

GAN, train 105, engine 1520, Amory to Birmingham, August 13, 9 cars in train burned 1,002 gallons of oil, performance .8 of a gallon per passenger car mile. A very good job of operation and firing.

Engineer CROOK, fireman MARION, train 934, engine 4,113, Carbon Hill to Amory, August 16, 63 cars in train, 151,000 gross ton miles, performance 106 pounds.

RIVER DIVISION

St. Louis Sub: Engineer J. P. RICE, fireman ANSLEN, train 838, engine 4029, Chaffee to St. Louis, August 27, handled 471,000 gross ton miles, burned 16 tons of coal, performance 68 pounds.

Engineer W. O. CROOK, fireman J. P. SLAUGHTER, in charge of engine 1037, train 807 of July 24, handled 5 cars from St. Louis to Chaffee, burned 530 gallons of oil or an average of .74 gallons per car mile.

Engineer O. J. SAWYER, fireman J. U. BOYTS, train 832, engine 4006, Chaffee to St. Louis August 18, handled 469,000 gross ton miles, burned 18 tons of coal, performance 77 pounds.

Chaffee Sub. Engineer ADAMS, fireman J. FITZGERALD, in charge of engine 1015, train 837, Chaffee to Memphis, August 17, handled 5 cars, burned 562 gallons of oil, performance .70 gallons per car mile. Road Foreman J. S. MEIDROTH, rode with this crew and reports operation and handling very good.

Engineer R. J. ROBINSON, fireman W. F. HOUSEMAN, train 838, engine 4004, Memphis to Chaffee August 31, handled 349,000 gross ton miles, burned 9 tons of coal, performance 52 pounds.

Engineer TOM ODOM, fireman TONY MILLER, were in charge of engine 4030, train 832, Memphis to Hayti, August 18, handled 312,000 gross ton miles, burned 12 tons of coal, performance 77 pounds.

NORTHERN DIVISION

Kansas City Sub: Master Mechanic W. B. BERRY reports the following fuel performance made on September 1: Engine 4102, train 131 departed Kansas City 6:10 p. m., arrived at Fort Scott 11:30 p. m., handled 2,234 tons, 56 cars, burned 9 tons of coal or 83 pounds per thousand gross ton mile. Very good performance. Do not know the name of Engineer and Fireman in charge of this engine.

Engineer F. BELL, fireman KELLNER, train Extra North, engine 4105 Fort Scott to Kansas City September 6, handled 3,779 gross tons, 83 cars, burned 17 tons of coal, performance 91 pounds per thousand gross ton miles. This is an emergency engineer

but did very good job of operation.

Engineer LIVESAY, fireman J. CASEY, train 131, engine 4105, Kansas City to Fort Scott, September 7, 57 cars in train, 2,313 gross tons, burned 10½ tons of coal, performance 91 pounds per thousand gross ton miles. Good job of operation by crew.

Afton-Parsons Sub: Engineer T. TENNISON, fireman J. BRIDGES, train Extra East, engine 4019, Neodesha to Columbus, August 23, handled 83,000 gross ton miles, burned 5 tons of coal, performance 120 pounds. Good job of operation and firing by crew.

Engineer J. EAVES, fireman T. NORWOOD, train Extra East, engine 4024, Neodesha to Fort Scott August 24, handled 2,005 gross tons, burned 13 tons of coal, performance 137 pounds per thousand gross ton miles.

Engineer B. HALE, fireman J. TRAVIS, train Extra South, engine 4005, August 21, Fort Scott to Neodesha, tonnage broken, handled 143,000 gross ton miles, burned 12 tons of coal, performance 160 pounds.

SOUTHWESTERN DIVISION

Cherokee Sub: Engineer C. E. DAVIS, fireman W. MCKINNEY, train 2nd/438, engine 4135, West Tulsa to Afton August 15, handled 3,286 gross tons, burned 13 tons of coal, performance 101 pounds per thousand gross ton miles.

Engineer W. LIPE, fireman W. CAUSEY, train 438, engine 4108, West Tulsa to Afton August 2, handled 3,072 gross ton miles, burned 13 tons of coal, performance 108 pounds. Good job of operation and firing by engine crew.

Oklahoma Sub: Engineer W. WEBBER, fireman C. SELLERS, train 3d/3, engine 1039, Sapulpa to Oklahoma City, August 11, 6 cars in train, burned 605 gallons of oil, performance .98 of a gallon per car mile.

Engineer A. B. SMITH, fireman N. A. BOYD, train Extra East, engine 4115, Oklahoma City to West Tulsa, August 9, 83 cars in train, 232,000 gross ton miles, burned 2,140 gallons of oil, performance 9.2 gallons.

Engineer L. SUMMERS, fireman H. PETERSON, train 9, engine 1503, Tulsa to Oklahoma City, August 7, 12 cars in train, 1416 car miles, burned 906 gallons of oil, performance .64 of a gallon. Fuel Supervisor G. L. SCHNEIDER rode with this crew and reports Engineer and Fireman co-operating very closely and taking advantage of every opportunity to save fuel.

Engineer E. T. BISNEY, fireman H. CONLY, train Extra West, engine 4117, West Tulsa to Oklahoma City, 90 cars in train, 248,000 gross ton miles, burned 2,518 gallons of oil, per-

formance 10.1 gallons. This performance made on August 6th.

Chickasha Sub: Engineer G. FARMER, fireman H. CONLY, Chickasha to Fort Sill, extra passenger train, engine 1629, handled 17 cars, burned 801 gallons of oil, performance 1.06 gallons per car mile.

Creek Sub: Engineer F. DEATHERAGE, fireman J. BOLAND, train 532, engine 4162, Francis to West Tulsa, September 6, handled 281,000 gross ton miles, burned 15 tons of coal, performance 106 pounds. Operation and firing good.

Engineer J. STROUD, fireman G. DENNIS, train 535, engine 4111, West Tulsa to Francis, September 4, tonnage broken, handled 205,000 gross ton miles, burned 1,599 gallons of oil, performance 7.1 gallons.

Car Foreman F. E. HARSHAY, of Henryetta, Oklahoma, reports the following test with engine 1301, engine watchman EMMETT THORNTON, and WILLIAM COFFEY: On September 8th this engine arrives on track at 3:45 p. m. and was held until 10:00 a. m., September 10, a period of 42 hours, 15 minutes on 65 scoops of coal, based on an average weight of 12 pounds per scoop. This is a total of 780 pounds of coal used to hold engine under steam, or an average of 19 pounds per hour. This is a very unusual record.

CENTRAL DIVISION

Ft. Smith Sub: Engineer GEORGE HOFFMAN, fireman LEE HURST, train 704, engine 1047, Ft. Smith to Monett September 8, 8 cars in train, 1,072 passenger car miles, burned 6 tons of coal, performance 11 pounds.

Engineer C. WOMACK, fireman H. WARREN, train 734, engine 1309, Ft. Smith to Fayette Junction August 29th, 1,850 gross tons in train, burned 4 tons of coal, performance 70 pounds per thousand gross ton miles.

Engineer J. N. JENKINS, fireman JOHN BRIDGES, train Extra South, engine 1336, Fayette Junction to Ft. Smith, August 15, handled 1,275 gross tons, burned 4 tons of coal, performance 112 pounds per thousand gross ton miles.

Engineer C. F. BEELER, fireman GUY MILES, in Fayetteville Yard, worked an 8 hour shift with engine 611 on August 3, using only 2 tons of coal. This is an average of 83 pounds per switch locomotive mile.

Arthur Sub: Engineer J. A. CAMPBELL, fireman F. C. FRY, engine 1404, train 710, Paris to Ft. Smith, September 14th, handled 956 car miles, burned 6 tons of coal, performance 12 pounds.

Others have troubles just as tantalizing as our own.

IN THE FRISCO HOSPITAL

Patients in the Frisco Hospital, St. Louis, as of September 14, were as follows:

G. Forester, B&B carpenter, Chao-
nia, Mo.

F. C. Campbell, timekeeper, Sapul-
pa, Okla.

M. Gavisk, painter, Newburg, Mo.
William Sherwood, pensioned, St.
Louis, Mo.

C. B. Perry, section foreman, Mc-
Bride, Mo.

E. C. Peet, chief clerk, St. Louis,
Mo.

S. M. Mills, telegraph operator, Wis-
ter, Okla.

J. Black, section laborer, Hulbert,
Okla.

V. E. Ogle, third class machinist,
St. Louis, Mo.

P. R. Wood, car repairer, Memphis,
Tenn.

O. Beck, B&B helper, Poplar Bluff,
Mo.

J. T. McInerney, switchman, St.
Louis, Mo.

J. A. Charron, apprentice machinist,
Tulsa, Okla.

R. W. Smith, laborer, Chickasha,
Okla.

L. Mourglia, coach cleaner, Monett,
Mo.

M. Robertson, B&B laborer, Chao-
nia, Mo.

C. W. Ragan, section laborer, St.
James, Mo.

J. Goforth, section laborer, Puxico,
Mo.

O. Vestal, section laborer, Hallo-
well, Kan.

W. H. McCullough, engineer, Mem-
phis, Tenn.

Miss Alma Reeves, sect., Caruthers-
ville, Mo.

William Tollison, machinist, Monett,
Mo.

R. Coleman, laborer, Chitwood, Mo.

T. C. Swindell, brakeman, Neo-
desha, Kan.

C. Hooker, car carpenter, Chaffee,
Mo.

R. M. Shaw, watchman, Enid, Okla.

B. B. Ballard, conductor, Memphis,
Tenn.

G. Whited, laborer, St. Louis, Mo.

A. H. Kelth, pumper, Neelys, Mo.

Wm. J. Kelley, construction account-
tant, Memphis, Tenn.

A. M. Sibit, brakeman, Enid, Okla.

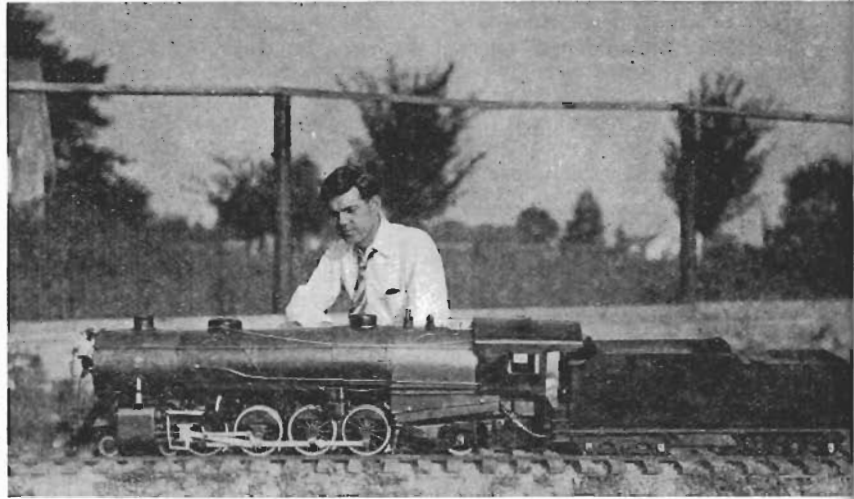
W. Harris, engineer, Birmingham,
Ala.

M. Ragan, section laborer, Wase-
go, Kan.

W. Kitchen, engineer, Ft. Scott,
Kan.

J. A. Johnston, pensioned, Ft.
Smith, Ark.

Memphis Man Builds Model Engines



Frank Hungerford, a member of the R. S. Hungerford Lumber Company, of Memphis, the headquarters of which firm is located adjacent to Frisco tracks, has built several miniatures of Frisco locomotives, the one pictured here being a working model of a 1500 class mountain type, recently on display in the Frisco ticket office at 72 Monroe Avenue, Memphis.

Frank Hungerford has been long an admirer of Frisco locomotives and he has become familiar with various types

of them. In 1924 he built a working model of a 1060 class Frisco locomotive. Soon after the 1500 class began to operate at Memphis, Frank Hungerford began work on the model here pictured and he completed it after nine months of odd-time in his own work shop. The engine has pulled eleven men at one time. Its speed is approximately thirteen miles an hour.

Mr. Hungerford never has worked as a mechanic by trade.

B. F. Murphy, switchman, Okla-
homa City, Okla.

S. B. Colley, machinist, Tulsa, Okla.

L. W. Mahler, express baggageman,
Oklahoma City, Okla.

C. W. Hall, switchman, Cape Gir-
ardeau, Mo.

O. Sergeant, section foreman, Fay-
etteville, Ark.

A. F. Brauchy, painter, St. Louis,
Mo.

E. M. Tomia, engineer, Monett, Mo.

R. A. Haley, switchman, Glendale,
Mo.

E. Morgan, B&B foreman, Van
Buren, Ark.

J. B. Hilton, industrial commission-
er, St. Louis, Mo.

S. Sayers, express baggageman,
Springfield, Mo.

M. Calwell, switchman, St. Louis,
Mo.

Miss M. McCoy, stenographer, St.
Louis, Mo.

J. Sunday, clerk, St. Louis, Mo.

F. J. Kitchum, foreman, Potosi,
Mo.

H. Russell, shovel engineer, Spring-
field, Mo.

F. E. Traylor, switchman, Tulsa,
Okla.

C. H. Vandiver, car clerk, Oklahom
City, Okla.

O. Splane, car carpenter, Enid,
Okla.

C. A. Craig, wire chief, Springfield
Mo.

T. E. Johnson, storeroom helper,
Chaffee, Mo.

PORTER IS RESOURCEFUL Has Passenger Change Ticket to Give Frisco Longer Haul

A colored woman passenger recently presented a ticket reading to a point in Arkansas, to a porter stationed at one of the openings on Frisco track 310 at Wichita, Kan.

The porter, H. D. Alexander, noticed the Frisco was short-hauled on the ticket and suggested to the passenger that she have the ticket changed so that the Frisco would get the longer haul and so that she would travel the shortest route from Wichita to Hoxie, Ark., instead of Wichita to Neodesha. The exchange was made and resulted in a saving to the purchaser of \$2.

Mr. Alexander has been complimented by the superintendent on his action, and the matter received favorable comment from F. H. Shaffer, general manager.

The Pension Roll

JOHN WILLIAM PARKER, assistant agent, Kansas City, was retired July 31, 1928, due to his having reached the age limit on July 4, 1928. He was born at Brooklyn, N. Y., July 4, 1858. His father



J. W. PARKER

was a tailor of New York City and he received his education in the schools of that city. At the age of 18 he began work as a messenger boy for the Western Union Telegraph Company. He served as telegraph operator later for several eastern railroads and in 1839 came to Ft. Scott as stenographer and time clerk for the old K. C., F. S. & M. railway. He served also as telegraph operator at Kansas City and as cashier and assistant agent at Rosedale, Kan. In 1885 he married Miss Jennie Gerhart, of Savannah, Ga., and to them were born four boys and one girl. Mrs. Parker is deceased and Mr. Parker and his family reside at 105 S. Ferru, Rosedale, Kan. Continuous service of 39 years and 6 months entitles him to a pension allowance of \$44.90 a month, effective August 1, 1928.

RICHARD ALVIN GERARD, conductor, Northern division, was retired from active service July 31, 1928, due to his having



R. A. GERARD

reached the age limit July 8. He was born July 8, 1858, in Rolls County, Mo. His father was a farmer and he was educated in the schools in Monroe City, Mo. At the age of 16 he began work on the Monroe City News. His first service with Frisco Lines was on August 25, 1889, in the capacity of brakeman. He was promoted to freight conductor October 3, 1889, and later served as passenger conductor, Kansas City to Springfield. On December 23, 1885, he was married to Miss Medora E. Thompson, of Pilot Grove,

Five Frisco Lines veteran employes with combined service of 153 years and four months, were retired and placed on the Pension Roll at the meeting of the Board of Pensions, held August 8, 1928, at the St. Louis general office.

Mo., and to them were born two boys and one girl. Mr. and Mrs. Gerard reside at 208 East 68th St., Kansas City, Mo. Continuous service of 38 years and 11 months entitles him to a pension allowance of \$85.20 a month, effective August 1, 1928.

FRANK ANTHONY BEYER, superintendent west shops, Springfield, Mo., was retired on June 30, 1928, due to



F. A. BEYER

total disability. He was born August 5, 1877, at Stravsburg, Alsace-Lorraine and came to America in 1881. His father was a machinist for the A. T. & S. F. Railroad Company at Topeka, Kan., and the son's first work was at the age of 17, as a machinist apprentice for the Santa Fe at Topeka. He served also in the M. K. & T., Mo. Pac., C. R. I. & P. and Ft. W. & D. Railroad shops before coming to the Frisco as a machinist on October 23, 1903, at the North Roundhouse, Springfield. In 1909 he was made erecting shop foreman at the west shop. He was promoted to general foreman, north shops, in 1910, to shop superintendent of the north shops, October, 1917, and to shop superintendent, west shops, June, 1918. On August 17, 1899, he was married to Carrie L. Mohrmeyer, of Topeka, Kan., and to them were born one son and one daughter. The son now serves as roundhouse foreman at Monett. Mr. and Mrs. Beyer reside at 720 E. Elm St., Springfield. Continuous service of 24 years and 8 months entitles him to a pension allowance of \$112.85 a month, effective August 1, 1928.

WILLIAM FRIAR MCKINNEY, agent and operator at Golden City, Mo., was retired July 31, 1928, due to his having reached the age limit on that date. He was born July 31, 1858,

at New Salem, Ill. His father was a merchant and he was educated at Rosemond, Ill. He began his railroad career at the age of 22 as night operator at Nokomis, Ill., for the I. & St. L. railway. He later served the C. & A., C. B. & Q. and the Rock Island before coming to the Frisco on September 15, 1901, as night operator at Pleasanton, Kan. He served also as bill clerk and operator at Ash Grove, Mo., and at various other points on the Northern division. In 1878 he was married to Annie Lynch, of Ohlman, Ill., who died, and he married Carrie Jeffries, of Winston, Mo., in 1900. Mr. McKinney has one son and one daughter. The son serves Frisco Lines as night operator at Lockwood, Mo. The second and the third Mrs. McKinney also are deceased. His fourth wife is living and Mr. and Mrs. McKinney reside at Golden City, Mo. Continuous service of 26 years and 10 months entitles him to a pension allowance of \$36 a month, effective August 1, 1928.

In Memoriam

GEORGE GARDENHIRE

GEORGE GARDENHIRE, retired agent at Brownwood, Texas, died at his home on August 16. He was born November 20, 1876, at Rockwall, Tex., and began his Frisco service as a telegraph operator at Denison, Tex., December 23, 1901. He had served the Frisco Lines 23 years and 5 months up until February 25, 1928, when he was forced to retire account total disability. His pension allowance was \$50.50 a month, and he had received only one month's pension allowance when notice was received of his death.

MRS. CHARLES STYPES

MRS. CHARLES STYPES, wife of Chas. Stypes, honored at the Veterans' Reunion at Springfield of 1927 as being the oldest veteran present, passed away at her home in Olathe, Kansas, on August 15, after a short illness. She was born near Kingston, Tenn., on January 14, 1841, and was married to Charles Stypes in Keokuk, Ia., September 18, 1866.



The TWILIGHT HOUR

A Page Just for Children



Bobby's Hallowe'en Ghost

By The Twilight Lady

THE trip to the country had been successful. Bobby and Pal, the big airedale, sat proudly on the back seat, while a huge, big, yellow pumpkin divided the space between them. Daddy and mother sat in front.



"Bobby," said mother, "I wonder if you know enough about making a pumpkin face to cut it out yourself. Don't you think you'd better have Daddy help you?"

"No-om! I helped Jimmy with his last year, and anyway it don't have to be a beautiful face. Just a real scarey one."

The car was stopped and daddy carefully lifted the big pumpkin out and set it on the back porch. When he had put the car in the garage he returned to the porch and carried the big pumpkin into the kitchen.

Mother spread papers on the linoleum and Bobby set to work. Daddy gave him a start by cutting out a round part at the top, so the inside of the pumpkin and the seeds could be removed, and mother set a pan down to put them in.

With a pencil Bobby first drew two eyes and a nose, then with a knife his deft little fingers fashioned two rectangular eyes, and a queer nose. He couldn't quite make up his mind whether he would make teeth, or just a wide open mouth, but after the knife had slipped several times and cut off two or three prominent front teeth, he decided that the open mouth was just as good, if not better, and so he cut off all the teeth that he had so carefully fashioned.

Pal, seated at one side, watched the proceedings with interest. The pumpkin odor was a queer one. Once Pal went over to the seeds and the pumpkin insides in the pan and touched his tongue to them, but he quickly drew away. It didn't taste like meat or bread or gravy, and he leisurely walked back and sat down again.

When the face had been completed

and Bobby had fastened the candle inside and had lighted it, Pal backed off into the other room. He had never seen such a terrible face. Mother and daddy laughed at him, while Bobby did his best to coax him near it.

Then daddy lifted the big pumpkin and placed it in on a small table before the front window, and Bobby rushed out to see how it looked. He was delighted!

That night mother dressed Bobby up in a sheet—wrapped it all around him, over his head she placed an old pillow case, with two holes cut for eyes. Daddy tied the two corners of the pillow case, so that they looked like small ears, and Bobby started out, ringing first one doorbell of his little playmates' homes, and then another. When they opened the door he would say "Boo"—and run down the steps.

Although Bobby had to make his rounds without Pal, who didn't appreciate Hallowe'en, he had lots of fun.

About ten o'clock he returned. When he rang his own doorbell and the door was opened by dad, Pal, standing beside him, Pal turned and ran up the stairs and hid under Bobby's bed.

Bobby took off his ghost's array and climbed the stairs, for it was bedtime. He had puffed out the candle inside the pumpkin face, and had bid both mother and daddy goodnight.

Coaxing Pal from under his bed Bobby talked to him for a long time on real ghosts and make-believe ghosts.

"I'm just a make-believe one, Pal. You're just a big fraidy-dog to get scared of me. You ought to have known it was I. Any way Pal, the ghost sheet is downstairs, tomorrow will be another day and you won't get a chance to get scared that way for another whole year."

Bobby had put on his pajamas, washed his face and was kneeling beside his bed. Pal always knelt too, with his head between his two paws.

"Please, God, keep Pal and me both happy. Bless mother and daddy and all the poor little boys and girls and if they didn't have a pumpkin this year, please, God, let them have one

next year. Take care of us both for Jesus' sake, amen."

And for some reason, he jumped into bed much quicker than usual. Pal licked his hand and laid down beside the bed.

Then the queerest things began to move around the room. Shadows that looked like just shadows made the queerest noises. Bobby tried hard to close his eyes before he succeeded. He fell asleep, but he slept restlessly. The covers were much awry and the sheet half way off the bed.

It must have been nearly midnight when Bobby awoke. He had had a terrible dream. Real ghosts had visited him in his sleep. It would be comforting to have Pal lick his hand, and he called softly, "Pal".

He heard Pal rise, and then—then right beside his bed stood a ghost! "Mother—mother!" and Bobby gave way to screams of fright.

Mother immediately came in and switched on the light. There stood the ghost, and from her angle she could see it all. Bobby had slept restlessly and the sheet had fallen nearly to the floor. When Pal came in response to his little master's call he had come from under the bed and risen up under the sheet.

Bobby in his mother's arms, surveyed the hairy ghost, and then they both laughed.

"Pal—you bad dog. Here I told you all about make-believe ghosts and you knew more about it than I did. You're going to sleep right on my feet all night long."

And when mother returned to the room, dog and boy were assuming comfortable poses for a quiet night of slumber.

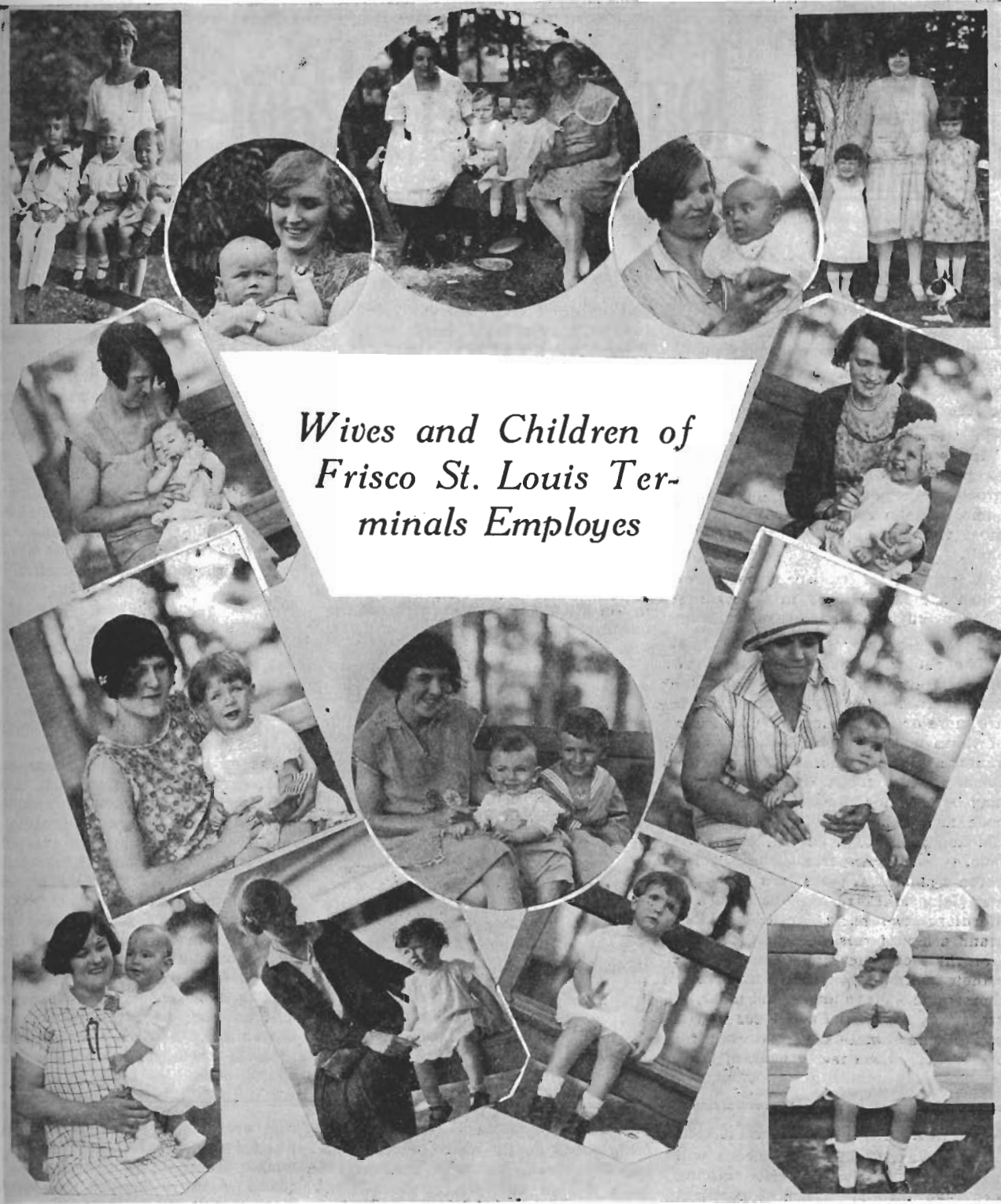
A WASHINGTON HEN

Little Charles had been ordered to collect the eggs each day, and to be sure that none was left beneath the old clucking hen. His desire for some fluffy chicks, however, proved to be great for him, and several weeks later his mother was greeted by a proud old hen and her six children.

"Who did this?" she demanded sternly.

Charles hung his head.

"I cannot tell a lie, mother," he said. "The old hen did it with her little hatch it."



*Wives and Children of
Frisco St. Louis Ter-
minals Employes*

Top Row, left to right: Mrs. S. Dewalt, wife of B&B man, and children, Stewart, age 7, Warren, age 3, and Gwendolyn, age 19 months; Mrs. Wm. E. Pauline and Billy, age 8 months, wife and son of electrician; Mrs. John Jennings, and children, Robert, age 10 months, Florence, 28 months, wife and children of switchman, and Lorraine Bath, age 13 years; Mrs. L. E. Capehart and son, George, age 4 months, wife and son of water service man; Mrs. John Daniels, Lorraine Bell, age 3, and Marguerite Mary, age 10, wife and children of store department man.

Second Row, left to right: Mrs. O. L. Pratt and Wanda, age 6 months, wife and daughter of checker, 7th Street freight house; Mrs. L. V. Elazer and Betty Lou, age 8 months, wife and daughter of freight hostler, 7th Street.

Third Row, left to right: Mrs. A. Mueller and Deiores, age 2 years, wife and daughter of clerk, inbound freight house, 7th Street; Mrs. S. Cary, David, age 10 months, Richard, age 2½ years, wife and sons of clerk, Gratiot; Mrs. G. C. Miller, and Betty Loe, age 6 months, wife and daughter of yard clerk, Lindenwood.

Bottom Row, left to right: Mrs. E. R. Pleimann and E. R., Jr., age 6 months, wife and son of bill clerk, 7th Street Station; Mrs. L. G. Roseman and Barbara Jean, age 14 months, wife and daughter of special officer, 7th Street Station; Leona Joyce, age 2½ years, daughter of G. C. Miller, yard clerk, Gratiot; Norma May, age 20 months, daughter of C. F. Minor, fireman, Eastern division.