

A
MAGAZINE WITHIN
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MAGAZINE

The Frisco Mechanic

Published in the
Interest of the F. A.
of M. C. & C. D.
Employees

VOLUME I

APRIL, 1925

No. 7

The FRISCO MECHANIC

Published and Edited as a Department
of the

Frisco Employees' Magazine

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MARTHA C. MOORE.....Assistant Editor

Associate Editors

WM. UNDERWOOD.....Chairman
HOWARD PICKENS.....Secretary

The Editor will be glad to receive
interesting contributions at all times.

Supervisors to Aid in Better Magazine

The Executive Board of the Frisco Mechanical Supervisors Association, in a recent meeting unanimously voted to discontinue their contributions to the Railway Journal and unite their efforts with those of the Frisco Employees' Magazine.

Their first article, concerning the workings of the Storeroom, by P. V. Hampton, storekeeper at West Shops Springfield, appears in this number of the magazine.

This Association is composed of the Mechanical Supervisors of the System up to and including the general foremen. The purpose of the Association is to work for harmony, co-operation, education and protection and to become familiar with the needs and requirements, not alone of supervision, but that of the railroads, to the end that the public, the railroads, the supervision and those that they supervise, may apply the principles of right, justice, unity and co-operative service. Their object also is to better the service by an exchange of ideas, discussion of papers on mechanical topics, shop practices, reduction in manual labor and increase of output.

R. H. Gardner, president of the supervisors, has asked that the foremen at the different points co-operate with him, sending in papers and articles of interest to the supervisors and the employees.

These articles can be sent direct to the Magazine or to Mr. Gardner, care of West Shops, Springfield, Mo.

We hope to have a creditable space each month taken care of by the supervisors, containing information which is both interesting and instructive.

Mr. Gardner and the Editor are asking the hearty support of the supervisors—so send us that paper that attracted so much attention at the last meeting!

HOW THE ENGINEER FEELS AS HE RUNS HIS TRAIN PER SCHEDULE

By G. R. BERGER

ENGINEER John Graney, who worked for the IC for over 50 years, in speaking to a reporter who came to interview him after he was pensioned at the age of 68, said that with the improved equipment of today, up to date road bed and double track, the job would not be so bad if it was not for the people who are not on the train.

One of my reasons for writing this article, is to give those of the Frisco Family who are not directly connected with engine service, some first hand information of the actions of the walking and driving public, as observed from the cab of a locomotive in the hope of enlisting them as missionaries in the Safety First work among their friends who are not in railroad service and in this way spread the gospel of "A. B. C."—in other words, Always Be Careful!

The employes of a large railroad can exert a tremendous influence in any given direction, when they are convinced of the need, and I am sure there is at present no better service in which we can be engaged than that of trying to prevent the annual loss in killed and injured, due to grade crossing accidents.

Every accident of this kind is a nervous shock to the man riding in the cab, which if continued as at present, will make many of them unfit for service when they should still be in their prime.

The railroads of the country a number of years ago took up the Safety First Movement. The Frisco Railroad formed committees on every division composed of division officers and employes of every craft—usually from 15 to 20, and these men met once a month to report unsafe conditions. Remedies were offered and when they were only of a trivial nature, were corrected at once. If, however, it was a condition that effected several divisions, it was referred to a central committee which worked out some plan which would be standardized on the entire system.

The discussions at the meetings were recorded and placed in bulletin books where all employes had an opportunity to read them and acquaint themselves with the recommended safety measures. There were also available at division points, Safety First cards on which any employe, not a member of the committee, may report any item which should be brought to the attention of the committee.

The records kept show a decided decrease in accidents and plainly prove that it was a worth-while work. Now the company has a regular Safety First organization working along different lines. Men are sent out to address railroad men in their lodge halls or at social gatherings, others go to schools and talk to the teachers and children, especially if the children have to cross the tracks to and from school. So you may see the railroads of the country have done and are still doing a great work, trying to educate the people along Safety First lines. One railroad claims to have reduced accidents 67 per cent.

The question now arises, what is the general public doing in response?

We daily have people walking on the railroad tracks that will give no sign or indicate that they hear the engine whistle of warning, and they leave the track only a few feet ahead of the engine.

I personally know of a case where some years ago an engineer stopped his train and soundly thrashed a man who acted in this manner repeatedly and thereby cured that individual case.

Young people out strolling on Sunday or holidays are especially a source of worry to the engineer. They consider it a good joke to tease one another by playfully dodging onto the tracks right in front of the oncoming engine, but they do not seem to give any thought to the engineer who is watching them and who realizes what one little misstep or slip would mean.

Now as for drivers of vehicles, especially automobiles. As soon as the average driver hears the whistle sounded by the engineer of the approaching train, he steps on the gas and then begins a race for the crossing. The engineer sees the automobile coming, there is no indication on the part of the driver that he has heard the whistle. The engineer, watching the automobile approaching is under a severe nervous strain. The speed and weight of his train prevent any possibility of his stopping or even slowing down his train to any great extent which of course is out of the question, too, on account of the schedule he is required to make, so he sounds his whistle again in the hope of making the driver realize his danger. Still he does not know if he will pass over the crossing safely or will be one of the many unfortunates who pay a heavy penalty for their daring,

or will he stop suddenly at the very edge of the tracks and look up and smile at the engineer?

I want to say to you it is no smiling matter to the engineer who has been under severe nervous strain for several minutes and it will take some time before he regains his composure. I wish every driver might realize the dangers lurking around a railroad crossing and stop back far enough from the crossing to clearly indicate to the engineer that he has no intention of crossing ahead of the train. Another reason for stopping 50 or 75 feet from the crossing is that something might fly off a passing train and cause serious injury to anyone near the track.

The Pennsylvania Railroad in 1921, 1922 and 1923 killed 8 of all passengers hauled by their trains and in that time killed 711 people at highway crossings. In one year there were 222 crossing gates run through on one railroad by automobiles. In 1922 there were 11,000 deaths from automobile accidents in the United States and in that same year all the railroads killed 72 passengers. In the last five years, 9,000 persons have been killed and 24,000 injured on account of automobiles and other vehicles being struck by trains at crossings. Automobiles run into the side of trains. I heard of a case where a train was stopped on a crossing and a Ford ran into it from one side, and, while they were clearing up the wreckage, another car ran into it from the other side.

And so if these few words will have the effect of preventing one accident, then they have been worth while, for but few people realize that the engineer is very human, and although he must keep to a schedule, the strain of the likelihood of killing a trespasser sometimes completely unnerves him for service and he often lays off until he again regains his composure.

Luncheon-Smoker for the Frisco Shopmen at Amory, Miss.

By C. A. Gately

At a meeting of the Frisco Shopmen's Association, 7:30 P. M., February 3rd, City Hall, Amory, Mississippi, a very pleasant surprise came when the wives and families of the shopmen began to assemble for the meeting. This had previously been arranged by President C. A. Gately of the organization, and Mr. Briggs, general foreman roundhouse at Amory, and was a "joker" for the remainder of those present. After some ten or fifteen minutes of "snappy" music by the Melody Makers Orchestra, President Gately opened the meeting with a short talk, briefly outlining the purpose of the meeting which he explained was to organize the Women's Auxiliary to the Shopmen's Association.

A survey of those in attendance revealed the fact that D. D. Briggs, general foreman roundhouse, Amory, B. G. Gamble, master mechanic, Mem-

phis, and J. F. Longworth, car foreman, Amory, were present. Mr. Gately seized the opportunity and called on Mr. Briggs, requesting that he assist him in conducting the election of officers and organizing the auxiliary, requesting that he make a few remarks at this time.

Mr. Briggs responded, stating that he was indeed glad to be present and highly commended the idea of organizing the Ladies' Auxiliary. Further, that he was indeed proud of the get-together spirit which this meeting exhibited, and that such a meeting was a fine thing to make all of us remember who we are. "We have gone through some trying times together but we came out the victors. Of course, we all work for the grand old Frisco and know each other in this respect, but this get-together meeting in a form of a luncheon-smoker tonight reveals a fine spirit. Personally, I want to see the Frisco Shopmen's Association succeed, and I know of no greater step towards success than the organizing and functioning of a good, live Ladies' Auxiliary."

At Mr. Gately's request Mr. Briggs threw the meeting open at this time for nominations for president of the Ladies' Auxiliary. Mrs. C. A. Gately was elected by acclamation. The next in order were nominations for secretary, and Mrs. B. T. Lovett was also elected by acclamation.

Mr. Briggs congratulated the ladies on their selection and called on Mr. Gamble, master mechanic, who responded, in part, as follows:

"I don't know that I can say very much that will interest you, but we are all interested in the success of the Frisco Railroad. We all feel, I am sure that we are all one big family, and I want to tell you that sort of a feeling is going long ways towards contributing to the success our railroad is having. The Frisco today is in a prosperous state of affairs, their stock is selling at a higher market value than it has in years, and we have had quite a bit to do with bringing this about. I believe we are all able to see and know that the success of the Frisco means quite a bit towards our own individual success.

"Quite a bit has been accomplished on our railroad through closer co-operation. I am sure quite a few of you have been able to notice this closer co-operation between different departments. We have our fuel meetings, our safety first meetings and freight loss and damage meetings. All of these things mean quite a bit towards the more economical operation of our railroad, and brings about a closer co-operation.

"We saved considerable in the prevention of personal injuries. In our department alone we reduced the personal injuries forty per cent. This is a wonderful reduction.

"In the freight loss and damage campaign we have accomplished wonderful results, and this was all

brought about by a more closer co-operation and its results mean a more economical operation and more prosperous railroad.

"The money that has been saved through these mediums mentioned is going back into the building up of our property, the building up of our equipment and better maintenance of equipment, and I am proud to say that our railroad today is among the front ranks of the railroads of the country. Our locomotives are good, and compare favorably with those of any other railroad.

"I am very glad to hear the suggestion made that a Ladies' Auxiliary to the Frisco Shopmen's Association be organized. We are very glad indeed to have the ladies come into the organization. It is indeed pleasing to see you get together as you have tonight in your lodge rooms, and have your families present. It will make your meetings more interesting."

Mr. Longworth responded with the following:

"I have enjoyed very much Mr. Gamble's remarks. There is one thing I would like to mention, which I believe Mr. Briggs or Gamble did not touch on, and that is our magazine. We have a dandy magazine but you seldom ever see anything in it from Amory, something from most every other point on the railroad, but nothing from Amory. I think one of the things our Auxiliary might do would be to appoint some good live reporter and see that something goes in from Amory every issue. I think we have one of the best shopmen's association lodges on the system, and with the help of the auxiliary, I feel we are going to be second to none."

The ladies had prepared baskets filled with all kinds of good eats and at this time the ladies took charge and, indeed, gave good account of themselves as providers. During the time the ladies were serving, the orchestra rendered several popular selections. To make a complete evening of it, after the luncheon and cigars, the seats were all cleared and with the kind permission of Mayor Grady, the social was turned into a little hop. The evening was thoroughly enjoyed by all present, and will long be remembered.

Attention, Veterans!

Along with spring gardens and May flowers, comes the thought that the time for the Veterans' Reunion will soon be here. Committees which were appointed last year have not been idle and plans are under way for the biggest and best Reunion the Frisco has ever had.

It is the hope that every veteran Frisco employe will be able to attend this year and elaborate plans are being made for their entertainment.

Begin working up enthusiasm—roundup the crowd, you veterans, and when the time comes, all you'll have to do is get on the train, loaded to the brim with pep and bound for the biggest and best Veteran's Reunion ever held.

Mechanical Department News

By Loyd Lamb

Annual Reports

L. E. Elliott, who uses words that nobody but himself understands, and gives disposition on soda ash, states that according to statistics gleaned through a comparative statement for the year ended December 31, 1924, and the previous year, he was able to reduce his profanity more than one-half of one per cent. Mr. Elliott credits this to the fact that on three different occasions during the year just ended, he was able to interpret his own handwriting upward to thirty-six hours after same had been written.

A Bouquet for a Drummer

We all like to see Ed. Schroeder, who sells about everything a railroad needs, call at the office. Some people call Ed. a "peddler," but we call him a prince, not only for the careless manner in which he pushes out fifty-cent cigars, but we are just naturally strong for that big smile and amiable disposition.

Crossline Puzzle

DeVerne Houston forgot generators, motors, etc., long enough to spend a short visit with his brother in Toledo. He also visited Detroit and Niagara Falls, where he admitted buying a barrel. Since the abolishment of mahogany counters and swinging doors on this side of the line, we do not know whether Dee intended to take a ride over the falls or if his intentions were of a more private nature.

Let's Move Over to Zion City

Since inhaling the aroma emitted from Ferd's and Rufe's pipes, we heartily endorse Aunt Sarah Peabody's Society for the Suppression of Pipe Smoking.

Here's Luck to You, Charlie

Chas. E. Boren, locomotive clerk in our office, has left the railroad service to go into the real estate business in Florida. No mistaking, Charlie has a good line of gab and should be very successful in his new undertaking. We all bid you a sad adieu, Charlie, and wish you well.

Another Good Plan Gone Wrong

J. W. Seabough and family had a very nice trip through the East recently. It was Mr. Seabough's avowed intention to see Broadway as she really is, when he left his home in the Ozark hills. Desiring to take no chances of being hi-jacked, Dock hit upon a novel idea. He took along a half dozen ears of corn, intending to sprinkle the grains along the sidewalk, in order that he could find the way back to his hotel. But on being informed that there were innumerable chickens along the great white way looking for a feed, Dock got the "bucks" and failed to put his plan into execution.

Popularity Contest

Eunice Morrow need never worry about a date. All she has to do is just drop a hint that she has a vacant number on the calendar and she has more phone calls than asafetida has odor. Before a recent Pathfinders' dance, she merely intimated that she

would go providing she had an escort. Well, Everett got the date alright, but we want to tell you something, "Fat," you sure had plenty of competition.



This Boy a Real Hero

Vernon Lawhorn, thirteen year old son of the section foreman at Catale, discovered a broken rail in the main line near that point late in the afternoon November 12th, and notified his father who was making a motor car trip with Roadmaster Healey, Signal Supervisor Sisk and Claim Agent Manley.

Temporary repairs were made and a slow order put out until the rail could be replaced. Although the break extended clear through the base and web of the rail it was not entirely through the ball and could easily have been overlooked, had not the boy been exercising his "eagle eye." This rail was on a high speed curve and might have caused a serious derailment had not Vernon discovered it and made prompt report.

We are indebted to Claim Agent Manley for this photograph of the boy.

Report of "Local 16"

Eugene Todd, Reporter

Wichita has to report one of the worst blizzards in years.

Everyone at the shops is getting along fine.

Tom Mawson, general foreman, likes Wichita just fine. We hope you stay with us, Tom.

Louis Baumal, from Kansas City, is the new roundhouse clerk. Welcome, Louie.

Joe Bamel, electrician, has spent the last three days in Kansas City.

George Howell, night foreman, is spending a day or two in Neodesha.

E. C. Haden says the Dodge has not failed him once this cold weather.

Ed. Wyle sure enjoys the cold weather. Let's go to Florida, Ed!

J. C. Burdick and Ross Todd report they have plenty of work to do these days.

The weather has been so cold it has been almost impossible to get out of doors and pick up any notes, but not too cold to wish everyone the best of New Year wishes and hope that the New Year brings you all great happiness.

Report of Local No. 10, Neodesha, Kansas

W. J. Egerer, Reporter

L. MacKinney has just returned from his home in the heart of the Ozarks at Noel, Mo., where he spent most of his time hunting.

J. Stevens is ill with pneumonia fever. Everyone hopes for his speedy recovery.

Cole Douglass has returned from a trip to Thayer, Kans., where he was visiting with friends and relatives.

John Boughman is now our official thermometer reader. He was appointed by Ray Clampitt. No one will appreciate this like John.

Claude Brady, inventor and adventurer, left for a few days on a very mysterious trip to a patent attorney. Keep your eyes open next month for further news, for it is rumored that he was seen in private with John Stoops, the financial patent promoter.

J. R. Newland is very much elated over his new sand dryer. He was told Santa brought it and Newland sees no reason for not agreeing, considering the suddenness of its appearance.

John Holt, who is still in Clearmore, Fla., has not written us lately, but they say no news is good news.

L. Burriss went on a hunt to Beaumont, Kans., where he got 103 rabbits. Not so bad, eh?

Ed Thompson was obliged to be absent for a few days on account of illness.

Office Supervisor Car Repair Bills Springfield, Mo.

It was a case of move or pay rent, so we moved. We are now located in Room 409, the office formerly occupied by the KCC&S Ry. We like our new office very much although we miss our friends in Mr. Kerr's office.

We can see the trains that depart and arrive during working hours, and they are always on time, too.

Mr. Spangler has a lovely private office, polished floors 'n everything.

We enjoyed a picnic lunch January 20th by way of celebration. The only objection being that we ate too much. In case of re-weighing and re-stenciling, we're afraid the new weight would "slightly" exceed the old weight. Lela Pride seemed to suffer the most as she put in a request for a hospital permit at 1:30. We thought Jerry Anderson only "60,000 capacity," but to our amazement we found him to be "240,000."

No one has gone in for the "wilt thou act," this month.

In the month of December our records indicate that we handled 1,226 cars of coal for points beyond Kansas City, and 1,266 for this city.

Customer: "I'd like to look at some underwear."

Clerk: "Union?"

Customer: "Yes, sir, Amalgamated Iron Workers No. 1—want to see my card?"

Joplin, Missouri

By Agnes Seanor

Some time ago Joplin was featured in the Frisco Magazine, and I feel sure every member of the Frisco Family living here could feel themselves swell with pride when they saw how well the "Old Home Town" looked in print, and "lest you forget" we have decided to keep ourselves before the Frisco Magazine readers from now on.

Wednesday evening, January 21st, the Shop Crafts held a social session at their hall, among their guests were J. B. Gilliam, general car foreman of the Northern Division and W. M. Underwood, president of the Shop Crafts, and the employes of the Missouri Pacific roundhouse. A very enjoyable program was given, followed with a dance and lunch.

On Wednesday evening, January 21st, the regular monthly solicitation meeting was held at the Frisco station. There was a good attendance and a very peppy meeting from which much will be gained.

Some time ago Division Freight Agent Douglas sent a letter to the agents on his division asking them the names of the various civic organizations in their towns. One man replied that the following were the civic organizations of his town: K. K.'s, Masons, Eagles, Methodists and Presbyterians. We are wondering how many could do as well.

Fireman S. C. Bethel has returned to work after having been out of service since June 15th, 1923, when he was seriously injured in a head end collision.

Bill Clerk Fred Traylor went to Jefferson City with the American Legion in order to help inaugurate the Governor, being as he was a good "horn" man. In keeping time with the music, he wore blisters on his heels.

Ain't It the Truth!

A man is something that can see a pretty ankle three blocks away while driving a motor car in a crowded city street, but will fail to notice, in the wide open countryside, the approach of a locomotive the size of a school house and accompanied by a flock of forty-two box cars.

—American Auto Digest.

"Thish match won't light."

"Washa madda with it?"

"I dunno, it lit all right a minute ago."

Pealer's Peelings—West Shop

A good one on Hornbeck. He went out to milk the cows, and shot his little finger off! Well, well, how come, Horney? I always thought folks took a bucket to milk cows and not a shot gun. Oh, yes, you had a bucket, and saw some quail, and set the bucket down and went back and got the gun and in getting through the wire fence the pesky old gun went off. Same old story. Be careful next time and throw the gun over first.

Of all the happy little hearts in Springfield, Frances Lee Stevens' must have been the happiest on this last December 25th, for she got a real, live spotted shetland pony. Frances Lee is the daughter of our general gang foreman, C. V. Stevens.

Another proud possessor of a most wonderful gift is H. D. Brown, tool room man. If I could get a gift like that, I am afraid I would swell up and burst. If you want to know what it is, ask him. I am not privileged to tell.

Two more loyal veterans of this big system of transportation have taken trains for the great beyond. December 21st, James M. Bell, painter, departed this life and was laid to rest on December 23rd. Mr. Bell served the Frisco faithfully for forty-two years. He was foreman of the locomotive painters at the North Shop, Springfield, for twenty years. Most everybody knew him to be a kind and sociable man—ever ready to serve faithfully. He was employed at the West Shops at the time of his death.

R. L. Mangan died, December 22nd. He also served loyally for forty-two years in different departments.

Little by little the time goes by,
Short if you sing it, long if you sigh;
Little by little, an hour a day;
Gone with the years that have vanished away,

Little by little the race is run,
Trouble and waiting, and toil, are done.

Little by little the skies grow clear,
Little by little the sun comes near.
Little by little the days smile out,
Gladder and lighter on pain and doubt.
Little by little the seed we sow,
Into a bountiful yield will grow.

Little by little the world grows strong,
Fighting the battle of right or wrong.
Little by little the wrong gives way,
Little by little all longing souls,
Struggle up near the shining shoals.

Little by little the good in men,
Blossoms to beauty for human ken;
Little by little the angels see,
Prophecies better, of good to be;
Little by little the God of all,
Lifts the world nearer the pleading call.

Memphis, "Local No. 19"

Otto Kettman, Reporter

The "Local" met on December 31st—a New Year's Eve meeting with fair attendance. Many interesting points were discussed.

After the meeting, President Kinkle won the prize pot.

Reports from Harry Rose, who was scalded last week, are that he is doing nicely; also, we hear that Mr. Akins, who is in the St. Louis Hospital, is improving. We wish for them both a speedy recovery.

Memphis "Local" is on the boom and we intend to have some big surprises for the men soon and we expect to have speeches from our supervisors at the meetings throughout the year.

We welcome back Oscar Erkison, who is now our boiler foreman.

Local No. 4, Kansas City

H. A. Fyffe,

Reporter and Chairman Northern Division

Local No. 4 is still on the roll. We have had very good success the last year and have our membership up to about 100 per cent in the last two months. We have taken in thirty new members due to the fact that we put on a drive in November and had the Frisco Shopmen's Band from Springfield with us on the night of November 18th, also our General Chairman, Mr. Underwood. The band is one that the boys should all be proud of.

We are striving for 100 per cent attendance at our meetings. Sometimes it is difficult for the members to attend the meetings, but we feel that the benefits derived from attending will more than compensate for the effort expended in getting there. The officers are striving to make the meetings worth while, and it is up to the men to come and get the benefits. Everybody make a resolution in 1925 to attend at least one meeting a month! Let's go!

Mr. Junkins was re-elected president and Mr. Nachbor, machinist, was elected secretary.

Items From Cape Girardeau

By Bruno Schultz

Wm. Underwood made us a visit recently and made an interesting talk to our local. He stressed particularly, "Safety First" and "Co-Operation."

We have a very lively local here and are striving to make it one of the best on the system.

E. E. Nixon, our master mechanic and also our general foreman, have been holding regular meetings which have been both interesting and instructive to the men.

If I rest, I rust,
If I trust, I bust!
No rest, no rust,
No trust, no bust!

Mr. Oelkers, who conducts the Question Box Column, wants you to ask him questions, sending same to the Magazine.

Ten of the Many Reasons for the (Defective Air Brake Card)

By W. A. Hutton, Car Foreman
Neodesha, Kansas

1. To have all cars with defective air and hand brakes repaired at first terminal or repair depot.
2. That all trains may operate at all times with 100 per cent air and hand brakes.
3. To aid car inspectors to detect any defects that might be overlooked. Some air and hand brake defects are penalty defects and when reported by the ICC inspectors cost railroads one hundred dollars fine for each penalty defect reported. Many defects to the air and hand brake are reportable by ICC inspectors, such as missing release rods, cotters, etc., any defect can be shown on MP-47 Standard at any time discovered.
4. Serves as evidence in many cases to verify bills for work performed on foreign and private line cars and is filed in car foreman's office with record of repairs permanently.
5. The stub of MP-47 Standard properly filled out is advance notice of a car "Bad Order" that requires attention.
6. Saves delays, derailments, fuel, material, loss freight and personal injuries.
7. Simple to fill out and apply to car without hazard, any time defects discovered, proof that train has been carefully inspected while on road.
8. When engine is cut off from train in yards, by use of MP-47 Standard by train crews is the only way in most cases that inspectors and repair men are able to "Bad Order" or repair defective train lines, such as loose connections, broken threads or defective triples without the use of air. Some yards do not have the air and then these defects are not located until cars made up in train for test.
9. MP-47 should be used. Cost of card is nothing compared with what card might save. For instance, defective triple valve apparently working OK at time test made, car departs and wheels are slid flat. No difference who owns the car, handling company responsible and has to bear expense of new wheels to say nothing of the risk taken.
10. Last, but not least, instructions from our superior officers that they be used.

Did You Say Vacation?

Some folks like to dig a can of fish-in' worms, take along plenty of fishin' tackle, drive the Ford way down in the country and fish. Jest sit and fish all day long. That's their idea of a vacation!

Other folks like to go to the mountains, where the air is cool and the sunshine is closer to the earth! Then they tramp and tramp, all day long, breathin' fresh air and drinkin' in sunshine. That's their kind of a vacation.

But mine—don't know whether I'm goin' to get any or not, but if I do

Mechanical Department Fort Scott, Kans.

Waller R. Heck, Reporter

Oliver Wendell Clem is the proud father of a son born January 17. Uncle Earl Clem held him the other evening for the first time and he thinks he is a fine boy. Arne M. Westerhouse reports that he is an uncle again. A son was born to L. M. Westerhouse and wife. Mr. Westerhouse is now foreman at Thayer, Mo., and was formerly employed at Ft. Scott as a machinist.

On Tuesday, February 3rd, there was a fuel meeting held at Ft. Scott, and there was a large attendance of enginemens and other employes interested in fuel conservation. In connection with this fuel meeting the Frisco employes gave an entertainment and dance at the Eagles Hall which was largely attended by Frisco employes and the public. Mayor Childress made a short address, and Mr. Collett responded with a splendid talk. We were then entertained for an hour or more with some splendid musical selections and readings, after which there was dancing until about 1:00 A. M. Music was furnished by Kells orchestra. There were quite a number of out of town guests from Kansas City, Springfield and Monett.

P. J. Moore, general foreman, was called to Ft. Smith on January 22nd to attend a trial.

J. S. Patton, 2nd class machinist, has just returned from Alton, Ill., where he has been visiting his mother.

The new office for the roundhouse is just about completed, and by the time this appears in print, the office force expect to be occupying same.

Mrs. Henry Tressel, wife of Fireman Henry Tressel, died at her home February 13th after a long illness.

Short funeral services were held at the home Saturday evening at 8:00 P. M. The body was removed to Salisbury, Mo., for interment.

Geo. Ermatinger, road foreman of equipment, just received a message telling him of the death of his sister in Wisconsin. Although she has been ill for a long time, her death was unexpected at this time and the news was quite a shock to Mr. Ermatinger.

Engine Inspector J. D. Anderson was given a birthday surprise recently in honor of his (?) birthday. Mr. Anderson was enticed into a card game in the front room of his home, while about twenty couples quietly gathered in the kitchen. On a signal from Mrs. Anderson they advanced on Joe in mass formation. The chairs, tables, etc., were removed from the room and the rug rolled back. "Inky Bill" and his orchestra appeared and the evening was spent in dancing. Joe admits he was taken completely by surprise.

P. J. Moore, general foreman, was called to Monett on January 24th to attend the funeral of his mother-in-law, Mrs. Murphy, who was fatally injured in an automobile accident. The car in which Mrs. Murphy was riding was struck by another car and overturned. Mrs. Murphy suffered internal injuries and died a short time after the accident.

The plan adopted recently by the management of the Frisco of placing a gold star on the engine making the highest, and a silver star on the engine making the next highest rating in fuel performance in different classes of service has created quite a bit of friendly rivalry among the engine men. The following is a list of engines and engine men who won gold and silver stars for the month of January:

GOLD STARS

Engine	Class of Service	Engineer	Fireman
1317	Thru Freight	H. L. Kells	Nelson
777	Local Freight	Buckner	J. L. Miller
774	Local Freight	McDowell	Ex. Men
1340	Thru Freight	Robinson	Colgan
4004	Thru Freight	Conrad	Davis
1001	Passenger	E. E. Hale	Norton

SILVER STARS

1306	Thru Freight	Phelps	Baird
778	Local Freight	Cooper	Westfall
744	Local Freight	Harper	Hunt
1330	Thru Freight	Lyons	Watkins
4011	Thru Freight	Eves	Fletcher
1008	Passenger	Richardson	Bootherton

I prefer a little shack, hangin' on the mountain, private swimmin' pool, three square meals a day—just a little place where they ain't no telephone connections and the mail man comes just once in a while.

Do You Know Your ABC's?

You know Uncle Billy Morrill, don't you?

Uncle Billy was talking the other

day and he said that there were just lots of grown-up folks who didn't know their ABC's. We told him that we didn't believe there were such a great number who didn't know them and he said maybe we were thinking about the wrong ABC's. The kind he meant were, ALWAYS BE CAREFUL!

If everybody would remember the first principles of safety when crossing railroad tracks and keep their ABC's well in mind, crossing accidents would be a thing of the past.