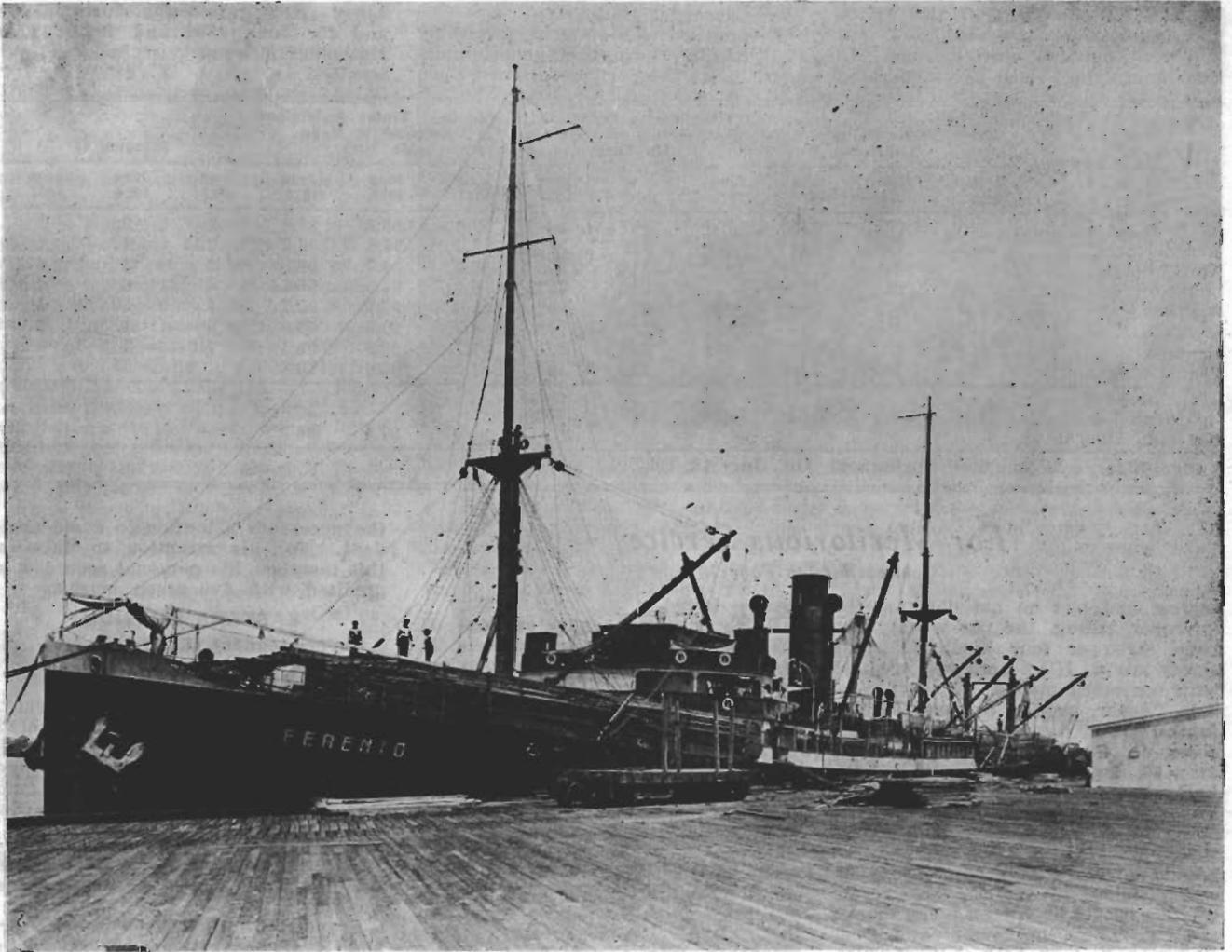


Frisco Makes Record in Loading S. S. Ferento at Pensacola Pier



It took just fifty-six hours and thirty minutes to load the "FERENTO" with ninety-one cars of lumber, when it docked at the Frisco's Pensacola pier, recently. The ship was bound for Buenos Aires, South America, and docked at 7:00 a. m. May 1. The last car of lumber was loaded and the boat sailed at 11:30 a. m. May 9. Switching charges on the ninety-one cars of lumber amounted to \$1736.49.

AGENCY CHANGES FOR JULY

J. F. Davis, installed permanent agent, Haverhill, Kansas, June 7.
 W. L. McBride installed permanent agent, New Albany, Kansas, June 7.
 E. L. Nichols installed permanent agent, Algoa, Arkansas, effective June 8.
 G. B. Homan installed temporary agent, Neelys, Mo., effective June 9. (Took change of station June 8, N. A. Spalding acted as relief agent Neelys June 5 to 7 inclusive.)
 V. V. Miller installed permanent agent, Turrell, Arkansas, effective June 9.
 W. C. Eoff installed temporary agent, Cooks, Mo., effective June 10.
 Effective June 10, freight agency

at Crews, Alabama closed. Station remained open as a ticket only agency.
 J. T. Crew installed ticket agent.
 Effective June 10, Swift, Mo., ticket only agency, closed temporarily.
 J. B. Trotter installed permanent agent, Plantersville, Miss., effective June 11.
 W. H. Blackman installed permanent agent, Goodway, Ala., June 13.
 D. P. Fairley installed permanent agent, Mexia, Ala., June 14.
 F. DeBerry installed temporary agent, Stoutland, Mo., effective June 15.
 K. Browning installed temporary agent, Fayette Junction, Arkansas, effective June 16.
 H. A. Daly installed permanent agent, Antlers, Okla., June 16.
 Mrs. L. Marquitz installed temporary ticket agent, Osage Hills, effective June 20. R. E. Essman acting agent, June 13 to 15 inclusive.

J. R. Burt installed permanent agent, Gilmore, Ark., effective June 20.
 D. M. Hickox installed permanent city ticket agent, Tulsa, Okla., vice P. E. Buesse, effective June 21.
 W. Zimmer installed permanent agent, Matthews, Mo., effective June 23rd.
 F. M. Peterson installed permanent agent, St. Clair, Mo., effective June 27.
 T. E. O'Bar installed permanent agent, Hackett, Ark., effective June 28.
 S. J. Huntsinger installed permanent agent, Chaonia, Mo., effective June 29.
 Effective June 30, Lesterville, Ark., ticket only agency, closed.
 E. A. Laney installed permanent agent, Cooks, Mo., effective June 30.

A Difference

Teacher: "Now, how old would a person be who was born in 1890?"
 Bright Pupil: "Man or woman?"

5,488 Passenger Trains Operated 95.7 Per Cent on Time in June

PASSENGER trains of the Frisco Lines were operated 95.7 per cent on time during June. In that month the Frisco Lines operated

5,488 passenger trains. A comparative statement, issued by F. H. Shaffer, Springfield, general manager, shows the performance of Frisco

Lines passenger trains during June and for June 1926 and 1925. This statement follows:

DIVISIONS	Total Trains Operated			Total Trains Maintained Schedule or Made Up Time			Per Cent Trains Maintained Schedule or Made Up Time			Standing of		
	June 1927	June 1926	June 1925	June 1927	June 1926	June 1925	June 1927	June 1926	June 1925	June 1927	June 1926	June 1925
Western.....	210	209	240	207	207	237	98.6	99.0	98.8	1	2	3
River.....	881	739	581	868	728	577	98.5	98.5	99.3	2	4	1
Northern.....	1288	1366	1320	1239	1348	1273	96.2	98.7	96.5	3	3	4
Southern.....	810	758	780	777	727	753	95.9	95.9	96.5	4	6	4
Southwestern.....	840	839	838	795	821	802	94.6	97.9	95.7	5	5	5
Central.....	589	600	780	551	597	772	93.5	99.5	99.0	6	1	2
Eastern.....	630	732	682	584	680	621	92.7	92.9	91.1	7	7	6
Texas Lines.....	240	216	180	233	211	167	97.0	97.6	92.8			
Total System												
Operated.....	5488	5459	5401	5254	5319	5202						
Per Cent Operated....							95.7	97.4	96.3			

Office of General Manager, Springfield, Mo., July 13, 1927.

For Meritorious Service

(Continued from Page 18)

correct and had he not detected the improper billing, the car would have gone three or four hundred excess empty miles. His record was credited with ten merit marks.

L. Cooper, section foreman at Wetumka, Okla., discovered brake beam down on GATX 14150 in train 532, June 30, flagged the train and had the brake beam disconnected. His record was credited with ten merit marks.

B. H. Dickerson, fireman at West Tulsa, crawled into the ash pan of engine on extra 4108 north, June 26, and coupled up grates. His record was credited with fifteen merit marks.

C. T. Wade, brakeman, and Gene Chapman, fireman, both at West Tulsa, Okla., fired engine 4147 on train 535, June 25, when stoker refused to operate. The personal record of each man was credited with five merit marks.

CENTRAL DIVISION

Superintendent S. T. Cantrell reports the following cases of meritorious service:

Letter of commendation was given to fifty-five section foremen, five bridge and building foremen, one extra gang foreman and members of their gangs, also to two bridge inspectors, by division engineer, for the loyal and efficient service performed during washout and flood conditions in April, May and June of 1927.

W. B. Sanders, brakeman, fired engine 1254, train 736, June 9, when the fireman became overcome with heat, from Soper to Hugo, Okla. His personal record was credited with ten merit marks.

J. M. Pope, conductor, and J. E. Palne, engineer, were given a letter of commendation for handling tonnage May 21 from Ft. Smith to Monett, considerably above former record, making no overtime and no ex-

cessive speed.

Ralph Breese, conductor, and H. Blakeslee, engineer, were given a letter of commendation for handling tonnage May 23, from Monett to Fort Smith, considerably above former record and making no overtime.

S. O'Neill, brakeman, was given five merit marks for discovering SF-124334, which was moving in train 734 on March 17, off center, while looking the train over at Talihina, Okla.

On April 29, train 776, it was necessary to change baggage cars at Hugo and the lights in this car were very bad. J. E. Watson, water service mechanic, was a passenger on this train. He repaired the lights before dark, thereby avoiding serious complaint on the part of the mail service. His personal record was credited with five merit marks.

Lee Hays, conductor, discovered change made in waybill for SF-41697 from the Traders' Compress Company, Muskogee, Oklahoma, car being listed as SF-41967. He immediately got in touch with the agent's force at Muskogee who wired correction. For this very prompt action a letter of commendation has been placed on his personal record.

During a recent washout between McNab and Hope, latter part of April, it was desired to move telegraph instrument from Orton to Lockridge so that division officers on the ground could be in better touch with headquarters, as well as other points on the division. W. C. Drash, conductor, gave very valuable assistance in making this move, and his personal record was credited with five merit marks.

W. L. Walters, brakeman on Extra 1314 south, on April 21, discovered a broken arch bar on SF-82239 and gave

the necessary attention to avoid accident. For his attention to duty in this instance, his personal record was credited with five merit marks.

EASTERN DIVISION

Superintendent E. L. Magers reports the following cases of meritorious service:

Roy Arnold and R. E. Starkey, brakemen at Springfield, discovered broken rail while passing between signals 1311 and 1323 on No. 45, June 28. The personal record of each man was credited with five merit marks.

WESTERN DIVISION

Superintendent S. J. Frazier reports the following cases of meritorious service:

Francis G. Smith, clerk-operator, and Henry Dickerson, coal shoveler at Arkansas City, Kansas, repaired a leaky tank car on June 11, saving delay to car waiting for repairs. The record of each man was credited with ten merit marks.

RIVER DIVISION

Superintendent J. A. Moran reports the following cases of meritorious service:

B. McAdams, conductor; J. W. Davis and C. A. Sheets, brakemen, repaired car in train Extra 4029 South, May 26, which enabled the car to go through to destination. A letter of commendation was placed on the personal record file of each of the men.

J. E. Young, brakeman, was commended for reporting a switch which he found unlocked at Nash, Mo., lock having been left on switch stand.

T. C. Moore, brakeman on train extra south, June 13, found a coal shed on fire and was instrumental in securing water supply and extinguishing fire. A letter of commendation was placed on his personal record file.

Doubt is the tack that punctures success.

A. J. McDOWELL NAMED

A. J. McDowell, dairy agent at Springfield, was elected to the office of secretary of the Railroad Unit of the National Dairy Show, at Memphis, Tenn., on May 21, when the Railroad Unit of that delegation met in conference.

The annual meeting of the organization will be held October 15-22, inclusive, and the place of meeting will be Memphis, Tenn.

"The National Dairy Show is not just an ordinary affair," Mr. McDowell advises, "but the greatest of its kind in the world. It teaches the lessons that not only dairymen should know, but that every person in every walk of life should know. Its lessons are not alone in the production of dairy products, but the food value and the necessity of dairy products to stimulate growth in the young, give the greatest efficiency in the mature, and retard the ravages of age in those who have passed the meridian of life.

"The South has a very special interest in the National Dairy Show, as it is being planned this fall, with special reference to the interests of the South," Mr. McDowell continued. "The combined southern states exhibit, to be known as 'Dairying in Dixieland', will be an inspiration to every lover of the South as well as an 'eye-opener' to those from the north who now have a very hazy and imperfect idea of the South; and at the same time, arouse the South to a much better understanding of her own powers and possibilities."

An extensive advertising campaign is being planned and a record crowd is expected to be in attendance.

VETS' AUXILIARY MEETS

The Oklahoma City Auxiliary unit of the Frisco Veterans' Association, held a picnic at Belle Isle Park on Saturday afternoon, July 9. The affair afforded a delightful afternoon for the veterans and their families who attended and a crowd of approximately 150 people attended.

Many of them reached the park as early as 4:00 p. m. At 6:00 p. m. a basket supper was spread on long tables and a floral decoration appeared in the center of each section. Directly following the supper, the veterans participated in a number of games, and the horseshoe pitching contest proved to be a popular sport. A golf hat was presented to H. C. Conley, assistant general freight agent at Oklahoma City, for being selected as the most popular man present, and a pair of hose was presented to Mrs. J. W. Page, the most popular woman.

Mrs. H. A. Van Ness, president of the auxiliary, received a cake made by the members of the Sapulpa unit. The cake was decorated in colored icing, with the name of the Oklahoma auxiliary across the top.

These Frisco Telegraphers Have 259 Years Service



Two hundred and fifty years of Frisco Lines service is represented in the above picture of the Frisco telegraphers who attended the O. R. T. Convention at St. Louis, recently. From left to right, kneeling: V. E. Hopkins, W. L. Osborn, W. I. Christopher, M. T. Fullington, W. B. Musgrave and E. G. Butler. Standing: C. C. Larson, E. Slater, J. E. Davis, F. A. West, F. A. McClaren, E. E. Young, and L. G. Denny. The man with the longest service record is E. G. Butler, agent-telegrapher at Humansville, Mo., with thirty-seven years seniority. At this convention all grand officers were re-elected with the exception of two, who retired due to ill health, namely, T. M. Pierson, vice-president and H. G. Alexander, chairman of the board of directors. M. T. Fullington serves as general chairman, and W. I. Christopher as assistant.

65 YEARS OF SERVICE



Left to right: C. R. Woodfill, flagman, and M. D. Welch, conductor, 25 and 40 years' service, respectively. They run on the "Sunnyland" between Springfield and Memphis.

ON FIRST VACATION IN FORTY YEARS

M. A. Waters of St. Louis, a former Frisco employe, now associated with the Travelers' Insurance Company, is enjoying the first vacation he has had in forty years. Mr. Waters is well known over the entire Frisco Lines, and he, in turn, knows a large part of the Frisco family.

He is taking an extensive trip through the West, visiting Los Angeles and Yellowstone Park and plans to go to Portland and Vancouver before his return. In a letter to John Whalen, of the fuel department, St. Louis, Mr. Waters sends greetings from some former Frisco employes.

"Had a delightful visit with our mutual friend, G. P. Cass (former Frisco engineer, Monett, Mo.) and he charged me to pass on his warm regards and great appreciation of your thoughtfulness in sending him the Frisco Magazine each month.

"One of my sons is located here and insists that I remain at least a month and take a trip with him through Yellowstone Park and very likely I will do so.

"It is the first time in fifty years that I have felt entirely free to spend the time and money necessary on recreation of this character.

"Visited George and Mrs. Schleyer (Mr. Schleyer was former Frisco general manager) in San Antonio, Texas."

F. M. GILBOUGH NAMED

Comes to Frisco as Assistant Land and Tax Commissioner, July 16th

FREDERIC MATTHEW GILBOUGH, Jr., for several years with the tax department of the Katy railroad at Parsons, Kans., is now assistant land and tax commissioner for the Frisco Lines, with headquarters at the St. Louis general offices. The appointment was effective July 16.



F. M. GILBOUGH, JR.

He succeeds A. L. Carver, who has been transferred to the position, traveling tax agent.

Mr. Gilbough entered railroad work when he went with the Katy tax department at Parsons in 1917 and, with the exception of service overseas during the World War, remained with the Katy tax department at Parsons until he received his present appointment with the Frisco Lines. From 1923 to 1927, Mr. Gilbough held the title of assistant tax commissioner with the Katy.

Born at Galveston, Tex., and residing there until 1913, Mr. Gilbough was admitted to the Texas bar in 1914. He practiced law at Dallas from 1915 to 1917, when he entered the service of the Katy.

He enlisted in the field artillery some time after America entered the World War and was sent to Camp Bowie, Tex. Mr. Gilbough was overseas as a first lieutenant with E Battery, 19th Field Artillery, Fifth Division, army of occupation at Luxembourg.

Change

Conductor: "Change for Marietta! Change for Marietta!"

Country Passenger: "Don't know who the girl is, but I'll chip in a dime."

Wm. Gretsch, switchman, Tower Grove Station, St. Louis, undoubtedly saved Mat H. Wapplehorst, passenger brakeman, from receiving a serious injury on July 9.

When train No. 79 was approaching Tower Grove station, Wapplehorst was on the rear car and missed the bottom step as he was alighting to the platform to assist in loading passengers. He held grimly to the hand holds of the car, while his feet dragged on the ground.

Brakeman Gretsch was switching the Bell Telephone Company and grasped the situation, ran and caught the rear of the coach and applied the air, stopping the train so that Wapplehorst could regain the platform. Had Wapplehorst dragged alongside of the retaining wall at the approach to the team track, he would have been seriously injured.

For his heroic act, Mr. Gretsch's personal record was credited with thirty merit marks.

GRADUATES



Miss Vera Imboden, charming daughter of Ed. Imboden, commercial agent, Memphis, Tenn., while only seventeen years of age, is a high school graduate of 1927, and in addition has completed a course in recreational training.

Payments to insured officers and employes for the month of June, 1927, by the Metropolitan Life Insurance Company amounted to \$5,988.56.

This amount was divided, Supervisor Group, total and permanent disability, \$1,599.04; Shop Group, total and permanent disability, \$1,122.88, health and accident claims \$3,007.16; Clerks Group, total and permanent disability, \$259.48.

EAGAN TO GENERAL YARDMASTER

Walter E. Eagan, newly appointed general yardmaster at Tulsa, Oklahoma, entered the service of the Frisco Lines at the age of 12 years, in the capacity of water boy for an extra gang at Birmingham, Alabama in 1905.



W. E. EAGAN

He worked at this task for two years, when he moved to Springfield and spent a year as trucker in the Frisco freight house. He then went to the baggage room where he worked for a year, and later served as yard clerk and call boy at south Springfield at nights. He then worked as stationmaster, yard clerk, call boy and weighmaster.

In 1914, he took a position as switchman at the north side, Springfield, where he remained until 1921, when he transferred to Tulsa and served for a year as engine foreman. He was then promoted to the position of assistant yardmaster and on June 1, 1926, took up duties as assistant general yardmaster. It was on June 7, that he was promoted to the position of general yardmaster, Tulsa terminals.

The Frisco Meteor, the largest train which pulls into the Union Station at St. Louis, has added a new feature to its already superfine service.

The train was originally backed into the station in order to accommodate the patrons, but some passengers must necessarily alight outside the train shed, due to the train's great length.

Now the baggage cars and coaches are cut off as the train comes into the yards and are backed in by the road engine, while a switch engine pulls the pullman and club cars on into the station, eliminating a slight delay to the patrons in walking the long distance from the end of the train shed to the station.

A large number of people took advantage of the low-rate excursion fares granted by the Frisco Lines, during the Fourth of July holidays, from St. Louis and Kansas City to points in the Missouri and the Arkansas Ozarks, according to an announcement from the passenger traffic department.

The low rates were effective the night of July 1 and the return limit was the morning of July 5. The tickets were good in coaches only. Baggage was checked in accordance with current traffic regulations and no stop-overs were allowed.

LIMITS WAGE GARNISHMENT

President Kurn Issues Circular Setting Forth New Rules

DISMISSAL from the service of Frisco Lines faces employes whose wages are justly garnished as many as three times within one year, under Circular No. 34, relating to "Garnishment Suits", issued July 1, 1927, by President Kurn.

The circular is as follows:

GARNISHMENT SUITS

Notice is hereby given that any employe whose wages are garnished as many as three times within one year will be dismissed from the service if he cannot show that the suit was unjustly brought. Employes are paid their wages regularly and are expected to meet all just obligations promptly.

Agents and officers on whom garnishment papers are served, will be governed by Law Department Circular No. 3, entitled "Instructions for Handling Legal Papers."

The practice of assigning wages to others or executing power of attorney to others to collect wages due, will not be tolerated. The Treasurer is under instructions to report to the undersigned all instances of wage assignments.

(Signed) J. M. KURN,
President.

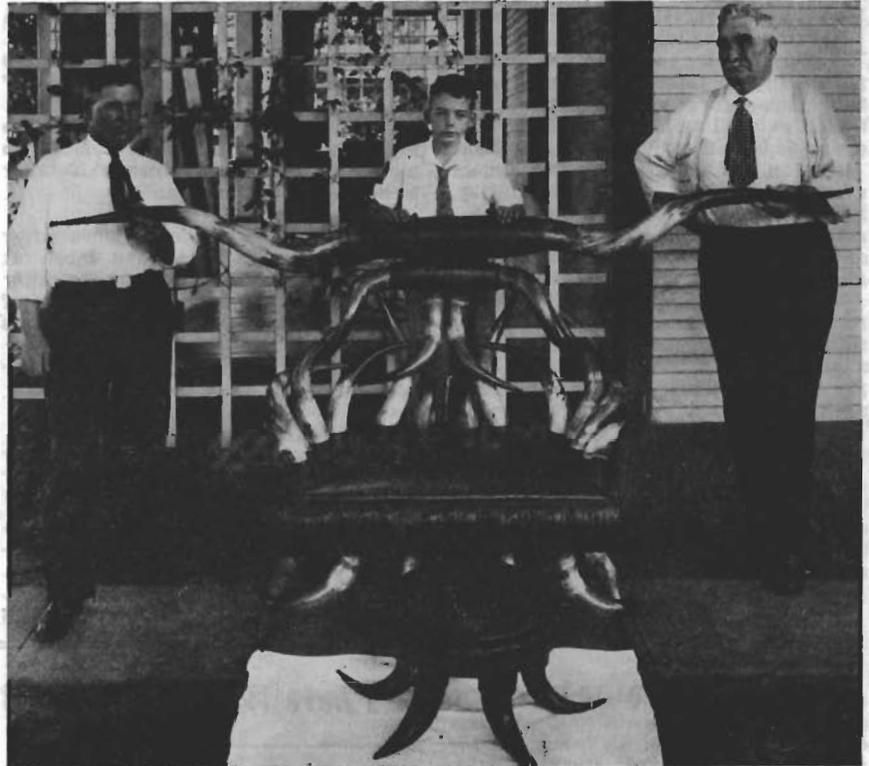
AN APPRECIATION

An appreciation for the good work performed by the Frisco Railroad in transporting supplies, doctors, nurses and refugees and their belongings in the Frisco territory affected by the flood in the Mississippi River Valley, has been received by President J. M. Kurn of the Frisco from John Barton Payne, chairman of the American Red Cross at Washington, D. C.

In a letter to Mr. Kurn, Chairman Payne says:

"At no time in the disaster experience of the American Red Cross has there been manifested a finer spirit of co-operation on the part of transportation lines and relief agencies than during the present flood in the Mississippi River Valley. In this great emergency your railroad has co-operated magnificently in the transportation of supplies, refugees and their belongings, doctors and nurses. But for this co-operation, it would have been impossible for the Red Cross to have adequately met the situation. I take this opportunity to assure you of our deep appreciation for the splendid service you have rendered to the Red Cross and to the public."

World's Longest Steer Horns Owned by Frisco Engineer



J. W. Binkley, veteran "Meteor" engineer of the southwestern division is shown at the extreme right in the accompanying picture, while his son B. G. Binkley, also a Frisco engineer stands at the left and the grandson, John Frederick, stands between the two.

Mr. Binkley has made a hobby of collecting steer horns, and the ones shown in the photograph are conceded to be the largest in the world, measuring eight feet two inches from tip to tip. The settee is made of twenty-six steer horns. The next largest steer horns in the world are located in the Buckhorn Saloon at San Antonio, Texas, and they measure seven feet nine inches.

Thomas P. Gore, former Senator from Oklahoma City, offered Mr. Binkley \$1,000.00 for the settee, but Mr. Binkley values his collection beyond that amount. The footstool is made entirely of black steer horns, and is a unique piece which Mr. Binkley values very highly. Both Mr. Binkley and his son are Frisco engineers with a combined service record of sixty-one years.

B. A. R. E. PICNIC AUGUST 7

"Stop, Look and Listen" is the railroad phraseology used by Division No. 95, Benefit Association Railway Employes, at the top of a poster announcing the "Mammoth Family Picnic" to be given by the organization, Sunday, August 7, at Ramona Hills Park, near Wellston, Mo. Members of Division No. 95 from many points on the Frisco will attend.

The program is scheduled to include a baseball game between a team composed of married men and a team composed of single men; a horseshoe pitching contest; races for men, women and children; lotto, for women only, and dancing from 1 p. m. to 6 p. m.

A Revelation

"Is Marie a good dancer?"
"Why, she outstrips every woman on the floor."
"Yes, but is she a good dancer?"

A. H. Stevens, general agent for Frisco Lines at San Francisco, Calif., has a substantiated claim to the title of "Colonel", for the rank has been bestowed on him by the Government and is not a mere form of respect by which he is addressed by his fellow workers. Colonel Stevens holds commissions bearing the signatures of four Governors and the Great Seal of Alabama, which fully entitles him to that rank. During the Spanish-American War and the late World War he was actively engaged in military duties, both for the State and the United States.

Well, Well

"How do they get so much water in watermelon?"
"They plant the seeds in the spring."
—Exchange.