



Flashes of Merriment

A Pocketful

Frank Craven, once in his career as a showman, made friends with an elephant. Before going on each night, he put a sack of peanuts in his hip pocket. "One day," said Mr. Craven, "I thought I would give him a real treat, so I put some nice, fresh, new, sticky popcorn candy in my pocket. The elephant could not get the candy out—nor could he extricate his trunk."

Mr. Craven paused for effect. "You've heard an elephant trumpet," he resumed, "but did you ever hear one trumpet in your hip pocket?"
—Houston Post-Dispatch.

Naturally

First Angel: "How'd you get here?"
Second Angel: "Flu."

Just Right

"I want some raw oysters. They must not be too large or too small; not too salty nor too soft. They must be cold, and I'm in a hurry for them."
"Yes, sir. Will you have them with or without pearls, sir?"

Try This

"Went to a dance last night and something was wrong with the taxi and we had to drive backwards the whole way."

"I guess you didn't like that!"
"Oh, I didn't mind. When we got there the company owed me two dollars and a half."

Applying Himself

"Sir: I am Wong. I can drive typewriter with good noise and my English is great. My last job has left itself from me for the good reason that the large man is dead. It was on account of no fault of mine. So, honorable sirs, what about it? If I can be of big use to you, I will arrive on some date that you would guess."

All Wrong

"It's all wrong about those Irish being good fighters."

"Yeh?"

"Yeh. Last night me and my brother Gus and two other fellows licked one."

A Funny Bird

"Who said I was going to buy a new car for your birthday?"

"A little bird told me."

"Must have been a little cuckoo."

A Clear Vision

They were seated in the dining car on the Sunnyland, bound for Alabama.

"Notice that Scotchman," she remarked to her escort as her eyes turned in the direction of a man seated at another table across the aisle.

"I see a man," replied her escort, "but I don't know that he's a Scotchman. What makes you think he is?"

"He licked his spectacles after eating his grapefruit."

Settling Up



"Well, Snowball, I hear that you married a rich widow. I suppose you're going to settle down now?"

"No, suh! I'se goin' to settle up."

Profane

Little Harry had been invited to a birthday party at one of the neighbor's homes. His mother, fearing he would disgrace her by his profane language, refused to let him go. The hostess begged, and the mother finally consented, after being promised that Harry would be sent home after he had said the first cuss word.

Fifteen minutes after he had left for the party he was back. His mother, in a rage, ordered him to his room. After she had recovered her composure, she went to the room and said:

"Well, tell me what terrible word you said this time."

"I didn't say a damn thing—the party ain't till next week!"

The Great Need

"What do you think this country needs most?"

"What it needs most is more men plowing the fields with plows, and less with niblicks and mashies."

Lost Revenue

College Senior: "I would give five dollars for just one kiss from a nice little innocent girl like you."

Innocent Co-ed: "Oh, how terrible."

C. S.: "Did I offend you?"

Co-ed: "No, I was just thinking about the fortune I gave away last night."

Standing Room Only

"How do I look in my new gown? Does it fit all right?"

"Not so bad, but can't you get into it a little further?"

Such Is Fame

Several years ago, Firestone, Ford, Edison and Burroughs were touring through West Virginia. A light on their car went bad, and they stopped at a little crossroads store in the Buckhannon section. Mr. Ford went into the store to make the purchase.

"What kind of automobile lights do you have?" said Ford.

"Edison," replied the merchant.

"I'll take one," said Ford, "and by the way, you may be interested to know that Mr. Edison is out in my car."

"So?" said the merchant.

When the light was put in it was found that a new tire was needed, so Ford went back into the store and asked what kind of tires the merchant had.

"Firestone," was the reply.

"By the way, you may be interested to know that Mr. Firestone is out there in my car, and that I am Mr. Ford—Henry Ford."

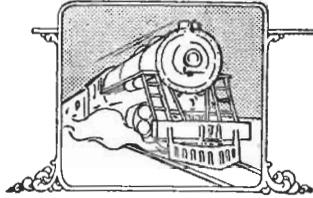
"So?" said the merchant, and let drive a long squirt of tobacco juice against the wall.

While the merchant was putting on the tire, Burroughs, who had white whiskers, leaned out of the car and said, "Good morning, sir."

The merchant looked up at him with a grin full of sarcasm and said:

"If you try to tell me that you are Santa Claus, I'll be damned if I don't crown you with this wrench."

—Exchange.



The
FRISCO MECHANIC
Published in the Interest of the
F. A. of M. C. & C. D. Employes



SPRINGFIELD LOCAL MEETS

Four Hundred Members Attend Session on January 28

A SUCCESSFUL and interesting meeting of the Springfield, Missouri, division of the Frisco Association of Metal Crafts and Car Department Employes and Ladies' Auxiliary was held in the club hall at 214½ East Commercial Street on January 28. The meeting was attended by more than four hundred members of the organizations.

Wm. C. Bush, president of the local introduced Frank Junkins, general chairman of the association, who took up the question of adjustment of grievances. At the close of his address he announced an open forum, answering the questions of several of the men.

Jerry B. Fenton, an attorney, addressed the men on the advantages of membership in the American Legion, and on the matter of bonuses and compensation.

Otho Henderson, director of athletics for the association, delivered a hospital report and urged that all members visit those confined in the hospital.

Ten men were initiated into the association; John Dixon, Ollie Fitch, R. H. Yelvington, L. I. Wilhite, James B. Billingsley, W. A. Mattocks, James O. Clary, Louis Bunch, F. J. Brown and Samuel M. Hays. The total membership of the association is now 2,150.

The meeting of the Ladies' Auxiliary was well attended and the organization is working closely with the Association in promoting its social affairs. At this meeting plans were made for holding a joint party with the men, and committees were appointed to arrange details.

Following the two business meetings, an athletic meet was held, and the meet opened with a battle royal between two white boys and two negro boys. After two rounds the battle was called a draw by Referee Henderson.

Frank Palmetter, of the Y. M. C. A., weighing 140 pounds, defeated Irvin Carr, 140 pounds, of the north car department, in an interesting wrestling bout. Palmetter gained his fall in eleven minutes with an arm bar lock.

Nark Norburry, 150 pounds, was the victor in a wrestling match with Leonard Butler, 145 pounds. Norburry took his fall in twelve minutes with a hammerlock.

A mixed bout between Roy Newman, wrestler and George Mitchell, boxer, was then staged. Newman,

Here's Your System Committee, Boys!



THE above photograph of the system committee of the Frisco Association of Metal Crafts and Car Department employes was taken recently. This committee has served efficiently and well, and each member is a popular Frisco employe, and a Frisco enthusiast.

They are, bottom row, left to right: G. T. Youell, division chairman, Yale, Tenn.; John M. Sheeley, division chairman, Chaffee, Mo.; J. L. Way, division chairman, Sherman, Texas; Frank Junkins, general chairman, Springfield, Mo.; Howard Pickens, secretary to the general chairman,

and W. A. Neal, division chairman, Tulsa, Okla.

Top row, left to right: L. J. Lyons, chairman west shops, Springfield, Mo.; James E. Rucks, chairman, Birmingham, Ala.; Claud C. Bond, chairman, Enid, Okla.; Virgil L. Johnson, chairman, south shops, Springfield, Mo.; A. A. Jones, chairman, St. Louis, and S. F. Cooper, chairman of north shops, Springfield, Mo.

J. L. Eudy, chairman of the central division at Ft. Smith, Ark., was the only member whose picture does not appear with the group.

greatly outweighed, was knocked to the canvass within the first few minutes and Frank Palmetter took his place, with Mitchell discarding the gloves and wrestling. The bout was called a draw after a few minutes.

The main event was a six-round boxing contest staged between Dox Landrum, 135 pounds, of the south side shops, and Frank Chastain, 135 pounds, of the west shops. The bout was fast and brought forth much applause from the crowd. Referee Henderson called the match a draw.

Dick Skelton, well-known wrestler, challenged both men to a match, offering to throw them both separately within twenty minutes. This match will be arranged at a future meeting.

Blackie Mays, 150 pounds, won the final wrestling match from Jack Graf, 170 pounds, with a head lock after ten minutes of furious wrestling.

THE FRISCO MECHANIC

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These Frisco Employes "Keep the Fires Hot" in



A Father's Confession

LISTEN, son: I am saying this to you as you lie asleep, one little paw crumpled under your cheek and the blond curls stickily wet on your damp forehead. I have stolen into your room alone. Just a few minutes ago, as I sat reading my paper in the library, a hot, stifling wave of remorse swept over me. I could not resist it. Guiltily I came to your bedside.

"These are the things I was thinking, son: I had been cross to you. I scolded you as you were dressing for school, because you gave your face merely a dab with the towel. I took you to task for not cleaning your shoes. I called out angrily when I found you had thrown some of your things on the floor.

"At breakfast, I found fault, too. You spilled things. You gulped down your food. You put your elbows on the table. You spread butter too thick on your bread. And as you started off to play and I made for my train, you turned and waved a little hand and called 'Good-bye, Daddy!' and I frowned, and said in reply, 'Hold your shoulders back!'

"Then it began all over again in the late afternoon. As I came up the hill road, I spied you, down on your knees, playing marbles. There were holes in your stockings. I humiliated you before your boy friends by making you march ahead of me back to the house. Stockings were expensive—and if you had to buy them you

would be more careful! Imagine that, son, from a father! It was such stupid, silly logic!

"Do you remember, later, when I was reading in the library, how you came in, softly, timidly, with a sort of hurt, hunted look in your eyes? When I glanced up over my paper, impatient at the interruption, you hesitated at the door. 'What is it you want?' I snapped.

"Yousaid nothing, but ran across, in one tempestuous plunge, and threw your arms around my neck and kissed me again and again, and your small arms tightened with an affection that God had set blooming in your heart and which even neglect could not wither. And then you were gone, pattering up the stairs.

"Well, son, it was shortly afterwards that my paper slipped from my hands as a sickening fear came over me. Suddenly I saw myself as I really was, in all my horrible selfishness, and I felt sick at heart.

"What has habit been doing to me? The habit of complaining—of finding fault, of reprimanding—all of these were my rewards to you for being a boy. It was not that I did not love you; it was that I expected so much of youth. I was measuring you by the yardstick of my own years.

"And there was so much that was good, and fine, and true in your character. You did not deserve my treatment of you, son. The little heart of you was as big as the dawn itself

over the wide hills. All this was shown by your spontaneous impulse to rush in and kiss me goodnight. Nothing else matters tonight, son. I have come to your bedside in the darkness, and I have knelt there, choking with emotion, and so ashamed!

"It is a feeble atonement. I know you would not understand these things if I told them to you during your waking hours, yet I must say what I am saying. I must burn sacrificial fires, alone, here in your bedroom, and make free confession. And I have prayed God to strengthen me in my resolve. Tomorrow I will be a real daddy! I will chum with you, and suffer when you suffer and laugh when you laugh. I will bite my tongue when impatient words come. I will keep saying as if it were a ritual: 'He is nothing but a boy—a little boy!'

"I am afraid I have visualized you as a man. Yet as I see you now, son, crumpled and weary in your cot, I see that you are still a baby. Yesterday you were in our mother's arms, your head on her shoulder. I have asked too much, too much.

"Dear boy! Dear little son! A penitent kneels at your infant shrine, here in the moonlight. I kiss the little fingers, and the damp forehead, and the yellow curl; and, if it were not for waking you, I would snatch you up and crush you to my heart.

"Tears came, and heartache and remorse, and I think a greater, deeper love, when you ran through the library door and wanted to kiss me!"

—From "The Valve World."

the Forge Shop at North Side, Springfield, Mo.



WITH THE NEW BOOKS

"UP-TO-DATE AIR BRAKE CATECHISM"

Reviewed by F. A. Geister of New York Air Brake Co.

THE publication, "Up-to-Date Air Brake Catechism", now being offered in a revised, up-to-date form by the Norman W. Henly Publishing Company, is one of the few books of this character that should be read by everyone interested in the subject of air brake practices. The original book by Robert H. Blackall has been revised and re-arranged by F. H. Parke, general engineer with the Westinghouse Air Brake Company, who is one of the best-known experts on air brake practices now contributing to the railway public. Into his book, Mr. Parke has brought many of the up-to-the-minute practices of modern air brakes, including the present standard UC passenger brake equipment, brakes for motor trucks, high-speed electric passenger trains, automobiles and gasoline-electric rail cars.

The functioning of all parts of apparatus is explained in detail, and in such a manner that it is not only instructive, but interesting, as in many instances, ways of locating trouble and the remedy to apply is given in illustrations and diagrams, together with formulas, specifications, tables and other useful information, contained and introduced in such a man-

ner that each item under consideration is easily understood and appreciated.

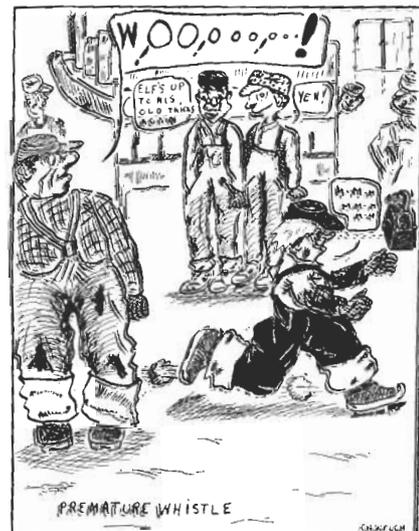
In addition to containing a history of the air brake from its inception until the present time, this book contains the original fundamentals with cuts and descriptive instruction which makes all of the devices more easily understood, and for this reason is considered by the leading air brake examiners and instructors to be without a peer for the person desiring a complete treatise on the subject of air brake practice.

Complete chapters are devoted to such interesting subjects as the E-T locomotive air brake equipment; empty and load freight equipment; all types of freight triple valves, including the K, plain, and quick action; the different air compressors with methods of testing, and many other of the important parts comprising the different schedules are discussed at length.

Of special interest is the chapter devoted to train handling in both freight and passenger service, as practically all conditions of operation are fully explained. This chapter alone is worth many times the price of the book and should be read by every person now handling the modern, up-to-the-minute trains, and especially the freight engineer, since Mr. Parke has upset many of the old-fashioned ideas now being practiced. In this chapter slack action in all manner of conditions has been thoroughly dis-

cussed, together with the proper manipulation of the brake valve.

In the discussion of the universal valve passenger equipment nothing has been omitted, and the operation of the valve, possible defects and remedies are fully covered. As this universal valve is now the standard on passenger equipment on practically all railroads, a full understanding of it is necessary for all who come in contact with it. There has been nothing of so complete a nature on the universal valve offered, before this edition.



The Windows With the Drawn Shades

By J. N. PAISLEY,
West Freight Shop, Springfield, Mo.

THE eyes have been called most appropriately "The Windows of the Soul", yet in the course of a year's time we wonder how many of these windows are closed, not in death, but in life—the shades drawn, and a period of darkness entered into by those unfortunates—possessors of the windows with the drawn shades!

Statistics compiled by the Government, the American Railway Association and others, tell us that during the year 1925, approximately 450,000 men lost the sight of one or both eyes in industrial accidents. What a stupendous train of thought this figure sets before us! Nearly one-half a million men enmeshed in the throes of eternal darkness. Double, yes, even triple this number, when we consider their wives and children left entirely dependent on the charity of state, county and institutions and upon interested individuals. A million and a half human beings dependent upon charity in the course of one year! This number of public wards within so short a period can be equalled only by the chaotic conditions of some great catastrophe.

Let us take from the mass, one family, symbolic of the average household, and follow them from prosperity into adversity, where we must perforce leave them to eke out a meager existence in want.

The father, strong and upright, proud of his job and proud of his wife and of his two rosy-cheeked little children who come scampering gaily to meet him as he returns from work in the evening, and who accompany him, one on either hand to the house where his wife, a charming woman, awaits him with a warm dinner upon the table. She is proud of this tall, strong, kindly man who has provided so generously for the wants of his family. She is happy in the neat little bungalow with its flower beds and the hedge surrounding it, and in the little car in which many pleasant hours are whiled away.

And then one day it happened!

A phone call. Her husband had been hurt. At the hospital she was told that he was blind—blinded by slivers of steel and he would not be able to see again—ever.

He was taken home. In a few short months their savings were gone—then the car, and finally the little bungalow went, in an attempt to stave off the inevitable. The little family moved to poorer surroundings and the wife has to take in washing. Her features are pale and worn. The husband can do nothing. He sits in utter darkness, thinking, thinking. The

children are undernourished, their faces pinched and drawn.

And here we must leave them to a dreary existence and a colorless future.

This word picture is the true fate of those hundreds of thousands of others. It is going on around us day in and day out. Large corporations have been aroused to a realization of this appalling loss of labor and its resultant curtailment of production, and are doing their utmost to prevent it.

At the Springfield west freight shop, the following bit of data has been compiled on eye injuries alone for the year 1925 as compared with 1926. These eye injuries range from foreign bodies blowing into the eye, to rivet heads, nuts and chips of steel. In 1925 there was an average working force of 240 men. During that year there were fifty-five eye injuries from various causes—none of which proved serious. This represents a percentage of .203. In 1924, with an average working force of 102 men, we had but six eye injuries—none of which were serious. This represents a percentage of .059 or a reduction of .144 per cent over the previous year.

But when a reduction is made and a fine showing is broadcast, then is the time to redouble efforts along safety lines.

The wearing of goggles is the only solution for the prevention of eye injuries. They are the only safe insurance against the loss of eyesight. This fact has been demonstrated time and again in company shops since the advent of goggles. The most recent employe at the west freight shop to save his eyes through the use of goggles was J. P. Michael, a carrepairer. While cutting nuts off of the siding of a car, one of the nuts flew up and shattered his goggle lens. His eye was uninjured.

A recent canvass of the employes developed that when the question was put to them, "If you were granted permission to work either with or without your goggles, which would you do?" the answer was always, "I would wear goggles."

Any man who says, "I have worked twenty years without goggles and I'm not blind yet", should be reported to the safety supervisor, for statistics show that most of the injuries come from the old-timers who think that because they are more familiar with shop devices, that they cannot be the victim of an accident. Perhaps he is not blind yet—but there is always a first time for everything.

Don't take a chance and perhaps join that vast army of unfortunates—possessors of the windows with drawn shades!

TO PREVENT ACCIDENTS

307 Employes Attend Safety Meetings During Month

A TOTAL of 307 employes and visitors attended the accident prevention meetings on Frisco Lines from January 12 to February 7, inclusive.

Reports of three meetings held in February show they were attended by forty-seven, and a report of the nine meetings, held January 12 to January 31, shows an attendance of 260.

On February 2, J. T. Pite, general foreman of the car department, Springfield, Missouri, called a meeting of his men in the interest of accident prevention. Twenty were in attendance. So far in 1927, ten unsafe conditions and practices have been reported, which were discussed at this gathering.

F. M. Darden, general foreman of the car department, Springfield, Mo., called a meeting with ten employes present. So far this year, in the west freight shop, no unsafe conditions have been reported. Only one injury was reported for January and the employe only lost two hours from his work.

Seventeen men were present at the meeting held by F. A. Beyer, superintendent of west shops, Springfield, on February 7. A report was made that all unsafe conditions reported in 1926 had been corrected.

The largest meeting held during the last of January was at the Y. M. C. A. Building, Sapulpa, Oklahoma, on January 14, with C. T. Mason, superintendent, acting as chairman. Sixty-five men were present. H. W. Hudgen, Z. B. Claypool, C. C. Mills and J. W. Morrill, director of the accident prevention department, and his assistants were in attendance, and each in turn addressed the meeting, dealing with some special problem of accident prevention. The night meeting, in the Tabernacle at Sapulpa was reported in the February issue.

On January 12, J. W. Surles, master mechanic at Sherman, Texas, held a meeting with thirty-five of his employes; J. D. Heyburn, master mechanic at Ft. Smith, Arkansas, met with fifteen of his employes on January 14; E. E. McGuire, superintendent of terminals, Memphis, Tennessee, held a meeting on January 17, at which forty-one men were present; W. B. Berry, master mechanic at Kansas City, met with twenty-seven of his men on January 18.

Other meetings were held at Enid, Oklahoma on January 20, with seventeen present; Memphis, Tennessee, on January 25 with twenty present; Chaffee, Missouri, on January 26, with fifteen present and at Enid, Oklahoma, on January 26, with twenty-five present.

Husband: "That's a pretty belt you have."

Wife: "Belt! That's my new dress!"