

INDUSTRIAL RELATIONS
SECTION

FEB 9 1927

THE FRISCO EMPLOYEES' MAGAZINE



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1927

VOL. IV
NO. V

Railroad Shop Men— Do You Get Paid for "Hard" Work or "Head" Work?

TAKE a look, up and down the back shop. Give the car shed and rip track the once over. Everywhere—you see men at work—men, men, men. Some are highly skilled mechanics, foremen, inspectors and leadmen. They are the "head" workers. They are trained men—and they get the biggest pay in the shop. The others are just ordinary workmen. They do the "hard" work and come out on the short end on pay day.



MANY of these ordinary workers will get hung up on a siding and keep on doing the same kind of work for many years to come. Some will gain small promotions and a little better pay, but they will give up the best years of their lives doing it. Others will jump into the better jobs, right over the heads of their fellow workers, because they are quietly preparing themselves for the jobs ahead. Training for promotion is the only quick, sure way to get it.



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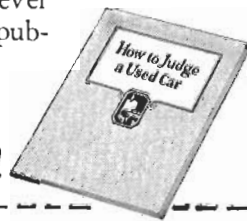
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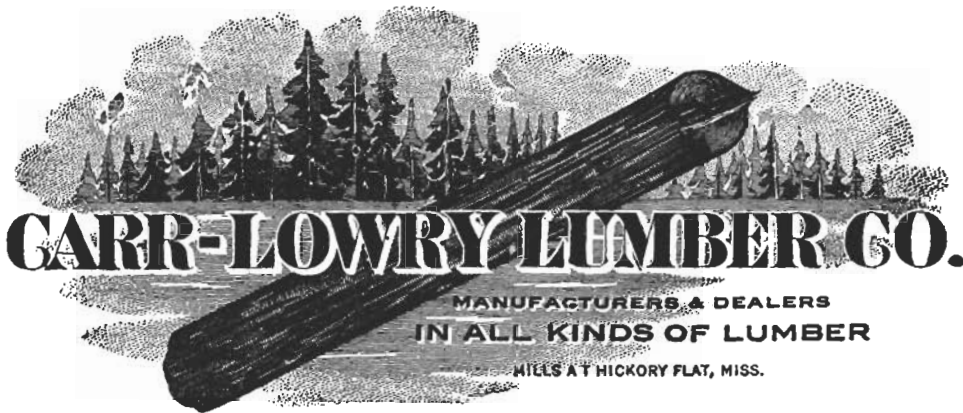
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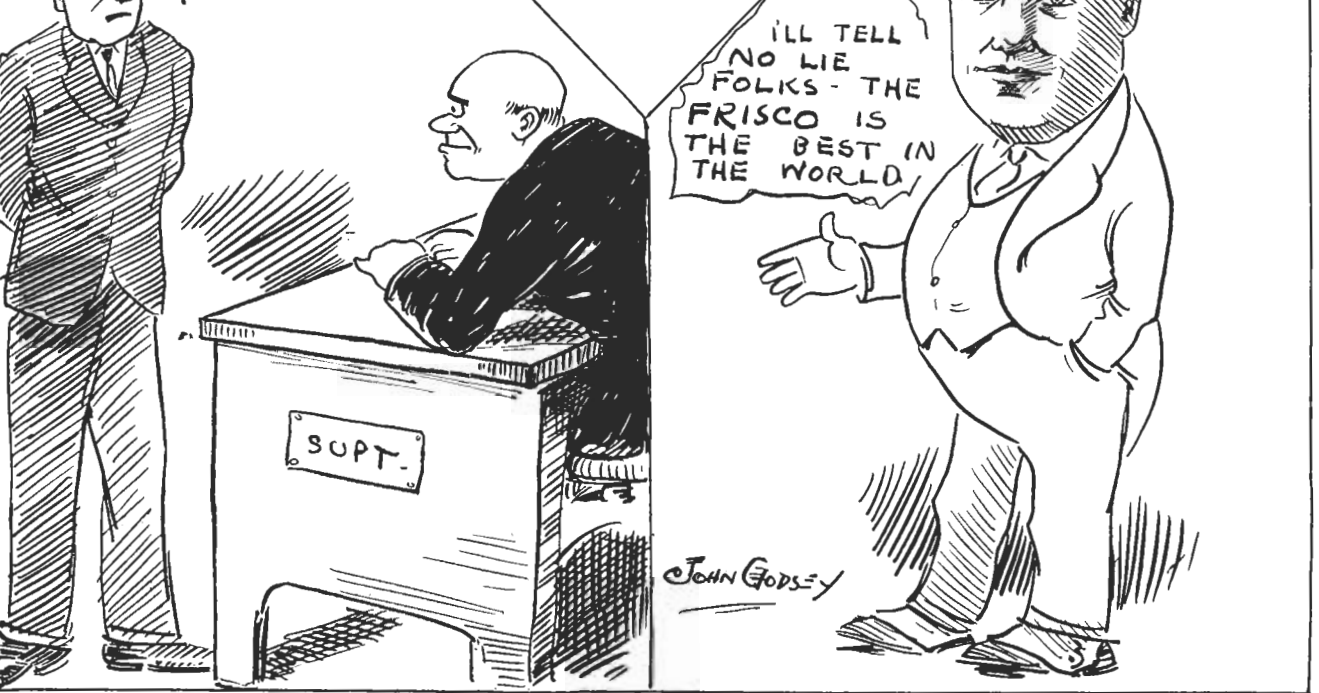
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THE FRISCO EMPLOYEES' MAGAZINE

827 FRISCO BUILDING :: ST. LOUIS

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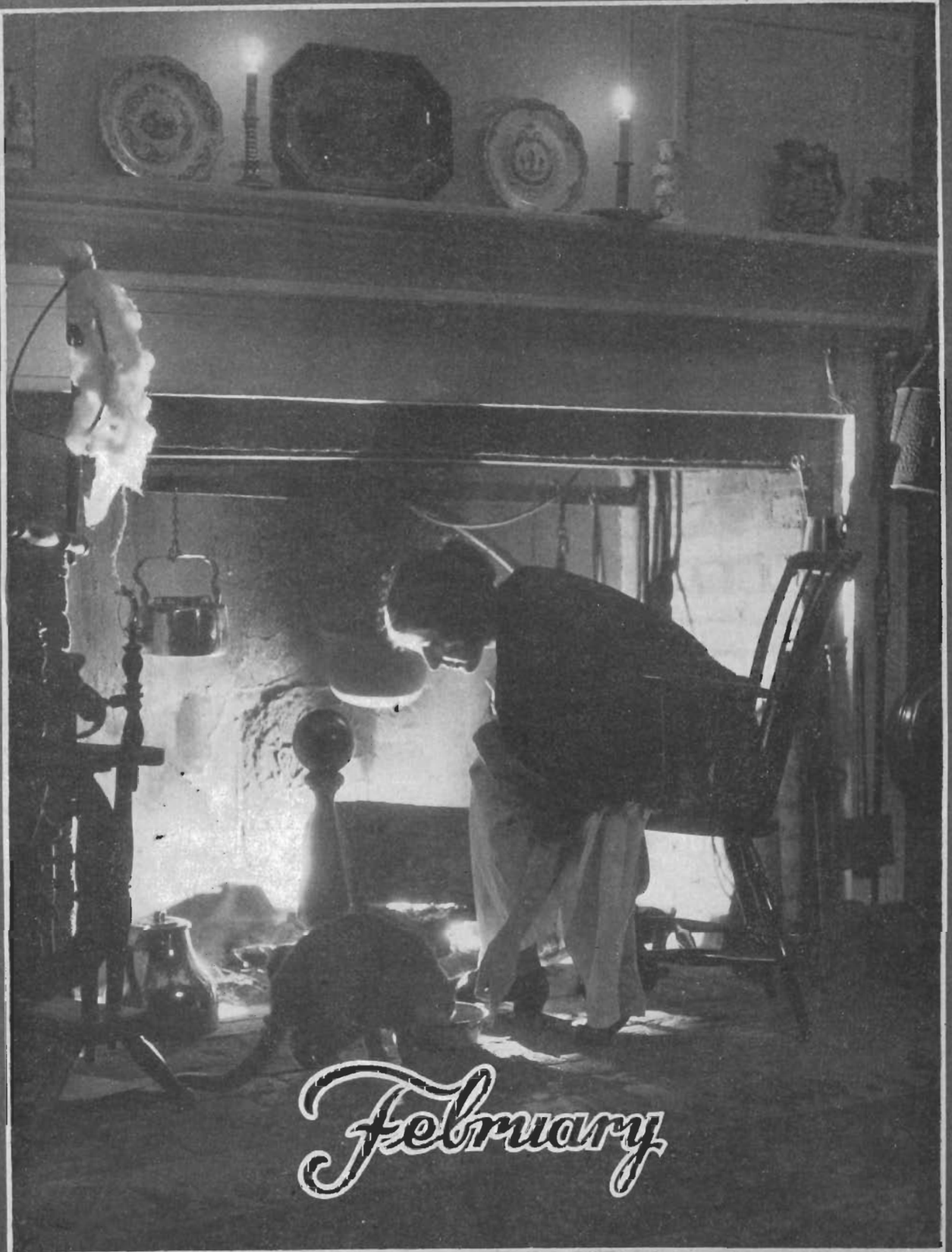
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THE FRISCO EMPLOYEES' MAGAZINE

The Frisco Employes' Magazine is a monthly publication devoted primarily to the interests of the more than 30,000 active and retired employes of the Frisco Lines. It contains stories, items of current news, personal notes about employes and their families, articles dealing with various phases of railroad work, poems, cartoons and notices regarding the service. Good clear photographs suitable for reproduction are especially desired, and will be returned only when requested. All cartoons and drawings must be in black India drawing ink.

Employes are invited to write articles for the magazine. Contributions should be typewritten, on one side of the sheet only, and should be addressed to the Editor, Frisco Building, St. Louis, Mo.

Distributed free among Frisco employes. To others, price 15 cents a copy; subscription rate \$1.50 a year. Advertising rates will be made known upon application.



Great Tubs of Molten Rock Produce Product That Gave Crystal City, Mo., Its Name

Trip Through Mammoth Plant of the Pittsburgh Plate Glass Company, an Important Frisco Industry, Constitutes An Education in Itself

CRYSTAL CITY, MO., on the Frisco's river division is well named.

It is, indeed, a crystal city, for just across from the Frisco station is located the largest plate glass factory west of the Alleghenies, a branch of the largest plate glass factory in the world—by name, the Pittsburgh Plate Glass Company.

Daily and hourly, great sheets of glass are molded and polished and placed in the stock room. Daily this tremendous plant, covering eighty-six acres, hums with life, and an inspection of the workings of its many departments is of startling interest.

Many years ago, in the thirties, a few capitalists formed a company in New Haven, Connecticut, called the "Missouri-Illinois Mineral & Land Company", and endeavored to locate and enter such mineral, agricultural and timber lands as might become valuable as the country improved. Forest Shephard, a mineralogist and geologist, was sent out to examine and locate lands in the West. He located silica or sand rock near Crystal City, which, from tests made by the Thames Plate Glass Works of England proved to be 99.4 per cent pure silica.

The finding of such a large amount of this sand rock proved to be the first consideration for the establishment of this large factory in Crystal City.

The original company, formed in Detroit, was called the American Plate Glass Company, and the Crystal City plant was not established until 1872. The branch factory, of course received all its supplies from the Detroit firm, and wishing to find a name for the city located on Frisco Lines, they decided upon "New Detroit". The natives, however, thought Crystal City much more appropriate, and so the little city became known by the products which this large factory produced.

As a consequence of the money panic of 1873, the glass works had to succumb, and the property was sold to a new organization called the Crystal Plate Glass Company. In 1895 that company was absorbed by the Pittsburgh Plate Glass Company, which plant has grown until today it is acknowledged the largest plate glass company in the world.

The making of plate glass remains one of the very difficult arts. Many chemical problems attend the melting of every batch of raw material, composed of



General view of Crystal City plant of the Pittsburgh Plate Glass Company.

sand, soda ash, limestone and cullet (broken glass). Produced in furious heat, the cast glass must support mighty cooling stresses. If these are safely passed, difficult mechanical manipulations are still to come.

The buildings located on this eighty-six acres of land are of enormous size. Among the larger ones are the furnace hall, 900 feet long by 150 feet wide; the grinding and polishing department, 500 x 800; the laying yard, 100 x 400; the rough laying yard, 100 x 750, and the warehouse, 100 x 400.

The manufacture of glass starts from the great cave which contains the 99.4 per cent pure silica sand. This cave extends back for three-quarters of a mile and it is estimated that the supply of this pure silica sand is inexhaustible. Dug out of the ground, it is handled to the sand drying house by cars, where it is washed and dried by hot air, placed back in a car and hauled to the preparation room. The glass company has two small engines of its own, and many box cars which handle the material to every plant on the eighty-six acres. The ground is a network of tracks.

The pots in which the mixture is placed for heating, are of great interest. They are made of clay, fifty-six inches wide by thirty-three and one-half inches deep, and require years of preparation and last only a few days in service. The glass company must produce its own pots, since the clay must be treated with great care. In many of the Pittsburgh Plate Glass factories there are as many as 5,000 pots carried in storage. These pots are made of certain selected clay, and each one is capable of melting one and one-half tons

of glass at one time, and of supporting a sustained temperature of from 2,500 to 3,000 degrees Fahrenheit through nearly one day and a night.

In making the pots, the selected clay is ground, screened and mixed accurately with certain constituents, then kneaded, much as a baker kneads dough. Handwork is then necessary because a slight defect, even a small air cavity would cause the pot to crack in the furnace. The pot maker builds up the pot laboriously, making rolls of clay with his hands and forming the great receptacle, layer by layer, with infinite care. When finished, the pot must be stored from six months to a year for "seasoning", and even then it is tested before it is placed in service.

There are twenty huge furnaces in the furnace room, each holding twelve pots. The batch of raw materials is placed in the pot and the pots are placed side by side, twelve to a furnace, and the work of melting begins. Experts maintain close watch over the condition of each one. With long iron testing rods they draw out small quantities as samples. Three different times materials are added to each pot during the twenty-four hours each pot is in the furnace.

When at last the heating is completed, an electric crane clasps the hot pot with a pair of mammoth tongs and lifts it through the door of the furnace. Workmen stand ready with long implements to skim the top of the molten glass, swiftly removing any slag or impurities. Another crane swings the pot over the casting table, a great steel slab of 200 tons in weight, thirty-two feet long by twenty feet wide. An ingenious device tilts the pot and pours its contents so that it flows the full width of the table. A steel roller, weighing twenty-five tons, advances and rolls the molten mass flat, the thickness of which is determined by gauges. Both table and roller are water cooled to prevent warping under the great heat, and when the roller has completed its work, the mass which only a few moments before was a white hot fluid, lies on the steel table a red hot sheet of glass, in area about the size of the table and half an inch in thickness.

The glass must now proceed, without delay, to the annealing oven—some 800 feet long. An electric installation carries the glass plate through it very slowly—so slowly in fact, that it requires five hours to traverse the 800 feet. During this slow progress, the plate passes under gradually reduced temperatures, minutely controlled. When it finally reaches the end, it has become cool enough to handle and has acquired the requisite toughness. It is then examined for de-

fects and cut accordingly. Thus a large piece of glass may, through defects, be reduced to a dozen pieces of various sizes.

The next operation is the grinding and polishing which is done on tables weighing seventy tons each, which tables are on wheels and may be moved from one place to another. The pieces of glass are placed on the table in plaster of Paris casts, then towed by motor car to a place beneath the grinders. The machines that rotate the tables cover an area of fifty square feet, measure more than fifty feet from base to top and require motors of 500 H. P. to drive them. The massive iron runners that revolve over the surface of the glass to grind it, have an additional combined weight of 124,000 pounds. As the table revolves, water and sand—first coarse, then finer sand—are fed under the runners, which are lowered slowly, until the entire weight rests on the glass. The surface in this manner is ground with absolute uniformity and all irregularities are worn away. When the grinding is finished and the surface washed, the tables are moved to the polishing machine, where red oxide of iron, commonly known as rouge, finest of all abrasives, is fed under the revolving runners, which, in the polishing process are buffing disks of felt, eighteen inches in diameter. The glass then takes on the brilliant polish of plate glass.

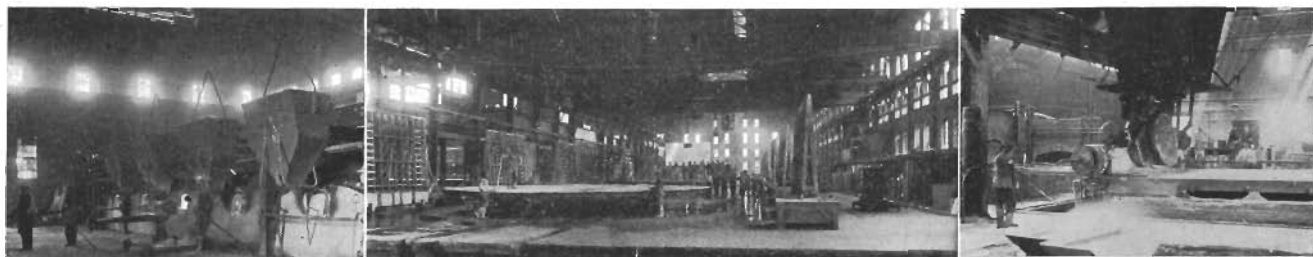
It is completely finished on both sides before it is broken from its cast, after which it is washed and is then ready for cutting. Its original thickness when it went to the grinders was about half an inch. Now, after these various operations of grinding and polishing, it has been reduced one-half.

It is now ready to be cut into pieces of any dimension. There was in store stock one large piece of plate glass measuring 151 x 258 inches, one-fourth inch thick and weighing approximately 816 pounds. This large size plate glass retails for from \$200.00 to \$1,000.00 and more. Tiers of glass suitable for windshields were also in stock, the price of which averages around \$4.00.

The Union Electric Company furnishes all the power for running the machinery and lights of this enormous plant.

A recently added department of this glass company is its framed mirror department. Mirrors are made, mounted, bevelled and decorated in beautiful cut designs of flowers and leaves, ready for shipment to cities to be sold at retail.

(Now turn to Page 25, please)



Interior views of the glass plant. Left, the furnaces; center, polishing room, showing huge table in left foreground, which revolves to polish the glass by use of water and sand, and right, pot being emptied onto table. Note roller ready to immediately roll the molten mass into sheets of glass.

Railways of America Far Superior to Those of Europe In Every Respect, Writer States

Editor of Railway Age Takes Issue With Newspaper Man in Regard to Merits of Foreign Travel

(Written for the Frisco Magazine)

By SAMUEL O. DUNN

ONE measure which can be used in trying to determine whether a system of railways is efficiently managed and operated is comparison of its service and operating results with those of other railways. The railways of the United States are not perfect, but their properties, operation and service are constantly being improved. But how do they compare with those of the railways of other countries?

There are more Americans traveling in Europe now than ever before. Some of them put their observations on European railways in writing. The comparisons they make between our railways and those of Europe vary widely.

Last year I received a post card written in Venice by a United States Senator in which he said: "Have spent three weeks traveling over France, Belgium, Holland, Germany, Austria, Italy and Switzerland. Most of railroads government-owned. Service is miserable. Government operation a failure". A few weeks ago there came to my desk an article entitled "Our Railroads", written by the editor of a newspaper published in the same state from which this senator hails. This editor drew a comparison between European and American railways which was quite unfavorable to our railroads. Evidently these men did not travel by the same routes, or the colors in their spectacles were different.

The criticisms of our railways that were made by the editor referred to, and the answers that can be made to them, serve to bring out certain contrasts between our railways and those of Europe in which railway employes probably will be interested, and therefore in this article some of his criticisms and the answers to them will be given. In the course of my work I have traveled more or less on almost every large railway in America, and also on the railways of most of the countries of Europe. I long since found that the mere observations of a traveler may be highly misleading. The facts about railroads set forth in their official reports as well as those ascertained by personal observation must be considered if one is to make fair or enlightening comparisons.

Running throughout the article of the editor above referred to is the implication that the railways of the United States as a whole have a worse accident record than the railways of Europe as a whole. The Interstate Commerce Commission publishes annually a comprehensive bulletin regarding all the accidents occur-

ring on the railways of the United States. Its latest bulletin is for the year 1925. In that year the total number of persons killed on our railways was 6,304, of whom 171 were passengers, 1,299 were employes, 2,584 were trespassers, and 2,310 were other classes of persons, most of whom were killed at highway crossings.

There are no complete statistics available regarding railway accidents in Europe in 1925. There are, however, statistics of accidents for recent years on the railways of sixteen different European countries. The total mileage of the railways of the United States is 251,000. The total mileage of the sixteen principal countries of Europe mentioned is 208,778. When we combine the accident statistics of the railways of these European countries for the latest years for which they are available, the total number of persons shown to have been killed is 7,650. Of these 801 were passengers, 2,517 were employes and 4,267 were other persons. These statistics indicate that the accident record of the United States railways is certainly not worse than that of European railways as a whole.

"I do not think in England or in Germany," the editor said in his article, "grade crossings are considered permissible. I mean that an ordinary country road will go over a track or under a track. There are occasional instances when such construction is impossible or undesirable, but in every such case the grade crossing is protected by gates and by a flagman or a flagwoman."

From the beginning the railways of England have been constructed without highway grade crossings, and there is hardly a grade crossing in that country. But this is not true in Germany. There are many grade crossings there, as well as in most other European countries, although usually in Germany they are protected by gates and watchmen.

There are about 233,000 highway grade crossings in the United States. The main reason why there are relatively fewer of them in Europe than in this country is that almost throughout Europe the railways were built long after the highways were opened, while in this country almost all of the highways have been built since the railways were constructed. Therefore, most highways in this country have been opened at grade over our railways, not the railways over the highways.

This latter process is constantly going on even now.

Every year the railways are spending many millions of dollars in eliminating grade crossings, but the public authorities are constantly opening new roads and streets over railway tracks, with the result that the number of highway grade crossings is still increasing. Not only are the railways each year spending many millions of dollars to eliminate highway crossings, but they are also carrying on a nation-wide campaign to try to educate motorists and other persons to cross crossings carefully. In view of the facts stated, the problem of reducing highway grade crossing accidents obviously is more that of the public and public authorities than that of the railways.

The editor above mentioned implied in his article that not only have the railways of Europe fewer grade crossings than ours, but that their roadbeds and tracks have been given a stronger and more permanent construction. He attributes this partly to the lower cost of labor in Europe, wages there having, in fact, always been much lower than in this country, and being now less than half as high as here. There are good roadbeds and tracks and poor roadbeds and tracks on both continents, but it is extremely doubtful if a comparison, mile for mile, would show that the railways of Europe, as a whole, are better constructed than those of the United States, as a whole.

A comparison of the average amounts per mile that have been spent for railway construction on the two continents shows clearly, however, that, measured by this standard, the railways of Europe ought to be better built than those of the United States. The investment that had been made in our railways up to December 31, 1925, was \$96,000 per mile. The average capitalization per mile of the railways of Great Britain (exclusive of Ireland) in 1924 was \$285,000; of the Belgian state railways (1922) \$212,000; of the railways of Switzerland (1923) \$174,000. Because of depreciation in the currency, it is necessary, as a matter of fairness, to give pre-war figures regarding the capitalization or cost of construction of most European railroads. The average cost of construction reported for the Italian state railways in 1915 was \$158,000; of the German railways (1913) \$120,000; of the French railways (1913) \$148,000.

Although labor is, and always has been, much cheaper in Europe than in the United States, the railways of all the important countries of Europe have had expended upon them a much greater amount per mile than the railways of the United States. The railways of this country certainly are much better built and give a much better service in proportion to what they have cost than those of Europe.

"If there is a wreck on a railroad in England, or France or Germany," said the editor, "there is a government investigation at once. In our country the investigation is made secretly by the railroad authorities, and the facts hushed up in order to protect the reputation of the railroad."

This statement is entirely incorrect. The Interstate Commerce Commission has a Bureau of Safety which makes a public investigation and a detailed report, which is published and widely distributed, regarding practically every wreck resulting in loss of life that occurs on our railways.

The editor also said: "European trains make as good time as ours do, although the cars are lighter and apparently not so substantially built. The automatic signals and safety arrangements are more general and seem to be more effective."

The best trains of England, France and Germany do make as good time as our best trains, but outside of these countries the speed of trains in Europe is not as good as it usually is even in the less densely populated parts of the United States.

All the railways of this country, as a measure of safety, have for years been substituting steel for wooden passenger cars, but there is hardly a steel car in Europe. This is the main reason why our cars are heavier.

His statement that "automatic signals * * * * are more general in Europe" is entirely incorrect. The automatic block signal was invented in the United States, and is now extensively used in this country, while there are practically no automatic block signals in Europe.

He asserts that in Europe "dining car service is better, and the sleeping car service, while not so generally used, is in advance of that provided by the original promoters in America". It is hard to understand how anybody who has traveled extensively in Europe could make these statements. Dining car service in Europe is table d'hote, while in this country it is usually a la carte. Railways in this country have tried more or less to introduce table d'hote service. The Railroad Administration, under government control, introduced it generally. The main reason why it has not been more extensively and permanently adopted in this country is that the railways have found that most American travelers object to it.

Sleeping car service in Great Britain is very good. On the European continent it is usually poor. In the United States the traveler can get any kind of sleeping car accommodation he wants if he makes reservation a few days ahead, and usually he can get at least an upper berth on any train carrying sleeping cars up

(Now turn to Page 36, please)

Not long ago the editor of a certain prominent western newspaper made a brief trip abroad and upon his return wrote a comparison of American and European railroads which gave the European roads by far the best of it.

In so doing he seems to have placed a figurative tack in the editorial chair occupied by the directing head of the esteemed Railway Age, Mr. Samuel O. Dunn.

In the accompanying article Mr. Dunn takes issue with his contemporary and champions the cause of American railroads with facts and figures, and from a standpoint of personal investigation. Mr. Dunn has proceeded in his article with the idea that when an American newspaper editor makes such unjust criticisms of our railways, it must indicate that many people have such malformed ideas concerning these roads. He is anxious, and so is the editor of this Magazine, that Frisco employes know definitely that American railroads are superior to the neighboring roads across the ocean. Certain contrasts in management, service, equipment, operation and courtesy will, we believe, prove intensely interesting to the employes of this road who peruse the accompanying article.

—W. L. H., Jr.

Large Fresh Water Spring on Frisco Lines Near Thayer, Mo., Truly "Wonder of Ozarks"

Flow From Natural Fountain of Crystal Clearness Would Supply New Yorkers With 100 Gallons per Person Daily

GREER SPRINGS, located sixteen miles from the little City of Thayer, Missouri, on Frisco Lines, might be called a "hidden wonder of the Ozarks".

Known but to few, it is recognized by leading geologists as one of the four largest springs in the entire world. Its maximum flow would supply the people of the City of New York with 100 gallons to a person daily. In other words, the City of New York has a population of more than five million, and Greer Springs, at its maximum, flows 539 million gallons of water every twenty-four hours, and a minimum of 220 million gallons in the same length of time.

The other three springs are: Big Spring, near Van Buren, Mo., which flows a maximum of 543 million gallons in twenty-four hours; Silver Spring, in Florida, which flows 531 million gallons, and Judith Spring, also in Florida, which has a maximum flow of 498 million gallons.

The spring was first called Greer Spring by Mr. Greer, who lived nearby for a lifetime.

Louis Houck, of Cape Girardeau, builder of several branch line railroads in Missouri, which the Frisco later purchased, asked Dr. E. M. Shepard, professor of geology of Drury College, Springfield, Missouri, to make a report to him on Greer Springs, which he later named "Big Ozark Spring", in contemplation of a proposed dam. Dr. Shepard made his report, and it was from him that the true details of the spring were secured.

"I often give talks on interesting points in Missouri and the Ozarks, and I am frank in saying that the people of this section of the country, and of the Frisco Lines are not aware of the beautiful natural scenery which is offered them in their own state, he said."

"Luella Owen, in her book 'Cave Regions of the Ozarks and Black Hills', states that remarkable attractions associated with the caves of the Ozarks, such

as Greer Spring, are not known to be equaled, or even subject to rivalry by any similar works of nature in any portion of the world; and again she says, that Missourians have a great love of fine scenery and generally take long journeys into other states in order to gratify the taste, while quite unconscious of the wonderful beauty and grandeur of the Ozarks, which is quite true.

"But to tell you of my survey of Greer Spring.

We drove to this spring from Thayer, Mo., in an old-fashioned stage.

The roads at that time, which was 25 years ago, were

rugged and rough. The scenery around the

spring is very beautiful. Wild flowers and vegetation of all sorts abound.

"Greer Spring rises near the head of a deep canyon or ravine, 200 feet deep and with perpendicular walls.

The spring first comes out of a cave as a much smaller spring, but about 100 feet below the cave opening is the big spring proper.

"At times the upper mouth is dry.

Greer Spring has an unvarying temperature of forty-nine degrees throughout the year, and it flows with such force from below, that the water boils up about two feet above the general level. Boys who bathe in the spring often jump into this spout, and are thrown up in the air a foot or two. A piece of railroad iron will be thrown back with great force.

"The spring empties at the end of a canyon, one and one-quarter miles away, into the Eleven Point River, and a large territory is drained by this stream to the Northwest. Some hundred feet further on, the river reaches a depth of eighteen feet and has a rapid current, giving one a better idea of the volume of the spring.

"Along this river for a number of miles there are no springs, showing that the surplus water drains into a deep seated underground river which boils up

(Now turn to Page 23, please)



A View of Greer Spring

Frisco Lines Pledged to Aid Cities It Serves in Abating Smoke Evil

Fuel Agent Collett Tells Kansas City Committee That Their Problem Is Closely Allied With Railroad Fuel Conservation

ROBERT COLLETT, fuel agent for the Frisco Lines, recently delivered the following address before the Railroad Smoke Abatement Committee of Kansas City, Missouri: I have been asked to say something on smoke abatement and its relation to fuel economy on railroads. I do not anticipate that I can suggest anything that is new, but I hope I may be able to give a reminder of one or two things that will promote discussion among you gentlemen, who are actually doing the work. There is no plan that beats sitting right down together and getting all the angles on the job.

In the larger sense, fuel economy and smoke abatement go hand in hand. The better the combustion the less black smoke, but in locomotive service there are times when we must sacrifice fuel economy to prevent smoke, and at such times, that is the thing to do. In other words, suppression of black smoke must come first, and then we must save as much fuel as we can in so doing. This applies, of course, to the limits of the smoke zone. When we get out into the country we can relieve our pent up desires and raise a beautiful fog if we want to, but let's be sure that we are not wasting fuel in so doing. Let's do a "jam-up job" of running and firing all of the time to the best of our knowledge, and fuel economy will almost take care of itself. You enginemen and road foremen know exactly what I am talking about when I say that.

The greatest natural resource of our nation—an unlimited supply of relatively cheap fuel—has made possible the wonderful growth of our country in manufacturing as well as in agriculture, for without this natural resource there never could have been the great development in mechanical means for doing work. The concentration of industry in large centers naturally has brought with it the problem of some form of control of the smoke nuisance. The chief reason that smoke abatement has not been agitated more than it has, has in part been due to the fear of scaring away large manufacturing interests.

St. Louis and Kansas City both are now making a determined effort to suppress unnecessary smoke.

The effort will succeed only if it is looked upon as just as much a business problem as the development of any other major undertaking. The trouble with the majority of smoke campaigns is that they usually have started off with a big hurrah and generally died through neglect. St. Louis has made a good start and are getting some results, and you may be interested to know that the chief officer, Mr. Monett, who is a gentleman of very wide experience, and who has been employed by the city to organize the campaign, gives the railroads credit for the best working unit and the most men interested proportionately.

Kansas City is famous for its fine boulevards, its landscape architecture, beautiful homes and civic enterprise. I never saw a person who had lived in Kansas City for any length of time but was a great booster for his town, and I have no doubt that your present campaign will be permanent and have lasting benefit, if so, it will reflect credit upon all concerned.

The progress just mentioned in developing your city was not achieved merely through the passing of an ordinance or issuing an edict, and these things certainly never would have been realized if they had been treated as a fad, worked at a little while now and then, and forgotten for several years at a time.

Something can be accomplished in smoke abatement. Like anything else, we will get out of it what we put into it. It requires organized effort on the part of the civic bodies of the city, the heads of all great industries, including the railroads, and the people as a whole. Above all, to succeed we must thoroughly believe in it and be enthusiastic about it.

It has two sides—the mechanical and the human side. The first is, as above stated, a matter of organization and equipment; the second, is the more important of the two, it involves education, friendly co-operation, a square deal all around, and the requirement of what is reasonable of accomplishment, and no more than that. We must know what we are trying to do, have a plan to work to, and records that will tell us exactly what we are accomplishing. That is the way we follow our fuel economy program on

A review of the work of the accident prevention committee of the west shops locomotive department at Springfield, Missouri, shows that it performed splendidly during last year. A total of 371 accidents of all kinds were reported, as against a total of 600 during 1925, a decrease of 38.1 per cent.

One interesting item reported is that thirty-four eyes were saved by the use of goggles during the last eighteen months. A total of 1,400 hazardous conditions were reported, and only two were not completely corrected. These two now are being corrected.

Accident prevention is just a matter of good housekeeping, and if each will do his part in seeing that tools and materials are in good order, and that the premises where the work is done is kept orderly, observing the safety rules continually brought before all, a still further reduction in personal injuries to employes will be made during 1927.

the railroads and the same thing in my judgment will work out in smoke abatement, and I am sure, from what I know of your work, that is what you now are doing.

A critic usually occupies the unique position of not having to make good his advice, and takes liberties accordingly. So if I seem to be somewhat positive in my statements, I hope you will not think I am trying to find fault. I am merely offering for your consideration the application of principles in smoke abatement that I have observed are workable in fuel economy, and, the two jobs being closely allied, prompts me to speak freely.

Of the big problem within the city itself, aside from the railroads, I will not attempt to speak, except to say that, if we expect to interest the railroad men in the job as they should be interested, it is necessary for them to feel that their neighbors in other industries are equally interested, and that we are all making progress together. It is pretty difficult to get a locomotive fireman's undivided attention toward keeping a clear stack if he sees at the same time a large power plant stack fogging the sky. But that is not our particular job. The city fathers no doubt will attend to that. I mention it merely to emphasize the moral effect of good example. The stationery fireman, we must remember, has also an observant eye upon our conduct.

The railroads entering Kansas City, including the Terminal, employ, in round numbers, about 25,000 locomotive engineers and firemen. The annual fuel consumption in train and yard service alone is 30,000,000 tons of coal (including fuel oil reduced to the equivalent of coal) at a cost (including an estimated cost of \$1.00 per ton for haul on users rails) of about \$120,000,000. Eight-five per cent of this fuel is used by the engineers and firemen who come under the direct supervision of road foremen of engines and the men engaged in fuel conservation work. When we add to this sum another 10 or 12 per cent for fuel used in stationery and for miscellaneous purposes, it is obvious to any one that the railroads must, of necessity, use the fuel that is available to them at the most reasonable cost, if they are to furnish their goods, which, in the case of the rail-

roads, is transportation, at a reasonable cost in competition with their neighbors, and this will, of course, apply to the fuel bill of the manufacturer, as well as the householder. This fuel, for the most part, is high-volatile bituminous coal and, to some extent, fuel oil (both of which will make plenty of smoke under certain conditions) and, for industrial purposes, gas. As time passes, the amount of each fuel used will vary with the relative cost of each, but it is safe to assume that the consumption of soft coal will increase, and that of the other fuels, decrease in time. Only a small portion, of course, of this railroad fuel is consumed in the environs of Kansas City. I am mentioning it to give a brief idea of the railroads' fuel problem.

So far as the men in charge of locomotive operation are concerned, the statement made by Mr. Nixon, my old boss, when starting me out on a fuel economy crusade a number of years ago, very aptly applies. He said:—"Collett, I believe the average man on the railroad wants to do what we want done, if he knows what that is." And another remark I recall that also will apply: A few years ago when I was road foreman of engines, we were handling President Roosevelt over my division, and while making a little back-platform speech at Memphis, he said:—"The average American citizen is a pretty good fellow, and his wife is a better fellow," and further, "In America, we do not need to be informed so much as we need to be reminded." In other words, he meant that the average citizen will go along with anything that is for the good of the community and that, generally speaking, there were plenty of rules and regulations, but what was necessary was to be reminded occasionally of the importance of carrying them out.

All of these statements fit the present case. It is certainly very fitting and proper that the citizens of Kansas City should require us to do as well as it is reasonably possible for us to do, and we need not fear that the officers of the city or of the railroads will require more than that. It is a mutual enterprise in which we are all interested and will all profit by.

To save fuel and abate smoke so far as practicable—
(Now turn to Page 23, please)

THE STORY BEHIND THE STORY

(From Ft. Worth (Tex.) Star Telegram)

Back of every great business story there is an interesting story of a man. The case of the St. Louis-San Francisco railroad is no exception. There is a great business story attached to the Frisco. In 1920 the highest price at which Frisco common stock sold was \$33.38 a share, and it sold as low as \$15.15 a share. Following the period of Federal management which left many railroads in very poor condition, the Frisco was among those which had suffered most. Cars and locomotives needed repairs, way and structures had been under-maintained, and much of the road's traffic had been diverted to other carriers. Today, a bare six years later, the Frisco system is in first-class physical shape, and its common stock sells above \$100 a share while paying \$7 in regular annual dividends.

American railroading has seen few greater accomplishments than what has been done with the Frisco system since March 1, 1920. Upon that date, James M. Kurn, a man with the best of railroad histories behind him, took charge of the Frisco as President, with his hands freed from Government interference. The story of "Jim" Kurn is the human story back of the story of the Frisco's success.

Mr. Kurn is one of the many shining figures in the railroad world whose career began at the lowest and reached the highest. He started railroading as a messenger boy, and passed through the successive stages of telegraph operator, station agent, train dispatcher, chief train dispatcher, trainmaster, assistant superintendent, superintendent, general superintendent, general manager, vice president and president. His career is conclusive proof that the ability to work is the only requisite for success.

Fort Worth and Texas have received great benefit from the rejuvenation of the Frisco system. Its services to this state have been multiplied many times during the administration of Mr. Kurn. And Texas takes part credit for his success, in the view that the state gave him something to work with.

Texas Employe Uses Frisco Hospital and Follows Irvin Cobb's Example in Writing His Experiences

Staff at Sherman Frisco Hospital Makes Decided Hit With Distribution Checker Who Had Tonsils Removed Recently

By KENNETH GILBERT

IRVING COBB, famous writer and lecturer had the experience of an operation and became so enthusiastic over it that he wrote a book. The writer having just lately gone through one of these experiences, feels almost like Mr. Cobb, with the exception that it is not within his province to be able to use the language that the famous wit used and it will be necessary to confine himself to the vocabulary at his command.

For no other reason than actual necessity, the writer found it necessary to have his tonsils removed and fortunately was in the service of the Frisco, thereby entitling him to the benefits of a hospital where operations of this kind are, as I later found out, so ordinary as to be common. But it is not of my personal operation that I want to tell about; it is the institution in which, as an employe of the Frisco, I am deeply interested.

I want every employe on the Frisco Lines to know that the employes on the Texas Lines are fortunate, not only in having a first-class institution of this kind at their very door, but they have at their call the very best physicians and surgeons it is possible to get; and shall I pass us the nurses, "hired hands", etc? Far from it. They are the salt of the earth, the comforters the helping hands, smoothing down the miseries, aches and pain, even making men see how selfish they are. You know there are some railroad men so grasping and selfish they want time and one-half for the Sundays and holidays they spend in the hospital. Then there are wonderful nurses who can make men of this kind leave the institution with a grateful heart.

I shall pass up the first day as it was one of misery, awful dreams, visions and bad thoughts, but the morning brought the sunrise, a few clouds perhaps, passing swiftly, leaving the perfect day.

Breakfast, fine, enough for a hungry brakeman; later a sponge bath (this is the one thing I could not appreciate, as most of us fellows are used to the "Saturday night" tub, and to break away from habits is sometimes not appreciated like they should be); in the meantime room tidied up and ready for the folks.

I think everybody who has ever been in the Sherman Hospital more than one day looks forward to a big, booming voice coming down the hall,

a smiling face in the door, a dig in the ribs and "Howdy, Boy!" All I can say is that's the second sun-up of the day and anyone who cannot guess who I am referring to has missed something. After that comes

As the weeks and months and years roll by it is inevitable that each of us must have some physical infirmity that needs attention. It may be only a tooth to be filled or pulled, a stubborn cold to be cured or any one of many hundred minor complaints.

But whatever the malady, it is human nature to dread the operation, be it dentist's chair or hospital bed.

That is why the accompanying story by Kenneth Gilbert is an unusual tribute to the railroad which employs him. Most of us, as he truthfully relates, think of a hospital as a place of horror, and our first effort upon recovery is to forget it.

Kenneth Gilbert chose to remember his hospital experience, because it was a pleasant one. A tonsilectomy took him within the precincts of the Sherman, Texas, hospital, and unless we read a wrong emphasis into his interesting article, Gilbert rather regretted having to leave the place.

To those of our Frisco workers who may be confined to the clean, white sheets of a Frisco hospital bed during 1927, this story is commended. It tells a different than usual story of hospitalization. - W. L. H., Jr.

routine, one doctor after another, and take it from me, none of them misse. you. By this time it is about eleven o'clock and a glass of good, pure, clean milk is given you and I wonder how many of the folks around here know that Dr. Neathery has his own dairy and poultry farm from which he furnishes the hospital? Learned something else didn't you. Well, it's a fact and you can repeat it.

Dinner time. Now, of course, I know there are some who are so sick they cannot eat; there are some who may have only this, that or the other, but as for me, having just an ordinary workingmans' appetite, when I saw what they brought me, I began to wonder if I wasn't dreaming again, back home and "Ma, please, pass the biscuits again". But why carry this on; the doctors and nurses again,

supper, folks, friends and get ready to "hit the hay".

I want you to know that I appreciated all that was done for me and from what I can gather in talking to others, I got just what they do for every Friscoman.

After the usual days in bed, my curiosity got the best of me and when Dr. Neathery came to the door one morning I told him I wanted to see everything he had in the building and he took me at my word and away we went.

Just imagine yourself in the receiving line and here come the big "Company". Folks meet:

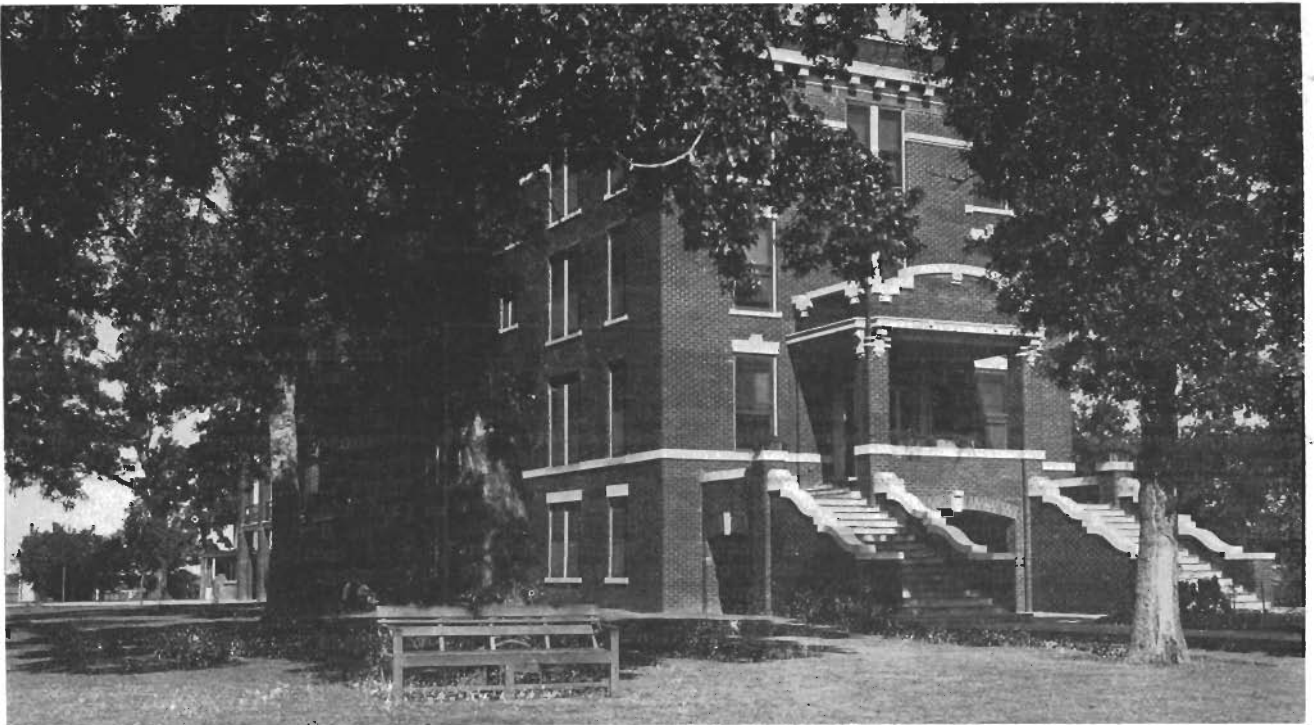
E. J. Neathery, M. D., surgery; H. I. Stout, M. D., surgery; A. L. Ridings, M. D., gynecology and obstetrics; D. C. Enloe, M. D., internal medicine; Coble D. Strother, M. D., internal medicine; J. S. Dimmitt, M. D., eye, ear, nose and throat; M. C. Murphy, D. D. S., dental surgery; M. R. Woodward, M. D., pediatrics; J. H. Veazey, M. D., house physician; G. E. Henschen, M. D., roenthenologist; Mrs. J. S. Dimmitt, Ph. G., clinical pathologist; Mrs. J. R. Moody, assistant pathologist; W. G. Cantrell, superintendent, and Miss Jessie B. Oliphant, superintendent of nurses.

Space will not allow me to go into detail of fifty-five other employes or tell you about thirty nurses in training and four graduate nurses on the hospital staff all the time and an average of eight graduate nurses on duty in special cases every day.

I wish I had the words with which to convey to you the cleanliness of the kitchen, not an odor of any kind, everything in perfect order (and they didn't know the Doctor was coming, either).

The operating rooms, of course, are the very acme of perfection, with every contrivance on earth, it seems to me. Clean! I better spell that word CLEAN with capital letters 'cause it's just so clean that I suspect that if Dr. Neathery should see a speck of dust, there would be a "cleaning" sure enough.

From the operating rooms to the X-ray department, this is what I found: A special fireproof building houses the X-ray department. Four machines, one with a capacity of 250,000 volts, makes possible any examination or treatment known to science. A Potter-Bucky diaphragm, a stereoscope, a flouroscope, intensi-



The photo at top is a front view of the Frisco hospital at Sherman, Texas, where the writer of this article spent a few pleasant days. At bottom, several reasons why the days were really pleasant—the nurses at the Sherman unit. Does anyone blame Mr. Gilbert?

fyng screens and all equipment used in the best laboratories has been installed.

In closing, there are a lot of people who do not want to go to a hospital. They speak of it as a place of horrors, a place to die. That is all bunk—pure and simple—and when I get sick and want the very best of doctors and nursing; take me to the Sherman Hospital.

The Preacher: "I had a very enjoyable trip to the Adirondacks. The first day I shot two bucks."

The Sport (absently): "Win anything, parson?"

They were talking about inventions. "The man who invented the flyin' machine was a great genius," said Pat.

"Hi think wireless is the greatest

invention," said 'arry.

"Vell," said Ignatz, "the fellow vat invented interest vas no slouch."

Caller: "I want to see the boss."

Office Girl: "Sorry, but he's in conference with the vice-president and general manager."

Caller: "Let me in, I know a funny story, too."

Frisco Proud of Progress In Growing Dairy Industry It Has Fostered

Production of Dairy Products Had Beginning Years Ago at Freistatt, Mo.—Now One of Frisco's Largest Interests

MANY years ago, a little colony of Germans settled at Freistatt, a small, inland town in Lawrence County, Missouri, on soil that was not naturally very fertile, and after growing grain on it for some years, it became so unproductive that it was with difficulty they were able to make a living. Like many others in similar conditions, they turned to the dairy cow for relief. However, there was no market available for their milk so it became necessary for them to establish a small co-operative creamery to make their milk into butter, so they could get it to market. This they did and for many years the little plant did a thriving business and the colony developed into a prosperous community which is now one of the most progressive and enterprising sections of the county. In later years, competition became so strong that it was necessary to close the plant, but the dairy industry went right on and their milk is now going to the condenser at Mt. Vernon.

Some years later, in about 1898, another settlement in the neighborhood of Billings, Mo., followed the lead of Freistatt, and established a small creamery which is a thriving, going concern at this time.

Still later, in 1904, three farmers in Webster County, Mo., bought cream separators and began shipping cream to a Kansas City creamery. Thus was started, from these small beginnings, the dairy industry in the Ozarks, which has since grown to quite handsome proportions.

The beginning was somewhat different on other parts of the Frisco System. It was started by the location of a few large creameries in some of the cities like Kansas City, Oklahoma City and St. Louis, and farmers gradually drifted into shipping cream to these plants. But progress continued to be slow for a number of years and up to about 1910, there was scarcely a carload shipment of Frisco-made butter hauled on the line except a few from these larger plants, and even those cars were very limited in number. There are now thirty-six creameries in the Frisco territory, besides the ones in the large cities, and they are all doing a nice business.

The dairy industry has made a constant and fairly uniform growth along the Frisco for a number of years. This is shown quite conclusively by the increase in the number of the cars of butter originating on

Facts on the Dairy Industry

More dairy products are being consumed today than ever before in the history of the country.

The increased consumption of milk alone in the last ten years has been one-third of a quart, or over a full glass per day per capita, which means five hundred million dollars more per year for the dairy farmers.

The milk produced in 1925 would fill a canal, extending from New York to San Francisco, 3,170 miles long, 16 feet wide, and as deep as the Erie Canal.

The same volume of milk, if put in tank cars, would make a train 34,462 miles long, or eleven trains reaching across the continent.

The value of milk produced in this country last year was greater than the value of all the gold and silver mined in the United States in the last twenty years.

Of the thirteen billion dollar farm crop in 1925, nearly three billion dollars came from the dairy industry, making it the greatest single division of agriculture.

Consumers paid five and one-half billion dollars for dairy products in 1925, which is about one-fifth of the total expenditure for foods.

the line as shown by the table below:

Years	1922	1923	1924	1925
Carloads	397	561	684	787

These all originated on, and were handled by, the Frisco. The carloads handled, which originated on the line during the first ten months of 1925 and 1926 compared, show the following:

			Gain
First 10 mos. of....	1925	1926	
Carloads	605	818	213

This promises more than the usual increase for 1926 over 1925.

The churnings of the creameries on the line for the past three years also shows a very healthy increase in production as given in the table below:

Lbs. butter in 1923	Lbs. butter in 1924	Lbs. butter in 1925
25,324,442	29,384,096	30,759,115

In addition to the growth shown by the increase in butter production, there has developed quite a business in the production of evaporated milk, powdered buttermilk and cheddar cheese. This, however, was much

later in starting, and even now is only an infant in swaddling clothes. But it is making rapid growth, and promises in a few years to develop into a young giant. The carload shipments of these products produced on the Frisco were:

Years	1922	1923	1924	1925
Carloads	41	54	123	255

The first ten months of 1925 and 1926 compared make the following showing:

			Gain
First 10 mos. of....	1925	1926	
Carloads	243	444	201

About two and a half years ago a milk condenser was put in operation at Mt. Vernon, Mo., and received only about 15,000 pounds of milk daily at first, but last summer it received over 139,000 pounds per day, and it is still growing.

A few months ago, a condenser was started at West Plains, Mo., and the owners, after a careful survey of the territory, decided that 15,000 pounds of milk per day would be the most possible hope for this year, but they have already received over 40,000 pounds per day and are still growing strong.

The newest line of dairy products manufacturing plants on the Frisco is the cheese factory, of which there are now six in operation. The clean pastures, pure water and healthful climate in Frisco territory makes the production of high-class milk an easy proposition. That is one reason why all kinds of milk products plants find no trouble in making a high quality product, and therefore find a ready market, and this, in turn, is one reason why they all grow so rapidly.

The manufacturers of cheese on the Frisco are thus far so limited, and the plants so scattered, that it is not moving in carlots to any considerable extent, but the time seems not far distant when the industry will have grown to such proportions that the carload business will become an item of interest to the Frisco.

Some fifteen years ago, the Frisco organized an agricultural department which has been active during all these years in lending aid to the development of dairying as well as other branches of agriculture and it now can justly say that there is no other railroad in the great Southwest that can approach it in the magnitude of its dairy industry and it would seem that the Frisco might be pardoned if it feels real pride in its dairy progress.

Frisco Clerk Is Oldest Living Member of Famous First Scotch Orchestral Society of Scotland

James Moodie of St. Louis Is Accomplished Violinist and Once Gave a Recital With Great Canadian Artist, Waugh Lauder

VERY few persons in the Frisco office building in St. Louis know the interesting details of the life of James Moodie, for twenty-six years a clerk in the office of agents' accounts. In his own office, and among his fellow-workers, there were none who knew, for instance, that he is the oldest living member of the famous First Scotch Orchestral Society of Scotland.

But the time came, last November 4, when James Moodie reached his seventieth year, and according to the rules of the Frisco pension department, he was retired from service. It was then that the facts surrounding his very interesting life and musical career became known.

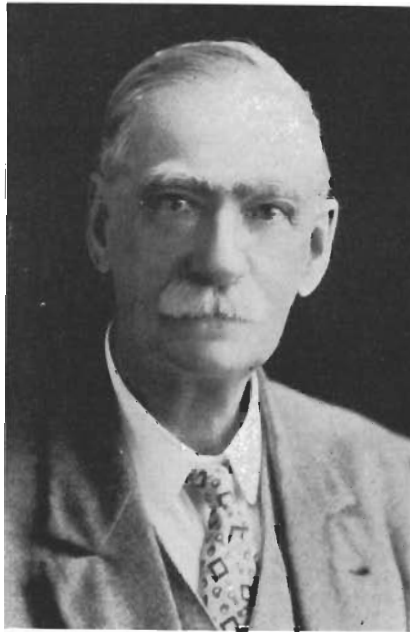
His railroad career began on October 1, 1888, when he was employed by the old K. C. F. S. & M. as a statistical clerk at Kansas City, Missouri. He was promoted to interline accounts clerk, then appointed principal switching clerk, then transferred to the office of agents' accounts, where, except for a short period when he was employed as a bond clerk, he has remained since 1901, when the K. C. F. S. & M. office moved to St. Louis.

James Moodie is a typical Scotchman. He was born on November 4, 1856, at Edinburgh, Scotland. Music is the big thing in his life, and he says that he received his love for it from his mother, who was quite musical and insisted that he study. "My father was a 'fiddler', but he had no desire for any of the family to become musical," he said.

"I remember one time, when I was but eight or ten years of age, I was practicing the violin. It was on a Thursday, and Thursday is church day in Scotland. My father heard me, and was so angry he took my violin and broke it over my head. I was deeply hurt, but my mother put her arms about my shoulders and told me she would buy me another one, and she did," he said.

During his school years, Mr. Moodie attended the Harriet School of Edinburgh and also the George Gillespie College. At the age of thirteen he was employed in a stationery store, later worked as a furniture salesman and then as a clerk in an engineer's office. All this time he was studying and mastering the art of violin music.

"You know, in Scotland we could not carry a violin on the streets on a Sunday, and so I had to leave my violin at the church on Saturday



JAMES MOODIE

night, in order to play for mass the next morning. Sometimes I would go to the church late Sunday night and slip it home with me, so that I would have it near me when Monday came again," he said.

But he was well rewarded for his perseverance, for he successfully passed a severe and strenuous examination in theory and practice before the Edinburgh Amateur Orchestral Society and was appointed first violinist. The president of that organization was no less a personage than the late Duke of Edinburgh, a famous violinist, and the conductor was the late Carl D. Hamilton, cello artist. Nothing but the highest type of orchestral music was studied and the society was considered one of the best in the United Kingdom.

Mr. Moodie was also chosen to become a member of the First Scotch Orchestral Society, under Mr. Hamilton, and of the St. George's String Quartet Club. These connections afforded him many opportunities to study the grand old masters.

The membership in this club is for life, and on one of his trips to Scotland he visited the club, taking part in a double quartet. On the occasion of that visit, the secretary, J.

Ingalls, produced the record showing Mr. Moodie to be the second oldest member, the late Earl of Stair heading the list in point of membership at that time. Mr. Moodie now is the oldest living member.

In 1888, the company for which he served as general agent, viz. the Stuart Granolithic Company, went into bankruptcy. Mr. Moodie decided to come to the United States. He had heard that he might continue his musical study in America, and a musical career was his goal.

He made application to the director of the symphony orchestra of New York city, "and," he said, "I made the mistake of not consulting older members of the orchestra before I applied, for when he asked me how long I had been in this country, and I told him two weeks, he told me I could not even gain a tryout until I had been in America much longer than that.

"About that time I learned that there might be work for me at Kansas City, and so I paid the sum of \$4.00 for a ticket from New York to Kansas City. I went by boat from New York to Newport News, Virginia, and from there by rail to Kansas City."

He played at the leading theatres in Kansas City and, after he had become better acquainted, gave a violin and piano recital with the great Canadian artist, Waugh Lauder. He confided to his biographer that while it was not a success financially, it was "truly artistic". Through this recital he received several offers from theatrical conductors, but he chose to become associated with Carl Bush (now Sir Carl Bush), concert master of the Philharmonic Orchestra.

Mr. Moodie freely gave his services to many charity concerts and church entertainments and was a visitor and performer at the late Mrs. Tiffany's musicales, given at her home, and through these associations he met and made warm friends with the leading literary lights of that time and with the entire staff of musical critics of the Kansas City newspapers.

Mr. Moodie is in possession of two old violins, made in the old country in 1884. "The average person does not understand all the arts of violin making. It takes 150 years to mature wood for making a violin," he said. "This means to mature the stock naturally. They mature the modern violins by steam processes. If an old

(Now turn to Page 25, please)

Missouri Ozarks Chamber of Commerce Pays Tribute to Frisco at West Plains Meeting

*Vice-President Hutchison Addresses Annual Meeting
of Organization December 13th—"Frisco
Day" Is Observed*

A REAL tribute to the great work which Frisco Lines have accomplished in developing and improving the beautiful Ozarks of Missouri was paid our railroad at West Plains, Mo., on December 13, when "Frisco Day" was observed at the annual meeting of the Missouri Ozarks Chamber of Commerce, an organization functioning for the betterment of the Ozark mountain territory of Missouri.

At both the day and evening sessions of the meeting, appreciation of the Frisco's help was manifest by the Chamber of Commerce members in many ways, and the fifteen Frisco officials in attendance, headed by Vice-President J. E. Hutchison, were deeply gratified by the reception.

The majority of the Frisco visitors attended the afternoon business session, at which Dwight H. Brown, editor of the Poplar Bluff (Mo.) American, was elected president for the coming year, succeeding Dr. T. W. Cotton of Van Buren.

A delightful banquet was served in the basement of the First Christian Church at 6:30 p. m., and the diners were addressed by several visitors, including Mayor Beach, Mr. Keith McCause, state game and fish commissioner; and Mr. J. N. Cornatzar, Frisco passenger traffic manager.

Vice-President Hutchison was the honored speaker at the evening session in the auditorium of the church at 8:00 o'clock, and told the two hundred members and guests of the Chamber, some of the Frisco's aims and ambitions for a further development of the territory the Chamber served as well as explaining many of the drawbacks which are besetting the carriers at this time.

"I hardly think it necessary," Mr. Hutchison said, "for me to dwell at length on the Frisco's work throughout these years, in fostering the Ozark territory. You all know that the Frisco was one of the early and active pioneers in the Ozark development program. It fostered apples, strawberries, grapes, tomatoes and other crops that have proved adaptable to this climate and soil. Records in our agricultural department will show that year by year our road has hauled more of these products to the markets of the world, and of course more and more money has come to the Ozark producer of these various commodities.

"The Ozark territory is destined to play an increasingly important part in the nation's progress, both from an agricultural and a resort standpoint. I have traveled extensively, but I know of no more beautiful section of America than this section, and we all know that, as Mr. Cornatzar told you at the banquet, the scenery in many parts of these mountain regions rivals that of the famous Switzerland Alps.

"The increasing growth of the tourist trade in the Ozark country will mean much to your citizenship. But you must prepare for it. Your accommodations for the tourist who comes to your country by both automobile and train should be thoroughly organized and properly managed. It will take hotels, but private homes should be arranged to accommodate these people until they can be built.

"It is not an altogether easy task to operate a railroad these days. We are beset on all sides by regulations and restrictions, and many railway men feel that the railroads are being regulated to death. Yes, we have our troubles. For several years there was a constantly increasing inclination to hamper the railroads. I am glad to say that I believe that tendency is being gradually dissipated. The public is beginning to understand some of our problems, and to realize that men who have devoted their lives to railroad work are perhaps better equipped to run the railroads than politicians who have no knowledge of railroad operation. Secretary Herbert Hoover has referred to the 'come-back' of the railroads since government control as one of the most remarkable industrial feats in contemporary history. He is absolutely right. But improvement is needed still. Above all other things the railroads need money—money to build and maintain track, to purchase new equipment, new power, and to carry on the various phases of development which have, in total, enabled them to give you the best service that the railroads of any nation have ever given their patrons. There are still many laws on the statute books of the various states that should be repealed. It is indeed true that rates are going down constantly, and operating costs going up, and it is becoming increasingly difficult for a railroad manager to give tip-top service and still make money for his

BRAKEMAN CLAIMS RECORD

**Ward Ozee Covered 4,558 Miles
in Ten Days**

RECORDS of rail laying, accident prevention records and unusual records of all kinds have been printed in the *Magazine*, but Ward A. Ozee, brakeman on the River division, believes he holds the record for making the greatest number of miles in a period of ten days.

On November 30, he was called to St. Louis to protect No. 801 out of that point. He made the trip and returned on No. 802 December 1. December 2 and 3 were layover days for this run, and while he was dead-heading to Chaffee on No. 805 December 1, he received a message to go to Memphis and protect No. 802 out of that point on December 2, which he did, returning to Memphis as brakeman on No. 801 on December 3. He then deadheaded on No. 806 back to St. Louis to protect No. 801, on December 4, working both jobs until December 9, when he was relieved. He deadheaded to Chaffee on No. 805, arriving in Chaffee at 3:05 a. m., December 10.

In ten days he had covered 4,558 miles, including the deadheading that was necessary to protect the runs, an average of 455.8 miles per day.

Mr. Ozee believes this is a record for mileage, and if any other brakeman has made a better one, both the *Magazine* and Mr. Ozee would like to hear of it.

stockholders. At the state legislatures this winter many more acts tending to curb the activities of the railroads will be brought up for passage. I can only urge that you give careful attention to these proposed laws, and I believe that your help will aid greatly in keeping many of them from the statute books."

Mayor Albert I. Beach, of Kansas City, also a speaker at the evening meeting, paid another tribute to the Frisco when he said:

"As a resident of Missouri I, too, know that the Frisco Railroad has done a great work in the Ozark country, and has aided very materially in its tremendous development. I am sure our Frisco friends are genuine in their assurance to you here tonight that their efforts have only begun."

J. W. "Uncle Bill" Morrill, accident prevention agent, was another Frisco speaker.

The Frisco men who attended the meeting are: Messrs. J. E. Hutchison, vice-president, operation; J. N. Cornatzar, passenger traffic manager; R. C. Cooper, W. L. Huggins, Jr., J. H. Livingston, W. L. Heath, and J. W. Morrill, all of St. Louis; F. S. Shaffer, J. L. McCormack, J. H. Doggell, W. L. English, and A. J. McDowell, all of Springfield; R. B. Butler and A. P. Matthews, both of Memphis.

AGENCY CHANGES FOR JANUARY

D. L. Hargrove installed permanent agent, Manila, Arkansas, effective January 3.

Effective January 3, operation of Holdenville, Oklahoma, ticket agency taken over by the C. R. I. & P. for a period of three years. F. T. Stephens installed ticket agent.

G. D. Bailey installed permanent agent, Mead, Oklahoma, effective January 3.

Effective January 3, Pit, Missouri, agency was closed.

J. B. Smallwood installed permanent agent, Cameron, Oklahoma, effective January 5.

D. B. Fields installed temporary agent, Lucien, Oklahoma, effective January 6.

Effective January 6, Swift, Missouri, ticket only agency closed temporarily.

L. B. Lindley installed permanent

LIKES FRISCO MAGAZINE

This is grease for the editor's wheel, believe it!

In a letter to Charles Morrill, accident prevention agent of Frisco Lines, E. A. Shipley, formerly of the Frisco, now residing at Portland, Oregon, wrote:

"Had no thought of writing you so soon, but read my copy of the *Frisco Magazine* a few days ago and it was so fine I just had to tell you all how much it is appreciated.

"The ex-Frisco men here wish we were not 2,300 miles away when the reunion (Veterans') comes along. I showed the Veterans' Number of the *Magazine* to several train and engineers and they say it is the best and most complete magazine of its kind they ever saw."

agent, Ames, Okla., effective Jan. 7.

R. W. Pierce installed temporary agent, Peirce City, Missouri, effective January 8.

W. G. Meals installed permanent agent, Jones, Okla., effective Jan. 8.

BOWLING RACE IS HOT

Spectacular Drive by Freight Traffic Feature Play of Last Few Weeks

THE bowling season is well advanced, and the teams of the Frisco Handicap League at St. Louis, Mo., are hotly contending for first place in the league's standing. Fifty-four games have been played so far this season, playing each Friday night at the Washington Alleys at St. Louis. The departments represented by teams are: interline, auditing, engineering, freight traffic, passenger, revising, general freight and a team from the Tower Grove station.

Seven weeks ago the freight traffic team was "in the cellar," but they have made a spectacular drive, winning thirteen straight games and twenty-two of their last twenty-four, which places them in fourth place.

Bob Tschampers of the interline department holds the highest average, 191, and a high 3-game score of 663. Fred Spinner of the traffic squad holds the high single of the season, with a score of 264.

The standing of the teams is given below:

LEAGUE STANDING

	W	L	High Single	High Three
Interline	36	18	1,039	2,936
Auditing	35	19	1,042	2,700
Engineering	31	23	952	2,600
Freight Traffic....	30	24	1,000	2,770
Passenger	30	24	1,033	2,862
Revising	19	35	868	2,552
Tower Grove	18	36	934	2,573
General Freight..	17	37	929	2,699

R. E. BUCHANAN IS HONORED

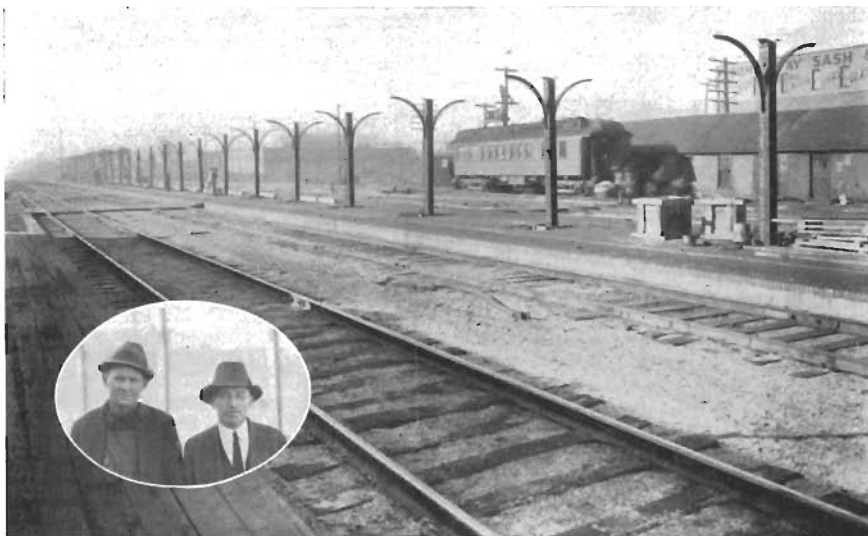
Frisco General Agent at Memphis a Director of Grain Exchange

R. E. BUCHANAN, general agent for Frisco Lines at Memphis, Tenn., and generally known to his friends and associates as "Buck," was elected a director of the Merchants' Grain Exchange of that city at the annual election January 8.

The meeting was one of the liveliest affairs the exchange has had for several years. The entertainment committee engaged a twenty-five piece band from the Hippodrome Circus, then playing in Memphis and Barney II, a trained chimpanzee, furnished a goodly part of the entertainment. A buffet luncheon was served at the conclusion of the meeting, after which Mr. Buchanan received hearty congratulations on his election.

In addition to this honor he also has been appointed a member of the industrial division of the Memphis Chamber of Commerce for 1927 and elected a director of the Memphis Tri-State Fair Association for 1927.

Quick Work at Springfield Station



A view of the train shed installation at Springfield, Mo. Insert: Foremen Cunningham and Baron, who directed the work.

A FEAT of construction that is characterized by Mr. R. C. Stevens, architect, as "one of the fastest bits of work I have ever seen," has just been completed at Springfield, Mo.

On December 1 a gang of men under the direction of Clyde Cunningham, concrete foreman, and Charles Baron, bridge and building foreman, began the work of installing the train sheds which will run for 1,200 feet in front of the new passenger station, serving two tracks.

On December 10 the holes had been dug, 55 column foundations poured, and twenty-nine steel columns were

in place, as the above photograph shows. The entire job was finished January 7—exactly five weeks from the date on which the job was begun.

"It has been the fastest erection I ever saw on the railroad," Mr. Stevens said, "and a great deal of credit for the rush job should go to the two foremen, Messrs. Cunningham and Baron. They've had the whole-hearted co-operation of their thirty workmen, and the entire job has moved like a well-oiled piece of machinery.

During the job the busiest trains, both passenger and freight, were handled without delay.

Frisco Will Spend \$21,000,000 in 1927, President Kurn Announces

*Total of \$18,557,000 Allotted for Roadway and Structures—
Includes \$9,300,000 for Pensacola Line*

THE St. Louis-San Francisco Railway Company will spend more than \$21,000,000 for roadway and structures and new equipment in 1927, President J. M. Kurn announced on January 13. The budget calls for an expenditure of \$18,557,000 for roadways and structures. In 1926 Frisco Lines spent an equal amount of money in improving the property, \$11,000,000 of which went for new equipment. The splendid condition of the road's equipment at this time abrogates additional large purchases during 1927.

A total of \$9,299,050.00 of the budget will be spent in building 150 miles of new railroad from Aberdeen, Miss., southward to Kimbrough, Ala., where the Frisco connects with the recently purchased Muscle Shoals, Birmingham & Pensacola Railroad with its outlet at Pensacola, Fla., and in rehabilitating the present road from Kimbrough south, the budget states.

Six hundred new coal cars of the 55 ton class, together with a large amount of mechanical locomotive equipment for Frisco power, will take \$2,514,589.00 before the end of 1927.

Three sections of new double track in Arkansas, Tennessee and Missouri will claim \$378,410 of the budget. The double track in Arkansas will be laid from Harvard south 4 miles, in Tennessee from Memphis to Yale, 2.5 miles; and in Missouri from Springfield to Mulroy, 5 miles.

Extensive improvement and enlargement to the freight yards operated by Frisco Lines at Yale, Tenn., Birmingham, Ala., West Tulsa, Okla., and Fort Scott, Kan., will dip into the budget for a total of \$1,750,000. New mechanical facilities to be installed at Yale, Tenn., will cost another \$100,000.

Three new passenger stations will cost \$147,000 in 1927. The station to be constructed at Pittsburg, Kan., will cost \$75,000; Holly Springs, Miss., \$54,000, and Boynton, Okla., \$18,000.

Fourteen new interlocking towers to insure additional safety in train operation will be installed at a cost of \$169,300. Five will be erected on Frisco rails in Kansas, four in Arkansas, two in Missouri, two in Oklahoma and one in Mississippi.

The appropriation for grade separation of street and highway, another safety measure, will take \$450,000 of the 1927 budget, including a \$300,000 share in the Arsenal Street viaduct project in St. Louis, Mo., which is being erected jointly with the City of St. Louis.

Following completion of 170 miles of new 100-pound rail which will be laid during 1927, the Frisco will have this weight steel from Kansas City to Fort Scott, Kan.; from St. Louis to Newburg, Mo., and from Birmingham to Bazemore, Ala.

Other items under the \$18,000,000 roadway and structures head include \$63,500 for coal chutes, \$102,000 for water stations, \$61,360 for changes in grade and alignment, \$982,000 for improvement of bridges and trestles, \$180,760 for improved passenger equipment and \$675,325 for freight equipment improvements, and \$1,392,580 for improvement and reconditioning of motive power.

"The budget for this year is designed to carry through the Frisco's announced program of building through to tide water at Pensacola, Fla., during 1927, and to further improve our tracks, terminals and roadway structures," President Kurn said in announcing the budget. "Our equipment at this time, following the outlay of \$11,000,000 in 1926 for 5,700 new freight cars and new passenger cars, is on a par with the equipment of any other American railroad. That fact accounts for the budgeting of only \$2,500,000 for equipment during 1927. While it is impossible to tell at this time exactly when our construction work in Mississippi, Alabama and Florida will be completed, we are putting almost \$10,000,000 behind that project and expect to rush it through in record time. The territory served by the Frisco is in need of the additional gulfport which the Frisco will furnish when it enters Pensacola on its own rails, and we will reach that port as fast as money can build the new railroad."

G. F. MACGREGOR HONORED

George F. Macgregor, executive general agent of Frisco Lines at Kansas City, Missouri, recently was elected vice-president of the Traffic Club, and also a director of the Kiwanis Club of that city. These new honors but further demonstrate the popularity of this Frisco employe and all our readers, we are sure, join the *Magazine* in extending congratulations to Mr. Macgregor.

Tom—"That guy wears Indian neckwear."

Tim—"How come?"

Tom—"Bow tie and Arrow collar."

\$110,000 FOR MAIN STREET

Ft. Scott Merchant Learns Frisco Buys Lots of Christmas Cigars

HERE is part of a conversation heard at Ft. Scott, Kansas, just before Christmas, between a Frisco employe who was soliciting freight business, and a Main street merchant:

"Are you putting out any Christmas cigars or candy?" asked the merchant.

"Oh, yes," replied the solicitor. "Come down to the Frisco ticket office about the first of the month and watch us put out \$110,000 in checks to be spent along Main street." And folks who realize just what this means to Ft. Scott, Kansas, think it was a clever answer.

The \$110,000 referred to represents the Frisco payroll, handed to the men through the ticket window at the Frisco station. When they line up at the window, it looks like half of Ft. Scott is getting paid off, or else a run on the ticket office. And this \$110,000 is spent on Main street.—Ft. Scott's Main street!

The merchant who asked about the Christmas candy and cigars probably received a goodly share in his cash drawer, in return for merchandise, cigars and candy and other things, bought by Frisco employes.

FORMER EMPLOYE DIES

Announcement has been received of the death of James H. Ashley, who resided at Arcadia, California, and who formerly held the position of superintendent of car service for the Frisco Lines.

His railroad career began with the old K. C. F. S. & M. in 1886, when he served as chief clerk to L. W. Towne, car accountant and claim agent. After Mr. Towne's death in May, 1892, Mr. Ashley was appointed car service agent, and acted in that capacity until the old Memphis line was absorbed by the Frisco in 1901. He then was made superintendent of car service for the Frisco and occupied that position until June, 1907, when he was appointed manager of the Missouri Valley Car Service Association, with headquarters at Kansas City, Missouri. A short time after this appointment, he lost his hearing and retired from railroad service. He located on a farm at Arcadia, California, a suburb of Los Angeles, where he and a son, Charles, engaged in poultry raising.

Boston Profanity

Janet, a five-year-old resident of Boston, ran to her father one morning, exclaiming, "Father, brother Harold swore!"

"Swore, did he?" inquired the parent grimly, reaching for his slipper. "What did he say?"

"He said 'ain't,'" responded Janet solemnly.—College Humor.

Accident Prevention Work Is Off to Good Start for 1927

Last 22 Meetings Prior to January 10 Attended by Total of 434 Enthusiastic Boosters

THE first six accident prevention meetings held last month on Frisco Lines were attended by eighty-eight enthusiastic boosters. The last sixteen, held in 1926, from December 7 to December 28, inclusive, were attended by 346 men.

One of the most unusual and best-attended meetings in January, 1927, was held on the night of the fourteenth at Sapulpa, Oklahoma, when the Rev. James Rayburn, who is holding a revival meeting in the Tabernacle in that city, invited Frisco employes, their families and their friends to attend the services, and delivered an interesting talk on accident prevention. More than 400 Frisco employes and their families attended.

Space had been reserved on the platform for Frisco officials, as well as men from other industries, and also space was reserved in the center section for the Frisco folks.

The meeting was opened with prayer, led by R. C. Mills, general agent for the Frisco at Oklahoma City, which was followed by songs and an inspiring talk by Mr. Rayburn.

A meeting was held January 4, in the locomotive division of the north shops, Springfield, Missouri. H. J. Ray, shop superintendent, presided as chairman. Hazardous conditions were reported, and a report read of those which had been noted and corrected since January 1, 1927.

The west coach shop at Springfield, Missouri, held a meeting on January 5, when seventeen employes attended. The meeting was in charge of J. T. Fite, general foreman.

The mechanical department of the west shops at Springfield held a meeting on January 10, at which twenty-three men answered roll call. A review of last year consumed an interesting half hour and the remainder of the time was spent in reporting hazardous conditions which were to be and those which had been corrected.

F. M. Darden, general foreman of the car department, west freight shop, Springfield, held a meeting in his office on January 10, at which eight men reported. Reports from committees were read and a report and review of 1926 accidents were discussed.

The meetings held in December were as follows: reclamation plant, Springfield, December 7, twenty-six in attendance; north shop and roundhouse division, Springfield, December

7, sixteen in attendance; west coach shop, Springfield, December 8, thirteen in attendance; Oklahoma City employes, general meeting of all departments, December 9, fifty in attendance; mechanical department, St. Louis, December 10, thirteen in attendance; general meeting, Hugo, Oklahoma, December 14, thirty-seven in attendance; general meeting, Sapulpa, Oklahoma, December 14, fourteen in attendance; mechanical department, Sherman, Texas, December 15, thirty in attendance; mechanical department, Ft. Smith, Arkansas, December 17, twenty in attendance; meeting of section men at Lawton, Oklahoma, December 19, thirty-five in attendance; transportation department, Springfield, December 21, eighteen in attendance; general meeting, Kansas City, Missouri, December 21, (number present not reported); mechanical department, Enid, Oklahoma, December 21, sixteen in attendance; mechanical department, Chaffee, Missouri, December 27, fifteen in attendance; general meeting, Memphis, Tennessee, December 28, twenty in attendance and transportation department, Chaffee, Missouri, December 28, twenty-three in attendance.

DEATH ENDS LONG SERVICE

F. L. Connelly, St. Louis Clerk, Fatally Injured When Struck By Automobile

FRANK L. CONNELLY, for many years an employe of the freight accounting department of the Frisco Lines at St. Louis, died December 29. He was struck by an automobile the morning of December 21 while on his way to work. Although he was severely injured, his recovery was expected, and he was to undergo an operation for the removal of a splintered bone from his fractured leg on December 29. On reaching the operation table, he was stricken with a cerebral hemorrhage, and died instantly.

His widow, son and mother survive. The funeral was held in Terre Haute, Indiana, his former home, and the accounting department was represented by S. N. Kane, a clerk under Mr. Connelly's supervision, who served as one of the pallbearers.

Mr. Connelly served the Frisco twenty years in various capacities, and at the time of his death, held the position of head uncollected clerk in the freight accounting department.

A FRISCO CHAMPION

Miss Jennie Glaze Has Won Many Medals and Prizes

MISS JENNIE GLAZE, daughter of Brakeman Glaze of Pacific, Missouri, is an all-round athlete. She is attending high school at Pacific, Mo., and is captain of the bas-



ketball and athletic teams of that school, has won eight medals, two state letters, also state letter and bar and an individual cup, which she is shown holding in her left hand.

Her success and remarkable record has attracted much comment, and employes of the Frisco are looking to her to win new laurels in the athletic world.

Lost Masterpiece

First Joke Writer: "What's wrong? You look sad."

Second Joke Writer: "I just wrote a good mother-in-law joke."
"Didn't the editor like it?"

"I don't know. My mother-in-law saw it first."—College Humor.

Remember This One

"I suppose you will want me to give up my job, Henry, when we are married."

"How much do you earn at it?"

"Sixty a week."

"That isn't a job. That's a career. I wouldn't want to interfere with your career, girlie."—Louisville Courier.

Veterans' Association Appeals for Aid to Make Reunion a Success

Frisco Employes With Twenty Years' Service Should Fill Out Attached Blank and Support Organization

By GEORGE TAAFE, President, Cherryvale, Kansas

IT IS just a year since a campaign was launched for membership in the Frisco Veteran Employes' Association, resulting in 1,252 employes, each having twenty or more years' service, being enrolled as members prior to June 28 and 29, 1926, the dates upon which our annual barbecue and reunion was held.

I shall not attempt to comment upon the success of the 1926 reunion, other than to say that every veteran I have met has declared it to be the most enjoyable two days in his life. The 1927 reunion, the dates of which will be announced in the near future, is looked forward to as an outstanding event of 1927, and it is the ambition of my life to, with the co-operation and assistance of the veteran employes, make the coming reunion so successful and enjoyable that no one will be disappointed and that at its close the unanimous comment will be "the best ever".

Dues for 1927 now are due and each member of the association is requested to fill out the application blank, appearing immediately under this article, and mail it with \$1.00 to J. L. McCormack, secretary-treasurer, Frisco Veteran Employes' Association, Room 105 Frisco building, Springfield, Missouri, in order that the

1927 membership cards may be mailed out at once, the activities of the Association continued and arrangements made that will insure the 1927 reunion being the largest and most enjoyable of any ever held.

Do not delay. Do it now! Don't feel that your entire obligation and responsibility has been discharged with the payment of your 1927 dues. The officers and directors of the association welcome your suggestions and need your co-operation and support in the solicitation and enrollment of new members. The ladies' auxiliary, which was organized at the last reunion, has been doing such splendid and effective work under the direction of Mrs. Robert Whelan, president, and her assistants, Mrs. W. R. Boyd, Mrs. W. G. Wolfe, Mrs. W. L. Heath and Miss Martha C. Moore, solicits your aid in increasing the membership of the auxiliary by persuading your wife to send her name in to Miss Moore, associate editor, *Frisko Employes' Magazine*, St. Louis, and be enrolled as a charter member. There are no dues or other expenses in connection with the auxiliary, but there will be plenty of work for its membership in connection with the coming reunion.

MORE TRACK POINTERS

Another Section Foreman Tells of Sound Practice

By Z. W. SMITH, Section Foreman Ashdown, Ark.

AS Mr. Sollars, section foreman, Chaonia, Mo., has started the ball rolling in regard to articles beneficial to the new foremen, I will endeavor to give some few pointers.

But I wish to say first, if a new and better method is found other than the one quoted, by all means adopt it.

Take for instance two foremen putting new ties in track; one removes all the ballast from the center of the track to the outside of the rails in order to get a number of ties into track at once. The other foreman moves the material in the center of the track, back upon the new ties as fast as he puts in two or three, and by that method the latter foreman saves himself and his men the labor of shoveling many yards of ballast from outside the rails to center of the track.

To bring a section of track up to anything like perfection, the foreman in charge of it must look closely after all the work in its minutest detail, and allow nothing to go undone which would contribute toward improving the track. None but careless foremen will line up one side of the track and then leave it without taking the kinks out of the gauge side.

A careless foreman will cut weeds by a joint with a bolt broken out of it, without putting in one. He will make a trip over his section and never notice a break in the fence, or if he does notice it, he will wait till notified by the roadmaster to fix it. It is likely you will notice the same foreman surfacing a piece of track without using level board. Such a man is not fit for a laborer, much less a foreman, and the piece of road in his charge will soon run down if he is not discharged and replaced by a foreman who desires to improve the track whenever he does work on it.

Experience will teach a new foreman that the secret of keeping a good track on his section lies in doing his work well. Slight no work. Do not surface up track to make a big showing, just for the present, but surface it as fast as it can be done, to make track that will remain good a long time.

A track foreman should always have his work planned ahead. Don't ride over the same piece of track every day and pass the same broken joint tie or bolt out, and make excuses that you are putting up a nice piece of track somewhere else. Always remember if you had ten miles of the best track—all good track except one rail, and that rail was dangerous, the balance of your section, no matter how good, would not save a train from being wrecked, and would not relieve you from the blame which would justly fall upon you.

Veteran Employes' Association of St. L. S. F. Railway Co.

APPLICATION FOR MEMBERSHIP

J. L. McCormack, Secretary-Treasurer,
Frisko Veteran Employes' Association,
Room 105, Frisco Building,
Springfield, Missouri

I hereby make application for membership in the Veteran Employes' Association of the St. Louis-San Francisco Railway Company. I have had 20 years' or more accumulative service with the Company and I enclose herewith remittance of \$1.00 to cover 1927 annual dues.

Name..... Address.....

Position

Division, Terminal or Department.....

Length of Service.....Date of Application.....

ANNUAL DUES—\$1.00

Commercial Office Employes at Kansas City, Mo.



The employes in the commercial office at Kansas City, Missouri, paused in their work while the photographer got a "shot" of the office.

We are able to recognize, reading from left to right—Quincy Bruce, porter; M. C. Anderson, rate clerk; John Sachen, diversion clerk; W. E. DeVaney, chief clerk; Marcella Ryan, stenographer; George Story, tracing clerk and L. W. Warner, soliciting freight agent.

FRESH WATER SPRING ON FRISCO LINES

(Continued from Page 11)

with great force in the spring.

"The water contains lime and has a bluish tinge, which is characteristic of nearly all our springs," he said.

These two springs in Missouri, Greer Spring and Big Spring, so Dr. Shepard states, were well known by the Indians and were famous hunting and fishing grounds.

When asked if the water could not be harnessed he said: "The spring is 139 miles away from Springfield, Mo., and Memphis, Tennessee, is 144 miles distant. At the time I made the survey, it was not known whether it was possible to obtain electric power for any long distance, but now that we have overcome that, I am confident that Greer Springs will become an asset some day. As it is sixteen miles from Thayer, the expense of getting cement and other materials for building a dam there would necessitate the building of a railroad to that point.

"Springs are queer things," he continued. "If you dam them up one place, the flow may stop, and break out several miles from that point. When the dam is removed, the spring will flow again where it originally flowed.

"When I made this survey, Louis Houck had in mind the construction of a dam 200 feet high. I recommended a dam only seventy-five feet

in height, for the reason mentioned above."

And so Greer Spring remains a "hidden wonder", except that it has been found and stocked with trout, and it is so clear in places that they can be seen. Dr. Shepard does not even know the name of the present owner, unless it is the heirs of the Greer estate.

It may some day be "found", and with great moneyed interests back of it, be made to supply light and power to nearby cities, but just now it remains, a most delightful retreat from the world in summer, and a bubbling, gushing torrent of water in winter, which defies the elements and continues to flow its 539 million gallons of water every twenty-four hours, with an unvarying temperature of forty-nine degrees the year 'round.

FRISCO PLEDGED TO AID CITIES

(Continued from Page 13)

able, a uniform grade of fuel should be furnished, locomotive conditions must be right and not just so as to "get by," to use a slang phrase. We must admit that in the past the same consideration was not always given the condition and care of engines engaged in yard service on some roads that was given passenger locomotives, for example, but I do not believe that condition exists today. In any event, it should not remain. Good

work requires good tools with which to work.

Locomotives must steam freely, have square valves, grates and flues must be in good condition, the reverse gear easy to handle so that the engineer can give the fireman all of the show that is consistent with the work to be performed. The crews must be able to take good care of the fire at all times in order that the proper depth of fuel bed and high fire-box temperature can be maintained. Good, quick acting blowers, a brick arch wherever applicable, and smoke jets furnish about as good equipment as I know of to prevent smoke on a locomotive. Of course, the flues and fire-boxes must be good and tight so the fireman can pull the fire door open with the blower on or have it partly open at times when the engine is working. If the coal is such that it requires that the ash pans be cleaned between fire-cleaning periods in order to take proper care of the fire, places should be provided for so doing. The capacity of the engine should be such as to provide a reasonable margin on the work to be done.

The foregoing may seem a little emphatic, but I am talking about coal that will make lots of smoke, and believe me, I have put in a good many hours on the locomotive—although not recently—and I know it is not all "beer and skittles."

Then we must inform ourselves what it is reasonable to expect. We fellows that are in a supervisory capacity must put ourselves in the other man's place and not ask him to do what, with similar training, we could not ourselves do. Road foremen and other supervisory officers should determine by actual tests just what it is reasonable to expect from the engines and the engine crews, and then proper records should be kept of the observations made by these officers. I am a firm believer in making a record of how men do their work in actual service. In other words, let us find out, before a man gets into trouble, whether he knows how to do his work in a proper manner and if he does, let's give him credit for it and back him up to the limit, and if he does not, he should be taught the right manner, just as we would wish to be shown. We are all, after all, only children grown up, and we are either learning every day or we are backing up. We cannot stand still. It is my experience that the average engineman does his work just about the same, one day as another, and he does not change his habits just because some supervisory officer happens to ride with him but if you can give him a good "hunch," and do it in the right way, he is glad to get it.

The records show that wonderful results have been obtained in recent years by American railroads in reducing fuel consumption. It is truly remarkable, and it is a well-known fact, that all railroad executives now

(Now turn to Page 27, please)

Rough Handling of Cars on Frisco Decreased in 1926

AFTER a twelve-month battle with the enemies — "Carelessness" and "Indifference," the employes of the Frisco Lines finally emerged victorious in bringing about a reduction in the number of cars damaged by rough handling during 1926, as well as effecting a further reduction in the amount of damage to cars.

The final figures on the year's work, completed in the office of the operating department statistician at Springfield, show a reduction of 92 cars damaged in 1926 over 1925, and a 794 car reduction over 1924. Financially, \$15,385.00 less was spent in repairs to cars in 1926 than in 1925, and a \$27,020.00 reduction in this cost was made over 1924.

"While we did not bring about as great an improvement in 1926 as we had hoped for and anticipated, you will note we finally scratched in with a reduction," Mr. M. M. Sisson, assistant general manager said. "This

is assuredly better than no reduction, but I am sure you will all agree that we should have had a greater reduction in view of the intensive campaign we have been waging throughout the entire year."

A careful tally-up of the statement shown with this article, will reveal that the divisions did a little better than the terminals. The divisional reductions totaled 17 cars, with 58,314 more cars handled in 1926 than in 1925. The terminals totaled a reduction of 80 cars, with fewer handled in the terminals this year than last. Percentages show a decrease in the number of cars damaged of 6.5 per cent with a decrease in the financial amount of damage of 26.1 per cent.

Springfield, Birmingham and St. Louis terminals held first, second and third place respectively for the years 1924, 1925 and 1926. Tulsa jumped from fifth place three years ago to third place in 1926, displacing Mem-

phis, which dropped from fourth to fifth position.

Among the divisions there was little change. The Central took first place by forcing the Eastern to the second notch, while the other divisions held the same relative positions they occupied in 1925.

Mr. Sisson issued an appeal for further support of the campaign in 1927 in a letter to all division and terminal superintendents.

"We should further urge all employes actually engaged in the handling of trains and cars, to try harder in 1927 than they did in 1926," the letter reads. "Now is the time to begin work. I firmly believe it is possible to reduce the number of cars damaged, and the amount of damage at least 50 per cent in 1927 as compared to 1926."

The statement showing cars damaged by rough handling for the entire year of 1926, as compared with the years 1925 and 1924, appears here-with:

DIVISION or TERMINAL	NUMBER CARS DAMAGED			AMOUNT DAMAGE			NUMBER CARS HANDLED			PER CENT DAMAGED TO TOTAL			STANDING		
	1926	1925	1924	1926	1925	1924	1926	1925	1924	1926	1925	1924	1926	1925	1924
TERMINALS															
Springfield	11	21	36	\$ 1,205.00	\$ 1,886.00	\$ 2,542.50	778,355	862,004	752,245	.0014	.0024	.0048	1	1	1
Birmingham	45	70	88	3,475.00	2,043.00	3,009.00	847,330	733,402	623,694	.0053	.0095	.0141	2	2	2
St. Louis	91	87	129	3,285.00	4,768.00	7,950.00	778,539	784,363	698,011	.0117	.0111	.0185	3	3	3
Tulsa	144	263	306	2,643.00	8,408.50	9,047.00	682,658	862,312	716,033	.0211	.0305	.0427	4	5	5
Memphis	264	217	254	10,691.35	9,363.44	11,573.00	1,179,217	1,246,620	1,287,151	.0224	.0174	.0197	5	4	4
Kansas City	215	192	296	4,954.90	7,457.00	4,958.00	707,406	718,459	682,051	.0304	.0267	.0434	6	6	6
Total	770	850	1109	\$26,254.25	\$33,925.94	\$39,079.50	4,973,505	5,207,160	4,759,185	.0155	.0163	.0233
DIVISIONS															
Central	13	13	31	\$ 702.00	\$ 1,167.64	\$ 607.40	414,568	421,340	381,707	.0031	.0031	.0081	1	2	2
Eastern	35	24	51	925.28	1,350.00	2,708.26	889,782	900,175	755,959	.0039	.0027	.0067	2	1	1
Southern	67	85	142	3,108.50	7,349.10	5,573.22	991,484	948,050	888,742	.0068	.0090	.0160	3	3	4
Western	22	26	27	2,097.50	796.00	2,171.00	253,420	252,621	229,983	.0087	.0103	.0117	4	4	3
Southwestern	158	184	261	4,828.50	5,019.01	6,680.75	1,163,685	1,162,294	1,000,405	.0136	.0158	.0261	5	5	6
River	70	116	304	2,293.50	5,113.50	7,278.25	506,364	470,168	469,998	.0138	.0247	.0647	6	6	7
Northern	155	89	172	2,797.80	3,684.50	6,267.83	1,115,958	1,122,299	1,006,834	.0139	.0079	.0171	7	7	5
Total	520	537	988	\$16,753.08	\$24,479.75	\$31,286.71	5,335,261	5,276,947	4,733,628	.0097	.0102	.0209
Texas Lines	30	25	17	604.65	591.50	266.40	160,686	173,837	171,836	.0187	.0144	.0099
Total System	1320	1412	2114	\$43,611.98	\$58,997.19	\$70,632.61									

1926 compared with 1925—Per cent decrease in number cars damaged, 6.5%.
Per cent decrease in amount of damage, 26.1%.
Per cent increase in number of cars handled per car damaged 5.07%.
Per cent decrease in amount of damage per car handled 24.73%.

NEW ACCIDENT COMMITTEE

Kansas City Organization Already is Putting Pep into Prevention Work

INCIDENT to the birth of the New Year, the accident prevention campaign at Kansas City has taken on new life and a committee, known as the Pep Committee on Accident Prevention has been appointed. This committee met at the home of J. E. Harris, yardmaster, January 10. Those present were: Messrs. Gleason, Burch, Doane, Kew, DeFries, Leigh, O'Brien, Vanzant and Payne. Frank Morgan, assistant superintendent of terminals, was a visitor, as were Mesdames Burch, Morgan and Harris. Sub-committees to handle finance, hall, enter-

tainment and reception, were appointed.

A second meeting was held on January 31, at the home of Mr. Vanzant, where final arrangements on the appointment of the committees were completed.

THE FIRST 1927 MARRIAGE

Mr. and Mrs. Raymond Ivey First on New Springfield Register

WHEN the clerk at the city hall at Springfield, Missouri, turned a clean sheet on the register to record the names of those who received marriage licenses during 1927, he wrote in bold letters to head the list—"RAYMOND E. IVEY - - FANNIE CRENSHAW."

Although Raymond, the genial red-

haired secretary to G. W. Moore, assistant superintendent of motive power, bet on New York during the ball season (and lost heavily), his first bet in 1927 was carried out as planned.

He had planned to marry charming little Miss Fannie in 1927—and he did, even though Municipal Judge Hubbard had to get out of bed at 11:30 p. m. to perform the ceremony. That's how they came to be first on the register for the year of 1927. Married at 11:30 p. m., January 1!

Raymond and his young bride, who was employed by the water company at Springfield, left immediately for the south.

"It was all so fast," Raymond told one of the office employes, "that we don't know just what we'll do when we come back, but we think we'll start housekeeping."

GREAT POTS OF MOLTEN ROCK PRODUCE GLASS

(Continued from Page 8)

That, as briefly as can be told, is the story of the making of glass. But the Pittsburgh Plate Glass Company practically has "made" Crystal City.

As the inhabitants of that city are mostly plate glass workers, this company has established what is known as the Crystal City Library Association. It is a large three-story building, the first floor of which is given over to bowling, billiards, pool and a soda fountain; the second floor holds the library, with its 5,000 books of fiction and volumes of educational works and engineering subjects, the mayor's office, city parlors and the library manager's office. The third floor is for motion pictures and a dance hall. The operations are conducted under the direction of the manager, and with no desire to make any profit, but simply to provide amusement and recreation for the community. The affairs of the institution are administered by a board of directors, as well as representative citizens of the community.

It was through the courtesy of G. W. Oakes, plant manager, that departments of this wonderful plant were visited by a representative of the *Magazine*, and through the kindness of Fred Butler, local traffic manager, that the early history was secured.

Mr. Butler works closely with W. H. Pogge-meier, Frisco agent, in shipping from this enormous plant, the finished products of glass which are consigned, via Frisco rails, to points all over the United States, and to Manila, Japan, Guatemala and Havana. He is most complimentary in his praise of Frisco handling of the products of this plant.

Crystal City and the glass plant mean much to the Frisco, and the Frisco, in turn, takes the products of this plant to the far ends of the world.

A letter of appreciation of Frisco service has been received from the Ozark Cider & Vinegar Company of Rogers, Ark., addressed to S. S. Butler, freight traffic manager, and signed by P. H. Welborne, traffic manager of the Vinegar Company.

It reads:

"The transportation department of the Frisco is certainly according us wonderful service and the closest possible co-operation in the handling of our heavy shipping season at our four factories on the Frisco rails.

"Mr. Doggrell's office is very much to be commended, and it should be an easy matter for you to solicit competitive traffic when the shipper once becomes familiar with the service your transportation organization renders.

"We have before us just now, car of bottles out of Blackwell, Okla.,

A 1904 "JOY BUGGY"



This motoring model of twenty-three years ago is one of Henry Ford's first one-cylinder cars. The driver of this "rig" is E. W. Miller, now chief clerk for the Frisco at Seventh Street Station, St. Louis, and seated next to him is A. B. Clark, formerly agent for the Frisco at Old Orchard, Mo., now deceased. The picture was made in the vicinity of Old Orchard, Mo.

If anything went wrong with the lights, it could easily be located in the gas tank and that rubber tubing on the side. (Note: Passengers were requested to alight with care, so as to keep clear of the "wiring".)

Absence of a windshield assured both front and back seat joy riders of all the air there was.

When it rained, old Dobbin and the buggy proved handy, for there was no top to this rig.

This antique specimen must have been a quivering runabout, with four wheels and no brakes, for we see the front wheel is blocked to keep the car quiet while the picture was made.

Reminds us of the story of the Ford driver who went to a station and, asking how many miles it was to a certain town, was told that it was about thirty. Turning to the oil station attendant and instead of asking for a supply of gas and oil, he said: "Fill her up with water, gimme a package of Camels and hold 'er till I get in."

yesterday morning—into Rogers a little after noon today. This is only a little over twenty-four hours. We think this is wonderful service, and we appreciate it. We also appreciate the spirit shown by Mr. Doggrell's office in so promptly and cheerfully responding to our numerous tracers."

FRISCO CLERK IS OLDEST MEMBER SCOTCH SOCIETY

(Continued from Page 17)

violin maker can make two violins in a year, he is doing fine work."

The last trip Mr. Moodie made to Scotland was in 1921, although he had been over six times before on visits. He tells of the motor trips which he took with his mother and brothers while there, and of the fields of heather. "The Scotch are wonderful landscape gardeners, and every little cottage, no matter how small, has its flower garden," he said.

"And let me tell you something else," he said, and a smile crept over his face. "I used to be some golf player! And the best course in the world is in Scotland at Glenn Eagles. I loved to play golf, and I remember when I was a boy in Scotland I was a member of the St. George Golf Club. In a match we had there, I won first prize, which was four quart bottles of Scotch, four bottles of Sherry, and four bottles of Port wine.

"When this 'prize' was delivered at my home, my mother insisted that she could not accept it, as she had not ordered it, but the driver finally convinced her that I had won it in a golf match. Fifteen years later I went back to Scotland on a visit. At a dinner party which mother gave for me, she brought forth a very old bottle of Port wine. I told her it was very fine wine and asked her where she got it. She said, 'Laddie, that's part of the twelve bottles you won at the golf match, fifteen years ago'. That's Scotch thrift for you."

Two brothers reside in Scotland at this time, William, who is employed in the Customs House, and John, who is engaged in the piano business.

"I wish you would speak particularly of Andrew C. Moodie, my other brother, who came to the United States, too, and was employed by the Frisco in the statistical department for a short time, and who died two years ago. He had a wonderful mind and was a great literary man and an excellent extemporaneous speaker. He later was with the G. L. Mesker Company, structural engineers, of Evansville, Indiana. He used to sing Scotch songs, but he did not care for music as much as I did," Mr. Moodie said.

James Moodie is not married, and his life is to be devoted to delving deeper into music and all of its phases. He will hear wonderful concerts in America and some day, when he feels the call again, he will go to Scotland and browse among the musical and literary arts of Edinburgh, visit his old home and his relatives.

"But I'm coming back," he said. "Back to America, for this is home to me now."

"Do you know how to approach a girl with a past?"

"How?"

"With a present."—Exchange.

For Meritorious Service

C. T. MASON, superintendent at Sapulpa, Oklahoma, addressed a letter to F. R. Fordyce, brakeman at Sapulpa, in appreciation of his aid in finding broken arch bar on SF34213 on train extra 4151 south, December 14, at Henryetta. Mr. Fordyce's record was credited with ten merit marks.

While inspecting train extra 4126 north at Weleetka, Oklahoma, December 5, R. B. Alexander, brakeman, found car GATX 14841 badly leaking at drain valve. He, in company with R. N. Tankersley, conductor at Sapulpa, repaired the car with a delay of only ten minutes to the train. Superintendent Mason credited the record of each of these men with five merit marks.

On the morning of December 8, E. B. Rambin, switchman at Francis, Oklahoma, discovered a broken rail between the depot and the main line switch at Francis and reported it immediately so that it was repaired. Superintendent Mason credited his record with five merit marks.

A report comes from S. T. Cantrell, superintendent of the Central division, that W. C. Brown, section foreman at Hugo, Oklahoma, found a parcel post package containing thirteen pairs of shoes, which he immediately turned over to J. O. Dick, the agent.

C. L. Shipley, brakeman at Ft. Smith, Ark., in looking over train and cars at Jenson, Arkansas, October 27, discovered about one foot of flange broken from a car of company coal, and had it held for a pair of wheels. S. T. Cantrell, superintendent at Ft. Smith, credited his record with ten merit marks.

E. E. Young, agent at Hillsdale, Kansas, discovered a broken arch bar on UP 71553 in MK&T train 1374 as the train was passing his station on December 23, which resulted in the car being set out for repairs. W. H. Bevans, superintendent at Ft. Scott, Kansas, credited his record with ten merit marks.

C. T. Mason, superintendent at Sapulpa, Oklahoma, credited the record of M. L. Hambree, yard clerk at Francis, Oklahoma, with five merit marks for his discovery of car ATSF 26291 with improper routing which would have delayed delivery.

Supt. Mason also credited the record of H. F. Kaps, switchman at Oklahoma City with ten merit marks. On the morning of December 15, a Mr. H. Fuss drove a Ford truck into the side of a car being handled by yard engine 3546. Mr. Kaps talked to the driver and secured his signature to a record in which the driver asserted he was entirely at fault.

J. Haynes, conductor at Oklahoma City discovered a broken arch bar on SF 125281 on train extra 4121 west at Dewey, Oklahoma, and had car set out. Superintendent Mason at Sapulpa credited his record with ten

merit marks.

Mr. Mason also credited the records of E. P. Randall, conductor at Sapulpa and Ike Walker, brakeman at Sapulpa with ten merit marks each, for finding SF 13389 with broken arch bar and seeing that the car was carefully handled to the rip track.

S. J. Frazier, superintendent at Enid, Oklahoma, quotes the following meritorious service performed by employees of the western division:

L. L. Lawless conductor and J. R. Hoy, brakeman, were given merit marks each for discovering broken rail.

A. G. Wolfe and Bert Erwin, conductors, were given a letter of commendation for the splendid way in which they handled work trains in cooperation with the construction company working on the filling of bridges on that division.

C. H. Garman, engineer, and J. O. Hadley, fireman, were given letters of commendation for assisting in the brassing of a baggage car in a passenger train.

J. D. Fountain, conductor, J. A. DeGamo and O. C. Shelton, brakemen, W. P. Gehrean, engineer and J. A. Parker, fireman, were given ten merit marks each for their handling of train of twenty-eight cars of special export oil in which they found one defective car on which the air would not operate. They repaired the car by cutting new threads on pipes.

Superintendent Mason commended W. R. Armstrong, engineer at Oklahoma City, for his finding of a loose driving tire in train No. 4, December 10. His record was credited with ten merit marks.

Superintendent Bevans addressed V. L. Stoker, operator at Columbus, Kansas, in appreciation of his aid in notifying crew of train 132, of a hot box, January 5, at Columbus, Kansas.

O. L. Young, superintendent at Birmingham, Alabama, has written a letter of commendation to C. A. Williamson, fireman, for discovering a car rolling down on track No. 4 at East Thomas yard, toward the lead. He got off the engine and stopped the car, which prevented a side swipe.

S. T. Cantrell, superintendent at Ft. Smith, Arkansas, gave commendation letters to J. B. Adams and Wiley Echols, water service department employees, for service given on train No. 6, December 2, handling mail between Poteau and Ft. Smith in order to keep the train on time during the holiday rush.

Mr. Cantrell also reports that George Bland, B&B carpenter, was deadheading to his gang at Hugo, when train ran into a place where chat had been washed away and where the track had to be repaired before the train could move on. Mr. Bland volunteered to help the section men and did so, for which action he was commended.

POPULAR EMPLOYEE IS DEAD

W. D. McNair, Fayetteville Agent, Began Career with Carl Gray

FRIENDS of W. D. McNair, veteran Frisco station agent at Fayetteville, Arkansas, were shocked to learn of his death, December 18. He was 55 years of age, and had been employed by the Frisco since he was 12 years of age.

Born at Crocker, Missouri, March 3, 1871, Mr. McNair moved with his parents to Fayetteville in September, 1882. Both Mr. McNair and his father, the latter being the first agent



W. D. McNAIR

at Fayetteville, and the man who gave Carl Gray his first position, have repeatedly refused promotions for themselves, preferring not to leave that city. Mr. Gray, now president of the Union Pacific system, and one of the youngest railroad presidents in the United States, began his training the same time and place as did Mr. McNair.

One novel circumstance in connection with Mr. McNair senior and junior agency, was that J. H. McMurray, Sr., checked the senior McNair in as agent in 1882, and J. H. McMurray, Jr., checked in the junior McNair as agent in 1919.

Mr. McNair is survived by his widow, his father and mother, Mr. and Mrs. W. P. McNair, Sr., a brother, W. P. McNair, Jr., and a sister, Mrs. M. W. McRoy, all of Fayetteville.

Mr. McNair was succeeded as agent at Fayetteville by D. G. Lehn of Lincoln, Ark.

Sign in Eddyville, Ky., Restaurant: No checks cashed. We have arranged with the bank that we cash no checks and they sell no soup.

COURTESY FRISCO'S CODE

Employes Should Heed Advice in Letter from Messrs. Cornatzar and Shaffer

ALL Frisco employes would do well to heed the advice given in a letter issued jointly by J. N. Cornatzar, passenger traffic manager, at St. Louis, and F. H. Shaffer, general manager at Springfield, Missouri.

The letter, dated December 20, 1926, reads:

All Agents:

In recent years there has been a steady and alarming decrease in short-haul travel handled by the railroads, due, unquestionably, to the great volume of travel moving by automobile (largely in privately owned cars) and by motor busses.

Perhaps we railroad men have been too easily convinced that there is nothing we can do about this, and perhaps a great deal could not have been done at first.

But the people are beginning to appreciate the effect on the various communities through the loss of mail and express service through their withdrawal of the support of passenger train service.

It is our opinion that, at this time, much can be accomplished if every railroad employe will seize every opportunity to impress upon his friends and acquaintances the desirability of using passenger train service wherever possible and in this way help preserve a service in which they are vitally interested.

As the contact of the railroad with the public is, to a great extent, through the men at the stations, each agent is requested to discuss this matter with his station force and to reach an understanding as to the most effective arguments to use in his particular community—such as the comfort and convenience of service by rail, the cost of trips by auto, and any other factors that might be effective locally to induce the people to give the railroad a fair measure of passenger traffic.

When a patron purchases a ticket, even though for a short distance, let's express our appreciation and in each and every instance say: "I Thank You."

J. N. CORNATZAR,

Passenger Traffic Manager.

F. H. SHAFFER, General Manager.

Insurance Doctor (filling application): "Were you ever in the hospital?"

Dumb—"Yes, once."

Doctor—"What for?"

Dumb—"To see my uncle."

Benedict—"What possible excuse have you for being single?"

Scotty—"I was born that way."

"So you're lost, little man? Why didn't you hang on to your mother's skirt?"

Youngster—"Couldn't reach it."

THE SUPERVISORY GROUP INSURANCE DIVIDEND

By G. L. BALL,
Supervisor of Insurance

Recent distribution of a dividend to the insured in the clerks' group, brings up frequently the question, "Where is the supervisory group's insurance dividend?"

To establish a premium rate on the group, fair to the insurance company and to the insured, the average age of the supervisory group was fixed as of August 1, 1923. This group does not afford same opportunities for maintaining a low age rating that is afforded by the shop and clerks' groups. Consequently, the age in the supervisory group has already advanced three to four years, but there has been no advance in rate to individuals insured in the supervisory group.

Age is not the only factor to be considered in the successful operation of group insurance plans. Loss experience is a vital element, and ratio of loss to premium in the three insured groups for the six months' period July 1, 1926, to December 31, 1926, was as follows:

Group	Loss Ratio Per Cent
Supervisory	95
Shop	60.7
Clerks	51

There is the answer, and instead of looking for dividends, we in the supervisory group must devote our energies to bringing into this group "new blood". There is no better protection anywhere; the rates are low:

Class A	\$5,000	\$4.42
Class B	7,000	6.14
Class C	9,000	7.88

Death is not the only basis for collection: total and permanent disability prior to age 60 stops your premium and provides for five years, monthly payments of

\$90.00, \$126.00 and \$162.00

for A, B and C, respectively.

The officer or employe who has either failed to take the insurance, or to take his limit under any one of the plans, is the loser; the railway company is the winner, because it reduces the railway company's expense per month for this insurance. Notwithstanding the fact that the company's expense will be increased by additional participation in these insurance plans on the part of officers and employes, the management prefers to have every man or woman eligible thereto take the insurance because of its value to our dependents; the peace of mind it brings to insured officers and employes, and its other advantages of low cost and first-class protection.

The widow and two small children of a holder of one of the shop group policies was forced to realize thereon before she could take the remains of the husband and father back home for interment in the family lot. There are many other instances of the value

FRISCO PLEDGED TO AID CITIES

(Continued from Page 23)

are keenly interested in fuel economy, and are not only giving their wholehearted support to it but are insisting that it be followed up. The engine crews, road foremen of engines, and fuel supervisors deserve the major credit for the results obtained.

In no other occupation is teamwork more necessary than in railroad service, and especially in locomotive operation. Engineers and firemen fully appreciate this. Good conditions make it easier for them to do a good job and everybody wants to do a good job. Our reputation and comfort and peace of mind depend on, as Mr. Nixon said, "In doing what is wanted if we only know what that is." And as I said in the beginning, the human side is the greatest factor of all. Is this after all not our city and our railroad? The factories and mills, the locomotives and cars and all the material agencies of industry are but tools with which to do our work as wisely as we know how. They cannot earn a penny of themselves. It is the human element that counts in results and it has been demonstrated over and over again that the "men of the rail" have never yet, nor will they ever be found wanting in contributing their willing share to the improvement of the service of American railroads and of making the communities of which they are a part, a better place in which to live.

AN OLD BILL OF SALE

H. W. Christy, of the St. Louis Material & Supply Company at St. Louis, recently brought an interesting old bill of sale, dated April 30, 1834, to the office of J. B. Hilton, Frisco industrial commissioner.

The document is so old and worn that a photograph could not be made of it, for the ink has turned to a light brown, the paper is yellowed with age and the edges are frayed.

The bill amounted to \$48.30, and a comparison of some of the prices with those of today, proves interesting. One item, 202 pounds of sugar at 6½ cents a pound. Sugar sells today for 7½ cents; another item shows eighty-seven pounds of coffee at 13½ cents a pound. The medium grade of coffee today sells for 55 cents.

One item in which there is no change whatever in price, is tea. The old bill shows three pounds at \$1.00 a pound and that is the price today.

Mr. Christy advises that this old bill of sale was given him by his father, who celebrated his ninety-second birthday in November, 1926.

of this insurance, and the Metropolitan Life Insurance Company stands ready to pay on the day of death if this be necessary to the requirements of an insured's beneficiary.

MORE FUEL RECORDS

Some very good fuel records were made during the closing weeks of 1926, and as will be noted by various reports showing the performance and saving, we have behind us a record to be proud of in fuel conservation. The standard set for the system was not reached, however, and that gives something to work for during the coming year.

D. L. FORSYTHE, road foreman of equipment, Frisco Lines, was on the Pensacola Line the early part of December and reports the following performance on engine No. 1615, with ENGINEER ESTEIN, FIREMAN CHESTNUT and CONDUCTOR SHAW, from Mexia to Pensacola, ninety miles on train No. Extra South on duty 9 hours and 20 minutes, handled twenty-six loaded cars, a total of 1,872 gross tons, 168,487 G. T. M., and used eight tons of coal, an average of ninety-five pounds per 1,000 G. T. M. MR. FORSYTHE also was on this engine, riding with ENGINEER THANES, FIREMAN O. S. WEBB and CONDUCTOR PEACOCK from Kimbrough to Mexia, a distance of fifty-three miles, on duty 7 hours and 30 minutes, handled twenty-six loaded cars, a total of 99,216 G. T. M., used seven tons of coal, an average of 141 pounds per 1,000 G. T. M. These are exceptionally good performances, as the average pound consumption for the entire run from Pensacola to Mexia was 112 pounds per 1,000 G. T. M.

EASTERN DIVISION

ENGINEER MULLIN and FIREMAN BURGETT, engine No. 55, train No. Extra West from St. Louis to Newburg, January 2, handled 1,708 gross tons a total of 193,004 G. T. M. and made a performance of 145 pounds per 1,000 G. T. M.

ENGINEER H. R. SMITH and FIREMAN WALLACE, engine No. 46, January 3, train No. 36, from Newburg to Gratiot, handled 2,464 gross tons, made a total of 278,432 G. T. M. and used fourteen tons of coal, an average of 100 pounds of fuel per 1,000 G. T. M.

The following is a trip observed by Fuel Supervisor G. T. Allison from Newburg to Lebanon, engine No. 40, train No. 34, of December 8, ENGINEER CARTER and FIREMAN EARP handled 2,280 gross tons, a total of 143,642 G. T. M. and used nine tons of coal, an average of 145 pounds per 1,000 G. T. M.

MR. ALLISON also reports the following performance observed on the Lebanon and Springfield sub-divisions of the Eastern division:

On December 3, ENGINEER RICE and FIREMAN DILLON, engine No. 25, train No. 1/32 from Springfield to Newburg, a distance of 119 miles, handled 2,318 gross tons and used fourteen tons of coal, including the amount allowed for firing up on the

return trip, an average performance of 110 pounds per 1,000 G. T. M.

SOUTHERN DIVISION

Willow Springs sub-division, ENGINEER BAKER and FIREMAN BAUER Extra South, engine 14, January 31, from Willow Springs to Thayer, a distance of thirty-seven miles, handled 1,610 gross tons and used five tons of coal, an average of 171 pounds per 1,000 G. T. M.

ENGINEER MOTZ and FIREMAN ALBRIGHT train No. 135 from Springfield to Norwood, engine No. 56, handled 1,575 gross tons and used nine tons of coal, an average performance of 165 pounds per 1,000 G. T. M.

Tupelo sub-division, ENGINEER SPENCER and FIREMAN BROWN, engine No. 15, train No. 136 from Potts Camp to Memphis, November 30, average performance, 112 pounds per 1,000 G. T. M.

ENGINEER HERRING and FIREMAN BERGANS, engine No. 1525, train No. 105, December 7, from Memphis to Amory, made a performance of twelve pounds per pass. car mile.

Birmingham sub-division, ENGINEER ROONEY and FIREMAN McCAIN, engine No. 39, train No. 136, from Carbon Hill to Amory, December 11, average pounds per 1,000 G. T. M., 120 pounds.

ENGINEER THOMPSON and FIREMAN ELEXANDER, engine No. 29, train No. 131, December 10, from Amory to Carbon Hill, made a performance of 137 pounds per 1,000 G. T. M.

RIVER DIVISION

Chaffee sub-division, ENGINEER BARRON and FIREMAN YACKLE, engine No. 1289, train No. 835, from Hayti to Harvard, December 15, average eighty-one pounds per 1,000 G. T. M.

NORTHERN DIVISION

Kansas City sub-division, ENGINEER ZANE and FIREMAN MILLER, engine No. 4144, train No. 2/131, from Kansas City to Ft. Scott, December 14, handled 1,895 gross tons and used twelve tons of fuel, average performance, 127 pounds per 1,000 G. T. M.

ENGINEER JACKSON and FIREMAN RIGGS, engine No. 4144, train No. Extra North, from Ft. Scott to Kansas City, December 15, handled 2,269 gross tons and used thirteen tons of coal, an average performance of 115 pounds per 1,000 G. T. M.

Ash Grove sub-division, ENGINEER PARKER and FIREMAN TUCKER, on engine No. 4140, train No. Extra North, from Springfield to Ft. Scott, handled 1,183 gross tons and averaged 164 pounds.

Carthage sub-division, ENGINEER PHILLIPS and FIREMAN A. MALMGREN December 7, engine No. 1269, Wichita to Neodesha, train No. 332, on duty 5 hours and 40 minutes, with 50 minutes' delay enroute, handled 1,036 gross tons, Wichita to Beaumont, and 1,578, Beaumont to Neodesha, averaging ninety-nine pounds per 1,000 G. T. M. The average performance for the Wichita sub-division

for the month of December was 153 pounds, so this crew used fifty-four per cent less fuel per 1,000 G. T. M. on this trip than the average for the entire sub-division.

SOUTHWESTERN DIVISION

ENGINEER GILLEN and FIREMAN GEORGE, engine No. 4147, January 12, train No. 1/434, Sapulpa to Afton, on duty 6 hours and 10 minutes, consumed fourteen tons of coal. Average performance of 116 pounds per 1,000 G. T. M. The average for the sub-division during the month of December was 160 pounds.

ENGINEER J. L. RENO and FIREMAN W. BALL, engine No. 4156, train No. 435, Afton to Sapulpa, January 14, 1,902 gross tons, used ten tons of coal, performance 119 pounds per 1,000 G. T. M.

ENGINEER C. M. HOGAN and FIREMAN C. DOWD, engine No. 4155, train No. 439, Afton to Sapulpa, January 12, handled 2,110 gross tons and used twelve tons of coal, an average of 131 pounds.

CENTRAL DIVISION

ENGINEER N. V. ALLEBACH and FIREMAN S. E. ARNOLD, train No. 5 between Springfield and Ft. Smith, engine No. 1045, December 1, left Springfield, 3:59 a. m., held at Republic 4 minutes for orders and 10 minutes at Billings for orders 14 and 20; arrived at Monett 8 minutes late; consumed 371 scoops of coal, Springfield to Monett; left Monett 8 minutes late, had 11 cars in train and used 983 scoops of coal, Springfield to Ft. Smith. Same crew, train No. 6, engine No. 1045, December 1, left Ft. Smith 29 minutes late with nine cars in train; arrived Monett on time; left Monett for Springfield 19 minutes late; arrived Springfield 10 minutes late; consumed 884 scoops of coal from Ft. Smith to Springfield.

ENGINEER KEESEE and FIREMAN BUSCH, December 23, train No. 736, engine No. 1248, Madill to Hugo, 77 miles, handled 119,350 gross tons and potential rating 119,350 gross tons. Consumed 14,000 pounds of coal or 117 pounds per 1,000 G. T. M.

ENGINEER O'NEILL and FIREMAN MATTHEWS, December 23, train No. Extra 1248 east, engine doubled through Hugo from Hugo to Hope, 121 miles, handled 245,630 gross tons. Potential rating 223,729 gross tons, and consumed 12,000 pounds of coal, or forty-eight pounds per 1,000 G. T. M.

ENGINEER McCLELLAN and FIREMAN J. J. PERSON, December 23, train No. Extra 738 east, Madill to Hugo, 77 miles, handled 96,789 gross tons. Potential rating 88,550 gross tons. Consumed 12,000 pounds of coal, or 124 pounds per 1,000 G. T. M.

ENGINEER MILLER, FIREMAN DICKERSON, December 23, train extra No. 738 east, engine doubled through Hugo. Hugo to Hope, 121 miles, handled 159,687 gross tons. Potential rating 157,300 G. T. M. Consumed 10,000 pounds of coal, or sixty-two pounds per 1,000 G. T. M.

The Pension Roll

EBENEZER THOMAS LOGAN, conductor on the western division, was retired from active service on November 4, 1926, due to having reached the age limit. He was born November 5, 1856, near Keithsburg, Ill. His father was a farmer, and during his early years he helped with the work on the farm and attended the schools near his home. His first railroad work was with the Santa Fe in the car department, where he later served as a brakeman. He came with the Frisco on August 6, 1905, as a brakeman at Enid, Okla., and was promoted to position of freight conductor in February, 1906, which position he held until his retirement. On January 14, 1880, he married Laura A. McDonald, of Wellington, Kan., and to them were born two girls and one boy. Mr. and Mrs. Logan reside at 1011 West Seventh Street, Tulsa, Okla. Continuous service of twenty-one years entitles him to a pension allowance of \$44.20 a month, effective from December 1, 1926.



E. T. LOGAN

WILBURN RALEFORD HARRIS, section foreman, northern division, was retired from active service at the age limit of 70 years. He was born November 30, 1856, in Catasa County, Georgia. His father was a farmer and he attended the schools near Cave Springs, Mo. At the age of ten years he assisted with the work on the farm, and in the year of 1879 was employed by the Frisco as a section laborer at Golden City, Mo., and in 1885 was promoted to the position of section foreman and stationed at South Greenfield, Mo., where he remained during the rest of his service, or until November 30, 1926. On October 15, 1893, he married Edith Gammon of Billings, Mo., and to them were born five boys and three girls. Two of the boys are now working as section laborers for the Frisco. Mr. and Mrs. Harris reside in Springfield, Mo. Con-



W. R. HARRIS

Four veterans, with a total of 125 years, nine months service, were placed on the Pension Roll at the meeting of the Board of Pensions, held December 21, 1926, in the offices at St. Louis, Mo.

tinuous service of forty years, eight months entitles him to a pension allowance of \$43.95 a month, effective from December 1, 1926.

JAMES MOODIE, clerk, freight accounting department, St. Louis, Mo., was retired from active service on November 30, 1926, due to having reached the age limit. He was born in Edinburgh, Scotland, November 4, 1856. His father was a cabinet maker of that city, and the son received his education in the schools in Edinburgh. At the age of thirteen years he was employed in a stationery store. In July of 1888, he came to the United States, and on October 1, same year, was employed as statistical clerk for the old KCFS&M, now a part of the Frisco, at Kansas City, Mo. He was promoted to interline account clerk, then appointed as principal switching clerk. He was later transferred back to position of clerk in the office of agents accounts, having been in that department since 1901, when the KCFS&M office was moved to St. Louis. Mr. Moodie has never married, and resides at 4552 Arco Avenue, St. Louis, Mo. Continuous service of thirty-eight years entitles him to a pension allowance of \$46.25 a month, effective from December 1, 1926.

FRANK ALEXANDER CHALFANT, conductor, eastern division, was retired on July 10, 1926, at the age of sixty-one years, due to permanent disability. He was born November 20, 1865, at Linn Creek, Mo., and educated in the schools near Richland, Mo. His father was a steamboat engineer and farmer. His first employment, at the age of sixteen, was as night watchman on a steamboat with his father, and his first Frisco position was as a brakeman on the eastern division, Springfield to Dixon, Mo., in 1883. He was promoted to the position of conductor in August, 1887, on the eastern division, where he served until November, 1899. From May, 1900, to August, 1902, he served as a switchman, and yardmaster at Springfield, Mo. From 1902 until 1909 he served as a brakeman, and from 1909 until 1926 he was employed as a conductor. On November 20, 1890, he married Mary Consadine of Springfield, Mo., and to them were born one boy and one girl. Mr. and Mrs. Chalfant reside at 906 East Lo-

cust Street, Springfield, Mo. Continuous service of twenty-six years and one month, entitles him to a pension allowance of \$42.00 a month, effective from October 1, 1926.

In Memoriam

WILLIAM HENRY BUTTOMER, pensioned road foreman of engines of the K. C. C. & S. Railway, died at the home of his married daughter, Mrs. Kate McArthur at 2631 Chestnut Street, Kansas City, Mo., on December 28, 1926. He was born March 5, 1852, at Chicopee Falls, Mass., and entered the service of the old K. C. F. S. & G. Railroad as a locomotive engineer in October, 1884, and served continuously in that capacity until the separation of the Clinton Line in August, 1901, when he went with them, remaining until the return of that line to Frisco ownership, being finally retired on November 30, 1924. He was a widower. His pension allowance was \$61.40 a month and up to the time of his death he had been paid a total of \$1,535.00.



W. BUTTOMER

FREDERICK MILLER, pensioned section foreman of the northern division died at his home in Osawatomie, Kansas, on December 28, 1926. He was born on December 31, 1844, at Oberlerdendorf, Bohmen, Germany, and entered the service of the Frisco Lines as a section laborer on the northern division in July, 1881, serving as



FRED MILLER

such and as section foreman until he retired and was pensioned in July, 1913, due to disability. He leaves a widow, three sons and one daughter, M. E. Miller, M. O. Miller, H. A. Miller and Mrs. Iva A. Teubner. H. A. Miller, the youngest son is a Frisco employe and now holds the position of second trick operator at the interlocking plant at Pleasanton, Kansas. Mrs. Teubner, the only

(Now turn to Page 36, please)



Homemakers' Page



MISS LORETTO A. CONNOR, Editor

Interesting Young Folks in Home Life

FOR some time, lamentations regarding the decline of American home life and speculation as to the probable detrimental results to the nation have been prevalent among thinking people in all walks of life. The critics frequently have been accused of being more than zealous in pointing out the pitfalls that confront us unless the situation undergoes a change.

It is not our purpose to use the columns of this *Magazine* for a diatribe on current sociological problems, but it has long been one of our favorite theories that the young people of today would not be so prone to seek entertainment in questionable forms and places if parents, and especially mothers, displayed a little more enthusiasm and ingenuity in providing sane and wholesome, but none the less, real amusement in the home. Furthermore, we believe that the amount of space allotted to home entertaining by the better class of women's magazines is evidence of a healthy reaction in that direction, and that the newer tendencies are all toward a return to the home as a center of the social life of the family.

Frisko homemakers can render a worth-while service to society by fostering such a movement. The New Year is not yet too far on its way to add a resolution to that effect to your list of "I resolves". February, with its wealth of days that lend themselves to novel celebrations, is an excellent month for taking the first steps in putting the new resolution into effect. If your inclinations are literary, you may celebrate the birthday of Dickens or that of Longfellow. The anniversaries of Lincoln and Washington, and our good old standby, St. Valentine's Day, may be made memories that will live, if celebrated with costume dances, colonial teas, or at least made gala with festoons, hearts, hatchets, cherries or log cabins, as the occasion demands, and with programs of games or other diversions, and adequate, but not necessarily pretentious, refreshments.

It takes a little thought and some ingenuity to plan a successful party. A little time and money, too, are needed, but a rich harvest of returns will be yielded, not only in the pleasure such affairs afford, but in the amount of good they will bring.

A dinner is the bugbear of virtually every hostess, and yet there is no

real reason why it should be. There are only a few essentials—congenial people, a suitable and not too ambitious menu, faultlessly laundered linen and carefully polished tableware. The dinner table should be laid with a white damask cloth, a centerpiece of fruits or flowers and four candlesticks or two candelabras, one at either end, half way between the centerpiece and the places of host and hostess. The candles may match the flowers in color, but must be tall enough not to shine in the guests eyes.

Service plates are placed on the table, allowing sufficient room between each place, that guests may be easily served. At the left of the plate, place the salad fork, then the meat fork, then the fish fork.

At the right of the plate and nearest to it, is placed the steel meat knife, then the silver fish knife, the edge towards the plate, always. Next to the knives comes the soup spoon, the oyster fork or grape fruit spoon. The water goblet is placed at the top and to the right of the knives. The dinner napkin is laid on the service plate. Pepper and salt may be individual, or, for a dinner of eight, there should be four salt cellars and four pepper pots. Salted nuts are put on the dinner table in small individual dishes, or in two large dishes.

Olives and celery are served from a side table, placed behind a screen near the pantry door. A dish is never passed twice at a formal dinner.

When all are seated, the plate containing the first course is placed on the service plate. At the end of the course, the used plate is removed, and the soup plate is placed on the service plate. With the soup course, the service plate is removed with the empty soup plate. A hot plate takes the place of the place plate, and all is in readiness for the next course. Dinner rolls are passed with the soup course. Butter is never served at dinner.

In case any of our readers are led to act upon our suggestion, we are submitting a few unique recipes which recently have come into our hands and which we trust may prove helpful:

CAVIAR SANDWICHES

Most of our readers are more or less familiar with caviar—the prepared and salted roe of the sturgeon or other large fish, usually used as a

relish. Delicious sandwiches may be made by spreading thin slices of bread with prepared caviar, seasoned with lemon juice. Spread an equal number of slices with one-quarter cup of butter, mixed with the leaves of a bunch of water cress, finely chopped and seasoned to taste. Put the pieces of bread together and garnish with watercress, butter and catsup butter, forced through tiny openings in a paper pastry tube. The sandwiches should be thin, cut in fancy shapes and look like little decorated cakes.

BRUSSELS SPROUTS

Pick over a quart of sprouts, discarding yellow leaves, cover with two quarts of cold water in which two tablespoonfuls of salt has been dissolved, and let stand an hour or longer. Skim out the sprouts and cook in a saucepan of boiling, salted water, allowing the sprouts to simmer about thirty minutes. Drain in a colander and serve with

CHEESE SAUCE

Melt two tablespoonfuls of butter, add two tablespoonfuls of flour. Cook until frothy, then add a cup of light cream, one-quarter teaspoonful of salt and stir until the mixture boils. Add one-half cup of grated cheese and let simmer three minutes. Pour over the sprouts and sprinkle with paprika.

ARTICHOKE SALAD

Peel three oranges, remove the pith and white skin and slice lengthwise. Use an equal amount of tender celery stalks cut into inch lengths. Mix together lightly with two tablespoonfuls of olive oil, a tablespoonful of lemon juice, one-half a teaspoonful of salt and one-quarter teaspoonful of paprika. Heap lightly together on a serving dish and surround with cooked hearts of artichokes cut into quarters. Wreath with blanched celery leaves.

BREAD FOR CANAPES

Canapes are made from stale white bread, cut in quarter-inch slices and then shaped with a cutter into circles or rings two and one-half or three inches in diameter or cut into square, strips, triangles or other fancy shapes. These portions of bread are then either fried in deep fat and drained on absorbent paper or sauteed in just enough butter or other fat to keep them from burning, or they may be toasted or set in the oven until they turn a delicate brown. When finished they should be nicely browned on both sides. They are then ready to be covered with the mixture preferred.

MISS FRISCO

in Early Spring Togs



The Lincoln of the accident prevention department, St. Louis, is shown wearing a new pebble crepe dress, of charming 'compose' effect. A little felt hat of a corresponding tone adds to the outfit.



An imported tweed coat, in tones of white, grey and black, is modeled by Olive McCoy of the office of the freight traffic department, St. Louis. The collar is natural badger.



Katherine LeHoullier of the freight traffic department, St. Louis, is shown wearing a sweater in blazer stripes of bright colors. A grey flannel skirt and a scarf of Zephyr wool with bright-colored border, adds a distinctive touch.

The
TWILIGHT HOUR
A Page Just for Children

**ANSWERS
TO LAST MONTH'S
PUZZLE**

Dear Frisco Kiddies:

There is one thing quite sure! The whole Frisco family is interested in solving puzzles!

Many, many letters containing answers to the puzzle were received, but, sorry to say, not a one of the letters contained all sixteen correct answers! Lots of them had sixteen answers, but—you found some things that were wrong in the picture that weren't even listed!

The Twilight Lady would like nothing better than to print each letter—but space forbids, so she will answer each one personally.

Here are the sixteen correct answers:

1. Words "dog's," "cats" and "allowed" incorrect on sign.
2. One handle missing from wash boiler.
3. Word "cigarettes" misspelled.
4. Potatoes are not sold by the quart.
5. Word "cider" misspelled.
6. Dog should not be in grocery.
7. Dollar sign not in correct place on shoes.
8. Shoes are not mates.
9. Pear sign is not on pears.
10. Bananas growing upside down on stalk.
11. Mice seldom come out where there are people.
12. Man has his hat on cross-wise.
13. Ducks are not kept on the shelves in a grocery.
14. Wheels do not match on small boy's wagon.
15. Small boy has nothing by which to pull his wagon.
16. Numbers on the clock are backward.

Many gave the answer that the man behind the cider barrel had too many fingers on one hand.

The letter that contained the most correct answers, fifteen in fact, was not signed, but came from 6802 Scanlon Avenue, St. Louis, Mo.

The Twilight Lady is giving the names of the little folks who sent in answers, with the number of correct answers each one gave, opposite the name:

Virginia Baner, Thayer, Mo.....	14
Irene Crump, Chaffee, Mo.....	13
Merlyn Munday, Mound Valley, Kans.	13
Archie Fraser, Maplewood, Mo.....	13
Hazel Pittman, Republic, Mo.....	13
Gwendolyne Lobdell, Sherman, Tex.....	13
George M. Scott, Springfield, Mo.....	12
Nadine Standley and Agnes Standley, Kansas City, Mo.....	12

Another Puzzle for Frisco Kiddies



Mildred L. Hood, Sapulpa, Okla.....	12
Rex. R. Mullen, Centerton, Ark.....	12
Alma E. Brigance, Peckham, Okla.....	11
Dollie Corn, Willow Springs, Mo.....	11
Pauline Simpson, Chaffee, Mo.....	11
Eleanor G. Bailey, Springfield, Mo.....	11
Joe Hacker, Springfield, Mo.....	11
Neama W. Welch, Severy, Kans.....	10
Vivian Short, Belton, Mo.....	10
Florence Foster, St. Louis, Mo.....	9

All that I am going to do, is put the next puzzle in the Magazine and I'm not even going to give you a hint! You've already found several things which were not in the list on the first puzzle!

But I will tell you this much: There are fourteen incorrect things in the picture, including the misspelled words!

Who will be the one to get all fourteen correct?

Send your answer to,

*Your own
Twilight Lady*

A VALENTINE POEM

The Twilight Page is so full of puzzles, and answers and another puzzle, that there won't be room for much about Valentine Day! There must be room, however, for this little letter from Ruth Ervin of Chaffee, Mo. Ruth says she loves to write and read poetry, but best of all she loves adventure.

"I am sending you some poetry," she writes, and here is the charming little verse about Valentine Day which she wrote all by herself:

VALENTINE

Valentine time is nearly here,
And your sweetheart is creeping near.
And when you go and get the mail,
What you expect, you know the rest!
Is a Valentine from ones you love best!
(Ruth Ervin).

Saved

"Tommy," said mother, "do I actually see you playing with your soldiers on the Sabbath day?"

"Oh, that's all right, mother," replied the young hopeful, "this is the Salvation Army."



1



2



3



4



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6



7



8



9



10

FRISCO BABIES

1—Bobby, Jr., son of Wm. Edwards, master mechanic's office, Kansas City. 2—Billy, Jr., son of W. J. Barnes, revenue clerk, Enid. 3—Eugene and Norma Belle, children of R. P. Manley, storekeeper, Ft. Smith. 4—Charles Rennie, son of Chas. Hicklin, west coach paint shop, Springfield. 5—Margaret, daughter of W. K. Leek, operator, Lebanon. 6—Ruth, daughter of E. W. Miller, chief clerk, 7th Street, St. Louis. 7—Robert A., Billy E. Massey, nephews of Ethel Hill, PBX operator, Springfield. 8—Catherine and Delmar, children of L. C. Underwood, car repairer, Springfield. 9—Zola, daughter of H. J. Mullen, agent, Centerton, Ark. 10—Charles M., son of Paul Preston, machinist, Springfield. 11—Calvin W., son of H. S. Halley, blacksmith, Springfield. 12—Jean Marie, daughter of W. O. Moore, chief clerk to superintendent, Sapulpa. 13—Richard Frances and Martin Whelan Keith, grandsons of M. C. Whelan, blacksmith, Kansas City. 14—Vera Jean, daughter of H. C. Patton, steelworker, Springfield. 15—Robert William and Virginia, children of W. E. Bernthal, auditor freight accounts. 16—Lyndall Colley, son of Irl Williamson, machinist, Springfield.



13



11

15



12



14



16

The FRISCO EMPLOYEES' MAGAZINE

Published on the First of Each Month

By the

St. Louis-San Francisco Railway Co.

Edited by WM. L. HUGGINS, Jr.

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FEBRUARY, 1927

No. 5

**A NEW NAME FOR YOUR JOB**

WE were riding along at a good clip over the splendid track from Kansas City to Springfield, Missouri, on the SUNNYLAND, when my friend, and fellow Frisco employe, seated in the Pullman with me, pulled his hat down over his eyes, settled down in his seat and folded his hands.

"I've been thinking lately and just wondering if the average employe of this great system understands just what his association with the Frisco means.

"A long time ago this railroad was started by men with moneyed influence back of them, and I'd liken this railroad, and a man's position with it, to a grand inheritance which he has received, and which draws semi-monthly interest."

He was silent for a few moments.

"Each employe of the Frisco Railroad has fallen heir to this legacy. Every day an employe works, he contributes to the principal, and twice a month he draws his interest in the form of his income. The labor which he contributes is his capital invested, from which he draws his wages."

He pulled from his pocket an old envelope and began to figure. "Now, look here," he said, after a few moments, "suppose a man receives a salary of \$100.00 a month. Such a salary would indicate that he had invested in the Frisco Railroad in capital (which would be his labor), a sum of \$20,000, because \$1,200.00 a year is the interest on \$20,000 at 6 per cent, which is a pretty good rate of interest; more,

you know, than the average railroad investment returns. If he receives \$200.00 a month, it would indicate a labor investment of \$40,000, and so on. Pretty big problem, this grand inheritance turns out to be, after all!"

This was a "different thought", indeed, and it proved even more interesting as he went on, elaborating also on the satisfaction and gratification each man receives in various ways.

"Besides this semi-monthly income or interest, whichever you want to call it, each man gets from his work a certain satisfaction. There is the rather indifferent man; he puts into his work about half his pep and enthusiasm and interest. What does he get? a pay check—but not nearly so large as he would like to get. Then there is the employe who finds that a little work on the side—a little overtime brings him information which makes him just a little more valuable to his foreman. This overtime and this outside work has cost him several hours a week, but isn't there a smile of satisfaction when the pay envelope is opened and the check reads \$75.00 instead of \$50.00?"

"As I go over the line I particularly notice apprentice boys, and one of them said to me the other day, 'You know, I've got my eye on a job as a foreman and I'll get it some day, when I'm capable of holding it', and I have no doubt but that some day he will get it. Each day he is putting in more capital, which is his labor, and as he does so the principal grows and he will some day draw out the interest in large lumps."

A grand inheritance!

A new name for a railroad job—yet there was never a truer name given anything. The Frisco Lines boasts of its loyal and enthusiastic employes—ever boosting Frisco stock and equipment, and it is just this that has put the Frisco in the group of leading railroads of the country.

Its employes have contributed to the capital well—they have contributed generously.

Then there is another thought which proves a spur to the ambitious, and that is that the ladder to the goal called "Success" is never overcrowded. No matter how many men apply for a certain class of work, the man with the greatest amount of capital to offer, which means the man most skilled for the job, is sure to win. He has invested his all in an inheritance started years ago. This inheritance pays well in dividends, and the man who puts the most in, draws the most out.



Sour Fruit

"Who was that peach I saw you with last night?"

"She wasn't a peach—she was a grapefruit."

"Why grapefruit?"

"I squeezed her and she hit me in the eye."

Bang! Bang!

The famous criminal lawyer had won a shockingly bad case by eloquence and trickery, and a rival lawyer said to him, bitterly:

"Is there any case so low, so foul, so vilely crooked and shameful that you'd refuse it?"

"Well, I don't know," the other answered with a smile. "What have you been doing now?"

Telegrams

An Idaho man was fishing in Lake Crescent recently. He caught a big northern pike, the biggest he had ever landed in his long and busy life. Almost crazy with joy, he telegraphed his wife: "I've got one; weighs seven pounds and it is a beauty."

The following was the answer he got: "So have I; weighs ten pounds. Not a beauty—looks like you. Come home."

Debts

Customer: "I've brought that last pair of trousers to be reseated. You know I sit a lot."

Tailor: "Yes, and perhaps you've brought the bill to be receipted, too. You know, I've stood a lot."

A Boid!

Teacher: "Can any of you children tell me what a stoic is?"

Pupil: "Please, teacher, a stoic is a boid whot brings in the babies."

Equality

Bachelor: "The time will come when women will get men's wages."

Married Man: "Yes, next Saturday night."

All Shot Up

An intoxicated man was brought in to court.

"Name?"

"Gunn, yer honor."

"Gunn—you're loaded."

"It won't happen again, yer honor, hic!"

"Suspended sentence, Gunn—you're discharged."

And the report was in the papers the next day.

All the Same!

"How will you have your eggs cooked?"

"Make any difference in price?"

"No."

"Then cook 'em with a nice slice of ham."

Who'll Do It?

"What's your opinion of civilization?"

"I think it's a good idea. Somebody ought to start it."—Exchange.

Will and Won't

A darkey was struggling with a balky mule when a bystander said: "Mose, where's your will power?"

"Mah will power am right wid me—but you oughta see dis yer animal's won't power!"

Ford Special

A new conductor in the Hoboken district asked if Henry Ford had anything to do with the Pullman Company. When told he did not and asked why the query, he said: "Coming down this morning I saw the Hansford, Eckford, Brooford, Pickford, Spofford, Radford and Henrietta, all in one train."

Serene

The Florida beach and blue sea looked inviting to the tourist from the North, but before venturing out to swim he thought to make sure.

"You're certain there are no alligators here?" he inquired of the guide.

"Nossuh," replied that functionary, grinning broadly. "Ain't no 'gators hyah."

Reassured, the tourist started out. As the water lapped about his chest he called back:

"What makes you so sure there aren't any alligators?"

"Dey's got too much sense," belovled the guide. "De sharks done skeered dem all away."—Exchange.

Has It Happened to You?

Chief clerk to young lady file clerk just back from her vacation: "Miss Emery, we've hunted ever since you left for that file on the killing of Farmer Head's two steers. Can you locate it?"

"Certainly," and she produced it in two seconds.

"That's it, but where did you have it filed?"

"Why, there's only one possible place, right here under 'Dead Freight.'"

Henpecked!

"Our new kitchenette is just large enough for one to work in," remarked the newlywed.

"Jokes on your wife at dishwashing time, eh?" asked his friend.

"No-o-o. But I don't mind drying them, too, while I'm at it."—Legion Weekly.

Ever So Often

"How soon can I get a street car?" asked the stranger of the native of the remote suburbs where the trolley service is something of a myth.

"Hmmm," meditated the native. "Looks like you just missed one."

"How can you tell?"

"The tall weeds between the tracks are all flattened out."—Exchange.

A Reputation

Emanuel Jackson, mule tender, appeared one morning on crutches.

"Lawsy," exclaimed a friend. "Ah thought yo' was one o' de bes mule han'lers in de business."

"So ah is," affirmed Emanuel proudly, "but we got a mule in dis mo'nin' dat didn't know may reppitation."—Exchange.

Anyhow He Sang

Mother (to Bobby)—"Surely you did something else but eat at the school treat?"

Bobbie—"Yes, mummie. After tea we sang a hymn called, 'We can sing, full though we be.'"

Mother learned later that the hymn selected had been, "Weak and sinful though we be."—Exchange.

In a Whirl

Absent-minded Professor (going around in one of those revolving doors)—"Bless me! I can't remember whether I was going in or coming out."—Boston Transcript.

Exercise Does It

As the dancer took his fair partner down to supper, she seemed to hypnotize the waiter, for he seemed incapable of taking his eyes off her.

At last the dancer could stand it no longer.

"I say, my man," he observed, "what makes you stare so rudely at this lady?"

"It ain't rudeness, sir, believe me, it ain't," returned the waiter. "It's genuine admiration. This is the fifth time she's been down to supper to-night."

AMERICAN RAILWAYS ARE SUPERIOR TO THOSE OF EUROPE

(Continued from Page 10)

to the time of its departure. On the other hand, in Europe when he goes to the office of the sleeping car company, he is likely to be told that all sleeping car space on every important train has been sold for a week or even two weeks ahead. If he is an experienced traveler on the continent he is likely then to "slip" the ticket clerk a dollar, after which he will probably find that he can get space on a sleeping car on a train leaving within few hours.

The necessity of bribing sleeping car employes to get berths or compartments, which prevails so widely in continental Europe, is fortunately entirely unknown in the United States. Furthermore, the cost in American money for sleeping car service in Europe is much greater than in the United States. I speak from an extensive personal experience, because I have used sleeping car service repeatedly in Great Britain, France, Germany, Italy and other European countries, and have kept a careful record of the length of time it has taken me to get accommodations and what it has cost, including the bribes it has been necessary, outside of Great Britain, to pay the sleeping car employes.

The editor says: "I have traveled a great deal in Europe last summer, and was never on a late train." If my experience is any criterion, he was unusually fortunate. I myself have been twenty-four hours late in going from Rome to Paris on the de luxe Rome Express. The last time I went to Europe the train on which I traveled from Cherbourg to Paris, a comparatively short trip over the French state railway, was 4 hours late. Likewise the train on which I went from Basel to Paris was more than an hour late arriving at Basel.

I held tickets for three reservations in the sleeping car at Basel. The sleeping car conductor told me that the compartments in which I had reservations had been sold to other persons at Innsbruck, and that, therefore, my party would have to sit up all night in a day coach. After he found that I was one of those insolent Americans who can make a frightful row, he discovered he had sleeping car space for us after all.

There are some respects in which the passenger service of the railways of Great Britain, Germany and France is better than that of the United States. For various reasons I have found it more comfortable and pleasant to make daylight trips on them than on our railroads. But because of the much greater distances in the United States it is necessary for people to make many more trips that extend through the night and part of the day in this country than in Europe. For this long-distance travel our passenger service is greatly su-

Frisco's Longest Bridge "Gateway to Memphis"



J. T. Wood, car inspector of Memphis, Tennessee, took this photograph of the old Memphis bridge. "This view shows the Frisco gateway to Memphis," he said. The old Memphis bridge, the longest on the Frisco system, was erected in 1892, and is now under reconstruction.

perior to that of Europe. None of the European railways have the spacious compartments and drawing rooms, with fine toilet facilities, the club cars and the observation cars that our railways provide on their good trains.

Furthermore, every class of passenger service in Europe costs the traveler more than any class of service in the United States with which it can fairly be compared. The average passenger rate is lower there, but this is because about four-fifths of their passenger travel is at low rates in third and fourth class cars which—excepting in Great Britain—usually are very crowded, and in which the seats often are very hard wooden benches.

Of course, as is well known, freight rates in Europe are much higher than in this country, in spite of the much lower wages of labor in Europe. The ability of our railways to pay much higher wages, and at the same time charge much lower freight rates, is mainly due to economies effected by the much larger carloads and trainloads in which freight is handled in this country. These much larger carloads and trainloads are, of course, due to the policy of our railway managements in constantly putting bigger cars and more powerful locomotives into service as rapidly as conditions warrant it. The carload and trainload of freight in Europe probably does not average one-third as large as on the railways of the United States.

Apology Accepted

"Mac, I'm very sorry to find you in this state of intoxication."

"Ye're verra sorry, pairson?"

"Yes, Mac, I'm really very, very sorry."

"Ah, weel, if ye're verra, verra, verra sorry, I'll forgive ye."

IN MEMORIAM

(Continued from Page 29)

daughter, is the wife of C. A. Tuebner, Frisco agent at Pleasanton, Kansas. Mr. Miller's pension allowance was \$20.00 a month and up to the time of his death he had received a total of \$3,140.00.

STEPHEN JAMES POWERS, pensioned Frisco conductor of 7544 Prospect Avenue, Kansas City, Missouri, died at his home on December 30, 1926. He was born on a farm near Madison, Wisconsin, on December 26, 1860, and entered the service of the Frisco Lines as a freight brakeman on January 12, 1885. He served continuously as freight brakeman, freight conductor and then as passenger conductor on the northern division until the time of his retirement on July 31, 1925, which was due to ill health. He leaves a widow, Mrs. Dora E. Powers, two daughters and six sons. His pension allowance was \$75.45 a month, and up to the time of his death he had received a total of \$1,282.65.

Neither Did We

"What does the chemistry professor get?"

"Oh, about \$3,000 a year."

"And the football coach?"

"About \$12,000."

"Quite a difference! 'T isn't right!"

"No? Did you ever hear 40,000 people cheering a recitation in chemistry?"

Days of Grace

Pedestrians know that they are safe from the motorist driving a brand-new car. The motorist doesn't care to dent his fenders the first thousand miles or so.—Exchange.

A CHAFFEE GROUP



The engineering department at Chaffee, Missouri, must be a jolly old place to work, girls, considering that it numbers on its staff the boys photographed above. Reading from left to right they are: Joe Jarboe, chairman; Bert McAllen, rodman; Buddy McBride and Jimmie Ferguson, instrumentmen.

THE ROOM MATES

Many complimentary comments were received by Miss Marie Starkey, talented daughter of J. C. Starkey, auditor passenger accounts of the Frisco Lines at St. Louis, when a poem which she recently composed appeared in the "Flamingo," a booklet published by Denison University students at Grandville, Ohio. The poem, "The Room Mates" is one of her best. Miss Starkey, who will graduate from the university in 1928, is an honor student, and is on the staff of the "Flamingo."

With her permission, "The Room Mates" is printed below:

I've taken my luck where I've found it,
I've rated and I've sworn in my time.
I've had my picking of room mates
And four of the lot were fine.
One was blue-eyed and pretty,
One was a flirt through and through.
One didn't know what worked looked like,
And one was never blue.

Now I'm not much good with room mates,
For taking them all along,
You never can say till you've tried them
And then you may be all wrong.
There's times when you feel you've been slighted
There's times when you tire of the strife.
But the things you'll learn from each one in turn
They'll help you a lot in life.

I was a freshman that year
And luck was kind to me,
Alice did my Algebra
While I looked on in glee.
But soon I learned to my sorrow,
That she had a passion for fur.
No more did I wear my Coon coat—
And I learned about room mates from her.

Then I moved next semester
And chose another one
She had a fiery hot temper
And blazed away like the sun.
But she calmed down considerable
And we were real chums as it were.

Till she fell in love with my man—
And I learned about room mates from her.

Once again I tried my luck,
And thought that Ann was just fine,
She took me home for week-ends,
And I always had a good time.
When it came to cleaning the room,
She didn't give a care,
And I swept, and swore, and dusted—
And I learned about room mates from her.

Then I fell in with Sally,
We made a good pair from the start.
She was peppy and funny
And knew a lot about art.
But she raved on with no ceasing,
And I found that as things were,
She'd drive me mad with her talking—
And I learned about room mates from her.

I've taken my luck where I've found it
And now for my luck I must pay,
For the knowledge I've gained of
people,
Will make me a cynic some day.
And the end of it's sitting and think-
ing,
And dreaming of what used to be.
So be warned by my lot (which I know
you will not)
And learn about room mates from me.

Carte Blanche

Eloping Bride: "Here's a telegram from papa!"

Bridegroom (eagerly): "What does he say?"

Bride: "Do not come home and all will be forgiven."—Widow.

Not Guilty

Soph: "Did you take a bath?"

Frosh: "No, is there one missing?"
—Red Cat.

OKLAHOMA BIDS FOR HONORS

"Don't think for a minute that you Missourian's or Texans are going to make the high records and leave the rest of us out," writes S. E. Smith, foreman of Roosevelt, Oklahoma.

Mr. Smith had just finished reading of the splendid record of Wm. Shoemaker's gang of Monett, Mo., in their no-accident campaign, and had also read the answer of A. N. Nelson, section foreman of Immermere, Texas, in the December number, and he hastened to put Oklahoma on the map.

"I believe we have a record here that any foreman would be proud of," he continues. "I have been working from to two thirty-five men, handling everything that pertains to railway work and on December 3, 1923, had a work train unloading ballast and got one man injured. Since then there has been all kinds of work to do, but not an accident of any kind. Three years is a pretty good length of time to go without an accident. I believe this record in Oklahoma will be hard to beat—and I think the honors should go to the western division on Section K-39."

TRY THIS ON THE SPARE



Harry E. Carrithers, Frisco fireman of Joplin, Missouri, not only believes in safety first and accident prevention, but he also believes that the best way to travel and ship is via Frisco Lines.

So Carrithers let his motor car's spare tire cover do a bit of broadcasting.

"ONE FOR THE MAGAZINE"

Southern Pacific Agent at Watsonville, Calif., Tosses the Editor a Bouquet

A JANUARY issue of the Frisco Magazine came into the possession of R. H. Davis, agent for the Southern Pacific Company at Watsonville, California, and in a letter to the editor, he pays the Magazine a tribute which every Frisco employe may feel proud to read:

"I have been receiving copies for several months," he writes, "and each issue appears to be larger and better than its predecessor.

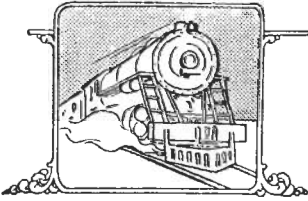
"I am particularly interested in the Frisco, because my father started his railroad career on that line in the 70's, and after he moved west, was always a booster." Another interesting line from the Land of Sunshine: "The picture of the snow scene on page 4 will be framed and put in my den, as we do not have snow in this part of California and I have never been in a snow storm or seen snow except at a distance on the mountains.

"In closing I wish to extend greetings to the Frisco employes and to express the wish that some of them will come to California, and in turn I hope some day to visit the East and get acquainted."

"You can take your finger off that leak in the pipe now, father."

"Thank heavens! Is the plumber here at last?"

"No—the house is on fire!"



The FRISCO MECHANIC

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



GODFREY A REPORTER

A. E. Godfrey, boilermaker at the west shop Springfield, Missouri, has been appointed reporter for the Frisco Mechanic and he asks the co-operation of all the employes at the west shops in furnishing news to the *Frisco Magazine*.

This very congenial young man was born April 20, 1895, at Birmingham, Alabama, where he attended school



A. E. GODFREY

during childhood, and where he lived until he was sixteen years of age. His father purchased a farm near Birmingham and he helped his father with the farm work for more than two years.

He was married after leaving the farm and secured a position with the Chaney Lime Company, and later was appointed supervisor of one of the departments of the lime company, serving in this capacity for three years.

After serving his apprenticeship as a boilermaker with the Louisville & Nashville Railroad for four years, he came to the Frisco. Following a brief absence from railroad work, he started work at the west shop, Springfield, as a first class boilermaker November 18, 1922, which position he holds today.

Mr. Godfrey does not hesitate in saying that the Frisco is the best road in the country to work for.

throwing of live sparks from the smoke stack.

Question. What is a Mikado type locomotive?

Answer. A locomotive having a two-wheel front truck, four pairs of coupled driving wheels, and a two-wheel trailing truck. It is also known as the 2-8-2 type on account of its wheel arrangement. Engines 4100 to 4164 are Mikado type locomotives.

Question. What is the clasp brake?

Answer. The clasp brake is an application of brakes in which two brake shoes are used on each wheel, and opposite to each other, instead of one brake shoe per wheel as is the ordinary practice.

Question. What is meant by "tractive force" of a locomotive?

Answer. This is also called "tractive power" or "tractive effort." It is the effort exerted by a locomotive in turning its wheels by the action of the steam against the pistons, which through the media of the crossheads, rods, etc., causes them to revolve and the locomotive to move along the rails. The tractive force is calculated from the dimensions of the locomotive.

WELCOME THE CHAIRMAN

Frank Junkins Increases Interest of Members of Hugo, Okla., Local

VIRTUALLY every member of the Frisco Association of Metal Crafts and Car Department Employes of Local No. 20, at Hugo, Oklahoma, turned out to welcome Frank Junkins, general chairman of the association, whose home is at Springfield on the night of January 6.

The meeting was called especially by F. D. Knipp, president of the local, who introduced Mr. Junkins to the members. The general chairman gave a short talk, pointing out that the small attendance at most of the meetings was due to the fact that the members greatly misunderstood the principals of their organization.

The correct method of handling grievances was gone into very thoroughly by the speaker, who then called for expressions from those in the audience. Mr. Junkins further explained that the employes' association is not a "one man" organization and that it is up to every employe to get in line and look out for his own interests and for those of the association. Several interesting discussions arose from suggestions which were offered by the various members.

Another visitor to Hugo was J. L. Eudie, division chairman.

Following the meeting, refreshments were served.

A FRISCO BOOSTER

S. Francis Cooper is one of the live members of Local No. 1, Springfield, F. A. M. C. & C. D. Employes, and also a big booster for the *Frisco Employes' Magazine*.

He was born July 1, 1896, at Nemaha, Nebraska, where he attended school, completing his tenth year in the spring of 1913. He entered the State Teachers' College at Peru, Nebraska, finishing four years of man-



S. F. COOPER

ual training work there. After graduation, he enlisted in the United States Army in 1918 for a period of the war, later being transferred to Camp Taylor, Kentucky, as a member of the Field Artillery Officers' School, and was discharged from army service November 30, 1918, with a clear record.

Upon entering civilian life, he was called upon to superintend schools at Cook, Nebraska, the remainder of the 1918-1919 term. In the year 1921 he was selected to take charge of the manual training department of the Mitchell, South Dakota, high school and directed this work very successfully.

During his junior year in college, Mr. Cooper was elected president of the class, served as an officer in one of the literary societies and was a member of the football team.

Mr. Cooper secured employment with the Frisco September 13, 1922, as a mill machine man, in the north car department at Springfield, Mo., having been actively engaged in the shop crafts organization since October, 1924, at which time he was elected secretary of the Springfield local. The following year he was elected to serve as a member of System Board of the Frisco Association of Metal Crafts and Car Department Employes, which place he still holds.

Mr. Cooper is married and has four children.

QUESTIONS AND ANSWERS

By F. G. LISTER

Chief Mechanical Engineer

Question. What is a spark arrester?

Answer. A spark arrester is a device placed in a locomotive smoke box for the purpose of preventing the

Frisco Apprentice School at Springfield, Established in 1924, Closes Third Successful Year

Fifty-nine Students Receive Instruction at Weekly Classes Conducted by J. A. Pullar

THE apprentice school at Springfield, Missouri, has started on its fourth year, under the capable instruction of J. A. Pullar, and the meetings held at the Central high school each Monday, Tuesday, Thursday and Friday nights from 7:00 p. m. until 9:00 p. m. are attended by fifty-nine interested pupils.

the shops in the daytime, which makes the work more interesting and his application to his school work more intense. They are classified separately and are not held back if they are apt and learn the work quicker than other members of the class.

"We find, through experience, that the knowledge obtained in school

states, have advanced in drawing to the extent that they can draw a complete locomotive, which teaches them thoroughly the names of every part.

A review of the grades made by the apprentice boys studying in this school, shows the close application which they are making to their studies, and the name of the student, the work he is studying, and the grade of fifty-one of them are shown below:

A. C. Everett, machinist, 89; Claud Willis, boilermaker, 97; Claud Brightwell, boilermaker, 90; Machinist Apprentices Chas. Blackburn, 97; Roy Putman, 99; E. S. Wood, 98; L. L. Reddick, 90; W. J. Breashers, 97; W. R. Post, 90; H. E. Rauch, 94; C. E. Main, 90; C. A. Field, 96; A. P. Hasler, 97; F. W. Huff, 93; R. M. Brown, 97; Edgar McGrawhan, 92; John McLaggan, 90, and Arthur Bell, 95; Willie Ray, patternmaker apprentice, 97; Arthur Burkholtz, machinist apprentice, 99; Henry Prugger, machinist apprentice, 95; Machinists A. P. Revis, 90; Carl Oberlander, 99; W. C. Thompson, 98, and Lester Barnhart, 98; John Hopkins, boilermaker apprentice, 94; Ralph Mitchell, machinist (south shop), 93; Arthur Thomas, boilermaker, 94; Fred Cantrell, machinist, 92; John Evans, machinist (south shop), 97; Jack Stewart, machinist (south shop), 98; C. A. Hastings, boilermaker, 94; Russell Todd, office boy (west shops), 93; R. M. Galbraith, machinist, 90; Chas. Patterson, boilermaker, 89; Ralph Harrison, boilermaker apprentice, 90; M. R. Kunzelman, machinist apprentice (Hugo), 89; Kenneth Adams, water service department, 90; Guy C. Burrden, boilermaker apprentice, 89; Harvey Bullard, blacksmith (south shop), 90; Lester Murrell, machinist, 89; B. E. Balland, boilermaker, 98; R. C. Jones, boilermaker apprentice, 99; M. K. Underhill, machinist, 90; R. K. Undermuehle, millman, 96; O. A. McCullough, machinist, 94; H. L. Cox, electrician apprentice, 95; D. Anderson, blacksmith, 90; L. N. Stenger, patternmaker apprentice, 97; J. C. Heyth, machinist, 89, and O. Wright, machinist apprentice (Hugo), 89.

The boys on the bottom row of the picture have been transferred to Springfield from points off the line to finish the last six months of their time in the west shops. Mr. Pullar states that all of them have enrolled in the school and are advancing rapidly.



The apprentices attending school at Springfield; left to right, bottom row: J. A. Pullar, instructor, O. N. Wright, Guy C. Bundren, Wayne Imbodine, M. H. Kunzleman, Gene Allen, C. C. Vassar, A. B. Holmquist, B. B. Bullard; standing: Arthur Thomas, Jack Stewart, L. M. Barnhart, Lester Murrell, Chas. Blackburn, Rolla Garton, Roy Putman, Russell Todd, J. C. Brightwell, and Ralph Harrison; third row: A. C. Everett, Fred Cantrell, Kenneth Adams, R. C. Jones, and B. E. Ballard; fourth row: A. P. Hasler, Nordene Wilson, W. R. Post, Henry Prugger, and Charles LeHart; fifth row: Edw. Hasler, John Evans, James Miscampbell, H. L. Bullard, Claud Willis, E. S. Wood, and Otho Thomas.

Mr. Pullar instructs the apprentices in the subjects of arithmetic, mechanical drawing, blue-print reading, valve motion, shoe and wedge, machine and floor work, boiler and sheet metal lay-out work. The classes of students who are attending the school are first, second and third-class mechanics and apprentice boys.

Each student is given the same work in school that he is doing in

work establishes a confidence in them when performing their everyday tasks such as reading blue prints and laying off new work, whereas it would be a most difficult thing for them to do had they not acquired this special training in the night school," Mr. Pullar said.

Blue prints of locomotive parts and small models are used in the school; and several students, so Mr. Pullar

SOME "DO'S" FOR SHOPMEN

A series of "Do" instructions will run for a limited time in our *Magazine*, twelve instructions to each issue. Watch for this column, as it may help you to perform your own work with safety to yourself and to others. Here is the first group in the series:

- 1—See that all guards and safety appliances are in perfect condition before starting a machine.
- 2—Use a stick to shift your machine belt when machine is in motion. Stop the machine before attempting to shift belt with your hand.
- 3—Keep hands off long shavings coming from work being turned on lathes and other machines. You are liable to get a badly cut hand or fingers burned.
- 4—Use only files that have handles whether on machines or working at bench.
- 5—Use a broom or some similar device to stop flying rivets, being cut or knocked out of holes.
- 6—Use hand tools free from cauliflower heads.
- 7—Use wrenches with square jaws which fit the nut.
- 8—Call the electrician to apply new fuse whenever new fuse is necessary.
- 9—Inspect your electric extension cord before using it. Eliminate all defects.
- 10—Place the hood over your head and eyes before using electric weld.
- 11—The electric welding arc will cause severe sore eyes hours after the eyes were exposed to the arc. Look the other way from all electric arcs.
- 12—Cover drop pits when not in use.

DEATH CALLS MIKE CALVEY

Coach Painter at Springfield Entered Frisco Service in 1895

"MIKE" Calvey, painter at the west shops, Springfield, Missouri, died on January 7, last, at his home, 1130 North Grant street, Springfield, Missouri, after a long illness.

"Mike," as he was known to all his friends, was born in St. Louis, April 22, 1874. He entered the employ of the Frisco as an engine painter in October, 1895, at the time Mike Kearney was master mechanic, Ike Price, was foreman painter, and Jim Bell was engine foreman. Mr. Calvey the last of this famous quartet, has passed to his last reward.

Mr. Calvey was transferred to the south shops at Springfield in 1902, under Tom Price, then foreman at that plant. At the time of his death, he was employed in the west shops under Charles Carter, and was a member of the Board of Trustees in Local No. 1, Frisco Employees' Association.

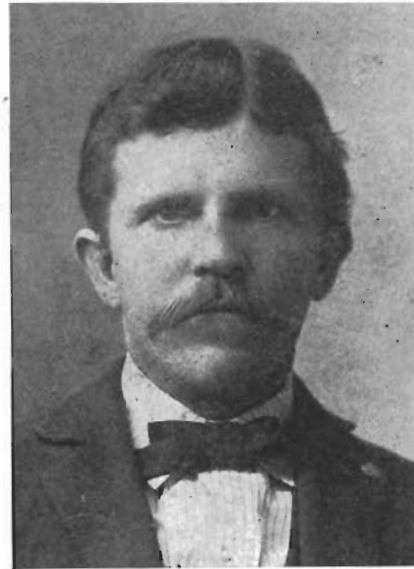
On April 24, 1902, he was married to Miss Elizabeth D. Brown, of Springfield. To them were born three daughters and one son, all of whom

were with him at the time of his death. Besides the immediate family, he is survived by one brother, Luke Calvey, of Springfield, Mo.

The following resolution was passed and forwarded to the family by the Frisco Employees' Association:

Whereas: The Great Supreme Ruler of the Universe has, in His infinite wisdom, removed from among us our beloved fellow worker, Mike Calvey, coach painter, in the west shops,

And Whereas: The long and intimate relation held with him in the faithful discharge of his duties in the



MIKE CALVEY

association makes it eminently fitting that we record our appreciation of him.

Therefore Be It Resolved: That the wisdom and ability which he has exercised in the aid of our association by service, contribution and wise counsel be held in great remembrance, and that the sudden removal of such a life from our midst leaves a vacancy and a shadow in our lodge rooms that will be sadly mourned by his many friends in the association, as well as in the home and community in which he lived; that we, as the duly appointed committee of Local No. 1, do hereby extend our heartfelt sympathy to the bereaved family and commend them to the care of Him, who doeth all things well and from on high and get strength to say "Not my will but thine, Oh, Lord, be done."

Be It Further Resolved: That a copy of this resolution be spread up on the records of our local secretary, printed in the Frisco Mechanic and a copy sent to the bereaved family.

Committee:

Joe Paugh,
Earnest Jackson,
V. L. Johnson,
Lon VanWinkle,
A. E. Godfrey,
C. L. Melton.

WHY I AM INTERESTED

By S. FRANCIS COOPER

I am interested in the welfare of the Frisco Lines because the prosperity of the Frisco governs my prosperity. I believe that the Frisco Lines is progressive, and that by doing my bit to help it prosper I, too, shall profit.

I am interested in the Frisco Association of Metal Crafts and Car Department Employes for several good reasons. First, of course, I am a shopman, and naturally should be interested in the organization that establishes and maintains with the officials of the company, my working conditions and my pay check. I believe that in taking an active part in this organization I will have opportunity to gain knowledge and ideas of value from others, and that perhaps I may be of help to my fellow workman.

This organization, as well as other co-operative labor organizations, is the natural outgrowth of modern industrial conditions. History of American industry teach us that capital and labor have had a period of rule. Complete control of industry for their own selfish interest, means destruction and the good old public pays the cost.

The railroad is one of the basic industries of this country and the labor organization that will co-operate to increase efficiency of transportation service, is not only promoting the cause of labor and aiding the stockholder to profit, but it is increasing the prosperity of the country, and the public is receiving the service it so rightly deserves.

This, it seems to me, is worth a little effort on my part.

THE SONG OF THE ROBIN

Where are the snows of yesterday,
That covered the hill and dale?
Where did the north wind go to play.
As the robins now southward sail?
Soon he will build his home above,
In the leafy retreat of the elm;
To give us a morning song we love,
As the sun peeks over his realm.

What a sight with buds and flowers,
And grass all fresh and green;
By chance a cloud may drop us
showers,

And wash the old earth clean.
Oh yes each morning up high above,
In the leafy retreat of the elm;
We hear a morning song we love,
As the sun peeks over his realm.

But memories of these days will fade
Like the rose and violet do.
A day must pass and years are made,
And yet we remember a song we
knew;

When the robin each morning above,
In the shady retreat of the elm
Sang us a song, a song we love,
As the sun peeked over his realm.

By Paul Arthur Derington,
Frisco Lines.

300 at Party Given by Kansas City Local



THREE HUNDRED supervisors, shopmen, their families and friends joined January 4 in one of the best parties ever held by Kansas City Local No. 4.

From 8:00 p. m., when the party began, the evening was a riot of fun. A group of piano selections, string and vocal music took up the early part of the evening, while the main event, a minstrel show, followed. A fine quartet and several "feature" soloists which would have done credit to any musical entertainment were found in the group of black faced comedians.

One special feature of the program

was a parody on "Baby Face," sung by the quartet and dedicated to Frank Junkins, chairman of the Frisco Association. Mr. Junkins was connected with the Kansas City organization before being elected general chairman of the system board. Following the minstrel show, the chairs were moved at side, and the crowd danced to the jazz strains of a five-piece orchestra.

Much credit for the success of the entertainment is due the committee in charge, and in particular to Johnnie Nachbar, secretary of Local No. 4, who is actively engaged in promoting its welfare.

TO MECHANICAL DEPARTMENT EMPLOYEES:

It is with a feeling of gratefulness that we, as shop employes and others, have accepted the very generous offer of W. L. Huggins, Jr., editor of *Frisco Magazine*, to provide ample space for all Frisco association news.

While we have always enjoyed reading the *Frisco Employees' Magazine*, we hope that the reports from our local correspondents at the various shops on the Lines may increase the personal interest, and may add to the general information of our progress and success to all concerned.

The operation of the Frisco railroad is founded upon co-operation, and we believe that co-operation is big enough to include every member of the Frisco family. While many of us are younger members of our family, we do not feel that our loyalty and sincere co-operation can be questioned. We are proud of the success which is crowning our united efforts as a railroad, and hope that our little social visits, through the medium of our *Frisco Employees' Magazine* may be the means of promoting a closer relationship among all concerned. HOWARD PICKENS.

Gym Teacher (to girls)—"Lots of girls use dumbbells to get color in their cheeks."

Bright One—"And lots of girls use color on their cheeks to get dumbbells."—Kansas Sour Owl.

Purchaser—"What is the charge for this battery?"

Garageman — "One and one-half volts."

Purchaser—"Well, how much is that in American money?"—The Ink Slinger.

Pledge Anew Their Support of Accident Prevention Campaign



A hearty greeting from each man shown in the accompanying picture is extended to all!

This happy looking bunch of men grouped in front of the machine and erecting shop at North Springfield, Missouri, will have pledged anew their loyalty to Frisco Lines and their hearty support to the cause of accident prevention in 1927.

This shop has made an excellent showing during the last year, due to the concentrated effort of each man, and great things are expected for the year just started.

EASEMENTS ON CURVES

Proper Preparation of the Track Inducive to Good Riding

By H. F. MEYER, Section Foreman
Wittenberg, Missouri

PERHAPS the most discussed work in connection with maintaining track in good condition, is that of preparing curves for best riding. In recent years particular attention has been given to the receiving and leaving portions of the curves, called "spirals" or "easements."

The old method of handling curves as handed down by foremen of several decades ago, was to have a uniform curve from end to end with full elevation at end of curved track and beginning of straight track. Later this method was changed to put half the full elevation at the end of the full curve, easing the line of the curve off by eye, running back on the curve to get the full elevation, and ahead on the easement the same distance to

the point of no elevation or level track.

This was a step in the right direction but not yet right. Increased speed of trains made more accurate work necessary and called for the introduction of the spiral as now used, where change in elevation is made, according to change in degree of curvature, from straight track to full curvature, on what is called the central curve.

The fundamental principal of the spiral is: no curve, no elevation, a little more curve, a little more elevation, etc. The spiral points are indicated by iron pins placed in the center of the track and in addition by posts set at the side of the track to show certain information concerning the degree of the curve, amount of elevation, etc. Doubtless many foremen do not know what some of the stenciling on these posts mean. Facing the increase in mileage, or toward the south or west, the first post on the curve is marked on one side "TS," meaning that this post monuments the point where the alignment of the

curve changes from tangent or straight track, to the spiral or easement curve. The other side of this first post is marked "EO," indicating that the elevation in the outer rail at this point is nothing, or track is level across. Second post on the curve shows the degree of the curve and, say, "E5" indicating five inches super-elevation in the outside rail of the curve opposite this post. Third post is same as second post, fourth post is marked "ST" on one side and "EO" on other side, indicating level track and change in alignment from spiral to tangent.

On high speed track, in order to get the curves and easements on center and avoid any swings while train is passing around the curve, points should be set on the curve with surveyors' transit and track thrown to meet these center points. With these center points or stakes set, it is easy to get track in good alignment; and between the two center monuments on the curve there is no difficulty in getting the elevation of the outer rail correct as this elevation is uniform the entire distance between these monuments.

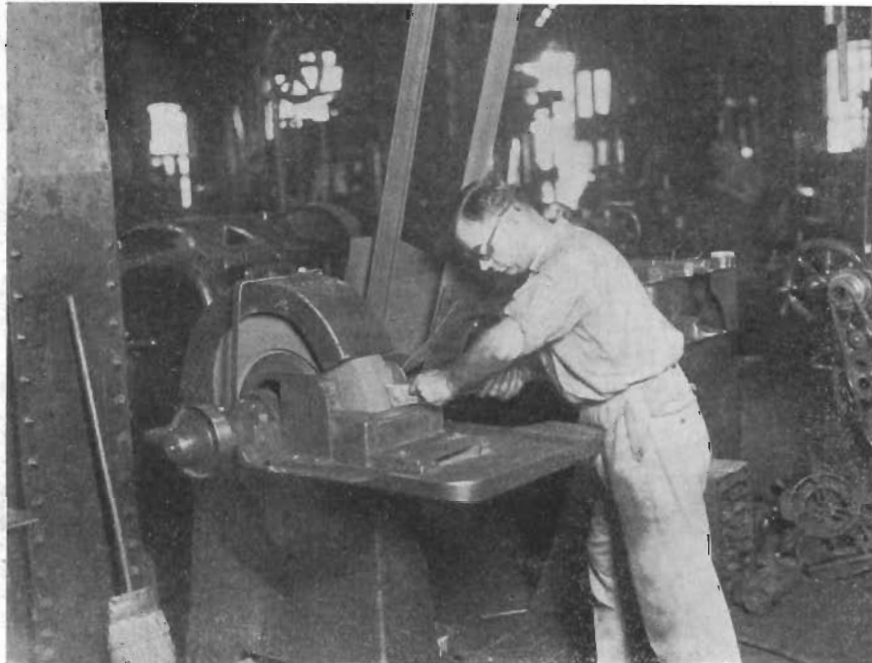
The only serious difficulty foremen have in taking care of their curves is in getting correct elevation in the spiral or between the posts marked "EO" and "E5" as mentioned above. One good method is to get the distance in feet between the two posts mentioned and divide this distance by the elevation shown on the second post. In the case of the curve having post stenciled "E5" the distance will probably be 300 feet, this divided by five (the elevation stenciled on the post) will give 60 feet indicating that for each 60 feet beyond the "EO" post, elevation increases one inch. After these points are located, dividing the distance between these points into four equal parts will give change in elevation for each quarter inch, so that elevation can be checked carefully with level board over the entire spiral and where elevation is incorrect, proper elevation can be placed in the track.

Some foremen start in at the "EO" post, raising the outside rail one-half inch for each rail length until they get close to the full elevation post, throwing all the error into the track in the last one or two rails ahead of the full elevation post. Track will not ride properly unless the elevation changes uniformly all the way between the two posts mentioned and unless this measuring and checking or some other method that will accomplish the same result, is used, the spirals will not ride properly.

Good Distance

He pulled that old joke about opening the window and getting "Chile."
"That's nothing," said the other.
"Last night I attached one wire under my bed and the other to the radiator and got 'Hot Springs.'"

Guarded Grinding Wheels Prevent Injuries



Note this picture well! The grinding wheel is guarded and the steady rest is closely and tightly adjusted. The operator, with eyes protected by goggles, and standing aside from a direct front exposure to the revolving wheel, assumes the safe attitude. In this position there is less danger from flying fragments, should the wheel burst.

The accident prevention department reports a specific instance recently when grinding wheel broke while the machine was grinding a tool, and no personal injury was sustained, due to the fact that the operator was standing to one side of the wheel.

Instructions for proper mounting and care of grinding wheels will be found in detail in all Frisco standard tool catalogues in the possession of the SHOP FOREMAN. The best insurance against accidents with grinding wheels, is to rigidly follow these instructions. Ask your foreman for his copy if your duties include repairs or maintenance of grinding wheels!

SPRINGFIELD, MISSOURI SOUTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

One of the longest steps towards completely eliminating engine failures, delays and keeping defects to a minimum has just been taken by W. B. Murney, general foreman, who has started a series of conferences in which all locomotive inspectors are urged to be present. All phases of inspection work is thoroughly discussed at these meetings and much good is expected as a result of the closer co-operation of everyone concerned. While our delays and failures are very few, no one here will be satisfied until we are 100 per cent.

Frank Junkins, our new general chairman of the F. A. M. C. & C. D. E., has moved his family from Kansas City to 908 South Boulevard, Springfield, Missouri. Welcome to Springfield, Mr. Junkins.

Tommy Reynolds, supervisor in the gas motor car department, has returned from a holiday visit among relatives at Oklahoma City.

James B. Ryan, who for many years has been an employe of the reclamation plant, died January 1, 1927. During his long stay with us, Mr. Ryan made many friends who extend to his family and relatives their heartfelt sympathy.

Clarence Sissel, reclamation plant employe, is back in the city again after several months' living in the country. Mr. Sissel now lives at 309 South Nettleton.

Edward McCain, who for the past year has been one of our special officers, has been given the position formerly held by James Ryan (deceased), the position being lead man in the waste paper department of the reclamation plant.

J. W. Manery of the reclamation plant succeeds Mr. McCain as watchman and special officer.

Ward Moore, formerly machinist on the roundhouse night force, but for the past several months working in a like capacity at Kansas City, was a recent visitor at the roundhouse here, and we were all glad to hear that he has been promoted to the position of assistant to the night roundhouse foreman at Memphis, a position we know he is well qualified to fill.

Prather Langley, truckman at the roundhouse, and wife, have the sympathy of everyone, in the death of their infant daughter, Helen Louise, who died December 29.

Finis Litterall, coach shop, is another south shop man who made a holiday visit to his home in Arkansas.

Leaford Johnson, machine man in the roundhouse, machine shop, has always been a steady worker, so the fact that he took quite a long lay off during the holidays was causing his many friends some concern, until he returned and proudly announced that he now had the former Miss Edith McElwain comfortably ensconced in their new home in the southeast part of town. Congratulations are in order.

George Bates, locomotive inspector in the roundhouse, started the New Year on the right boat by purchasing a new, modern bungalow at 523 South Warren Street, this city.

Clell, the twelve-year-old son of Fred Estis machine man in the roundhouse, suffered the misfortune of breaking his right arm recently in a fall from a bicycle.

Ray Van Gelding, who has worked in the store room for sometime, has transferred to the paint shop and will take up painting.

Mike Calvey, for thirty years an employe of the coach shop, west paint shop, died January 7. Mr. Calvey's health was such that he has not worked for several months. His many friends regret to hear of his death and extend sympathy to the family.

Walter Lozar, machinist first class,

who has worked on the roundhouse night force for several years and for the past several months supervising the work on through-going engines at the depot, has transferred to day work and Otto Gelshiemer, machinist on the day force, has transferred to night work and will assume the duties formerly performed by Mr. Lozar.

Horace Abernathy, machinist in the reclamation plant, has returned from a visit to Kansas City. Horace says Springfield is good enough for him.

Harold Wood, messenger in the superintendent's office, is on the job again after an extended visit with his folks at Colfax, Iowa.

R. M. Porter, of the coach shop, has also returned from the sunny South, where he spent sometime, mostly in Florida.

Reggie Gann, of the coach shop, is all smiles (and has a right to be) over the arrival of a ten and one-half pound girl at his home, January 6. The little miss has been named Joe Ella.

Lon Van Winkle, of the coach shop, visited home folks at Eldorado, Ark., for several days during the holidays and reports a big time.

Willis Holmes is another one of our south shop boys to remember the old folks at home during the holiday festivities, and has gone back on the old job again. Mr. Holmes is a drill press operator in the roundhouse machine shop.

James Cunningham, formerly electrician on the roundhouse night force, but now of the Lindenwood shops, was a recent welcome visitor at the south shops.

The reclamation plant, after being snowed under with scrap for sometime, is so far caught up with their work as to get back to their regular eight-hour day.

Measles, measles, measles! Never in the history of the south shops has there been so many cases of measles as at present. Among the families of our shopmen, several of the boys have been off and others are still off, nursing the afflicted ones. So far, there have been no fatalities and we hope that all will recover nicely and in short order.

NORTH SPRINGFIELD SHOPS

WM. F. KRAFFT, Reporter

Frisco folks, we want to extend to you our best wishes for the coming new year. May 1927 see our railroad continue to prosper!

In 1926, through the untiring efforts of our supervisors and accident prevention committeemen, every unsafe condition or practice brought to their attention was corrected. The minutes of the accident prevention meetings for the year show more than one hundred and fifty items handled.

The hunting trophy for 1926 was awarded to J. W. Reddick, boiler foreman, without a dissenting vote. This gentleman had the pleasure of bagging four "wild" turkeys during one afternoon while hunting on his uncle's farm near Rolla. "Buck" happened to walk up on a big flock and unlimbered the "shootin' iron", and when the smoke of battle had cleared away, four fine birds lay stretched out. However, the birds happened to be of the barnyard variety and were later identified by Mr. Reddick's uncle as being his own!

Tim Regan, machinist, is a bachelor no longer. It seems that Tim had a failing for brunettes and a certain little lady changed his mind for him. However, Tim was a very willing victim, to be sure. Mr. and Mrs. Regan are now honeymooning on the Pacific Coast. Good luck to you and yours, Tim!

A "state of war" also exists now at the domicile of Clifford Bobzien, machinist apprentice. Miss Florence Bailey, of Crocker, Missouri, had her name changed to Mrs. Bobzien. A honeymoon at New Orleans was enjoyed by

the happy couple. The best of luck to you!

The stork is a funny bird, indeed. For instance, an eight and one-half pound boy arrived at the home of the writer recently. Don't ask foolish questions! Of course, we named him after his dad.

E. W. Brown, formerly our general foreman, is now located at West Tulsa, as roundhouse foreman.

S. M. Ferguson, formerly gang foreman at north shop, is now working under Mr. Surles at Sherman.

LOCAL No. 6—MONETT, MO.

COY WADLEY, Reporter

Local No. 6 is progressing nicely under the direction of Harry B. Harvey, our newly elected president. We hope that all members resolve to make the year of 1927 one of the greatest years over all the past in the history of the organization.

Oren G. Davis is being seen going at a high rate of speed here of late. Someone happened to catch him stopped the other day and found out it was a brand-new 1927 model Chevrolet coupe.

Mr. and Mrs. J. C. Alderson spent the holidays at Pine Bluff, Arkansas, with relatives and friends. Mr. Alderson has returned and Mrs. Alderson remained for a longer visit. Mr. Alderson is a machinist in the machine shop.

Alfred Lasiter, boilermaker, has been going around with a smile on his face here lately, and we learned that it was due to a fine baby girl which arrived on December 9. Haven't learned the name yet.

Ashel Shipman, machinist, spent Xmas in Christian County with his parents. We think wild turkey was his aim, but disappointment was what he got, as that is the best we can learn since his return. We hope you have better luck next time. "Cat."

Elisha Bass, electrician helper, was called to Chicago account of the illness of his wife, who was there, visiting relatives. We learn she is very much improved, as Mr. Bass is back on the job again.

T. L. Hanlon, night roundhouse foreman, and Mrs. Hanlon, were called to Pittsburg, Kansas, to attend the funeral of Mr. Hanlon's aunt. We all extend our heartiest sympathy to Mr. and Mrs. Hanlon.

J. L. Hull, who has been seriously ill with pneumonia for the past fortnight, is improving.

Geo. W. Etter is at his home ill with pneumonia, and account of Mr. Etter residing out in the rural district, we have been unable to call on him.

Mrs. Chas. Summers, wife of one of our co-workers, is very sick at their home on the south side.

Harry B. Harvey was a visitor to Paris, Texas, the first of the month. While there a tonsorial artist dug up a 90-cent barber bill, five years old, which Mr. Harvey paid. This statement was made by Mr. Harvey himself.

Earl Pinkley, a baseball player of some note, criticized the St. Louis Cardinals very severely for letting Rogers Hornsby go to the New York Giants. In fact, Mr. Pinkley has cancelled the reservations he had made for a box at the St. Louis ball park the coming season.

Ira Stockton has a good watch which he will sell cheap. He claims to have ordered it with thirty soap wrappers.

Elbert Haggard bought a dime's worth of tobacco recently.

Collie Hankins and Baker Sisson will engage in a singing contest soon. We do not expect a large attendance, as the contest will have to be held five miles from any populated neighborhood.

Lloyd Pinkly, a recent arrival from Arkansas, surprised us all by showing that he was a past master at pitching washers.

SPRINGFIELD WEST FREIGHT SHOP

W. L. KUHN, Reporter

Lost—At this shop, January 1, 1927, one piecework checker. Answers to the name of Bill Coy. Height, six feet and then some. Weight, not very much, but a darn good fellow. Bill, old boy, we sure do miss you and wish you the very best of success wherever you go.

Mr. Coy was transferred to St. Louis as piecework checker.

Alfred Malenowsky, car repairer, has been off for over a month with a bad case of pneumonia. Hurry up, Alf, and get well, we want to see you back on the job.

Things are pretty quiet around here at present, as we are only working about one-half of the force, five days a week. We are mighty glad to report several of our men have been placed at Birmingham.

J. T. Hightower, a former employe, lost his wife, Monday, January 10. "Dad" was retired from service about two years ago, having reached the age limit. He was well known to many of the Frisco family, and we extend our sincere sympathy in his recent bereavement.

William Peer, of the cabinet shop, made a six-day visit, first to Poplar Bluff, where he has many friends, and spent two days in Chaffee with his son, Armon, who is with the Frisco. After visiting his son, Paul, and daughter, Fairy, in St. Louis (Paul is an accountant with the Meyer Milling Com-

pany, and the daughter is with the Bell Telephone Company), William is back on the job, much rested and pleased with his visit.

Our friend, Robert Finley, of the mill, is the happy father of a big girl, Shirley Allene, born December 17. The mother is doing nicely.

Homer Davis, of the cabinet shop, has lost considerable time on account of his daughter, Virginia, age three years, who has been sick some seven weeks. At this time she seems no better.

The reporter of the north car department, Ray Cowden, made a two-day visit to his brother, M. E. Cowden, at Tulsa. Mr. Cowden is in business at 1102 S. Detroit Street, Tulsa.

**CAR DEPT., NORTH SHOPS
SPRINGFIELD, MO.**

RAY H. COWDEN, Reporter

Mrs. C. E. Engelking, stenographer in the office of the general foreman of the car department, was absent from work on account of illness, the week after Christmas, but is back on the job again.

L. S. Campbell, car clerk, formerly in the car department, has been transferred to Pensacola, and will hold the position of car and roundhouse clerk at that point.

Mr. and Mrs. C. A. Porter spent a week during the holidays, visiting Mr. and Mrs. Willard Reed, 700 Marshall Avenue, St. Louis.

Otho Henderson, Frisco athletic di-

rector, who has been handling all of our boxing and wrestling bouts, has obtained a sixty-day leave of absence. However, he will not be lost to the athletic department, as he will be with us each Friday night.

Adam Boren, special equipment carpenter, returned to work Monday, January 10, after being on the sick list for the past thirty-seven days. Adam has been living several miles out in the country, but at the advice of his physician, has taken up residence in the city, and eliminates the long drives each morning and evening.

Ralph Pearl, triple valve man, recently traded his Ford to the Oliver Motor Company for a Hupmobile.

Homer C. Looney, car carpenter, was absent from work a few days on account of the death of Mrs. Looney's mother, Mrs. M. A. Strickland, of Walnut Grove, who died January 10. Mrs. Strickland was 84 years of age.

The Rev. M. W. Morton, of 2337 N. Weller, passed away January 8, 1927. He was an uncle of Lawrence Morton, piecework checker.

Mr. and Mrs. Jess McClellan are the proud parents of an eight-pound baby girl, Ruth Eleanore, born December 29, 1926.

Mr. and Mrs. S. S. Grider and daughter, Fay, spent ten days, during the holidays in Tulsa, Oklahoma City and Snyder, Oklahoma, visiting friends and relatives.

Henry C. Baker, airbrake man, announces the purchase of a new Ford touring car on December 25. Pretty good Christmas present, Henry.

Isaac Blair, age 21 years, son of John Blair, of 930 Garfield Avenue, died January 2, 1927.

**EASTERN DIVISION
MECHANICAL DEPARTMENT**

M. F. BROWN, Reporter

We extend our sympathy to Elery Bolles, first-class machinist, north roundhouse, who recently lost his daughter, Mrs. J. W. Salley, wife of switch foreman, North Springfield. Mr. Bolles at present is off sick.

Al G. Bolles, dead work foreman, has been off sick for the past week.

C. H. Bergstrom, boilermaker foreman is at present at home, "under the weather".

John Carner, day caller, just returned from a vacation spent touring the southern states, but the best part of it, is that he brought one of the southern beauties back with him who is to be known in the future as Mrs. John Carner.

There seems to be an unusual amount of static in the roundhouse office during the noon hour, which causes one to doubt the veracity of some of the statements.

Carl E. Keiser (our ex-sheik), who is employed in this office as stenographer, recently decided that two could live as cheap as one, and bought a suburban home, which is to be known as Rest Haven. He invites all of his friends to bring something and come out.

W. H. Schaller, assistant foreman at the north roundhouse, is making quite a record in the Shrine bowling tournament. Understand at present his team is out in front in the standing.

J. L. Harvey, our master mechanic, recently purchased a new Chevrolet sedan, with which he plans to establish some new speed records in this vicinity very soon.

The employees of this office presented Mr. and Mrs. Thompson, our chief clerk, with a beautiful mirror, which is to adorn their new home. They both were very thankful for same, in fact, Charles said it is one thing that you get out of, just what you put in it.

Chas. Elliott, our porter, is back on the job again after the holidays. We thought he would be a married man upon his return, but he informs us that he told Samantha to return the ring.

Did It Ever Happen to You?



LOCAL No. 29—FT. SCOTT, KANS.

ROY W. RECTOR, Reporter

Mr. and Mrs. Lee Braden have just returned from their wedding trip, spent in Los Angeles, California. Lee states that he looked all the movie stars over and brought Mrs. Braden home as his wife. Lee has good taste, we think.

We think Santa Claus was partial to Mr. and Mrs. Sam Hudson, by bringing them a fine eight-pound boy for Christmas.

Charles Huguel has been in the hospital at St. Louis. We feel that Charles has had more than his share of sickness, and hope for his speedy recovery.

The Frisco bowling team has a lot of courage, as they have won very few games. Bowling around the Y. M. C. A. is quite a popular diversion during these winter months, however, when our Frisco team does win a game they feel as if they had taken something that doesn't belong to them and expect to be reprimanded for it any moment. Sincerely speaking, we feel that the boys are improving wonderfully. So, watch out for us next winter.

The employes think P. J. Moore, our general foreman, has been very considerate of the boys who have been laid off, as he is doing his utmost to replace them over the division.

We are making arrangements for an oyster supper at the Y. M. C. A., with a musical entertainment in connection therewith, for the benefit of the shop crafts baseball team. This system has proven very satisfactory in the local for securing funds to support our team.

Since the year 1922, four apprentice boys have completed serving their time here at Ft. Scott, three out of the four are holding down first-class machinist jobs over the system. We are proud to know of their success from this point.

Our local has been very successful financially. Two years ago we took one hour's pay from each employe to take care of all expenses incidental to the upkeep of our hall and light bills, etc. We have taken care of all our expenses and still have some money in the treasury to draw on. It is expected the dues will be decreased to only take one hour's pay from each employe in the locomotive and car department to care for all incidental expenses for three years.

LOCAL No. 30—PITTSBURG, KANS.

M. P. MURPHY, Reporter

Pittsburg hasn't been on the map with reference to being represented in the Magazine; however, since the appointment of our old friend as editor, we are going to try to give Brother Pickens a report every month hereafter.

H. F. Lacey, now our new general foreman, says that he is very much impressed with Pittsburg and her subjects and the employes under his direction are highly pleased to have such a splendid leader. We should all try, as employes in the Pittsburg shop, to help him make good and know that in return he will assist us in every way possible.

Loren F. Reno, who has been transferred from the north side, Springfield, is now our new blacksmith here.

Odus Shurley says he has one of the finest and prettiest baby girls in Pittsburg. He has a perfect right to boast of such a wonderful gift.

John L. Ring, the roundhouse sheik, says that late hours at night don't agree with him. Just what the joke is, the writer will refrain from revealing at this time.

C. H. Dingman, locomotive engine inspector, paid us a three-day visit this month. Come again, Mr. Dingman,

we always try to keep things up in tip top shape and are always glad to see you.

Mr. McDonald, night foreman, took a couple of nights off recently.

We have just installed two new stationary boilers here. Will say that we have a real fine boiler room now.

Mr. and Mrs. M. P. Murphy and their little son, Robert, spent a few days in Kansas City with Mr. Murphy's parents.

Things must be going along O. K. in the car department. We note that Michael O'Connor and George Cummins have purchased themselves a new car.

Mr. and Mrs. George McCastell, roundhouse clerk, and wife, have moved to their new home on Twentieth Street.

George Reed, engine inspector, came in the other morning all dolled up in a new outfit. Don't see just how you did it, George.

W. B. Berry, master mechanic, northern division, paid us a visit here a few days ago.

Local No. 30 meets every second and fourth Friday at Carmen's Hall. We have some interesting meetings!

Charles Cox is again on the job after being called away on account of the death of Mrs. Cox's father.

Carl Ralston, machinist, has it soft, coming to work in a new Dodge sedan.

Morgan Moyer was on the sick list, but is now back on the job again.

George Moyer says it is a pleasure firing the stationary boilers now, since we have the new boilers.

Clarence A. Million, night engine inspector, states that when it comes to inspecting engines he sure can do the business.

Glen Baird, machinist, thinks it won't be long until we will be caught up with our work.

Bill Chaney, "night hawk", is getting the quartet ready for the next meeting night.

Wm. (Bill) Gillette sure has a fine bunch of chickens. We know by the good eggs he brings in.

George Ring, roundhouse man, always has some interesting story to relate during the lunch hour.

Jerry Brown, the hostler, is always on the job when it comes to getting the engines in the roundhouse.

We enjoyed immensely the recent visit of our new general chairman, Frank Junkins. Had a splendid meeting with a good attendance and the boys are anxious for Brother Junkins to come again.

LOCAL No. 10—NEODESHA, KANS.

W. J. EGERER, Reporter

William (Bill) Black passed around the cigars the other day, and for a few days kept silent as to the reason for his treat, until he finally confessed that he was united in the bonds of matrimony to Mrs. Blanch Pearl Hill of Iola, Kans., on December 9, 1926. Their many friends wish them many years of happiness and prosperity.

The grim reaper, death, took from among family and friends, Paul Churchill. We are all in great sympathy with his wife and children, and share their sorrow. As a husband, he was very devout; as a friend, he was ever willing—and as a worker, he was ever steady and conscientious. Truly, Paul's character will ever remain a pleasant memory.

It never rains, but it pours, therefore, let me kindly inform you that James and the Mrs. Hinkle are the very proud parents of a baby boy.

J. Fitzgerald thought he would spring a surprise Christmas by slipping home to Kansas City to see his wife, but when he got there, his son from Chicago had beat him home, and he was hardly noticed, until it was time to carve the eighteen-pound goose and John said that the wing and gravy were fine.

D. H. Dingman spent a few days in Neodesha, looking over our power.

We are always pleased to have Mr. Dingman pay us a visit, and hope he will come often.

Alvin Johnson is seriously considering a trip to Siberia, because he believes that cold weather prevails there, and he is sure a hot member. When the mercury freezes, Alvin opens his shirt front and enjoys life.

These five rules will win. I don't care what your trade or profession is:

1. Trust God.
2. Respect the officials.
3. Attend to business.
4. Look well to your health.
5. Do not grouch.

"Spafford, Spafford," cried out Edw. Thompson, as he ran into the general foreman's office, "have you got any Listerine? I just caught the cutest little black and white animal, and I think it has halitosis."

Diamonds are lumps of coal that stuck to their jobs.

Our celebrated dart ball team of Local No. 10 is still undefeated. Won't someone come along, please, and break the monotony of always being winner?

Or, are we just as good at dart ball as we are at baseball? (Monett, note.)

Local No. 10 has every reason to believe that it is the best organized local on the system. It has 100 per cent membership, has well-attended meetings, has something doing all the time, has a women's auxiliary, and all the boys have confidence in the association.

W. Martin had the misfortune of losing his three-year-old child. We all share his sorrow, and know that the heaven is one star brighter tonight.

James Hinkle was absent a few days, having an injured finger.

Frank Junkins paid us a fine visit a few weeks ago and everyone was greatly pleased with what he said, and we are looking forward to another visit from him.

Here's to Howard Pickens. We know you will make good. We are with you and the Frisco Mechanic.

Tom Holland is our new traveling engineer. He is taking the place of Frank Ellis. They don't come any better than Frank, but we know we will like Tom. Good luck to both of you.

Do what you are paid for, and "then some". It's the "then some" that counts.

The Future Frisco Official

He rang in a little sooner

Than the fellows in his shop,

And he stayed a little longer,

When the whistle blew to "Stop".

He worked a little harder,

And he talked a little less;

He seemed but little hurried,

And showed but little stress,

For every little movement

His efficiency expressed.

Thus his envelope grew,

A little thicker than the rest,

He saved a little money

In a hundred little ways.

He banked a little extra

When he got a little raise,

Now, it's very little wonder

That he murmurs with a smile,

As he clips his little coupons,

"Are the little things worth while?"

The other day, during noon hour, John Brady held the audience in the machine shop spellbound with a dramatic lecture on "Reform". In part, John said, "Hell is full of gin cocktails, Scotch whisky and flappers with short skirts and rolled down stockings." Whereupon John Stoops, who was standing close by, loudly exclaimed: "Oh, death, where is thy sting?"

Mrs. J. Fitzgerald, wife of our boiler foreman, spent a few days in Neodesha, visiting her friends and relatives. Mrs. Fitzgerald's home is in Kansas City, Mo.

Rahel Stoner is reported to be on the sick list. Here's hoping for a speedy recovery, Stoner.

Harvey was forced to be at home for a few days on account of sickness,

but is back at work again, feeling much better.

This is 1927. 1926 is gone. Yes, gone forever, never to return, and the bad we have done we will forget, but the good we have done will last forever. All young men are the architects of their own fortunes, and should rely on their own strength of body and soul. Take for your star, self-reliance. Don't take too much advice—keep at your helm, and steer your own ship, and remember that the great art of commanding is to take a fair share of the work. Think well of yourself. Strike out! Assume your own position. Put potatoes in a cart over a rough road and the small ones go to the bottom. Rise above the envious and jealous. Fire above the mark you intend to hit. Be in earnest. Be civil. Read the papers. Make money and do good with it. Love your God and fellowmen. Love truth and virtue. Love your country and obey its laws.

Put an item each month in the little box in the machine shop, so I will have a little news each month. Help make the new Frisco Mechanic a howling success, and by that you will not only be co-operating with your local reporter, but you will be helping to make the Frisco Magazine a most interesting paper. Also send in all the pictures you can possibly scrape up of the little ones.

MECHANICAL DEPARTMENT LOCAL No. 12—AFTON, OKLA.

L. J. HUDSPETH, Reporter

Through the Frisco association of metal craft and car department employees and the courtesy of the management, the little town of Afton has been given a place along with the many other news items on the pages of the Frisco Employes' Magazine. We feel honored. We hope you feel likewise.

This is our first attempt to appear on the "printed pages" and we hope the "critics" will look over our errors and mistakes, as we in their place would do for the good of the Magazine.

On December 9 Floyd Hastings, car inspector, had his right arm severed below the elbow when it was caught between two oil tanks. Today Mr. Hastings was handed a check for \$500.00 from the Metropolitan Insurance Company, covering his injury. We hate to lose Mr. Hastings, he is a good man.

J. E. Whalen, fuel supervisor, was in Afton, December 23, giving us the "once over". According to Mr. Whalen, we are getting along nicely.

M. L. Guinney, traveling inspector, was in Afton, December 23 for the first time as a traveling inspector. If Mr. Guinney would leave his "eagle eye" at home he would be more welcome, but we'd hate for him to pass us up. Chief Clerk to General Car Foreman O. R. Tucker and wife spent the holidays in the old town, visiting relative and friends.

Mrs. H. R. Stone, wife of car foreman, was called to Ironton, Missouri, December 28, account of the death of her mother. We extend our sympathy.

C. O. Mitchell, storekeeper, was handed a \$500.00 check from an insurance company in which he was lucky enough to draw out. We'll ask him how it feels to possess so much money when he comes down.

Now that the quall season is over, let's hope Hugh H. Freeman, president of Local No. 11, stops complaining of his back.

James T. Anthony has been granted a forty-five-day leave of absence account of sickness. Mr. Anthony is a switch engineer in the Afton yards.

S. R. Gardner, division storekeeper at Sapulpa, was in Afton, December

30, and proceeded to cut off the night store helper, Frank Kelly. Mr. Kelly exercised his seniority at West Tulsa and is now working there.

One switch engine job was abolished in the Afton yard, December 31. A few "old heads" were shaved. Let's hope it is only temporary.

Our coach cleaner, Wm. H. Fields, and Mrs. Emma Buck were united in the holy bonds of matrimony at the Baptist parsonage, Tuesday, December 28. Friends extend congratulations and best wishes. The groom is 60 and the bride is 57.

The B. & B. gang is here at Afton to raise the coal chute. This will enable the 4100 class engines to get coal easier and save delays.

D. Bohanan, fireman in the Afton yard, has transferred to West Tulsa on the engineers' board.

F. E. Boultinghouse, first-class machinist, is absent account of sustaining a personal injury, January 1. A poor way to start the new year, but Bo isn't in the habit of being injured and is sorely missed from the job.

H. R. Polcy, roundhouse foreman, has surely had 'em in the air lately, getting our white lead engines ready to go to the shops to be converted to coal.

LOCAL No. 7—FT. SMITH, ARK.

H. H. MORGAN, Reporter

Local No. 7 has secured new headquarters. They are now holding their meetings in the new W. O. W. building. Held their first meeting December 1, 1926. The attendance has grown very materially since leasing our new hall up in the main section of town.

Our very pleasant and congenial general chairman, Frank Junkins, visited us last month and gave the local a new lease on life. His visit seemed to give us all encouragement to go ahead and make Ft. Smith local one of the banner locals on the system. Come again, Brother Junkins, we are more than glad to have you.

Division Chairman J. L. Eudy, accompanied Brother Junkins to Hugo, Oklahoma, where they had a very successful meeting.

Brother John E. White and family have returned from Chattanooga, Tennessee, after spending the holidays with relatives.

We extend our heartfelt sympathy to Brother George C. Shields, who is president of Fort Smith local, in the loss of his father, whose remains were laid to rest in Springfield Christmas Day.

Brother Charles Kline is devoting considerable time and hard labor to the selling of Insurance, for which he expects to be presented with an emblem for his Star automobile. We are hoping that he succeeds in this undertaking.

This local is making a gallant effort to organize a degree team for the purpose of putting on side initiation work when taking in new members.

The membership has ordered a seal to be used in connection with all correspondence and records kept by the local organization. I'm sure all will be highly pleased upon receipt of same. We believe in keeping our local affairs and everything else up in 100 per cent fashion. You all know what I mean.

The writer and little daughter, Ruth Ellen, have just returned from Tuscaloosa, Oklahoma, after attending the funeral of a brother-in-law, Charles Goins. Wish to take this means of expressing my sincere appreciation to the boys at Ft. Smith who so kindly gave the beautiful floral offering.

One of the boys punched the clock late so many mornings that he decided to move his place of abode just across the street from the roundhouse. We hope that he'll be on time at least a part of the time from now on.

The reporter has been asked to ex-

tend a cordial invitation to every member of the association on the system to visit Ft. Smith Local No. 7 at any time. You will note meeting dates of all the locals in this issue of the Frisco Mechanic. Ft. Smith local holds its regular meetings on the second and fourth Monday nights in each month. Don't forget the date and should any of you be in Ft. Smith, call on us.

Glad to see our old friend and brother, Howard Pickens, in charge of the Frisco Mechanic again. Know that we will always get the very best service in taking care of our shop craft news. May our department grow and prosper.

LOCAL No. 25—SHERMAN, TEXAS

W. A. GREER, Reporter

Mrs. K. G. Winebenner and children spent the holidays in Tulsa, Oklahoma, as the guest of her uncle, Jim Smith.

Jim Cain is back with the Frisco again. Mr. Cain has been with the Washington Iron Works during the last two years. Glad to have you back with us, Jim.

John George, president of Local No. 25, Mrs. George, and their younger daughter, spent the holidays visiting their married daughter, Mrs. Hughes, at Cleyburne, Texas. We know, without inquiry, that Uncle Johnnie had an enjoyable visit, though we always greatly miss him when he is away from us.

Our shop forces have been reduced to a five-day basis. We hope that it will not be long until we will be replaced on a full, six-day schedule. We feel that this plan extended to us by the management is better than a heavy force reduction, whereby, all are permitted to share equally in the work.

We appreciate the splendid working conditions which we are working under at Sherman. Also the fair treatment that we are receiving from our master mechanic, J. W. Surlis, and his associates down here at Sherman. It is worthy of commendation. We feel that we are very fortunate in having such an efficient staff of supervisors.

The shop crafts and car department employees staged one of the best (and best attended) meetings on December 17 that has been held in Sherman since the origin of the local association there. The principal speaker for the occasion was Frank Junkins of Kansas City, who was recently selected general chairman of the system organization. His talk was very much appreciated by the large audience.

Born to Mr. and Mrs. Lake McKown a fine eight-pound girl (Sarah Katherine). Mrs. McKown is doing nicely at this time and we hope that Lake will not forget that it is customary to bring around the cigars. He is one of our apprentice boys.

Mrs. Griffin has been operated on recently for appendicitis. Mr. Griffin is employed by the Frisco and is working in the shops here. We hope for the early recovery of Mrs. Griffin.

Mrs. P. L. Stenger recently returned from a visit with relatives in New Orleans. Old "Dad" surely is quite happy over her return.

Uncle Johnny George recently was invited to attend a comic party, in other words, it was one of these kind of parties commonly called "tacky garbed", including a mask and everything. Well, fortunately, Mr. George wore the age-old white derby hat. To tell the truth, the hat is forty-four years old, and to go on with the story, if it had not been for the kindly assistance of friends, the police would have locked him up. We'll wait for the next publication of the Magazine to finish this very interesting story.

The writer's wife and baby, Wilma Fay, spent a part of the holiday season visiting in Cushing, Oklahoma, being the guest of Reverend and Mrs. J. W. Hollins.

LOCAL No. 14—SAPULPA, OKLA.

HENRY PHILLIPS, Reporter

The Frisco is well represented at the Tabernacle revival being conducted at this place by Evangelist Rayburn.

Tom Allrod, box packer, has returned from his vacation.

Mr. and Mrs. Nash were the guests of their daughter, Mrs. J. S. White, during the holidays.

A. K. Watters and wife have returned from Merkel, Texas, where they visited friends.

In order to operate more air tools in the car department, eighteen storage air drums have been installed. These storage drums will enable us to do more steel car repairing at this point.

W. E. Bunch, car foreman, seems to be determined to win the safety cup, as he is making every effort to make the car department a safe place to work.

Car Repairers O. B. Hayes, Willis Wilsay and Guy Madden have been transferred from Ft. Scott, Kans., to this place.

George Campbell, safety appliance man, is the proud father of a baby girl.

The president of Local No. 14, A. W. Finley, and some of his associates, Brethren Ed. Givler, Geo. Delfeld and R. H. Jamison, were the dinner guests of Henry Phillips and wife. All reported an enjoyable evening.

E. R. Jackson, third-class machinist, at Sapulpa, had some grievance to take up. The two-foot rules have the numbers stenciled on them up to 23 inches and it is very difficult to find the 24th inch.

Local No. 14 of the F. A. M. C. and C. D. E. at Sapulpa is progressing very nicely. All men employed at the roundhouse are members of the Frisco association. We expect to be 100 per cent before long.

Henry Phillips, secretary of Local No. 14, worked forty-eight hours on a seniority list recently, only to find it was all wrong.

Tom Herzer, third-class boilermaker, was discovered talking to a minister the other day.

LOCAL No. 19—MEMPHIS, TENN.

D. P. HENLEY, Reporter

Thursday, January 4, was our regular meeting night and there was a nice showing of members present. The resignation of J. L. Glass as secretary of Local No. 19, is regretted by all. The writer was elected to fill this vacancy.

We had the supervisors as guests, also George Moore, assistant superintendent of motive power, who is quite an orator. Mr. Moore was the principal speaker of the evening. His talk was enjoyed by all, and Local No. 19 welcomes him in our midst every opportunity he has to be with us, for he makes us feel that he is one of us.

We had another big entertainment, January 21, when we enjoyed Bob Miller's band. There was some lively stepping that evening. We were able to secure the Memphis Baking Company's hall for the dance.

C. L. Moore, our coach painter, and his wife, entertained in their home, 1504 Kenilworth, with a New Year's Eve party, at which bunch was enjoyed until a late hour. Punch was served and prizes were awarded. Then came the salad course and several musical selections were given by Mrs. Moore. This entertainment was enjoyed by several of the Frisco boys and families.

O. E. Tant, machinist, celebrated Xmas and also his parents' anniversary by getting married. We wish him a long and happy married life.

We are glad to report that C. P. Murphy is able to resume his duties as stationary engineer after some time lost account of illness.

We are sorry to report that W. H.

Gimson, general foreman, was operated on Friday, January 7, for appendicitis. He is doing nicely now and we wish him a speedy recovery.

The Memphis boys must have conducted themselves in a very nice manner through Xmas, as there has been no casualties reported.

Yale reports that everyone there is happy because the weather is fine and that they have just started on a new program which calls for the building of 600 new coal cars. These cars will be built new from the rail up, and expect to begin turning them out at the rate of eight or ten per day until the job is completed. All of the old men that were laid off sometime back have been called back to work, and several new men employed. One additional Brown hoist will arrive in a few days which will mean a great help to them. They expect to start the night mill crew at once, which will enable them to get the wood to the cars as fast as needed. The underframes are coming in from the T. C. & I. at Birmingham, and they advise that in a very short time they will have the new cars rolling out to take their place at the mines or wherever needed. They further advise that Yale is a very busy place, and that they are all glad to be connected with the work and to lend their efforts in turning out the best cars possible.

Go to it, Yale, we are pulling for you strong at Memphis. We know you are busy, as we can judge this by the number of orders we get for wheels from you.

LOCAL No. 24—AMORY, MISS.

EVERETT D. HANSEN, Reporter

Willie T. Ritter, our locomotive carpenter, has traded for a new Ford sedan with wire wheels 'n' everything.

Marshall Malone has accepted a position with the car department. He hails from the store room with a good record.

Bob Stevenson, car department clerk, has been riding around on a brand-new Indian motorcycle since Christmas.

H. P. Roby, our locomotive inspector, was off for a few days, spending Christmas with his father in Tennessee.

F. J. Garner, general roundhouse foreman, was surprised to find his home filled with guests the other evening. He soon learned that it was a birthday party in his honor.

G. M. Schwend, locomotive engineer, and Mrs. Schwend spent Christmas in Kansas. Mr. Schwend is engineer on the branch between Amory and Aberdeen.

Raymond F. Dees lost a few days, due to the death of his mother-in-law.

Steve Tunnel, hostler, and Miss Myrtle Jones of this city were quietly married a few days before Christmas. We wish them the best of happiness on their journey through life.

R. L. Row, foreman on the coal chute, reports lots of work.

R. E. Drake, chief tie and timber inspector, was in Amory last week-end, en route to St. Louis, Mo.

James H. Fears, store room trucker, is off on account of sickness. He is in the Frisco hospital in St. Louis. We wish him a very speedy recovery.

S. K. Lyle, store room trucker, was off for two days this month on account of sickness.

A. A. Patterson, father of Storekeeper W. J. Patterson, spent last week-end in Amory.

On account of slack business the store department forces have been cut, temporarily.

Store Room Truckers Moreland, Evans and Malone report plenty of rabbits during the highwater on the Tom Bigbee River. These boys hunted most of Christmas week.

Car department forces have been increased a little this month.

From all reports it seems that our new car foreman, L. J. Orman, is getting along real well. All of his men are co-operating with him in every way. Hot boxes are a thing of the past.

A new air line is being built in the new yard. This will be a great help to the car inspectors.

Dillard Gateley, sheet metal worker apprentice of the west shops, spent the holidays here with his parents, Mr. and Mrs. Chas. A. Gateley. Dillard started his time at Amory and he will soon be a finished mechanic.

LOCAL No. 8—ENID, OKLAHOMA

F. PIERCE EATON, Reporter

Mike Wagner, roundhouse machinist, accompanied by Mrs. Wagner, has just returned from a two-weeks' vacation at Jamestown, North Dakota, where Mr. Wagner served his apprenticeship several years ago. Returning, the couple stopped over at Mason City, Iowa, for a few days, visiting Mrs. Wagner's relatives. Mike says they spent a very enjoyable vacation, although he was glad to get back to Enid, where there is not so much snow and cold weather.

Frank Holman, roundhouse foreman, reports excellent performance from his new Pontiac coach, which he purchased recently.

We regret very much to announce the death of Jess Murphy, father-in-law of Walter Hunt, boilermaker third-class, and we sympathize very much with Mr. Hunt and family.

Excellent performance is being obtained from the two new motor cars that were sent to Enid recently. They continue to keep up the regular on-time schedule formerly held by the 180 class engines on the lines out of Enid to Vernon, Texas, and Avar, Oklahoma.

A large crowd attended the ball given by Local No. 8 of the F. A. of M. C. and C. D. E. at Convention Hall, January 3, the entire proceeds going to replenish the floral fund being conducted by Local No. 8.

No doubt, dear readers, you've all heard of these late hour Romeos learning to call the morning milkman by his first name, but we've got one that beats them, in the person of Earl Moore, machinist apprentice, transferred from the west shops at Springfield. Earl hadn't been in Enid a week until he'd learned to call the entire crew of the passenger, running out of Enid to Avar, by their first names. Why?

Wilbur Ayres, air machinist, is back to work after being absent several days on account of illness.

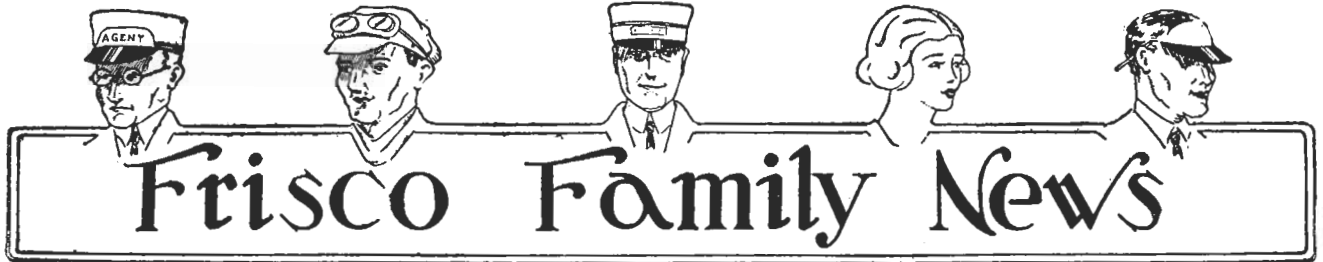
Sam Lindsey, blacksmith third class, reports a very successful hunting trip near Ames. Sam says quail are very plentiful in that section, and bagged the limit most every day.

Hayden Campbell, Earl Moore, Ordie Dodson and Pierce Eaton, machinist and boilermaker apprentices, respectively, transferred from the west shops at Springfield. All enjoyed a short vacation with relatives in the Ozarks during the holidays.

Eugene Allen, Jack Dunnam, Carl Bunden and Wayne Imboden, machinist and boilermaker apprentices, respectively, transferred from Enid to the west shops at Springfield, also spent a very pleasant two weeks with their parents at this point.

Mr. and Mrs. Sim Hilley, accompanied by Mr. Hilley's mother, motored to Pawnee, New Year's eve, returning Sunday.

Addie Dunnam, boilermaker, deserves a lot of credit for keeping up the reputation of the Ford car. Mr. Dunnam recently purchased a Ford of the four-wheels and no-brakes type, and with a little spare time and some material, together with tools, converted the car into one of the classiest of its model.



NORTHERN DIVISION

MECHANICAL DEPARTMENT KANSAS CITY, MO.

DORAL L. DENISON, Reporter

Carl Parker, night electrician helper, has taken the day job helping Elmer Burg, electrician, who is wiring the new roundhouse.

Arthur Disselhoff, engine inspector, is the proud father of a fine nine-pound baby girl.

Wyley Bodam and Charles Braun are the outstanding heroes since their most recent capture of a petty thief who has been stealing brass and other equipment out of the erecting shop and locker rooms. We thought that Strangler Lewis was Head Lock King, but now have our doubt after seeing it applied by Wyley.

Ward Moore, machinist, first class, who came to us recently from Springfield shops, has accepted the position of roundhouse foreman at Memphis, Tenn.

Fred Sawyer, who resigned recently, has returned to take up the duties of night fire builder.

Frank Junkins, general chairman of shop crafts, paid us a visit recently and made a fine talk at Local No. 4 lodge hall.

We are all well pleased with the new power and expect to do bigger and better things at this point.

William Teeple, day hostler, is off on the sick list and we are hoping to see him back soon.

John Nachbar, machinist, first class, has been transferred to Chaffee, Mo., where he will take up his new duties as foreman.

James Click, who is employed as sweeper, is back on the job after being off six weeks with the flu.

James Ihler and wife spent the New Year holidays visiting in Jefferson City, Mo.

We all know that James Gruce, boiler shop foreman, is attending Bible school every Sunday morning, for he makes his daily rounds grouping the boys together to increase the attendance of this class. Keep up the good work, Jim.

By the action of the boys, don't believe it is safe to leave the mechanical department column out any more so will try to get in on time.

Everyone has been ill but the reporter, so guess it is his time now, so he is taking a few days off to go to St. Louis where he expects to stay a few days in the hospital.

Just for the information of employes at other points want to say that we are having summer weather here. People even get off the train thinking this is California (?).

TRANSPORTATION DEPARTMENT FORT SCOTT, KANS.

LEO D. CHUMLEA, Reporter

A. W. Weber has taken the position of stenographer to T. W. Moreland, chief clerk.

L. W. Pipkin has been appointed division accountant of the northern division. He began his duties on January 17.

Harold Mitchell, former bill and

voucher clerk in division accountant's office, is now working at Chaffee.

E. H. Evans, of St. Louis, Mo., has for the past three months been acting as division accountant at Ft. Scott, has returned to St. Louis.

W. L. Huggins, Jr., A. J. McDowell, D. E. Eicher and H. F. Sanborn were visitors in Ft. Scott on January 14, attending a meeting of the Chamber of Commerce and the farmers around Ft. Scott.

J. T. Connelly has taken the position formerly held by C. Higdon.

Miss E. Gimble, stenographer in the accounting department, was transferred to St. Louis. We will miss the "Charleston Kid."

C. Higdon, assistant completion clerk, has been transferred to Springfield, Mo.

Miss Hendricks is the new stenographer in the accounting department.

E. P. Knox spent New Years in his old home town, Eureka, Kan., visiting his folks.

OFFICE DIVISION ENGINEER FORT SCOTT, KANSAS

C. B. CATCHING, Reporter

The betterment work on the northern division that was allowed for the year 1926 has been practically completed and below is listed a portion of the various improvements:

Laying of approximately 57 miles of new 100-lb. rail on the Kansas City subdivision between Paola, Kan., and Rosedale, Kan.

Installation of new 100-foot turntables at Fort Scott and Kansas City.

Draining various wet cuts with drain tile on the Kansas City subdivision.

Construction of an interlocker tower and extension of passing track at Pleasanton, Kan.

The rearrangement and additional yards at Neodesha, Kan.

The extension of passing tracks at the following locations:

Lacygne, Kans.; Fontanna, Kans.; Boicourt, Kans.; Prescott, Kans.; Fall River, Kans.; Columbus, Kans.; Golden City, Mo.; Liberal, Mo.; Dumbleck, Mo.; Ellwood, Mo.; and the construction of a new storage track at Ash Grove, Mo.

The above improvements were necessary in order to take care of the increase of heavier locomotives, and consequently longer trains, the 1,500, 4,000 and 4,100 class engines having recently begun operation on the Ash Grove, Kansas City and the Afton subdivisions.

Instrumentman Patterson and his gang returned to the office the last of December, having completed the re-running of curves on the Kansas City subdivision.

H. H. Harding, who has been instrumentman in this office for the last four years, has been transferred to Columbus, Miss., on the new road there.

H. W. Smith, who has charge of the drain tile in wet cuts on the Kansas City subdivision, reports good progress and expects to complete about the last of January.

L. B. Patterson, I. C. Cassil and Dan Collier spent the holidays in Mountain Grove, Mo. Patterson being a guest of Cassil and Collier.

Roadmaster Herd is reported on the sick list.

Nell Richardson, our stenographer, has been on the sick list with a cold.

OFFICE DIVISION PASS. AGENT KANSAS CITY, MO.

E. V. WALTERS, Reporter

We regret to report there is very little improvement in Mr. Cogswell's condition. He suffered a paralytic stroke about eleven weeks ago, on his right side.

Mr. Post's father has been seriously ill but is slightly better now.

After losing a fountain pen and forgetting a book, and forgetting where he forgot it, we are beginning to wonder if Mr. Giffey has taken up old "Rip" Van Winkle's memory course.

Let it hail, let it snow, let the blizzards come and go now that R. C. Gentry has such a nice, new, warm Burberry overcoat.

Geo. Light says there is nothing quite so disheartening as to be on your way to the shoe shop with a pair of shoes under your arm to be half-soled, and learning on the way over that another friend of yours has bought a new car.

Perry Wilson says he doesn't mind the heavy snows, it is just that he doesn't like the idea of tunnelling through all the snow drifts trying to discover which one of them is his car.

McCune and Maring certainly are putting it all over us—Maring with his Nash Six and Mac, the proud new owner of a Chevrolet. We are all trying to be awfully nice to them hoping some day they will take us for a ride around the block.

The very first time Mr. Newman wore his nice new light grey overcoat it rained. How is that for luck!

MECHANICAL DEPARTMENT FT. SCOTT, KANS.

WALLER R. HECK, Reporter

The roundhouse and car department employes gave an oyster supper at the Y. M. C. A. on January 21, followed by a musical entertainment put on by local talent. There was a game of volleyball in the gym between the roundhouse team and a team from the superintendent's office, also exhibition work put on by Senior leaders in Y. M. C. A. Gym classes. Everyone had a good time.

Harry Koontz has a new son at his house. Late in announcing the arrival on account of the forgetful father neglecting to bring the reporter a cigar in celebration of the event.

The helper engine at Ft. Scott was pulled off this month, which took off three engine crews, one crew belonging to Kansas City sub and two crews to the Ash Grove-Afton and Parsons district. This has started a round of bumping, a few of the changes are as follows:

W. J. Sampson, bumped E. J. Lloyd on branch passenger.

E. J. Lloyd, bumped W. S. Brundidge on 117 and 118.

W. O. Harper, bumped Abe Phelps on Arcadia Turn.

Abe Phelps, bumped I. H. Lane on Main Line Freight Pool.

Paul Wortman and John Kramer, firemen, who were borrowed by the western division, have been released and returned to Ft. Scott.



W. G. Bierd comparing watches with Fred Enos, engineer of the Alton Limited, the handsomest train in the world.

On Time

By W. G. Bierd
President Chicago & Alton Railroad

“TIME”, says judicial opinion with respect to the performance of contracts, “is of the essence”. And time is of no less importance in railroading. Americans have a passion for saving time. It is an outgrowth of the struggle to establish faster communication between pioneer communities and their bases of supplies, to unite widely scattered settlements into a nation. This demand was met by the railroads, whose tremendous expansion has paralleled that of the nation.

Again, in railroad operation, “time is of the essence.” Not only from the standpoint of maintaining a good reputation must the success-

ful railroad run its trains on time, but for the smooth functioning of the entire system. A late train may irk the impatient traveler, but his worry is often small compared to that of the train dispatcher and all the other operating officials whose arrangements are disrupted by delay. The modern railroad uses much elaborate machinery to keep its trains running on schedule. Engineers, conductors, flagmen, towermen—in short, every man connected with train operation must be equipped with a good watch kept in accurate condition, that all may work together smoothly, and that “Time”, the all-important factor in railroading, shall not get away from us.



The 60 Hour 6 Position SANGAMO SPECIAL

America's Finest Railroad Watch.

23 Jewel, 16 Size
14K filled green, white or yellow gold - - - \$ 90.00
14K solid green, white or yellow gold - - - 150.00



The 60 Hour 6 Position New BUNN SPECIAL

America's Master Railroad Watch.

21 Jewel, 16 Size
10K filled yellow gold - - \$60.00
14K filled green or white gold 65.00

ILLINOIS

60 Hour 6 Position Railroad Watches

Guy Munn, extra engine crew caller, has been transferred to Kansas City and is calling crews under Mr. Flannigan.

Hugh White, machinist, has been transferred to Kansas City. He was laid off here in reduction of force.

The roundhouse has a tender hearted employe, who leaves his dinner pail setting on a steam radiator to be kept warm for any poor hungry tramp that might happen along. One happened along the other night and took the dinner, but forgot to return the dinner pail and a new thermos bottle.

Mrs. Geo. Langley, wife of our former cellar packer, sustained fatal injuries in an unavoidable street accident on January 7. She was hit by a truck while crossing Wall Street, as she stepped from behind a team and wagon, in front of the truck. She was knocked to the pavement and died a few hours later from a bad skull fracture. The funeral was held from St. Mary's Church and was attended by many Frisco employes. All of the mechanical department employes wish to extend their sympathy to their former work mate in his bereavement.

Mrs. Floyd Mason underwent a major operation at the Ft. Scott hospital recently. She is getting along nicely.

Frank Russell, yard engineer, is again absent from work on account of sickness. It has been reported that he is very low.

Will Bendure, machinist, apprentice, finished serving his apprenticeship on December 24 and is now working in Denver.

Mr. Moore had a letter from Earl DeArmond recently who is now located in Hutchison, Kans., but states that he will soon move to Texas where he has secured another position. He states the Kansas climate does not agree with him.

LOCAL FREIGHT OFFICE KANSAS CITY, MO.

DAVID H. TODD, Reporter

Our editor has requested of all of his cub reporters to furnish at least ten items for publication each month. Please consider this an item, as I might run shy a few before I finish.

Ethel Martin, who lives in Englewood (not Illinois) Mo., was only late to work two times last month.

The Kansas City accident prevention committee of the Frisco R. R. is working on a large program, for its regular meeting February 7. The members intend to engage a large hall with space for lunch, musical numbers and later dancing. We are fortunate in having a first-class violinist among our number, Gustav Gabauer, who is the leader of his famous Velvetone Orchestra, and who will delight all with his dance numbers. We also expect to have other talent including vocalists, French harpists, etc., and a

very enjoyable evening is expected. What we want now is a volunteer to do the "Black Bottom." I understand that we are expecting some of the higher officials, who will be invited. From a straw vote taken in this office recently, we are expecting nearly 100 per cent attendance.

Believe it or not, but Lon washed the windows the other day. Now we can see whether the sun is shining or if it is raining or snowing.

You could not accuse Clarence Tarp of clock watching as he has his back turned to our clock, however since he received a valuable one for Christmas he has been clock watching constantly.

Most of us save the useless presents that we receive for Christmas until the ensuing year, then favor someone else with them. Someone evidently had a guilty conscience, having received a gift from the reporter and made a New Year's resolution to pay back all debts. In view of the fact the reporter received a very belated gift of a beautiful pair of blue and white silk garters which had not been worn more than two years. Come over and see them.

COMMERCIAL OFFICE CHATTER KANSAS CITY

IRENE MORRISON, Reporter

Our deepest sympathy is extended to Lee Warner in the recent loss of his mother who passed away December 24. She was ill only two weeks with pneumonia.

George Story spent New Year's day with his brother in Oklahoma City.

Pete Rose spent the holidays in St. Louis.

Andy has taken up golf—and the turf. He has already acquired a firm grip on the ground. All he needs now is a golf suit and a car to take him to Swope Park.

And that isn't the half of it. Bill has joined the ranks of the bridge hounds, and within a few days the rest of us expect to be able to write a book on the fine points of golf and bridge.

And we could hardly keep from crying out loud when Steve told us his New Year's resolution was not to swear—so much. He can't stop altogether, however, as there would be so many times he would have nothing to say.

With each member of the office still having a weakness for either golf, bridge, bowling, radios, puzzles or burlesques, it looks as though the line of chatter for 1927 will be the same old sixes and sevens.

The pinocle game between George, Andy, Bill and John was adjourned for the want of a good referee.

Things we would like to know:

Why Steve is afraid to park his car near a junk yard.

Who taught Andy to cuss.

Why the Terminal Trust failed before Story got his money out.

If Johnny thinks he's fooling us by saying he prefers blondes.

Who put the water in Bill's new rubbers to determine if they were really waterproof.

MASTER MECHANIC'S OFFICE KANSAS CITY, MO.

H. F. SHIVERS, Reporter

We regret very much that we failed to get in under the wire for the January issue, our items reaching the editor too late to be included. However, there was so much other good material from all over the system, ours was not missed. Unless our cub reporter, the sandhouse man, falls down on us, we won't be found outside the door after the forms are closed another time.

The entire mechanical department forces at Kansas City extend their deepest sympathy to H. P. Crew, ear clerk at the south repair yards, in the

loss of his daughter who was accidentally killed in an automobile accident at Pratt, Kans., just before Christmas.

On the strength of the threatened tax on cigarettes that was supposed to have been put into effect the first of the year, we notice quite a few users of the fag "that satisfies" trying to master the art of smoking a pipe. However, the tax failed to become effective, consequently we all had our trouble for nothing.

What came very near being a serious accident occurred sometime ago in 15th street train yard, when a certain clerk in yardmaster's office nearly walked into the new scale pit while gazing at a picture on a shopping bag being carried through the yard by a young lady employed in the store department.

Marjorie Craig, stenographer in this office, became dissatisfied with the mail service between Kansas City and her old home town of Lincoln, Nebr., and combined business with pleasure by making a trip to Lincoln over New Years to see if they had closed the postoffice up there. She found they were still doing business at the same old stand, and everything is now running along smoothly.

Quite a good deal of interest is being shown now in connection with the performance of the 4,100 class engines which are being used in freight service out of here, also the 1,500 class engines are performing remarkably well in passenger service.

Machinist Apprentice Dave Wright is thinking of engaging the services of a private secretary in order to help him take care of his correspondence since someone was so kind as to put his name in a certain magazine as being desirous of corresponding with members of the opposite sex between the ages of 16 and 20. We understand that Dave is getting on an average of fifteen letters a day from all parts of the United States and some from foreign countries.

Arthur Thompson, machinist apprentice, kindly consented to give a certain young lady a lift sometime ago and by so doing got the thrill of a lifetime because said young lady accidentally got her rubber heel too close to the exhaust pipe due to the floor boards having been removed on account of repairs and not replaced. When the pipe got hot, the rubber began to smell. Then came visions of a short in the wiring. After stopping and while looking for said short, young lady decided that her foot was getting unusually warm, decided to park said foot elsewhere which led to the discovery of all the excitement. The floor boards have been replaced in order to prevent a reoccurrence of this kind.

"What's good for my wife's fallen arches?"

"Rubber heels," replied the clerk.

"Whatinell I rub 'em with?"

Mr. and Mrs. H. L. Johnson were called to Springfield the first of Jan-

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"THE GOLDEN RULE"

CHAFFEE, MO.

uary on account of the serious injury of Mrs. Johnson's brother-in-law, Ed. Taurinman, who was injured in an automobile accident.

Coach Inspector Curtis Kincaid is the proud possessor of a brand-new Ford sedan. He was so accustomed to riding in an open car the first few days he drove his new car, he let all the windows down so he could breathe.

L. J. Leigh, assistant general foreman of the car department, has been able to realize one of his life-long ambitions in the completion of his new residence in the Rosedale section of Kansas City. Leigh says like Cartoonist Briggs, "It's a grand and glorious feeling."

We were all at a loss to account for the broad grin carried by Wm. (Bill) Edwards, clerk in this office, sometime ago and it was found to be occasioned due to the arrival of a brand-new boy who put in his appearance on January 11.

According to Miss Agnes Lynch, the capital of Oklahoma is Pawhuska.

"So this is February?" Soon it will be time to get out the fishing tackle.

We wish you all a very patriotic observance of Mr. Washington's birthday.

EASTERN DIVISION

ST. LOUIS MECHANICAL DEPT.

LOUISE SCHUTTE, Reporter

Elmer Yackel, locomotive inspector, returned triumphantly from his deer hunt in Montana. Anticipating the doubt with which his tale of success would be received, he brought venison sandwiches for several of us prepared by the chef of the Bevo Mill and showed us pictures of the kill. Oh, my yes, we have a hunter in our midst.

W. H. Van Horn and wife returned from their holiday trip to Trenton, New Jersey and New York City. Mr. Van Horn said they surely step fast in New York and if you do not get on the street cars or elevated right now, you find yourself waiting for the next one.

Robert L. Jones, passenger engineer, is now a grandpa. Not the old-fashioned kind with the beard and briar pipe, but a grandpa nevertheless. A daughter was born recently to his son-in-law and daughter, Mr. and Mrs. Buck, of Pueblo, Colo.

L. Carleton Klose and wife were in Springfield, Mo., during the holidays.

Mrs. James Hoflich, wife of assistant foreman, and James, Jr., made a hurried trip to Paducah, Ky., where Mrs. Hoflich's father is seriously ill.

Mrs. C. B. Carlisle and daughter, Jennie Marie, are visiting Mrs. Carlisle's parents at Leasburg, Mo. By the way, Jennie Marie is beginning to master the English language and is considered very progressive.

Roy White and wife enjoyed the holidays in Oklahoma City. Even so, Barney seemed to be glad to get back home.

We are sorry to report that Edward Homewood, machinist, will be confined in the hospital for a time to undergo an operation for appendicitis.

E. T. White, fireman, went on a hunting trip, too. Seems to be the thing to do lately. We have not yet heard if he had any success, but if he did not, it certainly was not because he wasn't dressed for the part of a hunter.

C. B. Carlisle, clerk, has spent a few days in Leasburg due to the illness of his mother. Mr. Carlisle still likes Leasburg even though he has made his home in St. Louis for several years.

The writer read the Rolla, Mo., reporter's tribute to the Ozark country in a recent issue of the Magazine. Am sure after one has seen that beautiful country, there is no more need for further boosting. The Ozark country is inexpressibly beautiful and as unforgettable as a beautiful melody. Everything you could reasonably wish to enjoy can be found in the Ozarks.

SUPERVISOR CAR REPAIR BILLS SPRINGFIELD, MO.

P. F. HENDRICKS, G. S. THOMPSON, Reporters

We want to fill the gap between '25 and '27 by our appearance in the family columns and our first resolution is



"Service Beyond Price"

TRAINING men in industry to become more skilled workmen and helping men and women promote their knowledge of business is service.



Service in the International Correspondence Schools goes beyond the enrollment of students. It is a matter of pride with us to be able to give the student more than the written terms of the scholarship. We view the student as a friend as well as a student.

Between friends there must be more than a mere business relationship. Between friends there must be loyalty and interest in all things affecting one or the other. The interest of the I. C. S. is the interest of a friend.

The student has come to our institution in the hope that we can serve him. That hope is bred of praiseworthy ambition. Such a student is an educational ward of our Schools.

It is our duty to go to the uttermost to maintain this ambition and to help the student in every way at our command to master the course. That we cannot—will not—do half-heartedly. The brains and the educational resources and facilities for service of the International Correspondence Schools belong to the student.

We are not content with the service we give, we aim all the time to give more. Our texts must be the best we can obtain; our examination and correction of studies as perfect as human machinery can make them; our students must have prompt service; our view-

to get back into the midst of the news by relating our bit of interesting incidents and events.

There were numerous items of events happening around this office the latter part of December, but in our estimation the "big feed" put over here on the twenty-first seemed to be the center of attraction. No one suffered from lack of food. However,

point must ever be forward-looking; ours must be genuine sympathy with the ambition of the student to go onward and upward.

We want no student to stop. We want all students to finish their courses so that they may secure the practical reward that follows increased knowledge, and the satisfaction and strength that come of having mastered something worth while.

So to help ambitious men and women over the boulders and barriers is a fine and constructive work. That is our mission. That is what we mean when we speak of "service beyond price."

Mail the coupon for 48-page free booklet which describes these Railroad Courses in detail

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Without cost or obligation, please send me one of your booklets and tell me how I can qualify for a position in the work before which I have marked X in the list below:

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| <input type="checkbox"/> Air Brake Repairman | <input type="checkbox"/> Executive Training |
| <input type="checkbox"/> Roundhouse Foreman | <input type="checkbox"/> Private Secretary |
| <input type="checkbox"/> Trainman and Carman | <input type="checkbox"/> Cost Accountant |
| <input type="checkbox"/> Conductor | <input type="checkbox"/> Stenographer and Typist |
| <input type="checkbox"/> Machinist | <input type="checkbox"/> English |
| <input type="checkbox"/> Boilermaker | <input type="checkbox"/> Telegraph Engineer |
| <input type="checkbox"/> Pipefitter | <input type="checkbox"/> Telephone Engineer |
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| <input type="checkbox"/> Coppersmith | <input type="checkbox"/> Diesel Engines |
| <input type="checkbox"/> Electrician | <input type="checkbox"/> Gas Engines |
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| <input type="checkbox"/> Civil Engineer | <input type="checkbox"/> Car Inspector |
| <input type="checkbox"/> Bridge Building | <input type="checkbox"/> Mechanical Drawing |
| <input type="checkbox"/> Concrete Work | <input type="checkbox"/> Correspondence |
| <input type="checkbox"/> Architects' Blueprints | <input type="checkbox"/> Personnel and Welfare |

Name.....
 Street and No.....
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 Employees of this road will receive a Special Discount

Jerry Anderson did not maintain his usual record, due to the fact that he complained of feeling "punk" and we could only credit him with two custard pies, thirteen sandwiches and only six bricks of ice cream. We hope that next "feed" we have Jerry will have regained his super appetite.

Traveling Car Inspector "Newt" Rickman, more commonly known as the "shiek," presented the ladies of this office with a large fancy box of chocolates. The candy took the proper effect and it absolutely filled everyone.

P. F. Spangler spent the holidays visiting relatives in Ensley, Ala.

We understand Bradford Watkins, correspondence clerk, has been making a good record in "bowling," and also understand he recently had two hundred loads of dirt placed on his lawn at home, which, he graded after work. We were just wondering if he was getting some of his practice putting boulders across his lawn at the neighbors' chickens.

Cora Wolkins, machine operator, received a Christmas gift from one of her ardent admirers. However, it was not the one that usually is expected about this time of the year. Nevertheless she says it does not remind her of the days gone by, but does remind her of the ones approaching.

Opal McCroskey, ticket sorter, spent the New Year's holidays visiting her brother in Kansas City. Some more brother stuff.

Ida Blood, stenographer, returned to work December 29, being away from her duties since October 15, due to illness.

WEST SHOPS—FAMILY NEWS

NAYDEAN G. BLAKELY, Reporter

Cars may come and cars may go, but none have gained the prominent place that the new Chevrolet sedan of P. V. Hampton's has. Wonder of all cars, none better. Mr. Hampton looks, acts and talks as if he had drunk at the "fountain of youth." What a heap of difference a new car makes! The old Chevy used to brave all the cold days, but now the new owner is walking to work in order to keep the "shining wonder" in good condition. We thought positive that nothing could induce Mr. Hampton to keep his car out of the parade of good-looking cars at the west shops, however, we, no doubt, will be better off not seeing it for after that the rest of us will be discontented with or without.

George Dwyer, clerk to A. C. Reeves, resigned January 3. We understand he is selling the moon, or is it a piece of green cheese? Take it from us—George has the lingo and knows the how, so we wouldn't be surprised if the future cars at the west shops are lead by the moon.

Wm. B. Skinner, clerk to material supervisor, has succeeded Geo. Dwyer as clerk to the general foreman. Bill has made an excellent record at the west shops and Mr. Grundburg was mighty sorry to lose him.

Cecil Case, former shop distribution clerk, is on Skinner's old job. Case is getting along fine and enjoys his

work and the bunch enjoy his bright socks.

Lowell B. Reed, acting shop accountant, has been transferred to Ft. Smith, Ark., as division accountant.

Don B. Fellows, acting mechanical accountant, has returned to the west shops as shop accountant.

J. Ralph Yates, former accounting department shop checker, has returned to the west shops as mechanical department checker. We are mighty glad to have Ralph with us again.

William Ricketts, west coach shop, died at his home Wednesday, January 12. Burial was made in the Maple Park Cemetery.

Eugene Franks, machinist, and Celeste Jackson were married recently. Mr. and Mrs. Franks have our congratulations and best wishes for a happy married life.

Ralph B. Harrison, boilermaker apprentice, and Irene Hart motored to Boliver the latter part of December and were married, returning to Springfield. Keeping mum was the next step, but as the old saying goes—"you can't fool all the people all the time"—so their secret eventually leaked out and Ralph treated the crowd after a noisy celebration. Mr. and Mrs. Harrison have our sincere wishes for the happiest of married life.

Lloyd Lamb, chief clerk, has our sympathy in the recent death of his cousin, Miss Anna McGlothlin.

Mr. and Mrs. M. A. Herzog spent the holidays in Atlanta, Ga., at the home of Mr. Herzog's parents.

Funeral services for Mrs. Matti-Hightower, seventy years of age, were held Wednesday, January 12, at Klingle Funeral Chapel. Mrs. Hightower was the wife of J. T. Hightower, former west freight shop employe.

P. V. Hampton, storekeeper, took his first comptometer lesson last week. Mr. Hampton was duly initiated into the mysteries of subtraction, division, multiplication and addition; aided by Chief Clerk Franklin and Stenographer Jessie Robards.

Mr. and Mrs. T. E. Boal have returned from California. Tracy says twenty-four hours is not enough hours for a sunny clime day.

The brightest of ideas were the little calendars received as greetings from Miss Martha C. Moore and W. L. Huggins, Jr. Fifty-two weeks this little calendar will be in use, much longer than the average card of greetings, and so much more helpful.

Wilson Mills, shop checker, made his appearance in a complete spiffy ski outfit. The weather was cold enough, two above, but we are afraid Wilson was spoofing us, 'cause we are certain he left the west shops in his Chevy.

E. R. Taulsman, hammersmith, was seriously hurt when a touring car in which he was riding skidded on the ice and turned over on the highway 1 1/2 miles from Rogersville. Roy D. Whitehead and W. C. Pursell, blacksmiths, who were with Mr. Taulsman, were only slightly injured.

Claude W. Wade, nineteen-year old carpenter apprentice of west coach shop, was killed by lightning recently while hunting near Carlinger Mills. Wade was hunting by himself

and after an absence of several hours his uncle, Geo. W. Stephenson, Frisco engineer, became alarmed. A search was made and his body found. Wade was well liked and has many friends at the west shops.

OFFICE GENERAL MANAGER SPRINGFIELD, MO.

ORVILLE COBLE, Reporter

Miss Ann McClernon spent the New Year in Lexington, Ky., visiting relatives. While there she had the privilege of inspecting race horses.

Grover Danley is a good transportation clerk, but as a whitewasher he is no Tom Sawyer. In doing some whitewashing he got quick lime in his eyes. The injury was painful and evident, but not serious.

Z. M. Dunbar was called to Indiana by the death of his brother.

File Clerk Adkins found a file he wasn't looking for the other night when the left rear wheel of his Pontiac picked up a rat tail that punctured his balloon. He was not overjoyed even though he needed a file.

Paul Arnold is now wearing those big shell-rimmed spectacles, that not only makes him better looking, but better seeing.

The Willigan family have a goose. This young gander was purchased to grace the Thanksgiving table, but his sterling qualities and friendly spirit so endeared him to all that he is now installed as a family pet and always honks his greeting to Anna when she drives home from work.

Kimball, Connelly, Arnold and Coble were each on the sick list during the month. Nothing serious and little time lost.

Metropolitan dividend checks were a pleasant surprise to many, but the excepted force seem to have been "excepted."

Miss Jochum has been having some photographs made—X-rays of a troublesome tooth.

Fred J. Peterson, late of this office, but now secretary to Vice-President Hutchinson, was drafted into service as elevator boy during the recent time card meeting. We understand Mr. Cornatzar will not ride with him again.

Last week Mr. Stephenson was seen buying fishing tackle. If a copy of this Magazine goes to the State Fish Hatchery we hope they will take note.

C. H. Baltzell has been added to the general manager's staff. He is specializing in getting the new book of rules printed and in watching the Kansas Legislature to see that their

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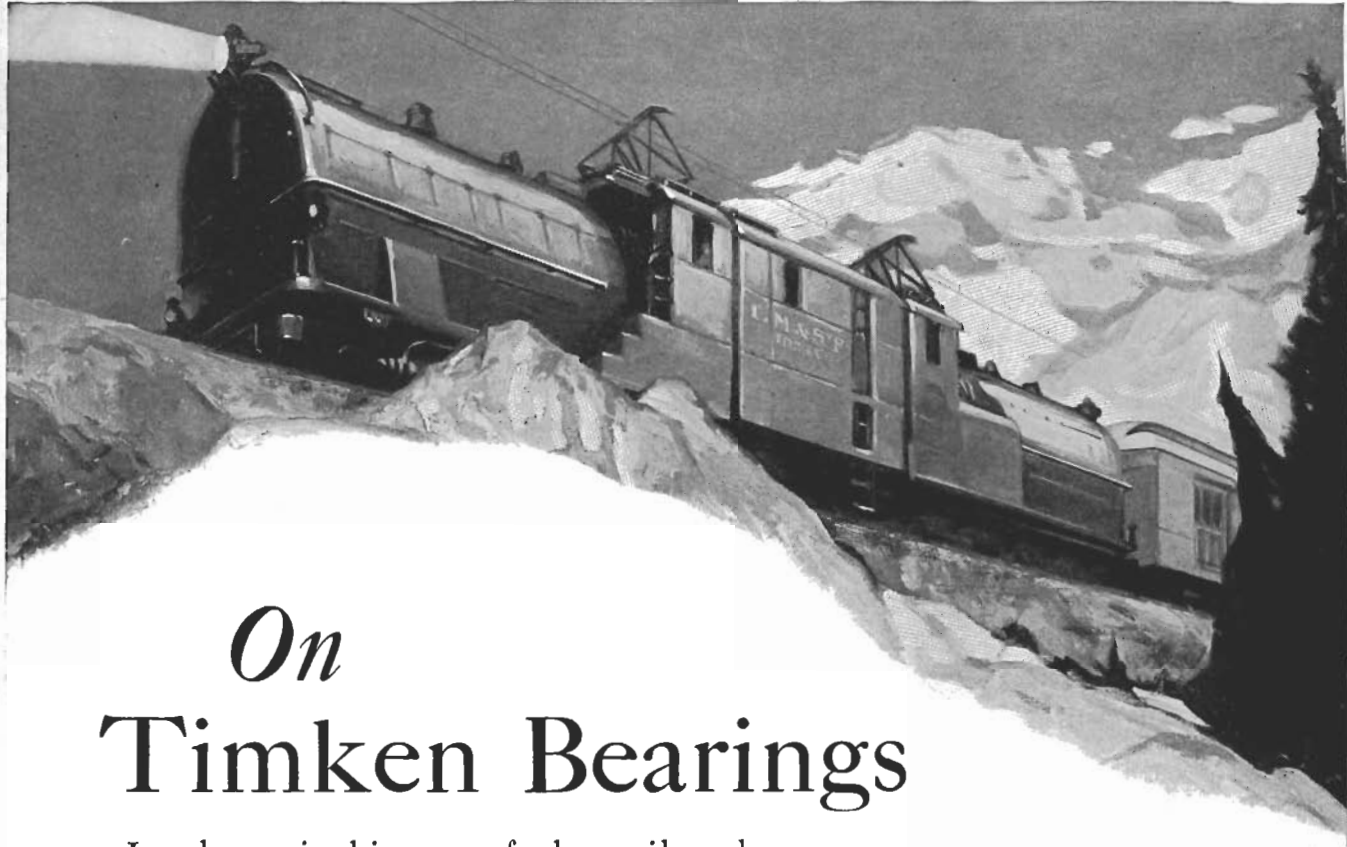
Louisville, Ky.

PATRONIZE YOUR LOCAL WATCH INSPECTOR

Your Local Watch Inspector will be glad to advise or assist you to make an appropriate selection for any occasion HIS NAME HERE IS YOUR PROTECTION AND GUARANTEE

- Adams, R. M.....Enid, Okla.
Dilworth Jewelry Co.....Jasper, Ala.
Farmer-Cannon Jewelry Co.....Birmingham, Ala.
Finley, R. W.....Chaffee, Mo.
Fink, John, Jewelry Co.....Fort Smith, Ark.
Graves, A., Co.....Memphis, Tenn.

- Gahlenbeck Jewelry Co.....Pensacola, Fla.
Haltom, G. W.....Ft. Worth, Texas
Hafner Watch & Optical Co.....Dallas, Texas
Mace, J. H.....Kansas City, Mo.
Russell, E. E.....Altus, Okla.
Standard Jewelry Co.....Muskogee, Okla.



On Timken Bearings

In the epic history of the railroads a new chapter opens. Cars regularly equipped with anti-friction bearings are here. Timken Bearings make it possible. The first standard Timken-equipped cars go into operation on the Chicago, Milwaukee and St. Paul.

Timken Tapered Roller Bearings for this progressive railroad's crack flyers, THE OLYMPIAN and THE PIONEER LIMITED, mark the day of new ease, quiet and surety in long distance travel.

On guard against the wear and waste of friction, Timken Tapered Roller Bearings not only conserve power, but put an end to hot boxes and the whole lubrication difficulty.

Steel wheels speeding steel grades and curves cause stresses which have been thought beyond anti-friction bearings. Here again, as in every other type of mechanism, throughout Industry, the "impossible" has yielded to Timken design, construction, and resources.

THE TIMKEN ROLLER BEARING CO., CANTON, OHIO

TIMKEN *Tapered
Roller* **BEARINGS**

enactments are not adverse to the railroads. "Uncle Charlie," as he is known to many friends, is planning to step up the athletic interests of the office building. Boxing is his forte. He is a referee of note and no mean trainer of champions. He is also an enthusiast at football, baseball and bag punching.

MECHANICAL DEPT. NEWS SPRINGFIELD, MO.

ALTA NORTHCUTT, Reporter

Surprises never cease. Raymond Ivey, secretary to George W. Moore, who is assistant superintendent motive power, gave his friends a real surprise recently when he took unto himself a wife. She was, before her marriage, Miss Fannie Crenshaw, daughter of Mr. and Mrs. D. W. Crenshaw of Springfield. This couple certainly had plenty of excitement mixed with the wedding. They did not secure their license until about 11 p. m. and were married by Justice of the Peace Hubbard, at 11:30 p. m.—just barely having time to make the train before it pulled out of the station. How's that for a near elopement? From reports we have received they are enjoying themselves very much in the sunny south, visiting Birmingham, Ala.; Pensacola, Fla., and other points of interest.

In spite of the disparaging remarks made about Old Father Time, he performs many kindly deeds. As a crowning event of his many accomplishments during 1926, he made a farewell call at the home of F. M. Ferbrache and left a very dainty and charming souvenir. It is a girl, and they call her Jeanne Carolyn.

A recent valuable addition to our clerical force is W. R. (Buck) Wynn. Mr. Wynn has been with the Frisco for the past three or four years, coming to this office from the accounting department. We hope he likes the mechanical department so well that he will stay with us.

MONETT ADVERTISERS

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MONETT, MO.

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Booster for Monett, Her Industries and the Ozark Playgrounds
Daily, \$5.00 per Year by Carrier; \$4.00 per Year by Mail. Weekly, \$1.50 by Mail
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PEARL PETERS, Editor
212 Fifth Street **MONETT, MO.**

Our smallest stenographer, Eunice Morrow, recently rounded out her quota of children's diseases. She came to the office a couple of days before Christmas with a well developed case of measles. Mr. Potts sent her to the doctor; the doctor sent her home—and then the office force sent her some flowers. We are pleased to add that Eunice has returned to work now, and looks none the worse for her recent illness.

While the north shops were closed for the holiday vacations, Mr. McCaffrey's efficient stenographer, Mrs. Cora Engleking, operated a Remington in this office. Come again, Cora. We are always glad to have you with us.

Although Saint Nicholas arrived at George McKenna's house a couple of days behind schedule time this year, he left there the priceless gift of a baby boy. And now George says that regardless of what others may think, he knows there is a Santa Claus.

We are sorry to report that our office boy, Wesley Shane, is sick and in the hospital at the present time. Trust he will soon recover and be able to return to the office.

We are all wondering why Flo Blevans thinks it would be advisable to transfer one of the Texas Lines' machinists to Springfield.

YARD OFFICE—NEWBURG, MO.

LAWRENCE PLANCHON, Reporter

Fred A. Smith, third trick dispatcher, is spending a few days visiting with his family at Blackwell, Okla.

C. D. Ward, night roundhouse foreman, has recovered from an attack of the "flu." He is now visiting with his parents at Neodesha, Kans. Mrs. Ward accompanied him as far as Springfield, where she will visit a few days with her father, Chas. Bair, east end conductor.

Harry McDonald has returned from Los Angeles where he visited his brother. Harry reported a wonderful trip, but was glad to get back to the Ozarks and the Frisco.

Little Miss Mildred Donaldson, daughter of F. H. Donaldson, trainmaster, visited a few days with friends in Springfield.

Charles Delashmit has returned to work after being off several months on account of illness.

Hoe H. Goodrich spent a week with his mother, at Springfield. Mr. Goodrich is stockman in the store department.

Miss Helen Y. Fellows has returned from a vacation.

When it comes to bringing in the "bacon," you should see Frank Hamilton and "Fritz" Altman come in from a hunting trip. "Al" Canary, is also one of our great hunters, however, it would be wise to "see" the bears, wild turkeys, etc., that he brings in.

Don't think that dispatchers don't know the alphabet, at least we have two that certainly know what "A" means.

Eastern division accident prevention meeting was held in Newburg, January 10.

MONETT LOCOMOTIVE DEPT. MONETT, MO.

MARGUERITE FROSSARD, Reporter

Mr. Cummins, representative of the American Steel Foundry, was in Monett on January 5, making a check of the Davis steel wheels under our equipment.

Firemen B. C. Green and D. Napier have returned to Monett after having spent the latter part of the month of December at Ft. Worth, working off the extra board at that place. Although they aver that Texas is a fine country, they were surely glad to get back to home and family.

We all wish to express our sincere condolences to Engineer J. S. Robinson, who recently suffered an irreparable loss in the death of his mother. Mrs. Robinson passed away at her home in Carthage, after an illness of quite a long duration. Engineer Robinson was fortunate in being present

at his mother's bedside for several weeks prior to her death.

Eastern division mechanical department accident prevention meeting was held at Monett, in the office of W. G. Hall, on Friday, January 7. The meeting was presided over by J. L. Harvey, master mechanic, and we were fortunate in having the attendance of Mr. Blevans of the chief claim department, St. Louis, and H. H. Harrison, accident prevention supervisor. Both

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these gentlemen made splendid talks of an appropriate nature, which were well received by the committee.

Think we are going to be compelled to go out into the "highways and byways" and pick up men to be drafted into the service to fill the depleted ranks of our engineers, judging from the number of applications rolling in for anticipated service on the Pensacola Line.

We are glad to report that two of our veteran engineers, J. W. Fitzjohn and T. F. Mansfield, who have been disabled for the past several months, are gradually recovering their accustomed health and vigor, and will soon be pounding the rails again. They both agree that although a little rest is a wonderful boon to a busy, over-worked man, there is such a thing as too much leisure, which becomes even more tiresome than labor.

Uncle Sam, in the person of P. A. Rodgers, Government inspector, spent two days at Monett the first part of January, taking a minute inventory of the condition of our locomotives. However, we seem to be starting out the New Year right, as Mr. Rodgers presented a clean slate upon his departure.

H. E. Davies, southwestern division engineer, was taken to St. Louis hospital on December 30, suffering from ulcers of the stomach. We are glad to hear that Mr. Davies is getting along nicely under the treatment given him, and sincerely hope he will be able to return home soon.

John Forster paid us one of his usual cheery, wholesome visits recently. Who, on this railroad, is not always glad to hear Mr. Forster's gruff, booming voice peal forth in greeting? If there be one among us, let him declare himself and be denounced!

Marshall Long, machinist, has resumed profitable labor, after an enforced rest of several months duration, thrust upon him as a result of a broken arm which was sustained in a battle fought with an apparently harmless Ford. After many months of peaceful submission to the ignominy of being cranked, this particular Ford finally decided to "kick," with such disastrous results to Mr. Long's state of well-being.

Our boss, W. G. Hall, has been confined to his home for the past three or four days, with an attack of old-fashioned pleurisy or neuritis, or something of the sort equally as pleasant.

**F. L. & D. CLAIM DEPARTMENT
SPRINGFIELD, MO.**

CHARLENE WILLARD, Reporter

W. A. Shumate advises that one of the Hoople House boys (Tom Quinn) took up the work of Carrie Nation on January 1, 1927, and made a successful swoop the first night. Reported casualties included complete destruction of all the evidence.

Miss Mary Weddell, up until January 1, held the position of office girl, but now she is boss of her own ranch. A few days before New Years she made a week-end visit to Oklahoma City, but it turned out that she was met at the train with the ring and license and as a result, on New Year's eve became the bride of Richard Thurston, formerly of this city, but now a resident of Oklahoma City. The employees of the claim department sent the happy couple a beautiful chest of silverware and the girls, on learning that she would not return for several months, gave her a new and novel party—"an express shower." Each girl gave her a little remembrance and then they were all packed in a large cylinder box and sent by express to her new home. We certainly miss Mary, as she had a way of driving out the "blues" with her happy and joyous chatter. However, she has the good wishes of all for a bright and prosperous married life and we

hope that some day she will return and visit us.

Miss Marie Morelock succeeded Miss Weddell and we all extend to Marie the glad hand of welcome.

L. L. Bangert, traveling representative, has been sent to Pensacola, Fla., on company business for an indefinite length of time.

On November 6 Miss Mamie Gurley, of the filing department, entertained with an auction party at her home on the Grant Street road, four miles north of town. Those in attendance were: Dazel Lewis, Freddie Draughan, Lyda Lewis, Hattie Hindman, Carrie Livingston, Alma Fielden, Charlene Willard and the hostess.

W. A. Cripps, on the C/L desk, spent New Year's day with Tom Morland, chief clerk at Ft. Scott station.

There is nothing new particularly in the sporting line. No big game hunting has been reported. The wonderful news that a French Canadian youth of seventeen years won the \$25,000 prize awarded by the Chowing Gum King for swimming the San Pedro channel from Avalon, C. I., to the Pacific main coast, created a little bit of a flurry the morning of January 17, but evidently failed to arouse the interest of our languishing chief claim clerk, L. C. Cox, who has been ailing with spring fishing fever for some time and it is doubtful whether he will be able to hold his own until that much coveted time arrives.

For Sale—One vest, following dimensions: No sleeves, six buttons made of wood, four-inch tail, changeable color, warm at ten below zero. See Dock Hayes.

Angeline Golden, of the typing bureau, will return to work February 1 after being away from the office on a month's leave of absence.

Zero weather has been prevalent throughout the Ozarks the last month or so, but Earl Head persists in wearing sport shirts with abbreviated sleeves to the elbows and now the cat is out of the bag—there appears on his manly wrist a very handsome wrist watch (a Christmas present) which is creating quite a bit of speculation and comment.

The annual 1927 Frisco Veterans' membership campaign opened up January 1 and new cards are ready. Please send \$1.00 and application, stating name, length and class of service to J. L. McCormack, secretary-treasurer, at Room 105, Frisco Building, Springfield, Mo., and membership card will be promptly mailed.

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**OFFICE SUPT. OF TERMINALS
SPRINGFIELD, MO.**

DOLYNE SCOTT, Reporter

The question is—which one of the callers is going to be married first?

O. M. Simon, chief yard clerk, has had his neck tied up for several days, but refuses to commit himself by telling us the trouble.

John Summers, secretary to Mr. Bruton, has just returned from a two weeks' leave, part of which time was spent in Birmingham, Ala. John also spent a day at several hotels in Memphis.

The wife and son of B. G. Dorris, switchman, have returned from a trip to California.

L. P. Lavelle and M. Finkenbinder, yard masters, have been off several days on account of sickness.

B. G. Dorris, switchman, is "acting yard master" on the south side in the absence of Mr. Finkenbinder.

E. O. Davis, switch foreman, has worked twenty-two months without losing a single shift. Real good record for a young fellow, isn't it?

Radios are becoming very popular among the Springfield terminal force. It is reported Mr. Bruton has the fever

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at the present time, and why not? They are a very wonderful invention. George "Cap" Sprague, engine herder, is taking a vacation.

Mrs. Mary Salley, of 814 East Pacific Street, wife of J. W. Salley, switchman, died Thursday afternoon, January 6.

**SIGNAL DEPARTMENT
SPRINGFIELD, MO.**

MATILDA C. HOFFMAN, Reporter

Harry Wardlow, helper in Signal Foreman Kennedy's gang, suffered a very serious accident on the evening of January 12. While walking between a street car and large derrick standing by the power plant of the Gas & Electric Co., at Springfield, he tripped and fell beneath the wheels of the street car and his left hand was severed at the wrist. The signal department extend their sympathy to Mr. Wardlow and hope he will soon recover from the injury.

A certain member of the signal department says just before Christmas he is as good as he can be. He must have been very good this year as he received two presents of which he seems very proud.

Wedding bells mingled with the Christmas bells for C. I. Garton, signalman, and Miss Susie Land. The happy couple were married December 24, and are residing in Springfield.

Mr. and Mrs. Harry Barron spent the holidays in Jasper, Ala., with relatives. Mr. Barron says he knows there is a Santa Claus as he received several unique presents which pleased him very much.

F. V. Hutchison, draftsman, and Mrs. Hutchison spent the holidays with friends in Winslow, Ark., their former home.

R. C. Garton has moved his family from Willard to Springfield.

Albert Sivewright, formerly clerk in

this office, has accepted a position as secretary to E. E. McGuire at Memphis. We miss Albert very much and were sorry to have him leave.

Have had quite a number of recent changes in location of signal maintainers the past month. C. C. Clark is now located at Paola, Kans., E. M. Stewart has been transferred to Ft. Worth, Tex., H. P. Hilton is at Aurora, Mo., C. E. Gardner at Sikeston, Mo., and E. F. Warford is leading maintainer at Memphis, Tenn.

Since thirteen of Lake Owen's chickens were drowned last spring, he is keeping them in the house. They seem to appreciate the change, as Lake says he is now getting three eggs a day.

Little Jimmie Ball has been indisposed and is keeping his daddy up night and the daddy says, interferred with a speech to be made at the Pathfinder Club this month. Will have more to tell about the speech next time.

**LINDENWOOD MECHANICAL
DEPARTMENT**

CELESTINE DEVEREUX, Reporter

Quoting Shakespeare—Wm. M. Plaskett, of the night force.

The night men wish to extend their sympathy to Sidney Williamson whose mother died during the holidays.

A rolling stone gathers no moss, so they say, but after John Sanders takes a hunting trip we know that "Fords" gather mud. Is that so John? Rabbit pie is lots better than "quall on toast."

John Fowler visited his old home in Tennessee during the holidays. He says next time he goes, he is taking a bathing suit along as everything was under water, due to heavy rains. We would advise an umbrella, too, John.

The Lindenwood shieks have been having a glorious time during the holidays. Two of them are very brave men. On going home recently, they encountered a burglar emerging from the cellar of a well-known machinist's home. According to information at hand, these same shieks ran so fast that Charles Paddock lost his world's championship. The burglar was dead leaves. Harry, please sweep your cellar steps, don't scare these two boys.

Carl Christensen is certainly some artist! Should the Post Dispatch see your cartoons, your fortune is made, Carl.

Tom Willoughby has gone away for a week's vacation. Don't know where, but he is gone.

Jim Rogers seems to be making a collection of pipes. Some day, perhaps, we will know why. How many, Jim?

On January 4, Machinist Helper H. D. Plummer and Miss Effie E. Smith were united in marriage. Miss Smith is the daughter of Mr. and Mrs. D. L. Smith, of Cook Station, Mo. Mr. and Mrs. Plummer are making their home in St. Louis. We extend our best

wishes for their happiness and prosperity.

Car fare is an expensive item to Claude. Necessary for him to pay two fares frequently, and this occurs on his way to work.

Luncheon at the Forest Park Hotel, a little bridge and much chatter, marks a Saturday afternoon and evening well spent. Miss Celeste O'Neill is the much envied member of an "Eat and Be Merry" club.

Should the chief clerks at any place or at any time suffer that malady "out of sorts," resort to pickles as a safe first aid. The large and extremely sour kind are to be preferred. This form of diet produces a wonderful effect in the Lindenwood locomotive department.

Mr. Birch, of the store department, has been off for some time on account of illness. We all hope for a speedy recovery.

It is said of Carl Christensen, he is willing to marry provided the right girl comes along. By right, he means—plenty of money, good cook and capable of taking care of him as he would like to be. "You know, says Carl, "freedom is worth something."

Three below and disposition unimpaired. The usual "good morning" and "Springfield on the wire?" were only interrupted by a few warm-up exercises. Your cheerful spirit was reminiscent of a spring morning, Mr. Phillips.

**MILL STREET PASSENGER STA.
SPRINGFIELD, MO.**

ROBERT E. HOLMAN, Reporter

J. M. Weaver, night baggagemaster, was absent from his position January 13.

Blanche Handley, typist, freight station, has been off for about two months on account of sickness. We all wish her a speedy recovery and hope to see her back with us within a short time.

S. M. Cox, assistant platform foreman, freight station, recently bumped Assistant Cashier R. T. Newbold on account of his position being abolished about the first of January. Newbold exercised his seniority at the superintendent of terminals office as soon as Cox was able to relieve him as assistant cashier.

W. S. Wood, ticket seller, was absent from the office January 12 on account of sickness.

Anyone wishing help on cross-word puzzles, just converse with Jim Hamel, cashier, city ticket office, as I am sure he will be glad to help you. Understand he is one of the top-notchers when it comes to working cross-word puzzles.

We all regretted to hear of the serious operation Conductor M. D. Welch, southern division, who runs on the Sunnyland between Springfield and Memphis, underwent recently in St. Louis. Understand he is getting along nicely, and we hope to see him back on his run before long.

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Walter Hunt, yard clerk, was absent a few days from his job during January on account of illness.

M. Finkenbinder, day yardmaster, was absent several days last month on account of illness.

J. A. Breece, station master, was off the latter part of December and the first few days last month taking a rest at his home in Monett, and it looked as if Joe would be unable to resume work when he did as his daughter, Fern, became ill with scarlet fever, and, of course, they were quarantined for three weeks. Understand the "stop sign," as Joe calls it, has been removed and his daughter is just about well.

**OFFICE OF CAR ACCOUNTANT
SPRINGFIELD, MO.**

MARIE ARNOLD, Reporter

Aileen and Marjorie Renshaw are spending a long-deferred vacation in Shreveport, La., going via Memphis and returning via Kansas City. A good time to visit in the sunny south.

Marguerite Cochran spent the holidays with her mother in Piggott, Ark.

Georgia Newton spent her vacation in San Antonio during the holidays.

Eleanor Bridwell left for St. Louis on the twentieth, there to meet and go with a party of girls from Stephens College, Columbia, for the week-end in Chicago and at Northwestern University.

Sam Hendrex served as cutting machine operator several days this month while James Collins was off ill. James (Bud) is one of the recently

wedded, having married Miss Cleddie Fielder of this city in December.

Mrs. Jones, head record information clerk, was off three weeks this month with a sprained ankle and various bruises, received from falling down a stair.

Good news from Myrtle Miller, states that she is home from the hospital and rapidly recovering from her operation.

While the office looks rather desolated after having abolished some positions and laid off several clerks, those who had the misfortune to be laid off should take new hope at the sight of so many diamonds displayed since Christmas, which will surely create vacancies within a short time.

Mabel Hunt, former demurrage stenographer, paid the office a visit while home from Kansas City during the holidays.

Mrs. Kelley Gray has joined that vast army of California residents known as "Boosters," having sent in her resignation from that state. She was evidently "intregeed" with the palm and pepper trees and the fruits and roses the year round, to say nothing of the balmy weather while we are hovering around zero here.

Isabel Stroup, from the statistical department, succeeded to Mrs. Gray's position but did not remain with us long, preferring to become "Mrs. German" rather than an "accountant." Isabel didn't intend to let us know for some time that she had changed her name, but a cog slipped in the machinery of the recorder's office, and the notice came out in the newspaper.

There seems to be some sort of charm about the "accountant" position, since no one remains thereon for any length of time. Maude Yakey is the present occupant.

**OFFICE OF GENERAL
YARDMASTER
MONETT, MO.**

HELEN NORTHERN, Reporter

Wm. Caffey, assistant yardmaster, and wife visited a week with relatives and friends in Phillipsburg, and Springfield, Mo.

C. E. Whitlatch, recently retired switchman, sends greetings to his Frisco friends, from California. He reports he and Mrs. Whitlatch had a wonderful trip.

Earl G. Douglas, of Newburg, visit-

ed a few days in Monett this month, en route to Oklahoma City, on company business. Mr. Douglas was formerly ice clerk at Monett. Seems like old times to have "Doug" with us.

Up to this time the record for steady working, Monett yard, was held by Wm. Shea, formerly of Monett, who worked a few days over nine months without laying off. On January 15, Wm. E. Schafnitt has worked 321 days, regular position as helper on the 8:00 a. m. Hill Engine. He hopes to see the record for steady working to one year and one day. Good luck, Bill.

Bruce Parsons Brown, small son of A. Preston Brown, switchman, is recovering from a severe attack of measles.

Ralph Waltrip and Wm. Scott are the latest editions to our yard office force. They come to us from the freight house, Waltrip bumping C. Heying, and Scott bumping Geo. Schwandt.

Deepest regret and sympathy is felt by Frisco employes at Monett at the death of Mrs. W. T. Dailey, who was accidentally struck by an automobile driven by Alex Speer, of Monett. Mrs. Dailey died January 8, a few hours after the accident occurred. Mr. and Mrs. Dailey came to Monett about thirty-two years ago. Mr. Dailey was employed by the Frisco, in the mechanical department as boilermaker from that time until he was pensioned.

Treva G. Lea, bill clerk, returned January 15 from St. Louis, where he visited Russell Cole, former Frisco employe.

Harry Kirk, central division conductor, and wife have just returned after having gone through the Mayo Clinic at Rochester, Minn.

C. C. Mills, supervisor accident prevention, was in Monett, Saturday, January 8.

J. G. Lorton, Frisco representative, passed through Monett the first of the month.

S. T. Cantrell, superintendent central division, was in Monett January 14.

Fred Steel, Otto Boss and Neil Gillette, extra switchmen, have returned from southwestern division where they have been working for the past month.

AGENT'S OFFICE—MONETT, MO.

PEARL E. LEWIS, Reporter

Say—is your typewriter trained to write 1927 yet?

Jesse Perriman, Columbus Mayhan and Thomas Phillips, freight handlers, have been transferred to the passenger platform as mail and baggage handlers, displacing Walker Shadday, Otis Burg and William Ezell.

W. K. Bierer, platform foreman, with his family, enjoyed a week's vacation with relatives in Kansas City.

H. H. Edwards, check clerk, acted as platform foreman in the absence of Mr. Bierer.

Clarence Heying has joined the freight office force as night clerk, displacing William P. Scott who "bumped" on yard checkers' position.

A. M. Trimble and wife were week-end visitors in Sapulpa, recently.

A. J. Dowell, dairy commissioner, was a visitor at our station recently, in the interest of butter shipments from this territory.

A new fruit shipping association has been formed at Monett to be known as the "Monett Fruit and Truck Growers' Association." They will erect their shipping shed just west of the Monett Fruit Growers' Association shed. This will bring several hundred acres of berries to our station for shipping that have not been considered in our territory heretofore.

J. H. Shockley, ticket clerk, has been confined to his home for several days on account of illness.

Our agent was about as pleased over his Christmas as any one we know—he said he had a new granddaughter, a radio and a carbuncle.

W. L. Allcock, who has been the crossing watchman at our central av-

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enue crossing for some time, was retired on December 31, on account of having reached the age of seventy years. At present time William Shumate is located at the crossing and William Allen is acting as yardman in Mr. Shumate's place. Both are veteran sectionmen.

Razor Guinney, our bill clerk, seems to have been "brooding" quite a little of late and the office force was in a quandary as to the cause until one morning he announced he had his "brooder" all made and would set his old hen in a few days.

The Ozark Fruit Growers' Association held their annual meeting at Monett the first week in January, and delegates from five states were in attendance. D. E. Eicher, of the Frisco development department, spoke to the assembly on the work of the Frisco railroad in developing the fruit industry along its lines.

**OFFICE DIVISION ACCOUNTANT
SPRINGFIELD, MO.**

JULIA A. GIMBEL, Reporter

"Winter has come" and if the bright sunny days we've been enjoying for the past two months would cause anyone to doubt this statement, let them take a peep into the superintendent's office at the timekeeper's mustache. It must be for warmth, for it certainly isn't for beauty.

Effective January 1, the position of general clerk was cut off temporarily, and Ferrell Ambrose, formerly our general clerk, accepted a position with the Muscle Shoals, Birmingham & Pensacola Railroad, at Pensacola, Fla.

Two positions were cut off in the division engineers' office—that of rodman and chainman. Bill Jones, chainman, accepted a position in Columbus, Miss., and Maurice Burley, rodman, accepted one in Ft. Worth, Tex.

Jim Osborne is a brave man. After all the trials and tribulations he had with his old Ford, he walked right down and bought another one. Can't waste sympathy on a man that makes the same mistake twice, though.

E. L. Welch, shop accountant, is becoming an ardent radio fan these days, or at least we would imagine so, from the announcement made from the Springfield broadcasting station. Mr. Welch said the program was coming in fine, and that he was enjoying it immensely.

W. B. Hudson, completion report clerk, was wondering why the neighborhood was suddenly becoming so unattractive to so many of his neighbors, and then he realized that his new saxophone might be the cause of it. Stay right in there, Walter, practice makes perfect; the first six years are the hardest, and then you'll begin to see some improvement.

L. E. Anderson, assistant engineer, spent several days in Denver, Colo., during the month of December.

John Stauffer, transitman, has been learning the art of bacheloring for the past several weeks, while his family have been enjoying a visit to Lawrence, Kans.

Geo. Kastendieck has a brand-new Ford sedan—another one. Can't blame him for not wanting to ride around in an old dilapidated Ford since he's wearing that new red and purple tie somebody gave him for Christmas.

O. W. Wilson, rodman, went to Harrison, Ark., during the holidays, and spent a few days "quail hunting." How many did you shoot, O. W.?

M. W. Abernathy, division accountant, is busy after working hours, coaching a Boy Scout basketball team. They have received several challenges for games since the team was organized, so we should see some pretty good basketball games this season.

H. H. McGarvey, bill and voucher clerk in the division accountant's office, Chaffee, Mo., was a visitor in this office just before Christmas. Chaffee seems to be agreeing with Mac.

**SEVENTH STREET STATION
ST. LOUIS, MO.**

AGNES M. LARKIN, Reporter

E. W. Miller, chief clerk, has been transferred to the zone bureau. Mr. Miller has served in various capacities at this station, starting as messenger boy twenty-four years ago. We extend to him our heartiest.

Our new chief clerk is none other than Herbert E. Ernst, who has also seen twenty-four years of service, the general part of which was spent as chief bill clerk on the outbound bill desk.

H. G. Snyder, general agent, and wife spent the holidays in Palestine, Tex., visiting relatives.

Harold Wiethop now comes to the office on Saturdays in his new Ford sedan.

Santa Claus has again added another one to our list of betrothed ones. Emma Ruesche, abstract typist, is displaying a sparkler on her left hand. We expect to attend this wedding in the spring.

We extend our sincere condolence to Miss Virginia Powell, who recently lost her father.

Adam Erlinger, foreman of the inbound, has been discharged from the Frisco hospital where he was confined for five weeks, due to an attack of pneumonia. He is now on a sixty-day leave of absence, and we hope he has an early recovery.

We welcome to Seventh Street, Miss Olivia Miller, transferred from the general office to position of key punch operator in the zone bureau.

We have many visitors at our office throughout the day, but there is one friendly face familiar to all at Seventh Street, who has been visiting the station daily for the past forty years. This is Sam "Casey" Jones, of the Liggett & Myers Tobacco Co., who checks the movement of this company's shipments. While in the office Sam is always whistling some lively tune and has a cheery word for all he comes in contact with which helps to lighten the daily toil.

**OFFICE SUPT. TRANSPORTATION
SPRINGFIELD, MO.**

EULA STRATTON, Reporter

Well, Folks our cheerful little "Red Bird" is back with us after quite a serious illness. Carlotta, we welcome

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**MONETT YARD
MONETT, MO.**

FRANK L. KYLER, Reporter

for several days. We are hoping that John Charles will be well soon.

J. G. Akridge, platform foreman, has been on the sick list for quite awhile. Although he has been on the job he has been feeling very bad.

Joe Wilson's wife spent the holidays in Palmer, Ill., visiting her mother, Mrs. Payne.

Floyd Yates, stenographer in stationery department, and Lillian Young were married at twelve o'clock noon December 24, at the home of Rev. Edwin Armstrong, 2108 Missouri Avenue. After the ceremony the young couple left for Memphis, Tenn., to spend their honeymoon. They are now at home to their friends at 1713 W. Elm Street, this city. Congratulations.

Mrs. Eugene Henderson, wife of our timekeeper, is ill at her home on North Jefferson Avenue. We hope that Mrs. Henderson's health is soon restored.

S. H. Gaston, our general foreman, has been suffering from an attack of the "flu."

It seems as though bad luck came in "bunches" for Sam Gaston, as he received word that his uncle, Oren Burch, age 64, had passed away on January 11. Funeral services were held at the home, 1308 E. Com'l Street, at one o'clock January 12, and the body was taken to Marshfield for burial under direction of the Klinger Funeral home. The store employes extend their sympathy to the bereaved.

Joe Edmondson, son of Mr. and Mrs. C. J. Edmondson, passed away Friday night, December 24, at the home of his parents, 809 S. Missouri Avenue. Joe and his wife had motored from their home in Long Beach, Calif., to spend the holidays in this city with the former's parents and Joe was stricken with a heart attack and died suddenly. He is survived by his wife, parents, three sisters, Alice, Daisy and Lucille, four brothers, Ralph, Robert, Walter and Clifford. Burial was made in Hazelwood Cemetery, Sunday, December 26. Joe was employed by the Coast State Oil Company, Long Beach, Calif. His sister Alice is employed at the store room as price clerk. Sincere sympathy is extended to the bereaved.

Now that Miss Willigan and Miss King have concluded their diary of their trip to Europe, I wish to state that I for one have greatly enjoyed the account. There are others here also who have mentioned it to me about how the folks at home were following the narrative. Pretty good writer that can hold the attention of a six year old.

While we are talking about stories, I will relate one that John Stowe told the other day: Mrs. Stowe's sister, who resides in the Red Oak township up in Lawrence County, found and killed a two-foot rattlesnake in a flower bed she was cleaning out on December 2. This is a most unusual occurrence for winter time and if I didn't know John Stowe to be a man of strict adherence to the whole truth and nothing but the truth, this tale about snakes would be hard to register.

A few days ago, the little daughter of Brakeman W. L. Adecock was playing with his knife and as Bill wanted to go to town he told her to give the knife to him.

"All right, Daddy," replied the little tot, "here it is, you might need it to cut the board when you go to the office." Pretty good for one so young.

The rubicund countenance of P. S. Pittman, second trick telegrapher at "MO", has been absent of late. Samuel was down on the central division, doing some dispatching. He was relieved by Robert W. Pierce, from way down on the Cherokee sub. Mr. Pierce was only with us a short time, but he seemed to have the knack of making friends and we hope he comes back, the next time Sam goes off dispatching.

Mrs. John McTigue, wife of switchman on the second trick coach crew, had the misfortune to break her right arm on January 5. She is reported to be doing very well.

Jimmie Rausch, six-year-old son of Fireman Charles Rausch, had his dad

talking to himself when he came to work the other evening. It was Jimmie's skates that were responsible for Mrs. McTigue's broken arm and then, Jimmie needed some basketball trunks so he proceeded to take a new pair of six bucks trousers and make himself a pair.

Leo Harback, fireman of the 3 p. m. crew, is quite a fancier of flowers and as there is a seed house up in Iowa that broadcasts a program, every afternoon, Leo is always ready to go over to McTigue's and tune in. I wonder if that is where he got the dope that prompted him to use dynamite on some tree stumps recently.

The sympathy of the entire yard force is extended to Switchman Wm. E. Buckley in his recent bereavement.

A few nights ago, January 9 to quote the exact date, our stenographer was noticed leaving on No. 319. Tryin' out that new pass, I reckon.

Barney Conley, third trick switch-tender, has returned to work after being laid up with an injured knee.

Sam P. Jolley, switchman on the first trick coach crew, who has been in the hospital, has returned to work.

A post card from Mr. and Mrs. Chas. E. Whitlatch, who are visiting their children at Montrey Park, Calif., says that they are getting along fine and having a wonderful time. Prior to retirement on December 18, 1926, Mr. Whitlatch was foreman on the first trick coach engine.

"Daddy" Adecock, who has flagged the central avenue crossing for a number of years, was retired December 30, having reached the age limit. Uncle Nathan Justice, who was second trick flagman, has taken the first trick and Wm. Shumate has been assigned the second trick. Wm. Allen, of the track department, has been assigned to Shumate's vacancy as yard cleaner. All of these men are veterans in the track department.

Engineer C. J. Smith, who has been working in St. Louis, has returned to work on the 10:15 p. m. coach crew. Glad to see you back at work, C. J.

G. D. Shreeve, first trick switch-tender, has some kind of new dingus on his Chevrolet sedan. It really is a horn I reckon, but it sounds like a goose. That ought to get 'em off the way, Dick.

For particulars about the re-union, see Chas. Rausch.

One cold day recently, Mack McClanahan, second trick switch-tender, was noticed to be keeping close to the steam heat due to having on a pair of low cuts. The low down is that Mack left one of his work shoes with the cobbler and forgot to bring the other one to work with him.

Jesse J. Newberry, switchman on the 8 a. m. crew, has been confined to his home with a severe cold, but is able to be out and at work again.

Gentle rumor, wafted in this direction, implies that our former fellow worker and high diving friend, known throughout "pro" circles as "The Diving Griffo," otherwise Harry Griffith, Springfield switchman, will soon do a backward flip-flop into the turbulent pool of matrimony. Harry used to work down here at Monett and with him as the star performer, we have invaded many a swimming pool and such like. The thing that we did best however was to storm the Polish castles that abound in a region about eight miles south by west of here. This, as well as the diving, was an act

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that Harry always did, exceptionally well, as you all will surely recollect. Harry has a host of friends down here that join me in wishing him all of the luck in the world if that gentle rumor is of truthful origin. If it ain't then we will have to send up some smokes, and if it is true we will look to him for the same. Oh, death, where is thy sting.

Guy Dawson, switchman on the second trick coach crew, showed up for work, a few minutes early one day last week and cleaned the windows of the shanty and washed the table. Guy works in the field regular, but the exertion of his house cleaning, left him so jaded that he had to ask John McTigue, the regular pin-lifter, to swap off. The best of results were secured however by the window washing campaign, even at such a terrible cost, as the switchtender can see out of the windows now and is thereby saved considerable labor of going to the door to look out. We are certain that "Dick," "Mack," and Barney appreciate it.

Joe Shockley, who presides at the ticket window at the station, has been laying off sick. Arch Long, day stationmaster, relieved Joe and Otis Burg filled Arch's vacancy.

George Bowman, second trick stationmaster, has also been ill and it fell the lot for Otis to work in his place also.

"SP" OFFICE—SPRINGFIELD, MO.

G. C. VERMILLION, Reporter

Operator Room was the successful bidder on the third trick at St. John and has resumed duties there.

Operator Stone worked several days on the third trick at Crocker.

Operator Hull, first trick "SP" office, has returned from his vacation. He reports a most enjoyable trip.

Operator Wilson worked several days as cashier-operator at Marionville.

We are glad to report that Operator Mahaney, second trick, Strafford, has resumed duties after being off several weeks due to illness.

Operator Reed, third trick, Sheffield, visited in Springfield a few days. He was relieved by Operator Schroff.

Operator Porterfield was the successful bidder on the third trick at Aurora-Tower and has resumed duties there.

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Operator Wallace was the successful bidder on the second trick at Southeastern Junction.

Agent Pamplin, at Northview, has recovered his car which was stolen last month.

Operator Nevils worked several weeks on the second trick at "SP" office, Springfield.

FREIGHT ACCOUNTING DEPT.
AGENTS' ACCOUNTING DIVISION
ST. LOUIS, MO.

LILLY KULAGE, Reporter

The death of F. L. Connelly is deeply mourned by the A. A. department.

George Thiele, who was very much liked by the department, left us very suddenly the first of the year, however, he did not definitely disclose his plans.

With all the effective changes the first of the year, bumps and transfers, we hardly knew where we stood in our department. Harry Wigge and Wm. Grummell were transferred to the claim department, as was Milton Hite; Mr. Griffith succeeded in Mr. Connelly's position, Herbert Wingenter breezed in to the 64 local department, and the boys on the mail desk moved to the twelfth floor. All who came are welcome, and those who went shall not be forgotten.

Oh, yes, there were several diamond rings flashed this Christmas. (Think I promised special mention of them last month). Some seem to be mysterious, while others are not. For instance, Beulah Bulger, she has a beauty, but why she wouldn't brag

about such a doner, is something we cannot understand. Then there is Emily Lehr with another beauty added to her collection, she didn't say which. Wilsie Cawthon is sporting a daisy, the gift of her parents. She is a lucky dickens. Martha Kisro also says her's came from her parents. But Mary Dumont wins the prize. Just when we were recuperating from the Christmas diamond shocks, here she comes in the middle of January, with a wonderful engagement ring. Hope you will stay a little longer, Mary, so that we might at least become acquainted with you.

Judging from the looks of Clem Horn's desk in one day's absence, he sure is the hard working boy of the office.

But when it comes to being popular, Loyola McLaughlin has us all in the shade, why that girl is compelled to carry a cane with her at noon time to knock her admirers away.

Walter Lewedag was displaying a new knife to Miss Rabbit the other day and almost scared her stiff when he told he had skinned many a "rabbit" with that knife. By the way, Walter has invested in a fine new bungalow. When is the house-warming, Walter?

We have two new traveling auditors on our rolls, the first is Harry Landzettel, formerly in charge of the filing bureau, and the second N. C. Steedman, former accountant at Birmingham, Ala. Welcome and success is the wish we extend to them.

Traveling Auditor Tremayne had quite a serious sick spell during the past month, but we are happy to announce he is back on the job again.

It would seem that the two traveling auditors who, only lately, took un-

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to themselves a wife, namely Messrs. C. R. Welch and C. S. Tapscott, also have trained them to be private secretaries. Nothing like breaking them in right.

George Whiting spent New Year's day in Memphis, Tenn. He is convinced now that St. Louis is not as dead as it might be.

TRAIN YARDS—SPRINGFIELD, MO.

JESSE L. BRANDON, Reporter

The new passenger station is almost completed. The contractors' tool sheds and debris has been removed from the grounds and things are becoming tidy again. It is a real convenience to have free access to freight and baggage platforms and to have room for patrons to park cars off the street while waiting for trains. The attractive surroundings will add to the pride and happiness of Frisco employes and prestige of Frisco service.

With the coming of the New Year, business is starting nicely and the mechanical department on the south side is determined to set new records of efficiency for 1927.

We are sorry to report the death of Inspector D. B. Barclay's father January 9, 1927, after a long illness. Our sympathy goes to those who are bereaved, for sooner or later such experiences reach us all.

There has been an increase of business on the freight platform which has resulted in the calling back of nearly everyone who was laid off during the holiday period. Hurrah boys! Keep the good work going.

Inspector H. C. Sweeny has been off three or four days due to sickness in the home. Mrs. Sweeny contracted a severe case of pneumonia.

We are glad to notice that Major Mingo is back to work after a short illness.

PASSENGER ACCOUNTING DEPT. ST. LOUIS, MO.

ESTELLE HILTON, Reporter

Lewis Butts is taking a two months' leave of absence and is spending the time at his home in Wright City, Mo.

Christmas was saddened this year for our co-worker, Rev. H. F. Bohn, by the death of his father who passed away December 22, age seventy-three years. He leaves two daughters and four sons to mourn his loss. Two of the sons are ministers. Wm. Bohn served the city of St. Louis as chief deputy administrator for thirty-nine years. The sympathy of the accounting department was expressed to Mr. Bohn by a beautiful floral piece.

The writer also had a sad ending of a beautiful Christmas day, when her daughter and son-in-law motored to Springfield, Ill., and were both seriously injured in an auto accident. They are both improving nicely at this writing, but will be compelled to remain in the hospital for some time.

Victoria Matrose spent the holidays with her home folks in Gillespie, Ill.

We have with us a new stenographer, i. e. new to us at least; and that is not all, she is really new, for her name is Edna Neu and we extend to

her the glad hand of welcome and wish her success.

FUEL DEPARTMENT—ST. LOUIS

LOUISE S. GIBSON, Reporter

Mrs. Broe Mitchell, wife of fuel accountant, has been quite ill at Springfield for several weeks. We are glad to report, however, that Mrs. Mitchell is now on the road to recovery, having undergone a successful operation.

Miss Ann Rotman, of the fuel accounting force, spent the New Year's week-end in Louisville, Ky. We were afraid Ann would decide to stay in Louisville, as she admits very strong attraction there, but believe she has decided to remain with us, temporarily, at least.

Mr. Lewis Blevins spent the New Year holidays in Springfield.

Miss Eleanor Finn contracted a deep cold during the holidays, which necessitated her remaining indoors for several days, however, we are glad she is again able to be back on the job and is feeling "fit."

Robert Collett called his fuel supervisors together on January 16. There was a full attendance and the review of the past year's work proved interesting.

TELEGRAPH DEPARTMENT

SPRINGFIELD, MO.

O. L. OUSLEY, Reporter

Mr. Brennan returned home on December 27, from Mayo's at Rochester after having undergone a serious operation. He is recovering rapidly and will soon be in his usual good health.

S. M. Worthy, lineman from Foreman Oliver's gang, relieved R. W. Honse, division lineman, Pittsburg, a few days this month on account of sickness.

Several gang men visited this office during the holidays. We are always glad to see them.

Ray T. Soper, personal record clerk, was called to Louisville on account of illness of his grandmother last month. While there he remained a week longer in order to spend the holidays with his parents.

Miss Marcella Porter, PBX operator, spent the first half of January in Chicago visiting at the home of her sister.

Miss Mildred LeBolt, secretary, visited relatives in Fredericksburg, Va., last month.

R. P. Benedict, division lineman, Quanah, Tex., was taken to the St. Louis hospital recently accompanied by Chief Lineman Parrett. Mr. Benedict is said to be seriously ill, and we are anxiously awaiting news of an improvement.

Telephone Engineer C. H. Williamson attended a hearing before the Public Service Commission at Jefferson City, Mo., on Tuesday, January 11, in connection with proposed construction of a high voltage power line adjacent

to our right-of-way between Clinton and Blairstown.

Miss Eva Diehl, extra PBX operator, Sapulpa, has returned to work after having spent about three weeks in the Frisco hospital at St. Louis on account of a broken arm.

J. J. Stow, chief lineman, returned to Pensacola, Fla., January 16, after having spent about three weeks in Springfield. Mr. Stow is supervising the reconstruction of the telegraph line on the M. S. B. & P. railroad in Florida.

Miss Grayce Sanderson, chief telephone operator, Sapulpa, spent January 16 in Springfield visiting friends.

Miss Hannah Law has been employed as extra PBX operator in the Springfield office to fill the vacancy caused by Miss Patton having resigned. Miss Law worked in this department a few years ago, and we are glad to have her with us again.

We are sorry to report that Everett Gammon, messenger, has been away from the office since December 24 on account of illness. He is being relieved by Extra Messenger Ed. Bodanski.

Al Sievewright was back with the messenger force only one day, after having left the signal department on account of reduction in force. He has accepted a position in the office of superintendent of terminals in Memphis.

Miss Bernice Jennings, telegrapher, spent January 16 in St. Louis.

Since we have seen Frank Feyen, clerk, on duty every day and he does not seem to have any broken bones we surmise that he and his new Studebaker have been hitting it off first rate.

W. M. Fraser, telegrapher, has been in the Springfield relay office since January 3, having been permanently assigned to this office. He has worked here before and was welcomed by many old friends.

W. V. McAdams, telegrapher, who has lately been assigned to position in "S" office, is off on account of sickness. He is being relieved by H. B. Bradford.

On December 19, Miss Lillie Margaret Patton was married to Noah Ferris. The ceremony was performed by Rev. Bacon, pastor of the First Presbyterian Church at his home here. For the past three years Miss Patton has been employed as PBX here and until her marriage she had resided with her mother at 1000 South Weller. Mr. Ferris is also a Frisco employe being located in the north side store room. They will make their home at 1056 Stewart Street. The entire office force of this department wishes for them a long and happy married life.

PHARRIS' GANG BROWNINGTON, MO.

B. W. ELLIOTT, Reporter

Foreman J. F. Pharris and E. C. Daily joined the ranks of radio experimenters January 9; it being a hard day for four radio tubes.

E. E. Gilmore, lineman, spent the holidays visiting his brother in Illinois.

Jack Stockton was called home recently on account of his children being ill.

Haywood Gardner spent the holidays with his family at Marionville.

Ben Pierce, lineman, was transferred to this gang in December.

B. W. Elliott, lineman, reported to this gang January 3, after being away for forty-five days doing relief work as division lineman.

Marvin Prouse, lineman, is rejoicing over the arrival at his home of an eight and one-half pound boy born January 4. Marvin says the boy answers to the name of Robert Lewis.

W. J. Wheelan was recently called to the bedside of his father in Omaha, Nebr.

This gang went through 1926 with only two minor accidents and it is our hope and aim to beat that record in 1927. It has already been more than two months since our last accident.

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HARRIS' GANG—SCULLIN, OKLA.

MARSHALL WILSON, Reporter

Everybody landed back on the job with a smile after spending their holiday vacation with friends and relatives. Every one reports having had a good time considering the weather we had to contend with.

Lineman E. C. Holt and Dewey Keller spent their vacation working in Donohue's gang in Arkansas. They don't seem to like that country as they say there is too much water to suit them.

We are glad to report Martin McGuire back on the job after about five months in the Springfield hospital with a damaged knee.

Lineman N. H. Harbinson brought his wife and son back with him the first of the year. "Slim" doesn't look so lonesome now.

J. M. Saxton, lineman, and wife spent several days in South Texas visiting his parents.

W. M. Thompson, cook, is getting to be a regular hunter. During the holidays he killed a lot of game which he had ready for us when we returned to the job. How's that for a good cook, boys?

After a few weeks off on account of a sprained back, Gordon Davis, lineman, has returned to this gang.

T. E. Floyd, assistant foreman, looks mighty lonesome lately. Maybe it's because his wife is visiting in Tennessee.

Sorry to report that Thos. M. Wilson, groundman, is spending a few days in the hospital.

DONAHUE'S GANG RAVENDEN, ARK.

J. E. NUSSBAUM, Reporter

Bruce R. Davidson, lineman, received word here December 18, to report at Oklahoma City to buck the extra board as a locomotive fireman. The boys of this gang wish him the best of luck on his new job.

Our congenial camp boss, Chas. Robinson, spent Christmas week with his relatives at Briceys, Mo. Jack Nussbaum was acting in his place.

"Smiles" Worthy, lineman, and Fay Coble, groundman, from Oliver's gang, filled vacancies in this gang last month.

Lineman W. J. Orchard, from Coleman's gang, worked in Lineman J. H. Thompson's place during the holidays. Dewey Kellar and E. C. Holt, from Harris' gang, spent the Christmas week working in this gang.

Alvis Cruse put in his vacation at Dixon, Mo., for reasons best known to himself.

Rice Dryden, of Rogers, Ark., came to work on this job as a lineman. Rice is a graduate of the W. U. Telegraph Co., and formerly worked in the Gulf district.

Three officials of the Western Union, namely Messrs. McCann, Sawyer and Daugherty, stopped off between trains, January 7, and gave our work the once over.

All the boys reported back for work in the very best of spirits, after spending the holidays with their families, excepting Lineman J. H. Thompson, who is reported sick and on his way to the hospital for treatment. We hope it is nothing serious and that he soon may be able to return to work.

COLEMAN'S GANG KINGSTON, OKLA.

W. E. WARD, Reporter

The boys are all back at work after the holidays. All report a good time. R. B. Jones, assistant foreman, and your humble reporter, motored through to Apache recently.

This gang will be moving into their new outfit cars in a few days.

S. B. Musgrave, general foreman, spent January 5, with this gang.

Elmer Kerr, groundman, was transferred from this gang January 5. We were sorry to lose him.

Chaney Deskin, lineman, was sent here to take the place of Garrett Wright. We are sorry to report that Mr. Deskin was slightly injured less than a week after coming to this gang.

OLIVER'S GANG—YUPELO, MISS.

JOHN ATKINSON, Reporter

The holidays are over, and everybody is back on the job.

The gang is progressing nicely considering the rainy weather.

We were called off of our regular work December 12 to go to Memphis to string two telephone circuits, returning to our estimate December 21.

General Foreman Musgrave spent two days with us while we were in Memphis.

Lineman S. M. Worthy and wife are the proud parents of a nine pound baby boy born the first of this month.

Mrs. H. E. Eherman, wife of our cook, is visiting in Kansas City.

W. D. Knight, groundman, is taking a two weeks' vacation.

George Beaty, groundman, is home, sick with measles. We hope to see him back on the job again soon.

Our gang has been reduced two men. This leaves fourteen men in the gang.

No accidents to report this month.

WOODALL'S GANG SELIGMAN, MO.

H. Z. WOODALL, Acting Reporter

This gang has returned to the central division after a brief stay on the red river division. We liked the people at Francis where we stayed, but where duty calls, we must go. Of course, this gang feels at home on the central division as most all the train men call us by our first names. That always makes a "feller" feel good.

We are rebuilding a class "B" line from Mo.-Ark. state line to Fayetteville, Ark. Everything that is being put into this line is creosoted except the new wire, which is copper. Our first mile on this job was completed January 8, and we turned our transfer cable for the first time. Excuse us, we don't want to say how long it took.

Garrett Wright, lineman, joined this force the first of the year. The linemen were also augmented by the presence of Lineman Chas. Malone.

W. B. Parrett, chief lineman, called on us January 4, and three days later Mr. Musgrave, accompanied by Mr. McCann and Mr. Daugherty, of the Western Union out of Dallas, made us a call. Thanks to all of you. Come again.

The regular correspondent, Everett L. Bray, is off duty on account of illness in his family. H. Z. Woodall is subbing for Everett. We hope to have Mr. Bray with us again soon and wish his family well.

When a fellow is "subbing" he usually gets things mixed to some extent and we hope the editor will be able to get the meaning of what I say. Being billeted just across the track from the depot here, we have become well acquainted with the station force here. They are a real Frisco bunch. George Frost, who is the freight or car clerk or maybe both, was off sick a few days and while the writer was securing a lineup at about 7:40 a. m., the following conversation was heard between Agent Hays and the clerk who was relieving George:

Agent Hays: "Eight a. m., Eddie!" Eddie (looking dismayed): "Eight a. m., H - - I, I been at work since six o'clock."

Agent Hays: "Ah, Eddie, I know you've been at work, bring me the 8 a. m. report."

It dawned on Eddie, who had his head stuck into a bunch of bills, and Eddie immediately complied with Mr. Hays' request. The writer sneaked outside to laugh it off. Who knows but that I have made an even worse mistake in substituting for Mr. Bray in this writeup?

This gang is glad to report no accidents this year.

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TEXAS LINES

**STORES DEPARTMENT
SHERMAN, TEXAS**

IVA SEWELL, Reporter

My, but it is all we can do to keep warm down here in Texas, with the mercury hovering around sixteen to twenty.

Dick Horn spent January 1 and 2 in Greenville, Tex. He came back by way of Paris, Tex., so he could try out his new car on the good roads.

John McKinstry made a business trip to Dallas, Tex., January 10.

Jimmie Honaker and family have moved into a new home. He says the rent came due, and it was his move.

Mr. and Mrs. L. McMillan entertained with a "watch party" New Year's eve.

Mr. Harold, store department carpenter, who has been doing some work in our storeroom, paid a compliment to the last issue of our Magazine. He said it was the best issue that had ever been published. 'Dem are the

sentiments of our entire force 'cause we think each issue the best.

Gene Inglehart, machinist, was called to Yokum, Tex., January 10, on account of the serious condition of his sister, who was injured in an automobile accident.

Mr. and Mrs. Joe Bryan have returned from Waco, Tex., where they visited relatives and friends. Mr. Bryan is our electrician here.

C. V. Montgomery, foreman in this department, spent January 13 in Fort Worth.

The members of this department extend our heartfelt sympathy to Ralph Keington, chief clerk to agent, in the loss of his wife, who passed away January 11.

H. S. Peavey, foreman at Brownwood, and C. E. Blentlinger, from Ft. Worth, attended the safety meeting held at Sherman shops January 12.

**STORES AND MECHANICAL DEPT.
FT. WORTH, TEX.**

H. R. GLASCOCK, Reporter

G. W. Koontz was a welcome visitor

at this point. Mr. Koontz was formerly division engineer of this division but is now with the big Frisco.

H. R. Glascock and family spent the holidays in Sherman, Tex.

Mr. and Mrs. J. H. Watson announces the birth of an eight-pound daughter, January 12. She has been named Patsy Jean. We hope that John will bring the cigars down pretty soon.

Mr. and Mrs. George Morrah are the proud parents of a daughter which arrived January 13.

Buddy O'Dell, of the roundhouse, has resigned to accept a position with a local concern. We wish all the success to Buddy.

R. C. Moore, car inspector, was called to St. Louis on account of the serious illness of his father.

T. B. Reed, blacksmith, car department, has resigned to go to San Antonio.

Naylor Hughes, clerk to car foreman, is contemplating the purchasing of a coupe.

F. C. Ludloff, (Kraut) piece work checker, appreciates the "Pet Bull" he received for Christmas, but wonders if it is a reflection on some of his yarns that he throws around in the car department.

Mrs. Al Cash, wife of Engineer Al Cash, has returned home from the tubercular sanitarium at San Angelo, Tex.

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SOUTHWESTERN DIVISION

40th AND 43rd TRACK DIVISIONS
SAPULPA, OKLA.

J. A. MACMILLAN, Reporter

During the month of December all passenger trains made a splendid record of operating on time over the southwestern division. All of our division officials rode the passenger trains during the holiday rush, and it was greatly due to their efforts in assisting in the unloading and loading of mail and express that brought about the fine showing made on this division.

Richard Clark, relief foreman, is in charge of Afton section G-13.

F. B. Shedd, roadmaster on the 43, track has almost completed the work of renewing all street crossings in the city of Tulsa.

Four new tracks have been built to serve the Mid-Continent Petroleum Corporation stills at West Tulsa.

The writer spent a very enjoyable twelve-day vacation at his old home in Little Rock, Ark. He was accompanied by Mrs. Macmillan.

The roadmasters on the Cherokee sub are waging a vigorous campaign to complete all ballast dressing to conform to the new standard and hope to have the work complete in the near future.

Mr. Van Wormington has been assigned the position of section foreman at Granby, Mo.

Mrs. Shearer and daughter Helen, of Bushyhead, left to spend a vacation with relatives at Aurora, Mo.

Alta Coleman, of Pierce City, left for a visit at Amber, Okla.

Wm. Wilke, who has been assist-

ant foreman in the Sapulpa yards for a number of years, has been assigned to assistant foreman position in the Tulsa terminals. James Hale succeeded Mr. Wilke at Sapulpa.

MECHANICAL DEPT. NEWS WEST TULSA, OKLA.

G. H. STORY, Reporter

George Gladson, car inspector at Tulsa, was called to Watonga, Okla., January 2 on account of the death of his father. The deceased was a victim of heart failure and died at the age of seventy-eight years. He was a member of the I. O. O. F. for fifty-five years, and had lived in Watonga for the last twenty-three years.

Jay DeCou, back shop foreman, generally brings his lunch in a paper sack. The other morning, being in somewhat of a hurry, he grabbed a sack and hurried off to work. When he opened the sack at noon he found he had brought a dozen eggs for his lunch. Not being fond of eggs on such a large scale he was obliged to resort to hand-outs.

George Jesse, roundhouse foreman, made a startling announcement recently, stating that it was his intention to get married the "first." He was very reluctant to give any further details, but finally admitted that he meant the "first time" he got a chance.

Jack Drake, first-class machinist, who received considerable publicity during the Dempsey-Tunney fracas last fall on account of a break he made with Robert Warfield, roundhouse clerk, is again aching to roll a wheelbarrow. Jack still believes that his namesake is the best man and will stage a comeback before long. Ye reporter is of the same opinion, however, this is merely an opinion.

R. L. Beckwith, car foreman, made a lying trip to Texas the latter part of January. Understand the weather there is somewhat warmer than that we are experiencing at this time.

William Hatfield, first-class blacksmith, has just returned from a few days' visit at his old home in Pine, Mo. Bill reports an unusually good time and says he went turkey hunting, managing to get one shot at a gobbler. Somehow the bird got away and the folks didn't have wild turkey for dinner.

Pierre J. Kemper, third trick car oiler, who suffered an attack of tonsillitis, is now in the St. Louis hospital. All the boys wish him a speedy recovery and return to work.

These last few days of spring weather had the usual effect on Bob Warfield and Earl Benson, roundhouse clerk and caller respectively. The two gentlemen mentioned were heard discussing loudly upon the comparative values of a new Chevrolet vs. a Rolls-Royce.

Josh Smith, laborer, was all set to make a trip to Natchez, Miss., but decided suddenly to postpone the journey for a while. The changibility of Josh's mind is very irritating to Arnett Walker who bucks the extra board.

Wish somebody around here would buy a new car so I could say something about it.

For two whole weeks last year Walter Whitaker, first-class car carpenter, did not bum a chew or a cigarette from any of the boys on the rip track. This was while Walter was on his vacation.

We have two boys in the car department who are nicknamed "Red" on account each having red hair. Unusual

but true nevertheless. These lads are real good friends and in spare moments indulge in verbal bandiidge with one another which oftentimes becomes so loud and violent that it fairly shatters the nerve centers of their meeker fellow workmen. Of course, they don't mean a word of it and it's all in fun, however, serious thought has been given on the proposition of securing the services of P. G. Miller, local philosopher and box packer, whose pacifying influence would no doubt tend to neutralize the disturbance. Mr. Miller, by the way, is the author of a treatise on mind and matter entitled: "The More Remote, The Remoter."

Reading Mr. Heck's account of the run of bad luck sustained by the Ft. Scott Frisco bowling team reminds me that we have an expert bowler in the person of Henry Schroeder, car inspector. Mr. Schroeder made a very creditable showing against Jimmy Smith, world's famous bowler, who gave several exhibitions here in January. For the three games Mr. Schroeder rolled 606 pins against Mr. Smith's 635. He also won the Southwestern bowling all-event championship for 1926. His team has a standing challenge for a home and home match, total pins with any team that plays within a reasonable distance of Tulsa.

Pat Lamb, former rip track box packer, is another one of those birds who cannot make up his mind. Pat quit the car department recently and went to work for the store department, however, now he has concluded he was right in the first place and is back with us as third trick car oiler.

MECHANICAL DEPARTMENT OKLAHOMA CITY, OKLA.

ARTHUR D. MINICK, Reporter

In order that they may start the New Year in right, Amelia Garrett, our Magazine reporter at this point, was married to Joe H. Schilling, now piece work checker at Sapulpa, Okla. These two were united in matrimony at the former's home in Neodosha, Kans., December 27, 1926. Everyone of us will miss Mrs. Schilling, when she leaves to make her home in Sapulpa. All of us wish them a long, prosperous and happy married life.

Engineer J. W. Cullum, wife and son have just returned from a trip to California, visiting relatives.

J. G. Lorton, former trainmaster at this point, paid us a visit, recently. Mr. Lorton has been a representative out of the general manager's office for the past three years. Glad to have these men come to see us.

William G. Meals, agent at Jones, Okla., while sitting at his desk telegraphing, suffered an attack of heart trouble and died instantly. The mechanical department as well as the transportation department sympathize with Mrs. Meals and three children.

John F. Crain, fireman from Springfield, Mo., who has been working off this board during the holidays, has returned to his home.

Frank Salinger, who has been off for some time on account of sickness, has returned to work.

Perry Thompson, brakeman, who has been in ill health for the past five or six years, was taken to the St. Louis hospital on Christmas day, where he died. Funeral services were held Monday, January 10. Mr. Thompson has three sons in the train service, all on southwestern division.

Johnny Gable, truck packer, who has been off for the past month, is still unable to resume work, having been burned very severely. Will probably be off a week or two more.

Frank Lynch, engine inspector, is off on account of sickness. Frank is a good man on the job and we hope he will be able to return to work in a short time.

Mrs. Walker D. Shuler and son were called to Hitchcock, Okla., recently on account of the death of a relative.

Wiley Dove, our most faithful por-

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MEMBERS, ST. LOUIS STOCK EXCHANGE

ter, was off on account of sickness for six days and we are all glad to see him back on the job again. Wiley was sixty-nine years old the tenth and was telling us some incidents that happened sixty-two years ago, which he says, seems only three or four years back. Wiley has been at this point for nineteen years and in that time alone he has seen many things come and go on this "only railroad." We will be losing him after this year and all the men will miss the usual sign, "O. K." and "how you makin' out" that he never fails when meeting one of the fellows.

OFFICE SUPT. TERMINALS WEST TULSA, OKLA.

EDNA A. WOODEN, Reporter

We had a very interesting accident prevention meeting at West Tulsa on January 3, 1927. There were twenty-eight in attendance, most of which were train and enginemen. Visitors were Messrs. Mills and Morrow, safety supervisors. Each made a very interesting talk. G. S. Daugherty, who is an old railroad man, was also present and made a very interesting talk.

The mechanical department also held an accident prevention meeting in the office of general foreman, West Tulsa, January 8. S. R. Kennedy, superintendent terminals, was present and made a very interesting talk, saying that safety conditions in Tulsa terminals were very good. He concluded his talk by saying he was well satisfied with the interest the men were taking in prevention of accidents and injuries. E. W. Brown, general foreman, stated it was up to West Tulsa to win the silver cup, as Mr. Spencer, master mechanic, had already placed a table in his office to put it on. He urged the co-operation of the committee and each and every employe to do everything possible to keep down injuries and to always wear goggles when doing work that is dangerous to the eyes. The next division accident prevention meeting will be held in West Tulsa.

Ralph Morris, yard clerk, was married December 25 to Miss Boone, of Dallas, Tex., whom he met in Tulsa, while she was here attending school. They expect to make their home in Tulsa. We all join in wishing you and Mrs. Morris a long and happy life, Ralph.

E. V. Johnson, chief yard clerk, we understand was married several months ago to Miss Mary Jones Shoemaker. We have been unable to obtain further information, however, we all wish them happiness.

The problem of our baseball team has been solved, since Dewey Allen, dockman, reported the arrival of a new son at his home, to whom they have given the name of Clarence Harold. Dewey says he will be a good player by the time the ball season opens.

Mrs. Pauline Tessmer, clerk in general yardmaster's office, has returned to her duties after a siege of the mumps. Pauline was greatly missed during her absence, as she is seldom absent from her office duties.

Miss Christine Vanderford, stenographer to chief clerk, who has been ill for sometime, paid this office a visit a few days ago. We were glad, indeed, to see Christine looking so well and hope that she will continue to improve.

The indications are that the skyline of the city of Tulsa will be further extended during the year 1927, as the daily press indicates a new twelve of fifteen story building is to be erected on Third and Main Streets; also Waite Phillips' interests have secured property on Fifth and Boston, on which they expect to erect a twenty-five story building.

Hon. Herman Bolen, head yard clerk, claims he can do more things at one time than any one clerk in Tulsa terminal. His record at present stands, he can weigh a car, check a Katy delivery, answer two phones, line K9d Warren up, keep out of the

way of two switch crews, chew a half plug of Beech Nut and smoke a cigarette, all at the same time, and still not be mad. Can anyone beat that?

Seems like, from the inquiries received at the Madison Street yard office, that Mr. Castle, former head yard clerk, is being greatly missed.

George D. Kyger, chief carder, had to take two days off after Christmas and two days after New Years, to recover sufficiently to handle his strenuous duties.

TULSA FREIGHT OFFICE TULSA, OKLA.

MINNIE J. KRUSE, Reporter

George Kerns, accompanied by his daughter Wanda, spent the holidays visiting Mr. Kerns' brother at Fort Smith and his mother and sister at Cameron.

W. A. Bryan, rate clerk, his wife and daughter, Irene, visited Mr. Bryan's mother at Fort Worth, Tex.

Miss Nell White, of the local freight agent's office, spent the holidays with her brother and family in Dallas, Tex. New Years she spent with her parents near Springfield, Mo.

A. F. Miller, cashier, his wife and little daughter spent the holidays at St. Louis with Mr. Miller's mother.

Carl Morris and his mother visited relatives in Mill Town, Ind., during the holidays.

Miss Mark Jenkins, bill clerk, visited Mr. and Mrs. H. F. Lee, of Joplin, during the holidays. Mr. Lee is dispatcher at Joplin.

J. E. Patton, chief claim clerk, spent the holidays with his wife and daughter at Albuquerque, N. M.

W. E. Rust, accountant, with his wife and son, Junior, spent Christmas with Mr. Rust's uncle, H. E. Rust, local agent for the Frisco at Afton, Okla. They spent New Years with Mrs. Rust's parents at Henryetta, Okla.

Claude Davis, check clerk, spent Christmas with his parents at Haskell, Okla.

Warner V. Castle has been assigned the position of car clerk, this office. The position was vacated by Dewey Allen who bid in a position in the baggage room. Castle comes from Madison Street yard office.

Izaak Waltonites: Dry fly purists. Crazy anglers or what will you. Allen Lewis, OS&D clerk, and Chris Landgraf, claim clerk, had the nerve to go fishing Saturday afternoon, January 8. Chris came back with a scratched head caused from falling through a barbed wire fence. (He should have climbed over). He said he thought of Ray Lodge of Mr. McCormack's office, at the time. Maybe Ray and Chris know what he means. Allen caught the only fish, a Morone Americana or rather white perch, although they both claim several strikes. Allen said Chris also taught him how to sing "Yes, we have no bananas." They have not as yet stated when they intend breaking the ice again.

We are glad to report that Glenn Blanchard, who is in San Fernando, Calif., for his health, is continually improving.

Ralph Morris, yard clerk, West Tulsa, who recently bid in a position at Madison Street yard office, spent Christmas at Dallas. I am sure you will all agree he returned with the prize Christmas present—a wife. Congratulations, Ralph!

Minnie June Kruse, secretary to agent, spent a short vacation visiting friends and relatives at Valparaiso, Ind. She spent Christmas with her parents at Springfield, Mo.

STORES DEPARTMENT SAPULPA, OKLA.

OTIS RULE, Reporter

G. V. Stone, chief clerk, visited relatives in Afton during the holidays.

W. T. Wright, formerly of the stores department, is working in the division accountant's office as a relief man.

Mrs. Dorothea Hyde, comptometer operator, visited her parents at Kaw City, Okla., December 25 and 26.

Miss Janice Coffey, stenographer-clerk, spent the holidays with relatives and friends in Oklahoma City.

Wm. H. Alberding, trucker, was injured while unloading lumber and was off for two weeks, but is now back at work.

Mrs. G. V. Stone visited with her parents at Edmond, Okla., during the holidays.

D. L. Irby, storehelper, visited his parents at Afton, December 26.

Mrs. James Counts spent the holidays with her parents at Fairland, Okla.

S. R. Gardner, division storekeeper, and G. V. Stone, chief clerk, treated the storeroom employes at Sapulpa with cigars and candy recently.

Mrs. Dorothea Hyde, visited relatives in Lenapa, Okla., January 1 and 2.

John Harris, storehelper, was off a few days on account of sickness, but is now able to be back at work.

The Sapulpa storeroom employes presented Mr. Gardner with a hand tooled leather set and Mr. Stone with a hand tooled billfold for Christmas.

James Counts visited relatives in Afton and Fairland, January 1 and 2.

Mrs. Tom Misher has left for Kansas City, Mo., where she will visit with relatives for the week.

D. L. Irby, storehelper, wishes to express his thanks through this column to his many friends in the store and mechanical departments at Oklahoma City for the much appreciated Christmas gift which came as a great surprise.

EXECUTIVE GENERAL AGENT'S OFFICE TULSA, OKLA.

W. B. BANTLER, Reporter

Tulsa is again experiencing some very cold weather, but we have had very little snow. The thermometer registered six above zero the morning of January 15, which is cold enough for anyone. However, there has been no delay to the movement of freight or passenger trains in this section, which speaks well for the operating department.

O. H. Reid, commercial agent, visited home folks in Sallisaw, Okla., during the holidays.

Mr. and Mrs. R. C. Culter visited in Oklahoma City during the holidays. Mr. Culter has a new radio set and if anyone wants to know where and when the best programs are broadcast, get in touch with him. He knows.

Mrs. F. A. Connell, wife of Traveling Freight Agent F. A. Connell, was called to New York on account of the serious illness of her sister. Mrs. Connell reports her very much improved. We all hope for her speedy recovery.

Miss Marjorie O'Brien and Miss Leticia Maloney visited relatives and friends in St. Louis during the holidays.

Mr. and Mrs. W. L. Pendleton visited home folks in Shawnee recently. Mr. Pendleton's father has been in very poor health for some time, but is now better.

Miss Bernice Gamble, PBX operator, visited friends in Kansas City during the holidays.

F. A. Connell, traveling freight agent, has been suffering from a severe cold for several days. Probably caused from sitting up late listening to the radio. The radio bug is very infectious. When once bitten, there is no cure.

Miss Leticia Maloney was called to St. Louis on account of the sudden death of her father. Mr. Maloney was a veteran member of the St. Louis police force, having been a member for

the past thirty-three years and at the time of his death was desk sergeant of the mounted district. Miss Maloney has our heartfelt sympathy.

MECHANICAL DEPARTMENT SAPULPA, OKLA.

L. A. MACK, O. R. TUCKER,
Reporters

Mrs. Schilling is temporarily retaining her position at Oklahoma City, but as soon as relief is secured, expects to take up the more serious duties under Joe's direction. We wish to extend our congratulations and best wishes.

H. D. Hitchcock, ARA clerk, is spending a few days with his parents in Montgomery, Ala. It is hard to understand how one could improve upon the "California weather" that we have been having in our own Oklahoma.

Jack Dalton, of Springfield, has been selected to relieve Mrs. J. H. Schilling as stenographer-clerk at Oklahoma City.

On Wednesday, January 12, we had as our visitor, J. K. Gibson, assistant to superintendent of motive power.

We are very sorry indeed to lose Miss Forford as reporter at Sapulpa, but being as leave us she did am very glad indeed to announce O. R. Tucker as her successor.

Since our new chief clerk, R. W. Harper, has come to southwestern division, he and Miss Forford have made over a new file room, or from all the work they were doing it looked like a new one when they got through. Now we claim to have one of the best file rooms on the Frisco Railway.

Our 4 to 12MN hostler at Sapulpa, has fallen down as a weather man altogether. The last two times it has rained he forgot to lay off. In case you all don't know who this is, it is Newt Atterberry.

H. Sowder, fireman, Monett, has been bumped and is now on Afton-Monett local with Sunday layover at Afton.

Engineer Davies is now in the hospital on account of illness. We all wish him a speedy recovery.

Engineer Oscar Wolfe, who has been bumped out of the chain gang service at Sapulpa, is filling Engineer Davies' place while it is a temporary vacancy.

Fireman Black has entered the holy bonds of matrimony. We all wish him good luck.

We are proud to hear that Robert Patrick, freight house employe, won eleventh place in the National Tyro Prone match, which is a great honor as riddleman from all over the country were competing in this match.

We are proud to hear of the promotion of Raymond Rice from messenger boy to chief messenger at the telegraph office.

We are glad to hear that Arthur Rorie, who was cut off the engineers' extra board after the Christmas rush, is back on runs 7, 8, 9, 10 again.

John Woolsey is again back on Nos. 117, 118, after being cut off the engineers' extra board after the Christmas rush.

Stacy Elkins has taken back the Davenport local, after being cut off of the engineers' extra board.

"Bill" Boyne is again back on Nos. 7, 8, 9, 10, after being cut off the engineers' extra board.

Engineer David Beeler has joined the ranks of the radio enthusiasts. He has a new six-tube radio now, and gets static every night.

The southwestern division was honored by a visit from J. J. Kaplan, of the advertising department of the Frisco Employees' Magazine.

SOUTHERN DIVISION

TICKET OFFICE
JONESBORO, ARKANSAS

CARL YARBROUGH, Reporter

Dan Cupid got busy around here Christmas. Third Trick Operator Guy W. Reeve and Miss Nevada Elrod entered into the holy bonds of matrimony.

Our fireman-poet, Charles B. Crowe, is on the night yard engine now. We hope he will find time to compose another poem for the Magazine. Mr. Crowe is author of a number of poems which found their way to this publication in times past, some of which were: "Mr. King", "The Tom Cat's Eye", "The Frisco", "Nig and Louie" and "Possum Hide."

ACCOUNTING DEPARTMENT
MEMPHIS, TENN.

R. D. WILLIAMS, Reporter

J. C. Hughett has been appointed division accountant here, taking the place of Mr. Booth, who is being transferred to Chaffee, effective January 17. We hope Mr. and Mrs. Hughett like Memphis as well as the rest of us have learned to.

We certainly hate to lose Mr. and Mrs. Booth, but our loss is Chaffee's gain. Now, perhaps Memphis can get a tennis match sometime next summer—if summer comes. You know it was eight above here the other morning.

Cletus Price was assigned general clerk's position, vacated by C. C. Freeman who was transferred to general office at St. Louis. However, Mr. Price hardly had time to get acquainted until he was bumped by Victor Thomas, of Sapulpa, whose position has been abolished.

W. C. Henke, traveling accountant, is still with us in the capacity of bill and voucher clerk. Mr. Biggers is assisting on A. & B. work.

Miss Timmie Carpenter, stenographer, is wont to question Mr. Hughett's identity since someone had given her the impression that he wore a long grey beard.

Received a letter from Robert Langston, who is taking a sixty-day leave of absence. Bob is with his people at Jefferson City, Mo. He sends his regards to all his Frisco friends and hopes to be back with us before long.

There has been some talk of organizing a bowling club for the various railroad men of Memphis. Anyone who bowls and who is interested should get in touch with A. H. Sarafian of this office. The Frisco show have a team in this league, by all means.

BIRMINGHAM GENERAL OFFICE

LAUNA M. CHEW, Reporter

Traveling Freight Agent Stender has moved into a lovely new home in Redmont Park, a beautiful section of Red Mountain. Hugo says the mountain air is very refreshing week-ends

after a week of traveling on locals. Anyone desiring to know the time can obtain same by calling on Joe Riley, office boy. Some new wrist watch, Joe.

Fred Cross, rate clerk, is sporting a new overcoat this morning. Fred says the only thing about "swapping coats" he doesn't like, the other fellow left one too small for him.

Mrs. Marvel Gardiner, assistant to Drs. Wilder and Woodson, has been ill with a severe cold several days. We will be glad to see her back soon.

The traffic department join in congratulations extended Miss Violet Goldsmith, if rumors are true. We, too, hate to see her leave us.

STORE DEPARTMENT NEWS
MEMPHIS, TENN.

WARREN PUCKETT, Reporter

Pearl Fain, stenographer in the store department on the eastern division, spent January 17 to 21 in Memphis attending the Baptist Sunday School Convention here. We hope that Miss Fain enjoyed her little visit, and that she will come again to see us soon.

Ward Moore, son of George Moore, is now with the mechanical forces at Memphis in the capacity of assistant night roundhouse foreman. Mr. Moore before his coming to Memphis was machinist at Kansas City, Mo.

"IVEY-CRENSHAW"

Raymond Ivey, secretary to Mr. George Moore, took upon himself a bride recently, who was no other than Miss Fannie Crenshaw, of Springfield, Mo. They stopped off in Memphis recently on their "honeymoon" to Pensacola, Fla. While in Memphis they passed around cigars to the men and candy to the ladies to all the mechanical office force. We wish this young couple much success and happiness throughout their married life.

We were very much shocked recently as well as delighted to see our stenographer in this office, Eleanor Patten, wearing a beautiful new diamond ring. Eleanor declares that it means nothing at all, and that there is no cause for worry as she is not even contemplating marriage. But, you can never tell.

W. H. Gimson, general foreman at Memphis, recently underwent an operation for appendicitis at the St. Joseph Hospital. While in the process of the operation in some day, someone was dropped into one of his eyes which has caused him an unlimited amount of pain. We sincerely hope that it will not prove serious to his eye and that he will soon be able to be back with us again. At the present time Mr. Gimson has returned to his home.

Josephine O'Brien, stenographer in the master mechanic's office, Memphis, is now wearing a diamond ring and she, too, like Eleanor, declares that it means nothing whatsoever. Aren't girls funny? Don't be surprised to hear of either of these young ladies getting married, as they all talk this way, "at first."

Some two or three months ago the Memphis store room received a brand-new floor throughout. Several of the platforms have been repaired and some made new. Right now we are in good condition, as far as floors are concerned.

TRAINMASTER'S OFFICE
BIRMINGHAM, ALA.

VIOLET GOLDSMITH, Reporter

We are very sorry to learn of the serious illness of Walter Booker, former conductor at Carbon Hill, Ala., and sincerely hope for an early improvement.

Little Mary Angeline Camp and Lopez Mantoux, Jr., were ill for a few days, but have resumed their studies now.

We extend our congratulations to Conductor G. W. Creagh, who has recently made a matrimonial venture.



We extend our sympathy to Brake-man May in the loss of his father.

Ethel Copeland has been laying off for five or six days entertaining a guest. Some on else may be wearing a solitaire on her return.

C. M. Watkins and J. E. Webb are recent recruit rookie operators, picked up among the home guard, and are expected to develop into real operators.

Agent F. M. Beatty, at Eldridge, continues to be the busiest man in that vicinity with the lumber business rapidly growing.

Some of the operators around Birmingham are wondering what has become of Operator Horace E. Call from Jasper, who used to be seen quite often on Second Avenue under pretense of collecting the house rent.

Wonders will never cease! Agent O. P. Salter, at Palos, has purchased a Ford.

FREIGHT TRAFFIC DEPARTMENT MEMPHIS, TENN.

KATE MASSIE, Reporter

We had a very wet holiday season. It rained and rained.

Miss Lula Manley, stenographer, enjoyed the holidays with her sister in New Orleans.

J. O. Scales, formerly employed in agent's office at Blytheville, has succeeded J. L. Driver, Jr., as assistant rate clerk in this office.

We enjoyed a little visit from M. O. Boaz recently, formerly employed as rate clerk in this office, now with the B. & O., Louisville, Ky.

R. C. Shephard, retired bridge dispatcher, was also a pleasant visitor, extending greetings to all old associates and friends.

M. W. Dunkin and wife were holiday visitors in Greenwood, Miss.

DORA, ALABAMA

F. M. SCOTT, Reporter

G. L. Nerren kept open house New Year's day getting the returns of the Alabama-Stanford football game. He had a new Atwater-Kent radio installed just for this purpose. The returns were received by him through a New York station, which was connected direct with Rose Bowl.

Mr. and Mrs. Ralph Connell spent the holidays with Mrs. Connell's parents in Tennessee. Ralph reports the hunting good there.

Dave Gaylor and family spent the holidays in South Alabama with Mrs. Gaylor's parents.

Gray Richardson and family spent the holidays with relatives in Jonesboro, Ark.

Mr. and Mrs. L. S. Shiflett visited Mr. Shiflett's mother in Adamsville recently.

The new scales at Empire are completed, relieving a congestion of the Bergen's scales in the afternoon, as the branch trains come in.

W. J. McMurrin, conductor, moved from Dora to Birmingham. He is on the Birmingham extra board. Bill worked with us at Dora for the past seven years, and we hated to see him leave us.

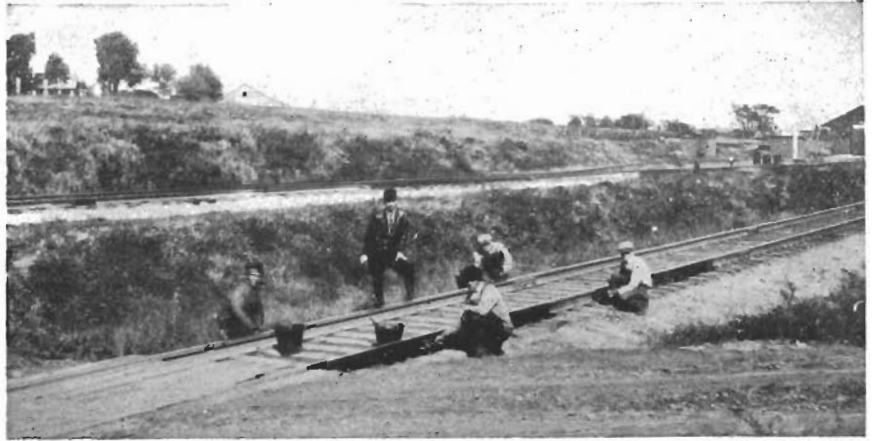
G. O. Gaylor, conductor, second job, was off a week on account of sickness. He was relieved by W. V. Earl.

Louis Otts, extra section foreman, was loaned to The DeBardeleben Coal Corporation to make repairs to their Hulls' branch track.

A motto for operators: "Be sure your clearance will find you out." Lonnie Shiflett adds to this with "Tail lights are not always red."

The axe fell among the operators. First Trick Operator Sulligent pulled off. John Argo bumping W. B. Robuck on second Dora. Robuck bumping Johnnie Johnson on third. Tunelo.

Claude Patrick hid in a job in Amory that was later pulled off. He returned to Dora and caused quite a bit of bumping among the firemen. R. C.



NO-OX-ID

Locomotive boilers before 1887 were considered subject to all the ravages of bad water supplies. The general belief prevailed that scaling, foaming and corrosion could not be corrected. Only vague ideas regarding remedies existed. Then someone dared to stop believing and start thinking. That someone was Dearborn. Now, under scientific control, serious boiler water troubles are relegated to the past.

DEARBORN CHEMICAL CO.
299 Broadway, New York 310 S. Michigan Ave., Chicago
Serving Steam Users Since 1887

Manasco going to be the first Dora job. M. C. Munn to the Empire run.

Quite a bit of cold weather here and down to twelve above, causing water pipes and autos to freeze. This kind of weather in sunny Alabama makes one wonder what they did with their summer money.

LOCAL FREIGHT OFFICE MEMPHIS, TENN.

VIRGINIA GRIFFIN, Reporter

A. E. Elliott has been assigned position of accounting clerk in this office. "Flop" was for many years assistant platform foreman.

C. T. Johnson was the successful bidder on assistant platform foreman position.

Those that spent the holidays at home were: Faye Barbee, Jonesboro; T. E. Bryant, Jonesboro; Gordon Robertson, Mountain Grove, Mo.; W. C. Hamilton, Hoxie; Clarence Maupin, Hoxie; J. F. Wright, Hoxie; Frank Bauer, Thayer; Lem Davis, Houston, Miss.

E. D. Cauble has been assigned position of night chief clerk, that vacancy being made by T. E. Bagwell going to West Memphis.

Wm. Y. Billings is now assistant disposition clerk, taking Cauble's place. "Bill" was formerly cotton clerk at Riverside compress.

David F. Byler, Jr., veri-check clerk, spent several days recently in Hickman, Ky., visiting relatives.

Howard Easley is now chief messenger in this office, coming to us from Mansfield, Mo.

S. L. Oliver spent New Year's day with friends near Bells, Tenn.

Mrs. J. W. Tankersley, wife of cotton clerk, has returned from a visit with relatives in Hoxie, Ark. Jasper couldn't stand it any longer, he had to go up and bring her home New Year's day.

John A. Ladd, clerk, and wife spent the holidays with relatives in Clarksdale, Miss.

Everette Hanover, clerk on outbound platform, has returned from a short trip to Chicago.

Louis Hanover, night clerk, spent several days recently in Chicago and Milwaukee.

Geo. R. Humphrey, station accountant, must have had a large Christmas inasmuch as a few days afterwards he sprained an ankle on entering the First National Bank. Ray has now discarded his cane.

E. D. Cauble must have envied Ray walking around with a cane, anyway, he, too, has a sprained ankle.

We were very sorry to hear of the death of Mr. and Mrs. C. L. Huddleston's infant son on January 8. Mrs. Huddleston was formerly stenographer in this office.

F. L. Aikin, cashier's clerk, better known as our "Jake," had a thrilling experience the morning of January 9 when their home caught fire. The last seen of him he had a coal scuttle in one hand and a dime bank in the other, heroically aiding the firemen.

C. C. Wayland, cotton foreman, has tendered his resignation to accept a position with the Memphis Cotton Exchange. Wayland has not been in this office very long, coming here from West Memphis, but is well-known among the boys and we are sorry that he is leaving.

BIRMINGHAM TERMINALS

MRS. NELLIE McGO WEN, Reporter

Billy Mario, age four, daughter of Shop Checker C. E. Rosenbaum, was burned to death on December 17, when her clothing caught fire at an open grate. The little girl was rushed to the hospital, but died a short time after her arrival there. The sympathy of all terminal employes is extended to the bereaved parents.

Mr. and Mrs. Rosenbaum also desire to extend to the Frisco employes their appreciation of the lovely flowers sent them.

On December 20, about 1:30 p. m., former Switchman and Yardmaster G. L. Dunston passed away after several weeks illness. Mr. Dunston was one of the oldest employes in Birmingham terminal, having entered service on March 3, 1907. He is survived by a wife and one daughter.

Our heartfelt sympathy is extended to Mrs. Dunston and daughter Francis.

Miss Autie Cranford, stenographer in chief inspector's office, spent the holidays with her parents in Belmont, Miss.

Miss Laura Greenough, stenographer in superintendent terminals' office, returned on January 5 from Montreal, Can., where she went to spend the holidays with her parents. She reports the thermometer as registering "just eleven below" when she left. Believe that is one reason why she likes the "sunny south."

Mrs. J. J. Connolly, wife of our trainmaster, is improving after several weeks illness.

Bill Clerk J. M. Bates is the proud father of a bouncing baby girl which came to reside at his house on January 1, a lovely "New Year's gift."

Report Clerk Harry Gann is also smiling over the arrival of a baby girl at his house on January 3.

We are very glad to see Yard Clerk A. C. Hanson back on the job again after having spent three months in the St. Louis hospital.

Mrs. F. C. Finch, wife of switchman, died on January 9 and her remains were sent to Hazen, Ark., for burial. She leaves a husband and one daughter to whom we extend our sympathy.

Jno. L. Godsey, timekeeper, is now the proud possessor of a Ford roadster which he recently purchased.

Mrs. O. L. Young and daughter Wilma have returned from a visit to relatives in Kansas.

BIRMINGHAM FREIGHT HOUSE

ETHEL COPELAND, Reporter

N. C. Steedman, station accountant, has been promoted to traveling auditor. We are sorry to lose you Mr. Steedman as each and every one of us have enjoyed working with you and shall miss you lots. However, you just can't keep a good man down and we wish for you the very best of luck. Here's hoping you'll be down real soon to check us up and then, won't we shine!

John P. Laney, demurrage clerk, succeeded Mr. Steedman as station accountant. Good luck, Mr. Laney.

Even though "Windy Howell" has left us, Birmingham still claims the Wind Jammer's Championship as we have Ray Allen, alias "Windy Allen," with us and are holding Mr. Morton in reserve. Mr. Morton comes in occasionally and exercises Mr. Allen, but we are not able to determine which one is due to the title, due to the fact that they are like a "merry-go-round." They argue for hours and never get anywhere. In the very near future a date is going to be set to determine just who is champion, the reporter acting as chairman.

CENTRAL DIVISION

ACCOUNTING DEPARTMENT
FT. SMITH, ARK.

FLORA BOLLINGER, Reporter

F. C. Hughett, division accountant, has been transferred to Memphis, Tenn. His appointment was effective January 17, 1927, and L. B. Reed, from the west shops at Springfield, Mo., has been appointed division accountant on the central division. Just before Mr. Hughett's departure from Ft. Smith, he was presented with a billfold by the employes in his office. To both Mr. Hughett and Mr. Reed, we extend

our wishes for a happy and successful future.

We are glad to report to the many friends of Anton Scherrey, roadmaster, who was recently injured in a motor car accident, that he was able to pay this office a little visit recently and is greatly improving.

A number of Frisco employes are taking advantage of the opportunity to study law and are regular attendants at the class recently formed here.

B. H. Betts has spent some time this month on the central division checking payrolls.

J. W. Fitzgerald was a most welcome visitor in our offices recently, and, as customary, he had his funny story with him.

During the writer's absence, Miss Louise Magruder, of Ft. Smith, most efficiently filled the position of stenographer in this office.

OFFICE OF SUPERINTENDENT FT. SMITH, ARK.

PAULINE SMREKER, Reporter

Wish to take this opportunity of thanking W. L. Piercey, agent at Tallahatche, for the beautiful holly sent us for Christmas and E. H. Harvey, agent at West Fork for the wonderful apples, and assure them that their thoughtfulness is very much appreciated by all.

Miss Helen Williams, trainmaster's stenographer, composed a song for the Delta Omicron Omicron fraternity which she sang at their annual Christmas dance. We are very proud to have a "composer" in our midst.

E. E. Craddock, file clerk, and daughter, Lorene, visited Mr. Craddock's father and mother in Dallas, Tex., during the holidays.

Announcement has just been received of the marriage of Wayne Ford and Agnes Baults, of Rogers, Ark. Mr. Ford is a son of J. J. Ford, section foreman at Ft. Smith.

A. M. Leitzell, who has been suffering from an attack of the "flu," has sufficiently recovered to be back on the job.

Mr. and Mrs. A. T. Thorson have returned from a visit with relatives and friends in St. Louis, West Plains and Springfield, Mo.

Mrs. C. L. Mahan was called to Los Angeles, Calif., on account of the illness of her daughter. We wish for a speedy recovery.

A happy married life is our wish to Mr. and Mrs. Earnest Carstensen, although we are "sorter" peeved at Earnest for slipping things over on us.

Mr. and Mrs. C. H. Davenport and daughter, Helen, spent New Year's day with friends in Springfield.

As a farewell courtesy to Mrs. F. C. Hughett, who is going to Memphis to reside, the following "Frisco" ladies entertained with a bridge luncheon at the home of Mrs. E. E. Carlock, January 14: Mesdames Perry Topping, E. L. Collette, E. E. Carlock, A. M. Leitzell, J. B. Adams, S. T. Cantrell and H. M. Booth. The guest of honor was presented with a sandwich tray.

MECHANICAL DEPARTMENT FT. SMITH, ARK.

IRENE WOESTMAN, Reporter

The holiday season brought the usual longing to be home, and among the visitors were Misses Pearl and Mary Heyburn, of Gary, Ind., and Miss Raphael Heyburn, of Kansas City, who were the guests of their parents, Mr. and Mrs. J. D. Heyburn.

Mr. and Mrs. O. G. Laws went to Cabool, Mo., to be with the home folks.

Frank Reed, Jr., of Chicago, spent Christmas with his parents, Mr. and Mrs. Frank Reed, of Fort Smith.

Our sincerest sympathy is extended to G. C. Shields in the death of his father, which occurred December 24 in Springfield, Mo.

We are pleased to learn that J. E.

O'Melia, engineer on the central division, who has been very seriously ill and was removed from his home in Fort Smith to a St. Louis hospital, is gradually improving.

G. O. Nulph steps forth with great pride since the arrival of his grandson, Kelleam Grier, Jr.

Proving to be true to his favorite car, W. W. Claypool has again purchased a Chevrolet, this time a beautiful Landau.

Wedding bells have rung for E. H. Carstensen, who took unto himself a wife on January 8. We all join in wishing them a long and happy married life.

Ernest Oliver, machinist apprentice at Fort Smith, who has been in the St. Louis hospital, is much improved and able to be back home, however, will not be able to resume his duties for a while.

One of the visitors during the past month was J. W. Fitzjohn, of Monett, Mo. Mr. Fitzjohn was stricken with paralysis sometime ago while on his engine enroute to this terminal and we were pleased to see that he has sufficiently recovered to get about with apparent ease.

Christmas brought its usual amount of diamond rings and the possessor of one of the most gorgeous stones is Miss Kathryn McMahon. No doubt, this means more wedding bells.

Earl Haller, who recently underwent a minor operation in the Frisco hospital at St. Louis, is back at work.

Undoubtedly, you have often heard of the delicious apples from Arkansas. Well, the office force at Fort Smith can surely vouch for this, as we experienced a real treat the other day when C. B. Coleman, of Bentonville, sent us a box of his choice apples.

STORE DEPARTMENT FT. SMITH, ARK.

KATHRYNE McMAHON, Reporter

J. A. Blankinship, division storekeeper at Memphis, together with his wife and daughter, Helen Doris, spent the holidays in Fort Smith as the guest of Mr. Blankinship's parents.

H. F. Shivers, of Kansas City, and who is also a correspondent for the Magazine, spent Christmas in Fort Smith visiting his mother.

Mr. and Mrs. Dewey M. Windes, whose marriage was an event of last month, arrived in Fort Smith on January 4 and have taken an apartment on North Fifth Street.

The store department wishes to take this opportunity to extend their best wishes to Mr. Hughett, formerly division accountant, who was transferred to Memphis. While we regret very much to lose Mr. Hughett we extend to him our very best wishes for good luck in his new field.

Mr. and Mrs. H. E. Burgess have returned from Indianapolis where they visited their son who is in the Navy and was doing land duty for a month, before going back to sea. Mr. Burgess is in the water service department.

We are sorry to report the illness of J. M. Blankinship, storehelper at Fort Smith. Mr. Blankinship is suffering from an attack of asthma.

Dan Cupid has been busy in the mechanical department! Ernest Carstensen and Ruth Ryan were married on January 8, at the home of Rev. B. V. Ferguson, in Hill Crest. Mr. and Mrs. Roy V. Ross were the only attendants. Mrs. Ryan is one of the most attractive young ladies of the city, and we extend congratulations to them both. They were presented with a beautiful linen table cloth and napkins by Mr. Carstensen's co-workers. They are at home at an apartment on North Sixth Street.

ENGINEERING DEPARTMENT FT. SMITH, ARK.

GRAYCE HEYBURN, Reporter

A better service and claim preven-

tion meeting was held in the superintendent's office on Saturday, January 8, which was conducted according to proper form, and noted for the many items up for correction and consideration.

The distribution of power was talked of, and it was decided that the heavier 1200 class engines could be operated between Muskogee and Okmulgee. It is felt that this will save some doubling, consequently decrease the cost on that part of the Muskogee subdivision.

Extra gang 14, which had an extensive relay job south of Fort Smith, has been indefinitely laid off, and Extra Gang Foreman Franks has returned to his former position as section foreman at Fort Gibson.

We hear that Kathrynne McMahon is wearing a beautiful solitaire which she refuses to comment on, save for an inscrutable smile.

Mrs. C. L. Mahan was called to California on account of the illness of her daughter.

We are very glad to report that there were no personal injuries during the month of December on the 72nd track division, which track division is under the supervision of Thomas Madison, roadmaster.

A. Scherry, roadmaster, who was injured in October when his motorcar jumped the track, has returned from the hospital to his home at Fort Smith, and is improving nicely.

A get-together meeting of the foremen on the 72nd track division was held by Mr. Madison, roadmaster, at Fort Smith on Sunday, January 16. The purpose of these meetings is to give the foremen a chance to ask any question for the betterment of the service. Mr. Collette was present and made some remarks which were beneficial in connection with handling matters of track work in a more efficient manner. Also, Mr. Brown, of the superintendent motive power's office, made a very interesting talk on the care and proper operation of motor cars.

Ed. Crandall, B. & B. clerk, was confined to his home several days during the latter part of December on account of a severe cold.

Paul Schmitz, former rodman in the central division engineering department, has taken a position as axeman on construction work at Aberdeen, Miss.

The engineering department has been reduced by cutting off one transman, one rodman and two chainmen.

WESTERN DIVISION

MECHANICAL AND STORES DEPT.
ENID, OKLA.

DICKINSON and WILLIAMS, Reporters

It might seem that we of the western division are somewhat inclined to be reluctant in contributing to our Magazine, but we wish to assure all that any procrastination in this respect is due to reasons other than our regard for the Magazine and the Frisco's western division, as we have reasons to be, and are, proud of both. We cannot boast of what we have done for the Magazine and are not going to boast, but let the records speak for what we have accomplished on the best division of the best railroad in the United States for the year just passed.

'Tis proudly that we report that the employes of the Frisco at this point were the largest contributors of any corporation or business concern, in the recent drive for the Enid Community Chest Fund, which chest is composed of four organizations, namely: Y. W. C. A., Salvation Army, Associated Charities and Boy Scouts. We are all glad to have done our part in the furtherance of such a worthy cause.

The Yuletide spirit was manifest in

the offices of the master mechanic and division storekeeper on December 23, when an exchange of comic gifts were made between supervisors and office forces.

William Phillips, general foreman, presented W. J. Foley a twenty-one jewel Howard watch. Mr. Phillips' presentation speech, in part, was:

"Take it, my friend, wear it through your honorable life and at your death present it to someone who is near and dear to you. And when your trembling soul stands naked and alone before the Great White Throne, may it be your portion, Oh, my friend, to hear from Him who sitteth as Judge Supreme the welcome words, 'Well done, good and faithful servant, enter into the joys of thy Lord.'"

A. Rodgers, engineer, has returned from Prescott, Arizona, where he visited his wife and daughter.

T. B. Reese and Howard Reese, engineers, are enjoying a visit to Piqua, Ohio, with their mother.

W. H. Keiller, engineer, spent an enjoyable month in California, visiting relatives. Mrs. Keiller visited her parents in Indiana at the same time.

William Phillips, general foreman, is now singing a new song, "No Matter Where She Goes or What She Does, She's Still My Baby".

The walls in the roundhouse look pretty bare since Mr. Dingman has been here and removed the blue prints.

TRANSPORTATION DEPARTMENT WESTERN DIVISION—ENID

Our Slogan—Boost or Blow

CAMPBELL and CAMPBELL
Reporters

Conductor L. H. Hines visited the office one day last week, and we were all glad to see him and to know that he was recovering so rapidly from injuries sustained November 4, last, when his caboose derailed. Mr. Hines hopes to be back at work before very long.

While paying off a bunch of Mexicans from one of the extra gangs recently, "Pat" Hayes, our genial chief clerk, asked the spokesman his name in order to issue a pass to him and the rest of the men. Came the startling reply, "Patrick Flynn".

The position of completion report clerk has been abolished in the division accountant's office, and we are sorry to lose Jack Gillis, who has been doing this work since June 26. He has made a host of friends while in Enid. He will be at the Sapulpa office in the future.

John: "What's Scotch for 'incense'?"
David: "Nonsense!"

C. E. Schofield, who has been holding down the job of chainman in the division engineers' office, left the service the first of the year, in order to return to college. Best of luck, Brooks.

Miss Bonnie King, who has been working in the freight agent's office as assistant claim clerk and O. S. & D. clerk, Enid, has accepted a position with one of the business houses here and is no longer one of the "Family". Miss King entered the service of the Frisco August 20, 1917, and we regret losing her, and hope that her new position will bring her every success and happiness.

Miss Christine Malaby has been assigned the position vacated by Miss King.

Frank Hinkle, roadmaster, has been confined to his bed for several weeks, but believe he is now on the road to recovery. We'll be mighty glad to have Frank back with us.

Mr. and Mrs. Dave Thornton of the division accountant's office, spent the holidays visiting friends and relatives at Joplin.

Miss Blanche Hicks, spent Christ-

mas with her parents at Springfield. Blanche is our distribution clerk, and handles the job to perfection.

Floyd Wright, maintenance clerk, and family spent a few days visiting Mr. Wright's parents at Hunter. Expect they had a good time "railroading", as Floyd's father is the Frisco agent at Hunter.

Miss Marjorie Malaby and Miss Ada Dillon, worthy stenos, just couldn't resist spending a few days in Oklahoma City, and from all reports they had an exceedingly good time.

Our sympathy is extended to Mr. and Mrs. Stuart Payson, on the death of Mrs. Payson's mother, who died at Enid, January 13. Mr. Payson has been acting roadmaster since Mr. Hinkle's illness.

RIVER DIVISION

OFFICE OF DIVISION
ACCOUNTANT—CHAFFEE, MO.

ILA COOK, Reporter

We have started the New Year with a new boss. L. W. Pipkin has deserted us for Ft. Scott so S. W. Booth came to our rescue.

We are sorry to say we have lost a member of our Triple F Club. Miss Catherine Welsh, stenographer for master mechanic, has returned to Springfield where she is working in the general office. But when we lost her, we gained another. Miss Lorena Bollinger is now the stenographer for the trainmasters.

W. S. Johnston, operator, was called home on account of his nephew being seriously ill.

Mrs. Lee Taylor, wife of conductor, is in Chicago where she was called by the death of her sister.

Earl Patchett, yard clerk, was rushed to the hospital last week for an operation. We are glad to say he is improving rapidly.

R. C. McKnight, weight master, is in the hospital suffering from bronchial pneumonia.

H. A. Mitchell, from Fort Scott, has "bumped" our general clerk, Harold Paris. He expects to bring his family here as soon as possible.

The B. of R. C. had a very enthusiastic meeting on January 13. We elected officers for the year 1927 and initiated three new members. We were fortunate to have H. E. Sullivan with us and also our local chairman, Alonzo Foreman. After a very appetizing lunch had been served the remainder of the evening was spent in dancing.

MECHANICAL DEPARTMENT
CHAFFEE, MO.

JAMES HALEY, Reporter

William P. Shean, transferred from Springfield to Chaffee as back shop foreman, evidently did not like Chaffee, as he only stayed a week. John Nachbar, of Kansas City, has been transferred to the job. We all hope Mr. Nachbar will like Chaffee, and will stay.

Phillip I. Shipman was transferred from Sapulpa to Chaffee as boiler foreman, filling the vacancy of M. L. Mitchell. Mr. Shipman has already made quite a few friends during his short stay in Chaffee, and we know he will make many more.

Wonder how Leo Sternberg is getting along. We haven't heard from him since he was transferred to Memphis. Why don't you come up and visit the old town some time, Leo?

Jess Dudley, pipefitter apprentice, has returned to work after being off several months on account of sickness.

River division fuel meeting was held in City Hall at Chaffee, Friday, January 14, with D. L. Forsythe, Mr. Whalen and other representatives from the system present.

P. D. Nobile, machinist, has been transferred from Springfield to Chaffee. Welcome to our city, Mr. Nobile.

E. G. Barrett is our new stenographer. Welcome to him.

The sympathy of all the shopmen and other employes at Chaffee and Cape Girardeau is extended to the family of Rube T. Boswell, who succumbed in the Frisco hospital recently. Mr. Boswell was a veteran of the river division, having been in the service nearly twenty-three years.

SUPERINTENDENT'S OFFICE CHAFFEE, MO.

ANNA GOLDEN, Reporter

Mrs. J. A. McAllen has returned from Fort Smith, Ark., where she has been visiting Mr. McAllen, who has recently been appointed roadmaster at that point. The Chaffee office force (especially the girls) want to thank Mr. McAllen for remembering them with the big box of holly during the holidays.

Bob Allen, whose petition with the engineering department has been abolished, has returned to his home in Clinton, Mo.

Mrs. Alonzo Finn and little son, of Fort Scott, Kans., have returned to their home after a visit with Mrs. Finn's father, Conductor W. E. Burgess, and family.

Lorene Bollinger, who has been with the Blytheville station force for some time, has bid in the stenographic position in trainmaster's office and is making her home with her sister, Mrs. E. C. Heard, since coming to Chaffee.

Leo Lane is working on the car tracing desk since being displaced by some changes in the freight station forces.

R. C. McKnight, weigh master, and Earl Fatchett, yard clerk, have been

in the hospital for some time. Both are reported improving and we hope to see them able to take up their duties real soon.

Irene Rigdon has bid in the vacancy created by Mrs. N. Mitchell who resigned the first of the year to take a position with the Wabash railroad at St. Louis, Mo.

Maple Davidson has been transferred from trainmaster's office to the superintendent's office.

Mr. and Mrs. Paul Krueger entertained Paul's sister, Miss Clara Krueger, of Cape Girardeau, for a few days last month.

Miss Clairice Claiborne, of Memphis, has been visiting Assistant Superintendent and Mrs. J. W. Claiborne.

Mr. and Mrs. C. McBroom have had as their guest, their daughter, Mrs. Richard Gibson, of Osceola, Ark.

Mrs. W. D. Jones, of Sapulpa, Okla., has been visiting with relatives at Cape Girardeau. Mrs. Jones was formerly one of our office force.

Bob Hogsett, special agent, who has been visiting relatives in Colorado, relates of some wonderful hunting trips while gone, and judging from the pictures he has it is doubtful if there are any rabbits left in the state.

B. J. Grieshaber has displaced T. M. Hudson, operator in the Chaffee office. Mr. Hudson will spend about thirty days visiting with relatives in Florida before taking up his duties elsewhere on the division.

Don't be offended if Big "Hop" don't talk to you. He is suffering from a bad throat and can hardly speak above a whisper and declares it is not due to staying out late either.

Preston Howell has joined the general office force, displacing C. G. Roland as file clerk. Roland has taken the 691-clerk place, so still remains with us.

R. W. Finley, our local watch inspector, contributed largely to the pleasure of the clerks' meeting January 13, by installing an Orpheus radio for use during the evening. With the excellent sandwiches and coffee

provided by the refreshment committee and good music, every one seemed to have a good time. We are very grateful to Mr. Finley for his favor.

Ray Fatchett, timekeeper, had to attend court in St. Louis, January 16. Mrs. Fatchett accompanied him and visited with friends.

OFFICE OF B. & B. AND MAINTENANCE OF WAY CHAFFEE, MO.

EVA WRAY, Reporter

The raising of track and four bridges at Kirk over the levees, is progressing very nicely. This is one of the Little River Drainage District's big contracts, which called for the raising of four bridges, eight feet.

The river division has just completed one of the largest bridge filling programs for 1926 it has ever handled, which consisted of 133 bridge fills.

Foreman Sayles and gang are now busy overhauling buildings on the Jonesboro sub, getting them ready for the Frisco standard paint color.

Pile driver 99063 has been rather busy for the past three months over the river division. On the Jonesboro sub at Big Lake they drove 205 piling in four days which is considered pretty fair work. One of the best days out of this four was seventy piling. They had another good run on the Hoxie sub when in four days they drove 195 piling.

The B. & B. department have finished all of 1926 renewals except Bridge 110.6 which is now being built by Foreman Roseman and gang.

The wife and family of E. M. Ervin, B. & B. foreman, sub gang seven, have returned home from a vacation spent in Oklahoma.

The entire department expresses its sincere sympathy to Mr. and Mrs. Harry Clark in the death of their baby son. Mr. Clark is an employe of house gang sub seven, at Chaffee, Mo.

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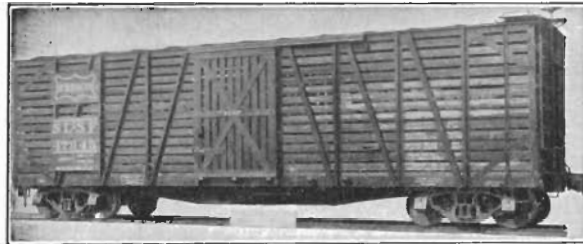
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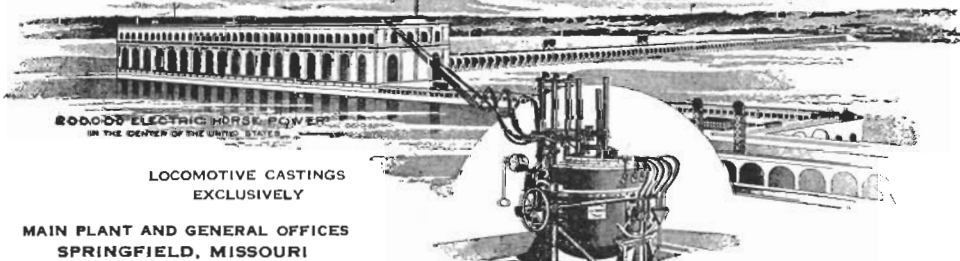
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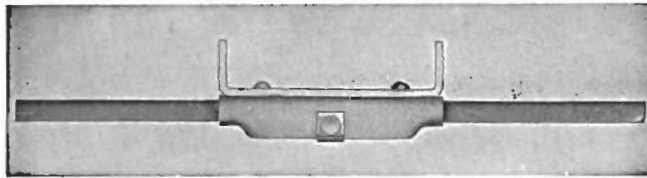
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 Mines Located Four and One-Half Miles East of the City of Tulsa  
 WHEN IN THE MARKET FOR COAL  
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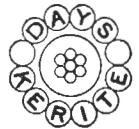
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ABSOLUTELY PURE

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MANUFACTURERS

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Enameled Iron Wet or Dry Closets

**DUNER CO.**

101 S. Clinton St. CHICAGO

For detailed description see Car Builders  
Cyclopedia 1922 Edition

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MINES LOCATED IN HENRYETTA  
FIELDS ON FRISCO  
LINES

OFFICE—OKMULGEE, OKLA.



## BARNSDALL

Be Square Petroleum Products

3

Modern Refineries  
BARNSDALL, OKLAHOMA  
WICHITA, KANSAS  
OKMULGEE, OKLAHOMA

3



OUR OWN CRUDE  
OUR OWN PIPE LINES

OUR OWN REFINERIES  
OUR OWN TANK CARS

DEPENDABLE SOURCE OF SUPPLY

## BARNSDALL REFINERIES, Inc.

Subsidiary Barnsdall Corporation

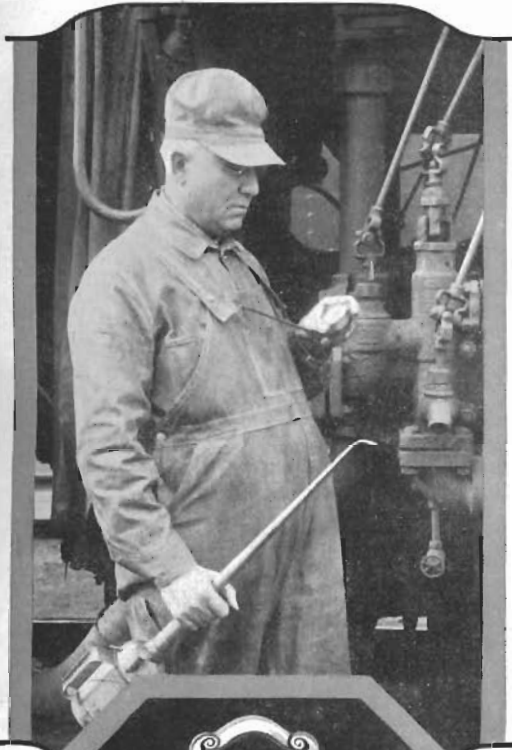
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Petroleum Building, Tulsa, Okla.

General Sales Offices

624 S. Michigan Ave., Chicago, Ill.

# He taught a King the Value of HAMILTON Time



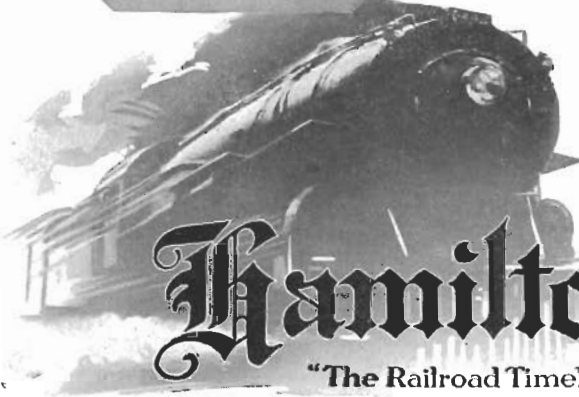
ENGINEER LUX, of the "Century," has had a world of experience at the throttle. But his greatest thrill came, no doubt, on that day when King Albert of Belgium climbed into the cab of his locomotive and piloted the "Century" with his Royal hand.

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"The Railroad Timekeeper of America"

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LANCASTER, PENNA., U. S. A.



**The Sunnyland**  
*— a new train between*

**SAINT LOUIS  
 and MEMPHIS**

— providing direct connection at Memphis with *The Sunnyland* to and from Birmingham, Atlanta, Tampa and St. Petersburg.

*South Bound  
 Read Down*

**SCHEDULE**

*North Bound  
 Read Up*

|                  |                     |             |
|------------------|---------------------|-------------|
| 1:00 pm Lv.....  | Saint Louis.....    | Ar 4:00 pm  |
| 9:00 pm Ar.....  | Memphis.....        | Lv 8:00 am  |
| 9:35 pm Lv.....  | Memphis.....        | Ar 7:20 am  |
| 5:30 am Ar.....  | Birmingham.....     | Lv 11:30 pm |
| 11:35 am Ar..... | Atlanta.....        | Lv 4:50 pm  |
| 6:15 am Ar.....  | Tampa.....          | Lv 10:55 pm |
| 8:40 am Ar.....  | St. Petersburg..... | Lv 8:40 pm  |

— in addition to the popular night train

***Memphian***

**BETWEEN ST. LOUIS AND MEMPHIS**

|                  |                  |             |
|------------------|------------------|-------------|
| 11:25 pm Lv..... | Saint Louis..... | Ar 7:04 am  |
| 7:00 am Ar.....  | Memphis.....     | Lv 11:20 pm |

**THE WATER-LEVEL ROUTE  
 BETWEEN ST. LOUIS and MEMPHIS**