

The Frisco-Man

J. M. Wales, truck foreman, accompanied by his wife and daughter, Hazel, will depart soon for St. Louis on a few weeks visit.

P. T. Schafer, machinist, departed May 1 for Mt. Sterling, Ill., where he was called by the illness of a relative.

Mrs. G. M. Bear and daughter Bertha, returned from a few days visit in St. Louis May 1.



MONETT—B. W. Lily, formerly of this city, has been transferred from Springfield to Tulsa, Okla., as general car foreman.

R. Mason Callaway is now working in Sapulpa where he received a substantial promotion. The boys regretted to see "Bob" go for he was well liked, but wish him much success in his new field of labor. Mr. Callaway's family will move to Sapulpa in a short time.

In the strong wind storm recently the flag pole was blown off the mill shops, but a new one will be put up in a few days, and Old Glory will once more float over the shops.

J. J. Kendrigan went to the Frisco hospital in Springfield on April 16, where he was operated on for appendicitis. He was accompanied by his wife and daughter.

W. G. Dempster of Springfield, is filling the place of repair track foreman made vacant by R. Mason Callaway, who was transferred to Sapulpa.

Mrs. Julia Pratt and T. E. Monroe, both of Monett, were married at Fayetteville, Ark., April 3. The ceremony was performed by the pastor of the Presbyterian Church at his home. From Fayetteville Mr. and Mrs. Monroe went to Fort Smith, and from there to Van Buren, where a wedding dinner was given them by Mr. Monroe's parents. Mr. Monroe is a Frisco conductor on the Texas division. His wife is the daughter of Mr. and Mrs. F. Boehm of Monett.



WICHITA Mrs. Calvert, wife of switchman S. B. Ramsey Calvert, is visiting in Dilok, Miss.

Frisco employes at this place bought and raised a large flag in the park at our passenger station.

Roy Duncan, our roundhouse clerk, being a member of the army reserve, was called to the colors last week. The boys all wish him a safe return.

C. L. Price, division storekeeper, and clerk Mr. Murphy, made us a call recently.

G. W. Wilcox, assistant master mechanic, spent May 6 in Wichita.

We understand that Mr. J. S. Jones, chief inspector from Kansas City, was in Wichita May 5. John, why did you slight us?



KANSAS CITY—C. L. Price, storekeeper, has M. C. Whelan being busy along the Division recently taking inventory of stock.

H. Hoxaker, assistant superintendent motive power, paid us a visit recently. On his last visit which was mentioned in the Frisco-Man, and by some error the word "and" was used in place of "some." "He was congratulated by some of his former shipmates" should be by "some" of his former shipmates. We think too much of H. H. to let this go unnoticed.

Since the election of Police Judge Kiernan, the brass thieves are not receiving wages, so have a grievance. Some half dozen are employed by the City at 50c per day and have a contract which will last from 90 to 200 days, and the brass

which they acquired by the sweat of their brow was returned to the Frisco.

Our new air compressor has arrived and we see in the near future the elimination of profane language or cuss words by the mechanics who use compressed air.

We enjoyed a most beautiful celebration on two occasions the last month when the U. S. Flags were raised at the Shops and North Car Yards. The Commander of the Third Regiment and 30 privates tendered their services and as Old Glory was hoisted to the top of the mast the Shop Choir led by the full blooded Indian singer Silverstone, sang the Star Spangled Banner while the shop men and a number of ladies stood with bared heads. The older men thought of what may come, and the younger, not having experienced the past, showed determination which forbodes defeat to the enemies of the Stars and Stripes. Captain Garrett, commanding the Signal Corps, delivered a very patriotic address on both occasions. We can say that Chief Silverstone has not been misnamed. He is a practicing attorney.



NEODESHA—C. L. Price, division storekeeper, L. J. Westerman was at Neodesha May 5 on business. Mr. Meyers, chief clerk, accompanied him.

Leo J. Westerman, storekeeper, was at Beaumont Junction May 5 on business.

Lem Haskett, night roundhouse foreman, spent two days at Fort Scott recently.

Jas. Kiely, roundhouse foreman, was in Kansas City April 8 on business.

We have lost several of our young men during the last month, they have been enlisting in the Navy to bag the Germans.

A heavy rain fell at this point April 7, which was badly needed for gardens.

Morgan Reddick, boss boilermaker, spent two weeks recently visiting relatives and friends in Detroit, Mich.

We have been well represented during the last month with places of amusement. Week starting April 16 we had with us Brunk Bros. Minstrel show. Week starting April 23 we had Wallicks Famous Carnival.

Wm. Crook, Earl Petri, and E. V. Reddick motored to Joplin April 1. All reported for work in good condition the following morning.

John W. Dunn, chief clerk to roundhouse foreman, has been made Notary Public. It must be nice to have the law with you.

G. R. Wilcox, assistant master mechanic, was in Neodesha April 27 on business.

Neodesha was visited with a heavy hail storm April 30 which did much damage to early fruit trees and gardens.

P. J. Bites, car foreman, was at Springfield April 16 on business.

Jas. Kiely, roundhouse foreman, was in Kansas City April 20 on business.

Leo J. Westerman, storekeeper, was in Kansas City April 19 on business.

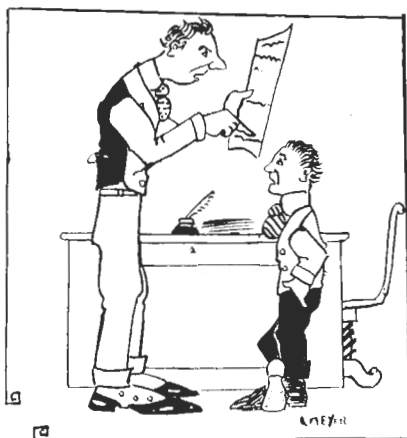
Pat Duffy, chief of the yard sweepers was off two days this month account of sickness.

Business has picked up at this point account of passenger trains changing at Neodesha.

Jas. Kiely, roundhouse foreman, left April 26 for a weeks visit with his family at Clovis, N. M. He is being relieved by A. W. Nelson, former roundhouse foreman at this point.

Chris Nelson, general car foreman, was at Neodesha, the last of the month on business.





Raymond—Say this three looks like a five.

Charlie—It is a five.

Raymond—Well, it looks like a three.

A Logical Inference.

Mistress—See here, this chair is covered with dust.

Maid—Yessum. I guess there ain't nobody been sittin' in it lately. —*Review*.

Thirteen Lucky Miles.

Patience: I see that 13 per cent of the line of a railroad being built in Switzerland will be through tunnels.

Patrice: That is a case where no girl, however superstitious, could possibly think 13 unlucky. —*M. K. & T. Emp. Mag.*

Warning To Baggageman.

Bill: A patent has been granted for a trunk that also can be used as a bathtub.

Gill: Well, nothing would please us more than to see the baggage smasher get soaked. —*M. K. & T. Emp. Mag.*

Painting.

First Assistant—Would you marry a girl that paints?

Second Assistant—Yes, if she's an artist and has had any experience painting barns.

Had a Soft Job.

Hennessy—Phwat are yez doin' these days, Haggerty?

Haggerty—Sure an' I'm a conductor on a hand car in Clancy's gang.

A conductor is it yez are? Well, well, well, and phwat do yez have to do?

Nuttin at all but sit still and let the other guy pump the car over the road.

Quiet Girl.

Caller—That new girl of yours seems nice and quiet.

Hostess—Oh, very quiet! She doesn't even disturb the dust when she's cleaning the room. —*Boston Transcript*.

Flattering.

A struggling young author of an Iowa town took his first effort to the postoffice with great ceremony.

"How much postage will this require?" he asked the postmaster. "It is one of my manuscripts."

"Two cents an ounce," said the postmaster. "That's first-class matter."

"Oh, thank you!" said the writer, delighted.

A Fast Worker.

Jenkins "My stenographer can write one hundred and fifty words a minute."

Tompkins—"So can mine but she doesn't seem to care what the words are." —*Puck*.

First Aid to the College Man.

From the Dartmouth College *Jack-o'-Lantern* comes this enlightening correspondence school lesson.

Dear sir: Will you kindly publish directions for tying a bow-tie?

Roger Cool.

Well, Roger, you hold the tie in your left hand and your collar in the other. Slip your neck in the collar, and cross the left-hand end of the tie over the right with the left hand, steadying the right end with the other hand. Then drop both hands, catching the left with the right and the other with the other. Reverse hands, and pick up the loose ends with the nearest hands. Pull this end through the loop with your unengaged hand, and squeeze. You will find the knot all tied and all you have to do is to untangle your hands. —*Current Opinion*.

His Strong Point.

"Is your husband much of a provider, Malindy?"

"He jest ain't nothin' else, ma'am. He gwine to git some new furniture providin' he gits de money; he gwine to git de money providin' he go to work; he go to work providin' de job suits him. I never see such a providin' man in all mah days." —*Boston Transcript*.

She Knew a Windfall.

"Why, these apples are dirty," complained the young housekeeper. The *Youth's Companion* is our authority.

"Well, yes, they are," admitted the farmer. "You see they are windfalls, and that is why I can sell them so cheap."

"You mean they've fallen from the trees onto the ground, but they are otherwise all right?" the customer inquired; then, proud of her ready understanding, she bought them.

Several days later she called the farmer's wife on the telephone.

"I ordered the *best* cucumbers for pickling," she said sharply, "and you you've sent me windfalls!"

"Sent *what*?" gasped the farmer's wife.

"*Windfall* cucumbers! I can tell; you needn't think I can't. There's dirt on them!"

Something hard and round came through the window of Mr. Quiverful's dining room and landed with a splash in the morning bread and milk of the youngest of his brood.

For a moment the frantic parent thought the "Zepp's" had come at last. Then just as he was beginning to get over the shock there came a gentle but insistent tapping at the door.

Angrily he rushed out and threw the portal open. Outside stood a small boy, cap politely in hand.

"Please, sir," he said courteously, "can we have our ball?"

"W-w-what!" gasped Quiverful. "You hit your beastly ball through my window, nearly frightening one of my children to death, and then you have the con-founded cheek to come and—and ask for your ball!"

"Well, sir," said the polite youngster calmly, "you've got eleven children, you know, and we've only one ball!"

A Simple Request.

Murderer—"Is this the guy who is to defend me?"

Judge—"Yes; he's your lawyer.

Murderer—"If he should die could I have another?"

Judge—"Yes."

Murderer—"Can I see him alone for a few minutes?" —*Ideal Power*.

West Virginia Art.

Jason Watson took advantage of the open weather last week to paint his wood-shed a light blue with red doors.

—*Lane Recorder*.

RIVER & CAPE B. & B. MEETING.

At a meeting of the B. & B. Forces, River & Cape Division, at Chaffee, April 14, the following were present: W. H. Brooke, general foreman B. & B.; J. D. Allison, J. C. McClure, J. J. Zimmerman, bridge foremen; H. H. Sayles, T. M. Roseman, concrete foremen; E. W. Segraves, pile driver foreman; H. W. Dodge, W. J. Alsobrook, house gang foremen; W. J. Caho, paint foreman; G. W. Watson, W. L. Buckley, bridge inspectors; Earle Gibson, clerk.

Meeting opened by Chairman, W. H. Brooke, at 9:30 a. m.

The following subjects were taken up:

Bridge work: Suggested by chairman that in hanging sway braces, on pile trestles, the line spikes should be set cross-wise of the grain of the wood and near the bottom of the timber. This prevents splitting of the timber and minimizes the danger of the brace coming down, -- prevents accidents.

Foreman McClure stated that the bridge ties which are being received are not surfaced and not cut true to dimensions, running five and one half to seven inches thick, instead of the standard six inches. Also some of them are wider on one end than on the other. This causes more work applying these ties, and does not make as neat a job as when they are surfaced and cut true to dimensions which should be 6 x 8 x 9.

Foreman Segraves complains that piling which were shipped as short piling, were in many cases, long sticks, which had been culled down to a shorter length, and then not cut off, some them running eight and ten feet longer than the length ordered, and as they were shipped. This matter was discussed at length, and it was decided it would be as well to let them come as they are, and cut to right length at the work, and the ends, when fit for use, could be worked up by section crews into fence posts.

Station Buildings and Platforms: Chairman stated in his opinion, in placing banisters on board platforms, they should be braced by allowing boards to project outside about two feet, projection to be governed by the height of platform. Then brace underneath to the curbing and to the banister on top.

Also in curbing platforms anchor from the inside. Makes a better job when done in this manner and gives a neater appearance.

Chairman cautioned all foremen to be very careful when repairing wood platforms, when putting in repair boards, to see that in all cases both ends of the board are nailed to the joist, and if the joist should happen to be too rotten to hold a nail securely, in the top a cleat should be nailed to the side to nail the decking to.

Applying prepared roofing: This matter was discussed by several of the foremen. Foreman Alsobrook, who has applied a great deal of special roofing of various brands, during the past year, stated that the RU-BER-OID roofing, made by the Standard Paint Company, was, in his judgment, the best roofing of the several kinds he has had experience with, and also the easiest to apply. The different foremen who have applied special brands of roofing, agreed the most practical roofing to be the 3-ply RU-BER-OID.

Water tanks: Chairman stated that when applying new hoops to tanks, men should never work from above, but should work on ladders or scaffolds from below. All tanks on main line have new roofs, to work from top of tank will damage the roof. In regard to tank ladders, he stated that many of them had been repaired, but some of them have not been repaired recently and are in bad shape. Want to work them out as fast as can be done, replacing old unsafe ladders with new ones, both inside and outside.

Foremen Roseman, Allison and others discussed the matter of tank hoops being all furnished the same length, while different lengths are required in order to fit the tank. Foremen who have been applying tank hoops recently said their idea of the best and most practical way of making these round hoops the right length while on the job, is to measure the length from the old hoop taken off the tank, then cut the new hoop about $1\frac{1}{2}$ feet longer than the old hoop. If a $\frac{3}{4}$ " hoop a $\frac{7}{8}$ " nut should be slipped on, if a $\frac{7}{8}$ " hoop, then a 1" nut should be used. Hoop then is put in the fire and heated until red hot and hammered until swelled so the nut cannot come off. This will answer the same purpose as a nut put on threads and holds as well and is quicker, cheaper, and saves a delay incidental to sending hoops into the shops to have cut and threaded.

Handling company material: This matter was discussed and it was the general opinion of all that agents should notify the office when shipments of small material are received for this Department. Many times these small shipments are made by mail or baggage and the office knows nothing about it being at the station for some time. If office did know arrangements would be made to put it in use where ordered for. Inspectors were cautioned by chairman to watch this matter when moving over the line, and advise when they see any company material for this Department at a station.

Window glass at stations: This matter was discussed. Many window glass are broken at times at the various stations and section houses, and when it is necessary to order glass to replace the broken ones, requisition having to pass through various hands before reaching Store Department and quite a lot of delay is necessarily experienced before glass can be replaced, when handled in this manner. Suggested a better plan

would be for each foreman to place a requisition for a few panes of glass from time to time so as to keep a few on hand and when glass are broken out he can replace same promptly. If they are left alone until glass can be secured on a special requisition in each case, makes it very inconvenient, especially in the winter time, for the agent or section foreman occupying the building, besides giving this station or section house a very unsightly appearance, with broken and missing window panes in the windows. The cost of a few glass to carry in outfits would not be great, and it would be a real saving, as many times when glass are shipped out from Store Room by freight or baggage they become broken in transit.

Unloading piling: This matter was discussed by all present and it was finally decided, and agreed on by all present, that in unloading double loads of piling where there were two sets of wires, that the stakes should be weakened above the first set of wires from bottom of car, and then the wires cut. This would allow you to unload half of the load, and when riders were used on two cars, you can reach most of wires from the end of the piling, and in case you should receive a double load of piling where only one rider was used, and all of the stakes were in one car, it was thought best to weaken the stakes on one end, drop the piling off on one end and move the train ahead, allowing piling to slip from the car.

On single loads it was decided to weaken the stakes just above the pockets, cut the bottom wires from the ground, and then stand on the end of the car and cut the top wires.

It was agreed by all that the biggest improvement from a safety standpoint, in shipping piling, would be to place two or three strips between each and every layer. If this was done it would permit one to cut the stakes and remove