

MEET AT FORT WORTH

Accident Prevention Session for
Texas Lines Held March 25

CONGRATULATIONS to the Frisco Lines on its splendid efforts along Safety lines! The results will not be confined to the railroad, but will radiate like the spokes of a wheel and be the means of saving countless human lives!"

This was the keynote of a masterly address by Hon. Clarence E. Gilmore, chairman of the Railroad Commission of Texas and president of the Texas Council of Safety at an accident prevention meeting held on the evening of March 25 in the Crystal Ball Room of The Texas Hotel, Fort Worth.

Mr. O. H. McCarty, vice-president and general superintendent of the Frisco Texas Lines, and his assistant, R. B. Cochran, who attended the first meeting of the Texas Council of Safety in Austin more than a year ago, invited Mr. Gilmore to address the most successful Frisco accident prevention meeting ever held in Texas, and arranged the program which was enjoyed by 500 guests.

C. C. Mills of Oklahoma City, accident prevention supervisor, delivered the opening address, and tendered the full co-operation of the Frisco Lines to the Texas Council of Safety. Mr. Mills made the significant statement that "All crossings are hazardous; but it is not the crossings themselves that make them so—it is the way people use them!"

Hon. Mark McGee, past state commander American Legion, former adjutant general of the State of Texas, and now district attorney for the Frisco Lines, urged strict enforcement of the law against intoxicated drivers of automobiles and the enactment of a law against sign-boards which obstruct the view at railroad crossings.

Mr. Gilmore asserted that twice as many people were killed and injured in highway and street accidents during 1925 as there were American boys killed in the world war, and pleaded with the railroad organizations not to stop their efforts at railroad crossings, but to educate the growing generation to safety practices on the highways and streets. Grade crossing accidents in Texas alone, during 1925, took a toll of 99 killed and 364 injured; and it is the object of the Texas Council of Safety, said Gilmore, to bring about the decrease of these and all other classes of accidents, with the purpose of preserving life and property.

In addition to representatives of all departments of the Frisco Texas Lines with their families, from Sherman to Menard, a large number of employes of other Fort Worth railways, with their families, were welcome visitors. Mr. C. B. Dorchester, member of the board of directors of the Texas Lines and president of the M. & P. National Bank, Sherman, also was present, coming to Fort Worth especially for this occasion.

Hon. W. M. Odell, of the firm of Goree, Odell & Allen, attorneys for

Impressions of the Fort Worth Accident Prevention Meeting

By BEN B. LEWIS

THE crowd. A little cool, at first. Distant. Formal. Is this a group of strangers, about to be bored to death? * * *

The warm friendliness of Mr. McCarty's handshakes! Here, there, everywhere; mingling, welcoming; introducing everybody to everybody else—with an especial courteous attention to the ladies, never fear! * * * Jovial! "Tom, you rascal, where's the wife?" Concerned: "How's the sick boy, Jim?" * * * And Mrs. McCarty, too; so distinguished and gracious—it was an honor to meet her.

There's Beckley, without his cigar! But with an extra width of smile.

Hello! Charlie Elliott, how's Brownwood? * * * Doc Woodward, massive and dignified. * * * Mr. and Mrs. Hutchison. * * * Look at the youngsters out tonight! * * * And there's Mr. Rudd, Mr. Koontz, Mr. Cochran! * * * Why, we know a lot of these folks!

Chatter. Gossip. Bright eyes glowing—spirits blossoming out. Flutterings, smiles, feminine laughter, masculine haw-haws! * * * The hum and buzz of a hundred conversations. * * *

Overhead, artistic chandeliers, strung with thousands of gleaming crystals. Five-hundred friendly folks settle contentedly in their seats as the chairman arises and receives instant attention.

The Honorable W. M. Odell—pithy, terse, brilliant. A dry humor that belies the silvery-tongued oratory which follows. Diplomatic, sincere. Each member of the program introduced with a fitting, graceful encomium.

C. C. Mills—earnest, convincing. Captain of Caution; Sergeant of Safety. A vivid picture of a railroad engineer on the anxious seat, approaching a crossing. For God's sake—play safe!

Down to Texas to meet the folks—Martha Moore from old Missouri! She recited some pieces for the ladies and gentlemen in a manner most beguiling—the boys from the cattle country emphatically declare: "She shore grades up high!"

Texas, and formerly United States District Attorney, Northern District of Texas, presided in an able manner as chairman of the meeting.

During the afternoon the regular business meeting of the Accident Prevention Committee was held at West Yard. This meeting was attended by a large number of supervisory officers and employes of all departments, who took enthusiastic interest in reports submitted and discussions of ways and means of overcoming various unsafe practices and hazardous conditions reported.



E. V. MAXFIELD

E. V. Maxfield, of Fort Worth (above), assistant claim agent of the Texas Lines, contributed to the success of the accident prevention meeting, held in the Crystal Ballroom of the Texas Hotel, March 25, at Fort Worth, with an amusing black-face skit, "The Ebony Dot".

Maxfield's "minstrel show" activities began at an early age when he ran away from home and joined the old "Galloway" troupe. But his professional aspirations were cut short when his father caught up with the show and dragged the young "black-face" back home. Since that time he has confined his talents to amateur theatricals, conventions and private entertainments.

Maxfield has had a varied railroad experience, and came to the Frisco in 1922, where he is well known and universally liked.

The honored speaker of the evening, Hon. Clarence E. Gilmore, Railroad Commissioner of Texas. The life of a little child in danger—and the imponderable mechanism of a mighty state begins to function for that child's protection, impelled by this big-hearted statesman. * * * "Individual Responsibility, but Co-operation of Organizations!"

The irresistible and spontaneous flow of Mark McGee's wit—the cackles and guffaws and delighted chortles that involuntarily respond to each quick thrust—the squirming victims of his shafts, desperately realizing that no defense is possible—and their friends aglow with an unholy glee!

Songs. * * * Leda Belle Durrett and Mrs. R. L. Truitt. * * * Clear, bell-like voices that awaken echoes in the heart—dream-like cadences that stir the senses to memories of age-old poems—with the workaday world forgot!

And a cheerful good-night!

The Constituent Elements of Matter and Their Important Relations to Each Other

An Article on Fuel, its Uses and Potential Economies in Railroad Work

By W. A. REESE

PART II.



W. A. REESE

IN taking up the study of combustion and its practical application, it will not be handled with any idea of enlightenment to the scientific mind or to bring out anything new in the field. My purpose is to give the practical engineer and fireman in the simplest and most

convincing way possible, a clear understanding of the underlying principles of combustion, and the application of these principles to the every day work of burning fuel in a locomotive firebox.

There is a mistaken idea in the mind of some men as to the real value of theory in practical work, but I believe we are fast approaching the day when all men will agree that if we thoroughly understand the principle of any line of work which involves principle, and combine that understanding with our every day experiences, far better results will be obtained than can be had in the absence of such knowledge.

In order to understand the chemical operation which is taking place in a locomotive firebox during the process of liberating heat, it will be necessary first to understand, at least in a measure, that part of physical science which deals with matter in the mass, and acquire a knowledge of chemical laws, facts, and the process of nature.

This may all seem just now a little strange as to why a knowledge of these things is necessary, but if you will take the time to bear with me, concentrate and study with a clear, cool, certain mind, as you proceed, you will later on shake hands with yourself for having accepted the writer's advice, for it is absolutely impossible to even hope to understand the principle of combustion under any other conditions. We cannot put the roof of the house on first, without the foundation having been laid.

On the other hand, do not attempt to go too far along these lines which deal with physical science and chemical laws, lest you be led into deep waters. The searchlight of science

has convinced us that in the process of nature, things are constantly changing, which naturally changes our conception. Even though our conceptions are modified from time to time in accordance with the new developments, this much I can say with definiteness and with emphasis—the principle of combustion will never be wrecked so long as atoms attract, and this fact has been established long since. To doubt this fact, would, in my opinion, be as unwise as for one to doubt the heat furnished by the sun, simply because scientists have not yet agreed as to the source of the sun's heat supply.

We firmly believed for many years that the sun was merely a white hot body gradually cooling off, but now we know that if it were merely that, it would have cooled off long ago, and we are searching for the source of its continuous supply of heat, and the scientists just now are inclined to believe that it is due to some form of sub-atomic change. I do not know the source of the sun's heat supply but I do feel its warmth; I do not know why atoms attract, but I do know they attract, because these truths have squared themselves with the demand of research.

We should bear in mind that the map of science is still a great blank sheet, with only here and there a dot to show what has been charted. Perhaps there will be just as many new developments and as many new discoveries within the next thirty years as there have been within the thirty years past.

Later on we are going to deal with natural chemical laws and the above statements are made for the purpose of stimulating your faith in the laws which govern the burning of fuel—whether it be soft coal, hard coal, or mineral oil. These fuels mentioned are among the most complexed compounds in nature. Oxygen will not combine with any compound substance, therefore, if this be true, it follows that all fuel must, necessarily, be put through a chemical process before burning takes place.

When oxygen makes a chemical union with either carbon or hydrogen, certain results always occur in accordance with certain chemical laws. We cannot change this law, but we may, however, obstruct it by bringing about a condition which will not allow it to work to the best advantage, thus reducing the heat value of fuel.

One pound of carbon will produce

14,650 B. T. U.'s when burned completely, under ideal conditions, where the law has not been tampered with. This same pound of carbon will produce but 4,380 B. T. U.'s when burned under conditions not favorable. There is no compromise. The products of combustion of carbon, in a locomotive firebox, is either a dioxide gas or monoxide gas; the former gas produces 14,650 B. T. U.'s per pound of carbon, while the latter gas yields but 4,380 B. T. U.'s.

Then, again, conditions are often found to be such that a part of the carbon—that part found in company with hydrogen gas—is not burned at all, but leaves the stack, unburned, in the form of smoke. This, indeed, is an unfortunate fact, and is a heavy expense to the railroad companies annually.

The loss in smoke has connected with it another undesirable feature especially in or about large cities, in bringing about an agitation by the public who know nothing about the conditions necessary to burn soft coal in its raw state, in a locomotive firebox. The opinion formed by the public without having first acquired a proper understanding, often tends to place deserving railroad companies in an undeserving light.

The product of the combustion of hydrogen with oxygen is water vapor, which produces 62,100 B. T. U.'s per pound of hydrogen.

There are three conditions necessary in a locomotive firebox in order to burn a fuel completely: First, the necessary temperature; second, the elements of the fuel must be set free—separated from the other elements, since compounds will not burn; third, a liberal supply of oxygen must be present, intimately mixed with the fuel elements, at the very instant they separate, otherwise the fuel elements will be whirled out through the flues under the influence of the strong exhaust, and become lost.

There are two processes taking place in a locomotive firebox continually during the period of liberating heat. One is known as the tearing down process, where the fuels are broken down and decomposed into their original elementary state; the other is the building up process, where elements combine to form new compounds—the result of which produces heat. The principle function then of the firebox

is to burn coal and liberate heat, by breaking down compounds and making new compounds, in fact it is a sort of an immense laboratory, and the fireman in his capacity as a fireman, is the chemist, bringing about one of the most remarkable chemical operations known—"combustion".

It is quite common to hear one contradict an established fact, using as a pretext for an excuse that other theories have not as yet been proven. It is well worth while to remember the conditions of conquest; to toil awhile, endure awhile, believe always, and never turn back.

Let me give you an illustration of the faith of one scientist in another: There was a mathematician sitting in his study with his curtains drawn. All he had was a pencil, a piece of paper, and his intelligence. He juggled figures upon the paper until he finally came to this conclusion—that far out in the misty heavens beyond the reach of the naked eye, and almost beyond the reach of the most powerful telescope, there should be another planet belonging to our planetary system, and that it should be of a certain size, and a certain description.

Well, when the mathematician told the astronomer what his conclusions were, the astronomer did not say, "I am from Missouri, show me". Having by past experience learned to respect the opinions of the mathematician, he turned his telescope in the heavens at a certain angle, and at a certain place, and there he saw a new planet, and it did belong to our planetary system, and was of a certain size and description.

The telescope which enables the astronomers to figure out the movements of the stars and comets, and calculate their courses, conjunctions, and eclipses years ahead, are not more accurate than the microscope which enables our chemists to study the constituent elements of matter, and their relation to each other, without which we could throw but little light upon the subject of combustion.

The scientist has given the name of matter to everything above the earth, on the earth, and in the earth. In fact, everything which occupies space is looked upon as matter. This includes the solids, the liquids, and the gases, but in a sense, there is nothing solid. This may be hard to understand, however, it is true.

If we could see our world of matter placed under a sufficiently strong magnifying glass, we would perceive it, not as a great body of solid fixed matter, but rather as aggregation of an infinite number of the tiniest particles, themselves built into atoms; these built into molecules, and these built into masses.

It is said by our highest authorities that the molecules in a body are as far apart, in comparison to size and distance, as are the planets of our planetary system. It is also said that the molecules are surrounded by, and pre-
vaded by, ether.

These molecules are made up of atoms as stated above, which are very active and they are as far apart in comparison to size and distance, as

More Good Fuel Performances for April

EASTERN DIVISION

April 16, engine 1037, train 12, Newburg to St. Louis, engineer Siders, fireman Vaughn, consumed 650 gallons oil, performance .61 gallons per passenger car mile.

March 29, engine 56, Springfield to Monett, engineer Thompson, fireman Finely, 110,660 gross ton miles, performance of 72 pounds.

March 16, engine 9, train 32, Springfield to Newburg, engineer McClelland, fireman Dillon, 298,770 gross ton miles, performance 107 pounds. Excellent co-operation between engineer and fireman.

CENTRAL DIVISION

March 5, engine 1404, train 5, Ft. Smith to Paris, engineer Davis, fireman Van Wagoner, 989 passenger car miles, consumed 6 tons of coal. Performance 12.1 pounds.

March 6, engine 730 extra East Hugo to Hope, engineer Reynolds, fireman Dickenson, 163,000 gross ton miles, 5 tons of coal; performance 61 pounds.

March 1, engine 1257, extra East Maddill to Hugo, engineer Keesee, fireman Bradshaw, 118,000 gross ton miles, 5 tons of coal. Performance 84 pounds.

March 2, engine 737, extra East Hugo to Hope, engineer R. B. Miller, fireman Horton, 163,000 gross ton miles, 5 tons of coal consumed, performance 61 lbs.

NORTHERN DIVISION

March 16, engine 4031, extra North Afton to Ft. Scott, engineer Eves, fireman Baird, 271,832 gross ton miles; performance 81 pounds.

April 6, engine 1329, train 1-131, engineer Kirkpatrick, fireman Kells, Kansas City to Ft. Scott, 169,290 gross ton miles, coal used 5½ tons; performance 65 pounds. Exceptionally good performance by engine crew.

April 6, engine 1318, train 1-164, engineer Livesay, fireman McClain, Ft. Scott to Paola, 153,484 gross ton miles; consumed 6 tons of coal. Performance 78 pounds.

SOUTHWESTERN DIVISION

April 13, engine 4125, train 432, Sapulpa to Afton, gross ton miles 184,068, oil used 1,410 gallons. Performance 7.7 gallons, 91 pounds of coal. Engineer J. Moore, fireman Tolbert.

April 16, engine 4131, train 2/434, Sapulpa to Afton, engineer Lipe, fireman Daniel. Gross ton miles 209,328, oil burned 1,312 gallons; performance 6.2 gallons.

April 13, engine 4109, train 1/434, Sapulpa to Afton, fireman Higginbotham, engineer Dodd, gross ton miles 204,822, oil burned 1,612 gallons; performance 7.8 gallons.

Engine 4030, Sherman to Francis.

Engine was lame and fireman did not watch fire condition close enough to insure economical operation, depending entirely too much on the stoker, firing the engine properly without making an effort to see if the fire was of proper depth and coal being evenly distributed. The result of these conditions was a high fuel performance of 184 pounds per 1,000 gross ton miles.

RIVER DIVISION

March 30, engine 1289, extra North Harvard to Chaffee, engineer Barclay, fireman Dark, conductor Stackley, 9 hours 15 minutes on duty. Performance 59 pounds.

April 7, engine 1284, extra North Harvard to Chaffee, engineer Robinson, fireman Jarrell, conductor Taylor, 551,196 gross ton miles; performance 64 pounds.

Following letter from Mr. McCarty of the Texas Lines:

"On April 6, engineer J. C. McClain and fireman Felix Rose made what we think is a very fine fuel record on extra 1243, Sherman to North Ft. Worth, handling 1,865 gross tons 91 miles or 169,715 gross ton miles, using only 1,013 gallons of oil. This gives us a consumption of 5.9 gallons per 1,000 gross tons, or 70 pounds of coal per 1,000 gross ton miles; 4 hours 40 minutes on duty.

"Am sure you will agree with me, this was a very fine showing, and shall appreciate it if you will arrange to give us suitable mention of the performance in the next issue of the Frisco Employees' Magazine."

Following letter from Mr. F. Reed, road foreman of equipment of the Texas Lines:

"March 12, train 1/736, engine 728, engineer Adams, fireman Brock, Hugo to Hope, 121 miles. Handled 165,000 gross ton miles, consumed 12,000 pounds of coal or 72 pounds per 1,000 gross ton miles."

Following letter from Mr. J. A. Moran, superintendent, River division.

"Chaffee, Mo., April 11, 1926.

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"Messrs. W. W. Eastwood, engineer, Chaffee, Mo.; J. T. Robinson, fireman, Chaffee, Mo.; J. E. Barber, conductor, Chaffee, Mo.; E. L. Roney, brakeman, Chaffee, Mo.; F. O. Harrell, brakeman, Chaffee, Mo.; C. J. Lindy, brakeman, Hayti, Mo.:

"You gentlemen were on extra 1292 north, April 5, earned 560,091 gross ton miles, average consumption 71 pounds of fuel per 1,000 gross ton miles.

"This is an exceptionally good showing, due to the fact that you handled 100 cars Harvard to Hayti, 97 cars Hayti to Chaffee."

those of the molecule. They are also surrounded and pre-
vaded by this same ether.

Then, we are told that the atom is still further divided and that it is made up of electrons, and that these electrons are very active and that they travel at an incredible speed.

The motion of these particles cannot be measured, but the results of the motion we measure by the thermometer or pyrometer, and is called temperature. The more rapid the motion or vibration, the higher is the temperature, and as the vibrations are reduced the temperature is lowered until the temperature of absolute zero, 492 degrees below the freezing point of water is reached. At this point all motion of molecules, atoms and electrons is supposed to cease.

If the magnifying glass were to be raised to an infinite power and placed over this world of matter, the molecules, atoms, and electrons would

melt into nothingness and there would be nothing left but the ether, which has no weight, and which is imperceptible to the senses, even when aided by the strongest instruments of the laboratories—so you see the solidity of things is merely relative and comparative.

Do not force your mind to think of this as I have endeavored to picture it to you—simply let your mind think, and visualize matter in the masses, and I can assure you that you will have a clearer conception of the principles of combustion when you have finished these lessons. And please remember that to say I can't, "is a childish confession".

If it were not for these fine points of science that seem incredible to the average mind, we would not enjoy many of the things we enjoy today. One of the greatest, if not the greatest contribution to civilization is that of science.

A Page of Praise From Loyal Frisco Patrons

THE following incident, though only an example of standard Frisco service, made a deep impression on Anderson Pace, of the Pace Advertising and Sales Service Company of Chicago, Ill.

Busily engaged in the transaction of business at Sapulpa, Oklahoma, recently, he failed to make reservation for a Pullman berth until a late hour. And here is what he says of our efficient ticket agents, Mrs. Idabel McMillan and Mrs. Anna May Miller, in a letter to Passenger Traffic Manager Cornatzar:

"I just returned from a trip to Sapulpa, where I am carrying on an industrial survey, and it pleases me to be able to tell you about the fine piece of co-operation along the lines of duty that was given me by the woman who is ticket agent at the Sapulpa station.

"Having delayed until I was unable to get space, she took such efforts, successfully to provide me with satisfactory accommodations, and I desire to comment on it in this way to you.

"I do not know her name, but I do know that she deserves all the good things that I am trying to say here.

Yours truly,
Anderson Pace."

The traveling public is more discriminating today than ever before and it behooves each competing road to offer the best of service. The letter quoted below came to J. N. Cornatzar, passenger traffic manager:

"On the evening of March 23, Mr. Grant, general sales manager of the Chevrolet Motor Company; Mr. E. W. Fuhr, our regional sales manager, and other officials, left St. Louis for a series of meetings, moving direct to Oklahoma City via the Frisco; thence to Dallas, Texas via the Rock Island; thence to Memphis via the T. & P., and the Missouri Pacific; and thence from Memphis, Tenn., to Atlanta, Ga., where they again used the Frisco in connection with the Southern Railway.

"Mr. Fuhr returned from the trip this morning and was so favorably impressed by the wonderful service rendered and the courtesy extended by representatives of the Frisco Railway, that he requested that I extend to you the appreciation of the Sales Department of the Chevrolet Motor Company, particularly to Mr. E. G. Baker, your division passenger agent, who accompanied the party to Oklahoma City, and who contributed so much to their comfort and convenience.

"They were permitted the use of the same car and the same crew on the entire trip, which was an unusual courtesy, and in addition to Mr. Baker, we wish to extend our thanks to all other Frisco represen-

tatives with whom they came in contact and all of whom contributed to the success of the trip.

"As for my part, it merely sustains my confidence in your ability to render high class service which I have never hesitated to recommend.

Very truly yours,
Chevrolet Motor Co. of St. Louis,
B. T. Fanning, Traffic Manager."

It is a source of great satisfaction, when the patron of a road realizes that that road is taking an unusual interest in his comfort and care. From many sources come letters, expressing such appreciation and the following is only one of the many received, acknowledging receipt of the usual courteous Frisco service. It is addressed to Passenger Agent C. S. Oldaker at Pittsburgh, Pa.:

"I want to thank you for myself and the Pittsburgh Builders' Exchange, for the splendid service you gave us in handling our special car on our trip to Oklahoma City and return by way of the south.

"It was a pleasure indeed to have you accompany us and it was very much appreciated that the Frisco Lines would take as much interest in seeing that we moved and were taken care of properly at all times.

"I will be glad to have you drop in my office any time you are in the vicinity.

Very truly yours,
David T. Riffle."

Here is a most unique letter, and one which was greatly appreciated by F. R. Newman, division passenger agent of the Kansas City Frisco offices.

It is dated St. Louis, Mo., February 17, and reads:

"Dear Sir:

"I am going to write this letter to you today. Please can you send me some Frisco Lines time table and Ozarks to me if you will be no busy in your office. I need them. It is very fine comfortable of the Frisco Lines. I often go traveling and feel fine by the Frisco Lines Railways. It is very good road smoothly. I am very fond to ride on the Frisco Lines Railways.

"So it close.

Yours truly,
Lee Bradfield."

While it was not possible to send Mr. Bradfield the "Ozarks", he was mailed a copy of the Frisco folder of the Ozark recreation resorts and as he is a Frisco booster, no doubt he will be riding a Frisco train during the summer to a cool, shady nook of which he read in the folder.

Ray-McNeiley-Madden, live stock commission agents of the National Stock Yards, Illinois were so apprecia-

tive of Frisco handling that J. R. Madden of the firm wrote to E. F. Tillman, Frisco live stock agent the following splendid letter:

"I want to congratulate the Frisco railroad on the run given Mr. John J. Cooper and Mr. Fox who loaded their cattle and hogs at Dodge, Oklahoma at 2:50 p. m., Sunday, arriving in St. Louis around 3:30 p. m. Monday, and arriving at the yards at 6:10 Monday evening. Mr. Cooper and Mr. Fox were very well pleased with the run and requested that I give you their good expressions.

"I assure you I appreciate this treatment, and it is a pleasure at all times to remember the Frisco".

The run to which he refers was made in twenty-four hours and forty minutes from Dodge, Oklahoma to St. Louis, Mo.—the usual Frisco schedule for fast freight.

It is a pleasure for an agent to receive good reports of the men working under his jurisdiction, and S. L. Oliver, agent at Memphis Tennessee was very well pleased when he received the following letter from I. J. Lichterman, president of the Southern Leather Company of Memphis, regarding his warehouse foreman, Mr. Eastman.

The letter follows:

"We wish to take this opportunity of expressing through your office, our hearty appreciation and thanks to your Mr. Eastman, warehouseman, for his efforts and good work of yesterday in getting delivery to us of a good big shipment from Cover & Company, Philadelphia, which moved Central Savannah Line Frisco.

"We understand that this shipment left Philadelphia via the M. & M. T. on March 18, and arrived Memphis early morning of the 23, and same was delivered to us early in the afternoon same day of arrival, making fifth day delivery.

"Wish to again thank you and all concerned in the excellent handling of this shipment".

J. C. Midyette, district passenger agent for the Frisco Lines at Pittsburgh, Pa., received a splendid letter of commendation from David T. Riffle, general contractor of that city, after a trip via Frisco Lines.

The letter, dated April 1 at Pittsburgh, reads:

"Since returning from the south on our trip to Oklahoma City, I have been very busy and have not had the time to write you. However, at this time I want to thank you for myself and the Pittsburgh Builders Exchange, for the courtesy extended by you for your road while we were under your jurisdiction.

"The 'Frisco' is to be complimented on their attention to service".

(Now turn to Page 35, please)

GERMAN OFFICER & A. E. F. MEN WORK SIDE BY SIDE

(Continued from Page 12)

Lieutenant, and an Iron Cross. He returned to school and finished his course, receiving his B. S. degree late that year.

He suffered some from being gassed, but otherwise life began again to shape itself into the old routine of affairs. Always anxious to receive a higher education he entered Berlin University and received a Master of Arts degree.

He then secured employment in the Siemens Works, automobile manufacturers in Berlin, as a mechanical engineer and became one of more than 300,000 machinists and 3,000 draftsmen.

In 1923 he had made remarkable advancement and when his plans for the engine of the 1924 model of the Portis automobile, a \$4,000 German-made car were accepted, he attracted the attention of the superintendent, an American.

"Go to America", Boss Said

"Schindler", the superintendent said, "you can make a success in America. Why don't you get away from all this and go over there?"

Schindler considered it. He was making a fair salary, but Germany's financial and economic structure was still unstable and tottering. There was a spirit of unrest and oppression prevalent. In the end he borrowed the money and came to the "Land of Opportunity".

He landed at New York in July, of 1924, and went to the Pierce-Arrow factory. He had had some correspondence with them relative to employment, but there was none at that time. He found a similar condition in Detroit, Flint and other automobile centers.

"I was a little discouraged at first", he said. "Many men were out of employment. But I had made up my mind to stay in America, and I was going to carry it on".

In the late summer of 1924, he drifted to Columbus, Kansas, where some distant relatives owned a farm.

Three weeks later he came to Springfield and on August 14, 1914, he joined the great army of Frisco workers as a third-class machinist in the south reclamation plant.

The Americanization of Walter Schindler had begun in earnest.

Within a short time Schindler's mechanical and drafting knowledge made a place for him in the organization directed by L. J. Leysaht, superintendent of the shops.

"I couldn't put that young Deutchman on anything he couldn't do", the superintendent said, "and the boys in the shops liked him from the start. Pretty soon I made him a first-class machinist, but I use him a lot of the time as a draftsman. He can design almost anything. He makes the drawings and then he helps make the machine. I don't know what I'd do without him".

Rail Travel Safest

Phil Coldren in the Joplin (Mo.) News-Herald

If you are thinking of safety only, you will make your trips by steam railroad wherever possible, rather than by motor car. Today it is 160 times safer to travel by rail than by motor.

In the past twelve years, motor vehicle accidents have increased 700 per cent, while railroad accidents have decreased 59 per cent.

The railroads, too, are striving to reduce their casualties still more. Here are some of the things they are working for, and in which they are asking public co-operation:

To prevent building unnecessary highways across railroad tracks.

To eliminate crossings, through the re-routing of highways where possible.

To eliminate obstructions to view on the highways within 500 feet of crossings.

To require every motor driver and insurance carrier of every automobile involved in an accident causing personal injuries to report full details to designated state officials.

To enact stringent laws requiring a proper standard of qualifications making it unlawful for licenses to drive motor cars to be issued to those who are unable to meet required mental and physical tests.

"The Boys Were Fine to Me"

"I was a little fearful of my reception at first", Schindler said. "The boys knew from my accent that I was a German. Petty soon they knew I was in the German army during the war. There are many American ex-service men in the shops, and they treated me splendidly. I will be grateful to their broad-mindedness as long as I live. It is a bright spot in my life. My worst job was to learn to speak 'American, as she is spoke'. I can speak English fluently enough, but you have so many idioms and expressions of slang that took me long to master. But I learned one thing in a hurry", Schindler smiled. "It didn't take me long to learn how to 'cuss' with the best of them".

This summer Schindler plans to return to Germany for a visit. His father and mother, two brothers and two sisters are still residing in Breslau. But he will not remain long.

"I want to see if my brothers, one a doctor of political economy in Breslau University, and the other a private counselor, won't return with me to America", he said.

But Walter Schindler is coming back.

He has chosen America as his home—and Americans welcomed him.

The Insult

"Why did you strike the telegraph operator?" the judge asked the ducky.

"Well, yo' honah", said the culprit, "it was jest like this: I hands him a telegram for mah girl, an' he starts in readin' it. So I jest nachurally ups and hands him one".

OZARK HENS "STRUTTIN' THEIR STUFF"

OZARK hens have literally "struttin' their stuff" since the first of the year.

Records of the agricultural department of Frisco Lines made public recently show that never before in the 15-year history of the department has the car-lot movement of eggs from the Ozark mountain territory even approximated the loadings of that particular commodity during the first two months of the year.

Three hundred and eleven car loads of the precious "hen-fruit" traveled via Frisco rails to all parts of the nation during January and February of 1926 as compared with 107 cars in 1925, constituting an increase of 245 per cent over last year.

Live and dressed poultry shipments also increased 60 per cent when 169 cars were shipped from the Ozarks as compared with 107 cars in 1925.

"There are no apparent reasons for the increase", W. L. English, supervisor of agriculture and refrigeration for the Frisco said today, "except those of a general nature. The mild weather of the winter has been highly favorable for increased laying, and the quality of the hen houses and hens themselves in our Ozark region has increased tremendously. Poultrymen are taking much better care of their flocks in every way, and the quality of the flocks, the food given them, and the shelter provided has much to do, we believe, with this increase in shipments. We have noticed a steady increase in our shipments of eggs and poultry every year.