Commendation From Our Loyal Patrons

THE following letter was addressed to F. C. Werner, city passenger agent, Frisco Lines at Kansas City, by Frances S. Rohrbach, secretary of the Ladies of the G. A. R. who traveled via Frisco Lines from Kansas City to Pittsburg, Kansas recently:

"In behalf of our beloved order, the Ladies of the Grand Army of the Republic, I want to congratulate you on your efficient services rendered our organization to Pittsburg and return.

"Rarely if ever, could we dream of better accommodations and let us also congratulate you on your train crews. Both crews were splendid. I admit we were noisy and perhaps they weren't exactly fascinated by our singing, but they were pleasant through it all.

"We also wish to thank you for your own efforts in making all this possible and if at any time our boosting the Frisco will help any, we are a lively bunch and will be very glad to boost as we will never forget the courteousness received."

A letter from J. M. Hellings, vice-president of the Inter-State National Bank, Kansas City Missouri, addressed to the agent, Kansas City, acknowledges with thanks a small favor extended him, in holding Frisco train several minutes:

"On Saturday night, May 7, Mrs. Hellings and I had transportation over your road to Okmulgee, Oklahoma. Right at the last minute she was unavoidably detained and I knew that it would be nearly impossible for her to arrive at the station by 11:00 o'clock p. m.

"I met your passenger agent at the train door and told him my predicament and he kindly offered to hold the train five minutes. Mrs. Hellings arrived at 11:03 p. m. and we were saved the inconvenience of postponing the trip.

"I wish to take this occasion of expressing my appreciation and will you kindly convey to your representative at the station my hearty thanks for the favor."

A letter from R. J. Randolph, stockman of Kenney, Illinois to the *Frisco Magazine*, is self-explanatory:

"I take this method of thanking employes of the Frisco system for courtesies extended me recently when accompanied by a younger brother, my sister and aged mother, I brought the body of my father to Kenney, Illinois for burial, from Tulsa, Oklahoma, via St. Louis.

"Through the efforts and courtesies of M. C. Carlley, water service repairman, and W. D. McCool, the day station agent at Tulsa, we were met at the coach door in St. Louis terminal by Mr. E. A. Ribboltz who gave his personal attention to transferring the body quickly from the Frisco to Illinois Central train.

"Anyone who has ever made a trip of this kind knows the necessity of a rapid transfer, also the fear and anxiety one entertains, lest the transfer may not be quickly and properly made.

"I again assure you that I appreciate the courtesy and efficiency of the Frisco employes and in return I will recommend travel with you to others."

"Service" from the Frisco Lines might be an appropriate subject for the following letter from S. E. Morris of the Wm. Cameron & Company, handling building materials at Brownwood, Texas. The letter is addressed to George Gardenhire agent of the Frisco Railway at Brownwood:

"We called you yesterday morning about 9 o'clock, stating that we had just wired the Trinity Portland Cement Company, Dallas, Texas, to ship us a car of cement out of the Fort Worth plant. You called us this morning a little after eight o'clock and stated that the car was set, and ready to be unloaded. This is what we call service, and want you to know that we appreciate it."

J. Mercurio, of the Mercurio Bros. Spaghetti Manufacturing Company. St. Louis, addressed the following complimentary letter to the Frisco Railway Company. It concerns Chas. Maurer, chief bill clerk, 7th Street Station, that city:

"Your rate clerk, Chas. Maurer, has given us the freight rate on Macaroni out-bound from St. Louis to cities in Kansas, Texas, Tennessee, Georgia, Oklahoma and a good many other states in the Union.

"We certainly appreciate the work of this party."

When the agent at Flemington, Missouri sent his freight bill for goods shipped via Frisco Lines to the firm of Barnett-Gerhardt-Winters, wholesale grocers at Clinton, Mo., he inserted a red typewriter ribbon in his machine and wrote across its face the words "THE FRISCO THANKS YOU FOR THIS BUSINESS."

This little sentence brought back the following response addressed to general freight agent at Springfield, from S. A. Barnett of that company:

"We are enclosing you an expense bill that happened to come through our office from your station at Flemington, Mo. We notice a number of these expense bills bear notations similar to the one on this bill in red letters. We are simply calling your attention to this to let you know that such acts of courtesy as this surely are appreciated by business men in general. It seems to us that your agent at Flemington must have the interest of the Frisco railroad at heart first, last, and all the time."

SALZER LUMBER COMPANY

Monett, Mo., 6-13-27.

Mr. J. M. Kurn, President,
St. Louis & San Francisco R. R. Co.,
St. Louis, Mo.

Dear Sir:

After over thirty years in the retail lumber business in Monett, we have recently sold to the Lambert Lumber Co., Leavenworth, Kansas, a large line yard concern with a good reputation, whom we are sure will carry on even better than we in the past.

We, in retiring from the lumber business, feel that in justice to you as President of the great Frisco R. R. Co., your office force here headed by Mr. A. T. Brown, Agent and all employees under him are due the greatest of praise in the way they have handled our business with them as your representatives.

The writer was born along the Frisco, has lived in Monett since childhood, knows the railroad man in a business and social way and is proud to say and believes there are none better as a class than the Frisco employes in Monett.

Our business has been to great extent with your employes, and we have found them to be honorable in their dealings with us, and have nothing but words of praise and do not intend to wait until they pass on to present the boquets.

We have been educated to say it with flowers and over the Frisco the longest way and so have instructed the Lambert Lumber Co., our successors, and have it from them that they will carry on in the same manner. For the present the writer has no plans other than to say, will consider it a blessing to live here in the good old Frisco town of Monett and boost, boost, in every way for this country.

Yours very truly,
SALZER LUMBER CO.,
By Ed. Salzer.

The **FRISCO EMPLOYES' MAGAZINE**
Published on the First of Each Month
By the
St. Louis-San Francisco Railway Co.

Edited by WM. L. HUGGINS, Jr.
743 Frisco Building St. Louis, Missouri

This magazine is published in the interests of and for free distribution among the 30,000 employes of the St. Louis-San Francisco Railway. All articles and communications relative to editorial matters should be addressed to the editor.

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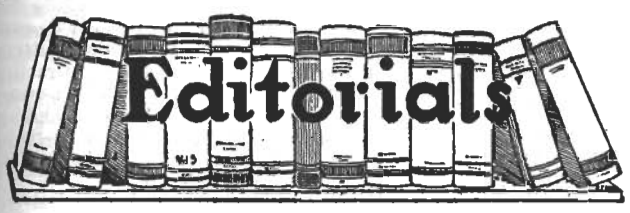


The Veterans' Number

IT is a genuine pleasure and privilege to turn over the pages of the *Frisco Magazine* for one issue each year to the 20-year service men and women of Frisco Lines. We know of no task more eagerly awaited by the editorial force of the *Frisco Magazine* than that of reporting the events at the annual reunion of the Frisco System Veteran Employes' Association. There is a spirit of loyalty and love, an atmosphere of fealty and devotion to their association and their railroad on the part of the hundreds of Frisco veterans who gather at Springfield each early summer, that makes the task of those who plan and execute the affair and the jobs of those who report it a labor of love, rather than a task to be discharged quickly and forgotten.

From front cover on through the book this month, the *Frisco Magazine* is a Veterans' number, insofar as it has been possible to make it. Certain other important material appears, but it had to be "hot stuff", in the jargon of the news-room, before it "made" the *Magazine* this month.

The cover, drawn by Artist Wallace Bassford of St. Louis, portrays a group of old-timers in one of the famous "reminiscent" scenes at the veterans' gatherings. The gentleman on the left is putting his story over with emphasis, but he is met with amused incredulity, doubtfulness and ribald "kidding" by the three listeners.

On through the pages will be found a running story of the reunion, many pictures of scenes and events, and a list of prize winners in the field day contests.

The reunion was "covered" by Misses Martha C. Moore and Marie Arnold, with the valuable help of Secretary McCormack and Assistant Secretary Charlene Willard, with dispatch and efficiency.

To the Veterans of Frisco Lines, this issue of the *Frisco Employes' Magazine* is affectionately dedicated.—W. L. H., Jr.

Lindbergh and the Railroads

"IT takes 85 hours to cross this continent by train. 'The Spirit of St. Louis' has been in the air only 79 hours, including her tests, since we left San Diego, Calif."

—extract from the St. Louis address of Col. Charles A. Lindbergh upon his return from the New York to Paris non-stop flight.

The interest in long, non-stop airplane flights has been fanned to fever heat within the last few weeks by the astounding flights of Col. Lindbergh and Pilot Chamberlin. America and her sister civilized nations are contemplatively ruminating on the feasibility of aerial transportation on a commercial scale. Rank optimists discuss the possibility of trans-oceanic flights, with anchored landing platforms of large dimensions at certain points in the ocean, as early eventualities. The possibilities are deserving of serious consideration by men of transportation the world over.

It has not been so many years ago when eminent engineers, contemplating ocean steamship travel, attempted to prove absolutely that trans-oceanic voyages by steam vessels, for revenue, were impossible because necessary fuel would take up so great an amount of space that no room would be left for passengers or freight.

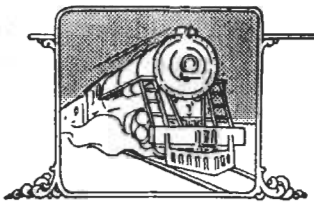
It has been less than fifteen years ago that airplane navigators were thought crazy by many people, and even during the world war, when airplane fighting was contributing its highly valuable part to an Allied victory, very few had the vision that in so short a time commercial aviation would become not a possibility, but a probability.

Today we realize that airplane transport has a considerable and creditable history behind it. Railway, automotive and steamship officers realize that with the tremendous Lindberghian impetus, airplane development will rush forward with great momentum.

It is, probably, none too early to conjecture as to what co-ordination will be made between rail and air traffic, for surely these two forms of transportation will not engage in an uneconomic competition to the detriment of both.

It is a problem which presents engrossing angles.

—W. L. H., JR.



The FRISCO MECHANIC

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

FOR ACCIDENT PREVENTION

More than 450 Frisco employes and residents of the City of Hugo, Oklahoma, gathered together on the afternoon of June 12, in the Erie Theatre in an accident prevention meeting.

J. D. Heyburn, master mechanic of the central division and his employes claimed the large loving cup for the first three months given by President Kurn for the division having the least number of accidents per man hours work. The cup is making the rounds of points on the central division, and it was on display at Hugo for this meeting.

CONTEST STANDINGS

Division or Terminal	Casualties per 1,000 Man Hours Worked
1. Southern Division	.032
2. Kansas City Terminal	.033
3. River Division	.035
4. Birmingham Terminal	.044
5. Northern Division	.0451
6. Southwestern Division	.0452
7. Eastern Division	.0482
8. Central Division	.0487
8–A ALL DIVISIONS & TERMINALS	.050
9. Western Division	.050
10. Texas Lines	.065
11. Memphis Terminal	.085
12. Tulsa Terminal	.092
13. St. Louis Terminal	.109
14. Springfield Terminal	.250

The program for the afternoon was varied and of great interest. There were a number of out of town visitors which included; L. S. Thompson, general chairman, O. R. C.; M. L. Fullington general chairman, O. R. T., both from Springfield; S, T. Cantrell, superintendent, Ft. Smith; C. C. Mills, accident prevention agent, Oklahoma City and others.

S. T. Cantrell served as chairman of the meeting. Rev. W. A. Anderson led the devotional service, which was followed by an address of welcome by W. Y. Webb, Mayor of Hugo. The response was made by C. C. Mills.

A second address of much interest was one made by Rev. W. L. Blackburn of Hugo. Mary Jo Evans presented a vocal solo which was followed by a reading by Mable Dick. A vocal solo by Marie Sanguin was received with enthusiasm.

Logan S. Thompson made a strong appeal to the people of Hugo and to the Frisco employes to aid in the program of accident prevention in every way possible, and M. T. Fullington spoke to the assembly on the great strides which had been made so far, but of the great field yet to be covered.

Between the addresses, Mary O'Neal, reader; Alpha Walsh, vocalist; and the male quartet, consisting of Messrs. Brindley, Corley, Haynes and King entertained the audience. The closing number on the program was a demonstration of the Prone system of resuscitation by employes of the Oklahoma Power Company.

The southwestern division held an accident prevention meeting at Afton, Oklahoma, on Tuesday, June 14th, sponsored by the Greater Traffic Club of the Frisco Lines at Afton. The meeting was divided into three groups; 2:30 p. m. to 5:00 p. m. business session; 5:00 p. m. to 6:00 p. m. recreation, and from 6:00 p. m. until a late hour, a dinner at the City Hall dining room, furnished by the Greater Traffic Club of Afton. Many officials from Springfield and St. Louis were in attendance and much interest was manifest.

Other meetings held during the first part of June and the latter part of May were at; Springfield, Sherman, Texas; Fort Smith, Arkansas; Neodesha, Kansas; Enid, Oklahoma and Salem, Mo.

The Importance of Lubrication

By J. G. HAYES, Car Foreman, South Springfield Shops

What is lubrication?

Lubrication is the prevention of solid friction between two rubbing surfaces by setting up a condition of fluid friction between these parts, preventing metal to metal contact. The fluid friction is due to the molecules of oil sliding over one another while carrying the bearing load, and preventing metal to metal contact.

Regardless of how smooth a journal or bearing may appear, there still remains projections, on the apparently smooth surfaces, and they will interlock when set in motion, if not separated by a lubricating film.

One film of oil adheres to the journal and one to the bearing, and there is no slipping of these films on the metals; the films slide over one another and the metals are kept wholly separate by the molecules of oil.

The resistance of the molecules of oil sliding over one another is the frictional load, and the heat generated by such resistance causes the temperature.

If the temperature is increased above the normal, either by friction or some foreign heating agent, the life of the film will be materially shortened. Hot bearings cause delays and are of great annoyance to train crews, resulting in costly delays, and the cause must be eliminated.

Causes of "Hot Boxes"

Load on bearing unevenly distributed, bearing too tight, out of radius, too much concentrated pressure on bearing, dirty waste, short fibres of waste that do not feed the oil by capillary attraction to the journal, all cause hot boxes.

The normal temperature pulls the oil from the bottom of oil box up each strand of waste by capillary attraction, and when capillary attraction ceases, the result is hot box, because the oil films sliding over one another have been destroyed, metal to metal contact takes place, and the journal and bearing start heating.

Good clean waste, periodical repacking, O.K. wedge, brasses with proper radius, good dust guards and lids, with the right kind of summer or winter lubricating oil, prevent hot boxes.

The Frisco's record in this respect is an admirable one, a recent monthly performance was 1,239,213 miles per passenger train hot box; the freight performance for same month was 71,719 car miles per hot box. A great many roads try to reach the 85,000 to 100,000 car miles per freight train hot box, but will dare say few roads equal or excel the Frisco record.

Hints to Inspectors

Repack the boxes when necessary.

Know that the dust guards are good.

Fit the brass for an equal distribution of the weight on journal.

Examine the wedges for proper radius.

Help the Frisco to make its excellent record still better.

His Belief

Mrs. Blub from the rural districts stopped her husband at the city's busy corner.

"Hiram," she expostulated, "the way you stare at the limbs of those shameless city hussies is something scandalous. One would think you'd never seen legs before."

"Jest what I be'n a-thinking, Marie," acquiesced Mr. Blub.

A CONTEST FOR POSTERS

M. L. Ryan, safety supervisor of the west shops at Springfield, has received an announcement that the National Safety Council will give prizes amounting to $1,000.00 for posters, to be used for bulletin service in the interest of accident prevention and safety first. The posters must be original, and made in black and white only, and any poster submitted in colors will be barred from the contest.

All entries should be sent to THE POSTER COMPETITION SECRETARY, NATIONAL SAFETY COUNCIL, 108 EAST OHIO STREET, Chicago, Ill.

The *Magazine* office receives many posters depicting scenes which would make excellent entries for this contest. There are many cartoonists on the Frisco system, and it is the earnest desire of Mr. Ryan that as many posters be submitted as possible.

Announcement has been made that, effective June 1, K. C. Underwood was appointed superintendent of transportation for the Merchants' Despatch, Inc., with headquarters at 1246 Mercantile Building, Rochester, New York.

Mr. Underwood formerly served under R. E. Bagent, in the refrigeration department.

Monett Roundhouse Employes "Threw" Ball Game to Supervisors

By WM. WALPERT

IMMEDIATELY after the four-thirty whistle sounded on June 13, the roundhouse force of Monett trotted to the ball park, all primed to win a game from the supervisors. The nine men got together with their manager, Walpert, and it was decided to let the supervisors down without a run, and to chase them after the ball like we are chased during the day.

So the game starts—the supervisors take the field, and Electrician Wood at the bat; the first ball pitched was hit for a clean single, and Chief Clerk Cruise went tearing after the ball, and by the time the ball settled, Johnny was on third, and scored on a passed ball. This showed how well we had the supervisors outclassed, so we just let the next three batters strike out.

Then up trots Tony Beyer, Jr., assistant roundhouse foreman, to the bat, with little Tony, the third, in the grandstand, hollering, "Smack it out, Daddy, smack it out." So, to show our loyalty to our supervisors, we let him "smack it out, to give the little fellow a thrill, and as Daddy came over the rubber, Tony the third was jumping up and down, yelling, "Daddy hit a home run, Daddy hit a home run." Well, we let them all bat around the first inning, putting the ninth man out, with five scores in and one man on third.

Seeing how well it pleased the supervisors to be winning, and knowing that a little exercise would be detrimental to them, we just sent the men up to strike three times and sit down. It is true they had Mr. Cummins, an ex-league pitcher, in the box. By the third inning the score was 9 to 1, and the supervisors were beginning to look drowsy in the field, so we decided we had better give them a chance. So Machinist Kinsie hits a line drive to Master Mechanic Hall, and he sure enough fields it like a big leaguer—and like a little boy, was so tickled with his ear-to-ear smile, that we had to change pitchers so we would be sure to give him another hit, for in three innings he was at bat four times, with three hits.

By the fifth inning, we wanted to show them we were just letting them down easy, so we put Blacksmith Mathews in to pitch, resulting in a strike-out for Beyer, and as he leaves the plate, his big son meets him and says, "Why, Daddy, I believe I could do that good myself."

General Foreman C. H. Garrison, still on his vacation, was taken out of bed to get him in the game, but he would sooner play ball than dress, so he just slipped on a pair of breeches and a shirt, and by the fourth inning we were beginning to think we were going to have to take him home in a barrel.

At the close of the fifth inning the score stood 15 to 2, in favor of the supervisors, and now they challenge all comers, so write Clerk P. T. Holland, manager and shortstop, remembering they need a week's rest, for W. G. Hall is nursing a big thumb, Cruise two bad feet and Garrison is out of clothes. Exposito hasn't recovered from actually catching a fly ball.

Following is the line-up:

Shop Men		Supervisors	
J. N. Wood	p	Cummins	p
Glaze	1 b	Beyer	1 b
Kinsie	c	Garrison	c
Amos	2 b	Cruise	2 b
J. R. Wood	3 b	Hall	3 b
Fredrick	l f	Exposito	l f
Reasor	c f	Kirby	c f
Lipe	s s	Holland	s s
R. Holland	r f	Donlavy	r f

The Locomotive Booster

By F. G. LISTER, Chief Mechanical Engineer

YEARS ago when faster speeds were needed and no more boiler capacity was in sight, the wide firebox was introduced. This necessarily brought the trailer axle with its "idle" wheels. These trailers were not favorably received. Nobody wanted to carry the added weight of the wide firebox around, but it had to be done, and gradually the Mikado, Pacific, Mountain, Sante Fe and later types of locomotives having the idle trailer wheel, were accepted. The trailers were deplored but the use of idle wheels to carry bigger boilers had to be. We hated the thought of wheels under a locomotive that did no work.

It was due to this dead weight on the trailer wheels that brought about the introduction of the locomotive booster to be able to take advantage of the weight on the trailing wheels to increase the tractive effort.

The locomotive booster, as the name implies, is a "capacity increaser." It consists of a simple, two-cylinder reciprocating type steam engine mounted on the trailer truck and transmits its power to same, through gears, thus making a driving wheel out of the trailer at the will of the engineer. It works like an automobile in low gear. It boosts a heavy train in starting and also at critical points on grades. When "low gear" power is needed, the engineer may "cut it in," after which it operates until it is automatically "cut out," when the desired speed has been reached.

It is better than another pair of drivers, because it changes the traveling wheels into drivers when wanted, and then changes them back into trailers when the pull is reduced after the wheels are rolling.

It applies its extra power smoothly, avoiding the jerks that a big locomotive must otherwise give to get going at all.

The method of operation is simple. The engineer desiring to "cut in" the booster, raises the booster latch on the reverse lever, which makes contact with the control valve. Steam is simultaneously admitted to the booster engine, which turns the driving gear. An idler gear drops in between the driving gear and the gear on the trailer axle, transmitting the power to the trailer axle.

The booster automatically "cuts out" when the reverse lever is hooked back, which is at a speed of approximately twelve to twenty miles per hour, or it may be "cut out" instantly by the engineer tipping the booster latch down.

Freight locomotives 4150 to 4164 are equipped with boosters. Without the booster these locomotives have a tractive effort of 60,000 pounds. The booster increases the tractive effort to 71,500 pounds. This makes possible the increase in tonnage handled under normal conditions.

A COMPARISON

By ROY W. RECTOR
Ft. Scott, Kansas

A man who is dissatisfied in anything, cannot possibly use his best ability. Take his home life for instance. If he is not satisfied there, his interest is not there, and he will make little progress in creating happiness. His yard will need mowing, and his house will need painting, and there will be no flowers or shrubs in evidence, therefore, conditions generally will deteriorate.

A man who is satisfied at home loves it, puts forth energy to improve it. He finds pleasure in such tasks as befall one who keeps a home in good condition.

The most important thing is in being satisfied with your work, because a man who is ambitious, realizes that his home and happiness depend upon his job. The average employe of the Frisco Railroad is dependent on his job for a livelihood, and as long as he puts forth his best energy as an employe, he will remain in the employ of the Frisco and forge ahead.

It most usually can be ascertained whether or not an employe is satisfied by his demeanor while on the job. His mind is centered upon the work that is before him whatever it may be. He can show his interest in many ways. A man can be as valuable to the Frisco as he wishes to make himself, or he can be as negligible. A satisfied man makes himself important in his work, he has life and pep, and does not wish to be a back number, while a dissatisfied man, has no interest in the good of the company for which he is working. He is only interested in his pay check. He is always complaining, and in the end, is considered undesirable, and the company is better off without him on the pay roll.

Which would you rather be, dissatisfied and miserable or satisfied and happy?

ASSOCIATION PICNIC JUNE 25

Schifferdecker Park at Joplin, Missouri, was a lively place June 25, when more than 5,000 Frisco employes, members of the Frisco Association of Metal Crafts and Car Department employes gathered for their fifth annual picnic. Although the event transpired too late in the month to have a full report in this issue, the August *Frisco Magazine* will tell the story with pictures.

FRISCO MECHANIC FAMILY NEWS

WEST SHOPS LOCOMOTIVE DEPT. SPRINGFIELD, MO.

A. A. GOODFREY, Reporter

Jessie Heytman, boilermaker, is sporting a new Chevrolet coupe.

Earl Smith and Freda Keesling, of Springfield, were married May 29th. Mr. Smith is a machinist at the West Shops.

Fred W. Cantrell and Miss Pearl Simmons, of Springfield, were married May 25th. Mr. Cantrell is a machinist employed at the Springfield West Shops.

Mr. and Mrs. L. L. Simmons are the proud parents of a daughter, Jannie Maxine, born June 7th, 1927.

Frank Sillix, blacksmith foreman, recently retired from railroad service. Mr. Sillix was well liked by all of the men under his supervision and as further proof of his popularity the forge shop employes presented him with a nice Masonic Emblem. Mr. Sillix will be succeeded by Mr. Charley Richardson, who has held the position of Assistant Blacksmith Foreman until Mr. Sillix resigned.

Harry Hall was appointed Assistant Blacksmith Shop Foreman, taking the place of Mr. Richardson,, who was appointed forge shop foreman.

Jess Miller, sheet metal worker, was married on or about May 16th and the marriage was kept a secret for all these weeks, however, the news finally came out and as a result the bride and groom were given a noisy ovation. Many happy days, Jess.

E. A. Alward, machinist, was taken seriously ill during work hours recently. Last report is that he is improving very nicely.

LOCAL No. 29—FT. SCOTT, KANS.

ROY W. RECTOR, Reporter

Mr. Harvey Loy, brown hoist engineer, was taken suddenly ill last Thursday, June 6th, and was rushed immediately to Mercy Hospital where he was operated on for acute appendicitis. At this writing he is improving nicely.

Mr. Harry Moore, back shop foreman, is the proud owner of a new Oldsmobile sedan.

The new chime whistle on train No. 105 has created quite a favorable comment among the citizens of Ft. Scott.

Johnnie Jarbs has purchased a nice home on South Andric Street. We have seen it and think it a very charming place.

Ross Bishard is the champion fisherman of the shops here at present, having caught over fifty pounds, consisting mostly of large cat fish in less than two days.

Mr. Longworth, General Car Foreman, just returned from his vacation down in the Ozarks, breaking in a new Chrysler sedan which he purchased before leaving.

Johnnie Behring and Mr. James Sullivan were elected as car committeemen, taking George Shepard's place, Mr. Shepard having been transferred to Pensacola, Florida, recently.

Pat Moore and Harry Moore attended the Old Veterans Reunion at Springfield, June 6th and 7th, both having more than twenty years Frisco Service. They have told us many interesting things about the affair, stating that it was the most successful reunion that they had ever attended.

LOCAL No. 30—PITTSBURG, KANS.

M. P. MURPHY, Reporter

Mr. and Mrs. H. F. Lacey spent a few days visiting in Springfield.

William Channey, will leave in the near future for Illinois. On his return home he expects to have with him a bride. We all wish "Bill" the best of luck and hope that he may have all the happiness of married life.

Mrs. Mike Murphy, of Kansas City, was here a few days ago visiting relatives and friends.

Unusual interest has this year been shown by everyone in the flower collection at the roundhouse. Conductor Wm. Mertz brought from home a collection of larkspur; engineer, V. M. Chase contributed zinnias, four o'clocks and marigolds; telegraph operator, P. G. Cavanaugh, who has a wonderful collection at his home and the knowledge of a true lover of flowers has given helpful advice at all times in addition to bringing asters, cannas, cockscomb, pansies, japanese wool flowers, rainbows, straw flowers and cypress vines for the window boxes. With the collection of flowers sent by Don B. Fellows, of Springfield, and those brought from home by Mr. Lacey it makes a refreshing sight for passengers on our trains, which all pass the flower beds.

F. W. McDonald has taken it upon himself to see that they are watered each evening and M. P. Murphy has promised to watch John Ring, the sheik, to see that he doesn't delight some fair maiden from the collection.

WATER SERVICE DEPARTMENT SPRINGFIELD

CLAUDE HEREFORD, Reporter

Water Service Foreman, J. S. Wood, and Assistant Foreman W. E. Phillips, went to Marshfield, May 5th on Company business.

John Sumner, Wm. Marrs and Jesse Barker went to Stanton, May 5th, where they overhauled the pump. Sumner has had a busy month having also worked over the pumps at Lebanon, Dixon and Cherry Valley, and erected smoke stack at Blacksmith shop at North shops, Springfield.

Wm. Marrs has taken sixty days leave of absence, as a result it is rather quiet around the shop during noon hour now.

Assistant Foreman W. E. Phillips, has been suffering from an extremely painful muscular strain in his right leg, however, he is much improved at this time.

Chancey Buckmaster has been off for several days on account of the serious illness of his small son. We are glad to report the little fellow as doing nicely. Chas. Loague made a business trip to Ash Grove, June 7th.

MECHANICAL DEPT. WICHITA, KANS.

JAS. N. HARGROVE, Reporter

Ball playing is one of the greatest sports of this time of the year, and the Frisco ball team is progressing nicely.

George Patterson, Car Repairer, who just recently spent his vacation in Knoxville, Tenn., says no more Tenn., for him, says he would have to have one short leg to travel around those hills. George was raised out here where the Kansas sand blows. That is what looks good to him.

Harry McDivitt, Car Inspector, is taking his vacation the first part of this month. Mack says he hopes to spend most of the time fishing.