



# Flashes of Merriment

## No Sale

Englishman, asking a Scotchman to direct him to a certain point: "I say old dear, you know I'm lost in this bally town, could you direct me?"

Sandy: "Is there anything in it for me?"

Englishman: "Well, no!"

Sandy: "Well then, you're still lost!"

## Murder Cases

Pat had just gone in for confession and met the Father coming out.

"Well Pat, what can I do for you", the Father asked.

"Sure Father, and I was comin' in for confession."

"Well Pat, you haven't murdered anybody, have you?"

"No Father," remarked Pat.

"Well then Pat, you come around tomorrow."

Pat started out of the church and met Mike. "Say Mike," he said, "where are you goin'."

"Sure Pat, an' I'm goin' to confession."

"Have you murdered anybody, Mike?"

"No."

"Well then, go tomorrow, the Father's tryin' murder cases today."

## An Explanation

"Say, do you know what becomes of the holes in doughnuts?"

"No—what?"

"They use 'em to stuff macaroni!"

## Forgetful

"What is your finger wrapped up for?"

"Its not wrapped up. That's my wife's dress I'm taking to the cleaners."

## A Like Token

"How nice of Mr. Brown to send us a wedding present—why we hardly knew him!"

"Well you see I sent a wreath when his wife died and I suppose he remembered that I thought of him in his trouble, so he would think of me in mine."

## Fast Service

Did you ever hear about the man in the Ford, who was passed by a Lincoln which was going so fast he thought his engine had died and got out to crank it and was run over?

## Two Cures

"A drunkard of long standing has been reformed by an operation which removed a bone that pressed against the brain. The Detroit News also reports a number of cures effected by the removal of a brass rail that was pressing against the foot."—(The Kansas City Star).

## A Riot

"What are you opening that can with, Henry?"

"With the can opener, whaddye think?"

"Well from your remarks, I thought you were opening it with prayer."—(Exchange).

## Exactly

Man, looking over the shoulder of a cartoonist: "Do you draw everything larger than it ought to be?"

Cartoonist: "Yes, everything but my salary."

## No, Never!

Customer: "This skunk coat is very fine, but will it stand the rain?"

Saleswoman: "Madam, did you ever see a skunk carry an umbrella?"

## Correct

The man entered the store and looked around.

"Is there something you wish," a clerk asked.

"Well-er-yes, I am—that is, I would like to get a book suitable for a man-er-about to get married."

"Yes, sir," answered the clerk. "Show this gentleman some of our large size pocketbooks."

## We Wonder?

"There is a divinity that shapes our ends," said Harold Bell Wright or somebody else, but surely God never made a policeman's feet, now did HE?"—(Columbia Jester.)

## Very Plain

"Does Miss Smith live in this block?"

"Yes, sir."

"Do you know her number?"

"No, sir, but it will be on the door."

## Ignorance

If ignorance is bliss, a stranded motorist mournfully gazing under the lifted hood should look a lot happier.

## Go Ahead

"Say!" blurted the gruff stranger with a grip to a citizen lounging at the curb. "I want to go to a good hotel."

The citizen eyed him languidly and said: "Well, you may go if you'll promise not to be gone long."

## A Discovery

The silk stocking was invented in the sixteenth century, but not until the twentieth century was all of it discovered.

## Same Thing

"Oleomargarine", it is said, "is something we take for butter or for worse."

"I played golf yesterday for the first time."

"How did you make out?"

"Fine! Made a home run right at the start. I batted the ball into the tall grass in left field and ran around the entire course before they found it."

## The Flatter Flats

"Well," remarked a married man after examining his friend's new flat. "I wish I could afford a place like this."

"Yes," said his friend, "you married men may have better halves, but we bachelors usually have better quarters."—Pathfinder.

## Kindly Advice

A traveling salesman, when ordering his breakfast, said smilingly to the waitress: "I'd like to have an egg and a kind word."

In due course, the egg arrived, but with it came no remark from the girl.

"This isn't all my order," he protested.

Whereupon she leaned over and whispered in his ear: "Don't eat the egg."—Bldg. Construction.

## Must Be Good

"No," she said, "everything's over between us. We're through. Shall I return your letters?" The rejected one was thoughtful for a moment, then replied: "Yes, please. There's a lot of good stuff in them that I can use again."—Exchange.

**The FRISCO EMPLOYEES' MAGAZINE**

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By the

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**Ankles and Locomotives**

**I**N this day of great disregard for the warning signals at railway crossings on the part of America's motorists, it well behooves railway engine men to be doubly careful. It is indeed gratifying to hear of two instances in which life and limb were saved at rail crossings by the watchfulness of engineer and fireman during the month of August, as reported to the editor by B. G. Gamble, master mechanic at Memphis.

Engineer P. E. Bechtel and Fireman Box, on the Sunnyland, featured in each instance and have been commended.

On August 8, as No. 108 was approaching Gilmore, Ark., Fireman Box saw a motor car approaching the crossing from his side and saw the motorist was not intending to stop. He shouted to Engineer Bechtel, emergency air was applied, and the train slowed sufficiently to permit the motorist to cross the track ahead of the engine. The fact that the engine pilot missed the rear of the automobile by only one or two inches failed to stop the driver in his headlong speed, but life and limb had been saved by the watchfulness and team work of the men in the cab of a Frisco engine.

On August 10, as Fireman Box and Engineer Bechtel were driving No. 108 toward Marked Tree, Ark., Bechtel noticed a man walking across the bridge at the St. Francis River. At a blast of the whistle, the trespasser apparently lost his head. Instead of climbing on a piling cap or suspending himself by his hands from

the tie ends, he began a mad dash for the end of the bridge. It would have been impossible for him to have reached it in time, had not Bechtel applied emergency air for the second time in 48 hours to save a life. The man reached the bridge end two jumps ahead of the engine—safe.

It does not require a vivid imagination to understand the terrific strain under which these two Frisco enginemen labored during these tense moments of August 8 and 10. Such occurrences are daily happenings.

A recent report from the operating department shows that motorists drove their automobiles into Frisco trains at crossings 112 times in 1925, 111 times in 1926 and 77 times between January 1 and August 1, 1927. Eleven times each month of the present year an automobile has been driven into a moving Frisco train—not automobiles hit by trains, but trains hit by automobiles!

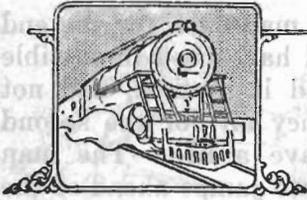
As one engineer said recently: "You'd think that a man who can tell you the color of her eyes, the material in her gown and the exact circumference of the ankles of each girl he meets, would be able to see a locomotive the size of a school house, hauling a string of box cars each as big as a barn, down a railroad track at 40 or 50 miles an hour—but it doesn't seem possible for some men to do it."

**Another Railroad Record**

**F**RISCO employes may take great pride in the recent achievement of Frisco freight engine No. 4100 in running 217 hours or 2,940 miles without having the fires knocked,—a world's record performance for locomotives. During the entire run, which was made between Kansas City and Birmingham, the engine pulled its full rating and gave excellent service. D. L. Forsythe, general road foreman of equipment stayed with the engine during the entire trip and was accompanied as relief by road foremen Frank Ellis, S. G. Manlove, Perry Elder, Austin White, stoker representative and C. J. Beshears, fuel supervisor.

The fact that an engine can remain under steam for so long may mean little to the outsider, but to the railroad worker it means that in the future there will be fewer trips to the roundhouse for overhauling, less fuel waste in dragging fires and hostler service, and fewer locomotives needed.

The discovery is a highly important one for future economies in railroad operation, and the Frisco has again pioneered the way.



# The FRISCO MECHANIC

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



## A PROFITABLE HOBBY

### Louis Maritan of Monett Finds Chicken Raising Profitable

**L**OUIS ("Louie") MARITAN, Frisco clerk at Monett, Mo., makes a hobby of raising Rhode Island Red chickens, and so proficient has he become as a chicken fancier that his hobby is becoming a paying business.

"Louie" says that he will be glad to assist any Frisco chicken fanciers who wish his advice regarding the raising of Rhode Island Reds.



LOUIS MARITAN

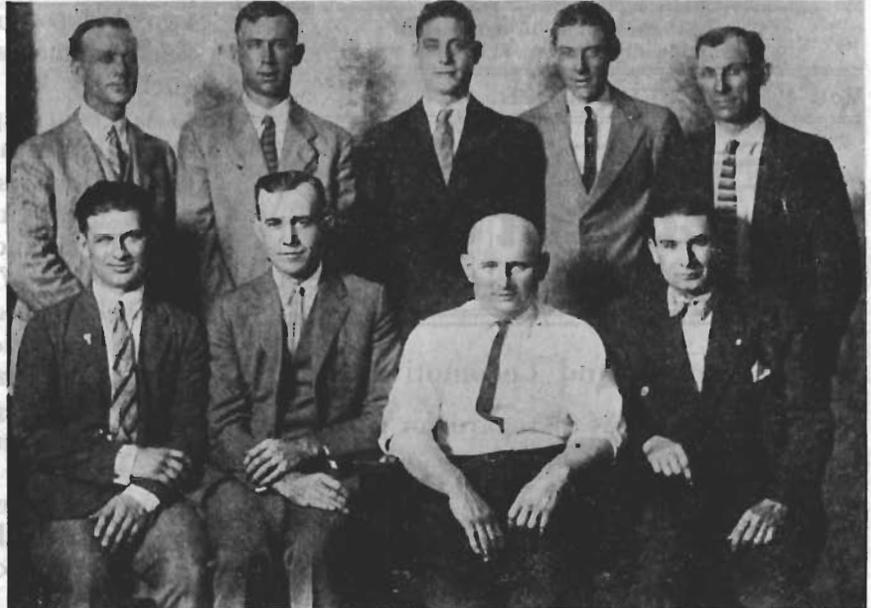
Mr. Maritan resides a half-mile from Monett on a tract of 25 acres and has one of the most modern chicken farms in that locality. The farm includes three brooder houses, 12 by 12 feet, and one laying house, 35 by 40 feet, modern in every respect. Four acres of the tract are used by Mr. Maritan for strawberry growing and the berries are always graded very highly.

"Louie", as he is familiarly known to his railroad associates, has had a very interesting career. At the age of sixteen he landed at Ellis Island as an emigrant from Turin, Italy, which is in the northern part, just five miles from the French border. He could not speak a word of English and, as he relates his first experience in New York, found it difficult to make it known what he wanted to eat. He shed many tears in the sixty days he remained in the "great city" on account of homesickness, not knowing one person in the U. S. A.

He heard of the Waldensian French colony near Monett in Barry County and as soon as his finances admitted, bought a ticket to that place. He secured work on a farm. When he was in town he liked to be around the "railroad". He was offered a position as clerk at the east yard office and is a proficient worker.

When the call came for volunteers in the World War, "Louie" was one of the first to answer, enlisting in Battery A, 148 F. A., Denver, Colo., and acted as an interpreter, being able to speak both French and Italian. He served overseas eighteen months and was at the front in all the principal battles. While overseas he had the opportunity to make a visit to his old home where his mother and father still reside, but after he had seen the "home folks" he was ready to return

## Ft. Scott Local Officers Pose for Photographer



The Officers of Local No. 29, Ft. Scott, Kansas, appear in the above photograph: Reading from left to right

Bottom Row: (Sitting) Wendle Clem, financial secretary; Cecil Pagget, vice-president, Emil Curlin, president; Roy Rector, secretary and shop committeeman.

Top Row: (Standing) Al Schroeder, doorkeeper; Ross Bishard, treasurer; Jim Sullivan, car department committeeman; John Behring, car department committeeman; John Rounds, conductor.

to the land of his adoption. He was honorably discharged from the army at Denver, Colo., returning to Monett and to his former position. He is now a naturalized American citizen.

Owing to the effects of gas poison suffered while in the trenches he was not able to stay long at his desk and had to spend several years in government hospitals. When the government established schools for disabled veterans he enrolled in the school at Marionville, Mo., where poultry raising was taught. When the course was finished Mr. Maritan bought his present farm and began his chicken-raising career.

The outdoor life brought back health and he again "came back" to the Frisco family.

Olan Bull, a machinist at the north roundhouse at Springfield, is highly successful in his "side line," the raising of barred Plymouth rock chickens.

He ships baby chicks and eggs for hatching to approximately 20 states in the central United States and to Florida. More than 25,000 chickens



have been hatched on Mr. Bull's chicken farm this year.

## THE YEAR'S PRIZE FISH STORY!

Fishing from the top of a partly sunken battleship, four miles out in the Gulf from Pensacola Bay, while naval seaplanes were using the battleship as a bombing target, was the disturbing experience this summer of M. J. Plank, a boilermaker, and Orval Ramsey, a machinist, both of the west locomotive shops at Springfield, Mo. Yet they are alive to tell this "military" fish tale.

To correct any misunderstanding that these two fishermen deliberately chose to fish under such precarious circumstances, let it be said early in this story that the scene was a peaceful one when they climbed out of a little launch to the deck of the battleship. Fish could be seen swimming over the submerged deck of the battleship—sort of a reception committee the anglers might have thought—and the sky wore an innocent aspect.

All unsuspectingly the two anglers were intent in their fishing.

Now, to quote Mr. Plank, surely a duly qualified witness:

"We could see the fish swimming around, lots of them and big ones, too. It was pretty to see them come after your hook, but I am not going to tell a fish story. We had more important business about that time.

"I saw four seaplanes coming on a bee line for us, but thought nothing of it until they were nearly over us when they started dropping bombs. The farthest one hit the water about one hundred and fifty feet away and the others closer, three in front and one or two behind us. Mr. Ryan (M. L. Ryan, safety inspector, west locomotive shops) wasn't there to tell us it was not safe to stay, but believe me, he was not needed.

"We got in our boat and started the engine, without any argument at all.

"When we got about a quarter of a mile away, the seaplanes circled and came back and dropped five more bombs, one of them striking the ship.

"We got back to shore safely after passing a hungry looking shark, picked sea shells from the beach, went bathing in the bay, took a car out to the navy yards, and went to old Fort Barraccas.

"Say, there is no place like home, especially when it is here in the wonderful Ozarks and served by a railroad like the Frisco.

### Waste, Indeed

A street car collided with a milk cart and sent can after can splashing into the street. Soon a large crowd gathered. A very short man coming up had to stand on tiptoe to see past a stout woman in front of him.

"Goodness!" he exclaimed, "what an awful waste!"

The stout woman turned around and glared at the little man and said testily:

"Mind your own business!"—Selected.

## BEST TRANSPORTATION

By M. J. DENNISON,  
Frisco Switchman, Birmingham

The "good old days" of railroading, when wages were \$1.75 per day, have passed for the reason that the executives of our great railroad systems and their stockholders realized that they must have better workmen for which they must pay more. The executives and stockholders found that the cheap way concerning labor was the expensive way.

For a long time it has been our custom to speak of man power as the cheapest power there is. But, as is often the case, we are wrong. Machinery—expensive, complicated machinery—is far cheaper than the cheapest of coolie labor.

Not long ago a western business man studied the transportation of goods from Tientsin, China, to the Gobi desert. Coolies carried all the merchandise, moving mile after mile at a steady, space-devouring trot, working for a few cents a day, perhaps the lowest wages paid to any laborers on earth.

On the other side of the world, in our own land huge freight trains carry coal from mines down to tide-water and to all places of consumption. There are many miles of costly track. There are highly expensive locomotives. There are train crews well paid to operate them. There has been a tremendous investment of capital in American railroading, as opposed to almost no investment at all on the Tientsin-Gobi route, yet the cost per ton of transporting goods in the American coal fields is just about one per cent of the cost of the "cheap" Chinese transportation.

There is no cause without an effect and this comparison we see the effect. The cause of the high cost of the Chinese transportation just mentioned is inefficient methods.

Mr. F. H. Shaffer, general manager of the Frisco, says our records are our bank accounts, and by this we un-

## A PART OF THE JOB

How do you answer the telephone? Have you a "voice with a smile?"

Did you ever call an office or an establishment of some kind and have the person who answers the phone say "Hello," just as if he or she might be asking what right you had to call that number?

There are 444 telephone instruments in the various offices of the Frisco Lines at Springfield and St. Louis, Missouri. They are there to transact the business of the company, and to both give and receive information necessary to the Frisco's business.

Are you an employe who answers one of these 444 phones?

The point is this: that if you are only a ten dollar a week office boy, when you answer a telephone call, your voice and manner is that of the firm for which you are working.

"Not long ago I called a number," remarked a patron of another railroad, "to inquire about a freight shipment. Some man's voice answered the call, and the 'Hello' so closely resembled a growl, that when the receiver stopped snapping, I politely informed the voice that I had the wrong number. The shipment went to a competitive railroad."

The wrong intonation of voice often costs money!

Keep sweet, and put a smile in your voice when you answer the telephone!

Understand him to say that he expects the employes of the Frisco to become more proficient because the mechanical equipment of the Frisco is a close approach to perfection.

What do we mean to do? This question must be answered by us in action and production, not in words.

The Frisco system means business. Do we? The Frisco expects that the men will reach a standard of efficiency that will equal the efficiency of the mechanical equipment of the Frisco.

## Frisco Mechanic Notes

### WATER SERVICE DEPARTMENT SPRINGFIELD

CLAUDE HEREFORD, Reporter

Wm. Marrs returned to work the 1st of August, after a sixty days' leave. Austin Wood has a new Chevrolet coupe.

The south side water service job has been abolished and J. W. Losey and Jesse Barker have been transferred to the North Side.

J. N. Stephens and family have returned from a visit with relatives at Cape Girardeau.

Jack Mercer, of Cinfont, was in the shop here, recently.

Charles Robinson, Austin Wood and James Stephens recently installed a new boiler in the pump station at Ash Grove.

W. H. Brooks, general bridge and building foreman at Chaffee, was in the office here in Springfield recently.

as well as George Revis, water service foreman at Memphis.

Claud Tuck's gang was here this week and pulled both the deep wells at the West Shops and left immediately for Lebanon to pull a well there.

### LOCAL No. 29—FT. SCOTT, KANS.

ROY W. RECTOR, Reporter

Harvey Loy has been absent from work for two months, owing to an appendicitis operation but is returning to work August 15th.

Leonard States, has returned from his vacation in the Rocky Mountains.

Dewey Queen, after working nights here in the machine room for three years, has traded shifts with Ross Bishard.

P. J. Moore, general foreman, has just returned to work after having spent his vacation here at home, resting.

Floyd Mason, machinist, has been

suffering from an attack of appendicitis.

Wendell Clem is proud papa again, a baby daughter having been presented to him last month.

The Frisco base ball team here has been playing some interesting games. One game against the Springfield crack team at the Frisco Annual picnic at Joplin in June, the score was 3 to 4 in favor of Springfield. Ft. Scott team is open to challenge any Frisco team or any club team on the System. For information inquire or write Robert Bradley, acting manager, % Ft. Scott Roundhouse.

#### LOCAL No. 10—NEODESHA, KANS.

W. J. EGERER, Reporter

Our Frisco doctor, J. L. Moorhead, wife and son, left on the 5th for Minnesota, for an outing.

Miss Louise Schermann, of Wichita, daughter of A. Schermann, our water service foreman, is visiting in Neodesha with friends.

Rex Showers left today for Syracuse to join his wife, who is visiting relatives there. After a short visit there, Mr. and Mrs. Showers will go to California and return home by the way of Salt Lake City.

All Frisco employes in Neodesha are in sympathy with the family and relatives of Engineer Thomas Mansfield, and hope to share their sorrow.

#### LOCAL No. 24—AMORY, MISS.

EVERETT D. HANSEN, Reporter

Machinist R. W. Adams and family have returned from Fort Worth, Texas, where they spent their vacation.

Pipefitter R. F. Dees and Mrs. Dees are the proud parents of a 10-pound boy. He has been named John D.

John Allison is acting as car foreman while L. J. Orman, car foreman, and wife are taking their vacation at Saltville, Va.

W. D. Tibbit, carman, and family are visiting in Pensacola, Fla.

Chas. A. Gateley, blacksmith, and wife are on a two-weeks' vacation.

G. H. Threlfall, night roundhouse foreman, is taking his two-weeks' vacation the last half of this month.

#### LOCAL No. 30—PITTSBURG, KANS.

M. P. MURPHY, Reporter

H. F. Lacey is now driving a new Buick sedan.

George Reed and family were visiting friends in Kansas City, Missouri.

Carl G. Ralston has taken a 30 days' vacation, visiting in Oklahoma.

George Ring and family left for a visit in California.

Herbert Wilson was called to his home in Alabama on account of the illness of his father.

S. Vall, store room keeper, made a visit to his daughter in Wichita.

The Frisco Safety First Ball Club is coming along nicely. Just checked up another victory by defeating the Live-ly Giants 6 to 3.

#### NORTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

Thelma Jean, the two-year-old daughter of Edgar Jackson, machinist in the roundhouse, narrowly escaped serious injury several days ago when run down by an automobile.

W. F. Brandt, general foreman, has returned from his vacation.

H. P. Brumley, supervisor of air work, is on duty again, following his vacation.

Wm. Langston, machinist, who has been living in the country for some time, has bought the property at 2003 North Lyon Street and moved to the city.

Cleo Wisecup, engine watchman, is another one of our boys to join the home owners, having purchased property on West Pacific Street.

Wm. O. Stanley, for many years back shop labor foreman, has again resumed his duties, following a sick leave of several months, which was spent in Washington, Oregon and other western states.

Harold E. Day, machinist on air work, is breaking in an Oldsmobile sedan, purchased several days ago.

Carl Teed, boiler washer, is sporting a new Buick coach.

W. S. Kimble, tool room attendant, is remodeling his house, which is situated in Yocum Heights addition.

George Rook, machinist, has returned from a fifteen-day visit to Detroit, Flint and other points of interest in Michigan, spending much of his time visiting a daughter in Detroit.

Fred Menke, supplyman, is another one of our force who is making a fifteen day visit to his old home State of Illinois, where he will visit among relatives and friends.

Earl Compton, boilerwasher, breaks into press with the announcement of a seven-pound boy. The young man has not been named as yet.

#### EASTERN DIVISION— MECHANICAL

MILLARD BROWN, Reporter

Wm. F. Brandt, general foreman, north roundhouse, is off at present on his vacation.

John Carner, caller, north roundhouse, returned the other day after a 90-day leave of absence.

Our office, as well as the supervisors on the eastern division, extend sympathy to Chas. N. Thompson, chief clerk to the master mechanic, during the illness and death of his mother, who passed away recently at Ft. Wayne, Ind.

Work is progressing rapidly on the new addition to the north roundhouse.

G. A. Moore, timekeeper, is off on his vacation, which he is spending at Camp Whitbeck, next to Mountain View, Mo.

Joe Schellhardt, who served his apprenticeship at the north roundhouse, was out of his time August 11th, and is now serving as machinist first-class, north roundhouse.

Jos. Baron, formerly machinist apprentice, north roundhouse, who is now employed as machinist first class, Lindenwood, spent a few days the first of the month, visiting his folks.

#### LOCAL No. 8—ENID, OKLA.

H. H. FULLER, Reporter

Mr. George Whiteley, of the water service department, and family spent a most enjoyable vacation visiting relatives in Sullivan, Illinois.

Mrs. J. A. Poling, wife of Machinist J. A. Poling, has been seriously ill, but is much improved.

W. J. Winton, who has been employed as blacksmith at the Enid shops for the past four years, has resigned and gone to Seattle, Wash., to make his home. We are sorry to see "Bill" leave as he was a most agreeable fellow. To show the esteem in which he was held, the boys presented him a Masonic ring on the eve of his departure.

E. W. Young, of Springfield, Mo., has taken the blacksmith job. We welcome Mr. Young to our ranks.

Mrs. Catherine Roark, wife of Machinist Charles Roark, is visiting friends and relatives in Fort Worth and Dallas, Texas.

Mrs. Earl Miller and daughters, Imogene and Bernice, are spending a pleasant vacation, visiting her parents in Colorado.

Mr. and Mrs. George Whiteley are enjoying a visit from Mrs. Gertie Bain, son and daughter, from Wadsworth,

Ohio. Mrs. Bain is a sister of Mrs. Whiteley.

Mr. and Mrs. John McCrite are receiving the congratulations of their many friends on the arrival of a bouncing baby boy, on the morning of July 11th.

Mrs. Dan Carron and children, of Laredo, Texas, are visiting in the home of her brother, Mr. T. E. Giddens, machine shop foreman.

Wilma Jeane, the winsome little daughter of Mr. and Mrs. Roy Richards, has been seriously ill at her home.

W. E. Sharp was removed to the St. Louis Hospital from his home, suffering with gall stones.

J. Frank Ferguson, general car foreman and wife, are enjoying their vacation in and around Colorado Springs.

C. E. Martin, livestock claim investigator, of the general office, Springfield, Mo., together with Mrs. Martin, were guests of Mr. and Mrs. H. H. Fuller, of 802 West Oak Street, during the latter part of July. Mr. Martin is Mrs. Fuller's brother.

#### RECLAMATION PLANT SPRINGFIELD, MO.

T. O. CHAPMAN, Reporter

John Thompson, our general foreman, is driving a new Whippet coach.

Clarence Sissel, painter, has returned from a visit with relatives in Illinois.

George Barnett, carpenter, has been out on his farm near Strafford for a short time, to rest up on account of an injury to his foot.

Frederick Miller, blacksmith helper, is in Detroit, spending his vacation.

Ralph Mitchell, machinist helper, has returned from Mayo Brothers' Hospital at Rochester, but is still absent from work on account of poor health.

John Carnahan, drill operator, has returned after two weeks' vacation, having spent most of the time in Memphis.

Louis Woods, a former pipefitter at the roundhouse, has been employed in the same capacity at the north shop, working nights.

Hiram Hoover, a blacksmith, formerly employed here, but now working for a steel company in Pennsylvania, dropped in for a short visit while on his vacation.

William Nobles, our efficient day watchman, has returned from his vacation at Detroit and Niagara Falls.

James Adams, blacksmith foreman, and family are spending a vacation on the White River.

Stephen Smith returned from St. Louis and has his old job back as second engineer at the power plant. Geo. Hildebrand was assistant to "Chief" Nicholson while Mr. Smith was away.

Leslie VanGilder, machinist helper, had his car stolen recently, but was delighted to find it a few days later, unharmed, in a nearby town.

William Delo, foreman of the yards, is at Chicago for his vacation this summer.

William McCrae, machinist apprentice, who transferred here from the West Shop has again been transferred to the North Shop.

#### LOCAL No. 32—NEWBURG, MO.

ED. F. FULLER, Reporter

R. D. Wilson, car foreman, and wife spent a vacation in the East.

Night Foreman C. D. Ward and family were in LaMesa, Calif., during his vacation.

Lead Car Carpenter Homer J. Scott has taken a 30-day leave of absence in which he intends to travel in the Northwest.

Third-class Machinist Ollie E. Brown is visiting in Howell County.

Locomotive Inspector Wm. H. Owens spent a week visiting home folks at Rogersville, Mo.