

MAKE ANOTHER RECORD

Best Local Performance on Southwestern Division Made on November 30.

NOVEMBER 30 was a gala day on the southwestern division, and particularly on the Chickasha-subdivision, according to Mr. J. A. Hutchison, assistant superintendent, since on that day the best local freight performance ever made on the southwestern division was chalked up as a permanent record for the division—if not for the entire system.

In a letter to the editor, Mr. Hutchison writes:

"Local east out of Quanah on the morning of November 30, with engine 1620, handled 23 loads and 3 empties, 1,090 tons. At Eldorado, Olustee, Altus and Headrick additional loads and empties were picked up. When the local went into Snyder it had a total handling of 105 loads, 16 empties, a total of 4,065 tons.

The potential rating of this class engine from Quanah to Snyder is 1,850 tons, or a total potential between these two points of 111,000 gross ton miles. On this particular trip this engine produced a handling of 118,292 gross ton miles or 7,292 gross ton miles over the potential rating of the engine.

Their train haul for the entire sixty miles was 1,972 tons per mile or 122 tons per mile over the engine potential rating for the entire trip. This crew made five hours, forty-five minutes overtime and had a performance of 8,603 gross tons per train hour.

On this trip they burned 1,558 gallons of oil, which produced a fuel performance of 157.08 pounds per thousand gross ton miles, which is 38 pounds per thousand gross ton miles under the standard set for this subdivision for the month of December.

The crew handling this train was: Conductor W. C. Bryant, Brakeman D. H. Jones, Brakeman J. F. Edwards, Brakeman R. S. Maloney, Engineer Henry Zimmerman and Fireman Harry Conley.

D'YOU KNOW CASEY JONES

Now comes the momentous question—Who was Casey Jones?

The *Magazine* would like to claim that Casey was an old Frisco engineer, but there is no data or facts to substantiate such a claim.

Wm. J. Wallace, pensioned engineer of Sapulpa, Oklahoma, writes the *Magazine* that a Louisville, Kentucky, paper (where he now resides) is trying to ascertain the origin of the song and who the original Casey Jones was, who inspired its composer. Mr. Wallace writes that the song was most popular at the time of Mr. Carl Gray's administration and was presented to railroad men for the first time at a banquet in St. Louis, Missouri, given Mr. Gray when he retired from Frisco service.

New 700-Gallon Well at Holly Springs, Miss.



EMPLOYEES of Holly Springs, Miss., are particularly proud of their new twenty inch well, three hundred and fifty-two feet deep, of gravel type construction, which, according to the Frisco chemist, produces the purest water to be found at any point on the Frisco system.

This well was dug by the Layne-Central Company of Memphis, Tenn., who also built and installed the Layne vertical type centrifugal deep well pump, propelled by a forty horse power gas engine. The tank is a Chicago Bridge & Iron Works 100,000 gallon steel one, and the station was installed under the direction of George Revis, water service foreman of the southern division, at a total cost of \$20,000.

The contract with the Layne-Central people called for delivery of two hundred fifty gallons of water a minute. When the complete installation was made, the well showed, by official test, a production of five hundred gallons a minute over an eight hour period. Since that date an unofficial test has been made which showed that it produced seven hundred gallons a minute.

The top view shows the pumphouse and tank just after the erection had been completed: the lefthand picture shows the inside of the pumphouse, with the vertical centrifugal pump in the foreground, engine at the rear, and George Revis, water service foreman, at the extreme left. The center picture shows the pump in operation, handling seven hundred gallons of water a minute.

"Can any of the readers of this *Magazine* give any information as to who Casey Jones was, where and when he was killed and where, when, and by whom the song was written," Mr. Wallace asks in his communication.

"The Times, in Louisville, is trying to compile a group of popular old and new railroad songs," he continues, "and I thought maybe our Frisco boys might know about this one."

Anyone with any authentic information about "Casey" will kindly communicate with Mr. Wallace at 3517 W. Madison St., Louisville, Ky.

WHAT COUNTS

(By Marshall Wilson, Roff, Okla.)

It isn't the job we intend to do,
Or the labor we've just begun,
That puts us right on the ledger sheet;
It's the work we have really done.
Our credit is built on the things we do,
Our debit on things we shirk,
The man who totals the biggest plus
Is the man who completes his work.

GREETINGS FROM FLORIDA

B. S. Shirk, Former Assistant
Superintendent Tells Frisco
Folk "Hello"

B. S. SHIRK, formerly assistant superintendent at Amory, Mississippi, sends a greeting to all his Frisco friends, via the *Frisco Magazine*, from Winter Haven, Florida. Mr. Shirk has been on the pension roll for two years, having been retired from active service due to physical disability.

"The *Magazine* is certainly a welcome visitor in my home," he writes, "and the only sure way I can keep in touch with the happenings on the greatest railroad in the world. Even



though I am down and out I read the columns and try not to miss a thing.

"I am enclosing a picture taken at Venice, Florida, of Mrs. Shirk, myself and Mrs. G. A. Gladson, wife of G. A. Gladson, carman of Tulsa, Oklahoma, who spent a few months with us.

"Tell the boys I am getting along as well as could be expected—enjoying this beautiful sunshine which we have every day. Kindly remember me to Messrs. Kurn, Martin, Hilton, HuFchison, Allender, Bassett, Wightman, Young and all of the rest.

"I think of all the bunch every day and Mrs. Shirk says, when I get into deep study, 'What are you doing now—railroading?'"

Mr. Shirk sends to all his friends the best of wishes for the New Year, with a sincere wish that when there is an opportune time, that they drop him a letter at Box 1135, Winter Haven, Florida.

A wise old owl lived in an oak; the more he saw, the less he spoke; the less he spoke, the more he heard. Why can't we be more like that old bird?

RAILROAD WORK IS FASCINATING PROFESSION

(Continued from Page 22)

is a hard worker, has the right kind of personality and the average amount of brains, who in the final outcome is not recognized and promoted as the opportunities present themselves.

"I have in mind a freight conductor on a certain railroad where I worked as a train dispatcher. This freight conductor was rapid in the checking of his train, and when his train was checked, he would hustle to the office for his orders. He always had at his tongue's end the number of loads, empties and tons in his train, the engine number, and the engineer, and as soon as he was given his orders, he would move rapidly to the engine, deliver his orders and get out of town. He was always good at giving information on the road about the movement of his train. In fact, he was what we call an A-1 conductor.

"Today this man is a Superintendent, and he has not yet stopped. I look for him some day to be a General Manager or a Vice-President. I have known boys who started on their life journey as track laborer, and who, in turn, were promoted to section foreman, roadmaster, superintendent and finally general superintendent. I have known boys who started to work as machinist apprentice, who have, in turn, been promoted to gang foreman, roundhouse foreman, master mechanic, superintendent, and to general superintendent.

"These are not isolated cases. In fact, they are common, and go to show that regardless of the department, ability is recognized. To be successful, it is necessary that all men be dealt with fairly and squarely. This begins with the day of first entering the service and continues during the service, regardless of position. To illustrate what I mean, a worker in any department should be considerate of the other workers and should not take undue advantage of them—should treat them as he would like to be treated. A worker should not shift the load to his fellow-employee, but should share equally the burden, and if a fellow employee is in trouble, we should be considerate of him and assist him.

"Going further up the line, it is the policy and desire of railroad officers that everyone be given a square deal, and to treat the employes as they should like to be treated were they in the employe's place. In other words, to give them every consideration, and to be a successful railroad officer in this day it is very essential that this be done.

"Going back to the subject of whether or not the opportunities of today are as great as they were in the olden days, I will say that the opportunities are greater, for one reason alone, and that is that the railroads of today are handling many times the amount of business that they were years ago, and as time goes

MANY SPECIAL MOVEMENTS

Many special movements were handled via Frisco rails during the month of December, many of them due to extra holiday travel.

On December 16 the Mordkin Ballet was handled Kansas City to Joplin, thence Tulsa, thence Oklahoma City, thence Dallas, Texas, arriving on December 19. This ballet comprised 50 people.

A special party of twenty-five men in the private car "Sinco" was handled on train No. 9, St. Louis to Tulsa on December 6, and from Tulsa to St. Louis, trains 112-2 on Dec. 9.

One of the largest movements of the month was that of the American Petroleum Institute delegates to Tulsa, Oklahoma, for the annual meeting on December 5 and 6. About seventy-five sleepers were handled via Frisco Lines, two special trains from Texas, one from Los Angeles, Calif., two sections of No. 9 handled on December 5, and two sections of No. 9 on December 6, which trains handled nine cars from Chicago, one from New York, one from Cleveland, and nineteen from St. Louis.

Extra equipment was placed on all trains out of St. Louis, incident to Christmas and New Years holidays, and in some instances steam trains were substituted for motor car runs, where several extra coaches were added. An extra section of train No. 10, Sapulpa to Monett was added December 18 to 24, inclusive.

The Feodore Chalapin Company of approximately 70 people was handled, Memphis to Birmingham, train 105, December 11.

The Publix Theatre Corporation had a movement of a cast of twenty-five people via the Frisco Lines from Memphis to Birmingham, train 105, December 5. This same corporation had a special movement of twenty-five people, Memphis to Birmingham, train 105, December 12.

ESTES, ESTES & ESTES

Operator D. L. Estes forwarded to the *Magazine* office from the south yard, Oklahoma City, a "31" order which he says, "—you will likely not see again."

This train order was for trains 9 and 111, but the unusual part was that the meeting point was "Estes", signed for by Conductor "Estes" and Operator "Estes".

Operator Estes says: "I have been at this office three years and Conductor Estes has been running out of here all the time, but have never handled an order like this before. We are not related. The meeting point was named after Conductor Estes."

on and the country is more intensely cultivated, resulting in increased business, the business of the railroads will increase, and the increasing of business calls for greater opportunities for all railroad workers."

THE QUEEN LIKED THEM

Ozark Apples Made a Hit With Rumania's Popular Ruler

IN a recent edition of the Springfield (Mo.) Leader a letter from Emery Haguewood, *Frisco Magazine*, reporter was printed in the People's Column, in which he bemoaned the fact that Queen Marie of Rumania had missed visiting the "Land of the Big Red Apple"—the Ozarks.

In his letter Mr. Haguewood writes: "—she missed seeing the strawberry center of the world, Springfield, Mo., also the greatest poultry growing center of the world, as well as the land of the big red apple, and the home of the Concord grapes, also the



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Photo—MacEwan-Harris, St. Louis, Mo.

most important dairy country in the Southwest. She should have come down where nature at this time of the year is in all her glory, down where tourists come by the million to see the beautiful scenery, and drink the purest water on earth. She would also have had the pleasure of riding over one of the best railroads in the country—the Frisco. When one thinks of all this, we are bound to acknowledge that the author who originated 'Pity the Poor Queens' was right."

While it was not possible to visit every beautiful spot in America in so brief a tour, we are advised that William Findley, secretary of the St. Louis Chamber of Commerce decided that she should not leave the state until she had tasted one of its greatest products—the apple. Accordingly, to her suite at the Coronado Hotel, he sent a basket of Stark's Delicious apples. He asked her Majesty if she would mind being photographed with them. She gladly took an apple, but

A RECORD TO BEAT

The editor received the following letter from A. Terry, division roadmaster at Chaffee, Mo., for the river division:

"I have noted with interest the new rail laying records which appeared in the October issue of the *Frisco Magazine*, according honors to the southern and northern divisions. Will say that when you beat 100 feet to the man you are doing good work, but you are far from carrying the banner and will have to whip up if you even compete with what has been done.

"In January and February of 1915 Charles McCain made the following record on the southern division just south of Winfield, Alabama: Laid 428 lengths of rail of 33 feet each, or 14,124 lineal feet, 7,104 tie plates, 17,120 track spikes and 17,120 tie plugs. McCain worked 100 men on this job—an average of 141.28 feet to the man. Vice-president Hutchison was then general superintendent and J. A. Rollan roadmaster. Mr. Carr was superintendent and E. H. Barry, now assistant to the chief engineer at St. Louis, was division engineer.

"There was another great record made on the eastern division in April and May of the same year, under General Superintendent J. A. Frates and Superintendent J. F. Sims and Division Engineer J. M. Sills. J. H. Weed was maintenance inspector then—he is now roadmaster on the High Line between Springfield and Kansas City, and F. A. Denton, now retired, was roadmaster. I had charge of that eastern division job, and laid 528 lengths of rail, all of it 33-foot stuff, a total of 17,424 lineal feet and 9,504 tie plates, 21,120 track spikes, 21,120 tie plugs and 2,112 track bolts, with 120 men. We laid one and seven-tenths of a mile of track on both sides, or an average of 145.50 feet or rail per man.

"The boys may beat this, but they'll have to whip up to do so. I hope they can."

said she would prefer not to be photographed.

The basket was passed around the room and presently members of the entourage were busy at what is supposed to be America's daily method of keeping the doctor away. Queen Marie followed suit. One bite, and a royal smile revealed the fact that the apple had made a hit.

"You may bring your camera," she said.

The accompanying picture tells the story.

So, after all, the Queen was given a taste of one of the outstanding varieties of apples grown in the Ozarks, and it may well be supposed that with the apple went a few remarks about the Ozarks, from whence this particular brand came, for it was learned that Mr. Findley is a native of the Ozarks.

MEET IN TWO CITIES

Winfield and Custer City, Kansas, Have Better Service Sessions

SUPERINTENDENT S. J. Frazier and his staff, together with employees and citizens of the cities of Custer City and Winfield, Kan., held two interesting meetings on Sunday, November 28, to discuss accident prevention and better service topics.

The meeting at Custer City was held in the Masonic Hall, where T. F. Jones, roadmaster, acted as chairman. In explaining the purpose of the gatherings, Mr. Frazier said the men were assembled to discuss the important matter of how employees could better serve the public; also to air and exchange ideas beneficial not only to the employees of the railroad, but also to the traveling public.

A splendid program followed, in which Mr. Jones discussed problems of the track department with the section foreman present; A. L. Fisher, division engineer of Enid, made a strong plea in the interest of accident prevention, as did O. C. Mills, general agent, of Oklahoma City. R. C. Canady, assistant superintendent, expressed the thanks of the Frisco railroad for the co-operation of Custer City people, and N. P. Chandler, superintendent of schools of that city, responded. Mr. Stone of the Custer City Commercial Club, concluded the program with an invitation to the Frisco men to meet again in Custer City. J. C. Hopkins, proprietor of the Broadway Hotel, served the visitors with a chicken dinner. The meeting at Winfield, Kan., was held in a passenger car at the local station, later in the day. Practically the same program was followed, with a change in speakers, as Winfield produced some fine talent.

Officials attending the two meetings were as follows: S. F. Frazier, superintendent; W. J. Foley, master mechanic; Harry Harrison, accident prevention agent; H. F. Sinclair, claim agent; C. U. Allen, division accountant; Charles Byrd and Frank Hinkle, roadmasters; A. L. Fisher, division engineer; R. C. Canady, assistant superintendent, and T. F. Jones, roadmaster. It is estimated that 100 attended both the meetings on this date.

A shingle, a cigaret and knickers make a lot of difference, but they don't fool a mouse.—New Haven Register.

While waiting at the railroad station Brown put his six-year-old daughter on the slot scales. "Only forty pounds?" he said. "You ought to weigh more than that."

"Well, Daddy!" exclaimed the little girl, "isn't it enough for a penny?"

Frisco Men Hold Better Service Meeting at Pawnee, Oklahoma, December 12th

By D. S. THORNTON

AS the result of considerable discussion among railway officials at Enid as to the best place on the Perry and Avard sub-divisions for a better service and accident prevention meeting, Pawnee was visited December 12 by fifty Frisco men, who arrived on the morning trains and congregated in a passenger car at the local station. Prominent among the officials present were S. J. Frazier, superintendent; A. L. Fisher, division engineer; F. C. Gow, assistant superintendent; Charles Byrd and Stewart Payson, roadmasters; and John M. Walker, division storekeeper, all of Enid; Harry Harrison, accident prevention agent, St. Louis, Mo.; and W. C. Brown, motor car maintainer, Springfield, Mo.

Opening the meeting immediately on the arrival of train 609, Mr. Byrd acted as chairman in the absence of Frank Hinkle, roadmaster of this subdivision, who was prevented from attending by illness.

"The betterment of Frisco service, efficient co-operation among ourselves for our mutual benefit, and Safety First," said Mr. Byrd, "are among the subjects upon which every one here present will be given an opportunity to speak. Knowing, as I do, that all of you come fully prepared to air your ideas and your troubles, I propose to call on each man, beginning at one end of the car and ending at the other."

Mr. Byrd called on a number of the section foremen, the first being Jim Sims of Goltry, who made an interesting and instructive talk on the prevention of accidents and how it is practised on his section. W. E. Davis, for 20 years section foreman at Carrier, spoke entertainingly in comparing past and present practices. "How I keep my switch lamps burning," was the subject chosen by Earl Shackelford of Enid. Other trackmen spoke regarding roadway and track maintenance and accident prevention. In connection with these subjects it was usually the case that one foreman's problems were answered by another foreman, indicating the mutual benefit derived by the airing and exchanging of ideas.

At noon the men went in procession to the American Hotel, where a delicious chicken dinner was served by Mrs. Earl Nail, the proprietor.

The afternoon meeting was addressed by Superintendent Frazier who gave the principal talk of the day. The speaker expressed his desire for the establishment of a better understanding among all concerned, and told of the progress being made in this direction by the several meetings held at Pawnee. He also exhorted the men to do everything possible

to promote safety first ideas. Addressing himself to the trackmen, Mr. Frazier advocated a prearranged labor schedule wherever possible. "Decide on the day's work in the morning, and inform your men of the proposed lineup for the day," he suggested to the section foremen. "Don't deviate from your programme unless it be to execute some emergency work." Mr. Frazier then invited the men who were going east to accompany him in his private car, "where we can see the track," he said, "and discuss the matter of how it can be improved. We want the Perry sub to be in such riding condition that its superiority will be the talk of all who travel over it and the further envy of our competitors." The remainder of Mr. Frazier's address was devoted to the importance of keeping clean tool houses, keeping clean right-of-way, flagging curves, and the observance of speed restrictions.

According to Division Engineer A. L. Fisher, it is not true that "you can't teach an old dog new tricks." His experience teaches him that much has been, and can be, accomplished by the observation of the methods of others.

"Many an old dog has learned a new trick in this manner," he said. "In the execution of some project, just ask yourself whether your methods can be improved on: see how the other fellow does it."

Mr. Fisher then impressed the maintenance of waymen with the fact that the thing of prime importance with them is to keep their track riding right, all other maintenance matters being of secondary consideration. After giving a lot of "pointers" relative to track improvements, Mr. Fisher branched out in another direction.

"A railroad corporation," he said, "differs from other corporations—the local hardware store, for instance, in that a railroad is a public service corporation. We should therefore bear in mind that in serving the railroad we are serving the public. On the quality of this service depends the success or failure of a railroad in the matter of paying dividends. Looking at the subject in this light you will see that your own success depends upon your service to the company, since the company succeeds only according as you make it succeed. With this thought in mind let us therefore give this great railway of ours the maximum amount of our personal efforts. Let us not fall down on the job, but let us keep the Frisco where it is, and further outdistance our competitors."

Assistant Superintendent F. C. Gow voiced his suspicions that the men had more in their minds than they

ENLARGE MONETT PLANT

The development of the fruit industry by the Frisco horticultural department in the section of the country around Monett, Mo., has made it necessary for the Railways Ice Company of that city to enlarge its plant. The present capacity of this plant has been seventy tons of ice a day. This will be increased to one hundred and fifty tons.

According to those in charge of this plant, many new features are to be incorporated in the list of new improvements, which it is estimated will cost \$150,000. New machinery will have to be installed, including one "Vilter" double-acting, electric-driven ammonia compressor, one large ice tank, containing over 800 cans, a cooling tower thirty feet high and over 100 feet in length, besides a large number of minor improvements. One interesting feature is that there will not be a threaded joint in the entire line. The joints will all be welded, which will insure against leakage.

The old distilled water system will be abandoned, and a modern water treating system installed which will make only clear ice. New conveyors will bring the ice to the re-icing dock in record time, making an unbroken stream of ice, and there will be no limit to the number of cars that can be handled. The present speed is one car a minute.

It is estimated that during the coming season, double the number of cars will be handled than last year, and the past record has been as high as two hundred cars a day with a total amount of 630 tons of ice used. The Frisco alone expects to use better than 20,000 tons the coming season, as this icing plant is one of the most important on the system.

were expressing, and urged them to throw off the mantle of shyness and to feel free to unload themselves. In the interest of safety first he requested the section men to watch all trains as they pass. "You may detect a dragging brake beam or observe some other unsafe condition, and by the necessary action prevent an accident," he said. He then spoke about the importance of proper attention to switch lights. "Nothing looks better to any crew at night," he said, "than a bright green switch light."

Harry Harrison of St. Louis, Mo., gave a profitable thirty-minute address growing out of his long experiences. He emphasized the importance of living up to the company's rules, and showed conclusively how many accidents could have been avoided if the rules had been observed.

Division Storekeeper J. M. Walker and Shop Accountant D. S. Thornton spoke briefly on material accounting. J. B. Wood, local agent, expressed his appreciation of the meeting.

Friscos officials say the meeting was so profitable they expect to call another one at Pawnee at some future date.

Tracing Department in Transportation Office Important Cog in Wheel of Frisco Service

Accurate Check Kept on Cars Traveling via Frisco—200 Shippers Inquire Daily for Information

ONE of the most important factors in the solicitation of freight business for the Frisco, is the fact that the solicitor can guarantee to give information as to the movement of each car. This includes receipt and forwarding from point of origin; its location and arrival at destination or delivery to connecting line, when destined to points beyond Frisco Lines.

In the office of J. H. Doggrell, superintendent of transportation, Springfield, Mo., there has been established what is known as the tracing department, or bureau of information. Records are concentrated from all points on the Frisco System and our patrons, traffic officers, agents and others are constantly and closely informed as to the movement of carload and less than carload freight. This department works 24 hours daily to give service and information of this nature.

Freight moving over Frisco rails is classified for movement as livestock, perishable merchandise, red ball and dead freight, and is given movement in the order named. A record is maintained of all commodities classified as merchandise and red ball in order that all may know that same is moving as it should and in order to answer inquiries with respect to location and to expedite the movement.

To accomplish the above, there is in use a series of reports rendered from designated stations, including heavy interchange points, where freight is received from foreign lines, also from our larger manufacturing and producing centers, and at other points where freight is assembled from nearby territory; these reports also include advice showing forwarding, the passing at various terminals or division points, or if cars are set out at intermediate points for any reason, and arrival at destination.

200 Inquiries Per Day

This information, which is all recorded, gives a complete transcript of the movement of freight while enroute to destination and as the reports are forwarded by wire to office of superintendent of transportation, they are available for distribution and general use within a very short time after cars have moved.

These reports are called "Red Ball Reports" and constitute the backbone of the ability of the Frisco to readily keep those interested fully advised as to the location and movement of cars in which they may be interested.

And there seems to be some interest displayed, as records show approximately two hundred inquiries received daily. This does not include telephone inquiries. Almost hourly the records are "run over" and the moves of the cars recorded on the files.

Between the hours of five and eight each morning, wire reports are sent to the traffic officials in Texas, Louisiana, Arkansas, Tennessee, Alabama, Georgia and Florida, placing in their hands by eight in the morning, information on the movement of freight in which they are interested. About noon each day, a similar report is made to traffic officials in Colorado and California.

At five in the afternoon, daily, a report known as the "Manifest Report" is mailed to each of the traffic officials at all points. This report includes the forwarding from symbol stations and arrival at destination of all symbolized loads reported during the previous twenty-four hours and is complete, up to 3:30 p. m. each day.

The furnishing of quick and accurate information on the movement of cars is one of importance, and with this end in view, reports and methods of securing information is being changed from time to time and improved.

The "23 Consist Report" which shows the symbol under which the car is moving, number and initial, contents, point of origin, consignee, destination and routings, formerly copied in the record books now reaches the office of the superintendent of transportation in duplicate; the original is pasted in the record book and the duplicate used for other purposes. The combined wire mailgram and letter, saves the time of the dictator and the stenographer. The "99 Report", which is used to gather information on dead freight, has been revised until several cars can be checked at one time.

These improvements are mentioned to bring out the fact that the Frisco is ever striving to give "service to the shipper and receiver of freight". That the proper results from the system may function, is dependent on those who furnish the reports, and that is why accuracy and prompt rendering of all Red Ball reports is necessary.

Added to this is the service rendered by the telegraph department in handling the reports by wire, and for which accurate service they are due a great deal of credit.

WILD TURKEYS IN TEXAS



When R. L. Truitt, superintendent of freight loss and damage claims of Ft. Worth, Texas, and his party went on a wild turkey hunt—they were among the chosen who returned with the spoils.

OUR FAMOUS FRISCO WAITRESS

(Continued from Page 6)

"And Mr. Shaffer, the general manager. I can't understand how the women have let him stay single—the old bachelor! He's got one of the sunniest dispositions of any man that ever straddled a stool in this Harvey House. We see a lot of him. He's sort of 'on the town', you know, like all bachelors! Some of the officers we don't see much of because they're married and eat at home. But we always like to have them come in."

"You ought to have some pretty interesting reminiscences about some of the old-timers who have left the road, Miss Jessie, if you care to dish 'em up", we suggested hopefully.

"Well, I have. But I'm not going to give 'em to you to print in that *Magazine*, I don't think! I remember Mr. Carl Gray, and Mr. Ed Levy and W. T. Tyler, and Mr. Frates and H. H. Brown and "Andy" O'hara, and a lot of the famous men on this railroad. But the only thing I'm going to tell you about them is that they all had good appetites and good table manners."

"The fact that most all railroad employes have good table manners has always puzzled me," she continued. "Now you take these car knockers that come in here to get a cup of coffee and a sandwich. They don't leave their spoon in the cup, and they don't take half a sandwich at a bite. They eat like gentlemen should. I've seen a lot of stylish looking men drop off trains and come in for a bite, who had table manners that would come a long ways from being good manners in a caboose!"