

The Frisco-Man



February

1920

BETTER

Union



BUILT

Made

OVERALLS AND WORK SHIRTS

For FIT — For COMFORT — For WASHING — For WEAR
Are in a Class by Themselves

A MAN'S GARMENT FOR A MAN'S WORK

Guaranteed to Fit Better, to Wash Better and Wear Longer.

Your Money Back if they Don't

They cost more to make because we use better Materials.

Why pay the same price for an inferior garment?

*Insist on Your Dealer Supplying You With BETTER-BUILTS. If He
Will Not Supply You, Write Direct to Factory.*

For Sale by

E. F. Eggiman Merc. Co.
Chaffee, Mo.

Galloway & Mansfield
Monett, Mo.

I. Kohn
Hayti, Mo.

Reed-Smith Clothing Co.
Springfield, Mo.

Cofer Clothing Co.
Cape Girardeau, Mo.

Chas. Ferguson
Willow Springs, Mo.

Hickman-White Store Co.
Puxico, Mo.

Standard Clothing Co.
St. Louis, Mo.

Logan-Jones Dry Goods Co.
Kansas City, Mo.

Textile Products Manufacturing Co.

Makers

SAINT LOUIS, MISSOURI



ONE MOMENT PLEASE!



MANY of your friends and associates have followed our suggestion to buy Accident and Health Insurance from us and those who have suffered disability have congratulated themselves many times upon the benefits received from having "THE TRAVELERS" protection.

When you buy from us you get The Best. There is no time like the present. Make your application now.

The Travelers Insurance Company
HARTFORD, CONNECTICUT

The Clothes You Wear—

the home you live in—the food you eat—the pleasures you enjoy—the money you save—are dependent solely upon your INCOME.

Accident and Disease

are the destroyers of INCOME. Why provide insurance against money loss if your home should burn—if at the same time you fail to PROTECT your most valuable asset—your INCOME.

Thousands of Railroad Men

located on every system in the United States are daily thanking the CONTINENTAL for having PROTECTED THEIR INCOMES.

CONTINENTAL CASUALTY COMPANY

(The Railroad Man's Company)

H. G. B. ALEXANDER, President

FILL OUT AND MAIL TODAY

CONTINENTAL CASUALTY COMPANY
910 Michigan Ave., Chicago

Please send me information in regard to your *Health and Accident Insurance.*

Age _____

Address _____

Occupation _____

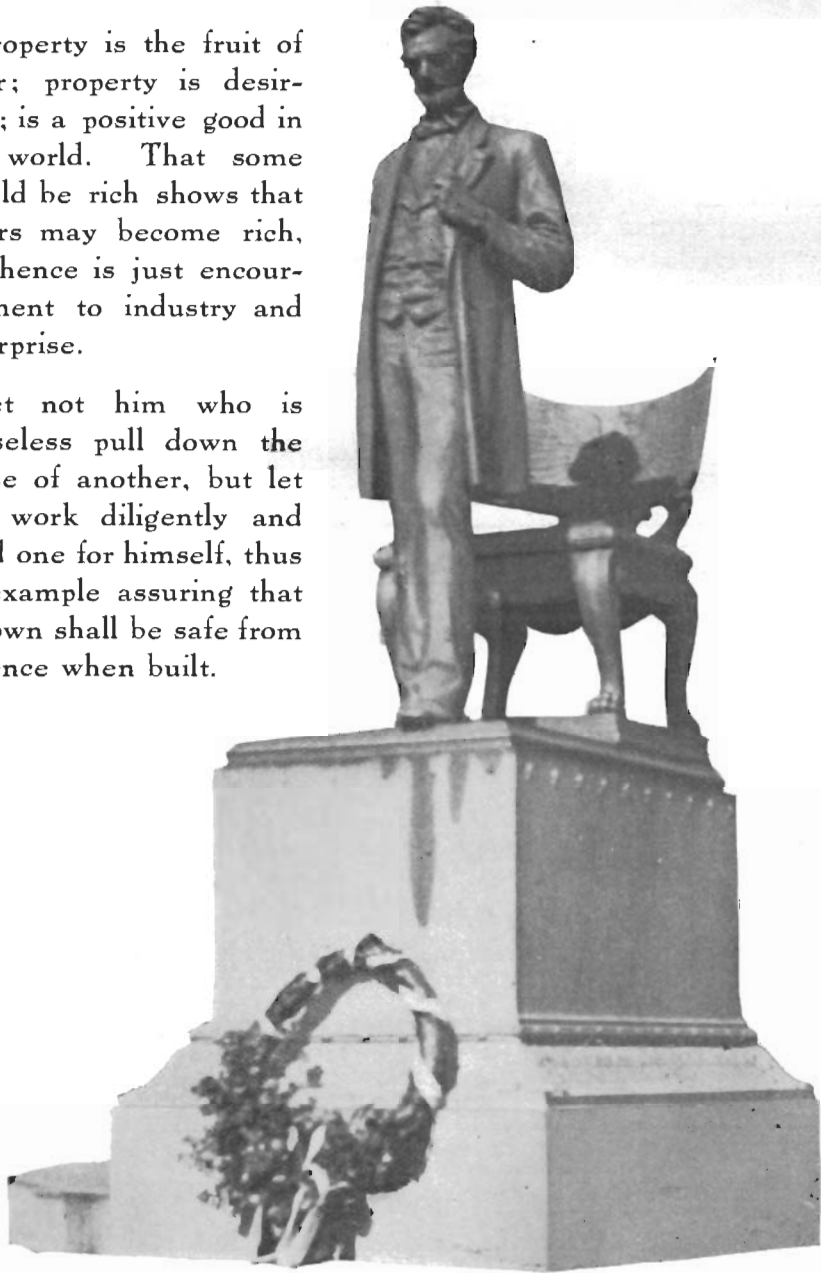
Frisco. _____

Lincoln's Message

Extract from address of Abraham Lincoln to the Workmen's Association in 1864.

Property is the fruit of labor; property is desirable; is a positive good in the world. That some should be rich shows that others may become rich, and hence is just encouragement to industry and enterprise.

Let not him who is houseless pull down the house of another, but let him work diligently and build one for himself, thus by example assuring that his own shall be safe from violence when built.



The Frisco-Man

Frisco Building, Saint Louis

Chemical Treatment of Feed Water

BY R. A. WINSER,
Water Engineer, Springfield.

AN article in the Frisco-Man, Christmas number, 1919, gave a copy of an address by Robert Collett as delivered before the St. Louis Railway Club, November 14th, entitled "Fuel Economy and Locomotive Operation." This article gave several essentials bearing on the subject and among those presented was one on Feed Water. Figures were given showing the remarkable results that have been accomplished on one road by means of improvement of feed water, said improvements having been brought about by intelligent treatment. This brings the proposition down to what is being done on this road. Water treatment is not a new subject, but can be put in this class on the Frisco. During the summer of 1918 the installation of water treating plants was started on the Southwestern Division and continued onto the Western and Northern Divisions and the work authorized is just now about completed.

The method of treatment on the Frisco is identical with the methods used on the road referred to by Mr. Collett and perhaps a short treatise on this treatment of feed waters will not be out of place at this time.

Water when it evaporates from the oceans, lakes, rivers, etc., and finally forms into clouds, is almost pure. When it falls to the earth in the form of snow or rain it dissolves various gases from the air and as it runs over the ground into lakes, rivers, etc.

(same also going into the ground and reappearing again as wells and springs), it dissolves many impurities such as organic and mineral matter with which it comes in contact; therefore, the nature of the dissolved solids or impurities will depend upon the character of the soil over or through which the water has passed.

Water, when it is pumped for use, will contain two classes of mineral salts, the incrusting and alkali salts. The fitness or unfitness for use in locomotive boilers is determined by the amount of these salts in the water.

The incrusting salts (total hardness) consists of the carbonates of lime and magnesia (temporary hardness) and sulphates of lime and magnesia (permanent hardness). The carbonate salts are precipitated either as a soft mud or a bulky scale on the flues and staybolts, according to the condition of the water in the boiler, when water is boiled at atmospheric pressure. The sulphate salts remain in solution when water is boiled at pressure below 60 pounds, but above this pressure it separates out and forms a hard scale on the flues and firebox sheets, the result of which is continued trouble from leaky flues, stay bolts and fireboxes, due to overheating of the metal.

The alkali salts is represented by the difference between the total dissolved solids and the total hardness and are the sulphates, chlorides, and

carbonates of sodium and potassium. These salts remain in solution after the water has been boiled, their total amount increasing up to a certain concentration when foaming results. Waters high in alkali are, on account of their tendency to foam, unfit for boiler purposes.

In addition to these mineral salts, surface waters, especially the streams, at times carry large amounts of suspended matter (mud) and this may cause trouble, if the water in the boiler is in a scale forming condition, by baking on the flues or building in to form a heavier scale. The foaming tendency of the water is greatly aggravated by this mud and also by any decayed animal and vegetable matter that may be held in some waters. Organic matter causes foaming and priming and in some instances gives off corrosive acids.

The amount and proportions of these mineral salts found in waters vary considerably in different parts of the country. In the territory covered by the Frisco the waters are found as follows:

In Missouri and Arkansas a large per cent of the waters are obtained from wells. These all contain more or less sulphate hardness and are low in alkali salts; where surface waters are obtainable they are of about the same characteristic, as far as mineral content is concerned, as the deep wells. The waters on the Eastern and River and Cape Divisions are, as a whole, better than those between Springfield and Memphis on the Southern Division. In Tennessee, Mississippi and Alabama, water sources are about evenly divided between wells and surface supplies. The wells give up a better boiler water than do the surface supplies, in fact the well at Potts Camp, which is 618 feet deep, contains free sodium carbonate (soda ash). The surface waters all contain sulphate hardness and as a rule are low in alkali salts. In Oklahoma, supplies come from deep wells, shallow wells, points, creeks, rivers and reservoirs and present all kinds of boiler waters, some high in sulphates, some low, and some

show natural sodium carbonate (soda ash). At the same time some are high in alkali content and some low. West Tulsa, Chickasha, Arkansas City, Dacoma, Thomas and Clinton present the worst waters in the state, these being very high in sulphate and very high in alkali content. On the other hand, waters at Hayward, Latham, Lamont, Breckenridge, Goltry, Ames, Bessie, Hobart and Frederick give waters with natural sodium carbonate (soda ash). In Kansas supplies are obtained chiefly from the surface. All waters in the state with the exception of Columbus are moderately high in both sulphate and alkali content. Columbus water gives natural sodium carbonate (soda ash). Water at Wichita, which is furnished by the city and used by the Frisco, is as bad a water for boiler purposes as we have on the System, it being very high in sulphate and alkali content.

The primary cause of leaky flues, fireboxes and stay bolts is unequal expansion and contraction brought about by overheating of the metal, due to it being insulated from the water by a layer of scale formed by the precipitation of the lime and magnesia salts in the water. These troubles will be accentuated by any sudden cooling of the metal such as might be caused by holes in the fire, working engine very hard and then suddenly shutting off steam and leaving shut off for some time, cold water falling from injector to bottom of boiler and to washing and filling boilers with cold water. Proper firing will take care of the holes in the fire. There are hilly divisions of such character that it is necessary to work engine very hard up to top of grade and then drift down to bottom, and, unless the flues are kept free from scale, there will be considerable trouble from leaky flues under these conditions. Numerous arrangements are in use for preheating the water entering the boiler and the Frisco has adopted a cheap, simple and effective device for doing this. Each locomotive is equipped with a check with an elbow which is pointed upwards so that the water from the injector shoots up and

is heated as it enters the boiler instead of dropping cold to the bottom. With the upturned elbow the difference in temperature between water in bottom of the boiler and near water level will only be about 10 degrees F., while a full glass of water is being fed and engine is standing still; with the ordinary boiler check this difference will run from 80 degrees to 100 degrees. As for the hot water washout plants, there are about eight of these now installed at important terminals and it is expected to extend this work to other terminals in the near future.

Waters that do not form scale when used in boilers are rare, and if there are not such waters available the obvious thing to do is to put those waters that are in use in a non-scaling condition.

There are, then, two evils that must be counteracted in a boiler water, namely, the tendency to form scale and the tendency to foam. The former is remedied by the use of sodium carbonate, or, as it is commonly called, "soda ash." This is one of the alkali salts that exists naturally in some waters, but it cannot exist in the same water with sulphate of lime, as the two would react to form sodium sulphate and carbonate of lime. Now, if a water containing sulphate hardness be treated with soda ash, this same reaction takes place inside the boiler, the carbonate of lime precipitating as a mud and the sodium sulphate going into solution. The result is no scale on the flues, but the extra mud and increase in total dissolved solids aggravate the foaming trouble. A systematic and liberal use of the blow-off cock will keep down the foaming trouble in two ways: First, by removing the mud; second, by reducing the concentration of the water or the total dissolved solids. It has been determined that when boiler waters contain total dissolved solids over 200 parts per 100,000, they are pretty liable to foam.

In starting water treatment on a railroad it is advisable to take one engine district and treat all waters in that district with the necessary amount

of soda ash. In lining up for treatment, each pump house (or tank where there is no pump house) is visited, the facilities noted and a sample of the water taken. After a chemical analysis of the water is made it is determined just what treatment is necessary and a plant designed and installed that will fit in with the existing facilities. The plants being installed it is then imperative to provide suitable arrangements for blowing off engines, line up to have engines blown systematically at terminals and on the road and then provide sufficient chemical inspection to maintain correct treatment at all times.

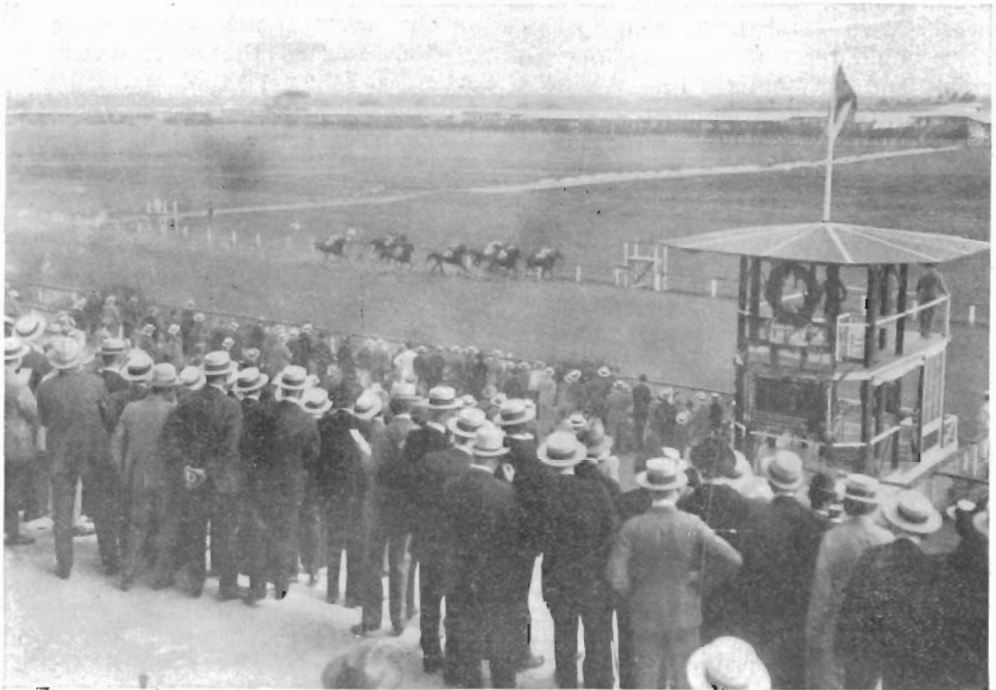
Facilities have been provided at each terminal and terminal blowing just before the fires are knocked and engines taken into the house is being insisted upon. As for road blowing, this part of the work is, of course, up to the engineer. It is essential that engines using treated water be equipped with suitable blow-off arrangement for removing sludge from the boiler. The circulation of water in the locomotive boiler is along the bottom toward the back water leg, where it is least rapid, and all solid particles light enough to be moved by the current are carried back toward that point. When there is scale formation in the boiler the heavier pieces of scale drop out in the belly and in the front of the side legs while the lighter scales and mud are deposited in the back of the side legs and in the back water leg. If the water has been treated with the proper amount of soda ash there will be practically no scale formation and the lime and magnesia sludge will deposit in the back water leg, from which it can be removed by means of a perforated pipe extending across and lying on the back mud ring and connected to a blow-off cock located in the back corner. Most all Frisco engines are now equipped with this perforated pipe and blow-off cock in the back corner and those that are not yet equipped will be so when released from next shopping.



Copyright, U. & U.

COWBOY JOINS ARMY.

Leon Cunningham, six feet eight inches tall. Tallest man to join the U. S. Army in the San Francisco Division. He comes from Oklahoma City. He appeared with two guns strapped to his hips. Because of the way he read the finest type on the eye test card at 20 feet, he was dubbed "Eagle Eye."



Copyright, U. & U.

SCENE AT THE ORIENTAL PARK RACE TRACK, HAVANA.

The southern isle of Cuba is proving a very popular place with many of the Americans since J. Barleycorn has made his exit from the shores of the U. S.

The primary purpose of the blow-off cock where soda ash is used is to replace part of the highly concentrated water in the boiler with fresh water from the tank in order to keep the total dissolved solids in the water below the foaming point. Although the removal of the sludge and suspended matter in the boiler is important, it is incidental to keeping the concentration of the dissolved solids down; but the blow-off cock has to be used often enough for the first named reason to keep the boilers always in good condition from the sludge standpoint.

As for the chemical inspection to maintain correct treatment at all times, the Frisco has an organization consisting of a Water Engineer and four Traveling Water Inspectors. The supervision is one of the most important parts of the treatment, as without this, treatment cannot be kept even and uninterrupted. Each Traveling Inspector is equipped with a small

case in which is carried sufficient chemicals and chemical apparatus to make analyses of raw and treated waters at the water stations. If the Inspector's analysis shows treatment wrong (this may be due to change in mineral content of the water, attendant not following directions, or treating apparatus out of order), action is immediately taken on the ground to adjust matters. Each Inspector has a given territory consisting of about twenty-five plants each and is on the road the entire time going from one plant to another.

In conclusion, will state that the figures given by Mr. Collett on the remarkable savings produced by water treatment is only on one road. It can be said that equal savings have been shown on all roads that are treating water and, with co-operation of all, equally as good a showing will be made on the Frisco.

Locomotive Gauge Cocks

Their Location as to Corrections, With Suggestion Relative to Eliminating Inaccuracy Due to Laying Them Out.

By W. E. BELTER.
Road Foreman of Equipment.

THERE is no part of the locomotive which plays a more prominent part than the gauge cock. It is the one thing above others that requires the greatest accuracy in laying out, for the following reasons: Dependent upon it is the safety of the men operating the locomotive. The water glass is always dependent on its location, in other words, the position of the water glass is relative to the position of the gauge cock. You will, therefore, see that it becomes quite necessary that its position and location be as accurately fixed as possible.

There always has been and I think I am correct in believing there always will be some criticism returned to those who have charge over this one feature. In order that you may appreciate the reason for this criticism I

would give you some idea how the gauge cock is located, and then show you how easily one person in measuring that location cannot agree with the person who originally made it.

The correct method of laying out a gauge cock according to the latest method is as follows: We, of course, will assume that we have a boiler ready for the laying out of gauge cocks. The first thing necessary will be to level that boiler to the frame of the locomotive. We must likewise be sure that the frame of the locomotive is also level. Now we will agree that water will reach its level, likewise water in any boiler will reach its level. Since the water in a boiler extends from the front flue sheet to the back head or door sheet it becomes necessary to level the boiler on a line

through its center parallel with its length. This line can easily be obtained. After this preliminary leveling has been completed we must determine the highest point on the water side of the crown sheet. This point is then transferred to the back head in the following manner. A long hose is fitted with glass ends by means of glass tubes. The ends of these glass tubes should have ground ends. The hose is then filled with water. One end is then brought to that point which is the highest point of the crown and the water seeking its level finally transfers that point to the other end of the hose. This new transferred point is then marked on the back head of the boiler. Now, according to the specifications or prints the distance of the gauge cock above the highest point of the crown sheet is given. It then remains to add that distance and you then have the location of the gauge cock.

Now let me call your attention to a certain feature which will bring forth no end of criticism. You may be sure that you have made no mistakes in your measurements and yet you will hear the same old story that the gauge cocks are too low or that they are too high. There can be a number of reasons for this. First, the person leveling that boiler to make check may not get it absolutely in the same degree of level that the one did who originally laid out the gauge cock. A slight variation will always be detected from the fact that no two men will read a rule or a measuring device exactly alike. As an example of this, try for yourself and see how many men will agree on calipering. The same holds good in this case. Now, there is one thing which I would bring to the attention of the men who have to do with gauge cocks, and who are responsible for their correctness. The majority of our present boilers are designed with a sloping back head.

You will also find that the opening for the gauge cock is drilled and tapped perpendicular to the sheet; in other words at an angle to the center line of the boiler. Now, let us suppose that we are all agreed that the location

of the hole for gauge cock is correct so far as location is concerned. We then screw in the gauge cock. Suppose, in doing so, we find that in order to make the gauge cock steam tight in the boiler we have to run it in a few threads further than we anticipated. Right there you change the water level in that boiler so far as being able to read it by the gauge cock. Now, in order to overcome this difficulty there should be a hard and fast rule adopted by the Federal Government that all gauge cocks should be tapped into a boiler parallel to the center line of that boiler when the boiler is a horizontal boiler and at an angle of ninety degrees when a boiler is a verticle or upright boiler. The main reason why they drill and tap a boiler for a gauge cock perpendicular to the sheet is in order to get a better thread setting. The same effect can be obtained in the following manner and which I am about to propose for your approval and has this decided improvement, namely, that in case of slight error the location can be corrected without drilling a new hole for the gauge cock.

The new scheme, which I think will be wise to adopt, is this: Locate the position of the gauge cock as accurately as possible and tap the sheet (perpendicular to the sheet) for a good solid plug, having a length much greater than the thickness of the boiler sheet. After the plug is in place drill and tap plug for the gauge cock and **DO THAT DRILLING AND TAPPING PARALLEL WITH THE CENTER LINE OF THE BOILER.** You will soon discover that you have good thread for the plug and also good thread for the gauge cock. Best of all it has this added feature: If you find, on checking the water height of the boiler, that your gauge cock is either too low or too high you need only to renew the plug. Suppose you find that the same thing happens as previously stated that you must screw the cock in farther to make it steam tight. Just go right ahead and tighten it up, even to the extent of using all the thread on the gauge cock, and you will find that

you have **not** changed the water level reading of the boiler.

Now, just a word, in ending, relative to the water glass. It is a necessary evil and, of course, we must reason with it. At best it is a dangerous thing to depend upon. The gauge cock is the one thing which will not deceive you as to the height of the water above the crown sheet. In the majority of cases the water glass is always specified to show a certain height of water in its column with one gauge of water. Now, if we approach

some degree of accuracy in the location of gauge cocks the water glass can easily be made to conform to the gauge cock. But, in ending, let me sound one further word of caution. If the location of gauge cock is in error your reading on the water glass is also incorrect. But since it is an easy matter to have them agree, then we must make the beginning an absolute; namely, to make the location of gauge cocks fool proof, easy to correct and at the same time lessen the degree of cost and trouble in correcting them.

Economical Operation of Locomotive Stokers

Conservation Circular No. 20.

THE rapidly increasing number of locomotive stokers now in service, with frequent absence of economical results as measured by the fuel consumed per unit of service rendered, warrants more specific attention being given to the maintenance and operation of this device. Unfortunately many men in charge of locomotive operation look upon excessive consumption of fuel by the stoker as an inevitable condition attendant upon its use. This fallacy is largely a state of mind, and one that should be corrected as quickly as possible.

Recent tests made on a road in the central West demonstrated the ability of two locomotive crews to operate a heavy stoker-fired locomotive pulling a heavy tonnage freight train over two freight divisions with one tank of coal of medium quality and without cleaning the fire en route. Unhampered by the physical limitations that attach to the work of hand firing, enginemen frequently fail to operate the stoker-fired locomotive at the most economical point of cut-off, thereby failing to utilize to the fullest extent the available power in the expansive force of the steam consumed. The heavy exhaust thus created results in extraordinary spark losses (ranging as high as 40 per cent of the fuel consumed) by carrying the finer particles of coal discharged into the firebox by the

stoker at a point considerably higher than the level of the fire, out over the arch through the flues and stack to the atmosphere. To reduce these losses the brick arch, which is an essential adjunct to successful operation of the stoker-fired locomotive, should ordinarily be built somewhat higher than is the practice for the hand-fired locomotive and in every instance properly maintained. The matter of fuel sizes for stoker locomotives should also be investigated carefully in order that spark losses may be further reduced.

Consistent with careful operation on the part of the enginemen, special effort should be made toward using the largest possible exhaust nozzle. Power reverse gear, when used, should be so maintained as to prevent wasteful steam distribution resulting from the so-called "creeping" of the reverse gear. To the end that the results now obtained may be improved upon, the following suggestions are submitted:

The stoker should be thoroughly overhauled at the time the locomotive is undergoing general repairs, and should be tested before the locomotive is returned to service and all defects corrected.

Stoker Maintenance at Roundhouse

Stoker repairmen should make a careful test and inspection of the stoker in the roundhouse or on the

fire-cleaning track on the arrival of the locomotive at a terminal, operate the stoker and observe its general condition, then correct all defects that develop under the test. (See instructions supplied by stoker manufacturers.)

Maintain all pipe joints and packing nuts steam tight.

Special attention should be given to the condition of the conveyor trough to prevent fuel wasting over the top. This is important, as heavy losses occur on account of fuel wasting over the top of the trough due to fuel being fed too rapidly to the conveyor, which, owing to a construction defect, is not properly protected to prevent these losses.

The shovel sheet should be maintained in the same good condition required on hand-fired locomotives.

Testing Stoker Before Starting on Trip

Before the locomotive leaves the outgoing track the stoker should be tested to insure that it is in good working condition, with all lubricating cups filled and in working order.

The fire should be built up gradually by hand firing, as a much better fire can be prepared in this way, until the pressure is within 10 or 15 pounds of the maximum, maintaining this pressure until ready to leave. Otherwise successful trips are frequently spoiled by starting the train before the fire is in proper condition to maintain the necessary steam pressure.

Operation of the Stoker

The same general principles that pertain to firebox conditions under hand firing apply to stoker operation, that is, to maintain a thin, level, bright fire and a uniform distribution of the fuel over the entire grate surface.

When starting the train, the stoker should be put into operation and such hand firing done during the trip as may be required to insure a level fire and uniform consumption of fuel on the surface of the grates. Holes in the fire or burned out corners should be taken care of by the use of the shovel instead of by speeding up the stoker.

Fuel should not be fed faster than it is being consumed, if uniform steam pressure is to be obtained. The efficiency of the stoker largely depends upon the careful attention given to the adjustments of the fuel-distributing parts to insure a uniform distribution of the fuel over the fire. The constant lubrication of the driving engine and all bearing parts is essential.

The throttle, reverse lever, and injector on stoker-fired locomotives should be handled by enginemen with the same regard for economy that is exercised in the case of hand-fired locomotives where the fireman does all the work.

Greater care should be used in shaking grates on stoker-fired engines than is employed on hand-fired engines, on account of the thinness of the fire carried, and grates should only be shaken when the locomotive is not working. On superheated locomotives a more uniform degree of superheat can be maintained when engines are stoker fired than when hand fired, on account of the door being opened less frequently.

Enginemen should observe the fuel in the tender as it is being fed to conveyor, removing any foreign material which would tend to clog or interfere with the operation of the stoker.

While locomotive is standing, the fire should be maintained with the shovel.

At the end of the trip the conveyor should be emptied before the locomotive is surrendered to the terminal forces. All firing by terminal forces should be done by hand.

With the application of additional stokers from time to time as locomotives are purchased, the importance of properly maintaining and operating the locomotive so equipped represents a vital operating problem, one deserving the serious attention of all employees who are interested in returning the character of service that competent, skilled men invariably wish to render.

E. B. FINDLOW GOES TO FORT WORTH

E. B. Findlow, for a number of years Auditor of Disbursements at St. Louis, has been appointed Auditor with headquarters at Fort Worth, according to circular of December 30 by Federal Manager J. S. Pycatt. Mr. Findlow's appointment was made effective January 1, and he succeeds C. S. Snow, resigned.



E. B. FINDLOW

Mr. Findlow's first railroad work was in 1890, when he was a commissary clerk to a railroad contractor, who had the contract for construction of the Montgomery, Tuscaloosa & Memphis Railroad, which is now a part of the M. & O. Then came successive positions as timekeeper, back rodman, front rodman, back chainman, front chainman, level rodman, and assistant to the engineer on construction.

In 1891 he sought an indoor position, and was employed by the Auditor of the Frisco as junior clerk in the Ticket Department. Succeeding years brought advancements which led from the Ticket Department to the Freight Accounting Department and later to

the Disbursements Department and finally to the Bookkeeping Department. In 1907 he was made Auditor of Disbursements, which position he held under the titles of Auditor of Disbursements and Disbursements Accountant until his most recent appointment.

On the eve of his departure the men of the Disbursements Department presented him with a leather portfolio as a token of esteem and wished him continued success as Auditor at Fort Worth.

DAVIS NEW AUDITOR OF DISBURSEMENTS

George B. Davis has been appointed Auditor of Disbursements succeeding E. B. Findlow, who has been made Auditor at Ft. Worth.

Mr. Davis comes directly from the Frisco Corporation where he had been General Accountant since July 16, 1919.

He was born in Kansas on July 25, 1886, and first entered the railroad service in the Motive Power Department of the Santa Fe at Raton, N. M., in 1905. In 1909 he went to the Accounting Department, Disbursements Office, of the same road where he held the following positions successively: Traveling Accountant, Motive Power Accountant, Secretary and Auditor, The Folsom Morris Coal Mining Co., of Lehigh, Okla., a subsidiary, and Assistant Auditor and Assistant Treasurer of the Coline Oil Co. of Ardmore, Okla., also a subsidiary of the Santa Fe.

In 1917 he entered the Operating Department of that road under F. C. Fox, General Manager, at Topeka, Kan., as office manager of Division Accounting and Transportation office.

He became identified with the United States Railroad Administration, Division of Accounting and Audit Section, on December 15, 1918, where he held the position of General Cost Accountant and Chief Clerk to Auditor.

On July 16, 1919, he accepted service with the Frisco Corporation as General Accountant, which position he held until his appointment, on January 1, as Auditor of Disbursements.

CONDUCTOR COGDELL GETS OIL SOAKED BUT PREVENTS CLAIM

"My only thought at the time was to discharge my duty faithfully and use all my efforts to save the company from heavy loss," says Conductor Fred G. Cogdell of the Northern Division, regarding his recent tussle with an oil tank in an endeavor to stop a leak.

Mr. Cogdell was conductor on train 347 from Wichita to Ellsworth on November 4, when near Medora, he noticed that one of the tanks of fuel oil was leaking. He stopped his train, investigated and found CWOX 54 leaking at the outlet valve. The valve he found unseated, which made it impossible to stop the flow of oil in that way, so he made a plug out of a fence post and with the assistance of Brakeman V. M. Brady succeeded in stopping the leak.

The leak was stopped, however, only after his clothing had been saturated with oil. The matter was brought to the attention of the officials who expressed their gratitude and who authorized a voucher to be made out in favor of Conductor Cogdell to cover the loss of his clothing.

"I endeavor at all times to protect the interests of the company and am glad to do so regardless of the circumstances," says Mr. Cogdell in response to an inquiry by Superintendent Brown of the Northern Division. In this instance Mr. Cogdell not only saved a heavy claim but made it unnecessary for a car man to be sent out to make the repair.

Mr. Cogdell's fidelity and trustworthiness entitle him to commendation of all loyal Frisco employees.

SHIPPER LIKES FRISCO SERVICE

Good service, and all that the words imply, is or should be the aim of every Frisco employe. And there is every reason to believe that the majority of the Frisco people strive to give the public the very best of service. Especially is this true of the Memphis Freight Office, if the following letter is a criterion:

DE SOTO OIL COMPANY

Cotton Seed Products
Memphis, Tennessee, 12-24-19.

Luck to each and every one of you good fellows!! If every railroad in the city would try the same courtesy evident in every dealing with you it would be a great pleasure to deal with the railroads.

Yours sincerely,

De Soto Oil Co.

The above letter speaks volumes for **Agent S. L. Oliver** and his force at **Memphis, and no doubt encourages them to greater efforts.** Mr. Oliver has been with the Frisco for twenty-eight years, and is one of the most popular agents in that city.

FRISCO CLERKS FORM OIL COMPANY

More than 250 clerks in the General Offices of the Frisco at St. Louis have organized an oil company under the trustee plan and are drilling on a 40-acre tract in Bell County, Texas. This district, it is said, has been pronounced to be a bigger field than Ranger and Desdemona combined, by eminent geologists. The clerks hope that the predictions will come true, and that the field will prove to be another Tampico.

This lease was secured early in September by Joe B. Hartman of the Freight Accounting Department, who has formed a company by dividing the lease into 500 units at \$50 a unit, thus giving each unit holder a certificate for 1/500 interest in the lease and thereby raising \$25,000 for drilling and developing the property. No salaries, commissions or promotion expense will be paid out of this capital.

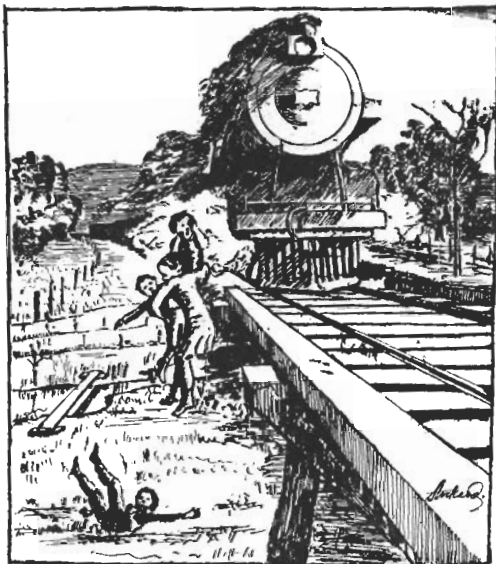
Funds sufficient to permit beginning operations have already been received and drilling is to begin soon.

**TOKEN OF APPRECIATION
GIVEN GIRL HEROINE**

As a token of appreciation for the saving of three small children from death under the wheels of a Frisco locomotive near Albion, Okla., account of which was in the January issue of The Frisco-Man, Miss Agnes Standifer, heroine, has been presented with a gold locket.

OFFICIAL GUIDE DISTRIBUTION

Some laxity is reported in the handling of our Official Railway Guides. These guides are expensive and since a very large share of the information in a given issue remains unchanged for several months, they are valuable for about six months after the date of issuance. Only a limited number are ordered each month and these are sent




(Illustration by Claim Agent Stockard.)

Superintendent Baltzell of the Central Division, and Engineer W. A. Davis, who was running the locomotive of train No. 5 when the incident occurred, went to Albion on Christmas Eve, where they had a celebration arranged for the children, and there presented the token to Miss Standifer. On the outside of the locket was engraved "Miss Agnes Standifer," and on the inside the words "For Rescue of Three Small Children on Frisco Bridge Near Albion, 11-2-19."

Mr. Baltzell states that there were 300 people in the assembly room when the celebration and presentation was held.

Form 2174-Standard



(SAMPLE)

PASSENGER TRAFFIC DEPARTMENT

CIRCULATION OF OFFICIAL RAILWAY GUIDES.

As only a limited number of these guides are subscribed for, and in order to allow their use by as many persons as possible, care should be taken to observe the following:

The officer or agent whose name heads the list given below is expected to enter in the first column the date he receives the guide. When the succeeding number reaches him the old copy should be promptly sent to the next address on the list, after making entry of date in second column.

The plan should be followed by each succeeding officer or agent until all on the list have been supplied. Warn this arrangement each person will know from whom and what issue of guide to expect every month.

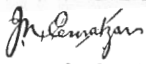
The new guides are sent out from this office on or before the 10th of each month, and if not received promptly the officer or agent from whom it should come should be asked for it.

In order to make the guide perform the circuit, it is very important that it should be well taken care of. They are arranged for distribution on the following basis: The stations selling coupon tickets (classed according to rates) are first supplied, and then the other stations (classed according to rates) are next supplied. In making reference to time tables given in the guide, allowance must be made for the fact that the guide will be one month late when received by the second person on the list, two months late when received by the third, and so on; but by the study and use of them agents can keep themselves generally well informed as to the opening of new roads, the changes in old ones, and acquire a knowledge of routes, through cars and connections, which change but rarely, and will find this knowledge of great assistance in enabling them to talk intelligently to the public, and a great aid in selling through tickets.

ALL GUIDES MUST BE FORWARDED PROMPTLY BY TRAIN MAIL.

The outside of package containing The Official Guide must in all cases be plainly addressed and show in upper left hand corner from whom it is forwarded.

THIS GUIDE IS FOR THE USE OF	RECEIVED	FORWARDED
Federal Manager		
Ticket Agent, Blackwell, Okla.		
Ticket Agent, Breckenridge, Okla.		



General Manager Agent

to those whose duties demand such information as contained therein. The guides, as soon as new ones are received, are to be forwarded to some other point where they can be used even though they be 30, 60 or 90 days old. On the first inside page is a form, a sample of which is given in accompanying illustration, on which are the names of those to whom that particular guide is to be sent and in the order they are to receive it. As per the illustration the Federal Man-

ager gets the copy first and at the end of the month, or when a new one is received, this guide is to be forwarded to the second name on the list. It remains at this point until another is received, when it is to be sent to the third name on the list, etc.

If the person who first received this guide is negligent about forwarding it at the end of the thirty-day period, or on receipt of a later issue, others whose names appear on the list who subsequently receive the same guide will all have to suffer for his negligence, and in this way the whole scheme will be upset by not forwarding the guide at the proper time.

You do not like to miss your guide entirely or to have it come in late, and neither does the other fellow, so play fair yourself and the other man will, too. Co-operate with the others on the list and the fellows ahead of you will follow your example.

PENSION HONOR ROLL

(W. D. Bassett)

The Board of Pensions recently authorized payment of the following pensions:

No. 314. James Alpheus Barnard, Agent, Francis, Okla., residence address, 1315 South Detroit, Tulsa, Okla., aged 61 years December 12, 1919. Length of continuous service, 20 years. Monthly pension, \$21.20. Pension effective November 1, 1919.

No. 316. George Boynton Balston, Interline Accounts Clerk, Accounting Department, residence address, 6975 Arthur avenue, St. Louis, aged 70 years November 23, 1919. Length of continuous service, 19 years, 7 months. Monthly pension \$20. Pension effective December 1, 1919.

No. 321. John Calvin Bridges, Hose Mender, Mechanical Department, residence address, 819 West Division street, Springfield, Mo., aged 70 years November 11, 1919. Length of continuous service, 19 years, 5 months. Monthly pension, \$20. Pension effective December 1, 1919.

No. 324. Lewis Hamilton Martin, Car Repairer, Joplin, residence address, 606 West 13th street, Joplin, Mo., aged 70 years November 4, 1919. Length of continuous service, 32 years, 4 months. Monthly pension, \$21.05. Pension effective December 1, 1919.

No. 329. James Andrew Harley, Locomotive Engineer, Western Division, residence address, 708 West Oak, Enid, Okla., aged 67 years October 15, 1919. Length of continuous service 22 years. Monthly pension, \$31.20. Pension effective November 1, 1919.

No. 326. Martin Heiser, Laborer, Car Department, residence address, 616 William street, Cape Girardeau, Mo., aged 70 years September 5, 1919. Length of continuous service, 16 years, 8 months. Monthly pension, \$20. Pension effective November 1, 1919.

No. 330. George Miller, Traveling Boiler Inspector, residence address, Monett, Mo., aged 58 years April 14, 1919. Length of continuous service, 30 years, 2 months. Monthly pension, \$59.65. Pension effective December 1, 1919.

Amount paid pensioners July 1, 1913, to December 31, 1919, \$256,531.26.

Total number employes pensioned during same period, 273.

Total number of pensioned employes who have passed away, 74.

Employes pensioned, but not retired account of war conditions, 1.

Total number of employes on Pension Roll as of January 1, 1920, 198.

IN MEMORIAM

No. 161. George Alfred Picard, Coach Carpenter, Kansas City Shops, residence, Rosedale, Kan., died December 30, 1919. Pension effective September 1, 1915. Amount per month, \$32.40. Pension ceased December 31, 1919. Total pension received, \$1684.80.

No. 304. John Wesley Taylor, District Claim Agent, residence, Cape Girardeau, Mo., Died December 19, 1919. Pension effective August 1, 1919. Amount per month, \$26. Pension ceased December 31, 1919. Total pension received, \$130.



Copyright, E. & E.

SAN FRANCISCO WOMAN AND HER PET LION.

Mrs. Herbert C. Cole, of San Francisco, riding her pet lion "Tawney Pershing," which she raised from a cub.



Copyright, E. & E.

PROHIBITION TURNS HOTEL BAR INTO AN OYSTER COUNTER.

The bar of the famous Park Avenue Hotel, New York, known to many thousands of visitors to New York, has been turned into an Oyster Counter, but the bar is just as popular as it ever was.

The Frisco-Man

Published Monthly by the
St. Louis-San Francisco Railroad

Office of Publication: 723 Frisco Bldg., St. Louis

Subscription price, 10 cents per copy, or \$1.00 per year, delivered postpaid. Copy furnished gratis to the employes of the St. Louis-San Francisco Railroad.

Advertising rates furnished upon application.

VOL. XIV FEBRUARY, 1920 No. 2

EDITORIAL

THIRTEEN YEARS OF SERVICE

THE FRISCO-MAN has just completed its thirteenth year. To realize all that the magazine is intended to accomplish there needs be co-operation and advice from employes in every branch of the service. The Frisco for years has been noted among railroads for the loyalty and harmony of its workers and the enthusiasm with which all good things have been pushed for the advancement of the line, both corporate and personal. With the beginning of a new magazine year let us carry to even a greater degree the enthusiasm and initiative for which the organization always has stood. The editor requests suggestions and aid. Nothing will be left undone which will make the magazine more attractive to the men and women whose work has done so much to make the organization what it is today, and to impress upon their families the fact that after all we are one big family working for a common purpose. If you have an idea for a story or a suggestion as to how the purposes of the magazine best can be served, take it up with your local correspondent, or with the editor. Be assured that your interest will be welcomed. If the plan you suggest is feasible it will be adopted—if not, it will be none the less appreciated, for you will have shown that you are looking to the interest of the Frisco family. After all, it is

the personal interest of you and me and the men and women who work with us which counts for success.

The fellow who makes no mistakes is the same chap who reposes under six feet of mother earth, over which green, green grass waves in the summer breezes.

SEEING, WE SEE NOT

WE can realize now what the historian has meant when he said that to be too near a great historical event is to see nothing. We are probably passing through the greatest period of change in the history of the world. Mr. Wilson recently reminded us that upon a single day since the war ended seven different nations experienced exactly what we feel upon the Fourth of July. That is, seven peoples were upon that day given their independence. We can scarcely think of another time when one might have lived in the midst of so many and such profound changes in the lot of humankind, and we ought truly to rejoice at such a time to have lived. Are we enjoying it? Probably not. Mark Twain said "the average Arab had so many troubles at home that he couldn't enjoy the pyramids," and we have so many little political kinks in our minds that we cannot enjoy a world-wide turning about from old things to new. Sadly enough, it is people yet to be born who are to get the most out of this spectacle. Viewing it at a distance, and having their vision distorted by none of the local prejudices afflicting us now, they shall look out upon a remade world to see what we cannot see and feel what we cannot feel.

Live each day to do at least one good act, no matter how small it may be; for on the day of reckoning these three hundred and sixty-five good acts you have done each year will be a mighty handy asset to counterbalance the debit side of your trial balance sheet.

AN INVESTMENT SAFETY VALVE

IN a talk before the Association of Life Insurance Presidents in New York some time ago, Huston Thompson, Federal Trade Commission, formerly Assistant Attorney General of the U. S., commented upon the present mania for speculation. He pointed out that the human mind had evidently lost its stabilizer, and like an airplane in distress, was performing some curious side slips and nose dives. Following precedent established during other war periods, the World War has been followed by a mania of waste and speculation, but in a degree hitherto unknown. We have all broke training and relaxed. The reaction has been so great that not only has our mental balance been unstrung but our safety deposit boxes have been unlatched, from which have escaped many of our Liberty Bonds. The result has been an orgie of speculation in "wild cat" investments, and as a result there has been a general feeling of unrest due to doubt of and loss from such investments. As a means for quieting this unrest, Mr. Thompson recommends a campaign for informing the investor. To the prospective investor in questionable stocks and securities, he says, "Beware of the glib salesman! Beware of the prospectus that promises much! Remember, the investment will keep. Don't hurry. Stop and study. If you are an employe, consult your superintendent, or employer, or banker, or the nearest, most reliable business man. When approached by a stock salesman compel him to put in writing for you the rate of commission he is receiving—how much of your money goes to the company's treasury—how much will be used in de-

veloping the property or business, and that he acknowledges that you, in buying, are relying on his statements. Finally, strike out all the language of the prospectus except that which tells just what money the company has—what property it owns and where located—and what work it has done. Consider then your bank account and your debts. If you have a family, ponder over its needs. Make your decision upon the basis as to whether you can afford to lose the money, if the investment fails."

LET'S GET ACQUAINTED.

By E. B. Rives, Disbursements Dept.,
St. Louis.

If I knew you and you knew me,
'Tis seldom we would disagree;
But, never having yet clasped hands,
Both often fail to understand
That each intends to do what's right,
And treat each other "honor bright."
How little to complain there'd be
If I knew you and you knew me!

Whenever we tell you by mistake
Or with your freight some error make,
From irritatic you'd be free
If I knew you and you knew me.
Or when your checks don't come on time,
And consignees send us "nary" a line,
We'd wait without anxiety
If I knew you and you knew me.

Or when some damaged goods you "fire
back,"
Or make a kick on this or that,
We'd take it in good part, you see,
If I knew you and you knew me.
With customers Ten Thousand Strong,
Occasionally things go wrong—
Sometimes our fault, sometimes theirs—
Forbearance would decrease all cares.
Kind friend, how pleasant things would be,
If I knew you and you knew me.

Then let no doubting thoughts abide,
On firm good faith on either side;
Confidence to each other give;
Living ourselves, let others live;
But any time you come this way,
That you will call we hope and pray;
Then face to face we each shall see,
And I'll know you and you'll know me.



United States Railroad Administration

News from Washington



REVIEW OF FEDERAL CONTROL.

In an address before the Association of the Bar of the City of New York, on January 7, Director-General Hines made some interesting comments on what has been done during the period of federal control. The address, in part, follows:

Railroad Credit Protected.

Let me say that, despite the widespread fashion of criticizing federal control of railroads and attributing to it practically every condition that grew out of the war, my deliberate judgment is that federal control has rendered some very important public services which far outweigh any defects with which it may be chargeable.

For one thing, it protected railroad credit through a period of most critical financial difficulty. When we consider on the one hand the precarious situation of public utilities in many parts of the country, and on the other hand the results which the railroad properties have enjoyed during federal control, it must be clear that a highly important service has been rendered in the protection of investment in railroad property and of the due returns therefrom.

Equally important results have been obtained from the viewpoint of the general public. In a time of great difficulty and with an amount of equipment which was inadequate even before federal control began, the unified operation of the railroads has produced a total transportation service greater than ever before in the history of the country and has done it with far less congestion and delay than was characteristic of conditions of heavy business under private control. Generally speaking the period of heaviest business is in the fall months. In these months both in 1918 and in 1919 the business was heavier than in any corresponding periods prior to the war. A greater volume of traffic was moved and with far less congestion than was characteristic of the conditions of private management. I know on several occasions in the fall months prior to federal control that traffic congestion in some parts of the country reached such a state as to constitute a transportation crisis, but these conditions were obviated through the use of the opportunities which came from unified control. I attribute the achievement entirely to the opportunities which unified control gave and not to any superior wisdom which I claim was possessed by the Railroad Administration.

First Aim Was to Win the War.

I want to emphasize the point that the railroads were placed under government control during the war and that the predominant motive during the war was the prompt movement of troops and war supplies. From January 1, 1918, to November 1, 1919, 13,446,859 soldiers, sailors and marines were moved on the railroads in the United States, and this was equivalent to transporting one passenger 5,917,658,719 miles, thus necessitating the use of 213,749 railroad coaches and pullmans and the movement of over 18,000 special trains. The civilian inconveniences, which have been dwelt upon so consistently, resulted in a very large measure from the primacy which had to be given to this war object.

A Question of Rates.

The fact that there has been a deficit from railroad operations under federal control has been regarded by many as conclusive evidence of the necessity for a precipitate return to private control, but the fact is that the deficit has not been due to excessive costs. The costs have not been relatively greater than in other lines of enterprise. The real reason for the deficit is due to the fact that the prices charged for railroad transportation have not been increased in keeping with the increases in prices of commodities. For the first six months of federal control no increase was initiated by the director-general in the rates of transportation. If the increases in rates which were put into effect by him in the latter part of June, 1918, had been put into effect on January 1, 1918, at the very beginning of federal control, the Class One railroads would have shown a profit of about \$14,000,000 at the end of October, 1919, at the expiration of twenty-two months of federal control, instead of a deficit of nearly \$560,000,000. In other words, the deficit can fairly be said to have been due to the fact that the increase in rates was necessarily deferred six months. The entire deficit for the period from January, 1918, to October, 1919, both inclusive, for Class One railroads and large terminal companies in federal operation, was \$480,000,000, but if the rate increases made in June, 1918, had been effective on January 1, 1918, from which time of course the increased expenses were largely effective, the additional revenue, without any increase in operating expenses, would have been \$494,000,000, thus more than offsetting the deficit and leaving a profit of \$14,000,000.

If the Railroad Administration had increased its rates fifty or sixty per cent, which was less than the increase in prices by private industries throughout the country, and which by the way appears to be in line with the increases in rates now being proposed for railroads in England and in other European countries, handsome profits would have been shown instead of a deficit.

Wages and Hours.

While on the subject of results of the Railroad Administration, I wish to correct the radically erroneous impression as to the treatment of labor. The increases in the rates of pay to railroad labor have by no means been out of line with the increases to labor in private enterprises, and in both instances the increases have been due to the conditions created by the war. It is a curious illustration of the aberration of the times that the increases in wages made by the Railroad Administration are regarded as proof of politics and inefficiency, while an even greater increase in some of the important industrial enterprises of the country is regarded as a natural response to business necessities.

Special stress has been laid by some of the critics of the Railroad Administration upon the increase in the number of employes. This increase is principally accounted for by the establishment of the eight-hour day and involves no increase in the number of hours of labor paid for. Obviously, if eighty hours of labor are to be done, ten employes will be required on the basis of an eight-hour day as compared with only eight on the basis of a ten-hour day, and yet only eighty hours will be paid for in either case. To a considerable extent it is undoubtedly true that the larger number of employes has been due to the loss of experienced employes on account of the war and to the exceptional turnover of employes which has been a natural characteristic of the industrial change and unrest. In these respects the Railroad Administration does not differ from other industrial enterprises. It is important to bear in mind that the number of hours of work paid for is in the control of the experienced railroad officers as far as it can be controlled in view of general industrial conditions. The Central Administration is constantly checking up this situation and bringing to the attention of local officers any cases which arise and which indicate the payment for unnecessary hours of work. The influence of the Central Administration therefore is consistently exercised in favor of a reduction in the hours of work paid for rather than in favor of an increase in the hours of work paid for.

No Political Appointees.

Let me at this point digress to say that there has never been any selection of either officers or employes in the Railroad Administration for political reasons and that

the assumption which is sometimes indulged that governmental activities create unnecessary positions for political reasons is absolutely without any foundation so far as the Railroad Administration is concerned.

I do not believe there is a single officer of the Railroad Administration who has sought his position. It is strikingly an institution where the office has sought the man. There has never been any inquiry into the politics of an officer, and as a rule I am not advised as to the politics of the members of my staff or their subordinates or as to the politics of the officers on the various railroads or their subordinates.

Let me emphasize also that, throughout federal control, railroad operation has been in the hands of skilled railroad officers who have spent their lives in railroad service, and, generally speaking, has been in the hands of the very same officers who conducted the same operations prior to federal control and will continue to conduct them after federal control.

Returning to the results of railroad operation under federal control, let me emphasize that the striking respect in which private enterprise has been more effective than the Railroad Administration is that the private enterprise has been so much more efficient in raising the prices which have been imposed upon the public, while the Railroad Administration has endeavored to protect the public and the business of the country from any unnecessary increase in the level of the railroad rate structure.

Conditions in the early part of 1919 were so abnormal and unprecedented as to preclude any satisfactory and reliable readjustment of rates. It is thoroughly appreciated that the unfavorable return in the early months of 1919 was very largely, if not wholly, due to the abnormal slump in business. If an increase had then been made to produce the profits on the abnormally small business, I am satisfied the step would have been exceedingly unjust to the public. The result in the fairly normal months of July to October clearly justified this prudent policy, because they indicated that in any normal volume of business the rate increase necessary under unified control would have been very much less than was indicated by the abnormal months preceding.

The entire increase in rates since 1914 has been on an average for the country only about 33 per cent. In that time the increase in prices of the articles transported has varied from 60 and 80 per cent up to 150 per cent.

Conditions Prior to Federal Control.

Let me in conclusion again remind you of the conditions which prevailed in 1917. We get no clearer or more striking picture of these conditions than that presented by the executives of the eastern railroads to the Interstate Commerce Commission in the

late fall of 1917 in behalf of the effort then made to secure an increase in rates. The conditions were then summed up on behalf of the railroad interests as follows:

(a) Continuous increases in the cost of labor, fuel, supplies, taxes and of obtaining new capital.

(b) Inability to secure and retain efficient labor.

(c) Curtailment of maintenance expenses, which curtailment is due in part to inability to secure necessary labor and materials.

(d) Decrease in net operating income, notwithstanding large increase in operating revenues, in property investment, in carload and in trainload.

(e) Reduction in surplus, with consequent effect upon the credit of the carriers.

(f) Inability to secure new capital by the issue of stock, with the consequent weakening effect upon the financial structure.

(g) Inability to provide improvements and facilities, not only essential for the traffic of today but equally essential for the traffic of the future.

CLEARING UP CLAIMS.

The total number of loss and damage claims on hand unsettled was reduced from 888,197 on March 1, 1919, to 465,722 on November 1, 1919—a reduction of 422,475 claims, or approximately 48 per cent. At the same time the number of loss and damage claims on hand over four months old fell from 363,476 on April 1 to 148,683 on November 1—a total reduction of 214,793, or approximately 59 per cent. The number of overcharge claims unpaid more than ninety days old fell from 70,215 on January 31 to 14,721 on September 30. In other words, on September 30, 1919, there were only one-fifth as many overcharge claims outstanding as there were on January 31, 1919.

PRACTICES TO BE CONTINUED.

At their meeting in Washington from January 3 to 5, the Association of Railway Executives, representing approximately 94 per cent of the railroad mileage of the United States, gave earnest consideration to the desirability of continuing, after March 1, certain operating practices which have been developed during federal control.

Dealing with this feature, we quote Thomas De Witt Cuyler, chairman of the association:

"When the president issued his proclamation stating that the roads would be returned to their owners on March 1, 1920, I stated that the companies would be prepared to resume operation on that date. They are now actively engaged in making their preparations.

"It is their earnest desire to give the public the benefit of any and all improvements in railway operation which have been adopted during the period of government control, and all such changes are being carefully examined and considered. Among those which have been agreed upon during the present conference are:

"1. The adoption of rules for the distribution and interchange of freight cars. The step was first taken by the railroad companies during 1917, in order to expedite the handling of the country's extraordinary traffic at that time. This method was continued by the U. S. Railroad Administration through its Car Service Section, and on March 1 the railroad companies will themselves constitute a commission on car service, and every effort will be made to utilize to its highest capacity the entire freight equipment of the country.

"2. The continuation of the system of operating statistics established by the Railroad Administration. These represent a considerable advance over previous statistics and give additional information with regard to car and locomotive performance, which will be useful in promoting efficiency on the resumption of private operation.

"3. The continuation of the present methods of collecting transportation charges, as provided in the director-general's order No. 25. Such continuation is calculated to secure the prompt payment of transportation charges and has the further advantage of putting all users of transportation upon a basis of equality with regard to credit.

* * *

"The various companies are engaged in arranging to re-establish agencies for the information and assistance of shippers in routing and tracing shipments.

"The companies, through this association, are trying, in a generous and liberal spirit, to agree with the government on the interpretations of the Federal Control Act and of the standard contract between the government and the companies. Every effort will be made to avoid litigation and make final settlement prompt and fair.

"Careful consideration is being given to the need for additional equipment, and every possible effort will be made by the companies to provide such equipment.

"The problems on which the railroad companies are now engaged are the concern of every citizen. Transportation is the limiting factor on that enlarged production which the entire world needs. The expansion of railroad facilities had not kept pace with the growth of the country prior to the war, and the needs of the near future will run into billions of dollars. The credit to raise these vast sums cannot be had except by fair and liberal treatment by the public authorities and by good management on the part of the companies. The companies are making every possible effort to insure this good management on the re-

sumption of private operation, and they confidently rely on the intelligence and good sense of the Congress and the American people to do their share."

WOMEN EMPLOYEES.

An analysis of the figures compiled by the Women's Service Section shows the continued employment of women in railroad service, with few changes. On October 1, 1919, there was a reduction of but six-tenths of one per cent, compared with the previous quarter.

On October 1 the total number of women employed in railroad service was 81,803, compared with the maximum number employed during the war—101,785. During the year to October 1, 1919, the decrease in the number of those employed was 19 per cent. Clerks, including ticket sellers, accountants and cashiers, showed the smallest decrease, namely, 12.2 per cent. However, as of October 1, fifty-five Class One roads reported that they had increased the number of their women employes, these additions amounting to 1,151, chiefly in clerical work.

During the year the employment of women as laborers and in other capacities requiring too great muscular exertion was discontinued.

Following is a summary showing the number employed on October 1, 1918, and at the end of each quarter-year thereafter:

	Oct. 1, 1918	Jan. 1, 1919	April 1	July 1	Oct. 1
	101,785	99,737	86,560	82,332	81,803
Pct. dec. by quarter	0.0	2.0	13.2	4.9	0.6
Pct. dec., cumulative	0.0	2.0	14.9	19.1	19.6

NO SLOWING DOWN!

On December 24 President Wilson by proclamation stated that federal control of the railroads of the United States would cease at midnight of February 29.

To the great majority of employes, this matter is not one of moment as affecting their employment. Employes of the central and regional administrations are the ones most directly affected. It is really gratifying—in a way, remarkable—to see how these men in the central and regional administrations keep plugging away, with no lessening of interest in their work, with no desire to shirk or side-step their duties. We say this is, in a way, remarkable—yet there is, in fact, nothing remarkable about it, when one considers the caliber of the men employed.

They, in common with all railroad employes, have been schooled in an industry where fidelity to duty has become second nature—an unwritten law in the fraternity.

No man with any pride in himself seeks something for nothing. He is ready to deliver full value for the pay he receives. And so to the two million railroad employes it makes no difference, from a serv-

ice viewpoint, whether they are working for the government or for individual railroad companies. They are ready now, as they always have been, to prove that the American railroadman is a man worth while—a man who cannot betray a trust, who uses his head to make efficient the work of his hands, and who can turn a pair of honest eyes on any man without fear of just criticism of his workmanship.

During the remaining period of federal control let us maintain our reputation for service well performed and carry that standard of efficiency into our work under private management. Regardless of who operates the railroads, they must function efficiently, and all of us alike are interested in effecting this.

In a telegram addressed to all officers and employes immediately upon the issuance of the president's proclamation, the director-general said:

"I appeal to every officer and every employe to redouble his efforts to produce the best and most economical railroad service possible during the remaining period of federal control. During the unusually heavy business of the past few months and the extraordinary difficulties created by the coal strike, the officers and employes have done especially fine work, so that with more confidence than ever before I express the hope that all of us will give the very best account of ourselves in this remaining period, in our common interest and in the public interest."

The responses received to the foregoing wire were heartily gratifying. They left no room for doubt as to the eagerness of officers and employes alike to prove their loyalty to the service.

A GREAT PUBLIC SERVICE.

"In making public the report of the Central Coal Committee of the Railroad Administration," says the director-general in a recent statement, "I wish to express my appreciation of the faithful work which was done by the Central Coal Committee, the regional coal committees and the various local coal committees.

"Suddenly confronted with an unprecedented and nation-wide fuel problem growing out of the coal strike, these gentlemen devoted themselves unreservedly to the task of ascertaining the needs of the various parts of the country, devising ways to meet those needs, handling the infinity of complex questions that speedily arose, and expediting methods for securing payment for the coal produced. They had the hearty co-operation of the United States Fuel Administration, of the United States Shipping Board and of the Division of Operation of the Railroad Administration, of other officers of the Railroad Administration and of the regional organizations as



Copyright, U. & U.

TAKING THE 1920 CENSUS AND CARD INDEXING MORE THAN 100,000,000 PEOPLE.

The punching machines used in the census bureau are operated by girls especially trained for this work. This picture shows the transference of the data to the punched cards.



Copyright, U. & U.

HUGE WAVE BREAKING OVER DECK OF U. S. S. NEW MEXICO.

This remarkable picture of a huge wave breaking over the deck of the U. S. S. New Mexico, was taken during a cruise off the coast of California.

well as the local railroad organizations in the transportation of the extraordinary amounts of coal which had to be carried from Pennsylvania and West Virginia to new and distant destinations.

"Considering the great possibilities for public alarm and public inconvenience and suffering growing out of the most destructive strike the country had ever known, I feel that the results achieved by these coal committees in conjunction with the railroad operating officers constitute a public service of great importance."

AFTER MARCH FIRST.

In accordance with the proclamation of the president, the United States Railroad Administration will on March 1 cease to be the agent of the government in the operation of the railroads. The proclamation, however, empowers the director-general to liquidate the affairs of the Railroad Administration, and to this end a skeletonized organization will be maintained.

The regional directors' offices in New York, Philadelphia, Roanoke, Atlanta, St. Louis and the two in Chicago will be abolished, although it is possible one or two representatives will be maintained in these cities to represent the Central Administration, especially in connection with legal matters. All files in the regional directors' offices will be transferred to Washington, where, together with the files of the Central Administration, they will be maintained in good shape, available for immediate access as occasion requires.

Some portions of the Central Administration will be abolished immediately, while others will have to be continued to liquidate affairs of the Railroad Administration; accounting and legal matters will have to be given special attention.

As of January 1, 1920, 1,652 employes were engaged in Washington or were at work throughout the country but carried on the Central Administration pay roll. On the same date 1,196 employes were engaged in the seven regional directors' offices. The total number thus directly on the pay rolls of the Railroad Administration was 2,848. This number, of course, will be rapidly diminished immediately after March 1.

LEGISLATION PROGRESSING.

Considerable progress has been made by the conferees appointed by the Senate and House to evolve legislation covering the railroads upon their return to private control on March 1. Conferences have been held by these committees practically without interruption since December 22, and it is hoped before long a bill will be presented for discussion in the two branches of Congress. The senatorial conferees are Senators Cummins, Kellogg and Poindexter (Republicans) and Pomerene and Rob-

inson (Democrats). The House conferees are Congressmen Esch, Wilson and Hamilton (Republicans) and Sims and Barkley (Democrats).

PASSES AND FRANKS EXTENDED.

Annual passes issued by the Railroad Administration during 1919 will continue to be honored until March 1. Western Union telegraph franks will be honored until April 1.

AND MAY IT SO BE.

Asked what he would most like to see transpire during the new year, in connection with transportation matters, Director-General Hines replied:

"My predominant wish for 1920 regarding public affairs is that prior to the termination of federal control there shall be adequate railroad legislation which will be a sufficiently radical departure from the unsatisfactory railroad status prior to federal control to insure the continued development of railroad transportation in the public interest and the adjustment of railroad labor problems with mutual confidence and justice."

THREE THOUSAND CONVICTIONS.

During the six months to November 1, 1919, the Secret Service and Police Section secured 3,126 convictions against parties who had stolen freight or committed other depredations affecting the Railroad Administration. During the same period stolen property valued at \$786,683 was recovered, while the total value of property stolen during the six months was \$720,685. These figures would indicate that tampering with railroad property is an unprofitable pastime.

NOVEMBER EARNINGS.

The Operating Statistics Section has prepared figures covering the financial results of operation for November for all Class I roads in federal operation. These comprise 232,092 miles of road, or 97 per cent of the total of 240,177 miles of road federally operated:

CONDENSED INCOME ACCOUNT.			
	Month of November	Amt. of	Pct.
	1919	1918	Increase Inc.
Op. rev.....	\$432,394,729	\$424,380,613	\$1,985,824 *5
Op. exp.....	383,836,510	359,293,386	24,533,125 6.8
Net op. rev....	48,558,219	75,082,227	26,524,008
Taxes, etc....	25,813,330	18,279,153	7,534,177
Net op. inc....	22,744,889	56,803,074	\$34,058,185
Op. ratio.....	88.8	82.7	6.1

*Indicates decrease.

One-twelfth of the annual rental due the companies covered by the report amounts to \$74,370,517, so that the net loss to the government was \$51,625,628 for these prop-

erties. On the basis of the net operating income earned during the average November of the test period, the loss was \$59,556,501.

Most, if not all, of this deficit would have been avoided but for the loss in revenue and the extraordinary operating difficulties incident to the coal strike.

The results for the eleven months ended on November 30 were as follows:

	CONDENSED INCOME ACCOUNT.		Inc. or Dec. Amount
	Eleven months to Nov. 30 1919	1918	
Op. rev.	\$4,666,926.490	\$4,419,129,444	\$247,797,046
Op. exp.	3,940,122,848	3,560,788,512	379,334,336
Net op. rev.	726,803,642	858,340,932	*131,537,290
Taxes, etc.	225,120,118	201,531,063	23,589,055
Net op. inc.	501,683,524	656,809,869	*155,126,345
11-12 annual			
rental	\$18,075,687	\$18,075,687	
Op. loss.	316,392,163	161,265,818	155,126,345
Op. ratio.	84.4	80.6	3.8

*Indicates decrease.

It must be remembered that the comparison between the eleven-month periods is substantially affected by the fact that the rate increases, approximately 25 per cent, which were in effect this year, became effective for passenger and freight traffic, respectively, the middle and latter part of June, 1918, and also by the fact that numerous important wage increases which were effective for all of 1919 were effective for only part or none of 1918.

AUTOMATIC TRAIN CONTROL.

Following more than a year of investigation, during which time many actual tests on railroads were made, the Automatic Train Control Committee has reported that on lines of heavy traffic, fully equipped with automatic block signals, "the use of train control devices is desirable, but that the relative merits of the various types of automatic train control cannot be determined until further tests have been made," also that "more extended service tests, including complete reports of performances, are necessary before a decision can be reached on the availability for general practical use of any of the devices that have been brought to the attention of the committee."

The committee recommends that it or a similar committee be continued to the end of federal control and that therefore the work of the committee should then be continued under the American Railroad Association, with a representative of the Bureau of Safety of the Interstate Commerce Commission on the committee, also that arrangements be made for the further practical test of such devices as may be available for that purpose. In its report the committee, without implying endorsement, found seventeen appliances available for further test.

"Train control devices will not prevent collisions due to brake failures, which are infrequent and comprise only a small percentage of such accidents," says the report. "Failure of signals to perform their functions is a comparatively rare occur-

rence. Track circuit control block signal systems are so designed that, when any part fails, the signal should display the stop indication. In some cases of failure, however, the signal indicates 'proceed,' even though it should indicate 'caution' or 'stop.' Such failures, known as 'false clear' failures, contain a serious element of danger, but their infrequency makes the possibility of collisions from this cause exceedingly remote.

"Collisions due to the failure of employees to comply with rules form a large portion of the total number reported, and many of these could not have been prevented by an automatic train control device.

"Automatic train control devices may be expected to prevent only such accidents as are due to the failure of employees to observe, understand and obey signal indications. Failure to see or understand signals may be due to smoke, fog, snow, absence of the night signal indications, complexity in the scheme of indication, unfamiliarity of the engineman with the route over which the train is running, the division of his attention, or his physical incapacity, etc. Failure to obey signal indications that are seen and understood are rare and include only those cases where enginemen in their anxiety to make time take chances or where they use poor judgment in the interpretation of rules which permit them to exercise some discretion.

"There appears to be a popular misconception as to the number of fatalities that might be prevented by automatic train control devices. Statistics show that train collisions have been the cause of less than six per cent of the fatalities to persons other than trespassers.

"All fatalities resulting from train collisions average, per year, 296, or 15.6 per cent of the fatalities to non-trespassers, and of this number many result from collisions occurring on yard tracks or at other places where they would not have been prevented by an automatic train control device."

The committee points out, however, that the foregoing should not be taken as minimizing the seriousness of the situation. However, the limitations of automatic control devices should nevertheless be clearly understood.

"The cost of the automatic train control system is an undetermined item which involves not only the original expense of installation but the cost of maintenance and the effect of its operation upon the capacity of existing facilities," continues the report. "Its installation where heavy traffic is handled may necessitate further expenditures for additional running tracks. The service, to meet such conditions satisfactorily, must therefore be one which will interfere as little as possible with the capacity of a rail-

road, and this requirement may necessitate the condition of speed control apparatus at an increased cost for its installation and maintenance."

The Train Control Committee was created on January 14, 1919. Its first chairman was C. A. Morse, assistant director of the Division of Operation, now chief engineer of the C., R. I. & P. Its present chairman is A. M. Burt, assistant director of the Division of Operation. The other members are W. P. Borland, chief, Bureau of Safety, Interstate Commerce Commission; C. E. Denny, assistant federal manager, New York, Chicago & St. Louis Railroad; H. S. Balliet, assistant terminal manager, Grand Central Terminal, New York; Henry Bartlett, chief mechanical engineer, Boston & Maine Railroad; J. H. Gumbs, general superintendent, Pennsylvania Railroad, and R. W. Bell, general superintendent of motive power, Illinois Central Railroad.

Since beginning its work the committee has inspected thirty-seven different devices either in laboratory form or in actual service on the railroad, and in addition has examined plans and specifications of three hundred train control devices.

In its report the committee lays down clear-cut definitions of automatic train control and outlines the requisites for the design and construction of such devices. It discusses extensively all the mechanical elements of the problem. Automatic train control is popularly regarded as a panacea for railroad accidents. Persons who are not familiar with railroad operating requirements generally fail to understand fully the factors which must be taken into account in the practical use of train control devices.

The committee believes that any comprehensive study of automatic train control must begin with the block system, as the principle of the block system is fundamental to the subject and must be the foundation of any automatic train control system.

The superiority of the block system, as compared with other methods of train operation, is generally recognized. It is in use on practically one hundred thousand

miles of railroad, including the busiest parts of practically all railroads.

The first step, therefore, which should be taken on lines which are not operated on the block system is not experimentation with, nor the adoption of, some form of train control device, but the adoption of the block system itself.

The committee states that from a practical viewpoint automatic train control devices are still in the development stage and that many problems in connection with their practical application remain to be solved.

CANNOT BUY FREIGHT SOLD.

Instructions have been issued that no officer or employe of any railroad under federal control will be permitted to purchase, directly or indirectly, over, damaged, refused or unclaimed freight from any representative or agent authorized by the Railroad Administration to dispose of such freight by sale. These instructions have been in effect on certain railroads heretofore, but it is desired to have them effective on all railroads under federal control.

OVERDONE DEFENSE.

The visitor to the lawyer's office stood in amazement.

"I say, old man!" he exclaimed. "Whatever has happened to you? Had a motor smash or what?"

The lawyer shook his head wearily as he gingerly touched his bruised and bandaged face.

"No. You remember that case the other day when I defended a man charged with assault? Well, I made a strong plea for him on the ground that he was a fool rather than a criminal."

"Yes, but—"

"I did it so well that he was acquitted and he waited for me outside the court."
—San Francisco Argonaut.



Stifel's Indigo Cloth

Standard for over 75 years



For Men's and Women's Overalls and Work Clothes



REGISTERED

Look for the boot trademark on the back of cloth

Garments made of Stifel Indigo sold by dealers everywhere

J. L. STIFEL & SONS

WHEELING, W. VA. 260 CHURCH ST., N. Y.

We are Manufacturers of the cloth only

Copyright, 1917, J. L. Stifel & Sons



WIT AND HUMOR



Was the Milk Train.

A farmer was milking a cow in a field adjacent to the track of a railroad.

A train came along and the engine whistled. The cow was not frightened, and didn't even look around.

A bystander noticing the complacency of the cow, remarked: "I should think that shrill whistle would frighten the cow."

To which the farmer replied, "The cow doesn't mind it, she knows it's the milk train."

Conundrums.

What time makes everybody glad? Fortune.

Why ought Ireland to be rich? Because its capital is Dublin.

Why is U the gayest letter in the alphabet? Because it is always in fun.

Why is a peacock like the figure of 9? Because it is nothing without a tail.—Sunday Afternoons.

Over the Top.

"Did you see where two army men escaped from a station house by getting out on the roof and dropping down?"

"Well, that was all right. They were practicing going over the top."—New York Globe.

Subtle Reasoning.

My little grandson is quite a hand for "reasoning from analogy," and the other day was asking what his family name was. I told him his father's ancestors came from England, Wales and Scotland, while his mother's were English and Irish.

He then asked: "Grandma, what was your name before you were married?"

"I answered 'Lyon'."

He considered a moment, and then said: "So I suppose you came from Africa?"—Chicago Tribune.

Color Blind in a Way.

An Irish trainman was called to be examined for color blindness.

His examiner, pointing to an American flag, said: "What color is this flag?"

"Green," responded the trainman, without hesitating.

"You're wrong," replied the examiner. "It is not green."

"Well, if it isn't, it ought to be," was the retort.—*Éric Railroad Magazine.*

Tax on Amusements.

"I heard the other day," said Robert L. Luce, former judge of the city court, "of

a man being fined \$1.10 for beating his mother-in-law. After he had paid his fine, he asked the magistrate about the ten cents.

"That," said his honor, "is the regular federal tax on amusements."—N. Y. Tribune.

The Late Ferry Boats.

"Did you hear what they do with the ferry boats when they're late?"

"No, what do they do?"

"Dock 'em."—Wodow.

Some Bird!

Two ladies, one of whom was very deaf, were walking by the railway. Suddenly an express train rushed by, and as it passed the engine gave a shriek that seemed to rend the sky.

One lady's ears were nearly split, but the deaf one turned to her suffering friend and said, with a happy smile, "That's the first robin I've heard this spring."—Transportation News.

Adam and Eve.

A little boy and a little girl were looking at a picture of the Garden of Eden. "Which is Adam and which is Eve?" said one. "I don't know," said the other; "but I could tell you if they had their clothes on."—London Express.

She Knew Railroadng.

An observing little boy was riding in a train with his mother. When it stopped at a station Willie looked out of the window and saw a car with a card attached, on which were the words "Way Freight."

Turning to his mother, Willie asked: "What does way freight mean on that card?"

"It means that that car is going to be sent a long way off," replied the fond mother.

LOOKING FOR GOOD.

By E. B. Rives, Disbursements Dept.,
St. Louis.

If we noticed little pleasures

As we notice little pains—

If we quite forgot our losses

And remembered all our gains—

If we looked for people's virtues

And their faults refuse to see,

What a comfortable, happy,

Cheerful place this world would be.

A SHIPPER'S LAMENTATIONS.

By A. F. Engberg, Kansas City Terminal.

Sing a song of tracers,
Desk full of kicks—
Four and twenty shippers
In an awful fix.

Tariff rates were equal,
Service—it was bum;
Tried the "Frisco Line"
And things began to hum.

THE MISSING DEACON.

One of the prominent deacons in an Illinois church was seriously ill. As he was popular among the congregation, a bulletin board was posted in front of the church to inform his friends of his condition. It read: "One o'clock. Deacon Jones very ill."

"Two o'clock. Deacon Jones is worse and sinking rapidly."

"Three o'clock. Deacon Jones dead."

A traveling man passing by that evening read the bulletin and, seeing no one in sight, added at the bottom:

"Seven o'clock. Great excitement in heaven. Deacon Jones has not yet arrived. The worst is feared."

NEEDED TO SPEED HIMSELF.

A colored man one day bought a horse, which he afterward found would not go.

He took it to a veterinary surgeon who injected morphine into the animal. The horse bolted down the street, while the astonished owner turned to the surgeon and asked him what the charge was.

"Ten cents," said he.

"Then," said the owner, "I want you to put fifty cents worth of that stuff in my arm."

"Why?" asked the doctor.

"Cause I'se got to ketch dat hoss!"

JOLLYING GRANDPA.

"I was talking to my little granddaughter over the telephone the other day," said an old man recently to a few of his friends at a hotel, "and when I ended I said, 'Here, Dorothy, is a kiss for you.' She replied, 'Oh, pshaw, grandpa! Don't you know that a kiss over the telephone is like a straw hat?' I said, 'Why, no sweetheart, how's that?' 'It's not felt, grandpa,'" she said.

HIS PRIVATE CODE.

First Barber: That was a bad cut you gave that old man while shaving him.

Second Barber: Oh, there's a reason for it. I'm courting his maid, and that cut will let her know that I can meet her this evening.

COULDN'T FOOL HER.

"Change at Bristol," said the booking clerk to a West Country dame who was taking a ticket from a wayside station to London.

"None o' them tricks, my lad," declared the old lady. "I want my change here, before I get into that there train!"

HARD TO REMEDY THIS.

"This is the fourth morning you've been late, Rufus," said the man to his colored chauffeur.

"Where's that clock I gave you?"

"In m'room, sah."

"Don't you wind it up?"

"Oh, yes, sah. I winds it up, sah."

"And do you set the alarm?"

"Ev'ry night, sah, I set de alarm, sah."

"But don't you hear the alarm in the morning, Rufus?"

"No, sah. Dere's de trouble, sah. Yab see de blame thing goes off while I'm asleep, sah!"

UNION MAN TO THE LAST.

Reilly: You'll be sorry to hear that Pat Donovan was drowned yesterday.

"But I thought he was a good swimmer?"

"Yes, but he was a staunch union man. He swam for eight hours, then gave it up—on principle."

REVENGE IS SWEET.

The druggist chortled and danced until the bottles rattled on the shelves.

"What's the idea?" inquired the soda clerk. "Have you been taking something?"

"No. But the plumber who fixed our water pipes when they were frozen last Christmas, has just come to have a prescription filled!"

HE OUGHT TO BE QUARTERED.

"Look here!" cried an excited man to a chemist. "You gave me morphine for quinine this morning."

"Is that so?" replied the chemist. "Then you owe me a quarter."

REPROOF.

Magistrate (to prisoner): I hope I shall not see you here again.

Old Reprobate: Not see me 'ere again! Why, yer ain't goin' ter chuck yer job, are yer?

Policeman (to prisoner leaving dock, who had just been sentenced to six months): Excuse me, but do you want to let your house?

Of Interest to Women

AMONG the newest models are over-dresses and over-skirts, of various lengths and outlines. One also sees waists with outstanding lower edges. The length and width of skirts are regulated by the taste of the wearer. The new styles conform to the natural lines of the figure.

Choice of materials, beautiful embroideries and trimmings afford variety. In tricolette and heavy silks there will be new crepe weaves for summer wear. Hand loom embroideries in white crepe de chine and lingerie fabrics will be popular for spring and summer gowns.

Blouses and smocks of wool Jersey are embroidered in wool, silk and chenille. One pretty blouse in gray crepe de chine has chenille embroidery in taupe.

White silks and black and white will be popular.

Navy blue, tan, taupe and gray serge suits for spring wear are shown with plain skirts and coats a little shorter than those worn during the Fall.

All over embroidery on Georgette and meteor blouses is attractive in Oriental effects.

Some of the new skirts show triple effects. Evening dresses of tulle, lace or plaited chiffon or Georgette and afternoon dresses of silk, satin and cloth show this style feature.

The new one-piece over-dress is much in vogue. It is made with its lower edge longer on one side than on the other.

Some of the new street dresses are made with one-piece unbelted fronts and two-piece backs, giving a sort of Princess effect.

Waistlines are both normal and lengthened this season.

A very interesting feature of this season's style is the sleeve line of gowns and waists. One sees the drop shoulder and some waists cut with back and sleeve in one. There is also

the regulation armscye and the large armscye. Some sleeves are short, others in wrist and others in three-fourth length.

Widened silhouettes are obtained on coats by adding godets, bands or borders.

With a bodice very much bloused one requires no waistband.

Girdles of cord or beads are tied loosely in front or at the side of a one-piece blouse or overblouse. Sometimes these overblouses have narrow belts over the sides and front and back unbelted.

Bronze colored tulle and brown satin will make a smart dinner gown.

A brick colored wrap of velvet has a deep border and collar of sable fur.

Black satin and lace will be very effective for an evening costume.

Blue satin and matched Georgette crepe will be nice for an afternoon dress.

A one-piece dress made with tie on fronts in surplice style is of dark brown suede cloth; a ripple peplum is added over the hips and back to give the outstanding effect to the dress.

Silk voile and charmeuse combine to make a pretty gown.

Putty color wool velours was used for a chemise dress braided in dark brown and piped with brown satin.

Bright blue cloth and midnight blue tricotine combined to make a smart calling gown. Wool embroidery in bright colors is used to decorate small motifs on vest and sleeve.

Wisteria colored chiffon and crepe in a matched shade makes a smart frock. The chiffon could be embroidered with beads. A brown cloth dress is unique with a vest of plaited taffeta.

Navy tricotine was combined with black satin for a street dress. A dress of dark blue serge has bands of embroidery for trimming on skirt and waist.

(Continued on page 44.)



SHIRT
3116



WAIST
3119



3113



3101



3134



3114



3121



3100



3128



3108



3110



3133



3099



PERSONAL MENTION.

E. B. Findlow, Auditor of Disbursements, has been appointed auditor, with headquarters at Fort Worth, to succeed C. S. Snow, resigned. Appointment effective January 1st.

George B. Davis has been appointed Auditor of Disbursements, succeeding E. B. Findlow, transferred to other duties. This appointment became effective January 1st. Mr. Davis' headquarters will be in St. Louis.

F. L. DeGroat has been appointed Chief Dispatcher and Division Operator, Cherokee, Creek and Sherman Sub-divisions of the Southwestern Division, with headquarters at Sapulpa, succeeding M. M. Sisson, promoted. The appointment became effective January 1.

MERITORIOUS SERVICE.

R. A. Townsend, fireman, Springfield, fired engine No. 40, train 334, on December 28, by hand when sprocket chain became inoperative.

Fred R. Cogdell, conductor, train 347, on November 1, performed excellent service in stopping leaking oil tank Colby, Kan. On account of a defective valve stem flow of oil could not be shut off, and Conductor Cogdell stopped train, and plugged the hole with a fence post whittled down.

BEGGS, OKLAHOMA.

(By "D.")

Please let me express my interest in The Frisco-Man. I read it with interest from cover to cover each month, but I think more points on the system should be represented in its columns. Texas and Kansas are especially dull in correspondence. I would like to compliment the young lady at Memphis for her writing; it is very interesting to read, though I don't know any of the employes at Memphis.

This little station has grown so lately that we feel it to be equal with those at larger places. I will therefore try to give a few comments for the next number of the magazine.

Beggs has, I believe, one of the nicest little stations on the system. We just had it remodeled and painted, and are ready

to do business. If anybody doubts it would like to see him come down here and look things over. You'd be surprised.

W. F. Brentliner, agent, and wife, spent the holidays at Mansfield, Mo. They must have had a good time as the agent was sick for three days after he returned. It didn't seem enough for Mrs. Agent, as she went to Kansas City a few days later to visit relatives, and at this writing, the agent is still "baching."

W. E. Martin, chief clerk, has finally succeeded in getting a house. He also purchased an Edison. Don't know which he appreciates the most, but one thing is sure, he doesn't like "Brunswick."

His Brother "Buster" also known as Byron, seems to like second trick. Of course, he is working with Pearl on that job. Wonder if that is why?

Must be some especial attraction at Claremore, judging from the number of passes ordered by a certain party in this office.

"Happy" Hatfield is finally married. Well, I don't blame him, it is Leap Year, and, of course, he wouldn't risk "to be asked." But don't forget the safe, Happy.

Paul Penner and Charlie Burns are still without a better half, but there is a chance this year, boys. Maybe Paul knows better from experience.

Can anyone tell me why Iro Coker goes to Mill Creek? Is she good looking, Iro?

Our O. S. & D. clerk has bid in position as "Bull Clerk" at Sapulpa Yard office. Wonder if he will ever get relieved; Martin says he won't. He wants to go very bad for some reason or other, though the job doesn't pay as much as here. Well, we shall see what we shall see.

Shephart sits over in his corner and never says a word since he mentioned \$2. Don't know why, but he doesn't like that amount.

Conductor Willis and Brakeman Deaton are working too hard. They usually come down here to see us every evening, and at the same time "pull the house." When he is through with that he usually goes to Preston to get a "drink."

C. H. Hensley has deserted us. He used to be here so much that we thought he belonged to this station.

More next month, maybe.

BIRMINGHAM SUBDIVISION.

(Glennie Pearl Simmons)

Miss Mary Lou Sterling, O. S. & D. clerk, spent several days with her parents in Mammoth Springs, Ark., recently. Miss Sterling was joined by Miss Pearl Draytor, in Memphis, and the young ladies report a "swell" time coming home.

W. B. Sutley has resigned as Platform Foreman at Birmingham Freight House. Mr. Mullin, formerly check clerk, has succeeded Mr. Sutley.

Brakeman and Mrs. Albert E. Simmons announce the birth of a son, whom they have named Albert E., Jr.

Wanted to know why it takes a certain train crew so long to get by Guin, Winfield and Glenn Allen, and why this crew has the "misfortune" to have accidents occurring around or near these three stations. GO SLOW, BOYS. SAFETY FIRST.

Mr. and Mrs. Robert E. Breedlove spent Christmas day visiting the former's parents in Memphis.

Fireman D. E. Green recently spent several days in Florida on business. Mr. Green refuses to discuss this business, other than state it was "personal business."

The writer has been asked to try to ascertain the reason why a certain man boosts Jasper, Ala., so much and why he "Dodges" around a certain school so often, particularly in the afternoon, when all the pupils have been dismissed and the teachers are going home.

Chief Caller Horace Jones spent several days visiting relatives during the Christmas holidays.

Road Foreman of Equipment D. L. Forsythe and wife spent several days in Memphis during the holidays.

Dispatcher B. W. Erwin, wife and children, visited in Chattanooga, Tenn., recently. Mr. Erwin only spent his "one-day vacation," but reports a good time, with plenty of eats.

Mrs. J. A. Moran, wife of our Assistant Superintendent, is visiting relatives in Arkansas and Missouri.

Andy Kelly, son of Engineer T. P. Kelly, who is serving an enlistment in the U. S. Navy, recently visited his parents. One of Mr. Kelly's shipmates spent his furlough in Birmingham with Mr. Kelly's parents and friends.

Brakeman Burley Stanford and Pat Kendall have returned to Birmingham, after having worked in Texas and Oklahoma. Both these men seem to think Texas and Oklahoma are fine States, but just too far away from Alabama.

Most all "Frisco" girls on the Birmingham Sub are memorizing their proposal speeches, since the year 1920 is the year all of us have a chance to select a husband.

It is claimed that a certain young woman cried when she was presented with several

beautiful Christmas gifts. The writer firmly believes, if such was the case, that the young woman cried for joy, or because something was actually "put-over" once without her finding out about it. In other words, the writer wonders how the men on the Birmingham Sub managed to "get ahead of her," but is really pleased to know that she was not presented with the parrot or the monkey, which was promised her.

Birmingham, Ala., Dec. 27, 1919.

Attention Birmingham Sub Men:

Dear Men—Of course, you who so thoughtfully remembered me on Christmas Day realize it is impossible for me to tell you really how much I do appreciate the beautiful gifts, which you presented me. But, please let me assure you that they are the most highly appreciated gifts I'm sure that I have ever received, as I had never dreamed of receiving anything so costly and beautiful.

As most of you know, I've almost prayed for rain, in order that I might use the handsome, purple, silk, ivory handled parasol. The pearl pin is most beautiful, and as a secret the pearl is my favorite stone. As to the beautiful silver card case, well, some one must have told you how much I wanted one, having lost mine some time ago, and I guarantee you I shall certainly hold tight to this one.

Now, as to the kind remarks you made at the top of the list showing the names of the donors—well, men, if I've been a help to you and your families I did it because of the appreciation of the many kind things that you and your families have so thoughtfully done for me and because I value the friendship of each employe on the Birmingham Sub, and it is always a pleasure to serve you in the best possible manner, trusting that I am not only doing you a favor, but promoting a brotherly spirit, thereby, protecting our Company's interests.

Again thanking you for the pin, parasol, and card case, and wishing each of you and yours a most prosperous, happy New Year, I am

Yours very truly,

GLENNIE PEARL SIMMONS.

It has been stated that several men on the Birmingham Sub possess good minds, but are letting them become rusty, account permitting them to become inoperative. WAKE UP.

Fireman D. C. Ogletree and Marion Munn have received their discharge from the U. S. Navy and have resumed work.

Most of the ex-service men spent Christmas day celebrating and expressing their joy, account being in Alabama and not in France. However, several of them smacked their lips when they remembered the "drinks" they enjoyed Dec. 25, 1918.

HAPPY, PROSPEROUS NEW YEAR TO ALL.

KANSAS CITY—CAR DEPARTMENT.

(J. W. Findley.)

Will you please scrouge over and make room for insignificant little old Kansas City? Intention was to start the new year right by showing the Frisco readers that K. C. was again on the map. But time and tide wait for no man. We find it especially so in this case, that another month has flown and we are still in the dark.

The Memphis sweet tooth seems to have more winsome smiles than some of the K. C. girls, as Mr. MacGorgee has never put in his appearance here with a box of candy under his arm, or perhaps the girls are keeping it quiet if he has. Well, we have some real friends among our own boys, for several boxes of candy have been seen on the desks, which keep the clerks smiling, and you know that is what it takes.

Dan Cupid has been a very busy little person lately among our employes. It is wonderful the harmony which exists among us.

Miss Ann Leonard of the Store Department resigned her position to accept one more promising (?) or interesting one at least. Mr. Leo Brown of Sherman, Texas, is the lucky man. Our wish is may many happy years be theirs.

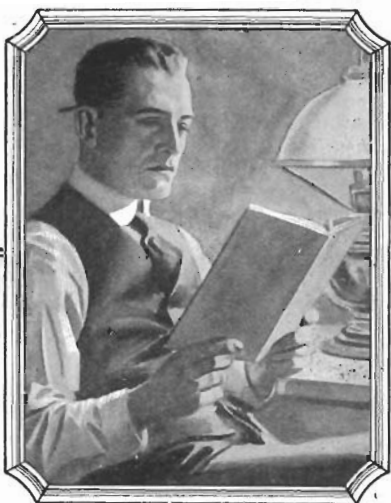
Miss Irene Bruce of the Mechanical Department slipped one over us for about six months. A certain young man in the Navy gives her an invitation to visit him and, although she has been back on the job since, she is not the same sweet girl, for after this long while it has generally become known that she is Mrs. White now.

Miss Eleanor Forster, our efficient and smiling clerk of the Mechanical Department, has been off duty for some time on account of the illness of her mother.

With the loss of M. C. B. Clerk W. F. Pinckert, who left for his home in California, Mr. Clifford Horne, of Joplin, presides.

Sometimes it's golden sunshine, sometimes it's scrawls and frowns; with an order here and an order there, and general ups and downs. But Mr. Colden has departed now for regions unknown; perhaps to Africa or Honolulu, or possibly Toronto. Oh, just a minute the messenger comes in from Rosedale and reports him hard at work out there. Can it be possible? Hard at work?

Mr. Selvidge, formerly of Amory, Miss., is the present clerk at Rosedale Car Department.



\$95 An Hour!

"Every hour I spent on my I. C. S. Course has been worth \$95 to me! My position, my \$5,000 a year income, my home, my family's happiness—I owe it all to my spare time training with the International Correspondence Schools!"

Every mail brings letters from some of the two million I. C. S. students telling of promotions or increases in salary as the rewards of spare time study.

What are you doing with the hours after supper? Can you afford to let them slip by unimproved when you can easily make them mean so much? One hour a day spent with the I. C. S. will prepare you for the position you want in the work you like best. Yes, it will! Put it up to us to prove it. Mark and mail this coupon now!

TEAR OUT HERE

INTERNATIONAL CORRESPONDENCE SCHOOLS
 BOX 8648, SCRANTON, PA.

Explain, without obligating me, how I can qualify for the position, or in the subject, before which I mark X.

- | | |
|---|---|
| <input type="checkbox"/> LOCOMOTIVE ENGINEER | <input type="checkbox"/> TRAFFIC MANAGER |
| <input type="checkbox"/> Locomotive Fireman | <input type="checkbox"/> BOOKKEEPER |
| <input type="checkbox"/> Traveling Engineer | <input type="checkbox"/> R. R. Agency Accounting |
| <input type="checkbox"/> Traveling Fireman | <input type="checkbox"/> R. R. Gen'l Office Acct'g |
| <input type="checkbox"/> Air Brake Inspector | <input type="checkbox"/> Higher Accounting |
| <input type="checkbox"/> Air Brake Repairman | <input type="checkbox"/> BUSINESS MANAGEMENT |
| <input type="checkbox"/> Round House Foreman | <input type="checkbox"/> Private Secretary |
| <input type="checkbox"/> Trainmen and Carmen | <input type="checkbox"/> Stenographer and Typist |
| <input type="checkbox"/> Railway Conductor | <input type="checkbox"/> Mathematics |
| <input type="checkbox"/> MECHANICAL ENGINEER | <input type="checkbox"/> SALESMANSHIP |
| <input type="checkbox"/> Mechanical Draftsman | <input type="checkbox"/> ADVERTISING |
| <input type="checkbox"/> Machine Shop Practice | <input type="checkbox"/> Railway Mail Clerk |
| <input type="checkbox"/> Toolmaker | <input type="checkbox"/> CIVIL SERVICE |
| <input type="checkbox"/> Boiler Maker or Designer | <input type="checkbox"/> ELECTRICAL ENGINEER |
| <input type="checkbox"/> Gas Engine Operating | <input type="checkbox"/> Electrician |
| <input type="checkbox"/> CIVIL ENGINEER | <input type="checkbox"/> Electric Wiring |
| <input type="checkbox"/> Surveying and Mapping | <input type="checkbox"/> Elec. Lighting & Railways |
| <input type="checkbox"/> R. R. Constructing | <input type="checkbox"/> Telegraph Engineer |
| <input type="checkbox"/> Bridge Engineer | <input type="checkbox"/> Telephone Work |
| <input type="checkbox"/> ARCHITECT | <input type="checkbox"/> MINE FOREMAN OR ENGR |
| <input type="checkbox"/> Architectural Draftsman | <input type="checkbox"/> Stationary Engineer |
| <input type="checkbox"/> Ship Draftsman | <input type="checkbox"/> AUTOMOBILE OPERATING |
| <input type="checkbox"/> Contractor and Builder | <input type="checkbox"/> Auto Repairing |
| <input type="checkbox"/> Structural Engineer | <input type="checkbox"/> Good English <input type="checkbox"/> Spanish |
| <input type="checkbox"/> Concrete Builder | <input type="checkbox"/> AGRICULTURE <input type="checkbox"/> French |
| <input type="checkbox"/> CHEMIST | <input type="checkbox"/> Poultry Raising <input type="checkbox"/> Italian |

Name _____
 Occupation and Employer _____ 7-26-19
 Street _____
 and No. _____
 City _____ State _____

During the absence of J. W. Watkins, chief clerk of Car Department, who has been on his vacation, Mr. A. Chase, of Springfield, dished out the orders to this department.

Someone says a certain young man of the Transportation Department has interests upstairs or possibly in the Store Department.

Is there such thing as surprises? Yes, they come both ways. Ask Mrs. Irene Bruce White. After probing into this suspicious matter the old side kicks of Miss Bruce find she has proven an expert on keeping secrets, or one at least. One woman in America can, our hats are off to you, Irene. But listen, she gets the surprise of her young life on January 16th. One by one, two by two, they began filing in with bundles and boxes. Although it was quite exciting for all concerned the first few moments, but she finally decides to make the best of it and the evening was very enjoyably spent. Those present were: Misses Eleanor Forster, Narine Folsom, Cordelia Copeland, Nellie Davis, Leona Lloyd, Bee Masier, Mrs. Graniger, Messrs. Jno. Maffitt, Clifford Horne, Mr. Graniger and—er—three others, ask Misses Davis, Lloyd and Masier. Anyway, the girls and boys say they wouldn't mind if something exciting would happen often.

Mr. J. Forster, master mechanic, has been out of town on business for several days.

Mr. Chris Nelson, general foreman Car Department, who was an old Frisco man and highly respected by those who knew him, after a lingering illness of about eighteen months, died on January 16. He leaves a wife and five children to mourn his death, to whom our heartfelt sympathy goes out.

If by chance this misses the waste basket there is reason to believe someone will come again with a few notes for our interesting little magazine.

MEMPHIS.

(Effie D. McLaurine)

Our regular correspondent has been too busy entertaining a certain Traveling Salesman from Nashville (yes, they let him out occasionally to come to Memphis) to handle the items for the Frisco Man at Memphis. Lena, we bet that white ivory spread all over your dressing table has put a smile on your face that won't come off.

Miss Ella Kate Prow, daughter of Engineer Prow, is the latest victim in the Master Mechanics' Office.

Miss Dorothy Phillips has accepted position as Roundhouse Clerk at Thayer. Dorothy, we wish you good luck on the new job, but look out for the Memphis Time-keeper, as you know how she "raves" when errors appear on the time cards. Anyway, Dorothy, you can expect her to rave now, as she has a new bungalow 'n' everything.

CARD OF THANKS.

We wish to thank the Frisco employes for their kindness and help rendered during the sad misfortune of losing our little three-year-old daughter and home by fire on December 5, 1919.

Local Storekeeper,
CHAS. I. MILLER and WIFE,
Fort Scott, Kan.

Our little blonde Distribution Clerk seems to have reached the vamping stage. No one has climbed over the transom recently for a bank book. We doubt if there was a bank book, anyway, "kinder" think they wanted to use the telephone to call Walnut 1250. No use, line is busy after 5 p. m.

Mrs. Floyd Day, stenographer in the Car Department, has a ninety-days' leave of absence account of ill health. We hope Mrs. Day will be entirely recovered when she returns to work in the spring.

Miss Louise Thomas has accepted position made vacant by Mrs. Day's leave of absence.

Can anyone tell us what Mr. Breece is eating to make him so fat? They say no one loves a fat man, but Mr. Breece is a married man.

Now Miss Josephine O'Brien has started going to Birmingham with Miss Sarah Hamlett. We just can't find out what the attraction is at Birmingham. We know positively that Josephine has a regular "sweetie" in Memphis.

Miss Mary Hewitt, of the Stores Department, says someone has made a mistake when they said she was going to Texas to live on a farm, for he don't live on a farm.

We certainly would like to see the party who wrote such a sweet letter to Miss Josephine O'Brien. Strange how people can fall in love with you when you don't even know their name.

Seems the folks don't know just which one of the blonds the bank book belongs to. Call at Master Mechanic's office for full particulars.

Miss Prow says she don't go with the boys. Ella Kate, you are missing gobs of fun.

The smile on Miss Bee's face is not due to the white ivory alone. We understand "Frank" is going to have his headquarters in Memphis during 1920. Certainly is nice to have a traveling "sweetie" that we can see often.

Miss Vera Yancey says Mr. Potts has such taking ways. Every time she deposits money on her desk for Coca Colas he takes it.

We are wondering just what place on the Mississippi River our office building will be located. Several tracks near by have located in the water recently due to the river bank caving in.

Miss Dorothy Phillips, at Thayer, has informed us that due to sleet and rain at Thayer she can involuntarily sit down easier than she can voluntarily stand up. Dorothy, why don't you come back to Dear Old Dixie, we miss you heaps, anyhow?

Last month's issue of the Frisco Man contained an item with reference to a certain machinist in the Memphis Shop, stating the girls would like for him to visit the Master Mechanic's Office. The secret is out, so we may as well tell it. It was reported that he "stored" his chewing gum behind his left ear, and the young ladies were merely trying to find out if such was true. Being Leap Year, he thought they had some designs upon him, and he has, evidently, that the office is no place for him. And the girls are still wondering about the gum!

Now, Mr. Follansbee has gone to sending our Timekeeper pictures of bungalows from California. Don't do that any more, Mr. Follansbee. She might try to bring them all to Memphis.

WANTED—An engine that will bring train 105 to Memphis on time. It may be the engineer's fault, but we would like to have 105 come in on time once more, especially some Saturday.

We wonder if Mr. Albert Beckham has located the blond lady's bank book. We don't believe he has, as he still calls at the office.

Mr. William Patterson continues his trips to New Albany. Why don't you bring her to Memphis, William. Two people can live as cheap as one? If you are in love with her, what do you care about the high cost of living.

"If you are tempted to reveal

A tale someone to you has told
About another, make it pass.

Before you speak, three gates of gold.

Three narrow gates—first, "Is it true?"

Then, "Is it needful" In your mind
Give truthful answer, and the next

Is last and narrowest, "Is it kind?"

And if to reach your lips at last

It passes through these gateways three,
Then you may tell, nor fear

What the result of speech may be.

ANON.

G. E. Buerkholtz, Traveling Boiler Inspector, paid us a pleasant visit Jan. 11.

Mr. Luke Layton McLaurine has made another trip to Mississippi. We thought Luke was through with Mississippi after having been marooned on his honeymoon in Mississippi Mud.

Miss Tommie Yancey, Timekeeper, seems to think none of us are perfect except—Robin. Could it be possible that she has found a perfect man? And she used to say that there was no such thing as love.

Miss Bee wonders why ignorant people get married. She thinks if they are ignorant they don't know what love is. Lena, Dan

Cupid never plays with sensible people. Frank even refused to meet a bride and groom.

Miss Dorothy Phillips, Roundhouse Clerk at Thayer, paid us a visit on the 14th, having come to Memphis on company business.

ST. LOUIS—DISBURSEMENTS DEPT.

(E. B. Rives)

Well, 1920 came in with everybody looking fine, some were "stewed," some boiled, some fried, but most were pickled. Soon the pickled ones will be as rare as a white crown in leap year.

C. T. Davis, head of the A & B Department, had a nightmare recently and fell out of bed. As a result he has his arm in a sling. He agrees that broken arms are not a joke.

Our old friend Mat Sparwasser is laid up at home after a little trouble with a street car. Mat is hardly recognizable, but he claims the car is now in the junk pile.

The Mo. Pac. general office lodge of the B. R. C. had their installation of officers Friday, Jan. 9, at West End Hall. After the ceremony, dancing was indulged in until a late hour. Music was furnished by the B. of R. C. orchestra, all members of which are union musicians, as well as members of the B. of R. C. E. B. Rives of this department is one of the members and played the cornet. Everybody reported a good time.

Now that everyone with political aspirations is casting his hat in the ring for the nomination for the presidency of the U. S. A., it is rumored that Eustice Walsh, of the Pay-Roll Department, is soon to resign to enter politics. Mr. Walsh, we understand, has his hat in the ring for the presidency of the Irish republic, and Tom Golden is seeking the nomination for Admiral of the Swiss Navy.

Everybody was sorry to see Mr. Findlow, who has been transferred to Fort Worth, as Auditor of the Ft. W. & R. G., depart from our circle. Mr. Findlow had been with us a long time and made a lot of friends, hence his departure was regretted. However, we wish him success. Mr. George B. Davis succeeded Mr. Findlow as Auditor of Disbursements, and is very popular.

On the evening of December 31 the employes of the Disbursement Department gathered around Mr. Findlow's private office, at the instance of Mr. Chenot, who had prepared a pleasant surprise for the erstwhile Auditor of Disbursements. On looking from his office upon the gleaming faces of his employes, he was somewhat taken aback, and no doubt felt that something unusual was taking place, for he had lost his courage completely for the first time in his life to face his employes. He retreated hastily to his office and evidently was reassured by Mr. Hoxie that the employes had a surprise for him. He came forth this

time with more courage, and without any introductory remarks whatever, our able assistant chief clerk, Mr. Wiet, delivered a few well-chosen remarks, impromptu though it be, was nevertheless gratifying and highly complimentary to his youthful qualities as an orator.

On behalf of the office, Mr. Wiet congratulated Mr. Findlow on his appointment to Auditor of the Texas Lines, and voiced our deep regret that had so soon to sever the happy and friendly relations existing between him and the employes of the department.

Mr. Wiet then presented Mr. Findlow with a handsome traveling bag and portfolio, being a parting gift from the employes as a token of respect and appreciation of his paternal methods of instructing the employes in the dispensation of their duties; recalling that though it may have been necessary for some of them to be spoken to sharply, it was a necessary part of the work and was not personal.

Mr. Findlow by this time was visibly affected, and, in accepting the gift, thanked the employes for their loyal support in the past and expressed the wish that they would also stick to their guns under Mr. Davis' direction as faithfully as they stuck to them under him; stating that should any have occasion to visit Fort Worth, that he would be more than pleased to see them.

Mr. Findlow then retreated to his office and emerged some time later, after having regained his composure, with an ear-to-ear smile, wished the employes a Happy and Prosperous New Year.

Those who read the comic section of the Post-Dispatch a few Sundays ago were somewhat surprised to see the item of Bob Niederluck's engagement to be married appearing in public. Guess Bob is not satisfied being miserable himself, but wants to make another poor life miserable. Well, they say that misery loves company, and that they all flop sooner or later.

Notice that smile on Earl Hatchett's face January 6? Earl came down all smiles as the ground was covered with snow. Evidently he figured the city would need his auto truck to haul snow off the streets, but old Sol beat him to it. Never mind, Earl, every dog has his day.

Since John McDermott's relegation to the 9th floor of the Frisco bldg., his official visits to the Railway Exchange bldg. are now being looked forward to with extreme pleasure. S'matter, John? Must be paying your debts.

Few in the disbursement department are aware of the fact that they have a co-worker who is a star athlete. That person is none other than "Yatz" Corrigan. His performance in the forward line against the formidable Easterners in the New Year soccer game was highly complimentary to his prowess as a footballist, and a genuine credit to St. Louis talent.

Clarence Mueller, of this department, is also an expert "footballist." He comes down all banged up every once in a while.

Noticeable anxiety amongst the weaker sex has somewhat calmed down, recently. It was just the other morning and below zero too, that one of them stepped into the office without a glove on the left-hand, displaying a sparkling gem, we do admit that Miss Bachmann is entitled to reasonable pride.

Ella is engaged to the Navy, and will soon take a long cruise on that ocean of matrimony. Sailing is good in the calm, but beware of the storm, Ella.

SPRINGFIELD—BUREAU OF OPERATING ACCOUNTS

(A "Frisco-Man" Reader.)

Yes, that was all straight dope on Miss Sutherland in the last issue, but if The Frisco-Man would look a little out, he might get something later.

We are very much afraid that Miss Burns, our "Irish" steno, will wear out her perfectly good shoes if she doesn't quit



A Freight Traffic Department Man,
as Seen by the Cartoonist

walking the aisle and gazing at a certain member of the voucher department.

Does anyone know what happened to Mr. Hardin's head? He says it is the effects of a rolling pin, but the writer doesn't think his wife looks like that kind of a girl.

Miss Carroll lost her muff the other day. Anybody find it?

The latest report on the Gibson-Woolfe case is that Tom was out there playing cards the other night. We are all for you Tom, but please use discretion and remember the H. C. L.

Misses Proserpi and Watts had company from St. Louis the other day. Ask Misses Mayer and Lindquist, they saw them first, but didn't seem to have much luck.

R. A. Boucher was granted a leave of absence and left January 5 for Florida. Isn't he the lucky thing?

Anyone wanting to know about the garnishment filed against Mildred by J. K. G. and T. H. E. ask R. H. P.; he has full particulars.

A number of our girls, especially stenos, are taking dancing. Why so much pep, girls?

Will anyone tell us why our Mr. Summerskill thinks he is such a hit with the ladies? Well, anyway, he made a trip to Washington and none of the rest of us have had the chance.

Misses Mayer and Lindquist made a hurried trip to St. Louis on January 4. They say no one has it on them when it comes to climbing in upper berths. "Shure am graceful."

We understand Timekeeper Lawton wants to sell the flag pole he bought on Armistice Day. Anyone need such a thing?

Johnnie, our office boy, thinks he is quite "grewed up" and we hear he is contemplating matrimony, but the girls still call him honey.

We would like to know just what J. K. D. did with that twist of tobacco he received for Xmas. Of course, now, if it had been Horseshoe we wouldn't need to ask.

We noticed in last issue that one of the West Shop boys went all the way to Indiana for a wife. What's wrong with the girls in the Bureau? Come up and look them over.

There doesn't seem to be many weddings in the Bureau lately, and its 1920 too. What's the matter girls? Timekeeper Jack Gillis got married several months ago and still says he is supremely happy. Give 'em time, friend, the year is yet young.

Miss O'Brien, one of our charming stenos, is at home under quarantine on account of the serious illness of her little sisters. We hope she will soon return as we miss her charming voice in the halls and office.

Does anyone know that poor hungry timekeeper who is always fishing for an invite to dinner? It's a wonder Miss Mayer

doesn't feel sorry for him and invite him. Will you do it, Miss Mayer?

Don Fellows says he and "the wife" are getting along fine out on "the place." Of course, he has "the car" and can bring she and "the boy" in occasionally.

R. O. J. and R. H. P. treated us all to cigars and candy on New Year's Eve. We say they are "regular guys" as we sure did enjoy them.

OFFICE SUPERINTENDENT TRANSPORTATION, SPRINGFIELD.

M. A. Walker, Chief Reclaim Clerk in the office of Superintendent of Transportation, was unavoidably late in reporting for duty at the office on the morning just before New Year. He was unfortunate in not having any trousers to wear to work, as a sneak thief had entered his residence the night before, at 997 Benton ave., and in order to make doubly sure of getting away with his spare cash, and a penknife that struck his fancy—confiscated his entire wardrobe. Mr. Walker found that the embarrassment was greater than the pecuniary loss. After finding that the confiscation of his wardrobe was so complete as to leave him in such shape that he had nothing left suitable to appear at the office, he consulted a tailor on the phone and arranged for a post-haste delivery of a suit of clothes and informed the Chief Clerk at the office of his expected arrival as soon as the tailor filled his part of the contract.

SPRINGFIELD—FREIGHT CLAIM DEPT. TYPING BUREAU.

(Mary B. Engle.)

Vida Whitsett chews her pencil at times and has a heavenly look in her eyes. "The West Shops," she mutters and finally Jennie Hasler brings a letter and lays it on Vida's desk—Vida smiles, the curtain drops.

Our suspicions were aroused as to Kitty Coughlin really having received pearls for Christmas. Now Kitty hails from Illinois, but she should be aware of the fact that we are Missourians, and were not willing to accept the excuse that she didn't have time to put them on. We cannot account for her lack of time, but we do know that she lost 20 precious minutes on the 10th of January.

The paper shortage! It was rumored that all the paper in the U. S. burned when a big paper house was destroyed by fire some time ago in Springfield, but there is evidently some paper loose somewhere. Anyway, Orene Beatie never did believe there had been a paper shortage.

Talk about buried talent, the Typing Bureau has it. Some of it was discovered on the evening of January 7 when Gertrude Fryer entertained with a kid party in honor

of her guest Miss Eleanor Downey of Cincinnati. 'Tis great to be a kid again. Ornie Beattie received the first prize, a rag doll; and Ethel Copeland received the booby prize—she deserved it too—a box of crackerjacks. Ethel was disappointed as she wanted something she could keep and crackerjacks just won't keep at all.

Gladys Parsons is great when it comes to making the shaving machine sing. We like a little music mixed in though once in a while—makes us think we are threshing wheat instead of grinding work.



ANOTHER BRIDE.

The young lady on the right was Miss Alice Connelly until December 15, 1919, when she was married to J. C. Hoey of the Hoey Ice & Fuel Co., of Springfield. Mrs. Hoey has been File and Record Clerk in the Freight Claim Department at Springfield since May, 1912.

Since the dictaphones have been set up the limited would have an awful time keeping up with them. Will be no more danger of anyone writing 27 cylinders in 8 hours any more.

Mr. Truitt seems to enjoy visiting the T. B.—especially on days when the open corn man is here. Must have the date fixed firmly in his mind.

Lyda Gammon would make a good yell leader. It is enough to make the heart flutter when you find a rat trying to manipulate your dictaphone for you. John Highberger came in time to see the shifting of the scenery but Carl Hickman proved to be the mighty Hercules, and is recommended for another stripe on his sleeve for bravery. Lyda thinks we have to go through some terrible experiences to get

through this life. We all agree with her. Climbing tables is rather strenuous when you are in a hurry to get up. We hope John didn't feel bad about not carrying away the honors.

SPRINGFIELD—FREIGHT CLAIM DEPT.

(C. E. Martin.)

If Mr. Pursley wants either a valet or someone to fire his furnace, understand C. F. Smith and Bob Tisdale will take the jobs. M. C. Harless vouches for Mr. Pursley's hospitality and fair treatment. When it comes to serving good cats, lively conversation, entertaining games, viewing the livestock or playing with the cat. Further than that, he sayeth not.

Chief O. S. & D. Clerk, L. & D. F. C. Department, got locked up in the record room recently. Something like this:

Buzzers ringing one, then two, then one, etc. Harry Hayes—hopping about trying to locate L. L. Bangert, Chief O. S. & D. Clerk so as to have him answer the buzzer. After searching high and low, under desks, upstairs and down, peculiar racket heard in the stationery room. Door was locked, key in lock on outside. Question, who locked L. L. B. in and what for?

As predicted in the last issue, some more girls have resigned fine positions. Genevieve Smith run the gauntlet shaking hands and telling everybody goodbye. Did not say where she was going, though some came right out and asked her. Probably will have her photo and possible HIS in next issue.

SPRINGFIELD—NORTH SIDE SHOP.

(J. A. Pullar.)

Frank Sparlin, assistant night round-house foreman, expects to be back at work again soon. He was very sick for several weeks with a bad cold.

John Deckert, steno in General Foreman's office, has started to learn the machinists' trade.

J. J. Collins received several hundred pound sacks of pecans from Southern Texas and gave his friends one pecan apiece for Xmas.

Bill Schaller, air foreman, has been very downhearted the last few weeks because his girl married a soldier boy.

Boiler Foreman McGlasson still claims the Dort is hard to beat but it will not run regularly in winter time like the Buick does.

Wanted to know if anyone can tell the exact date when Machinist Mat Golden was found in the North Side Shop. There is about 15 days' difference in the seniority of him and Henry Watts. We have the dope of the time Henry Watts was found in the Roundhouse. But Mat was either 15 days before or 15 days after. All the

old soldiers of these days have passed away, and some claim 15 or 20 days after Henry Watts was located there Mat Golden was still carrying a police club.

Some of J. J. Collins' friends are going to the dentist after eating his pecans.

SPRINGFIELD—WEST SHOP.

(J. A. Pullar.)

Dan Morrow says that carrying a pig is harder work than railroading.

Fred Stracke and Hickory Ridge won jack pot of one hundred simoleons.

Since the Menace burned down at Aurora, Dan Wendersmith and John Tanner don't know how to spend their time. They've nothing to read, guess they will have to subscribe for the Yellow Jacket.

Claude Keltner says there is big money in possum skins, as he has purchased a large cottage on Monroe Street.

In the course of human events it is most fitting to occasionally renew our vows of friendship and good will, especially at Yuletide, and the beginning of the New Year. To this end we, the undersigned, promise to plan to arrange and govern our thoughts and actions that the petty annoyances of others may not destroy our mental calm, or get our "goat." (Signed) Chas. E. West and members of Rod Gang.

Raymond "Sandy" Fussell has become an expert on hauging links. He has just completed a big job of applying a new valve gear on Ed Foster's wheelbarrow.

Mitchell King was married January 1. The boys wish them long and happy life.

Boilermaker Charlie Stapp of West Shop will challenge anyone on the Frisco to a fistie encounter. Weight 148 to 152 pounds. Would like an early reply. Address Johnnie Larkin, West Shop, Springfield.

The foreman of the West Shop heard a noise near the auto shed a few days ago and thought a switch engine was off the track, but found the trouble was Jack Triger trying to start his Maxwell.

All the hunters of the West Shop have decided that Dolly Groves is entitled to a medal, as he says he got 15 skunks and 2 possums in two hours, and says he expects to beat that next season.

Mr. Willie Murphy has been buying several expensive diamonds and is thinking of getting married real soon.

Bill Robinson always holds a dime or two now since John Barleycorn died.

Machinist "Dog" Crutcher is spending his spare time studying chemistry.

Archie O'Hara is planning a trip to Belfast, Ireland, for this summer, if they get all the bombs and torpedoes out of the water by that time.

Joe Ford decided not to spend the winter trapping, because he could not find out how Samson caught them fox.

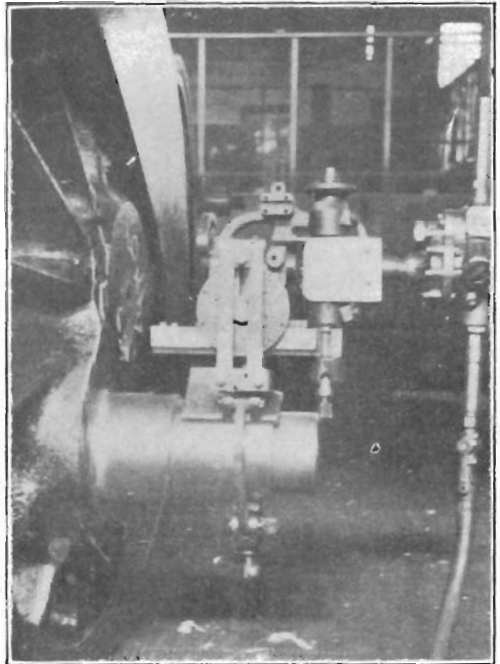
Committee of Machinists on the Dance.

namely, Creamer, Schafer and Disbro say they expect to hold the dance on or about February 28.

Jas. Albert Clayton has returned from St. Louis. Wonder if there are no more bitters in Springfield.

Al Hogan gave some of his friends a Christmas present, but not all of them.

Pal Waldo Stahl is happy on account of Friday coming on the 13th in February, as he is going to attend the A. H. M. meeting.



INVENTION OF FRISCO EMPLOYEE.

The above is another of R. E. Elick's inventions. Mr. Elick is Assistant Machine Foreman of the West Shops. An eccentric crank arm key seating machine for cutting key ways into the main pins on monkey motion valve engines. The old method was to drill a series of holes, then use a hammer and cold-chisel, which required one hour or more, and the use of the electric crane to turn the driving wheels around. Now the crane sets the wheels on the driving box track to fit the boxes. This machine is lifted on the pin as the illustration shows, with one hand. Time required for milling each key ways is 8 to 12 minutes, floor to floor with machine, and makes a very neat job.

Zeke Rugh says he is off of Bill Wallace as he always wants to shoot squirrels with a shotgun.

Shorty Daggett is easing up a little, as he gave his friends one pecan for Xmas.

Notice, if you want to know about anything, any place or any where and when, see George Kuhn upstairs.

Ralph Dickens must have something on his mind because he spends most of his evenings at Frisco Beauty Parlor. Maybe he has his eye on a girl.

"Ollie Great Northern" Waits wants to get back to nature so bad and wishes he had a farm near Chadwick.

Mitchell "Slim" King is now a married man, and very much so, and smiling regularly.

Boys, if you want to win a girl get next to that "come to me" smile originated by Fred "Fuzzy" Guggle, Blk. on Fire 4.

Clarence Nash is all dressed up with rags around his throat. We know how it is to have a sore throat and have to drink water.

Jim Reho predicts a great year for farmers and farmerettes. No wonder he drives south on the Campbell St. road every night.

Arthur "Sweetie" Claypool has been suffering with a severe toothache, but is much better since having it extracted. But we are afraid he will feel worse when he gets the bill.

Pete McSweeney is sore because they call him Republican. Would rather be called a real Socialist.

"I will announce for the benefit of The Frisco-Man readers that I have purchased a new suit of overalls and I am ready for another three years"—Dad Crawford.

Painter Allen Nelson seems to be on the same road as "Slim" King. How about it, Allic?

F. E. Hope is learning to chip left-handed under the instructions of Ott Dupree.

W. G. Perry, of the Forge Shop, spent several days in the neighborhood of Hickory, Mo., showing the natives how to eat at a wedding dinner. Leave it to Wilbur, he knows how.

Miss Mabel Boren, steno in Superintendent's Office, is a candidate in the auto contest at Heer's store, and will appreciate all votes she can secure from the many friends at the shops and offices in Springfield, and all other Springfield friends. Come on boys, let's give a friend a boost.

The boys all welcome Machinist Dewey Patterson back. Dewey expects to settle down and says Springfield is some town.

Elmo Ryan, machinist apprentice of West Shop, will challenge any one on the Frisco, weight 118 pounds. Address Johnnie Larkin, West Shop, Springfield.

Machinist Zeke Hendricks deals in hides and calls them cattle. He says feed comes awful high, but he gives them all the water they can drink.

Ernest Busbee has been confined to his home for the past three weeks very sick, but is reported as very much improved, and expects to be back to work this week.

John Schrable says he wishes there never was a Supreme Court.

Henry Deckert caught 19 poor rabbits that could not run in the snow. He says that is better than a shotgun, no chance to get away.

Homer Daggert says he saw the man go out the back way door with \$5, but the police could not find any foot prints.

Walter Morehead says there is one extra day in this year, and he expects to get it.

Lost and found. G. A. Bain, machinist, formerly of West Shop, is in the machine shop business at Lake Charles, La.

"Happy" says that was not a cowboy hat he lost at the dance, it was a nice Charlie Boy hat.

Machinist Bob Charlton has returned to work after being off for three weeks with an injured knee, caused by falling out of bed.

Machinist Flagg is flagging down driving boxes now.

The recent cold spell failed to drive the old Indian guide back into Gang 2.

Cold weather drove Steve Snyder into town. He left the cork out of his jug of wine and the cold weather drove all the kick out of it.

Two pounds of raisins and one shovel of meal and a little sugar dissolved and Goldie Evans' wife had to lock him up in a room.

Aleck Yoder claims there is no fish in Current River, and Preacher Fitch claims there is. Who is right?

It may be that the man Homer Daggert saw going out the back door was the old Indian guide.

All aches and pains can be treated successfully by the Dr. on pit 5.

Machinist Thos. Kelly transferred to Sherman, Texas. The boys wish him luck.

Henry Grant has been moved to lower end of the shop, and his friends hate to lose him.

R. M. Ray, machinist helper, in driving box gang claims it will be a long time before anyone will know how Samson caught them fox.

Robt. Weeks has some very good garden seed. See him for particulars.

SPRINGFIELD—NORTH TIN SHOP.

(Fred Shanks, Tinner.)

Tinner H. S. Smith, who has been in the hospital for a few days, has recovered and is back on the job.

Perry Drake, tinner, says he will live forever on the kind of pie Clyde Kellogg feeds him.

Ward Good says rabbit raising is good if you have lots of money, otherwise do not try it.

Jim Lightwine, tinner, says farm life is all right for some, but Frisco shops for him.

Tinner Apprentice Doras Bass still goes home to see his wife and gets back in his 30 minutes' lunch period.

Crip Shanks, tinner, is succeeding in teaching his two boys boxing. They expect to become world champions.

Fred Stokes, pipefitter helper, traded his old gray mare for a cow and received \$10 "boot."

Harry Shaw, sweeper, is doctoring on every stray animal in the shops.

Ed Garrett says his new Elcar is the best car he has ever had.

Henry Gafner took Jim Wolfe riding on his Harley Davidson and scared him half to death. Jim swore he would never ride with Henry again.

Alfred Pauley is wearing small shoes so he can learn to "shimmy" just right.

Syric Poage is keeping fat on the nice red apples Clyde Kellogg brings him every day. Poor Poage's teeth are out, so the apples must be mellow.

George Holden, foreman of the Tin Shops, says we are going to have six snows this winter. Wonder how he knows?

Hiram, pipefitter helper, says he is going to take a clean-up on the Fourth of July.

Elmer Lightwine says his Chalmers will make 50 miles per hour, but we think Elmer is a poor judge of speed.

ALL IN A DAY'S WORK.

(Special Correspondence, Disbursements Department, by Veritas.)

Heretofore we have been accustomed to look upon the railroad official as one being possessed of some phenomenal quality that we ourselves lacked. In fact we looked upon the official title as we might look upon the rings around Saturn. But the rings have evaporated and we now see and understand somewhat differently. We now realize that we are all human, and being human, we are addicted to all her ills and cares, and we are particularly blest with curiosity these days—curiosity of the mystery of the closed door, and, dear Frisco people, the foregoing is the preamble to the dialogue to follow.

Your casual observer was rather observant the other day, as well as curious. The scene of action is on the twelfth floor of the Railway Exchange Building. The clerks in some mysterious manner appearing busier than usual, and nervous as well, until the news filtered around. The dialogue follows:

Clerk No. 1, who handles numerous vouchers, struck a snag. "That's got me," says he. "I'll have to see the Big Boss," and ventures within that closed door, soon returning to his desk.

Clerk No. 2, who is exceptionally fat and humanly curious, squirts a mouthful of tobacco juice half in the cuspidor and half on Clerk No. 1's shoe, all on account of his hurry to ask: "How is he? What sort of a guy is he anyhow?"

"Oh, man! he agreed with me in everything. I'm sure surprised. He's a swell guy, I'll tell you."

"Gee, that's fine. I was just wonderin' how he'd be. I hope I get a chance to talk to him, too."

Clerk No. 3, who is quiet and cool, struck a snag, too. He had trouble about how to dispense with a tie in suspense. "It's



PAUL "DIZ" MAYER.

Of the Mechanical Department, Springfield. "Diz" says he enjoys nothing better than outdoor life and reports he has been getting lots of it since he bought his "Big Six." No more "shimmying" for him as garage bills and two ropes keep him broke.

too dense," said he. "Wonder what the Big Boss will do about it." Emerging some time later with the tie fully adjusted.

Clerk No. 4, who is a commission agent occasionally, slowly turned around to clerk No. 3, chuckles to himself, "Say, what sort of a guy is he any way?"

"He's a fine fellow, sensible, too."

"Believe I'll go in and see if he would like to get on the list. He may be able to use a pound or a dozen."

"Please yourself, Moses, he's a fine fellow any way."

Clerk No. 5, who is a lanky sort of a fellow, struck a snag, too. "That's rotten to me," says he. "D should never have signed that claim, assuming responsibility, and no waybill reference given. The Big Boss will have to see this, that's a cinch." He also emerges smiling to the back of his head.

Clerk No. 2, laughing heartily, and his rotundity with him, says: "What's the matter No. 5? Look like you've had a picnic."

"I'll say so. Gee whiz, that guy is a prince," responds No. 5.

"Gee, I hope I get something to talk to him about; he sure must be," ejaculates No. 2.

Clerk No. 0, the mysterious clerk, goes over to Clerk No. 6 about statistics. "Hay, youseen the new boss yet? Have you spoken to him?"

Clerk No. 6 is also rather obese, laughs to himself and rubs the end of his nose with his fat finger, grunts one of those German grunts, and says, "No, I've seen him, and he hasn't sent for me. That shows I'm doing the work all right. No, I'm satisfied."

Clerk No. 7, one of these blime's y'know, struck a snag, too. "An authority G-13 bawled up again. Lor' bless a feller. By Jove, Mr. Davis will 'ave to see it. It's a bloomin' rotter, y'know. Blawst the wooden eyes on 'im, anyhow." And he emerges somewhat later with a smile that won't come 'h'off.

Says Clerk No. 1, "Say, blime, ain't he a swell guy?"

"He's a bloody King, mate. Blime if he didn't offer me a glinkin' fag. Yea, mate; made me light 'er up, too. He's a bloody King, mate."

Clerk No. 8, somewhat lean and bespeckled; first to get behind the closed door; would not deviate one iota from that inborn trait, and would not comment prima facie.

Clerk No. 9, the congenial fat steno, has been too busy to explain, her only comment to the above mentioned clerks was that "He's got Daniel Webster down O. K."

Clerk No. 10, the little fat Scotchman, upon being approached by the mystery clerk zero said, "He hasn't had occasion to

talk to the men in the dugouts," and would reserve judgment until a more opportune time.

So, dear clerks, you must admit that all of us have a humorous side to us, and it would be a mighty dull world if we couldn't laugh now and then. But the intent of the foregoing dialogue is an explanation, a revelation of the Mystery behind the Closed Door. (Continued next month.)

SPRINGFIELD—MECHANICAL DEPT.

(J. W. Seabaugh)

In order to cut down the H. C. L., Chas. Thompson bought himself a hog and undertook to do the butchering himself. He got along fine until he went to skin the porker and then his troubles began. He has, as yet, been unable to dispose of the hide which he has offered "Fur Sail Cheap." The hide, he thinks, should make a nice coat or rug. He was also unable to use the feet as they were covered with corns and looked as if said hog had worn a pair of English Walking shoes all its life. Charles said it only took one and one-half days to dress the hog which weighed 112½ pounds.

Anyone wanting leggins made, or shoes half-soled see J. W. "Doc" Seabaugh.

Wanted: A hair restorer with a guarantee on both ends. No massage creams or hair tonics need answer, Lloyd Lamb.

Several trips to Avoca, Arkansas, and a brand-new pair of nose glasses, through which Miss Elizabeth Blake claims she can see almost as well as she could without them, is causing no end of worry among her friends. Of course, we can understand the glasses, but what is the other attraction?

Miss Mabel Ketchum has been studying maps of France and Italy a great deal lately and spends much time in staring into space as if studying whether to accept or not. Rumors say she has been offered a position with a reconstruction company.

After receiving much favorable comment on his vocal selections rendered at the Landers Theater, Ed Foster has decided to enter the movie world and expects to be a big screen sensation with his favorite selection. "If you cut Charley Boren's nose off he could not say a word."

Miss Eunice Stark says she remembers perfectly well that Christmas, 1918, was on December 29. She also is becoming musically inclined and recently brought some of her sheet music to the office with her, which proved to be "The Shimmie" when inspected by several of the clerks.

R. E. Mansfield, our suburban equipment clerk, was an earnest worker in the last Red Cross Drive.

Assistant Chief Clerk John Conley claims he has a wireless phone on his desk. "Hello, Kansas City, get closer to the phone. I can't quite hear you."



*Keep
Your Eyes
and
Baby's Eyes
Clean and
Healthy
by applying
Murine
Night and
Morning.*

*If your Eyes
Tire, Itch
or Burn—
if Sore,
Irritated,
Inflamed or Granulated,
use MURINE often.
Wholesome-Cleansing-Healing
Refreshing-Soothing*

Write for our free "Eye Care" book.

Murine Eye Remedy Co.
9 East Ohio Street, Chicago

M. A. Gleason and Perry Enslin are "diked" out in flashy new ties since Christmas.

The bunch would like to know the dark-complexioned gentleman who was flirting with Miss Campbell on Benton avenue.

Wonder what Mrs. Pride would say if someone told her Lela was making 900-900 eyes at a certain traveling man recently.

Anyone wishing to trade a pair of snow shoes and six street car tokens for a Chevrolet see F. M. Ferbrache.

Our poet, "Rip Van" Carl Edmonds, has just passed us his latest verse offering, which we wish to quote

Beautiful Snow.

It snowed all day and night galore,
Then started in the morning and snowed
some more.

It snowed all morning and it's snowing yet,
If it don't quit by Friday I lose my bet.

Note.—The moon came out Thursday night, so Rip won.

F. S. Routt, our personal record clerk, says the Extra Boards must look like Christmas trees over the system from the number of Firemen who have passed examinations lately.

Edgar Johnson complains of losing sleep account of Edgar Jr. waking him each morning at 4 o'clock, calling "da da." This condition should be remedied at once, Edgar, or next summer he will forget to sound the horn and begin poking at your eyes with his finger.

Miss Millie Alcorn has a valuable secret which we are trying to get next to. It covers a system of sleeping until seven-forty and then getting to work by seven-fifty a. m. However, she has not explained what time she goes to bed.

We are led to believe a recent series of advertisements in the daily papers "Must be between the ages of thirty and forty; good looking, sweet, agreeable disposition; good cook, seamstress and housekeeper," has caught the eyes of a couple of our stenos, as Miss Hazel Dwyer and Bernice Alcorn have been making daily calls at the business office of one of our leading dailies.

Most of the commotion in the office lately has been made by Billie Craig's new necktie.

Does anyone know what has become of Sam E. Baer. He was last seen at a banquet in the city about December 30.

C. W. Cresson either gave away his hand mirror Christmas or broke it, as no one has seen him use it since that date.

Miss Wymer is expecting a change in her luck soon, which will be for the better, as she came to work several days ago with her dress on wrong side out.

Williams Vaughn has just returned from Lawton, Okla. After looking over his interest near an oil well. Watch him, Beulah.

Maurice Bougher spent New Year's day in Springfield. The stores were closed.

Why has LeRoy Prater been looking so blue of late? Ask Leon.

WE WILL PAY YOU
A MONTHLY INCOME
while you are sick or injured.

ASK THE AGENT

of

THE STANDARD

Accident Insurance Co.

of Detroit, Mich.

R. R. Dept., H. C. Conley, Supt.

The management of the Frisco System authorizes the sale of "Standard" policies to their employees.

LOCOMOTIVES

FOR EVERY VARIETY OF
:: :: SERVICE :: ::

*Gasoline Locomotives
for Industrial, Con-
tractors' and Light
Switching Service.*

THE BALDWIN
LOCOMOTIVE WORKS

PHILADELPHIA, PA.

KERITE

Insulated Wires and Cables

For Signal service, under all conditions, **KERITE** is the most durable, efficient, and permanent insulation known :: ::



KERITE INSULATED WIRE & CABLE COMPANY
NEW YORK CHICAGO

Foaming

Foaming and Priming, whether resulting from alkali salts naturally existing in the water supplies, or foaming salts created by the use of soda ash and lime in water treating plants, or whether due to the presence of suspended matter, or oil in the boilers, can be overcome by the use of

Dearborn Treatment

Dearborn Anti-Foaming Preparations are serving this purpose in all districts where foaming trouble is experienced, and the cost is so low that it is a mere fraction of the savings and benefits derived from its use.

Dearborn Service will improve your operating conditions and reduce your operating costs.

—Advertisement.

OF INTEREST TO WOMEN

(Continued from page 28.)

A neat serge dress in brown is trimmed with rows of black silk braid and finished with a smart red belt and tie.

A three-piece suit for a girl of fourteen is made with a plain skirt and a box coat. A soft shade of tan or brown and green mixture, also blue serge, is good for this. A frock of blue serge may have, for trimming, bands embroidered in brick red wool.

Blue silk for the waist and blue velvet for the skirt portion with embroidery in bright colored wool makes a charming frock for a girl of eight.

On a dark blue serge dress for a girl of twelve try a trimming of light tan cloth, stitched with blue wool.

White Georgette frills are effective on girls' dresses of dark brown or blue.

A dress of white Georgette or flesh colored crepe de chine, trimmed with lace, is nice for a girl's party dress.

A girl of fourteen may have a dress of black velvet with a guimpe of crepe de chine.

Navy soutache braid is nice for trimming on a dark blue dress.

Comprising Waist Pattern 3119, and Skirt Pattern 3116.

The Waist is cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. The Skirt in 6 Sizes, waist measure 22, 24, 26, 28, 30, and 32 inches. The width of the Skirt at its lower edge is about 2¼ yards when plaits are extended. As here illustrated black velvet was used with narrow facings of satin for trimming. Serge, duvetyn, satin, tricotine, and taffeta are also appropriate.

To make the costume for a Medium size will require 5¼ yards of 52 inch material.

This illustration calls for two separate patterns which will be mailed to any address on receipt of 10c for each pattern in silver or stamps.

Pattern 3113 cut in 4 Sizes: 2, 3, 4 and 5 years, is here depicted. For a 4 year size 2¼ yards of 36 inch materials will be required.

One could have this model in gingham, linen, lawn, percale, chambray, gabardine, serge, silk or velvet.

A pattern of this illustration mailed to any address on receipt of 10c in silver or stamps.

Pattern 3101, cut in 3 Sizes: 16, 18, and 20 years, is here depicted. Blue crepe de meteor was used for its development, with bead embroidery for decoration. This would be nice in brown satin or crepe, with embroidery in colors. The 16 year size will require 5½ yards of 36 inch material, with 3 yards of ribbon or material 5 inches wide, for the sash. Width of skirt at lower edge is 1½ yards.

A pattern of this illustration mailed to any address on receipt of 10c in silver or stamps.

Pattern 3121 is here portrayed. It is cut in 4 Sizes: 4, 6, 8, and 10 years. Size 8 will require 3¼ yards of 36 inch material for the dress, and 1¼ yards for the bloomers. This style includes the bloomers illustrated. It is a practical, serviceable model, suitable for all wash fabrics, and also for serge, gabardine, plaid or checked suiting, velvet and taffeta.

A pattern of this illustration mailed to any address on receipt of 10c in silver or stamps.

Pattern 3134 cut in 6 Sizes: 34, 36, 38, 40, 42, and 44 inches bust measure—is here illustrated. It will require 7¼ yards of 38 inch material for a medium size. As here shown, caster colored duvetyu was used, with facings of brown satin. This style is also attractive in taffeta and crepe, serge and satin, or velvet and satin. Braid or embroidery may serve as trimming. The width of skirt at lower edge is about 1½ yard.

A pattern of this illustration mailed to any address on receipt of 10c in silver or stamps.

3100. This Pattern is cut in one size. It comprises a Dress, a Petticoat, a Barriecoat or Pinning Blanket and a Slipper. Muslin, lawn, cambric, batiste, nainsook and silk are suitable for the Dress. The Petticoat may be of cambric or lawn. The Barrie of flannel or flannellette with band of cambric or muslin. The slipper of kid, satin, suede, felt or ciderdown. It will require 2¾ yards of 36 inch material for the Dress, 2¼ yards of 27 inch material for the Petticoat with 2 yards of embroidery for the ruffle. The Slippers will require ¾ yard of 18 inch material and the Barriecoat ¾ yard of 27 inch material for Band, and 1 yard 40 inches wide for the Skirt.

A pattern of this illustration mailed to any address on receipt of 10c in silver or stamps.

(Perforated for Sack Length in Straight or Pointed Outline.)

Pattern 3114 furnishes this model. It is cut in 4 Sizes: Small, 32-34; Medium, 36-38; Large, 40-42, and Extra Large, 44-46 inches bust measure. Size Medium requires 5¼ yards of 36 inch material for the



Garlock Packings

for

Air Pumps and Throttles Ball and Socket Joints

and

General Purposes

THE GARLOCK PACKING CO.

1017 Olive St. St. Louis, Mo.

St. Louis Frog & Switch Co.

MANUFACTURER



Frogs, Switches, Crossings,
Switch Stands for
Steam and Electric Railroads

Phones:

Kinloch Central 991

Bell Main 5191

Con P. Curran Printing Co.



Lithographers, Blank Book Makers

Printers : Designers : Engravers



**EIGHTH & WALNUT STREETS
ST. LOUIS, MO.**

SAVE SHINGLE ROOFS

Every dollar saved is a dollar made, so why not repair and paint those shingle roofs before it is too late?

It will take a very small amount to repair and put them in first-class condition, then a coat of Empire Paint will double the life of the roofs.

It is only necessary to remove the split shingles, the paint will straighten all of the shingles that are warped; and they will not warp again in the future. This will prevent blowing off also, as the shingles will hold down tight.

Sweep out the gutters and valleys and paint them also, as Empire Paint will give absolute protection against rust on metal for 5 years from date of application.

The life of composition roofing also can be renewed with one coat of Empire Paint, as it refills the fabric and makes the roofing as good as new.

Read the printed instructions which you can get from your General Foreman, or write to Empire Paint & Contracting Co., Birmingham, Alabama, and have them sent directly to you.—Adv.

The United Iron Works Company.

manufacturers of varied lines of machinery and castings, appreciate thoroughly the opportunity of proving their services to the Southwest.

Inquiries solicited.

**GENERAL OFFICES
KANSAS CITY, MO.**

Plants Throughout the Southwest

CONCERNING MURINE.

Murine is said to allay irritation, caused by smoke, cinders, alkali, dust, strong winds, reflected sunlight and eye strain. It has been recommended for all eyes that need care. These suggestions will likely appeal to men in all branches of railway service. See the Murine Eye Remedy Co. advertisement in this issue and write for their Book of the Eye.

garment in full length, and $4\frac{1}{4}$ yards for sack length.

A pattern of this illustration mailed to any address on receipt of 10c in silver or stamps.

Pattern 3128—Cut in 4 Sizes: 3, 4, 5, and 6 years—is here portrayed. For a 3 year size, 3 yards of 27 inch material will be required. Serge, khaki, gingham, linen, velvet, and corduroy are nice for this style. The blouse could be of different material than that of the trouser's.

A pattern of this illustration mailed to any address on receipt of 10c in silver or stamps.

Pattern 3108, cut in 3 Sizes: 12, 14, and 16 years. It will require $3\frac{3}{8}$ yards of 44 inch material for a 14 year size. As here shown brown serge was used with trimming of silk braid. Gabardine, satin, taffeta, velvet and poplin are also attractive for this style.

A pattern of this illustration mailed to any address on receipt of 10c in silver or stamps.

Pattern 3110 is here shown. It is cut in 4 Sizes: Small 32-34; Medium, 36-38; Large, 40-42; Extra Large, 44-46 inches bust measure. The apron and cap may be made of one material, percale, seersucker, gingham, sateen, khaki or alpaca. The apron is not cumbersome, for it is cut so as to avoid any surplus material. Size Medium requires $3\frac{1}{4}$ yards for the apron and $\frac{7}{8}$ yard for the cap, of 36 inch material.

A pattern of this illustration mailed to any address on receipt of 10c in silver or stamps.

Pattern 3133 supplies this design. It is cut in 7 Sizes: 34, 36, 38, 40, 42, 44, and 46 inches bust measure. A medium size will require $3\frac{3}{4}$ yards of 36 inch material. The width of the dress at its lower edge is about $1\frac{1}{2}$ yard. Striped or checked gingham, seersucker, percale, madras, linen, and lawn are suitable for this style.

A pattern of this illustration mailed to any address on receipt of 10c in silver or stamps.

Pattern 3099, cut in 4 Sizes: 8, 10, 12, and 14 years is here portrayed. This is a splendid model for serge, for plaid suiting, poplin, repp, silk, velveteen, linen, and other wash fabrics. As here shown, blue serge was used with soutache braid for trimming.

For a 10 year size, $2\frac{7}{8}$ yards of 44 inch material will be required.

A pattern of this illustration mailed to any address on receipt of 10c in silver or stamps.

Frisco Employes' Hospital Ass'n

Receipts and Disbursements,

October 1, 1919, to December 31, 1919, Inclusive.

Balance brought forward from September 30, 1919..... \$44,581.86

RECEIPTS.

From assessments on members.....	\$62,420.90	
From interest on daily balances.....	130.13	
From interest on securities in Treasury.....	1,278.38	
From donation by St. L.-S. F. Rd.....	124.98	
From sundry accounts collectible.....	432.74	64,387.13

DISBURSEMENTS.

		\$108,968.99
For payrolls	\$21,194.71	
For professional, ordinary and emergency services	6,669.20	
For labor, material and supplies	8,962.86	
For provisions	11,261.45	
For drugs	3,836.51	
For light, water, gas and fuel	1,599.98	
For all other expenses	3,037.14	
For 25,000 U. S. Treasury 4½ per cent "Tax" Certificates of Indebtedness, maturing March 15, 1920, purchased October 9, 1919, at par, and accrued interest	25,261.97	
For 15,000 U. S. Treasury 4½ per cent "Tax" Certificates of Indebtedness, maturing June 15, 1920, purchased December 26, 1919, at par, and accrued interest	15,020.34	\$96,844.16
Balance December 31, 1919, p. m., at First National Bank, St. Louis.....		12,124.83

THE ASSOCIATION OWNS \$108,968.99

\$12,750 par value St. L.-S. F. Ry. Co. Prior Lien Series "A" 4 per cent Bonds.

\$4,250 par value St. L.-S. F. Ry. Co. Adjustment Mortgage 6 per cent Bonds.

\$15,000 par value U. S. First Liberty Loan (converted) 4¼ per cent Bonds.

\$7,500 par value U. S. Third Liberty Loan 4¼ per cent Bonds.

\$20,000 par value U. S. Fourth Liberty Loan 4¼ per cent Bonds.

\$15,000 par value U. S. Victory Liberty Loan 4¾ per cent Notes.

\$25,000 par value U. S. Treasury 4½ per cent Tax Certificates due March 15, 1920.

\$15,000 par value U. S. Treasury 4½ per cent Tax Certificates due June 15, 1920.

St. Louis, January 9, 1920.


 Treasurer.

MOGUL

UNION MADE

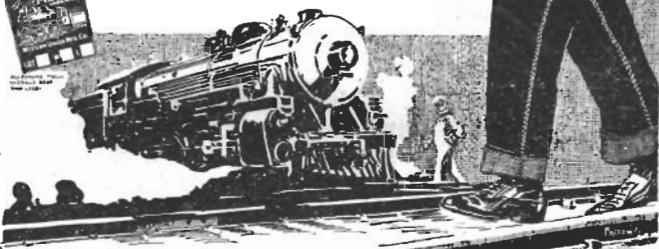
Overalls

There are many grades of denim. Every Mogul overall is made of genuine Eastern Indigo denim, the most durable and desirable work-clothing material money can buy.

All Sizes at All Dealers

WESTERN UNION MANUFACTURING COMPANY

Kansas City, Mo.
Dallas, Texas Sedalia, Mo.
San Francisco, Calif.



*More Wear For
The Money*

ALL ONE "BIG FAMILY"



IDEAL HOME, Endicott, N. Y. A Free Library for Our Workers and Their Friends. The Reading Rooms, Smoking Room, Dining Room and Kitchen, all unite in making the comfort of the real home.

ENDICOTT - JOHNSON

Tanners and Shoemakers for "Workers" and Their Families

ENDICOTT, N. Y.

JOHNSON CITY, N. Y.

The VARNISH That Lasts LONGEST

MADE BY

MURPHY VARNISH COMPANY

"CE-VE" PROCESS
OF
RAILWAY PAINTING

REVOLUTIONIZES this line of work in
Time Saved and Durability

WRITE

CHICAGO VARNISH COMPANY

CHICAGO: 2100 ELSTON AVE.

NEW YORK: 50 CHURCH ST.

THE PYLE-NATIONAL COMPANY,
YOUNG LOCOMOTIVE VALVES AND VALVE GEARS
LOCOMOTIVE ELECTRIC HEADLIGHTS.

Chicago, Ill.

Oliver Electric & Manufacturing Co.

*Railroad Axle-Light and
Locomotive Headlight Parts*

4221-23 Forest Park Blvd. ST. LOUIS, MO.

H. H. HEWITT
President

W. H. CROFT
Vice-President

MAGNUS COMPANY
(INCORPORATED)

JOURNAL BEARINGS

—AND—

BRASS ENGINE CASTINGS

New York

St. Louis

Chicago

ELLIOT FROG & SWITCH CO.
EAST ST. LOUIS, ILLS.



Spring Frogs and Split Switches
Of New and Improved Patterns.

Wrought Iron Head Chairs, Rail Braces-
Bridle Rods, &c.

PACKING

For piston rod and
valve stem use only ma-
chine finished packing.

The Hewitt Company
NEW YORK :: CHICAGO



UNION MADE
Alligators
NEVER Leak

ALLIGATOR Coats, Suits and Hats are the *perfect* garments to give full protection against rain, snow and sleet. Light in weight and permit free body movements.

ALLIGATORS are Guaranteed
 We rigidly guarantee every ALLIGATOR not to leak, crack or stick. The longer you wear ALLIGATORS the better they get. Actually wear like leather. Every out-of-doors worker should have one.

U. S. Ordered Over Three Million
 The Government purchased over Three Million ALLIGATORS to protect our forces on land and sea. The severe test proved ALLIGATORS the best and most durable water-proofed clothing made.

Union Men! Demand ALLIGATORS

Take no chances with goods you know nothing about. The Union Label in every ALLIGATOR is the badge of honor made.

If your dealer does not handle ALLIGATOR Oiled Clothing, send us his name and yours. Protect Yourself Against the Weather with an Alligator.

All sizes. Made in Army Olive and Black, in Coats, Suits and Hats.

Alligator Oil Clothing Company
 St. Louis, Mo.

Alligators Never Leak

If Your Dealer Cannot Supply you Send us his Name

My Dealer does not carry Alligators.
 O.K. 7
 Yours very truly,
 Name
 Address
 Dealer's Name