreman, Memphis

Everyone of you are dependent on the Frisco for steady employment and wages which in turn mean comfort and prosperity to your family and yourself. Comfort and prosperity are two common luxuries that all of us desire. Any interruption in our wages endangers that home comfort and happiness, we are so anxious to maintain—so why not boost the Frisco Lines among your friends and acquaintances, urge and insist that they travel and ship via the "FRISCO" for it is the greatest road in the South and Southwest.

Everyone working for the Frisco can get business if he will get out and hustle it up. The receiving clerks on freight house platforms can talk to the draymen and ask them to talk to their employer and see if they can persuade them to ship via the Frisco.

The train crews have a large number of friends and come in contact with the traveling salesmen. Why not ask which way their houses are shipping goods and request that they recommend the Frisco next time?

At this time we have friends going on vacation, some are undecided just where to go. Why not recommend some place on the Frisco? We have some of the finest summer resorts and fishing places on the Frisco that can be found any place.

Let us all get together and adopt as our by-word: "TRAVEL AND SHIP VIA THE FRISCO."

**Stores Department—Sherman**  
Iva Sewell, Reporter

New Year's Greetings to ever'body. We wish you one and all a Very Happy New Year.

Don't many exciting things happen down here on the Texas Lines, but lately we had a big excitement. The President's Special was here. "Uncle" Bill Hughes made record time bringing the Special from Sapulpa to Sherman, and Al Cash made just as good time on the trip to Fort Worth. We were "kinder" disappointed, though. We did not get to see Mr. Kurn. Did see B. T. Wood, however.

Mr. Todd was in Sherman a few days while we were writing up the inventory. Wish his wife knew what he said about the twins, their disposition, who they favored, etc. You know boys always take all their good points after their dad.

The office boy, Dick Horn, has been all smiles lately. On investigating, found out that he was looking forward eagerly to a certain night soon when he is stepping out. Haven't found out yet who she is. Don't blame him for being all smiles, eh? He says he said too much Sunday, so we are expecting to hear of a wedding soon.

Jimmie Honaker attended a Father and Son Banquet last week. I'll tell you some of the things he had to eat: chicken, coffee and pie. Don't know who served him, but he says he got the best of all. He is also to attend the Mother and Daughter Banquet to be held next week, and guess how he got his invitation to that? He volunteered to serve coffee. Next thing we know we will be losing him as he will be getting a job as waitress. Hope you get a good piece of the turkey, Jimmie.

Somebody in Sherman jumped me for not mentioning their name in the Magazine, and that person was no other than R. F. Marshall, the right-honorable yardmaster.

A representative of the Garlock Company was here recently and told us that Martha Moore was no longer with the Frisco. We regretted to learn of her departure, as we enjoyed her articles very much.

L. McMillan came in all mad the other day because he had to fix a puncture. Cheer up, Loyal, that is just the beginning of your automobile troubles.

Mr. Guin has his automobile troubles, too. One day recently he came in at noon eating a piece of candy. He asked me if I had anything to eat as he had not had any dinner. Said it took him thirty minutes to get his flivver started, and the rest of the time in the garage getting it fixed. Hard luck.

Well, it is twelve o'clock and did not get to finish, but will write about C. V. Montgomery next time.

Office of General Manager  
By Orville Coble

Jim Cummins blew in off the "Sunken Gardens" Division the other day, after an extended absence from

the office. We always know when Jim's in town.

An observer who saw Danley and Bothwell out viewing the sights the other noon said: "There goes David and Goliath." We fear we shall have to revise our concept. This same observer referred to Williams as Jeremiah. That's not right—that's the fellow that wrote "Lamentations."

Jessie Tulk has returned from a dear hunt in California. We asked if she brought any horns home with her. "Certainly not!" Wings.

While Adkins' wife is spending a pleasant vacation in Shreveport, Arnold is staying with him—to provide an alibi.

"Seek and ye shall find," was not spoken of the file clerk.

# Why you must study if you want to get ahead

**M**ODERN developments in railway science make it necessary for every railway employee to study his work if he desires to advance. Only the poorer places are open nowadays to the uneducated man. The old methods of "picking it up" no longer avail. Definite, systematic study is necessary to a mastery of railroading, and the men who realize this the quickest are the first to secure promotion. There is always room at the top for men of ability and special training.

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and road foremen.

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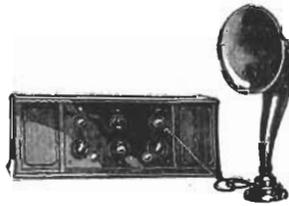
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Coble is asking for authority to submit G-51 for flood protection to dam the flow of a leaking radiator.

Lodge has been ill, threatened with pneumonia. Wonder if it was from walking the floor so much? (You'll see G. W. Jr.'s picture as soon as we can talk George out of one.)

Coble: "Do you know Eva?"

Dunbar: "Eva who?"

Coble: "—lution!"

Dunbar: "Quit your monkey business."

Mike Connelly has been hunting again. No, the ducks weren't discommoded, but quite a few quail acknowledged his marksmanship.

Merry Christmas.

**General Office—Birmingham**

Launa M. Chew

Received a pleasant call from B. W. Erwin, trainmaster, Birmingham, who has been quite ill with an attack of flu. Glad to see him out again.

Received one of those rare visits from M. M. Sisson, assistant general manager, recently, which we enjoyed very much.

On one of our very gloomiest, foggy days, when everyone felt so depressed, the office was suddenly brightened by the sunny smile and cheery greeting of J. H. Fraser, general manager.

The special train bearing the board of directors and officials, arrived Birmingham 6:15 p. m., November 10. Mr. Kurn stated October business on the Frisco was the best in the history of our company; loading during the month of October over 100,000 cars on our rails, and received from other lines more than enough business to make it the banner year of any past year on the Frisco. Mr. Kurn and entire party observed the enormous

agricultural and industrial growth in the Birmingham District, and along our lines in the south, expressing the opinion that on their trip to Birmingham in 1925, would be able to say that 1924 has been the best of all the years of our company. The entire party were entertained at dinner, at the Tutwiler Hotel, leaving at 10:00 p. m. that night.

C. C. Mosley, district freight agent, Jacksonville, Fla., spent a week of his vacation visiting relatives and old friends in Birmingham. Have been unable to solve the mystery of the important mail and anxiety to return to Florida. Must be some lovely mermaids along the beach.

**Birmingham Terminals**

John L. Godsey

D. Tiffany comes from St. Louis as terminal accountant, succeeding W. H. Boyne. Mr. Tiffany says the smoke is better here than in St. Louis because of the mixture with the dust. When you get tired of smelling the smoke, chew the dust a while.

G. O. Wright returned from North Carolina, and all hope to see him back on the job real soon.

We know Tom Meally will have a delightful Xmas, as some of his relatives came in with a carload of what "Sand Mountain" is famous for.

Photos Grady has been absent for about six weeks, and there is a question as to his whereabouts during all that time, but his friend, Francis, at the Freight house, insists that he was in the country somewhere.

**SCENE IN B. A. DOBBIN'S**

LUNCH ROOM ABOUT 11:45 A. M. Miss Paul—"Make me a ham sandwich with tomatoes, and give me a cup of coffee. That's all. Has the pie man come yet? Is the cherry pie good today? Say this coffee is too cold, take it back and give me another cup."

Mrs. McGowan—"I haven't got but 25c today. I want a sandwich and some coffee. Got any kind of samples to give away? Aw, shoot, this sandwich is no good, why don't you put a lot of ham in it?"

Miss Dudley—"Order of peas and ketchup. Think I'll drink coffee."

Dobbins—"Now, who wonders why I can't make any profit?" (Catching glimpse of Mr. Carson.) "Quick, make one pork sandwich and get a bottle of milk, before he gets here."

Mr. Carson—"Is mine ready?"

Dobbins—"Coming up."

Toot-toot-toot (standing for 12 o'clock whistle.) "Regular."

"Regular."

"Regular—regular—regular."

Shop forces arriving (curtain).

"Say, look here, you big bum, I been here a long time and fixed all the lights up for the new yards, and you ain't said nothing about me in the magazine."

"'Scuse me, Mr. G. W. Ellis, it's been my good intentions, but you 'lightening bugs' don't sit still long enough to ask questions."

H. M. Flinn, one of the switchmen in the terminal, has been in Chicago taking medical treatment, and Switchman McGregor advises he is recovering rapidly. A copy of the magazine is always mailed the employes who are in hospitals and from the reports, are very much appreciated.

**Sherman Mechanical Department  
Makes New Use of Magazine**

Members of the mechanical department at Sherman, Texas, have recently used the Frisco Employees' Magazine to great advantage in an industrial campaign.

In fact those boys, and girls, of the mechanical department have opened a new field for the Magazine, and have made use of it in a way which possibly no one else had thought of. They are real "go getters" down there at Sherman, as this story will indicate.

The manufacturers and merchants of Sherman put on a campaign to "double Sherman's pay roll." C. C. Jordan, chief clerk to the master mechanic, found that in the initial stages of the campaign the Frisco Lines had apparently been overlooked in some way. So he got busy.

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the Frisco way and induce your friends to do likewise. By doing this you will enable the Frisco to double its pay rolls in Sherman, and this reverts back to your pay rolls and your profits.

"This is contributed by the Frisco men of Sherman, who are proud of Sherman and glad to have the opportunity to participate in the doubling of the pay roll of the city.

"We present you herewith the Frisco Employees' Magazine with our compliments."

The letter was signed by "The Frisco Men of Sherman."

The mechanical forces of Sherman are certainly to be congratulated upon this splendid evidence of their interest and enthusiasm over their railroad.

Springfield General Store Room  
Bertha V. Reed, Reporter

Tom Campbell, supervisor of supply cars for the Wabash R. R., at Decatur, Ill., paid a visit to the store room on the 21st instant. Several years ago Mr. Campbell was in the employ of the Frisco as stock clerk at the general store. Sam Gaston says that Mr. Campbell is just like he "use to was."

Mr. and Mrs. Geo. Mutz are the proud parents of a baby daughter. The young lady has been named Laura May.

We are glad to learn that Mrs. E. Henderson, wife of our timekeeper, is improving. She is a patient at the St. John's Hospital. We wish for her a speedy recovery.

Mrs. Elmer Eastburn, wife of Elmer Eastburn, trucker, is a patient at a



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local hospital. Elmer reports that she is getting along nicely.

Dan Case inquired a few days ago if celluloid was Harold Lloyd's sister. Dan is the fellow that believes in wearing of the green on the 17th of March.

Paul Hampton, storekeeper, West Store, has been telling everyone at the store room about his fine bird dog. A few of the men at the store

To two hundred "sanctums" of business men and manufacturers of the City of Sherman went the following letter, and with each copy of the letter went a copy of the Frisco Employees' Magazine:

"Dear Mr. Manufacturer or Merchant:

"The Frisco Railway extends her greetings and is with you in your effort to 'double Sherman's pay roll.'

"Would it interest you to know that the Frisco Lines employ more than 500 men who live in Sherman, and their pay roll amounts to more than \$75,000 per month, and that the larger portion of this goes toward doubling your pay rolls?

"This money finds its way into all channels of trade. If it does not reach some merchant or manufacturer directly, it does reach them in an indirect way, contributing to the circulating medium which is felt by everyone.

"The Frisco Lines in Sherman have more than doubled their facilities in the past ten years, and with this have increased their ability to give you the service you want. The records show that in October, 98.6 per cent of all our trains were on time, which means that every Frisco man has your interest at heart.

"It will be to your interest to travel via The Frisco, route your shipment