



# Flashes of Merriment

## Learning the Game

The following story is told by Mr. F. G. Baker electrical engineer at Springfield, Mo.:

His young daughter picked up a wasp. As she stood ruefully sucking her thumb, her father came up and asked what was the matter.

"That bug's wiring was wrong," she answered. "I touched him and he wasn't insulated at all."

## Maybe So—Maybe Not!

Party boarding boat for a trip down the Mississippi: "Is this boat going up or down?"

Deckhand: "Well, she's a leaky old tub, ma'm, an' I shouldn't wonder if she was going down. But then, again, her b'ilers ain't none too good, so she might go up."

## Dumb Cracks

If all the chorus girls who buy their own fur coats and sport roadsters were gathered together, they would fill a telephone booth.

They say the short skirt is on the wane in Paris. From what we've been able to see, we find it is on the bow-legged in St. Louis.

## The Contrary Sex

"An' yo' say dat little twin baby am a gal?" inquired Parson Jones of one of his colored flock.

"Yessah."

"An' the other one. Am dat of the contrary sex?"

"Yessah, she am a gal, too."

## First Lessons in Arithmetic

"If there were four flies on the desk, Mary, and I killed one, how many would be left?"

"One," promptly replied Mary—"the dead one."

## Times Change!

With maids so scarce, and wives so active in public affairs, an able-bodied mother-in-law is a real asset to a young man these days.

## Advice

Young Sophomore (slightly experienced): "When dating with a stage star, you meet her at the stage door, but where in thunder would you meet a movie actress?"

Senior (of vast experience): "That's easy. Meet her at the screen door, of course."

## Right About Face!

Mr. R. A. Watson, supervisor of tools, on a recent trip in his new car: "I say, old man, is this the road to Pickle Center?"

Old Inhabitant: "Wal, yes, it's the road alright, but you better turn around if you want to get there."

## The Pace!

He: "Is she progressive or conservative?"

She: "I don't know. She wears last year's hat, drives this year's car and lives on next year's income."

## A Sure Way

Inquiring Old Lady: "Tell me, how did you begin to be an aviator?"

Answer: "I started at the bottom and worked up."

## True Love

Engine Driver's Sweetheart: "And do you always think of me during your long night trips?"

Engine Driver: "Do I? Why, I've wrecked two trains that way already."

Engine Driver's Sweetheart: "Oh, you darling!"—Tid-Bits (London).

## Excellent Taste, Excellent!

Grocer: "This is the best brand of peaches on the market—your husband will like them."

Customer: "The peaches my husband likes are not in cans."

Grocer: "What are they in?"

Customer: "In bathing suits."

—Selected.

## Religious Handicap

Teacher: "Now, Robert, what is a niche in a church?"

Bobby: "Why, it's just the same as an itch anywhere else, only you can't scratch it as well."

—Boston Transcript.

## Go Early, Avoid the Rush

A new musical comedy came to town. The billboards read: "Fifty beautiful girls. Forty-five gorgeous costumes." Ten people were killed in the rush for tickets for the opening performance.

## Floaters

Teacher: "Can anyone tell me where Noah lived?"

Pupil: "I think he and his family belonged to the floating population."

## Polite

Aunt: "And were you a very good little girl at church this morning, Alice?"

Alice: "Oh, yes, auntie! A man offered me a big plate of money, and I said, 'No, thank you!'"

## The Reason

Marshall: "The Joneses are moving from the neighborhood."

Muriel: "Moving! Why, people are just getting to know them."

"That's why they're going."

## Complaint Adjusted

Little Girl: "Mother says she found a fly in the cake you sold her."

Grocer: "I'm sorry. Tell her to send the fly back and I'll give her a raisin in place of it."

## Oh!

Ben Zeen: "I know a good joke about crude oil."

Carry Zeen: "Spring it!"

Ben Zeen: "It's not refined."

## On the Job in St. Louis!

A girl from a telephone exchange fell asleep while at church.

The preacher, announcing the hymn, said: "Number 428."

At that moment the girl awoke.

"I'll ring 'em again," she murmured.

## RULES FOR SUCCESS

### Rule Number One

If now your chance is offered—

Girlie, parlor, light subdued,

First, sit closely, very closely,

Talk and look as if imbued.

### Rule Number Two

Now success will make you bolder,

Take her hand into your own.

Slip your arm around her gently;

Tighten till effect is shown.

### Rule Number Three

Act impassioned, whisper fervor,

Of your love for her alone,

And, with opportunity offered,

Press your lips against her own.

### Rule Number Four

You won't need the book now!

## And Soap

"I can give you a double room with bath," announced the small-town hotel clerk. "Will that be satisfactory?"

"Give me a room with a double bath," replied the experienced traveler, "so I'll be sure of a couple of towels."—American Legion Weekly.

## Saved Him a Bill

Ding: "What did your wife say last night when you came home?"

Dong: "The darling never said a word. And I was going to have those two front teeth pulled out anyhow."



# Homemakers' Page



MISS LORETTO A. CONNOR, Editor

## A PIPING HOT DISH

Mrs. N. V. Allebach Recommends Spanish Sauce for Cool Days

Wife of Well-Known Springfield Engineer Gives Favorite Recipe to Frisco Wives

**N**OW that the wintertime is approaching, let us turn an eye to some hot dishes which will take away the sting of a sharp north wind.

Mrs. N. V. Allebach, wife of N. V. Allebach, well-known engineer, who



MRS. N. V. ALLEBACH

resides at Springfield, Mo., makes a most delicious Spanish sauce of which she says, "Tested for engineers and recommended for others".

Mrs. Allebach gives here recipe with the endorsement of Mr. Allebach, who claims there is nothing like it:

Take as much as two tablespoons of clear, unscorched bacon fryings, into which you cut two onions into bits and fry until tender.

Add one can or its equivalent in fresh tomatoes.

Cook until thick as marmalade, stirring to prevent scorching.

Season while cooking with one teaspoon of salt, same amount of sugar and half as much pepper.

After trying, vary seasoning and proportions to suit taste.

Use same recipe for preparing cooked tomatoes for table—only leave bits of bacon in the fat and when nearly done add bits of dry bread.

## HOW'S YOUR FRENCH TODAY?

Have you ever picked up a menu card and found that it was difficult to order many of the dishes because of the numerous French terms?

It is often embarrassing to ask just what each one is. Of course, they make a charming menu display, but when you ask the waiter to kindly tell you what "Blanch Mange" is, he'll reply with a very indifferent stare that it is a dessert made of gelatin or cornstarch and milk. Plain enough, if you know.

Here's another one, "Bisque", which means a thick, rich soup made of shellfish, birds or rabbits.

"Casserole" is perhaps one of the more familiar ones and means a baked dish of meat or vegetables with bread crumbs.

"Cecils" is only another way of announcing that the balls of minced meat are served with bread crumbs.

Then there is the word "Compote", which is a mold of jelly, relish or fruit.

A small cube of toasted bread is called a "Crouton" and is served with soups.

Food which is seasoned with curry leaves and spices is termed "Curried."

"Entree" means a side dish.

"Glace" means covered with a coating of sugar.

There is a mint, used in flavoring which is often found on the menu, the French term being "Marjoram".

Another familiar one is "Puree"—a thick cream soup.

"Rechauffe" doesn't mean a thing—except that the dish is warmed over.

"Saute" means to cook in a little fat.

A spongy dish made of eggs, milk and flour, beaten light, is termed "Souffle".

With these few hints it should not be hard to get a square meal out of a complicated French menu card.

## Frisco Twin Daughters Are Contest Prize Winners

Death Claimed Beverly Jean in July and Betty Jane Is "Carrying On" Alone

Beverly Jean and Betty Jane Clark, twin daughters of Mr. and Mrs. Roy M. Clark of 1610 West 41st Street, Kansas City, Mo., were perhaps the best known twins in that city.



Beverly Jean (left) and Betty Jane Clark of Kansas City, Mo.

They can be claimed, rightly, Frisco products, for Mr. Clark is a conductor for the Frisco, and they are the grandchildren of "Mother Clark", who took such a prominent part in the Third Veterans' Reunion.

Beverly Jean and Betty Jane were the winners of six Better Children Contest prizes in one year, the last one being a diamond ring given in a Shriners' contest.

On June 25 they celebrated their fourth birthday, and there never were two happier, healthier children. On July 1, Beverly Jean contracted membranous croup, which claimed her life, in spite of everything that could be done for her.

The accompanying photograph was taken on June 20. They enjoyed a wide acquaintance, and Beverly Jean shall be greatly missed by all Frisco folk, and her many, many other friends.

Every woman has a pet dish of good food. Railroad wives are known the world over for their ability as cooks. Why not pass your favorite recipe around to other Frisco women. Send it to Miss Connor, care of the Magazine, St. Louis.



## Miss Frisco Clad in Fashion's Latest



ONE of the most beautiful fashion shows ever witnessed by St. Louis people has just ended a three-weeks' run at the Garden Theatre, St. Louis, Mo.

The costumes, shown to the public on professional models, depicted the latest in hats and shoes, as well as everything that could be of use to milady in dressing fittingly for the fall and winter months.

The girls who acted as models were selected and trained, under the personal supervision of Major Levy, who for several years has had a great deal to do with staging the big St. Louis fashion show. Major Levy is connected with the Major Garment Company of St. Louis, Mo.

Through the kindness of Major Levy, the Frisco's own models are shown on the accompanying fashion page, modeling three of the outfits worn in the fashion show. While they are not the most elaborate, they depict three serviceable and charming fall costumes, within the means of the employed girl, and most stunning for the appropriate occasion.



This charming black satin dress (as shown above), trimmed with gold braid and inserts of white satin, is charmingly worn by Miss Peggy Dowling, of the auditor's office, St. Louis, Mo.

A beautiful red velour coat (shown in upper left corner), with trimmings of silver muskrat, modeled by Miss Melba Krueger of the assistant auditor of freight accounts' department, St. Louis, was one of the most attractive velour coats shown.

At left is shown an up-to-the-minute sport outfit of blue imported kasha cloth, with skirt of red and gray stripes. Kick pleats are lined with bright red. Miss Betty L. Herzog of the paymaster's office, St. Louis, is the attractive model.

## Foreman Barnard of Mississippi Answers Goolsby of Alabama

Section Boss Smitten by Muse as He  
Sits on Log by Tracks

WHEN J. N. Goolsby, of Jasper, Ala., told John R. Godsey, Magazine reporter and cartoonist of Birmingham, all about his experiences in the early days of railroad building down in the Tombigbee country, he started something.

When Godsey's interview with Goolsby was printed in the August issue of the Magazine, that "something" received momentum.

One day G. M. Barnard, section foreman of Section 92, Nettleton, Miss., a man with 27 years' Frisco service, and a life-long friend of Goolsby's, sat on a log beside the railroad he and Goolsby had worked on years and years ago. He had read the Jasper man's story in the Frisco Magazine the night before.

The "muse" visited Foreman Barnard as he sat on there, and that night at home he wrote the following poem:

"From George to John—or Then and Now."

Friend John, I wish to make reply  
To the lines you write of the years  
gone by,  
I worked today along the line,  
Where you tramped mud in eighty-  
nine.

This mud has vanished far below  
The grade line stakes of long ago,  
Instead there lies a cinder bed  
That you and I have both helped  
spread.

I fancy now I hear the song  
That mosquitoes sang over you so  
long,  
My vision now across the way  
Reveals Sam Wilson stooped and gray.

He looks as though in former years  
He did his work with least of fears,  
The steers that drowned in ninety-  
two,  
No doubt were burned by your own  
crew.

Perchance the ashes blew away  
To Henry Ford one stormy day—  
They came back here in form of cars  
That now are numerous as the stars.

They run in high, they run in low  
Most anywhere you wish to go;  
Some carry men, some carry loads  
To gravel old Tombigbee roads.

The world is on an upbuild,  
With me you must agree,  
For times are better now  
Than they were in Ninety-three.

But to hear some people tell it  
The country is in a shrill,  
Tombigbee is running sideways  
Right up the Amory hill.

I met a man this morning  
With the world all turned around;

## To Fill Your Own Place Is the Most Important Thing in the World

By ROBERT B. PENNYCOOK

Freight Accounting Department, Springfield, Mo.

FROM the lips of the old, the young and the middle-aged, we continually hear such expressions as: "I wish he would do this," "I wish she would do that," "I wish they would do their part," and I often wonder what kind of a world it would be if each one would say: "I will try and do my part, whether other people do their duty or not."

If each should stand in his place, fulfilling his duty to the utmost, looking to the right for help and approval, it would not be easy to calculate the improvement that would soon take place in our every sphere of endeavor.

Each man, each woman, is fitted for a certain place; each being in his place, the whole is harmonious, like a grand army with its generals, its colonels, its captains and corporals, its musicians and private soldiers.

The power of the army is in its discipline, so it is with the power of society; but in civilized society, the individual is mainly responsible. There is, indeed, an external law that reduced every atom to its proper level, but there is no human court-martial for members of society who persist in getting out of their places. If a private insists on being a colonel, no one can hinder his donning a uniform and making a fool of himself and causing endless trouble to others.

Fill your own place and fill it well. Concentrate your force upon that which you are doing. If these principles could form the groundwork of every child's education how much waste of power could be prevented. As it is, men and women are eternally struggling for something beyond their reach. To strive ever for a higher condition is, as we all know, laudable; but a higher condition is attained best and surest by filling well the place, however low, in which one may find himself.

"Be thou faithful over a few things

His doorsteps on the house top  
The house top on the ground.

His bedroom in the kitchen  
His kitchen in the hall,  
His wife was wearing breeches—  
And had no hair at all.

My service on the Frisco Line  
Has reached about one score and nine,  
So many things have changed you  
see

Since mud was tramped by you and  
me.

and I will make thee ruler over many things."

The philosophy of this saying is apparent to him who looks below the surface. The soul that successfully cultivates patience and fortitude and cheerfulness within the limits of narrow, disagreeable circumstances has thereby become so strong and self-reliant that the "many things" of power and opportunity cannot hurt him.

Fill your place well.

## A HEAP O' TROUBLE

By BEN B. LEWIS

Ain't this a sad old world?

Take Bill for a gloomy example. Bill ain't but five—but he takes things hard, same as lots uv grown folks. This mawnin', long about nine a. m., he hikes down t' th' pasture an' goes craw-fishin', which seems t' be his favorite pastime as well as his main pursuit in life these days. He uses up about a pound uv salt pork, purloined from his mamma's pantry, an' snags three crawfishes by twelve thirty p. m., noon.

He's as proud uv them animiles as a bran' new jack-knife, an' cuddles that old tin can t' his chest. Tenderly deposits it under a peach tree, an' rushes int' th' house long enough t' grab a bite o' cake—he ain't got time fer beans—an' then hurriedly returns t' th' back yard t' watch his pets. In th' meantime one uv 'em has died on him, bein' apparently et up consid'able by th' larger two. As a sort uv reprisal, Bill, he takes out th' biggest crawfish, which he suspects uv th' dirty work, an' whams him forceful with a brickbat. Natchully, that leaves but one; an' along t'wards evenin' th' last one gits discouraged, er lonesome, an' quietly commits suicide er dies uv some unknown crawfish ailment, probably superinduced by repeated proddin' with a stick t' see him move.

Bill's plum disconsolate, t' say th' least. Seems he aimed t' start hissef a crawfish farm an' git rich raisin' th' dern things an' sellin' 'em t' folks which enjoys eatin' their tails. His business hopes is blighted in th' bud, his stock in trade is dead an' gone, he's run out o' bacon, an' he's busted er misplaced his fishin' tackle, consistin' uv a scantlin' an' a piece o' string.

It's sad, that's all. It's a doggone, measley shame.

## Frisco Agent Taught Telegraphy to Present Railway Head

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### Climb Was Steady

"From then on his climb was steady. However, our railroad went into the hands of the receivers and we came out under the administration of B. F. Yoakum. Mr. Yoakum took an inventory of all employes and afterwards remarked that Carl Gray was the brightest one of the group, and that he could answer all his questions. He later made Carl division superintendent of the Kansas division.

"Then Carl went up the ladder of success by leaps and bounds until he was senior vice-president of the Frisco Lines and during the World War, he was chief assistant to Wm. G. McAdoo."

And Mr. Gray, in all his successful years has not forgotten the man who took such an interest in an ambitious boy, and when the Frisco Magazine wrote him of the story of Mr. McNair, Mr. Gray replied:

"I was fourteen years old when I started in his office to learn telegraphy and station work. Mr. McNair was at that time a veteran agent. He took a paternal interest in me from the start, and while I was an easy and ever present victim of his penchant for practical jokes, they were usually with an object in mind; and he saw to it that I had every opportunity to learn in the best way the rudiments of the business. He was one of the best types of the old school agent, and occupied a unique position in the affairs of the town—sort of an elder statesman.

"His constant friendship through all the years has been a very great gratification and assistance to me."

This is just a story of a man who had faith in boys, ambitious boys, and of one of the boys who made good. And the best part of it all is that it has established a friendship, which through the years has been of the utmost help and satisfaction to each.

When Mr. McNair was pensioned, his son, W. D. McNair, took his place and at this time is agent at Fayetteville, Arkansas.

## Forty Miles of Track With Automatic Train Control

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nine stop and speed control locations and sixty stop locations.

The speed control feature of the wayside equipment is being eliminated due to a new device having been designed to install upon the engines. This device is known as a forestalling valve. It enables the engineer to forestall an automatic brake application by its operation within a time limit of approximately fifteen seconds, while his engine is passing over an active magnet. This valve returns to normal automatically after the time limit has expired. The first one of

these valves was installed on engine 4130, October 17, 1924. All engines equipped with train control devices are now being equipped with this valve.

The final installation, Globe to Monett was completed June 15, 1925, after which the Interstate Commerce Commission was notified and an inspection requested. The request was granted and during the two weeks, August 2 to August 16, inspection was made. This was accomplished by the use of a four-car train and an equipped engine. The test as conducted was very thorough and the apparatus operated very successfully.

### Principle Is Automatic

The principle on which the apparatus operates is through the use of the automatic block signals and automatic locomotive controls. The signals operate in three positions: one meaning the block ahead is occupied and the train approaching must stop; another meaning the first block ahead is clear and the approaching train may continue with caution, and the third position meaning the track is clear for two blocks ahead and the approaching locomotive may proceed until a caution or stop signal is seen.

The stop signal is made known to the engineer of a locomotive by an arm on the upright of the signal bearing at an angle of 90 degrees and in case it is not noticed by the engineer, the automatic engine control is brought into play. The train is then automatically brought to a stop and only by getting down from the cab of the engine and releasing the apparatus under the coal tender, can the brakes be taken off.

When the signal reads "caution", the train may continue, but under "control". The term "control" implies that the locomotive can be stopped within the range of the engineer's vision.

If the signal reads "clear", the train may proceed at its regular rate of speed. This rate can then be continued until either a "stop" or "caution" signal is again reached.

This train control device has been the means of great protection as it makes train operation safer than it ever has been in the past. As an example, should a train be stopped to fix a hot box, the automatic train control would show to an approaching train that the block was not clear and protection given both trains.

The maintenance cost of this device is small, and is taken care of by the regular roundhouse air forces. It consists of cleaning and examining the duplex control valve periodically, which amounts to about the same thing as cleaning the triple valve in the airbrake system. No electrical apparatus nor circuits are employed on the locomotive, pneumatic power only being used with which the present air forces are quite familiar. The maintenance of the track apparatus is handled by the signal maintainer.

## Twenty New Locomotives Were Delivered to the Frisco in September

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have equipped their plant with improved jigs and fixtures which facilitate accurate workmanship, and which will materially add to the service reliability of these engines. In the machining of the various bearings of the driving wheels, connecting rods and other important machinery parts, dimensions are kept to within 1 to 3/1000 inch of the standard sizes, thereby obtaining the most desirable fitting for maximum wear and interchangeability of parts.

The Baldwin Locomotive Works is the largest institution in the world engaged exclusively in this business. The founder of the establishment was Mr. Mathis W. Baldwin, a jeweler by trade, who formed a partnership with Davis Mason, a machinist in a book-binding shop and these men built the first locomotive in the year 1832. In 1861 the first one thousand locomotives had been constructed and in 1899 the ten thousandth had been reached. The first thirty thousand locomotives were completed in 1907 and the first fifty thousand in 1918. The peak of production came in the year of 1918 during our greatest activity in the World War.

### Employ 21,500 Men

The normal employment of the combined works is 21,500 men. The machine work, with the exception of cylinders and driving wheels and also the boiler work is principally done at the plant in the heart of Philadelphia, within five blocks of the City Hall Square, where the office and shop buildings cover about twenty acres. All of the erecting work, machining and mounting of driving wheels, manufacturing of all gray iron castings, machining of cylinders, construction of tenders and other work is done at the new Eddystone plant, which is located on the west bank of the Delaware River about fourteen miles below the City of Philadelphia. At this point the works cover an area of six hundred and sixteen acres, dotted with large shop buildings and industrial tracks of about thirty miles.

And so another set of twenty of the finest type locomotives in the United States have been built and delivered to the Frisco Lines. Built under the most careful supervision, they are symbols of perfection in their mechanism, embodying the latest and most complete accessories.

Delivery of these engines began August tenth and final delivery was made the first of September:

### And then He Bought an Electric One

"Can anyone," asked the teacher, "give me a sentence using the word 'disarrange'?"

The first three pupils balked. Finally her eyes lighted on little Angelo.

"Sure," said Angelo. "My pappu, he gotta up dissa morn and he lighta da stove. She smoke. He say, 'Damma disa range.'"—Exchange.