

Thayer-Imboden Picnic of June Nine A Gala Event at Imboden, Ark.

*Five Hundred Frisco Employes and Townspeople Celebrate—
200 Pounds of Fish a Feature*



Engine 709 in her gala attire just before leaving Thayer for the Thayer-Imboden picnic on June 9, at Imboden. Officials of the Frisco and people of Thayer are in the picture. The refrigerator car on the rear is filled with good things to eat. C. W. Black, member of the committee and editor of the Thayer News is standing under the driving wheel in cap and white jacket.

It was a gala day of feasting, playing and good fellowship at Imboden, Arkansas, June 9, when 500 Frisco employes of Thayer and Imboden and townspeople of both cities met and mingled in the Thayer-Imboden picnic.

With an attendance from Thayer which came in a special train with a refrigerator car loaded with good things to eat, 200 pounds of dressed catfish furnished by the townspeople of Imboden, and large delegations from Memphis, Mammoth Springs and other Frisco points, the affair was voted one of the best successes of any of the Southern Division affairs and unanimously voted an annual meeting.

While the delegation at Imboden was up early the morning of the picnic preparing delicious food and adequate play-ground apparatus, the crowds from Thayer gathered at the depot there as early as 7 o'clock with boxes and baskets to board the special train which left at 8:15 a. m. in charge of Conductor E. E. Bateman and Engineer Jimmy Anderson. Eight coaches were filled to overflowing as the gaily decorated engine pulled out, and the refrigerator car had enough good food for everyone. Merchants of Thayer and Imboden closed their places of business in honor of the event and as many as could, made the trip with the employes. General Foreman Berry of the Thayer roundhouse had taken special pains with engine No. 709, and she shone from piffo to tender, and was decorated

with bunting and flags in honor of the event. Supt. R. B. Butler of the Southern had his car attached, and was accompanied by D. L. Forsythe, J. W. Morrill, H. F. Sanborn, C. C. Mills, of St. Louis, J. L. McCormack from Springfield and other officials of the Frisco.

The north bound Sunnyland stopped at Imboden to unload a car of employes from Butler's office in Memphis, and the affair was started.

At noon the baskets and boxes were brought from the refrigerator car and dinner was spread on the ground under the shade of trees on the banks of the beautiful Spring River. The two hundred pounds of fish cooked by Imboden people was served as the surprise dish of the day.

At 3 o'clock the ball game began and Memphis lost to Thayer, 5 to 12. The game was exciting and roundly cheered in spite of lopsidedness of the final score. Those not watching the game amused themselves with horse-shoe games, tennis, swimming and other athletics.

Supper was served at 5:30 p. m. to give the Memphis visitors time to dine, yet catch No. 107 and the special train left Imboden at 7:30 and deposited its tired and happy passengers in Thayer at 9:00 p. m.

Members of the committee were: Dr. H. W. Malony, C. W. Black, C. E. Davis, G. E. Gamel, P. G. Johnson, F. C. Lark, John W. Smith, T. H. Edmundsen, A. M. Burnum, A. L. Carr, L. P. Franks, T. A. Berry and Supt. R. B. Butler.

TWO FRISCO SECTION MEN WIN HONORS IN CONTEST

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rough mile post so and so to mile post so and so." "Needs lining mile post so and so to mile post so and so." "Surface ditch clogged mile post so and so." "Your ties are getting old on hand, arrange to get them in as soon as possible." And hundreds of other messages and letters of such nature are received by this king, as every other official sees fit to remember him quite often.

It is never too hot and never too cold, but what the king can be seen at his post of duty, doing his share to keep the wheels of industry turning. Long after other employes have set aside their cares, and are enjoying undisturbed slumber, the poor old king rolls and tosses, as rain pours down and the storms rage, awaiting the whistle of the night train so that he might know that they have traveled safely over his section. And many are the thoughts that run through his brain as the storm rages. "Would sure like to know how that soft track at mile post so and so is holding up in the rain." "Wonder if that twelve inch drain at mile post so and so is carrying all of this water? Wish they'd rush that larger one I ordered last month." "Hope that bank at mile post so and so doesn't cave off tonight." And if the storm continues he will crawl from the warm cozy bed and don his clothes.

And out into the raging storm goes the king to patrol his section so that all might be safe. Even though the weather is fierce he knows that all concerned are depending upon him to know that his section is kept safe.

Then, too, the old king has his share of clerical work. There are the daily time reports and the material reports. And with their care come the many instructions and criticisms such as: "In checking your reports we find that you show one hundred ties inserted this month. Your last month's material report shows only eighty on hand. Where did you get these ties?" And "In checking your reports we find that your average is twelve cents for tightening bolts, which is too high an average," and "On your reports for today we note that you charge two hours overtime to repairing switches. Was this emergency work or by whom were you authorized to work this overtime?"

So, fellow railroaders, you, too, can see that the poor old king snipe is quite a busy chap by the time every duty and every worry is taken into consideration, and is due some mention in regard to "Keeping the wheels of industry" rolling as if the wheels of industry on the railroad run on the rails without him and his good service, the rails might not always be safe.

Central Division Leads in Rough Handling Campaign With One Car Damaged

Per Cent of .0005 Damaged to Total Handled Is Central's Record—Springfield Leading Terminals

THE Central Division of Frisco Lines continues to lead all other divisions in the campaign to reduce rough handling of equipment.

For the first five months of 1926, the division damaged only 1 car, as compared to 12 in 1924, and none in 1925, with a minimum damage of only \$15.00. The Central handled 179,407 cars so far this year, more for the period than either 1925 or 1924, making a per cent damaged to the total handled of only .0005.

The Springfield Terminal still retains its first place position among the terminals with seven cars damaged as compared with 29 for 1924 and 6 for 1925. So far in 1926 Springfield Terminals' damage in dollars has amounted to \$895.00, and 328,222 cars have been handled. The per cent of damage stands at .0021.

"More cars were handled on the divisions and in the terminals during the five months period of 1926, than in either 1925 or 1924," C. J. Stephenson, assistant to general manager, said. "This, of course, had its effect on the number of cars damaged, but we are hopeful that the employes will become more vitally interested in this important work and through the medium of articles appearing in the *Magazine* and the constant handling which is being given the matter not only by the general and divisions' officers, but employes as well, to bring about an immediate reduction. We want to wind up the year, 1926, with a better showing than has ever been made on Frisco Lines."

The 1926 figures as compared with 1924 reflect a handsome reduction.

but the comparison with 1925 is not so favorable.

As compared with 1925, we damaged 18 per cent more cars, although the amount of damage showed a decrease of two per cent.

Figures in the *June Magazine* indicated 14 per cent more damaged cars and only a 1 per cent decrease in the amount of damage.

Among the divisions, with Central in the lead, Southern has moved up one place since 1925 and two since 1924, while the Northern slipped over last year. The River division advanced two places compared with the past two years, while the Western dropped from third place in 1924 to sixth this year, the same they held in 1925. The Southwestern division is also slipping, and is in seventh place now as compared with fifth in 1925.

Springfield Far Ahead

From all indications Springfield has a firm grip on the supremacy of the terminals, although Birmingham has taken a decided jump forward. The Alabama terminal jumped from fourth place in 1925 to second place this year. St. Louis dropped a little in 1926, but holds the same position as in 1924. Tulsa has shown a gradual and steady improvement, but Memphis has dropped from third place in 1925 to fifth in 1926. Memphis was fourth in 1924. Kansas City unfortunately, remains in the cellar, ranking the same as in 1925.

The slogan for June was "Be Careful and Watch the Other Fellow," and was submitted by H. P. Grimes, switchman at Tulsa.

The *Magazine* wishes to reiterate

NEW ENGINES ARRIVING

No. 1522 Makes Remarkable Run on Initial Trip

THE new engines ordered some time ago by the Frisco have begun to arrive and are being broken in.

D. L. Forsythe, general road foreman of equipment rode No. 1522 recently on her first break-in trip from Springfield to Newburg and reports a fine performance. The engine was on duty eight hours and ten minutes; delayed three hours—total running time five hours and ten minutes.

Harry Snyder, engineer and L. B. Mack, fireman, handled the train with 44 loads, 3,032 tons to Conway, Mo.; 42 loads, 1,956 tons to Lebanon, Mo.; 43 loads 2008 tons, Lebanon, Mo., to Newburg, Mo. The total gross ton miles was 239,080.

Engine consumed 22,000 pounds of coal, which shows 93 pounds per 1,000 gross ton miles and does not include the firing up.

The grates were shaken twice and the ash pan was not opened. The train arrived in Newburg with seven inches of fire in the box, had plenty of steam every place and handled the train well. Alabama coal was used.

"This engine is equipped with standard Dupont type of stoker, exhaust steam injector and Nicholson syphon," Mr. Forsythe said. "The engine ran exceptionally well, and the only trouble experienced was that the trucks ran a little warm. The showing made in fuel was remarkable, as there was no coal taken at Lebanon."

its request of last month that employes write in their suggestions for further reduction in the number of cars damaged. Letters addressed to the *Magazine*, or C. J. Stephenson, or to J. W. Skaggs, terminal inspector, who is chairman of the rough handling committee, will be given careful attention and consideration.

The statement for the first five months of 1926 on the Frisco proper, is as follows:

Division or Terminal	Number Cars Damaged			Amount Damage		Number Cars Handled			Per cent Damaged to Total Handled			Standing of Division or Terminal			
	1926	1925	1924	1926	1925	1926	1925	1924	1926	1925	1924	1926	1925	1924	
DIVISIONS															
Central	1	0	12	\$ 15.00		\$ 255.50	170407	162737	141441	.00050084	1	1	1
Eastern	17	4	24	319.78	\$ 320.00	708.76	363078	347142	279218	.0047	.0011	.0086	2	2	2
Southern	23	27	79	1441.00	3260.10	1558.82	420429	378643	366213	.0054	.0071	.0215	3	4	5
Northern	33	29	81	739.00	882.25	2023.36	449527	433385	391304	.0073	.0067	.0207	4	3	4
River	19	44	131	483.50	1429.00	2921.00	193423	183965	187065	.0098	.0239	.0700	5	7	7
Western	10	15	11	127.00	498.00	155.00	98238	94918	76210	.0102	.0158	.0144	6	6	3
Southwestern	97	48	147	2255.25	1532.96	2757.85	462040	469183	380086	.0210	.0102	.0387	7	5	6
Total	200	167	485	\$5380.53	\$7922.31	\$10380.29	2157142	2069973	1821537	.0092	.0081	.0266			
TERMINALS															
Springfield	7	6	29	895.00	386.00	2406.50	328222	335996	296094	.0021	.0018	.0098	1	1	1
Birmingham	20	39	38	2732.00	1308.00	552.50	365046	296129	275104	.0055	.0132	.0138	2	4	2
St. Louis	25	36	54	744.00	1573.00	1869.00	316121	314081	273309	.0079	.0114	.0194	3	2	3
Tulsa	100	88	142	1894.00	2987.00	3340.50	359342	341990	279449	.0275	.0257	.0508	4	5	6
Memphis	142	68	108	5562.70	3791.50	3551.00	487673	522784	528020	.0291	.0130	.0204	5	3	4
Kansas City	89	89	98	2687.00	2345.00	1746.00	284510	283249	275311	.0313	.0314	.0356	6	6	5
Total	383	326	469	14514.70	\$12390.50	\$13465.50	2140914	2094229	1927287	.0179	.0155	.0243			
Grand Total	583	493	954	19895.23	\$20312.81	\$23845.79	Per cent increase 1926 over 1925—Number cars 18%			Per cent decrease 1926 over 1925—Amount damage 2%					

Proper Banking of Fires in Engines an Added Means of Fuel Economy

Use of Fuel in Terminals Important to Coal Bill, Supervisor of Fuel Economy Shows

By C. J. BESHEARS

IN the year 1924, the Frisco Railroad consumed in locomotive service 1,410,307 tons of coal, and 2,045,603 barrels of oil, or a total equivalent of 1,921,709 tons of coal, costing \$6,179,677.66, and of this amount it is estimated about 15 per cent or 288,236 tons were burned at terminals in preparing engines for service and in holding them under steam.

The total number of engines handled, or engine dispatchments in 1924, was 297,024. Figured on the basis of one ton of coal used per engine dispatched, 297,204 tons of coal was burned at terminals, which checks fairly close with the estimate of fifteen per cent of the total fuel used in locomotive service. The major part of this is, of course, necessary fuel consumption. Engines must be prepared for service.

Some fuel can be saved through improved facilities, that is, more roundhouse room at certain points, and by installing additional circle tracks with blower lines at other points. This requires capital outlay and takes time to accomplish. There can be, however, considerable saving brought about through close attention to methods of firing up engines, and where same is practicable, in proper methods of banking fires. A great saving along these lines has already been made, but there is always room for improvement.

At the majority of our terminals, the fires are dumped at the completion of each trip, and new fire is built just before the engine is ordered for service, but at a number of points the lack of house room requires that engines shall be held under steam with banked fires.

Observation has shown that a locomotive with a fire box of about fifty square feet of grate area, when held under steam without having fire banked, and with steam pressure ranging anywhere from 100 pounds to the maximum allowable pressure, will consume in a twelve-hour period, an average of one and one-half tons of coal in addition to the coal required to bed the fire. Engines of different fire box dimensions figure in similar proportion.

In contrast to this, an engine with fifty square feet of grate area, under proper methods of cleaning and banking fire, can be held with banked fire with from thirty to forty scoops of coal for a twelve-hour period, and this same coal when spread will give the

fireman a much better fire than if the engine was kept under steam this period without having fire banked.

Holding With Minimum of Coal

A report appearing in the *Frisco Employes' Magazine* some months ago showed that engine 326, a small Mogul engine was held about seventy-eight hours at Ft. Scott, Kansas, on approximately twenty-six scoops of coal, or about 390 pounds of coal and this same coal was used in spreading the fire and making the engine ready for service. A more recent test with the 1300 class engines, having fifty square feet of grate area, shows that engines were held eleven and twelve hours on twenty-five and thirty scoops of coal, or approximately 450 pounds of coal.

Where banking of fire proves necessary or desirable, there is not only a great deal of coal to be saved through proper methods of cleaning and banking of fires, but especially in the case of coal that has a tendency to clinker, the locomotive can be turned over to the engine crew with a better fire, for the reason that the grates will be covered over with a small amount of loose ashes upon which to spread the fire, as compared with having to spread the green coal upon the fire box as in the case where an engine is freshly fired.

The amount of coal used in banking fire depends on the size of the firebox and the time engine is to be held with banked fire. The first essential is that engines should be brought to the terminal with fire in good condition for cleaning. If engines are brought in with very heavy fires, the fire cleaners will be bound to waste some good coke and good fire when cleaning the fire, whereas if the fireman brings in a fire that can be cleaned economically, a good start is already made toward fuel saving by proper methods of cleaning and banking.

Spread It Even In Box

After cleaning the fire, if additional steam pressure is required, a few shovels of coal should be spread evenly over the box, and if it can be arranged, any tests of appliances that are required should be made at this time in order that bank need not be disturbed until engine is ordered for service. Boiler should then be gradually filled. This will require pumping probably three times, as the water

RAIL PRESIDENTS AID IN SAFETY CAMPAIGN

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'Carelessness' is taking from America's manpower each year.

"In total, however, the figures are staggering.

"In 1925, 26,000 people were killed and 648,000 injured in traffic accidents of all kinds. More than 2,000 of the killed met their death on the quarter of a million railroad highway crossings of the nation and more than 6,000 were injured at these crossings in 1925 alone.

"By constantly preaching the gospel of safety to the employes of our lines we have been able in the last few years to reduce the annual loss of life from these accidents fifty per cent. But we cannot carry this gain much further, despite constant attention and safer working conditions each day, unless the co-operation of the public is ours.

"We wish to ask that you tell this story from your pulpit. The data on this subject is contained in condensed form in a little pamphlet, 'Be Careful,' recently published, and we are sending you a copy in the hope that it will materially assist you in preparing your sermon.

"In the name of those millions whose homes are bereaved each year by the toll of traffic accidents, we are asking your help in this undertaking."

will settle as the steam pressure drops.

Without special instructions, the average engine watchman will figure to keep not less than 80 to 100 pounds of steam, and this simply means adding eight to fifteen scoops of coal about every hour, and also working the injector about that often. But, that is not banking fires, and where it is necessary to do this on account of having to move the engine, there is naturally a great waste of fuel.

The whole idea in banking fires is to use the good steam pressure on the engine after the fire is cleaned for storing water in the boiler, and to bank the fire so the coal will not burn, but can later be spread over the fire box and burned, in raising steam to prepare the engine for service.

In firing up engines, when fires have been dumped out, one 15-pound scoop of coal per square foot of grate area is ample and will give a fuel bed of four inches in depth. A number of tests at Chaffee, Mo., recently showed that the 1300 class engines were prepared on 45 scoops of coal, using Illinois run of mine coal.

As stated before, much has been accomplished, but if by united effort, even a ten per cent further saving in the fuel used at terminals can be effected, it will mean an annual saving of 29,702 tons of coal if our previous estimate of one ton of coal used per engine dispatched, is correct.

More Good Fuel Performances For June

The following trips were observed by Supervisor of Fuel Economy M. H. Rodwig:

On May 8, engine No. 51, extra east, Engineer Ege, Fireman Eib, handled 2,956 tons, 81 cars, Monett to Springfield, in 3 hours and 30 minutes, with 50 minutes' delay; consumed 9 tons of coal, including terminal allowance. Did not get the usual shove out of the yard, were 31 minutes on Globe Hill. The performance was 138 pounds per 1,000 g. t. m., a very fine performance, indeed, considering the tonnage and number of cars in the train.

April 30th, engine No. 8, extra west, Engineer Carter, Fireman Earp, Newburg to Springfield, 119 miles, left Newburg with 1,950 tons, filled at Huben to 2,341 tons, handled a total of 255,109 g. t. m., consumed 18 tons of coal or 141 pounds per 1,000 g. t. m.

Mr. G. E. Dillard, road foreman of equipment, advises as follows: "Following is the performance of engine No. 1521 on train No. 2/34, May 21st, 1926, Springfield to Newburg; Engineer Ben Green, Fireman J. R. Thomas; cars handled, 40 loads; tons handled, 1,880; gross ton miles, 223,720; tons of coal, 9; pounds of coal per 1,000 g. t. m., 80. Train called to leave Springfield at 7:25 a. m. Time left Springfield, 8:55 a. m. Time arrived Newburg, 1:15 p. m. Total time on run, 4 hours and 20 minutes. Delays: Lebanon, 10 minutes for water; Purdon, 5 minutes for helper; total, 15 minutes. Actual running time, 4 hours and 5 minutes.

No coal was taken at Lebanon. Took water only at Lebanon. Had 24 inches of water in tank on arrival at Newburg. Made only two stops, the first stop at Lebanon for water and the second at Purdon for the helper. Fire was in good condition at Newburg and would have been alright to go through to St. Louis by shaking

down and cleaning pan.

"This is the best performance I have ever seen on the Lebanon Sub-division."

Other good trips on the eastern division:

Following is a very good performance of engine No. 4155 from Newburg to Springfield, June 1st, 1926:

Engine crew, S. K. Martin, engineer; V. W. Cross, fireman; number of cars handled, 48; number of tons handled, 1,820; gross ton miles, 216,580; tons of coal used, 11; pounds of coal per 1,000 g. t. m., 101.38. No delays only for operating purposes. This is an unusually good performance for a westbound trip.

Performance of engine No. 4155: Date, May 31st, 1926; train 1/32, engine No. 4155, from Springfield to Newburg; Engineer A. A. McClellan, Fireman Frank Dillon. Number of cars handled, 55; tons handled, 2,571; tons of coal used, 11; pounds of coal per 1,000 g. t. m., 71.89; time on the road, 5 hours and 30 minutes; total delays, 55 minutes; actual running time, 4 hours and 35 minutes.

Mr. J. S. Meldroth, of Chaffee, reports the following fuel performance on engine No. 1035, train No. 805, April 18th, 1926; Engineer J. R. Johnson, Fireman Q. T. Briggs; 10 cars St. Louis to Cape Girardeau, 9 cars Cape Girardeau to Chaffee, total of 1,427 car miles; burned 792 gallons of oil or .55 gallons per car mile. Handling and firing exceptionally good. Train on time all night and engine working perfectly.

Engineer Harry E. Davies has again furnished us with a record of fuel performance on trains Nos. 1 and 2, this time covering the period between April 23rd and May 31st. The average number of gallons used per car mile being .588, which is a very nice accumulative showing:

Date	Train No.	Eng.	Car Miles	Gals. Oil	Gallons per car mile	
April 23	Train No. 1	Eng. 352	1496	878	.587	
April 23	Train No. 2	Eng. 352	2618	1464	.559	
April 25	Train No. 1	Eng. 352	1496	879	.588	
April 25	Train No. 2	Eng. 352	1496	976	.652	
April 27	Train No. 1	Eng. 352	1496	781	.522	
April 27	Train No. 2	Eng. 375	1496	936	.626	
April 29	Train No. 1	Eng. 375	1496	914	.611	
April 29	Train No. 2	Eng. 375	1496	931	.622	
May 18	Train No. 1	Eng. 1518	1628	1007	.619	
May 18	Train No. 2	Eng. 1518	1496	1007	.673	
May 20	Train No. 1	Eng. 1500	1815	1107	.610	
May 20	Train No. 2	Eng. 352	1870	1074	.574	
May 23	Train No. 1	Eng. 375	1672	1015	.607	
May 23	Train No. 2	Eng. 375	1496	1014	.678	
May 25	Train No. 1	Eng. 375	1628	889	.546	
May 25	Train No. 2	Eng. 375	1496	780	.521	
May 27	Train No. 1	Eng. 375	1694	896	.529	
May 27	Train No. 2	Eng. 375	1496	936	.626	
May 29	Train No. 1	Eng. 375	1584	796	.503	
May 29	Train No. 2	Eng. 375	2057	1170	.569	
May 31	Train No. 1	Eng. 375	1496	841	.562	
May 31	Train No. 2	Eng. 375	1606	936	.583	
				36124	21227	.588

ROBERT COLLETT, Fuel Agent.

SHEPARD B. SMITH, 42 YEARS A FRISCO ENGINEER, IS RETIRING

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were opened to the public that memorable day in November of 1914.

There are other incidents in his 50 years of railway service which this Frisco veteran has seen.

He was firing on the Santa Fe between Atchison and Emporia in the early days when the Santa Fe purchased the Midland Railway Company from Topeka to Kansas City. Smith went to his superior and asked for the new run—and got it. As a result they put him to work firing the engine of the construction train engaged in relaying the track from Topeka.

"We pulled a pile driver, bridge crew and labor gang with three boarding cars," Smith said. "We were about three weeks making the trip from Topeka to Kansas City. Argentine was a log cabin at the end of the bridge across the river and we stopped in the West Bottoms."

That was the first Santa Fe train to enter Kansas City.

So "Shep" Smith is retiring. "I've loved every minute of it," he said. "There is nothing in this world that I've encountered, half so interesting as railroading. But I've had a long service at it. I've been on an engine so long that on the rare occasions when I'm back in the Pullmans I lie awake listening to the click of the rails and visualizing in my mind's eye every movement of that 'hog-head' up ahead."

Shepard Ballard Smith was born in Troy, Pennsylvania, June 10, 1856, the son of a hotelman and farmer. He spent a few years in school at Troy, but finished his common school education at Junction City, Kansas, where his father had moved. At fifteen years of age, "Shep" went after his first job and began his career in a merchandise store at Clay Center, Kansas, as a helper. Five years later he entered the employ of the Santa Fe as a fireman, and in 1878, two years after he began, he was promoted to engineer.

On December 10, 1884, "Shep" began his distinguished Frisco service as an engineer at Kansas City. He had worked on the Fort Scott & Gulf, and spent some time on the Santa Fe between Las Vegas and Raton, N. M., but he wanted to get married and the country in New Mexico didn't suit him. So "Shep" came to the Frisco.

"New Mexico was too tough a place for a man to take his bride in those days," he said, "so I resigned and came to a road I loved very much—the Frisco. I went to work in 1884 at Kansas City for two as good men as ever put their feet in shoe leather—Mr. George H. Nettleton, the founder of the old Fort Scott and Gulf, and Mr. J. S. McCrum, at that time superintendent of motive power."

Smith is married and has no children. He resides at 516 West 39th Street, Kansas City, Mo.

HER 50th ANNIVERSARY

Pittsburg, Kansas, Honors City's
Founding With Mammoth
Celebration May 20th

DECORATED to all four corners with flags and bunting, store windows filled with relics of former days, its streets crowded with old-timers who helped blaze the trails of Kansas; Pittsburg, Kansas, celebrated the fiftieth anniversary of its founding on May 20.

The day was filled to the brim with the program which was arranged by over 200 men and women of that city.

The old pioneers of Crawford County began to register at 9:00 o'clock at the Shrine Mosque, and from that time on the day was a riot of old fellowship meetings and entertainment which kept going until dusk.

The morning was given over to the program at the Mosque, which included addresses by Mayor Montee of Pittsburg and Pearl Decker, former Congressman from Joplin, Mo. Then there was a song service, when the old-time songs which the pioneers sang, rang through the building, and this was followed by a service honoring the old settlers.

At 12:00 o'clock noon a mammoth parade marched through the town. It was estimated that about 5,000 people marched or rode, and over 3,000 of these were railroad employes from the railroads entering Pittsburg, namely, the Frisco, Missouri Pacific, Kansas City Southern, Santa Fe and J. & P. Railway.

The parade was more than two miles in length and depicted the evolution and march of progress in industry and education from the stage coach and oxen teams of 1876, to the modern advancement of high-powered motor cars, steam and electric progress of industry and the modern era of 1926.

The parade was divided into the educational group, consisting of the schools and colleges; the military group, including the G. A. R., the D. A. R. and the American Legion; the club and society group, including all these important organizations in the city; the transportation group, which included the floats of the railways and depicted the progress made from the first mode of transportation. The parade lasted until 1:30 p. m. when the crowd assembled at Lincoln Park for an old-fashioned basket lunch.

The afternoon was given over to contests between the different bands of the city and those which were brought to Pittsburg by the various railroads. There was an old fiddlers' contest, a fox hunt, horseshoe pitching, bowling, trapshooting and two baseball games.

The afternoon program was hardly finished before an immense crowd gathered at the Shrine Temple. Here they were entertained with music by the Senior High School Orchestra

The Frisco

[From the Wichita, (Kansas) Beacon]

Wichita has been in a position to know that the Frisco railroad has been at times in the past in the dumps. It should not be lost now on Wichita, one of the chief cities on the system, that the old Frisco is at present flying high and is taking observations for interesting higher flights. For the Frisco is over the bumps and is stepping on the gas in the railroad world. The growth in net income tells the tale. In 1922 the Frisco had net \$753,013—not much as railroad finance goes. In 1923 the Frisco had to tuck away \$3,762,000—a tidy sum. In 1924 the road netted \$6,000,000 and last year—1925—this went to \$7,162,000. Its earnings were \$14.88 a share. Meanwhile the Frisco is very much alive in a railroad way. It is watching all corners. The Rock Island was thinking about selling its 875-mile Choctaw division, between Memphis and Tucumcari. One of the Frisco's competitors was thinking of buying it. Last winter the Frisco hustled and bought into the Rock Island company, and with representatives on the Rock Island board of directors is able to prevent that sale. Moreover the Frisco is spreading out. Its territory is unique. It is, as everybody knows, a southwest proposition with a southeast supplement. It is keeping an eye on its southeastern end. This last week it applied to the Interstate Commerce Commission for authorization to construct a line from Aberdeen, Mississippi to Kimbrought, Alabama, a distance of 152 miles. In a word the old Frisco is up and coming.

and the old-timers raised their voices and sang again the old songs of long ago.

Several speakers furnished an interesting evening and their addresses were received with enthusiasm. Among those were: Hon. P. P. Campbell, of Washington, D. C., Governor Ben S. Paulen of Kansas, and officials of the railroads which enter Pittsburg.

Following the program there was a reception in honor of the old settlers, which was concluded by a dance.

The Frisco delegation was outstanding and W. G. Wolfe, local agent at Pittsburg acted in the capacity of chairman of the transportation committee. Frisco officials in attendance included J. E. Hutchison, vice-president in charge of operation, St. Louis; J. R. Koontz, vice-president in charge of traffic, St. Louis; F. H. Shaffer, general manager, Springfield, Mo.; M. M. Sisson, assistant general manager, Springfield, Mo.; W. H. Bevans, superintendent northern division, Ft. Scott, Kansas; J. N. Cornatzar, passenger traffic manager, St. Louis; S. S. Butler, freight traffic manager, St. Louis; J. W. Nourse, general passenger agent, St. Louis; W. B. Berry, master mechanic, Kansas City, Mo.; H. L. Worman, superintendent motive power, Springfield, Mo.; C. L. Payne, assistant superintendent, Ft. Scott, Kansas; J. H. Doggrell, superintendent transportation, Springfield, Mo., and others.

D. S. BROWN RESIGNS

Durward S. Brown, secretary to J. N. Cornatzar, passenger traffic manager of the Frisco Lines, resigned June first to enter the practice of law and will be associated with the firm of Goodbar, Tittmann, Chapman and Gilster of St. Louis, Mo.

A TOMATO HARVEST



To the man who doesn't know what to do with his "spare time" this story may be of aid.

How to reap the harvest of idle moments is well illustrated in the above picture of John C. Combs, taken in his garden at Ft. Smith.

Mr. Combs is employed as a switchman at Ft. Smith, where he entered the Frisco service August 24, 1901. He has a small plot of ground at the rear of his home and one may find him there, most any evening after working hours, tending his huge tomato vines. One of his vines last year produced 56 tomatoes which he sold for 20 cents a pound.