

## Frisco Trains Run 97.5% on Time, Report Shows

**F**RISCO Lines passenger train performance for February was "exceptionally good," to quote F. H. Shaffer, general manager, 5,343 of the 5,478 trains operated, or 97.5 per cent, maintaining schedule or making up time, according to the

monthly comparative report issued from the office of the general manager, at Springfield, Mo. This is the highest percentage for any month since for some time prior to June, 1926.

"It is gratifying to note," said M.

M. Sisson, assistant general manager, that "the Western, Central, Northern and River Divisions reached (during February, 1928) a percentage of 98 or better."

The comparative statement for February, 1928, follows:

| DIVISION               | Total Trains Operated |           |           | Total Trains Maintained Schedule or Made Up Time |           |           | Per Cent Trains Maintained Schedule or Made Up Time |           |           | Standing of Divisions |           |           |
|------------------------|-----------------------|-----------|-----------|--|-----------|-----------|---|-----------|-----------|-----------------------|-----------|-----------|
|                        | Feb. 1928             | Feb. 1927 | Feb. 1926 | Feb. 1928  | Feb. 1927 | Feb. 1926 | Feb. 1928   | Feb. 1927 | Feb. 1926 | Feb. 1928             | Feb. 1927 | Feb. 1926 |
| Western.....           | 203                   | 196       | 196       | 202  | 190       | 191       | 99.5  | 96.9      | 97.4      | 1                     | 4         | 4         |
| Central.....           | 530                   | 560       | 672       | 524  | 555       | 666       | 98.9  | 99.1      | 99.1      | 2                     | 1         | 1         |
| Northern.....          | 1248                  | 1204      | 1372      | 1227   | 1178      | 1345      | 98.3  | 97.8      | 98.0      | 3                     | 3         | 3         |
| River.....             | 980                   | 821       | 773       | 960  | 812       | 763       | 98.0  | 98.9      | 98.7      | 4                     | 2         | 2         |
| Southwestern.....      | 870                   | 784       | 784       | 849  | 698       | 752       | 97.6  | 89.0      | 95.9      | 5                     | 7         | 5         |
| Southern.....          | 810                   | 756       | 782       | 788  | 724       | 745       | 97.3  | 95.8      | 95.3      | 6                     | 6         | 6         |
| Eastern.....           | 605                   | 588       | 720       | 563  | 566       | 665       | 93.1  | 96.3      | 92.4      | 7                     | 5         | 7         |
| Total Operated.....    | 5246                  | 4909      | 5299      | 5113   | 4723      | 5127      |   |           |           |                       |           |           |
| Per Cent Operated..... |                       |           |           |  |           |           | 97.5  | 96.2      | 96.8      |                       |           |           |
| Texas Lines.....       | 232                   | 224       | 168       | 230  | 176       | 155       | 99.1  | 80.0      | 92.3      |                       |           |           |
| Total for System.....  | 5478                  | 5133      | 5467      | 5343   | 4899      | 5282      |   |           |           |                       |           |           |
| Per Cent Operated..... |                       |           |           |  |           |           | 97.5  | 95.4      | 96.6      |                       |           |           |

### PRAISES A FRISCO METHOD

The Frisco car sanitation method is cited by Myron Lyman, in a letter written by him and appearing recently in the Birmingham (Ala.) News' column, "The Voice of the People," as an example that could be followed by a railroad (not named) at Birmingham.

The letter reads:

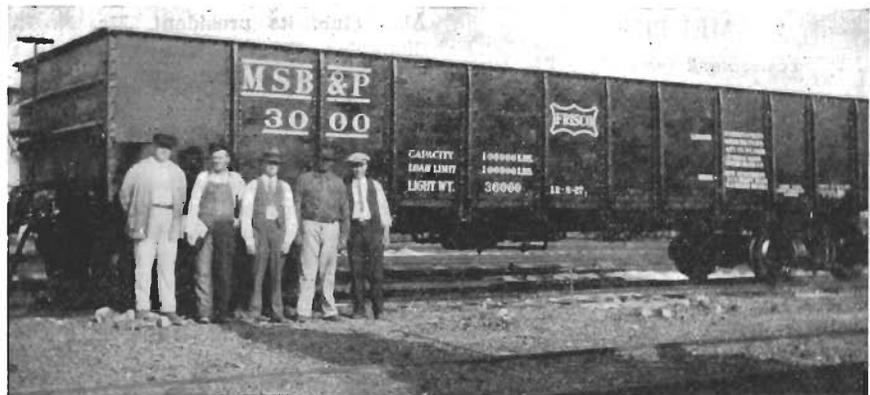
"I have passed through Birmingham a number of times and have wanted to call the attention of the station-master to the very extremely distasteful and unhealthy conditions attendant upon sweeping out the day coaches while the train is in the station. A big negro enters with a big broom and starts a young cyclone down the aisle—'swish-swish' a cloud of dust, old newspapers, remains of lunches and dry spit rush down the aisle. Very often a number of through passengers are eating a hurried breakfast, drinking a cup of coffee—the sweeper lays a pall of dust over the breakfast. As if to add insult to insanity the old woman comes along with her turkey-tail (duster) and beats 'heck' out of the cushions. So the passengers get a free distribution of germs while they wait. Why not use a push brush, like the Frisco uses? Then there will be no dust or dangerous germs served the passengers."

### EASY

"Pa. what is an income tax?"

"Anything we buy at the present prices, my son."

### At Bottom of Bay for Seven Years



**W**HILE attempting to dock during the storm of June 18, 1920, at the M. S. B. & P. Railroad Company's Pier No. 3, the Steamship John Adams plowed through the dock, dragging down the outboard part of the dock containing 13 cars of lumber and 9 cars of export coal, three parallel tracks on the outboard part of dock and 500 feet of rail on trestle part approach to the outboard dock.

This ship also sank several small vessels which happened to be in its path during the rampage and damaged Pier No. 2 and finally went ashore near Baylen Street wharf. The ship was coming to the M. S. B. & P. docks for 12,000 tons of coal and caused the damage in docking, due to there being such a hard rain

that objects could not be seen but a few feet ahead. The accident occurred at 9 p. m. the night of June 18.

These cars rested at the bottom of Pensacola Bay for a period of seven years and in the month of July, 1927, they were raised, the good and useable material taken from each and six of the 22 cars were reconstructed and made fit for service. They were numbered M. S. B. & P. 3000, 3001, 4000, 4001, 5000, 5001, and were placed in service December 14, 1927.

The men standing beside one of the rebuilt coal cars are, from left to right: Mr. J. R. Hirsch, general foreman; Mr. G. Lynn, piecework checker; Mr. A. N. Beck, storekeeper; Mr. G. P. Pittman, car foreman and Mr. O. O. Oleson, chief clerk to general foreman.

## Rough Handling Damage Decreases 16.3 Per Cent January and February

**D**URING the first two months of 1928, as compared with the first two months of 1927, there was a decrease of 16.3 per cent in the number of freight cars damaged by

rough handling, but an increase of 27.7 in the amount of damage, according to the monthly comparative statement on this subject issued by the office of car accountant, Spring-

field, Mo., March 8.

The report further shows that the per cent increase in the number of freight cars handled per car damaged was 23.2. The report follows:

| DIVISION<br>or<br>TERMINAL | NUMBER CARS<br>DAMAGED |            |            | AMOUNT DAMAGE      |                    |      | NUMBER CARS HANDLED |                |                | PER CENT<br>DAMAGED<br>TO TOTAL<br>HANDLED |              |              | STANDING<br>DIVISION<br>OR<br>TERMINAL |           |           |           |
|----------------------------|------------------------|------------|------------|--------------------|--------------------|------|---------------------|----------------|----------------|--|--------------|--------------|--|-----------|-----------|-----------|
|                            | 1928                   | 1927       | 1926       | 1928               | 1927               | 1926 | 1928                | 1927           | 1926           | 1928                                       | 1927         | 1926         | 1928                                   | 1927      | 1926      |           |
| <b>TERMINALS</b>           |                        |            |            |                    |                    |      |                     |                |                |  |              |              |  |           |           |           |
| Springfield.....           | 2                      | 4          |            | \$ 725.00          | \$ 655.00          |      | 117,401             | 113,894        | 125,951        |  | .0018        | .0032        | 1                                      | 1         | 2         |           |
| Birmingham.....            | 9                      | 6          | 1          | \$ 615.00          | 375.00             |      | 119,296             | 125,486        | 142,153        | .0075                                      | .0048        | .0007        | 2                                      | 2         | 1         |           |
| Tulsa.....                 | 12                     | 8          | 41         | 705.00             | 1,130.00           |      | 706.00              | 138,760        | 135,235        | .0086                                      | .0083        | .0303        | 3                                      | 3         | 4         |           |
| St. Louis.....             | 11                     | 15         | 5          | 269.00             | 190.00             |      | 104.00              | 114,252        | 116,510        | .0096                                      | .0132        | .0043        | 4                                      | 4         | 3         |           |
| Kansas City.....           | 13                     | 34         | 53         | 386.00             | 717.50             |      | 1,729.00            | 123,952        | 112,110        | .0105                                      | .0316        | .0473        | 5                                      | 6         | 6         |           |
| Memphis.....               | 21                     | 32         | 74         | 1,284.00           | 1,048.00           |      | 4,142.70            | 153,541        | 219,170        | .0137                                      | .0219        | .0338        | 6                                      | 5         | 5         |           |
| <b>Total.....</b>          | <b>66</b>              | <b>97</b>  | <b>178</b> | <b>\$ 3,259.00</b> | <b>\$ 4,185.50</b> |      | <b>\$ 7,376.70</b>  | <b>767,202</b> | <b>702,694</b> | <b>851,129</b>                             | <b>.0086</b> | <b>.0138</b> | <b>.0209</b>                           | <b>..</b> | <b>..</b> | <b>..</b> |
| <b>DIVISIONS</b>           |                        |            |            |                    |                    |      |                     |                |                |  |              |              |  |           |           |           |
| Western.....               |                        |            |            |                    |                    |      | 35,639              | 39,741         | 34,941         |  |              |              | 1                                      | 1         | 1         |           |
| Southwestern.....          | 3                      |            | 51         | \$ 160.00          |                    |      | \$ 1,394.00         | 161,552        | 184,326        | 184,501                                    | .0019        |              | .0276                                  | 2         | 1         | 7         |
| Eastern.....               | 3                      | 2          | 5          | 730.00             | 36.00              |      | 100.30              | 122,809        | 122,731        | 133,807                                    | .0024        | .0016        | .0037                                  | 3         | 2         | 4         |
| Central.....               | 3                      | 3          | 1          | 65.00              | 135.00             |      | 15.00               | 62,508         | 64,942         | 67,185                                     | .0048        | .0046        | .0015                                  | 4         | 3         | 2         |
| Southern.....              | 9                      | 8          | 4          | 203.00             | 82.50              |      | 75.00               | 145,280        | 152,862        | 168,943                                    | .0062        | .0052        | .0024                                  | 5         | 4         | 3         |
| Northern.....              | 23                     | 25         | 7          | 1,602.00           | 706.00             |      | 181.50              | 161,247        | 152,400        | 169,442                                    | .0143        | .0164        | .0041                                  | 6         | 6         | 5         |
| River.....                 | 13                     | 11         | 9          | 583.00             | 640.00             |      | 266.00              | 65,614         | 67,340         | 74,284                                     | .0198        | .0163        | .0121                                  | 7         | 5         | 6         |
| <b>Total.....</b>          | <b>54</b>              | <b>49</b>  | <b>77</b>  | <b>\$ 3,343.00</b> | <b>\$ 1,599.50</b> |      | <b>\$ 2,031.80</b>  | <b>754,649</b> | <b>784,342</b> | <b>833,103</b>                             | <b>.0072</b> | <b>.0062</b> | <b>.0092</b>                           | <b>..</b> | <b>..</b> | <b>..</b> |
| Texas Lines.....           | 3                      | 1          | 2          | 815.00             | 25.00              |      | 20.00               | 22,488         | 11,588         | 24,850                                     | .0133        | .0086        | .0080                                  | ..        | ..        | ..        |
| <b>Total System.....</b>   | <b>123</b>             | <b>147</b> | <b>257</b> | <b>\$ 7,417.00</b> | <b>\$ 5,810.00</b> |      | <b>\$ 9,428.50</b>  |                |                |  |              |              |  |           |           |           |

### CLUB PRESIDENTS IN MEETING

(Continued from Page 7)

men agreed that accident prevention should be one of the slogans of each and every club.

Uniform membership cards were adopted for each club, patterned after the card now in use by the Amory, Miss., club, and these cards are now being printed and will be sent to each club president as a gift from the central committee.

Mr. S. S. Butler, general freight traffic manager and Mr. Chester C. Kratky both addressed the meeting. Mr. Butler spoke particularly on developing in the ranks of the Frisco Clubs salesmen who might sell Frisco transportation. He also dwelt at length on the importance of personal contact, and courtesy in dealing with the public.

"I believe we have the best morale of any railroad in the country, right here on the Frisco. I believe departmental lines have been more completely eliminated than ever before and that every man, woman and child is working in the interest of the company," he said.

Mr. Kratky, chief clerk to our president, brought the personal greetings of President Kurn, who sent word to the club presidents that he was intensely interested in their progress and no one person wished them more success than he.

Stressing the activity of the Dora, Ala., club, its president, Mr. N. R. Chamblee, Frisco engineer, said that the Dora Club had not overlooked much since its organization, although there were only about 35 employe members. "We have been getting some long hauls, where before our club was formed, we only got the short ones. We are working daily and enthusiastically. My idea of getting business is to give service."

Mr. J. O. Armstrong, president of the Fort Scott Club, received a hearty round of applause, when he mentioned that each and every one of the club presidents should stress the fact that we must be more courteous to the public and to our fellow employes. "Courtesy is not something you can buy—it comes from the inside and if we are not courteous to each other in talking over the telephone, meeting each other in the office, handling our business each day, we will never be courteous to the fellow outside. Practice courtesy. Get that family feeling. Work with each other."

Mr. J. J. Charles, conductor at Monett and president of the club of that city, reported a membership of over 1,000 in his Monett Club. "I do not believe that we have a disloyal employe in the city of Monett. We have eliminated departmental differences as far as social affairs are concerned," President Charles said.

As to the Girls' Clubs of St. Louis, Miss Loretto Connor of the St. Louis

Club said: "We have a membership of 265 girls and an average attendance of not less than 225 at each meeting. Our first social affair placed over \$600.00 in our treasury. We have in our club our smaller organizations and clubs such as choral, swimming, dramatic and others, with each club supporting its own organization. We have a charity committee which first functioned at Christmastime and we distributed thirty-six baskets to the poor. The welfare of our club is intimately identified with the prosperity of the Frisco, and I dare say you could not find a more loyal group of employes on the system."

Miss Marie Arnold of the Springfield Girls' Club reported a membership of about 275, with an average attendance of 135. The Springfield Club has the inter-clubs, all progressing nicely, and the finances of the club are handled by social events. A recent bridge party netted the club \$125.00, which they use to defray expenses of the club.

Miss Ila Cook, of the Chaffee Girls' Club, reported that the Chaffee Club had only had one meeting, but were to have a big meeting in March. She said that there was a great deal of enthusiasm among the girls, and now that the men's clubs were being formed on the River division, there would be some friendly rivalry between the two.

**AUXILIARY SECRETARY**

**Engineer J. G. Taylor Honored**



MISS SUSIE S. FISH

Miss Susie S. Fish of St. Louis, served ably as secretary of the auxiliary to the Veteran Employees' Association during 1927. She occupies the position of secretary in the comptroller's office and has had thirty-seven years service with the Frisco Lines, having served as secretary to the late Mr. Alexander Douglas for almost twenty years.

She is a member of The Town Club, the Civic Music League, the Musicians' Guild and the League of Women Voters of St. Louis, and is an enthusiastic worker in the Frisco Girls' Club.

In the January number of this Magazine, President Boyd called attention to the comparatively small percentage of employees with twenty or more years' service who were actually enrolled as members of the Veteran Employees' Association.

"I am sure," Miss Fish said, "that if those who are not members would decide to join and go to the Reunion at Springfield this year, they would feel fully repaid and would realize what they had missed by not attending in previous years. I can speak from experience as a member, both of the Association and of the Auxiliary to the Association, last year being my first attendance at a Veterans' Reunion.

"We should have representatives from all parts of the system. The one half desires to meet the other half, so to speak. The members and officers of the Auxiliary are very anxious that the women of the families of all veterans get together at all points on



When Mr. J. G. Taylor, front row, center, in overcoat, special engineer at the Reclamation Plant, Springfield, Mo., was retired January 31, he was presented at noon that day with a beautiful monogrammed leather billfold as a token of esteem from his fellow workers.

Back row, left to right: K. C. Bean, shop accountant; H. G. Woods, shop clerk and J. J. O'Brien, messenger.

Middle row: W. A. Mongold, timekeeper; H. T. Palmer, agent H. E. Brown, chief clerk; L. A. Zoller, shop checker and J. W. Adams, blacksmith foreman.

Front row: W. M. Delt, general yard foreman; C. S. Smith, dead freight agent; Miss Lena M. Schmitt, stenographer; Mr. Taylor; Mr. I. J. Leysaht, superintendent of the Reclamation Plant; J. W. Thompson, general foreman, and J. Burt, yard foreman.

the line and urge the veterans to join the Association so that they, in turn, may have the benefit and pleasure of meeting with the ladies in their special meetings at the reunion. Please allow me to suggest that any woman who feels the least urge, appoint herself a committee of one to see some other woman and thus spread enthusiasm through the different communities and insist on veterans attending the Springfield meeting and bringing their families with them."

**LADY PASSENGERS PLEASED**

"Please accept the grateful appreciation of the entire group of Congregational women, who went to Springfield on February 7", writes Mrs. John H. Kitchen of Kansas City to Mr. Giffey, city passenger agent at Kansas City, Mo.

This special party consisting of 19 people, moved in a special coach on No. 107, Kansas City to Springfield, February 7, and extra sleeper on No. 104 Springfield to Kansas City, February 9.

"We all felt we were in reality the guests of your road. Your going down with us only added to our pleasure, and it was a gracious thing for you to do. In so expressing myself, I am only voicing the opinion of every woman who was in our party," the letter said.

**SOUTHWESTERN WINS CUP**

The mechanical department accident prevention merit cup, awarded quarterly to the divisional mechanical department having the least number of accidents for the preceding quarter year, was won for the last quarter of 1927 by the mechanical department of the southwestern division and was presented to the winner the night of March 12 at the meeting room of the West Tulsa local of the Frisco Association of Metal Crafts and Car Department Employees. This was the second consecutive time the southwestern division mechanical department has won the cup.

The presentation was made by Z. B. Claypool, assistant director of accident prevention, Springfield, Mo. Owing to the illness of R. B. Spencer, division master mechanic, Sapulpa, J. S. Jowers, general car foreman, accepted the trophy.

Speakers included: Mr. Claypool; O. L. Young, superintendent terminals, Tulsa; Harry Harrison, accident prevention agent, Sherman, Texas; Jack Gillogly, Tulsa, state supervisor of the Moose; A. L. Sasser, chairman of the West Tulsa Local; R. L. Beckwith car foreman, West Tulsa; George Tolley, federal inspector of locomotives, Oklahoma City.

## Huge Shipment of Cotton Planting Seed Handled in Frisco Equipment



Perhaps the largest single shipment of pedigreed cotton planting seed ever made, was the solid train of twenty-five cars shipped via Frisco Railway from Wilson, Ark., February 4, by Lee Wilson & Company, of Wilson, one of the foremost breeders of cotton planting seed in the South. The shipment was purchased by The American National Red Cross and consigned to various Louisiana points for distribution to cotton plantations damaged by the Mississippi River flood of last spring.

In the accompanying picture of the train, taken at Wilson, Ark., just before its departure, the man in the foreground in the center of the picture is Mr. R. E. Lee Wilson, of Lee Wilson & Company. The crew in charge of this train, Extra 4005 south, was as follows: A. W. Aubuchon, engineer; T. P. Johnson, fireman; H. R. Carle, conductor,

and William Spencer, H. C. Montgomery and John Alsup, brakemen.

The seed was of the Wilson Type Big Boll variety, which has been developed especially for the Lee Wilson & Company plantations. The train contained 526 tons of this seed, which was purchased after careful investigation and upon recommendation of the Louisiana State University. The entire shipment consisted of seed descended from one stalk developed in 1919. The value of the seed was \$100 a ton or a total of \$52,600. This seed will grow about 60,000 acres of cotton.

The cars were assembled at Wilson by the Frisco at one day's notice. All the cars were of the same size and the same series. The entire consignment was loaded by Lee Wilson & Company in one day.

### NEWS OF THE FRISCO CLUBS

(Continued from Page 17)

women and received a black silk bag. H. H. Johnson made the high score for men and won a box of cigars. Agent S. L. Oliver won the booby prize.

The entertainments by this club are creating much interest among employees of that region and their friends.

#### Muskogee, Okla.

The Frisco Employees' Club of Muskogee held, March 16, its first social meeting, which was attended by approximately 120 persons, including relatives of members. The meeting was held in the Knights of Pythias hall.

Talks were made by Waller Estes, president of the club; J. W. James, executive general agent, Tulsa, who spoke on "Relation of the Club to the Public"; C. K. Reiff, superintendent of schools, "Things That Endure"; R. L. Schoeneberg, zone auditor, Tulsa, "Club Organization and Its Purpose"; O. P. Reid; Fay Warren, president of the Tulsa club and Mrs. J. T. May, wife of the Frisco engineer.

The entertainment program included: "Butterfly Dance," Jonita Jordan, accompanied on the piano by Miss Eudora Gage; Song, "Among My Souvenirs," Mrs. T. E. Walker, accompanied by Miss Miriam Walker; song,

"You Can Smile," A. J. Hamilton, accompanied by his wife; ukulele selections, Miss Eudora Gage.

#### Fort Scott, Kans.

Traffic solicitation was the subject of the talk delivered by C. O. McCain, general agent, Fort Scott, at the business meeting of the Frisco Employees' Club of Fort Scott, held March 1 in the office of the superintendent of the Northern division.

Each member was then called on to express his views as to the best methods to follow to obtain traffic and all responded. Mr. McCain distributed cards which gave information as to what the Frisco railway means to Fort Scott and adjacent territory and these cards will be presented to shippers and prospective customers. A list of prominent farmers and country shippers was read for the benefit of those who have the opportunity of calling on them. Form 2058, solicitation report, was distributed among the members present.

#### Blytheville, Ark.

The Frisco Employees' Club of Blytheville, Ark., organized February 24, held its second meeting March 15. The principal speakers were: J. B. Hilton, industrial commissioner, St. Louis; A. P. Matthews, assistant and general passenger agent, Memphis;

W. H. Brooke, a foreman of the bridge and building department, and C. K. Sims, acting assistant superintendent of the River division, Chaffee, Mo.

Plans were discussed for a picnic late in the summer, in which it is expected the several clubs in this territory will participate.

#### Fort Worth, Texas

The Elks Club of Fort Worth was the scene of a gala event the night of March 3, when the Frisco Employees' Club of Fort Worth held a varied program, closing with dancing. The attendance was approximately 400, including members of families of club members.

A delegation of approximately fifteen members of the Frisco Employees' Club of Sherman, Tex., including its president, H. L. McDuffie, attended. Employees and their guests attended from Cresson, Granbury and Stephenville, Tex.

The program was as follows:

Piano solo, Miss Katherine Elkins; vocal solo, Miss Elizabeth Nelson; "Sunnyland" Minstrels, Miss Frances Williams, Bob Williams and E. V. Maxfield, assistant claim agent; violin solo, Miss Gwendolyn Dyke, accompanied by her sister, Diedrada; sword dance, Frances and John Stratthdee; dancing, to music by the Texas Christian University Collegiates.

### A. P. RALLY AT SPRINGFIELD

The accident prevention rally and entertainment held at the Pipkin Junior High School, Springfield, Mo., the night of February 24, was distinguished by addresses by Dan M. Nee, city attorney of Springfield, and Judge E. P. Mann, of Mann & Mann, Frisco district attorneys at Springfield, and by a varied entertainment program.

Mr. Nee spoke on "Public Safety", saying, in effect, that reckless and careless automobile drivers are as dangerous as gunmen and adding that Springfield soon will launch an accident prevention program.

Mr. Mann spoke on "Safety and Cooperation from an Attorney's Viewpoint". He declared that ninety per cent of accidents are the result of carelessness. Other speakers were: H. W. Hudgen, director, accident prevention, and Z. B. Claypool, assistant director, accident prevention, of Springfield, and Harry Harrison, Sherman, Texas, and J. W. Morrill, Pacific, Mo., Frisco accident prevention agents.

The entertainment program was as follows: Vocal solo, Miss Eloise Gardner, accompanied on the piano by H. L. Hoover; vocal quartet, "Sunnyland" Edgar Barnes and his gang; reading, Miss B. Watt; first aid demonstration, Boy Scouts, led by Allen C. Foster, scout executive, Springfield Council, Boy Scouts of America; selections, String Band, composed of Mr. and Mrs. Frank Pike and Messrs. Weed and Whyte; violin solo, Thomas Fuzzell, Jr., accompanied on the piano by Paul Swineford; "Yonder Years", musical selections, Charles Goods and Company; musical surprise, Fred Thies; selections, Hula Serenaders; "Everything Is Music", Mr. and Mrs. L. J. Gibbs. Incidental music was by Jess Smith's All Star Orchestra.

The committee which arranged the program was composed of members of the Frisco Association of Metal Crafts and Car Department Employees, as follows: M. L. Ryan, accident prevention supervisor, Frisco west shops, Springfield, chairman; T. J. Reynolds, Alex Watt, William C. Bush and Virgil Johnson, secretary, all of Local No. 1, Springfield, and Charles Melton, George Harp, George Walker and Lon Van Winkle, all of Local No. 2, Springfield, and C. E. Grundburg, of Local No. 1 (Springfield), Frisco Mechanical Supervisors.

Timid Householder (resourcefully, after discovering two burglars at work)—D-don't take any notice of me—I'm only w-walking in m-my sleep.

### NEGRO A HERO

When he learned from his children that the Frisco railroad "had done broke in two" at Red Banks, Miss., February 29, Edwin Daniels, negro, of that place, in the absence of any other red cloth in the house, seized the red bureau cover, raced to the tracks and flagged down a local train.

The fast Kansas City-Florida Special, behind the local, was stopped by trainmen.

The negro's children had discovered a broken rail in the track and told their father of it.

R. B. Butler, Memphis, superintendent of the Frisco's Southern division, sent Daniels a letter of thanks for his action.

### The Flower Program

The Frisco's flower program, to beautify stations along the Frisco Lines, and with the slogan, "A Flower Bed at Every Station", has been launched by Mr. Don B. Fellows, Frisco florist in the way of a flower questionnaire, which he has sent to agents, section foremen and others concerned.

According to Mr. Fellows, 530 of the questionnaires have been returned, asking that he furnish that many stations with bulbs and seeds for flower gardens for 1928.

"The Texas Lines folks are going to be hard to catch up with, if the other divisions on our railroad do not watch out," he said. "Last year there were only three requests for bulbs and seeds from the Texas Lines, and this year, to date, I have 44.

"No doubt, many Frisco agents and others are unable to care for a large garden, but could take care of a half dozen Canna bulbs. I am sure, if each of you will plant a small bed and take care of it, you will be amply repaid for all your efforts."

In referring to the questionnaires which he has received, he said: "The northern division heads the list with 86 requests. I wonder if, by chance, any of our good folks have any seeds or bulbs which they will not have room to plant. If so, this surplus can be used to good advantage on other divisions, and they can be mailed direct to me, through the station agent."

Mr. Fellows issues an appeal to all those interested in planting a flower bed, to have requests reach him not later than April 8, 1928, as it is his intention to finish all shipments by April 10.

### 404 PENSIONERS ON ROLL More Than \$1,250,000 Paid in Pensions Since Plan Began

FRISCO LINES had 404 pensioners December 31, 1927, of which 151 were pensioned because they had reached the age of 70 and 253 because they had become totally disabled, according to the 1927 annual report of the Frisco Pension Bureau prepared under the direction of W. D. Bassett, secretary of the bureau.

At the beginning of 1927 the pensioners totaled 393. During 1927, 50 persons were pensioned and 39 pensioners died. Thus the net increase of pensioners during 1927 was eleven.

The total pension roll for 1927 was \$188,874, an average of \$15,739.16 a month, as compared with the total of \$180,680.70 for 1926. The average paid each pensioner in 1927 was \$39.55 a month.

From the time the bureau was formed, July 1, 1913, to December 31, 1927, inclusive, pension payments totaled \$1,250,086.67. In that period 693 persons were pensioned and 289 pensioners died.

As of December 31, 1927, the average age of pensioners retired because of having reached the age of 70 was 74 years, 10 months, the average length of their continuous service was 27 years, six months. As of December 31, 1927, the average age of pensioners retired on account of disability was 66 years, 7 months, and the average length of their continuous service was 29 years, 8 months. As of December 31, 1927, the average age of all pensioners was 69 years, 8 months, and the average length of the continuous service of all pensioners was 28 years, 10 months. The oldest pensioner, December 31, 1927, was 86 years and the youngest, 41.

Payments by Metropolitan Life Insurance Company to insured officers and employes of Frisco Lines for the month of February, 1928, totaled \$19,997.37, divided as follows; total and permanent disability, supervisory group, \$1,792.00; clerks, \$415.52; shop group, \$1,173.92.

Health and accident, shop group, \$2,960.00.

Accidental death and dismemberment, (death claim) supervisory group, \$4,000.00.

Death claims, supervisory group, \$4,000.00; shop group, \$5,655.93.

Habit is a cable; we weave a thread of it every day, and at last we cannot break it.—Horace Mann.