

119 pounds per thousand gross ton miles.

Engineer O. NORRIS, fireman E. DOERING, train 3d/131, engine 4129, Kansas City to Ft. Scott, December 28th, handled 2,216 gross tons, burned 13 tons of coal, performance 121 pounds per thousand gross ton miles.

Ash Grove Sub: Engineer BLAKESLEY, fireman HORD, train 105, engine 1529, Ft. Scott to Springfield, December 1st, 9 cars in train, burned 1,013 gallons of oil or an average of 1.09 gallons per passenger car mile.

#### SOUTHWESTERN DIVISION

Cherokee Sub: Engineer E. L. GARDNER, fireman R. B. ROY, train 435, engine 4109, Afton to West Tulsa, December 14th, 58 cars in train, total of 1,765 gross tons, burned 1,104 gallons of oil, performance 8 gallons or 95 pounds per thousand gross ton miles.

Engineer ED. ALEXANDER, fireman WM. CASEY, train 434, engine 4118, West Tulsa to Afton, December 16th, handled 2,528 gross tons, burned 1,612 gallons of oil, performance 8.2 gallons or 97 pounds per thousand gross ton miles.

Engineer J. MOORE, fireman G. TOLBERT, train 2/438, engine 4162, West Tulsa to Afton, December 13th, 58 cars in train, a total of 2,774 gross tons, burned 14 tons of coal, performance 129 pounds.

Chickasha Sub: Engineer J. A. McCLUNG, fireman J. B. BATES, train 436, engine 1629, Snyder to Oklahoma City, December 23d, 67 cars in train, a total of 1,843 gross tons, burned 2,310 gallons of oil or a performance of 10 gallons per thousand gross ton miles.

Engineer G. P. FARMER, fireman L. D. LANGFORD, train 436, engine 1617, Snyder to Oklahoma City, December 22d, 58 cars in train, highest tonnage handled 1,750 gross tons, burned 2,157 gallons of oil, performance 10.2 gallons or 121 pounds per thousand gross ton miles.

Engineer H. ZIMMERMAN, fireman J. A. FIELDER, train 435, engine 1620, Oklahoma City to Lawton, December 22d, 51 cars in train, gross tons ranging from 1,572 to 1,650, burned 1,410 gallons of oil, performance 10.4 gallons or 123 pounds per thousand gross ton miles.

Creek Sub: Engineer J. A. TURRIFF, fireman J. P. SAWYER, train extra north, engine 4163, Francis to West Tulsa, December 19th, 63 cars in train, gross tons handled, ranging from 1,967 to 2,713, burned 18 tons of coal, performance 138 pounds per thousand gross ton miles.

West Tulsa Yard: Engineer WM. HUBBARD, fireman H. L. PORTER,

engine 3802, December 7th, worked an eight-hour shift and burned only 345 gallons of oil. This is an average of 7.1 gallons or 84 pounds per switch locomotive mile and is a very unusual performance.

#### CENTRAL DIVISION

Arthur Sub: Engineer P. YAW, fireman FRED EDDY, train 1st/735, engine 721, Ft. Smith to Hugo, December 1st, handled a total of 185,000 gross ton miles, burned 7 tons of coal, performance 96 pounds.

Engineer J. O'NEIL, fireman H. A. BEARD, train 737, engine 1253, Idabel to Hugo, December 21st, handled 1,900 gross tons, burned 3½ tons of coal, performance 97 pounds per thousand gross ton miles.

Ft. Smith Yard: Engineer C. J. VOGLE, fireman I. M. BARTON, engine 3712, December 24th, worked an eight-hour shift and consumed 2 tons of coal. This is an average of 83 pounds per switch locomotive mile and is an excellent performance.

#### WESTERN DIVISION

Perry Sub: Engineer W. M. KEILLER, fireman C. J. CONLEY, train 1st/634, engine 1329, Enid to West Tulsa, December 12th, 31 cars in train, gross tons ranging from 1,577 to 1,706, burned 1,572 gallons of oil, performance 7 gallons or 83 pounds per thousand gross ton miles.

Engineer I. SCUDDER, fireman VANCE, train 607, engine 1104, Tulsa to Enid, December 7th, 4 cars in train, burned 865 gallons of oil, performance 1.8 gallons per passenger car mile.

#### TEXAS LINES

Sherman Sub: Engineer WYATT, fireman CHESIHER, train extra north, engine 735, Ft. Worth to Sherman, December 1st, on duty 7 hours 45 minutes, handled 117,002 gross ton miles, burned 1,123 gallons of oil or an average of 8 gallons per thousand gross ton miles.

Engineer STEPP, fireman MASON, train extra north, engine 740, Ft. Worth to Sherman, December 2d, on duty 7 hours, handled 116,273 gross ton miles, and made a performance of 13 gallons.

Engineer SMITH, fireman WITT, train extra south, engine 697, Sherman to Ft. Worth, December 4th, on duty 10 hours, handled 139,822 gross ton miles, burned 1,193 gallons of oil, performance 8 gallons or 95 pounds per thousand gross ton miles.

Engineer LAUTERBACH, fireman DEW, train extra south, engine 739, Sherman to Ft. Worth, December 1st, on duty 10 hours, handled 141,308 gross ton miles, burned 1,123 gallons of oil, performance 8 gallons or 95 pounds.

### AT FRISCO HOSPITAL

The following patients were confined in the Frisco Hospital at St. Louis as of January 14.

Communications addressed to the Hospital at 4960 Laclede Avenue will reach the people whose names are listed below:

George Wood, engineer, Fort Scott, Kans.; Doc Bohanan, engineer, Afton, Okla.; Mrs. Sue E. Wood, agent, Fanning, Mo.; Ed Marston, foreman, Fayetteville, Ark.; B. F. Cox, store trucker, Joplin, Mo.; T. J. Heath, pensioned, Webster Groves, Mo.; A. C. Rosenberry, conductor, Oklahoma City, Okla.; W. E. Burgess, conductor, St. Louis, Mo.; H. S. Feldott, pensioned, Clinton, Mo.; G. B. Kirk, conductor, Kansas City, Mo.; J. Hunter, crossing watchman, Pittsburg, Kans.; M. Redden, locomotive fireman, Madill, Okla.; W. Buckley, brakeman, Sapulpa, Okla.; J. E. Moton, special agent, Enid, Okla.; N. H. Denton, fireman, Jonesboro, Ark.; J. Houppert, engineer, Birmingham, Ala.; H. Johnson, operator, Fayetteville, Ark.; Leo Timmons, switchman, Kansas City, Mo.; J. W. Voss, clerk, St. Louis, Mo.; C. B. Kenney, freight trucker, Enid, Okla.; R. L. Bowels, painter, Memphis, Tenn.; J. Ingram, machinist, W. Tulsa, Okla.; J. A. Harley, pensioned, Enid, Okla.; F. Martin, brakeman, Leachville, Ark.; L. O. Mouser, clerk, Ft. Smith, Ark.; A. B. Rush, car repairer, Jonesboro, Ark.; O. F. Peteet, extra gang foreman, Wyandotte, Okla.; Pete Sanchez, track laborer, Lorraine, Kans.; J. M. Cameron, section laborer, Exeter, Mo.; C. Hunt, engineer, Dora, Ala.; B. E. Hord, car inspector, Clinton, Mo.; W. J. McQuitty, express messenger, Oklahoma City, Okla.

#### Me, Too!

"What steps would you take if you saw a dangerous lion on the campus?" "Long ones."—Ollapod.

Ft. Worth Sub: Engineer MADDEN, fireman GALBRAITH, train 34, engine 1261, Brownwood to Ft. Worth, December 1st, on duty 11 hours 20 minutes, handled 157,543 gross ton miles, burned 1,800 gallons of oil, performance 11 gallons. On this run switching was done at Brownwood, Comanche, Dublin and Stephenville.

Engineer WALKER, fireman LACKEY, train extra north, engine 1243, December 2d, Brownwood to Ft. Worth, on duty 11 hours 30 minutes, handled 133,020 gross ton miles, burned 1,488 gallons of oil, performance 11 gallons. This crew also did switching at Brownwood, Dublin and Stephenville.

**NEW LOCOMOTIVE WHISTLES**

The steam whistles of Frisco engines are gradually being replaced by new volitone whistles which sound four melodious notes through compressed air horns.

The new whistle was first applied to a 1500 passenger engine, running between Memphis and Birmingham, and it proved so satisfactory that four suburban engines, running between St. Louis and Pacific have been equipped, namely the 610, 618, 648 and 650.

The horn can be heard for a distance of twelve miles as was determined by a test recently made and the harmonious chord is both pleasing to the ear of the listener and less penetrating to the ear of the engineer in the cab. When the engineer pulls the whistle cord, he releases eighty pounds of air to the square inch against thin copper diaphragms, which produces the melodious chord. The steam whistle is still left on the engine, so that either whistle may be used.

The new whistle was applied at a cost of \$125.00 per engine and the cost of the old steam whistle was approximately \$25.00. The new whistle is made of brass and the old one is of cast iron.

The new whistles are attracting a great deal of attention and greater efficacy in averting grade crossing accidents is one of the expected results of the application.

According to present plans, it is the intention to equip all passenger engines with this new whistle, and later on freight engines will be equipped if the whistle device continues to prove successful.

**HOW THEY DID IT!**

J. Blickensderfer, chief engineer of the St. Louis & San Francisco, returned to St. Louis on November 5 after making a three months' horse-back reconnoissance of the country between Vinita, I. T., and the Double Mountain river in Western Texas with a view to extension of the Frisco from Vinita to a connection with the surveyed Texas & Pacific near the New Mexico line, about 430 miles. The original survey of the Frisco was directly west from Vinita to California. Mr. Blickensderfer represents the country as desirable for grazing, coal mining and lumbering. — Railroad Gazette, November 16, 1877.

**Short of Time**

"What made you oversleep this morning?"

"There are eight in the house, but the alarm was only set for seven."

**SECTION HOUSE IN ARK.**



*A picture of the section house and yard at Frenchman's Bayou, Ark., taken by James W. Williams, section foreman at that point. "This is what we had in the way of flowers around our section house in 1927, and we hope to make it still more beautiful in 1928," writes Mr. Williams.*

**FIRST 1928 BABY**

Born with a long list of prizes awaiting her, a baby girl was the district's first arrival of the New Year and was awarded first honors and \$75.00 worth of merchandise by The Globe and News-Herald, leading newspapers of Joplin, Mo. She was born at 7:40 o'clock Sunday morning, January 1, to Mr. and Mrs. O. W. Blacksher of Monett, and has been named Jeane Ann. Mr. Blacksher is a Frisco brakeman, now serving on the Central division, and has thirteen years' service to his credit.

Twenty Joplin business firms, including The Globe, donated the prizes which ranged from cash to every conceivable article a baby might use and a few for its parents.

**Frisco Employes' Hospital Association**

**Receipts and Disbursements after September 30, 1927, through December 31, 1927.**

Balance brought forward from September 30, 1927.....\$32,880.54

**RECEIPTS:**

From assessments on members.....	\$54,704.80		
" interest on daily balances in bank.....	66.28		
" interest on securities in Treasury.....	3,072.50		
" donation by St. L.-S. F. Ry. Co.....	125.00		
" sundry accounts collectible.....	722.64		
" proceeds \$4,000, par value, Current River Railroad Co., First Mortgage 5% Bonds (matured October 1, 1927).....	4,000.00		
" proceeds sale \$10,000, par value, Edison Electric Illuminating Co. of Boston 4½% Coupon Gold Notes (maturing January 15, 1928) sold at par:			
\$5,000 sold November 3, 1927, at par.....	\$5,000.00		
plus accrued interest, July 15, 1927 to date of sale.....	67.50		
\$5,000 sold December 9, 1927, at par.....	5,000.00		
plus accrued interest, July 15, 1927 to date of sale.....	90.00	10,157.50	72,848.52
			<b>\$105,729.06</b>

**DISBURSEMENTS:**

For payrolls.....		\$26,496.65	
" professional, ordinary and emergency services		12,787.81	
" labor, material and supplies.....		6,505.01	
" provisions.....		6,684.89	
" drugs.....		6,452.80	
" light, water, ice, gas, fuel and telephones.....		2,969.02	
" all other expenses.....		1,113.94	
" \$20,000, face amount, The Chicago Rock Island and Pacific Ry. Co. 4½% Equipt. Trust Cfts., Series O, (due July 1, 1933) purchased October 1, 1927, @ \$100.2521— (4.45% basis).....	\$20,050.42		
accrued interest, 3 months.....	225.00	20,275.42	
" \$5,000, face amount, Pennsylvania Rd. General Equipt. Trust, Series B, 5% Cfts., (due April 1, 1930) purchased October 7, 1927, @ \$101.6339—(4.30% basis).....	5,081.70		
accrued interest, 6 days.....	4.17	5,085.87	
" \$5,000, face amount, The Edison Electric Illuminating Co. of Boston, three year 4½% Coupon Gold Notes (due Nov. 1, 1930) purchased Nov. 4, 1927, @ par.....	5,000.00		
accrued interest, 2 days.....	1.25	5,001.25	
" \$5,000, face amount, St. L.-S. F. Ry. Co., 6% Equipt. Trust Notes, Series 71-E (not stamped), (due Jan. 15, 1931) purchased Dec. 9, 1927, @ \$104.2978 (4.50% basis).....	5,214.89		
accrued interest, 4 months, 24 days.....	120.00	5,334.89	98,707.55

Balance December 31, 1927, p. m. at:  
First National Bank, St. Louis, Mo..... 7,021.51

**\$105,729.06**

(Now turn to Next Page, please)

NEWS OF FRISCO CLUBS

(Continued from Page 11)

Joplin, Mo.

A basket supper has been planned by the Frisco Employees' Club of Joplin, for the night of February 15. Club members will be accompanied by members of their families, and employes from nearby towns are expected.

Each employe is expected to bring a basket of food and then the food will be "pooled" on one large table.

The club held its monthly business session January 16, in the freight office. Because of a severe rain storm the attendance was small. A round-table discussion of traffic solicitation comprised the principal business.

Memphis, Tenn.

The Frisco Employees' Club of Memphis, held a dance January 19, at Laniers' Merry Garden, attended by approximately 200 persons. S. S. Butler, St. Louis, freight traffic manager, was one of the guests. Music for the dance was by Farris' twelve-piece orchestra.

The affair was such a success that many of those attending asked the entertainment committee of the Club to "hurry along" another similar affair. Those among the persons attending the dance January 19, who did not care to dance played "bunco." The prize for the ladies' high score, two handkerchiefs, was won by Mrs. J. T. Williams, formerly employed in the mechanical department. The gentlemen's prize, a tie, was won by A. E. Gunn, car department employe, and the consolation favor was presented to H. H. Johnson of the same department.

Many club members said during the evening that the dance helped them to become acquainted with their fellow employes and that such entertainments by the club is resulting in a splendid spirit among the employes.

A CORRECTION

Mr. B. B. McCrum pensioned engineer, whose service record was published on page 22 of the December Magazine advises the Magazine Department that his residence is Independence, Mo., instead of Kansas, as quoted in the article, and that the engine pictured in the story, is No. 19 and not No. 10.

Mr. McCrum made 1,065,350 miles with engine No. 19, which he feels is a record very seldom equalled on Frisco Lines.

FRISCO EMPLOYES' HOSPITAL ASSOCIATION

(Continued from Preceding Page)

THE ASSOCIATION OWNS:

	Par Value
Cincinnati, New Orleans & Texas Pacific Ry. 5% Equipment Trust Certificates, Series G (mature April 1, 1928)	\$ 2,000.00
Chesapeake & Ohio Ry. Co. Equipment Trust 5% Notes, Series V (mature July 1, 1928)	20,000.00
Canadian National Rys. Co. Equipment 4½% Gold Certificates, Series H (mature July 1, 1928)	20,000.00
Kinloch Telephone Co. First Mtge. 6% Bonds (mature Aug. 1, 1928)	10,000.00
U. S. Third Liberty Loan 4½% Bonds (mature Sept. 15, 1928)	7,500.00
Illinois Central Rd. Co. 4½% Equipment Trust Certificates, Series L (mature Oct. 1, 1928)	3,000.00
New York Central Rd. Co. 4½% Equipment Trust Notes of 1917 (mature Jan. 1, 1929)	6,000.00
Baltimore & Ohio Rd. Co. 5% Equipment Trust Certificates of 1923 (mature Feb. 1, 1929)	2,000.00
St. L.-S. F. Ry. Co. 4½% Equipment Trust Certificates, Series BB, (mature Feb. 15, 1929)	10,000.00
St. Louis Southwestern Ry. Co. Equipment Trust 5% Notes, Series J, (mature March 1, 1929)	4,000.00
Pennsylvania R. R. Co. Equipment Trust 5% Gold Notes, Series B (mature April 1, 1929)	7,000.00
St. Louis Bridge Co. 1st Mortgage 7% Bonds (mature April 1, 1929)	10,000.00
Cincinnati, New Orleans & Texas Pacific Ry. 5% Equipment Trust Certificates, Series G (mature April 1, 1929)	3,000.00
Southern Pacific Co. 5% Equipment Trust Certificates, Series G (mature May 1, 1929)	5,000.00
Baltimore & Ohio Rd. Co. 5% Equipment Trust Certificates of 1922 (mature Aug. 1, 1929)	1,000.00
New York Central Lines 4½% Equipment Trust Notes of 1922 (mature Sept. 1, 1929)	4,000.00
St. Louis Southwestern Ry. Co. Equipment Trust 5% Notes, Series J (mature Sept. 1, 1929)	4,000.00
New York Central Lines 4½% Equipment Trust Notes of 1924 (mature Sept. 15, 1929)	6,000.00
Pennsylvania R. R. Co. Equipment Trust 4½% Notes, Series C (mature Oct. 1, 1929)	2,000.00
Kansas City & Memphis Ry. & Bridge Co. 1st Mtge. 5% Bonds (mature Oct. 1, 1929)	5,000.00
Illinois Central Rd. Co. 4½% Equipment Trust Certificates Series N (mature Oct. 1, 1929)	14,000.00
Illinois Central Rd. Co. 4½% Equipment Trust Certificates, Series L (mature Oct. 1, 1929)	2,000.00
Baltimore & Ohio Rd. Co. 5% Equipment Trust Certificates, Series A (mature Dec. 1, 1929)	2,000.00
Wabash Railway Company 4½% Equipment Trust Certificates, Series F (mature Dec. 1, 1929)	5,000.00
Canadian National Rys. 4½% Guaranteed Gold Bonds (mature Feb. 15, 1930)	10,000.00
St. L.-S. F. Ry. Co. 4½% Equipment Trust Certificates, Series BB (mature Feb. 15, 1930)	10,000.00
Pennsylvania Rd. 5% General Equipment Trust Certificates, Series "B", (Mature April 1, 1930)	5,000.00
New York Central Lines 4½% Equipment Trust Certificates of 1925 (mature May 15, 1930)	10,000.00
Receiver's, Chicago, Milwaukee & St. Paul Ry., 5% Equipment Trust Certificates, Series D (mature Aug. 1, 1930)	9,000.00
Edison Electric Illuminating Company of Boston, 3-year 4½% Gold Notes (Mature Nov. 1, 1930)	5,000.00
St. Louis-San Francisco Railway Company 6% Equipment Trust Notes, Series 71-D (mature January 15, 1931)	1,000.00
St. Louis-San Francisco Railway Company 6% Equipment Trust Notes, Series 71-E (mature January 15, 1931)	9,000.00
St. L.-S. F. Ry. Co. Equipment Trust 5% Gold Notes, Series AA (mature Sept. 1, 1932)	6,000.00
Chicago, Rock Island and Pacific Railway Co., 4½% Equipment Trust Certificates, Series O, (Mature July 1, 1933)	20,000.00
St. L.-S. F. Ry. Co. Equipment Trust 5% Certificates, Series AA (mature Sept. 1, 1933)	10,000.00
Kansas City, Memphis and Birmingham R. R. Co., General Mortgage 4% Bonds (mature March 1, 1934)	5,000.00
St. L.-S. F. Ry. Co. Equipment Trust 6% Gold Notes, Series 71-C (mature Jan. 15, 1935)	10,000.00
U. S. Fourth Liberty Loan 4½% Bonds (mature Oct. 15, 1938)	35,000.00
U. S. First Liberty Loan (Converted) 4½% Bonds (mature June 15, 1947)	15,000.00
St. L.-S. F. Ry. Co. Prior Lien 4% Bonds, Series A (mature July 1, 1950)	14,000.00
St. L.-S. F. Ry. Co. Adjustment Mortgage 6% Bonds (mature July 1, 1955)	5,000.00
	<u>\$333,500.00</u>

St. Louis, Mo., Jan. 5, 1928.

F. H. HAMILTON,  
Treasurer.

"Jack, here's the dollar I borrowed from you last week."

"Great Scott, Tom, I'd forgotten all about it!"

"Hang it! Why on earth didn't you say so?"

Slight Mix-up

Boris: What do you think of Kreisler?

Bernice: Great! Splendid pick-up, a lot of pep, and twenty miles on a gallon.—Princeton Tiger.



# The Pension Roll

**ZADOCK THOMAS MARTIN**, agent, Neosho, Mo., was retired from active service on November 30, 1927, due to having reached the age limit. He was born at Mt.

Vernon, Mo., November 27, 1857.

His father was a farmer, and during his early years he assisted with the work on the farm and attended the country schools near his home. His first position, at the age of 28, was as agent-operator



Z. T. MARTIN

for the Wheeling & Lake Erie Railway Company. He also served the Missouri Pacific at Jewel City, Kans., and on September 1, 1892, came with the Frisco as night operator and ticket clerk at Joplin. He served as agent at Altamont, Kans., Catoosa, Okla., Peirce City, Mo., and Neosho. On September 27, 1885, he was married to Catherine A. Palmer of Leon, Kans., and to them were born two girls and a boy. The family reside at 317 N. Jefferson Street, Neosho. Thirty-five years and three months continuous service entitles him to a pension allowance of \$51.80 a month, effective December 1, 1927.

**SYLVESTER ELVIS CAMBRON**, pumper, Morley, Mo., was retired from active service November 30, 1927, due to having reached the age limit. He

was born November 2, 1857, at St. Mary's, Mo. His father was a farmer and he also farmed until late in life. At the age of 50 years he began his service with the Frisco, or on May 1, 1908, as a helper in the roundhouse at Hay-



S. E. CAMBRON

ti. He later took the job of pumper at Morley, where he remained for practically twenty years. On December 17, 1905, he was married to Ella Maud Mench of Hayti, and to them were born five girls and one boy. The family reside on Route 1, Morley, Mo.

*Two Frisco Lines' veteran employes with combined service of 54 years, 10 months, were retired and placed on the Pension Roll at the meeting of the Board of Pensions held December 20, at the St. Louis general offices.*

Continuous service of nineteen years and seven months entitles him to a pension allowance of \$20.00 a month, effective December 1, 1927.

## In Memoriam

### AUGUST PANTE

**AUGUST PANTE**, pensioned machinist, died at his home, 371 West Iowa Avenue, Memphis. He was born August 25, 1850, in Germany, and came to this country when very young and was naturalized at Memphis in September, 1871. He entered the service of these companies as a machinist in June, 1890, working continuously in that capacity until his retirement on August 31, 1920, which was due to his having reached the age limit. He leaves a widow, Constance Pante. His pension allowance was \$29.35 a month and he had been paid, up to the time of his death, a total of \$2,582.80.

### WILLIAM SMITH HUNTINGTON

**WILLIAM SMITH HUNTINGTON**, pensioned locomotive engineer, died at his home at Amory, Miss., on December 26, 1927. He was born at North Bennington, Bennington County, Vt., on June 10, 1858, and entered the service of these companies as an engineer in November, 1896, serving continuously until his retirement on February 9, 1923, which was due to physical disability. He leaves a widow, Allie T. Huntington. His pension allowance was \$51.65 a month and up to the time of his death he had been paid a total of \$2,944.05.

### JOHN CRUMP

**JOHN CRUMP**, pensioned special agent in charge of the St. Louis Terminal, died at the Frisco Employees' Hospital in St. Louis on January 3. He was born in Germany on February 27, 1847. He entered the service as a laborer at Seventh Street, St. Louis, in March, 1883, and was employed in various other capacities, but at the time of his retirement on

November 12, 1913, due to physical disability, he was special agent in charge of the St. Louis terminals. He was a widower. His pension allowance was \$20.00 a month and up to the time of his death he had been paid a total of \$3,380.00.

### GEORGE WASHINGTON OSBORNE

**GEORGE WASHINGTON OSBORNE** pensioned mechanical laborer, died at the home of his daughter at 4217 Obear Ave., St. Louis on Dec. 28. He was born at Tallahoma, Tenn., May 11, 1857, and entered Frisco service as a section laborer at Newburg in November, 1900, serving part of the time as section foreman and was later transferred to the mechanical department working in the roundhouse at Newburg in various capacities until retired November 3, 1921, on account of physical disability. Mr. Osborne was a widower. His pension allowance was \$20.00 a month, and a total of \$1,420.00 was paid him during his lifetime.

### J. J. ZIMMERMAN

**J. J. ZIMMERMAN**, for many years B. & B. foreman on River division, died as a result of injuries received when motor car on which he was riding collided with another near Morehouse, Mo., December 16. He was rushed to the hospital at Cape Girardeau where he received treatment, but never regained consciousness, and died the following day.

Mr. Zimmerman started working for the Frisco May 28, 1903, as B. & B. laborer and was promoted to foreman August 1, 1906. He has a clear record. The employes on the River division extend their sympathy to the Zimmerman family.

### EDWIN ALLEN NIXON

**EDWIN ALLEN NIXON**, pensioned machinist, died at Springfield, on January 5, 1928. He was born June 27, 1850, in Alleghany County, New York, and entered the service of these Companies as a machinist at Kansas City in October, 1889, being transferred later to the South Springfield shops and was in continuous service until June 30, 1920, when he was retired account having reached the age limit. His pension allowance was \$35.90 a month and a total amount of \$3,195.10 has been paid him.

# A PAGE FROM OUR FRISCO POETS

## CONTENTED CONVALESCENCE

By J. E. SPRINGER,  
General Agent, Frisco Lines, Atlanta

As I lay convalescing

In room three hundred five,  
Recounting every blessing,  
Happy to be alive.

I saw a fellow trudging  
Along the dreary street;  
It set me then to studying  
As he faced the rain and sleet.

My heart was touched with pity  
And I thought, Oh, what a shame  
That the work of any city  
Must be done despite the rain.

The fierce wind kept on driving  
The sleet into his face;  
While he kept on a-striving  
To move from place to place.

No doubt his job was pressing  
And much there was to do.  
This, too, you'll find obsessing  
The many, not the few.

And then my situation  
Crowded out the other scene.  
I was filled with much elation  
And with satisfaction keen.

Though I've a little puncture  
It's a trifling thing at best;  
I find that at this juncture  
I need only eat and rest.

Loving hands to render  
A service when they can;  
And best of wishes tender  
To each afflicted man.

Do you doubt that we're delighted  
With this very pleasant life?  
Do you know we're not affrighted  
By the surgeon and his knife?

Do you wonder we've compassion  
For him upon the street;  
Who has his work to fashion  
And must face the rain and sleet?

It's not just how you do it  
That's counting in the end;  
But more in how you view it  
And how you treat a friend.

So I lay convalescing  
In room three hundred five,  
Recounting every blessing  
And happy to be alive.

If times are hard, and you feel blue,  
Think of the others worrying, too;  
Just because your trials are many,  
Don't think the rest of us haven't any.  
Life is made up of smiles and tears,  
Joys and sorrows, mixed with fears;  
And though to us it seems one-sided,  
Trouble is pretty well divided.  
If we could look in every heart,  
We'd find that each one has its part  
And those who travel Fortune's road  
Sometimes carry the biggest load.

## AN APPRECIATION

By ALICE SUTTON McGEORGE, Enid, Okla.

A familiar face in a foreign land, has  
given my heart a thrill  
As my hand shot out to grasp the  
hand of Tom or Bob or Will.

And the grip of something on my  
throat changed my voice to a husky  
sob,

While his image blurred in a mist of  
tears, and joy made my temples  
throb.

But 'tis not alone the face in a throng,  
a hand clasp or familiar tone,  
That binds our hearts with cables  
strong, to the place we think of as  
home,

An inanimate, soulless, lifeless  
thing,

May the same emotions often  
bring.

One day in the west, in the midst  
of scenes that rival the Alps or  
Rhine,

For grandeur of mountains and lakes  
between, a freight train came down  
the line.

There were cars of lumber and cars  
of grain, of vegetables, fruit and  
coal.

Great tanks of oil from across the

range, all headed for some goal.  
My Ford was panting eager to cross,  
but the train had the right of way,  
So I listlessly thought of the number  
of cars, and the comforts they car-  
ried that day.

An inanimate, soulless, lifeless  
thing,

May such satisfied musings of-  
ten bring.

All at once my eyes lit up with joy,  
my heart began to glow,  
On a furniture car in the rear of that  
train I read the word,

"FRISCO"

You may talk of faces of friends from  
home, or greetings from afar,  
But my one desire was to rush right  
up and shake hands with that box  
car.

I had seen the Frisco lay its track,  
had herded its box cars home;  
I had quit the road but now I'm back,  
that box car called me home.

An inanimate, soulless, lifeless  
thing,

May such intimate longings of-  
ten bring.

## TOGETHER

By JOHN BROPHY, Supplyman,  
Ft. Scott, Kans.

The more we sing together,  
The merrier we will be;

Our lives would be the sweeter,  
If we lived in harmony.

Then let us raise our voices,  
In chorus daringly,

For the more we sing together,  
The merrier we will be.

The more we get together,  
The kindlier we will be,

'Tis the broadened outlook,  
That makes for unity.

There is good will all around,  
If only we could see,

That the more we get together,  
The kindlier we will be.

The more we play together,  
The friendlier we will be,

The greatest work of all,  
Is helping others.

So, let us in our work

And play be brothers,

For the more we play together,  
The friendlier we will be.

The more we pull together,  
The easier things will be.

A crowd can tackle problems,  
That baffle you and me;

For we know the dear old Frisco,  
Is the best route to the sea,

And the more we work together,  
The results will greater be.

## A BIT OF TEA

By J. E. SPRINGER,  
General Agent, Atlanta, Ga.  
(Written while he was in the Frisco  
Hospital, St. Louis)

" 'Tis the first time that I've even  
taken

A wee bit of tea while in bed.

It's feelin' a wee bit forsaken  
Of its little friends, mead and corn  
bread,

But I s'pose this is an occasion  
Where it's destined to travel alone,  
While we're trying to heal that  
abrasion,

So there's no need to weep or to  
moan."

## Four Children—Two Birthdays

D. D. Hankins and wife have a  
unique circumstance in the birth-  
days of their four children. Mr.  
Hankins is the section foreman for  
Frisco Lines, stationed at Hickory  
Flat, Miss.

Their two oldest children, Edna,  
age 11, and Lucile, age 6, have the  
same birthday, April 2. Their two  
younger children, Maxine age 3 and  
D. D., Jr., born November 17, 1927,  
likewise have the same birthday.