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THE FRISCO EMPLOYEES' MAGAZINE

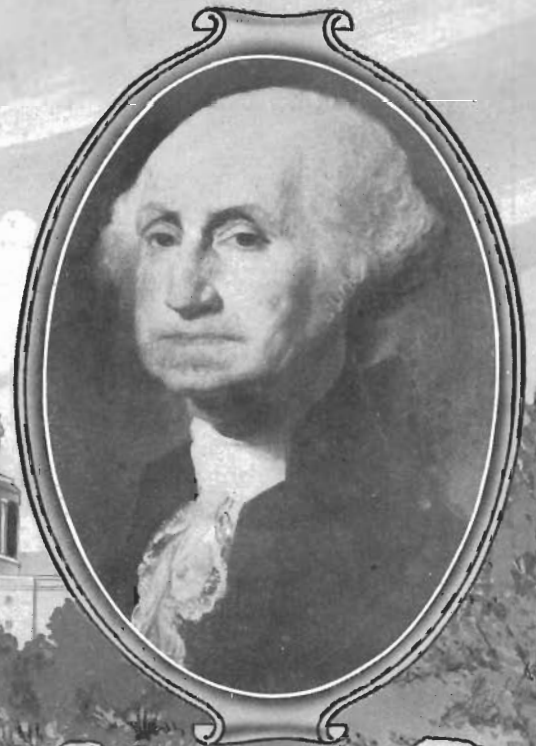
VOL. II No. 5

FEBRUARY 1925



WITH malice toward none; with charity for all; with firmness in the right, as God gives us to see the right, let us strive on to finish the work we are in; to bind up the nation's wounds; to care for him who shall have borne the battle, and for his widow, and his orphan—to do all which may achieve and cherish a just and lasting peace among ourselves and with all nations." *From the second inaugural address of President Lincoln, March 4, 1865.*

Photo from Underwood & Underwood



TOWARDS the preservation of your government and the permanency of your present happy state, it is requisite, not only that you steadily discountenance irregular oppositions to its acknowledged authority, but also that you resist with care the spirit of innovation upon its principles, however specious the pretexts. One method of assault may be to effect, in the forms of the Constitution, alterations which will impair the energy of the system and thus to undermine what cannot be directly overthrown." *From the Farewell address of President George Washington, September 17, 1796.*

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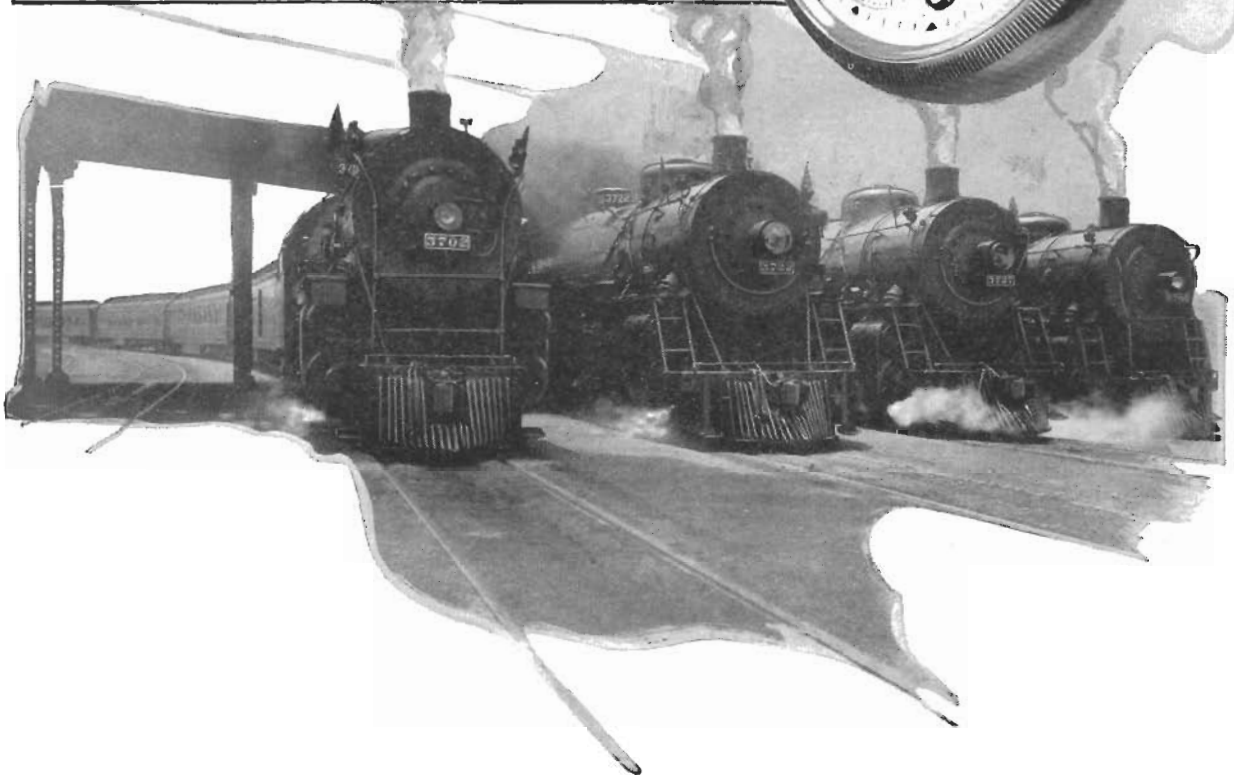
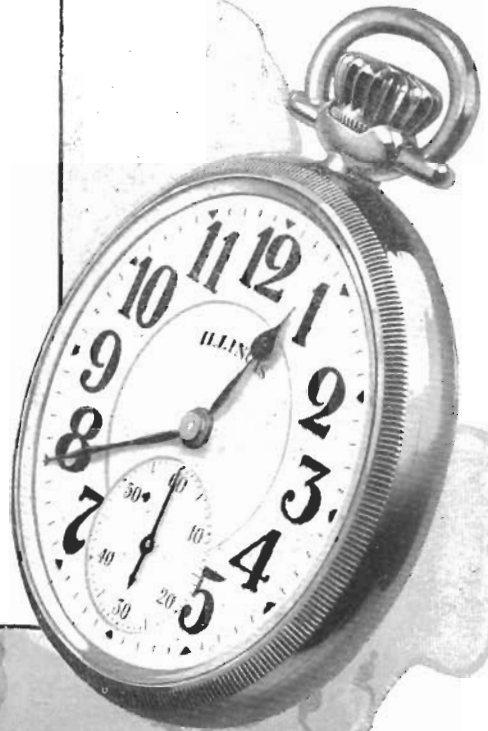
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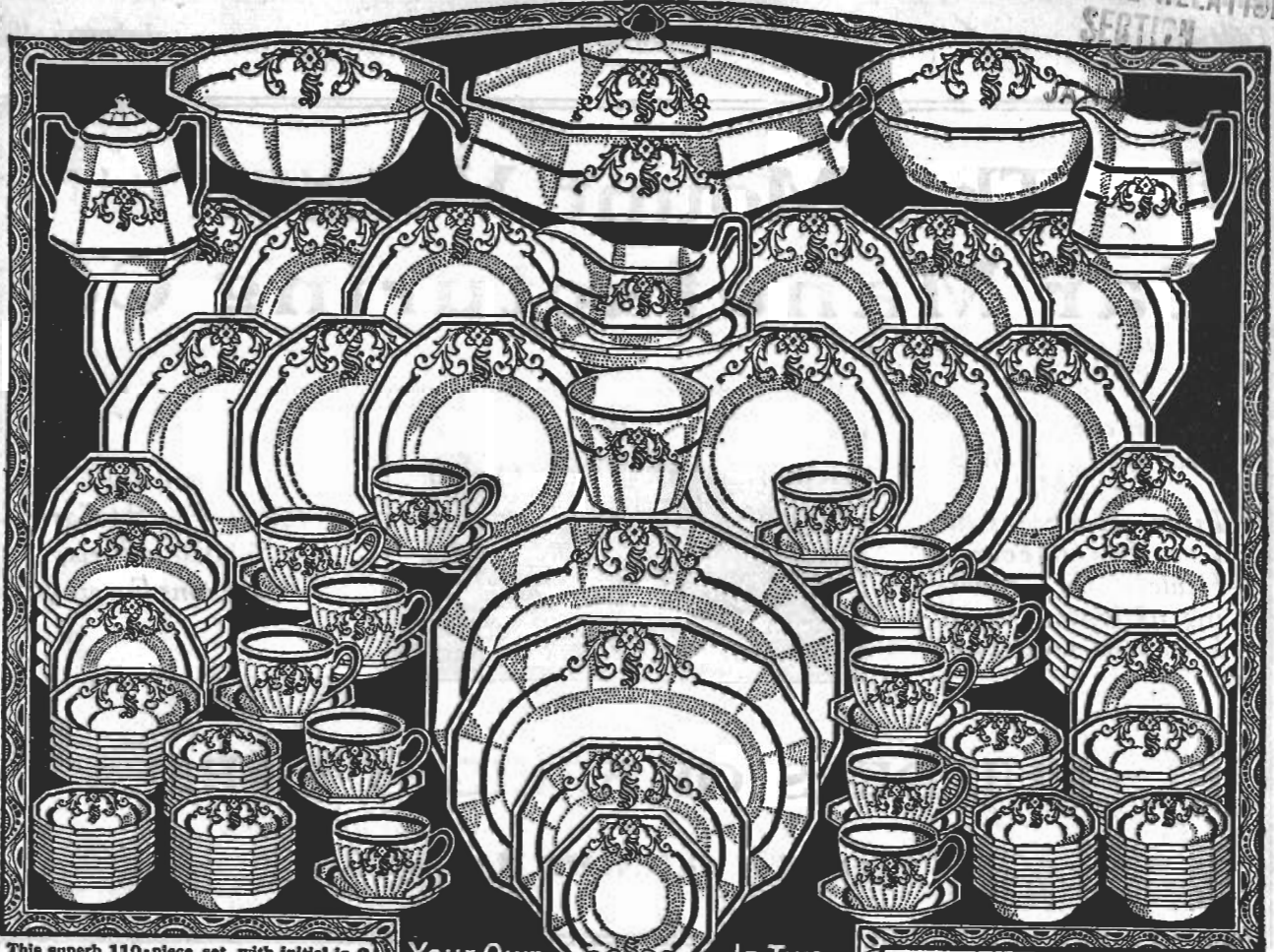
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- 12 Soup Plates, 7 1/2 inches
- 12 Cereal Dishes, 8 inches
- 12 Fruit Dishes, 6 1/2 in.
- 12 Cups
- 12 Saucers
- 12 Individual Bread and Butter Plates, 6 1/4 in.
- 1 Platter, 13 1/2 inches
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Your Own Initial in Gold In Two Places on Every Piece

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THE FRISCO EMPLOYEES' MAGAZINE

645 FRISCO BUILDING :: ST. LOUIS

Edited by FLOYD L. BELL
 MARTHA C. MOORE, Associate Editor

VOL. II

FEBRUARY, 1925

No. 5

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THE FRISCO EMPLOYEES' MAGAZINE

The Frisco Employees' Magazine is a monthly publication devoted primarily to the interests of the more than 25,000 active and retired employes of the Frisco Lines. It contains stories, items of current news, personal notes about employes and their families, articles dealing with various phases of railroad work, poems, cartoons and notices regarding the service. Good clear photographs suitable for reproduction are especially desired. All cartoons and drawings must be in black India drawing ink.

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

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



A STREET SCENE IN WICHITA

WICHITA *The Peerless Princess of The Plains*

By W. E. HOLMES, Executive Secretary, Chamber of Commerce

ONE of the most important, and busiest, points on the Frisco System is Wichita, whose early "boosters" dubbed her "The Peerless Princess of the Plains." More recently, local newspapers have referred to her as "The Wheat Capital of the World." Between the two, the stranger gets a fairly adequate description of a modern city of 100,000 people, which was incorporated as a village only 52 years ago, when it was many miles from the nearest railroad and was famed only as an Indian trading post.

Wichita's first railroad handled, principally, two commodities—household goods and building materials for the first settlers on the millions of acres of undulating prairies in Southern Kansas, and cattle from the then almost unlimited ranges of the great South-

west, which were driven here by the tens of thousands for shipment to Kansas City, Chicago and other markets. Like Abilene, Dodge City and other early cattle shipping points in Kansas, Wichita enjoyed a long series of "hectic days," when thirst parlors were more numerous than "beauty shops" are now, and the fellow without a "six-shooter" was only half dressed.

As the "nester" gradually forced the cutting up of the great ranges into farms, and as the "ups and downs" of the cattle business practically compelled the early settlers to seek some other source of revenue, there developed in Southern Kansas the largest area of hard winter wheat in the known world. And while still more diversified forms of agriculture are being urged, with especial reference to the return to the soil

of the fertility exhausted by many consecutive years of wheat growing, it is the concensus of opinion of agricultural experts that Kansas will long continue to raise from 100 to 150 millions of bushels of hard wheat annually, but on a still smaller acreage, and that about the same conditions will obtain in Northern Oklahoma, where the quantity and quality of wheat grown has rapidly increased during the past few years.

It is interesting to note that whereas only a tiny fraction of the wheat coming to the Wichita market even ten years ago was milled locally, today Wichita is the fourth flour milling center of the world, being exceeded in output only by Minneapolis, Buffalo and Greater Kansas City. It is an equally significant fact that Wichita has also become one of the great livestock and packing centers of the country, drawing hogs, cattle and sheep from Kansas, Oklahoma, Texas and New Mexico. At the same time there has developed here one of the great horse and mule markets, Wichita dealers shipping many thousands of animals annually, principally to the South and South Atlantic States.

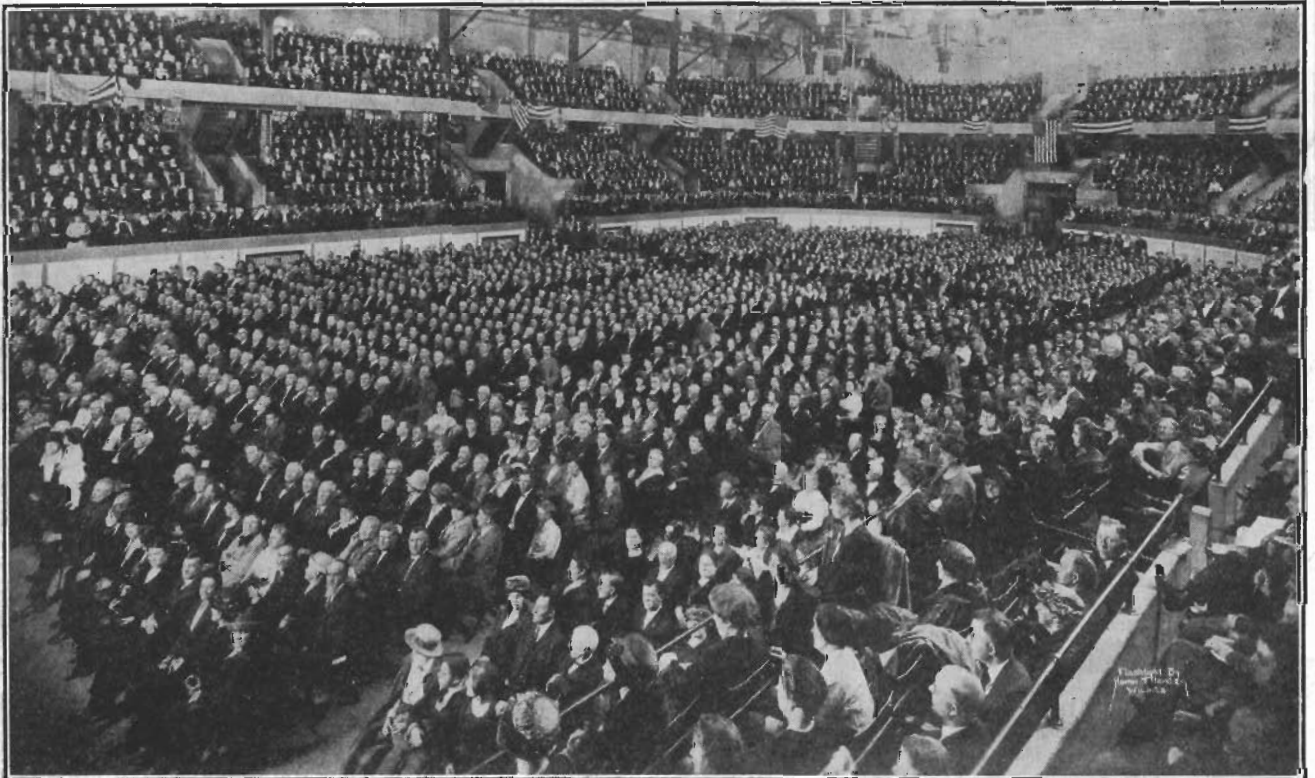
It is equally interesting to note that tens of thousands of acres of Kansas and Oklahoma land considered only a few years ago as fit for grazing purposes now produce the big share of the world's broom corn crop, the major portion of which is marketed through Wichita concerns. And while, of course, the

major portion of this enormous tonnage goes to all sections of the country, Wichita broom factories will produce more than 1,000,000 high-grade brooms in 1924.

While it must ever be admitted that agriculture is the basis of Wichita's prosperity, it is a singular and interesting fact that hundreds of thousands of acres of the very poorest so-called "farm land" in Southern Kansas and Northern Oklahoma now comprise the great "Mid-Continent Oil Field," whose annual production of "liquid gold" totals figures beyond the comprehension of the average man. This has brought much prosperity to Wichita through the investment of this "new money" in hundreds of beautiful homes, and in banks, industrial enterprises and business of all kinds.

What the future holds in store for Wichita, so far as oil development is concerned, no one can safely predict. At this writing, several hundreds of thousands of acres of land almost **within** sight of the city have been taken under lease **by the** most noted oil companies operating in the Middle West, and a very extensive drilling campaign **will be** under way by January 1.

Since some long prices have been paid for leases, especially in the Arkansas Valley, it is felt that the geologists must have made some very encouraging reports to their principals, particularly as the leasing



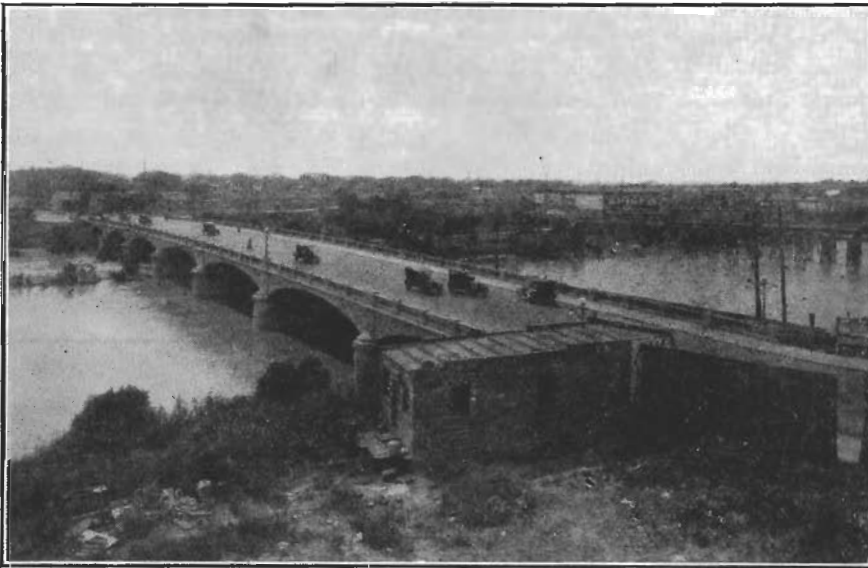
INTERIOR OF "FORUM"—WICHITA MUNICIPAL CONVENTION HALL

campaign was preceded by the most extensive core drilling operations ever known in this section. And while Wichita banks have been fairly flooded with "lease money," it is confidently believed that this is only a fraction of the wealth that will result from the extensive operations which promise to bring a forest of oil derricks to the very gates of the city.

It is particularly gratifying that it can be truthfully said that since the early eighties, Wichita has neither "enjoyed" nor "suffered" a "boom." Its growth has been logical, gradual and well balanced. Its splendid railroad facilities, represented by the Frisco, Santa Fe, Rock Island, Midland Valley, Missouri Pacific, Orient and Arkansas Valley Interurban, have made it possible to build here a jobbing center of no mean importance.

Aside from the milling and packing interests before mentioned, Wichita is fast developing as an industrial center, its principal products being:

Feeds (Poultry and Stock)
Feed Grinders
Fertilizers
Flour
Fuel Tanks
Gasoline
Gasoline Lamps and Lanterns
Grain Graders
Structural Iron
Lithographing
Lubricating Oil Tanks and Pumps
Machinery
High-power Gasoline Mantles
Monumental Work
Gas Oil
Ornamental Iron Work
Gasoline Pumps (Visible)
Radiators
Refinery Equipment
Builders' Sheet Metal
Sheet Metal Products
Silos
Stereotyping Machinery
Tankage
Tile
Tractors



OVER THE BRIDGE IN WICHITA

A Scene of Rare
Beauty
and in the Heart
of a
Thriving Business
Section

Acetylene Equipment
Advertising Novelties
Aeroplanes
Alfalfa Feed
Alfalfa Mill Machinery
Automobile Accessories and Springs
Batteries, Storage
Brick, Face and Common
Brooms
Butchers' Supplies
Butter
Cabinets
Caskets
Castings, Iron, Aluminum, Brass and Bronze
Concrete Mixers
Cooperage
Cornices
Corrugated Culverts
Cut Stone
Embossing Dies
Distillate and Fuel Oil
Drilling Tools (Oil and Gas Well)
Engravings and Etchings
Farm Trailers

While advantageous transportation facilities have done much to make it possible for Wichita to become an industrial center, local manufacturers attribute no small part of their success to the fact that they have been able at all times to recruit a labor supply that is unexcelled, being practically all white and 100 per cent American. Such successful men as Mr. W. C. Coleman, founder of the great Coleman Lamp Company, whose products are sold throughout the world, declare that no American community has more ideal labor conditions than Wichita. And this, in no small part, they attribute to the fact that Wichita has kept pace with its educational, recreational, church and social development.

The pride of Wichita's educational system is its million-dollar high school, situated on the largest tract of ground used exclusively for public school purposes in the United States—seventy acres, almost in the

heart of the city. Here also is located the Theodore Roosevelt intermediate high school, costing \$600,000, with many acres devoted to well-planned athletic fields, and with about twenty acres devoted to practical agricultural demonstration work, for which the school system received federal aid under the Smith-Leever act. Wichita has four other intermediate high schools of the finest and most modern type, and is now planning another great high school on the west side of the Arkansas River, to care for that rapidly growing section of the city.

Wichita does not have to send its youngsters away from home to give them a first-class college education, for this opportunity is provided in Friends University (Quaker) and Fairmount College (Congregational). It is entirely probable that the last-named institution will soon become a "municipal university," on the co-operative plan, giving young men and young women simultaneous education in industry and commerce, as is being done at the University of Cincinnati and other institutions of that type. Wichita's other educational institutions are Mt. Carmel Academy (Catholic), a rapidly growing school whose enrollment represents every section of the Southwest; St. John's Academy for Boys (Catholic), and two successful commercial schools. Here also is located the only institution of its kind in the United States—The American Indian Institute, which is preparing a large number of outstanding young men for the ministry and other professional pursuits.

Nothing in Wichita is a greater surprise to the average visitor than the magnitude and beauty of its park system. Riverside Park, once the meeting place of notable Indian councils, is located along the winding Little Arkansas River, not far from its confluence with the Big River, and several miles of splendid boating facilities have been provided through the erection of a small dam. Here also are located some of the finest tennis courts in the entire country, and the "piece de resistance" of the park system, the municipal swimming pool, shown in the accompanying illustration, offers an opportunity for recreation enjoyed not only by Wichita, but by town and country people alike from surprising distances. Close by is Sim Park, skirting the Big River, where an 18-hole municipal golf course is demonstrating the wisdom of the park commission in its establishment.

Few cities have a higher appreciation of the value and importance of its religious institutions than Wichita, where the newcomer can find a "home" in the church of his choice. Wichita takes much pride in the fact that, almost without exception, its church congregations have erected imposing and beautiful edi-

fices, several of these churches having a "budget" approximating \$50,000 a year.

Wichita also takes pride in the fact that it is considered as a conspicuous example of the success of the manager-commission plan of municipal government. Five leading citizens, men of wealth and influence, constitute the commission and draw a salary of \$100 each, annually. The entire machinery and personnel of the city government, with the exception of the Park Department, are directly under and answerable to the city manager, who has no civil service commission or other organization to use its influence to keep in a job a man who has been found incompetent or undesirable for the place.

No "story" of Wichita in a railroad magazine would be complete without mention of its \$2,500,000 Union Station, shared by the Frisco, Rock Island and Santa Fe, or its comprehensive system of elevated tracks, under which an enormous daily traffic moves without danger or interruption.

WICHITA AT A GLANCE

Wichita is in almost the geographical center of the United States.

It has an elevation of 1,183 feet above sea level, where the farmer can plow twelve months in the year.

It was the thirty-ninth city in bank clearings in 1923, and the sixty-third in post office receipts.

It is the rail center of the largest hard winter wheat producing area in the world, Kansas alone producing more wheat of this variety than any five other states, of which the Wichita Board of Trade handles about 22,000,000 bushels annually.

Wichita's tax rate in 1925 will be 8.5 mills.

Wichita's small bonded indebtedness was created for park development and bridge building.

Wichita rarely sees any snow, and zero weather is something seldom experienced. Flowers bloom in Wichita yards from March to November.

While the average rainfall is 30 inches annually, the climate has proved greatly beneficial to persons suffering from malarial or pulmonary troubles, as well as to those who were victims of rheumatism.

Wichita is one of the real financial centers of the Southwest, with one of the twelve federal land banks, an institution that has successfully loaned upwards of \$75,000,000 to the farmers of Kansas, Oklahoma, Colorado and New Mexico.

Wichita's railroad shops give employment to more than 1,000 contented men, largely home owners.

Wichita's retail establishments are among the finest in the Southwest, making this a retail as well as a jobbing and industrial center.

BIG TRAFFIC FROM A SMALL TOWN

By H. A. SIMONS

THE little town of Southard, Oklahoma, with but fifty dwellings, one industry and a history going back only seventeen years, originates some 4,500 carloads of freight over the St. Louis-San Francisco Railroad every year. It is perhaps the best revenue-producing point on the Enid Division.

This is true solely because the plant of the United States Gypsum Company is located there.

But it is a safe assertion that not 10 per cent of the railway employes who help to handle this traffic know why Southard produces it. They may know that it is a gypsum-mining town, producing gypsum plasters and plaster-products. But the odds are long that they have no idea how varied these products are, or in what a number of ways they contribute to American life.

If you should break a leg, the chances are that your doctor would set it in a plaster cast made from gypsum which had been shipped from Southard over the Frisco Lines.

If you saw Douglas Fairbanks in "The Thief of Bagdad," or Mary Pickford in "Dorothy Vernon of Haddon Hall," or Lon Chaney in "The Hunchback of Notre Dame," you looked at castles and whole villages built of gypsum **produced** at Southard—or some other plant of the United States Gypsum Company.

Go to your dentist for a set of false teeth: the first thing he'll do will be to take a cast of your mouth, with gypsum produced at Southard.

That old watchman who rings the bell at the crossing smokes a corn cob pipe in the manufacture of which this material played an important part.

There is a riddle—not a very good one, to be sure—that goes this way: What surrounds most persons for four-fifths of every day? The answer is gypsum, for the walls and ceilings of most houses in the United States are covered with gypsum plaster. And this is only one of a large number of building materials produced in large quantities at this plant.

Matches, automobile windshields and tires, statues, paper, plate glass, skyscraper roofs, electric light sockets, artificial marble, building partitions, artificial limbs, fertilizer, paints, blackboards and chemical products—these are only a few of the hundreds of articles into which goes, at one stage or another, the gypsum produced at Southard and taken on its first step to the ultimate consumer by the St. Louis-San Francisco Railway Company.

Nature prepares two principal forms of gypsum. One is a white rock. The other is gypsite, or "gypsum clay." These minerals are found in twenty-two states, but Oklahoma has one of the most abundant supplies.

This was recognized back in the boom days of 1907. From then until 1910, no less than fourteen gypsum plants were built in this state. For one reason or another, all but two of them failed after a few years. Besides these two, at Southard and Eldorado, both now owned by the United States Gypsum Company, only two others now are operating in the state.

Southard was named after Messrs. Southard, father and son, who established this plaster mill. First they manufactured only "dark" plasters made from gypsite. But after three years the gypsite bed ran low. So they began to quarry gypsum rock.

Their plant attracted the attention of experts for the United States Gypsum Company who were prospecting for a property to supply the Southwest. These experts realized that Southard possessed three advantages: adequate railway transportation, pure water supply and rock of excellent quality. So in 1912, the plant was added to the list of those operated by this concern.

Since then continuous expansion and improvement has been carried on. The most modern type of equipment was shipped in for installation in the original plant. In 1914 a "block plant" for the manufacture of gypsum partition and roof tile was added. Two years later a plant for the manufacture of Keene's Cement, a special finisher for the walls of elaborate buildings, was built. Later a Gyplath mill was erected to produce "plaster board," the fireproof substitute for wood lath. The latest and one of the largest additions was completed in 1922: a mill for the manufacture of Sheetrock fireproof wallboard.

This growth and improvement has resulted in making the Southard plant unique in two respects. First, it has the most diversified line of products of any gypsum-working establishment in the United States. Second, it is the only one of the fifteen gypsum-producing plants of the company which ships from coast to coast and from the border to the Gulf.

Both of these things result from the essential fact about Southard: the gypsum rock mined there is the purest and the highest in quality of **any produced in**

the United States. It is equal, even, to the finest imported material. This fundamental fact, and the resultant diversification of products, explains why the Southard plant has risen in a few years from a production limit of 150 tons a day to a capacity of more than 600 tons a day.

Southard's gypsum mine is like an underground white palace. Its pillars and rooms are twelve feet high and marble-white. They might be higher except that from four to six feet of the gypsum seam is left as an arched ceiling to support the overburden of clay.

After leaving the mine, the first point in the manufacture of gypsum is the crushing plant. There the rock is reduced to about egg size. And right there the first of the long line of products—rock for road building and similar purposes—is complete.

From the crushers it goes to the grinding mill. Here another commodity is produced—gypsum fertilizer, which has been used in huge quantities to increase crops ever since the days of Ben Franklin, who introduced its use in the Colonies.

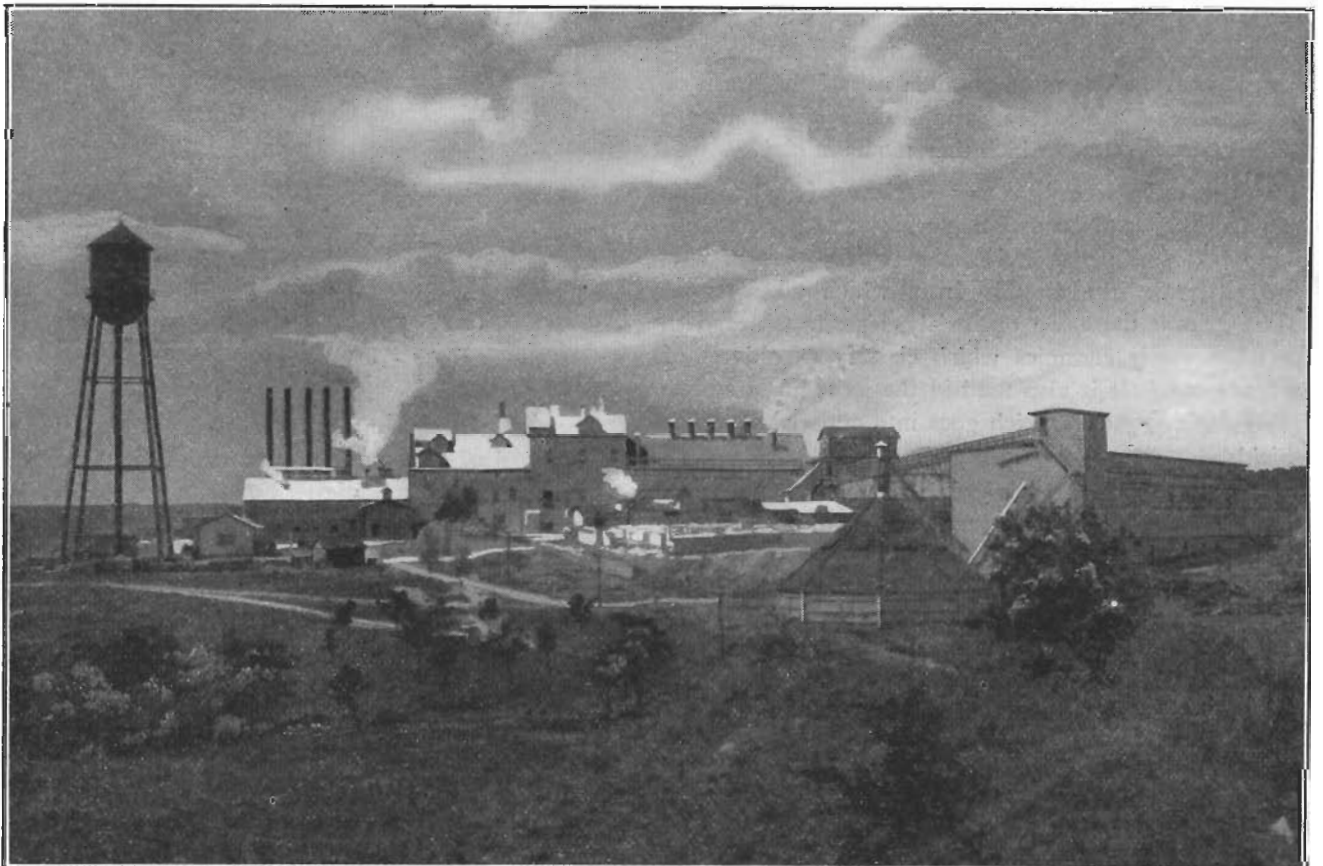
But most of the ground gypsum moves on to the

calcining plant. Here it is placed in huge kettles that take ten or twelve tons in a batch. In these it is raised to an intense heat and kept at that point about two hours. This literally "cooks it to a powder."

Now, there are two essential facts about this "cooking" or, properly speaking, calcining process. First, the material, though subjected to extremely high temperatures, does not burn. Gypsum in any form is incombustible. That is why gypsum building materials are fireproof; under the severest fire stresses, they only slowly calcine. Second, the powder which results from this calcination is virtually the same as the rock except that the water of crystallization which has made it a rock is driven off.

But this gives the resultant powder an affinity for water. So, when mixed with water, it again takes up its moisture of crystallization and returns to rock form. This re-crystallization is called "setting."

That is what happens when gypsum plaster is mixed in a mortar box and then applied to a wall. For this powdered gypsum that comes out of the calcining kettles is plaster. There are various grades of it, of course: plain, haired or wood-fibre plaster for the base



U. S. GYPSUM PLANT, SOUTHARD, OKLA.

coats of a wall; another special plaster for the finish coats of dwellings or other buildings; still higher qualities for gauging plaster, or moulding plaster for ornamental work.

Some of this calcined gypsum is conveyed to the Sheetrock mill at Southard. There it is mixed with water and wood-fibre and moulded in heavy sheets of fibre-material into large sheets. These are kiln-dried and then are ready to be shipped as Sheetrock, the fire-proof wallboard. Hundreds of millions of feet of this material are in use in every region of the continent as the interior finish of homes, schools, farm buildings, hotels, churches, stores and other buildings.

Another large part of the calcined gypsum is conveyed to other mills where it is used to make Gyplath, the fireproof substitute for wood lath, and Gyp-Lap fireproof substitute for inflammable wood sheathing. Still more of it is taken to the block plant where it is made into roof, partition and floor tile.

Now, go back to the point where the rock was reduced to a powder in the calcining kettle. If at this point the gypsum is re-heated to a yet higher temperature and held there for a longer time, it does not burn, but it is further purified and is made denser.

Material which has gone through this second process is used to make the "specialties" or "white goods" for which the Southard plant is famous in the gypsum industry. The most common use of this form of gypsum is as "plaster of paris," which artists use to make casts of statues which they model in clay.

By various processes this variety of gypsum is adapted for use by dentists, surgeons and the manufacturers of artificial limbs. As pottery plaster, it is used to make the moulds from which all sorts of dishes, from those we ordinarily set our tables with to those costly ceramics which classify as objects of art, are cast. It is also used in the moulding of plate glass, including that which goes into automobile windshields.

But how about the movies? A few years ago, when one of the first great historical romance releases was being prepared in Hollywood, the United States Gypsum Company received an order for a huge quantity of dental plaster at Los Angeles. So large a quantity was required that it seemed that every resident of the community must have suddenly gone toothless. The company sent a plaster specialist to investigate.

He found that some enterprising producer had discovered that gypsum plaster was far superior to papier mache for recreating the houses and works of art of the past. He proposed to use dental plaster for that work. The company's specialist soon convinced him

that its No. 1 white moulding plaster was better adapted to the purpose, and since then carloads of this material have been used in the major movie productions.

In different ways, perhaps not as amusing as this, gypsum has found its way into hundreds of common usages. Because it will not burn, it is used as an insulator in safes, electric light sockets and other devices. Because it is durable and on account of its other properties, it is used as a filler in a multiplicity of objects, including paper, matches, paints and blackboards.

Some of its minor uses seem humorous. A special form of gypsum is used to finish the exteriors of corn-cob pipes, making them even-surfaced and air-tight. Recently it was discovered that gypsum is an excellent food for the microscopic plants which make yeast; so now it is used in the manufacture of bread. Again, in some eastern hospitals, gypsum is used to make a "synthetic beefsteak" which is fed to patients who need the nourishment, but can't take meat in the ordinary form. And it recently came to light that the chefs of some Chinese restaurants now are using gypsum in the preparation of chop suey!

Certainly, the amount of gypsum shipped from Southard for the preparation of synthetic foods would not keep much of the Frisco Lines' rolling stock in circulation. But these odd uses give point to the statement that quality and diversity keep the Southard mill of the United States Gypsum Company working at capacity.

Diversity is the point in this connection that means most to the Frisco Lines. For such products of the United States Gypsum Company as are not manufactured at this plant—such as hydrated lime, masons' hydrate and Textone, a new paint which gives both texture and color-tone in a single application—are shipped in and stocked at Southard.

Then a building supply dealer who cannot carry a full carload of any single product can get a mixed-car lot of several commodities. For instance, he can get a car filled with l. c. l. quantities of all the different plasters, Sheetrock, fireproof wallboard, Gyplath, Gyp-Lap, Textone, hydrated lime, masons' hydrate, roof, floor and partition tile, and other building supplies at virtually the same freight rates he would have to pay on 15 tons of each commodity.

This means service—service to the dealer, service to his customers. And this service, coupled with the diversity and quality of the products of the United Gypsum Company's plant at Southard explains why this little town is such a large producer of revenue traffic.

W. A. Noleman Is Frisco Veteran Who Has Served Well and Faithfully

By BERTHA V. REED

Several weeks ago I learned of a Frisco veteran, 76 years of age, residing at 1838 N. Robberson Ave., Springfield, Mo., and I take pleasure in introducing to the Frisco Employes' Magazine readers W. A. Noleman, a man that is highly educated and a man of benefit to others.

W. A. Noleman was born in Jefferson County, Ill., in 1848. At the age of 8 years his parents moved to Centralia, Marion County, Illinois, where he lived on a farm and attended country school. At the age of 16 he enlisted in the Civil War and after being mustered out of service, in 1867, he began firing on the Illinois Central Railroad. On June 14th, 1867, he married Miss Elizabeth Thompson. They were married in St. Louis, Mo. In going to St. Louis it was necessary for them to cross the Mississippi River in a boat, as at that early date there was no bridge across

central road coming from the Southeast. They stopped at the Everett House, on 4th Street. When Mr. Noleman started to run into Centralia, there were only three houses. Now the city has a population of over 23,000.

Mr. Noleman fired on the Illinois Central from Centralia to Cairo, Ill., and one of the incidents he mentioned was witnessing the celebrated steamboat race between the Robert E. Lee and the Natchez, on the Mississippi River, in 1870. The boats left New Orleans at 4:55 P. M., June 30th, and the Robert E. Lee arrived at St. Louis July 4th, at 11:25 A. M. Six hours and thirty-five minutes ahead of the Natchez.

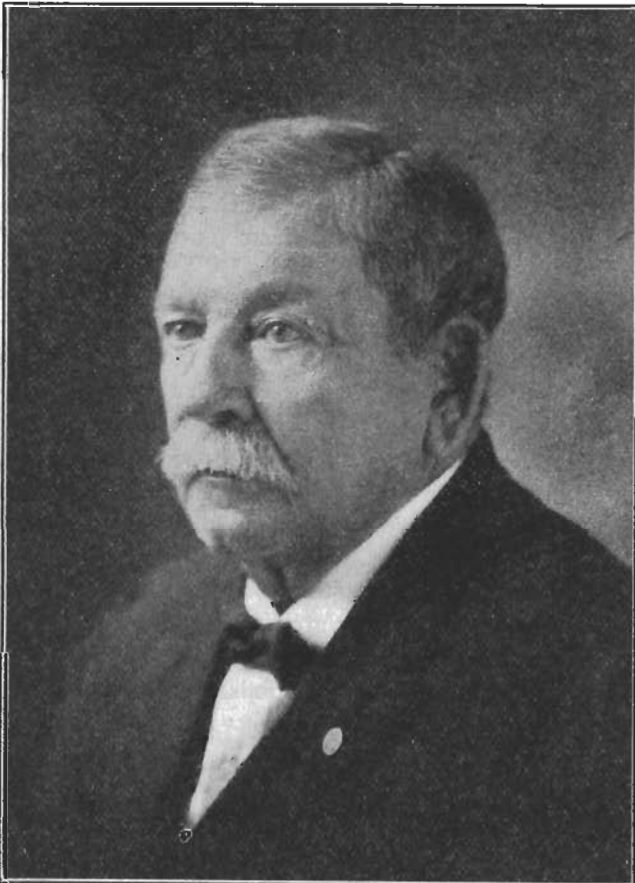
After firing on the Illinois Central Road for six years, he was promoted and ran a switch engine four years. He quit the I. C. on the 31st day of January, 1879, and moved on a farm in Stone County, south of Marionville, Mo., where he went into the sheep business and continued in this kind of work until 1881, when Congress took off the foreign tariff on wool, which brought it down to such an extent it was cheaper than they could produce it here. He then accepted service with the Frisco at Springfield, Mo., as fireman, and in 1882 was promoted to freight service, which work he followed until 1889, when he was promoted to passenger service.

In 1889 he was elected a delegate to the B. of L. E. Convention in Denver, Colo., as well as to the Convention at St. Louis and at Memphis, Tenn. At present he is secretary and treasurer of B. of L. E. Division 83, and has held that position since 1909; he is also holding the position of secretary of Engineer Life & Accident Insurance.

During all the time that Mr. Noleman has been connected with railroad work, he has given his employers the best service of which he was capable. He has ever been thrifty and has accumulated considerable property in Springfield. He never lets anything interfere with his attendance at the regular meetings of B. of L. E. Division 83, and its welfare is uppermost in his mind.

Mr. Noleman has had many interesting and even some thrilling experiences, but he modestly declines to talk at length about these. "I tried always to keep in mind the thought that it was the Frisco whose interests were to be served and subordinate my own always to the greater interests of the organization."

He is the possessor of an honorary badge of Brotherhood of Locomotive Engineers. Before he could possess



the Mississippi River at St. Louis. East St. Louis, Illinois, was at that time called Illinois Town. The Ohio and Mississippi, now the B. & O., was the prin-

such a badge he had to hold all offices in division. He was initiated into the B. of L. E. in 1884, and has held an office ever since. This badge was presented to him at Doling Park by John W. Bowler. They had a big entertainment and served refreshments. Over 100 members of the G. I. A. 84, and Division 83 were present.

Mr. and Mrs. Noleman celebrated their golden wedding on June 14th, 1918. The Local Division 83 B. of L. E. gave a banquet and reception on the date of their golden wedding anniversary. The gathering was in charge of Division 83, and the ladies of G. I. A. 84. The ladies arranged for the refreshments, which was in the nature of a three-course dinner. Along with the dinner exceptionally good music was furnished. An interesting talk was given by Mr. W. R. Boyd, chief engineer of Division 83, whose subject was Mr. Noleman and his past life, and the great benefit he had been to the Brotherhood. In the course of his talk he paid a very high tribute to Mrs. Noleman, also, who had been of great service to the ladies of Division 83.

At the close of the banquet an elegant gold-headed

umbrella was presented to Mrs. Noleman, and a gold-headed cane to Mr. Noleman. In the presentation of the cane and umbrella, Mr. G. C. Waller, in behalf of Division 83, made a short talk on the great esteem in which Mr. Noleman is held by all the Brotherhood, not only in Division 83, but over the entire Frisco System, and also by brothers of many other roads, as he has been a delegate to the National Convention of the B. of L. E. on several different occasions.

Mr. Noleman continued in passenger service until he retired in November, 1913, on account of total disabilities. His last run was between Monett, Mo., and Fayetteville, Ark. He will be remembered by the veteran employes, and they will no doubt call to mind the mention from time to time of their names in service, and especially as mentioned in the Frisco Employes' Magazine of the December issue, as showing his name among others as listed in the Car, Cab and Caboose Magazine, bearing the date of July 1st, 1884. No doubt this will bring pleasant memories to veteran employes in connecting events of their lives through these periodicals.

Mrs. Noleman died February 24th, 1924.

"Beans and Brown Bread"—and Better Health

"We get beans once a week and Boston brown bread. Oh, my, it's good."

It is Hazel Stroud speaking. The story of how



Hazel, formerly messenger girl in the telegraph office of the St. Louis General Offices, was sent to Phoenix,

Arizona, a year ago, suffering with tuberculosis, has been told in the Magazine.

Now comes a letter from Hazel herself. It was sent to Mr. F. H. Hamilton, vice-president, secretary and treasurer of the Frisco Lines. And the one line quoted to open this story expresses a great deal, for it tells those of us who knew her, and everyone in the Frisco building did know her, that Hazel has recovered her old time buoyancy and good spirits.

And the little snap shot, which accompanies this, tells also the tale of her progress toward health and happiness. Stop, we were wrong there. Hazel never was other than happy. Even when illness all but sapped her life blood, she still wore the same old smile and had the same cheery greeting.

Hazel went to St. Luke's Home, Phoenix, a year ago, weighing less than 95 pounds. Today she weighs 105 and is steadily gaining.

On November 15, one of those "bean days" of which she speaks, she wrote as follows:

"The desert is as wonderful as ever. I had an auto ride through it the other day and stopped to take in the scenery. To me it seemed like a vast forest. I know that sounds ridiculous, and yet the desert is far from barren. It is thick with cactus, brushes and trees."

You will note how, as evidenced by the photograph,

she has been brought back to a point where her complete recovery is almost assured.

Mr. Hamilton expresses the views of all when he says, "To her all the Frisco Family in St. Louis wish long life and happiness, and I am sure that the others

of the Frisco Family, who did not know her personally, join with us in these wishes."

Why not write a letter to Miss Stroud, care of St. Luke's Home, Phoenix, Arizona. She will be mighty glad to receive it.

THE ORGANIZATION DEPENDS ON YOUR INDIVIDUAL WORK

We are engaged in one of the most vital undertakings in the country, that of providing capable and efficient means of transportation. Our calling is of the highest order and as to how near we measure up to that standard as an organization depends largely upon the individual. We have but one source of revenue and that is the sale of transportation. The more transportation we sell, the more prosperous we are. The more transportation we sell that stays sold, which is through satisfied customers, the more transportation we will have to sell. There is no one of us but what can in some small way act as salesman for our company at some time or another. Of course, some are in a better position than others to perform this service, but all of us can try in some way to do or say something that would be a boost for our road.

We hesitate to think what the result would be in increased business if every employe on this railroad were to be instrumental in securing the shipment of either one ton of freight or one passenger during the year 1925.

We would like to see Booster Clubs organized all over the system with a banner to be awarded to each division that secures the greatest amount of business each month. Show to the shipper that we want his business and then show our appreciation when we get his business by moving it over the road with the least possible delay and by treating each shipment, no matter how small, as if it were our very own personal property, thereby making the word "Frisco" synonymous of service. This can only be brought about by the united effort of each one of us and the whole-hearted, constant co-operation of each individual. Our efforts along this line must be constant and well defined in purpose until all will take an honest pride in a most advantageous turn of affairs on our railroad.

We can say with much assurance that all indications point to the fact that the year 1925 will be one of the best years in the history of our country. A buoyant optimism prevails throughout the financial world and the outlook is in the highest degree encouraging. So with all of these things in our favor, let's all get set and

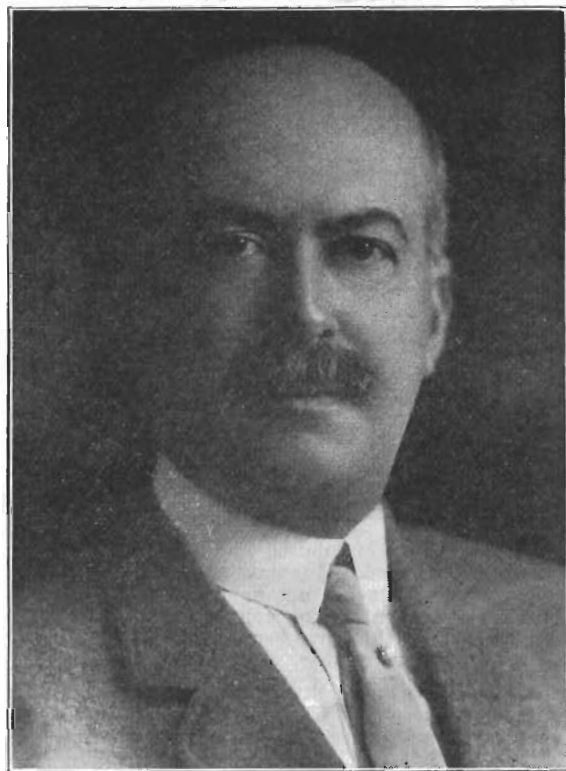
lay hold, push, pull and boost and when the curtain is rung down on the year, we can look back and perceive a state of affairs of which we can feel very proud indeed. All ready, get set, let's go!

WILLIAM P. NEWTON RETIRES AFTER FIFTY YEARS' SERVICE

Fifty golden years of service.

What a testimonial in itself is that record. It means that the man who has rounded out half a century of unflinching devotion to his employers and loyalty to his organization, has builded for himself a living, vital monument.

William P. Newton, formerly General Auditor, who retired last month, after completing his 50 years with transportation lines, the greater part of it with the Frisco, established a record of which not he alone but those connected with him, may well be proud.



WILLIAM P. NEWTON

BLACKWELL, OKLAHOMA, IS PROUD OF ITS ATTRACTIVE STATION

Blackwell, Okla., has a Frisco station of which it is proud. Not alone for the convenience and simple attractiveness of the station, but because of the amount of business transacted there each day and each month.

Joseph W. Hall, retired agent, living at Blackwell, tells us that the station for the past four years has "crowded the million dollar mark" in business each year. Mr. Hall adds:

"Not a foot of right-of-way along the tracks in the city that has not been leased and is occupied by a tonnage getting industry—grain elevator, oil well supply houses, hundreds of square feet of pipe yards warehouses, machine shops and so on. The Hazel-Atlas Glass Company uses four blocks in the eastern part of the yards; the Globe Oil and Refining Co., Blackwell Milling and Elevator Co. (400 barrels capacity daily); Ford Automobile warehouse; a large wholesale grocery, furniture storage warehouse, all on the Frisco tracks."

Blackwell has about 10,000 people

and is steadily growing, surrounded by oil and gas wells, producing wells being within a mile of the city.

The city has several miles of brick paved streets, cement walks, excellent water and electric plants, splendid sewer system and a "white way" in the business section. In addition, Blackwell has an unusual park system, county fair grounds, swimming pool and shade trees throughout the city's streets.

In the photograph at the extreme right (the picture being taken in front of the station) is Captain C. E. Schofield, a "thirty-year man" with the Frisco and now agent at Blackwell; then reading from his right, to the left (reversing the usual order of things) the group is: W. N. Hennicutt, chief clerk; Earl Norman, roundhouse foreman; A. E. Hughes, cashier; T. F. James, roadmaster; C. H. Kennedy, conductor; Lola Schmitt, stenographer; C. B. Derbelbes, traveling auditor; Leslie Yarbrough, yard clerk.



A FRISCO GROUP AT BLACKWELL

Reading from left to right—Leslie Yarbrough, yard clerk; C. B. Derbelbes, traveling auditor; Lola Schmitt, stenographer; C. H. Kennedy, conductor; T. F. James, roadmaster; A. E. Hughes, cashier; Earl Norman, warehouse foreman; W. N. Hunnicutt, chief clerk; C. E. Schofield, agent.

"Why's and Won't and How's and Don'ts!"

You, if you have contributed to the Magazine have wondered sometimes just why your article did not appear. Or perhaps it was a photograph you sent in, which you thought very good, but it has failed to appear.

Let us give you just a little talk on pictures and articles. First let us say, this is your magazine, you who contribute. What you send in goes to make up the magazine—therefore the Editor has no personal feelings in the matter, and is eager to print

everything that it is possible to print which you send in. His one idea is—how to make the Magazine better.

Some copy that comes in is written in a mild form of Russian language, others Hungarian and still others—well, we don't know just what to define it. This must all be copied and when we fail to make out some of the sentences or the words, we are forced to lose the whole article. See? We want to print all you send in, but sometimes we can't. It isn't always possible to use a typewriter; but when necessary to write by hand, with pen or pencil, try to make it as legible as possible. Thanks!

Now—keep the date of the magazine ever before you, so that references to New Year, Xmas, etc., will not be "old stuff" in the issue in which you wish the article to appear. For instance, our Xmas number is out, so is the January one, and yet we are receiving copy which contains a lot of good wishes for Xmas and the New Year. God bless you! The Editor is going to keep every one of those good wishes himself, because he just can't print them in the February issue of the Magazine. See?

Another thing—perhaps your article is just like an article that is already in print; so it is not possible to use both and the one which is already in print is used.

Now pictures! There is a stack a mile high in the office of the Editor—not a name or a place of where they came from, who they belong to, or what they are about.

In the Magazine, there is only room for a very small number of photographs, hence a photograph has to tell a story—in other words mean something, before we can put it in. Many of these photographs which we have rejected and cannot reprint is due to having a black background. In other words, a photo must have high lights and shadows, clear cut, light background. The picture must be distinct to you, or it will be a blur when it is printed. If you cannot see the faces in a picture that you are looking at, it would not print at all in the Magazine. So many contributors ask for the return of the photo and put no name on it. It gets separated from the letter or story and cannot easily be located. Put your name and address on the back of all pictures you send in and we will guarantee to send them back.

This is your Magazine—you as employees send us in the material to fill its pages. We want to publish things of interest to each and every one of you, that is why we offer the above suggestions, for we want to print everything you send us. Just remember the above few suggestions when next you send in your copy and it will certainly be appreciated by the Editor, besides saving heaps of time, and perhaps disappointment to you.

A Good Fuel Performance

D. L. Forsythe, general road foreman of equipment, calls attention to the following excellent fuel performance:

November 25, Train No. 937 Engine No. 30, from Amory to East Thomas. Engineer William Rooney and Fireman C. Humphries. Handled 1,704 tons, or 260,184 gross ton miles, 13 tons of coal or 131 pounds per 1,000 gross ton miles.

Also, on November 25, Train No. 332, from Wichita to Neodesha. Engine No. 1271. Engineer F. M. Galloway and Fireman R. J. Ringey, handling 194,000 gross ton, potential rating 175,000 tons. Engine consumed 8 tons of coal, which is the actual amount used on the trip, 82 pounds to 1,000 gross ton miles.

Some Out of the Ordinary Facts About All Railroads

DO YOU KNOW—

- What railway station in the United States has 1,000 trains a day?
- What railway station in France has 1,700 trains a day?
- What was the name of the first passenger car and where was it operated?
- What was the widest gauge ever used in track building?
- What is the standard gauge nowadays?
- When was electric lighting first introduced in passenger coaches?
- Where was the first sleeping car operated in the United States and on what railway?

Ask F. E. Clark—He Knows.

BE NOT discouraged if you know the answers to few or none of the above questions. For we will whisper a secret, no one in this office could answer all of them until he had read the information supplied by F. E. Clark, division passenger agent, Frisco Lines, at Joplin, Missouri.

Not long since, Mr. Clark was called upon to make a "trade talk" before members of the Joplin Rotary Club. He responded by giving them "something different"—something which contained real information. So interesting were many of the facts disclosed by Mr. Clark that we asked permission to reprint a part, at least, of his talk; believing it will be of equal interest to the readers of the Frisco Employes' Magazine.

Mr. Clark says:

"Before relating some of the outstanding features of railroad history mention might be made of the fact that at the present time the world has 741,000 miles of railroad and of this total the United States has over one-third. The total mileage of tracks, including second, third and fourth main tracks, sidings and yard tracks in the United States is sufficient to lay sixteen single track railways around the earth at the equator and have more than enough left to build a branch to the north pole.

FIRSTS

"The first graded railways were built by the Romans with two parallel lines of dressed stone 'rails.' There seems to have been little further development until early in the sixteenth century when graded roads with wooden rails were built from mines near Newcastle in Northern England to harbors on the Tyne, on which coal was transported in bulky mine carts on rollers which, with loads of four or five tons, could be pulled by one horse. These gradually passed through the many evolutionary periods of iron straps on the wooden rails, cast iron rails, wrought iron rails, etc., to rolled steel similar to those in general use now. The first "T"

rail and hook-headed spike, such as are now in universal use in this country, and quite generally elsewhere, were invented and used in 1831 by Colonel Robert L. Stevens, president of the Camden & Amboy Railroad Company of New Jersey. The first flanged wheels, similar to those in use now, were invented and used about 1800 by William Jessop of Derby, England. The first railroad in the United States was a tramway with wooden rails on Beacon Street, Boston. The first charter for a railroad in the United States was secured by Colonel John Stevens in New Jersey in 1815, but the road was not built. But in 1823 he secured a charter for the Pennsylvania Railroad Company from the Pennsylvania legislature. This road was built and formed the nucleus of the present great eastern system of that name which seems to have the honor of being the first chartered steam railroad in this country. The first steam railroad opened for traffic was the Stockton & Darlington in Northeastern England and now a part of the London & Northeastern, September 27th, 1825. The first train on this road had twenty-two wagons, as they called them, filled with passengers, and twelve wagons loaded with coal and made as high as fifteen miles per hour. They must have had "Safety First" committees then as now because they sent a signalman on horseback ahead of the train. The fare was one shilling and passengers could carry fourteen pounds of hand baggage in the wagon with them free. In other countries railroads were first placed in operation as follows: Austria, 1825; United States, 1826; France, 1828; Belgium, 1835; Russia, 1838; Netherlands, 1839; Italy, 1839; Switzerland and Denmark, 1844; Canada, 1847; Spain, 1848; Mexico, 1850; Sweden and Peru, 1851; Chile, 1852; Norway and India, 1853; Portugal and Brazil, 1854; Australia, 1855; Turkey, 1860; Paraguay, 1863; Argentina, 1864; Venezuela, 1866; Uruguay, 1869; Greece, 1869 and Columbia, 1880.

"The first steam locomotive of practical service in moving cars on a railroad track was built by Nicholas

Cugnot, a Frenchman, in 1769, and was designed to haul artillery. In 1804 Richard Trevithick completed the first successful steam locomotive for use on a railroad for general transportation purposes for the Merthyr & Tydvil Railroad in Wales, but it was more expensive than horse-power. In 1813, William Hedley built two locomotives and named them "Puffing Billy" and "Wylam Dilly," for hauling coal near Newcastle, England, and in 1814 George Stephenson's first locomotive, the "Blucher," drew a train of eight loaded wagons weighing 30 tons up a grade of one in four hundred and fifty. The first high speed locomotive of modern design, the "Rocket," was built by George and Robert Stephenson for the London & Manchester R. R., in 1829. The first practical steam locomotive to run in the United States was the "Stourbridge Lion," built in England and first operated in the United States August 9th, 1829. The first successful steam locomotive built in the United States was the 'Best Friend,' built by the West Point Foundry in New York in 1830, and put in service that year on the South Carolina Railway, now a part of the great Southern Railway System. It had a short career, however, because the engineer, becoming annoyed by the steam escaping from the safety valve, tied the valve down and the engine and engineer were blown to 'Kingdom Come.' However, modern railroading commenced on the Darlington & Stockton R. R. in northeastern England in 1825.

"The first 'common carrier' railroad was the Surry from Wadsworth to Croydon, England, which in 1801 opened its service to the general public for both freight and passenger business on payment of 'toll' as they then called it.

"The first general government railway regulation law was passed in Austria in 1838 and provided for private ownership and operation and for guarantees by the state of interest on the cost of construction. It limited dividends on shares to fifteen per cent and absolutely prohibited the construction of parallel lines. The first British general government regulation law was passed in 1848 and was administered by the Railway Commissioners. The British government had established a railroad department in 1842, however. The first general regulatory law governing interstate and foreign transportation by railroad in the United States was enacted in 1887, and its administration largely given to the Interstate Commerce Commission which was created by that law.

POLICIES AND PRACTICES

"Until 1870 only small connecting, but not competing lines were permitted to consolidate in the United States. In the British Isles and continental Europe such consolidation commenced much earlier. Every-

where there was opposition to consolidation, which eliminated competition to any appreciable extent and in all countries laws were passed to prevent such consolidations, but the natural laws of commerce finally prevailed everywhere so that, with the exception of the United States, railroads are pretty generally encouraged or forced to consolidate to the extent of a monopoly of certain territory by each system, trusting to government regulation to prevent excessive rates. Under the Transportation Act of 1920, all the railways of the United States are encouraged to consolidate into a few large systems of approximately the same earning power in their respective groups but the Interstate Commerce Commission must see that a healthy competition between the systems serving approximately the same territory is preserved. The various large systems are not permitted to enjoy a complete monopoly as is generally the case in the British Isles and in continental Europe, because the systems will overlap to such an extent that two or more will occupy and serve the same large divisions of territory. January first, 1923, all the railroads of England, Scotland and Wales were consolidated into four systems, each having practically a monopoly of its territory. All lines in the British Isles are privately owned and operated. Generally speaking, the policy in Europe is, "Whenever competition is possible, combination is inevitable." In France the lines are mostly privately owned and operated, but are under very strict regulation of the French federal government. They were originally planned by government engineers. As a result, France possesses the only railway system in the world which was intelligently conceived from the outset as a unit, which was scientifically planned and laid down by competent engineers working together to a common end and which was built as a whole. In exchange for the control exercised by the government it guarantees dividends to private owners. For example, the Northern line is guaranteed a minimum of thirteen and a half per cent, while the point beyond which the government shares in the excess is twenty-two and one tenth per cent. In this country there is no guarantee of dividend but the government receives fifty per cent of all earnings in excess of five and three-quarters per cent. A policy similar to that in vogue in France prevails to a large extent in the other so-called Latin countries of Europe and also to some extent in other foreign countries except that there is a much larger percentage of government-owned lines in other countries. For instance, in Germany ninety-three per cent of the railroads are owned and operated by the government. In Italy most of the lines are state-owned but privately operated. In those European countries where there

(Continued on Page 37)

Tools and Materials Cost Money—and a Bit of Waste Means Much

HAVE you ever stopped to consider the value of the tools and materials you use in your daily work? We are talking now to the employes of the track department, but it goes for everyone.

The other day the editor of the magazine was in the office of the vice-president of purchases, Mr. B. T. Wood, and this subject was being discussed.

It was interesting. Few of us probably realize what value is possessed by the tools used in our daily work. Of course, in this little story we are citing only the value of those used in this one department of maintenance of way. But as you read this, think of the value of the tools used in your own daily work. Perhaps your "tools" consist of typewriter ribbons, stationery and the like. None the less, they are valuable. No material whatever should be wasted.

We asked Vice-President Wood to give us the cost, at the time of this writing, of some of the materials used in the track department. He complied, and added, "I believe no one wastes material intentionally. I have found the average man anxious and eager to help his company save. But oftentimes, with all of us, a bit of carelessness, the mislaying and consequent loss of a tool means considerable, if one would stop to think that perhaps many such cases of tools being mislaid might be found in a single month."

The cost of some of the materials used is as follows, the cost in each instance being that at the General Stores Department in Springfield:

MATERIALS

Continuous joints for 90-lb. rail, per joint.....	\$ 2.40
Angle bars for 75-lb. rail, per pair.....	1.48
Bolts for 90-lb. rails, each.....	.76
Bolts for 75-lb. rail joints, each.....	.048
One track spike.....	.017
Nut locks for one-inch track bolts.....	.014
90-lb., 15-ft. switch point.....	19.97
75-lb., 15-ft. switch point.....	18.92
Switch rod (No. 1) non-insulated.....	7.90
Switch rod (No. 1) insulated.....	10.90
Connecting rod, 5-ft., 6-in. long.....	2.40
Frog bolts .....	.14 to .64
Rail anchors .....	.25
Tie plates for 75-lb., 85-lb., and 90-lb. rails.....	.21
Boat spikes, 3/8x8 inches.....	.016
Bridge washers .....	.045
Fence staples, per pound.....	.04

Nails, per pound.....	.04
Barbed wire, per pound.....	.04
26-inch woven wire fencing, per rod.....	.30
Crossing plank, 3 1/2x10x12 inches.....	1.03
Fence posts—	
7-foot, split post.....	.15
7-foot, cedar .....	.19
7-foot, treated .....	.35 1/2
7-foot, Bois D'Arc .....	.21
Farm gates	5.39
Portland Cement, per sack.....	.57

TOOLS

	Each
Adzes, with handles	\$1.54
Adze handles .....	.16
Axes, chopping, with handles.....	1.21
Bars, claw	2.82
Bars, lining	1.76
Bars, tamping .....	.74
Brooms, rattan .....	.29
Chisels, track	1.29
Handles, extra for axes.....	.16
Handles, extra for picks.....	.13
Handles, extra for spike maul.....	.08
Hoes, scuffle .....	.68
Hooks, brush .....	.91
Jacks, track	8.64
Levels, track	2.33
Mauls, spike with handles.....	1.06
Picks, clay .....	.46
Picks, tamping .....	.64
Scythes, briar or grass, complete.....	1.92
Shovels, track	1.00
Shovels, scoop .....	.89
Track gauges, 4 ft., 8 1/2 inches.....	2.00
Wrenches, monkey	1.14
Wrenches, track, No. 1.....	.87
Wrenches, track, No. 2.....	1.35

We Hate "Don'ts"—But

- Don't use defective tools.
- Don't put anything on your machine that may jar loose or roll off.
- Don't neglect to assure yourself that safe measures have been taken before proceeding.
- Don't forget to wear goggles when working around machinery.

TRIO OF PRIZE WINNERS RECEIVE FUEL CONTEST CHECKS

Luther Morford, locomotive fireman, Harry E. Davies, engineer and G. A. Hopkins, locomotive fireman, were the prize winners in the contest for the best papers on "fuel saving" suggestions, prizes being awarded in the order named.

To Mr. Morford went a check for \$200, to Mr. Davies one for \$100, and to Mr. Hopkins a holiday check for \$50. But greater to each of them

stood to their feet while this presentation was being made and loudly cheered the winners in a very whole souled, heartfelt manner. Morford, in replying, made a statement that affected every man present, saying that he proposed to take one-third of his check and use it to aid a number of poor people in having a real Christmas, people who would otherwise have nothing. I am glad to state that

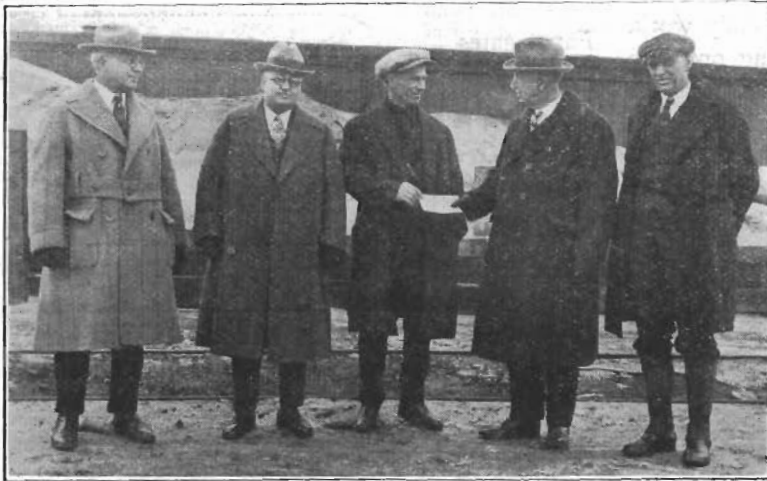
sires to continue them. It is my idea that the best method of saving fuel is to get everyone interested in his work.

Everyone, especially the officials, must have a keen desire to promote fuel economy from every standpoint. They will then strive for co-operation from all departments—the waste of one or two careless employes will be a burden that requires a dozen or more to overcome. To get co-operation they will create keen rivalry among employes of all departments, and interest will be maintained through fuel conservation meetings.

Employes in official capacity, at a number of fuel meetings, have asserted, "I know nothing much about saving fuel, but do know other things in connection with railroading 100 per cent." This is not true for there is no railroader who does not have a great deal to do with the saving of fuel, regardless of whether or not he realizes it. A little thought will show him fuel, time or material being wasted and he can, if interested, suggest something that will save at least a part of the waste. The expression referred to, especially if made by an officer, has a tendency to retard interest—it indicates lack of interest.

Good ideas offered or suggestions made at fuel meetings should be given due consideration as the employee is discouraged if no trial is given or explanation offered as to why it is not practical and this results in loss of interest. If, for some reason the good idea cannot be adopted, he should be told of condition preventing and at the same time encouraged to offer other suggestions.

There is always room for improvement, even where power and facilities are good—there are many little things that the men see daily that



E. E. Carter, Assistant Superintendent; W. B. Berry, Master Mechanic, Kansas City; Fireman Hopkins, Superintendent Brown, Frank Ellis, Road Foreman of Equipment.

than the checks is the knowledge that their efforts have been rewarded by the highest possible commendation from President Kurn, General Manager Fraser, Fuel Agent Collett and others of the Frisco official group.

Presentation of the first two checks was made by C. H. Baltzell, superintendent of the Southwestern Division. We are advised that it was the intention of Mr. J. H. Fraser, general manager, to make the presentation personally, but at the last moment he was prevented, by the press of other business, from being present. Fireman Hopkins was presented with his check at Neodesha, Kans., by H. H. Brown, superintendent of the Northern Division.

In writing of the winning papers, General Manager Fraser said, in part: (on being advised of the interest shown and the number of men present at the presentation ceremonies):

"Does this not show a wonderful spirit; and is it not a very distinct manifestation of the big heartedness of so many of our employes? I think it is more than splendid."

Mr. Baltzell says of the occasion: "It was a great occasion. The 55 railroad men that met at this time

Mr. Morford carried out his intentions and is supremely happy in being able to help others."

And, of course, having won two of the prizes on the Southwestern, Mr. Baltzell adds:

"We are very glad to report that the Southwestern Division continues to hold first rank in fuel economy in freight service."

In the photograph herewith is shown the presentation at Neodesha of the \$50 check to Fireman Hopkins by Superintendent Brown.

The papers winning the prizes are as follows:

"Interest, as a Fuel Saver"

By L. R. Morford, locomotive fireman, Sapulpa, Oklahoma.

"Fuel Conservation"

By Harry E. Davies, engineer, Monett, Missouri.

"Fuel Economy"

By Guy A. Hopkins, fireman, Neodesha, Kansas.

FIRST PRIZE

Interest, as a Fuel Saver

By L. R. Morford, Sapulpa, Okla.

Fuel conservation campaigns save fuel, and the Frisco management de-



L. R. MORFORD,
1st Prize Winner

could be made better if proper interest is taken in reporting them. Big things take care of themselves—everyone notices them. For example, a small leak or blow on an engine will waste more fuel than a large one, for it is let go—a large one would be reported and repairs made promptly.

Interested supervision makes interested employees; interested employees give co-operation and co-operation saves fuel.

Interest improves power and facilities, saves money on labor and material and these things affect fuel consumption. Interested employees put equipment in condition without delay; give necessary attention out on road, as well as before leaving terminals; dispatch trains to best advantage; close box cars doors; avoid hot boxes; eliminate failures and delays; properly care for fuel around stationary boilers, pump stations and depots; all of which saves fuel. Interest makes fuel conservation men out of all employees.

All work performed for a railroad is with a view of moving trains, and the details of preparing them and moving them govern fuel consumption. If interested employees do this work it will result in fuel saved. Interested employees will put forth every effort to save fuel, therefore, interest is a fuel-saver.

SECOND PRIZE Fuel Conservation

By Harry E. Davies, Monett, Mo.

FUEL CONSERVATION should be a very interesting subject to the men connected with the operation of trains on the "Frisco." The many practical changes made in the power and the disposition of the operating officers toward a co-operative spirit with all employees, should convince the most skeptical that FUEL CONSERVATION is necessary and beneficial to all. Let us take a practical business view of this subject, stop trying to shift the responsibility, get right individually and great results will follow.

My suggestions are taken from a practical knowledge gained from a number of years of close observation while firing and operating a locomotive:

First: Let us follow the coal from the mine to engine tender and overcome the over-charge to engine from shrinkage and shortage at coal chutes. This will show just what the engine and crew are doing.

Second: A campaign on fire building and engine watching. A great amount of fuel is wasted by impractical use of blower in building fires and watching engines.

Third: Equal distribution of coal used. Some draw all slack and others all lump. This also is a very impractical method on hand fired engines.

Fourth: Before we make a fuel fiend out of a locomotive by reducing the nozzle tip, let us be sure that the front end conditions are perfect, engine properly handled and fired.

Fifth: Conservation of time. Fuel records show that Frisco locomotives are consuming from about seven to forty-eight pounds of fuel per minute, making computation from the pounds charged and minutes used per trip. The Frisco organization consists of about 25,000 employees and nearly 1,000 locomotives. About 15,000 employees and between 700 and 800 locomotives are directly connected in the daily operation of trains. For example, let us say, we have 800 locomotives that are burning fuel at rate of 25 pounds per minute, every locomotive minute saved, by the united



H. E. DAVIES,
Winner of Second Prize

effort of all concerned, means 25 pounds, every hour means 1,500 pounds, or \$3.00.

Let each department head be convinced that a laxity on his part means train delays. Have him impress upon his employees that a tardy delivery of instructions is causing an engine to be held at some point under fire, and if not watched closely an unnecessary delay of five minutes to the initial starting of a train will prove a loss of an hour or more on the trip in making meeting points alone. Train dispatchers are not to blame for delayed meeting points. If all concerned will do their part and assist the dispatcher with proper information pertaining to work on the line, we would have very little delay.

We can make this FUEL CAMPAIGN a huge success by all employees devoting their entire work period to duties in hand. Remember the Frisco is our best friend, it pays us for every minute we work. Let us all save, at least, one engine hour daily of every Frisco engine in service. This engine hour saved daily will reduce the Frisco fuel bill greatly. SAVE the MINUTES and POUNDS and the HOURS and TONS saved will prove our success.

THIRD PRIZE Fuel Economy

By Guy A. Hopkins, Neodesha, Kans.

Co-operation and education saves fuel.

Supply good coal and good cars—

don't overload. Have suitable storage places. Coal chutes in good condition, if old pocket type have pockets filled different capacity. Have yardman gather lost coal and return to stationary daily.

Supply good grade valve oil. Stop all steam leaks, not forgetting air leaks which cause pump to run continually. Maintain brick arch, grates, firedoor and sanders in good repair. Don't build fire too soon. Have engine clean for crew.

Engineer should supply lubricant properly, work engine shortest possible cut-off for work and speed requirements, taking advantage of road and track conditions. Start evenly and slow, sure brakes are released and stop properly, don't run by, don't slip engine. Be prompt taking signals, report all defects, help reduce delays.

Fireman should keep deck, steps and tank legs clean, stop waste over end sills—(believe if shovel sheet was set in slight depression starting at apron, extending downward in coal pit, would prevent much waste.) Don't overload tenders. Wet coal—won't fall off so easy. Carry a light level fire when engine is working, when delayed, use enough coal to keep fire bright, being cautious with use of blower. Don't allow pops to open. Don't forget to have fire ready and hot when starting, keep water level down, watching out for foaming boiler, prevent by use of blow-off cock and compound properly mixed. Don't put in heavy fire just before shutting off. Don't allow ash pan to fill up. Use clinker hook only when fire is burnt down and don't shake grate too much. Watch for signals your side being prompt to transmit to engineer.

Co-operation between train and engine crews is necessary. Conductor keep crew informed in advance of work requirements, promptly deliver orders—train standing does not build up ton miles, but engine still burns fuel.

Trainmen, carmen and inspectors watch, prevent and report hot boxes, defective cars and brake equipment which interfere with movement of train or waste fuel.

Brakeman be quick setting out or picking up cars—handling switches so will not stop trains on heavy grades—quick return when called in from flagging.

Dispatcher should know road or station conditions—in meeting points of trains same class put train in siding that can most easily go in, this determined by different conditions met at each siding. Have one train do intermediate station work. An overloaded train wastes as much fuel as one running light.

Operators promptly deliver orders, having way bills ready.

Yardmaster and yard crews make up trains properly so road crews will not have unnecessary switching.

Section foreman arrange work so it will not be necessary to flag trains on grades—keep track conditions so trains can maintain average speed.



FRISCO RAILWAY BOWLING LEAGUE

SEASON OF 1924-1925

Team Standing and Averages Including Games
December 19, 1924

Teams	Games	Won	Lost	Percentage	High Single	High Three
Engineering	42	28	14	667	938	2,647
Interline	42	26	16	619	960	2,597
Tower Grove	42	24	18	571	896	2,573
Freight Traffic	42	22	20	524	934	2,569
Passenger	42	21	21	500	883	2,441
Auditing	42	20	22	476	916	2,550
Revising	42	16	26	381	886	2,469
General Freight	42	11	31	262	789	2,288

TEAM RECORD

High Three

Engineering	2,647
Interline	2,597
Tower Grove	2,573
Freight Traffic	2,564
Auditing	2,550

High Single

Interline	960
Freight Traffic	934
Auditing	916
Tower Grove	896
Revising	886

INDIVIDUAL RECORD

High Three

Conley	643
Wilson	627
Spielman	620
Bacon	590
Gauvin	601

High Single

Bucheit	253
Duffy	237
Conley	237
Spielman	235
Durfield	233

INDIVIDUAL AVERAGES

Names	Games	Averages
Spielman	42	177
Conley	42	175
Schaffnit	36	172
Bacon	33	172
Gauvin	39	170
Duffy	42	169
Wilson	27	168
Rose	42	167
Shad	36	167
Houlihan	42	167
McAuliffe	42	166
Burgdorf	42	166
Sugrue	9	166
Jochum	39	163
Durfield	36	162
Sullivan	33	161
Rohfling	42	160
Petera	42	160
Reinheimer	36	160
Norden	15	160

HIGH SINGLE — INDIVIDUAL

December 19, 1924

Conley	237
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INDIVIDUAL AVERAGES

Auditing

Games	Averages
42 McAuliffe	166
36 Durfield	162
36 Reinheimer	160
36 Kinworthy	156
27 Bullerdick	147
30 McDermott	143

Engineering

Games	Averages
27 Wilson	168
39 Gauvin	170
9 Boeing	162
42 Kranefuss	151
36 McBride	152
39 Schopfer	149

Freight Traffic

Games	Averages
42 Rose	167
39 Jochum	163
33 Sullivan	161
15 Norden	160
39 Spinner	154
24 Bauer	142
18 Curran	142

General Freight

Games	Averages
37 Braun	147
36 Wolfert	146
42 Stemmler	144
3 Fritz	144
18 Heckel	135
15 Bardgett	135
18 Bather	134

Interline

Games	Averages
9 Tschambers	182
33 Bacon	172
42 Duffy	169
42 Burgdorf	166
42 Petera	160
9 Sugrue	166
18 Voss	131

Games	Passenger	Averages
36 Schaffnit	172
42 Houlihan	166
39 Tremayne	157
39 Eichnauer	152
39 Stoessel	144
24 Hallman	136

Games	Revising	Averages
42 Rohfling	160
36 Bucheit	158
27 Grob	157
27 McLean	152
30 Berkeley	146
27 Egen	137

Games	Tower Grove	Averages
42 Spielman	177
42 Conley	175
36 Shad	167
9 Zeis	164
42 Weisheyer	155

F. W. ROSE, Secretary.

Frisco Sports Briefs

Almost time for the baseball season to start. What? Only February. Well, you know this Frisco bunch is to win the pennant this year and must go to spring training camp soon.

Fred Rose is the man who does all this hard work of getting the scores into shape for the Magazine each month. Give him credit, boys.

Eddie Jochim says that following the ponies is a bit more thrilling than rolling the old ball down the alley, but not nearly as certain of results.

Herman Norden is picking up in his bowling since he moved downstairs, but up in the ranks. Someone asked Jimmie Thomas whether Herman could bowl well and received this answer, "Well, he's a good freight man."

J. B. Hilton has promised to organize a "Royal Rooters Club" to attend when Messrs. L. E. Martin, B. H. Stanage and A. H. Jones bowl the Frisco champions for the all-time supremacy of the system.

**Grown-Ups
Please
Be Quiet**

THE TWILIGHT HOUR

**A Page
Just For
Children**

They Never Saw Cows or Chickens— But Oh My!

Dear Children:

I picked up the St. Louis paper the other day and saw where, by a vote in the schools, they found that there was such a large percentage of girls and boys who had never even seen a cow, chickens or any of the animals one finds on a farm, one of the big corporations here decided to devote a small tract in Forest Park to a picture of farm life—real cows and chickens.

All this may sound funny to you little folks, who are privileged to enjoy more of the wonderful country life—but it is true.

On the other hand, perhaps if you visited St. Louis, if you have never been here before, we might be able to show you just heaps of interesting things that you don't have where you are—so let's exchange.

Most every Sunday afternoon you'll find just crowds and crowds of folks on their way to Forest Park—a very, very big park in the west end of town—can't even see across it, it is so big and wide—but way down in the middle of the park they keep the zoo! Wild animals.

Just wish I could take every one of you out there to see those big bears. They aren't in cages—but they have fixed them homes just like they had when they were wild bears—rock homes and running water, and everything that they like. Now don't get scared, because between you and the big, old bears is a ditch and a fence—so old Bruno just thinks he can't get to you—and we hope he keeps on thinking it, because he really can't—but it would scare you for him to try, wouldn't it?

There's a pen of white polar bears—great big fellows, white as snow—a bunch of little, brown, roly-polly fellows—makes you think of your teddy bear. You just want to pick one up and hug him real good, but if you did—well, he'd hug you so hard, you might quit breathing. Might bite, too. I don't know much about bears, but there's all kinds and varieties. There is one bunch of them, big, brownish-black fellows, that I spend most of my time with.

Do you know they just beg and beg for peanuts?—See, they can't talk, and they have little steps made out of rocks and let me tell you what they'll do! They go and sit down on the step just like Mary or Junior, or any little boy or girl would, and put their hands on their funny little legs and look over the crowd.

...t you believe they don't know who has a sack of peanuts! Then they keep looking and if you don't throw the peanuts to them, they think you want them to cut up, and this is what they do.

Now, brother, you sit down on the floor and let's show sister and mother and dad just how they cut up for you. Put your feet out in front of you on the floor. Now, move one to the right and one to the left, keep them stiff. When they are as far out as they will go, take hold of the soles of your shoes with your hands, and try to keep your legs stiff. Imagine a bear in that position. I just wish you could see him. Then he looks at you with his little brown eyes and says, "Please, little boy, now can't I have a peanut?" He gets some for that trick. But, if they don't come fast enough, he stands up, takes his front paw and beckons you to throw him some more. He gets to going faster and faster, and you can almost hear him grunt, "C'mon, c'mon, gimme some more!"

Next time daddy or mother come to St. Louis, don't you let them shop so long they can't take you to Forest Park to see all the animals.

Next time I'm out there I'm going to ask Bruno to pose for me sitting up holding his feet with his paws!

And then I'm going around to some of the other cages and see if I can't find some more interesting animals and tell you all about them.

Most little folks like animals, so next time I'll tell you all about some other important members of the zoo.

Now, don't get scared, if mother reads you this just before you go to sleep and you're lying there, one hand over the side of the bed and old Shep, the dog, comes up and licks it, don't holler—just pat him on the head and tell him you'll see him in the morning.

Hope the Sandman comes soon!
Night.

THE TWILIGHT LADY.

Write "The Twilight Lady"

She wants to hear from children of the Frisco, and she knows you must have some interesting tales to tell.

Ghosts

Sometimes when I got to do errands at night,
And the moon is all dark and th' ain't any light,
An' the wind when it blows makes a shivery sound
An' everything seems awful still all around,
Sometimes when the hootowl goes woo-oo-oo-oo!
My legs feel so funny, I'm all goose flesh, too,
An' maybe I'm startled when I hear it all,
But I ain't a bit scairt, I'm thes nerve, that's all.

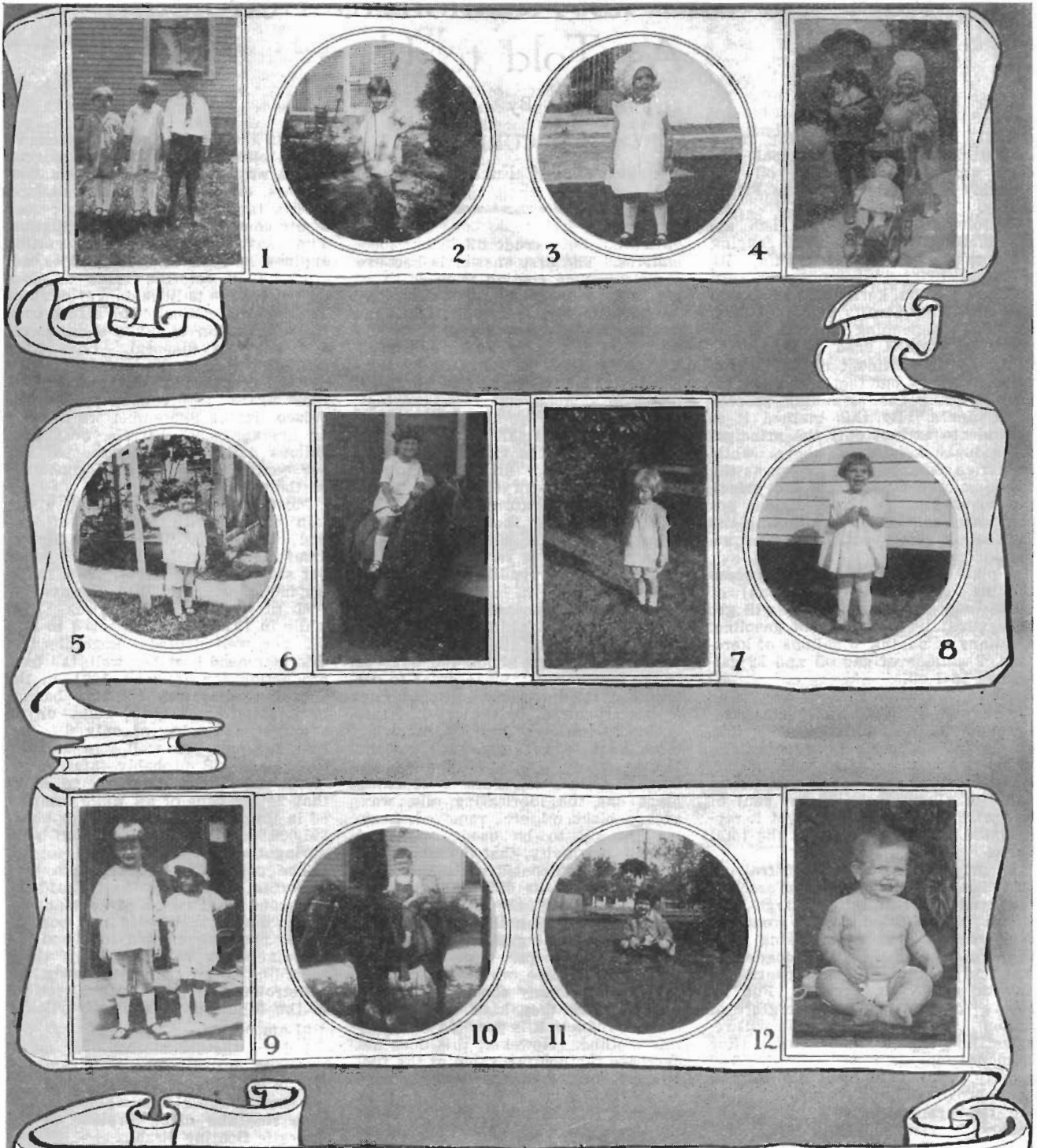
Once, me and Joe Limpkins was walking one night—
A-past th' old graveyard and saw something white—
Et looked like a ghost standin' right in the road
An' my! Joe was scairt! 'eus he said et he knowed
It was surely a ghost, an' I whistled (whistle) becus,
When you wissels you scaire 'em, an' all that it wuz,
Wuz a great big white cow, an' it thes walked away,
An' I wuzn't no more scairt 'n if it wuz day.

'Cause I don't believe in ghosts, an' I'd thes as lieve go,
A-past any graveyard, an' walk awful slow—
An' — wissel — ann — sit on th' top of the fence,
'Cus th' ain't any ghosts if yer got any sense.
An' when we saw that big white thing by th' road,
Et Joe wuz scairt of — I wuzn't I knowed—
All the time it's no ghost — I — wuz — nerve — because—
I knowed what it wuzn't — but not what — it — wuzzzzzz!!

The Child's Safety Pledge

The following list of safety rules is recommended to boys and girls for daily observance:

- I will not play in the street.
- I will not jump on wagons or cars.
- I will not run in front of street cars or automobiles.
- I will not hold an umbrella in front of my face while crossing the street.
- I will not cross the street in the middle of the block.
- I will not stand in the street while waiting for a street car.
- I will look in all directions before crossing a busy street.
- I will help young children on the highways.—Ex.



FRISCO BABIES

1.—Left to right: Doris, age 4 years; Vera, age 6 years; Don, age 8 years; children of J. E. Lilly, car repairer, West Freight Shops. 2.—Martha Lou, daughter of E. H. Gillis, timekeeper, Southern Division. 3.—Dorothy Mac Clinton, age 4 years; Enid, Okla. 4.—Ralph, age 4½ years; Myrtle, age 2½ years; children of Paul Schultz, trucker, General Store. 5.—Jack Edward Boenig, age 4 years; son of Eugene Boenig, Purchasing Department. 6.—Beulah Fern Singleton, age 5 years; daughter of L. N. Singleton, Sapulpa, Okla. 7.—Warren Schopfer, age 3 years; son of M. Y. Schopfer, Engineering Department. 8.—Catherine; daughter of Barney Martin, car repairer, Yale. 9.—Junior, age 5 years; Mary Anna, age 3 years; children of Joseph A. Davies, south roundhouse, Springfield, Mo. 10.—William Fred Frank, age 2 years; son of J. R. Frank, electrician, West Shops, Springfield, Mo. 11.—Patty Guin, age 5 years; daughter of K. P. Guin, storekeeper, Sherman, Tex. 12.—Ethel Jean Prater, age 8 months; daughter of A. M. Prater, section fireman, Van Buren, Ark.

Fuel Oil and Its Relation to Petroleum As Told to Us

By

J. H. CURRY

Supervisor of Fuel Economy

SOME information regarding crude petroleum and its principal products among which is fuel oil will probably be of interest to the Frisco family.

Petroleum, or crude oil, has approximately 150 by-products, ranging from gasoline to chewing gum. Its principal by-products, however, are gasoline, naphtha, kerosene, gas oil and fuel oil. The quantity extracted from the crude depending to some extent upon the method used in refining.

In the mid-continent oil field, from which we draw our fuel oil supply, refineries using the skimming process predominate. By this method it is possible to extract only the principal by-products mentioned above, while refineries using what is known as the cracking process, will get the principal by-products with a higher per cent gasoline and also extracting the lubricating oils, wax, coke and asphalt content.

A plant using the skimming process refining one barrel (42 gallons) of crude from the Bristow field, will get approximately 11 gallons of gasoline, 4 gallons of naphtha, 3 gallons of kerosene, 2 gallons of gas oil and 22 gallons of fuel oil.

To convey some idea of the value of the two principle by-products, gasoline and fuel oil, statistics show that during 1923, 26 per cent of petroleum products was gasoline and it accounted for 53 per cent of the money value of all products, 57 per cent of the petroleum was fuel oil, yet it represented only 25 per cent of the total value.

In the refining of crude petroleum at a plant using the skimming process, the crude is run into a large still where it is heated to the required temperature. The vapor rising from the crude is run through a condenser and the grade of this condensation is determined by its gravity. For instance—at a moderate temperature of around 400 degrees, the crude will release the gasoline vapor, which, after condensation, will be around 58-60 gravity. Next will come the naphtha at approximately 50-52 gravity. As the temperature increases the kerosene vapor rises and after this is condensed it will be around 40-42 gravity. The last vapor to rise from the crude will be gas oil, which runs about 30-34 gravity. The remaining oil in the still is what is used as a fuel oil and is usually around 24 gravity.

You will note that all the different grades of oil are extracted in the same manner, simply by bringing the crude to the proper temperature so that it will give off the vapor and after this is condensed, the grade is determined by its gravity.

The question is often asked, "why

do we not burn crude oil in our locomotives." The first answer is because of price, crude costing from 30 to 40 per cent more than fuel oil. The next reason is due to the flash point of the crude. By "flash point" is meant at what temperature the oil will flash. This test is made by placing a small quantity of the oil to be tested in a metal cup, raise the temperature gradually and at every 5 degrees pass a small flame over the oil. Whenever the vapor rising from the oil flashes or fires momentarily, the temperature of the oil is noted and this temperature is called its flash point. Our fuel oil flashes at about 250 degrees, while crude petroleum will flash at from 60 to 80 degrees. You can readily see what the danger would be in handling crude as a fuel. It is necessary to heat the fuel oil from a skimming plant to about 110 degrees and the oil from a cracking plant to about 150 degrees in the locomotive tank in order to get the best results. The higher degree of heat required for the cracked fuel is due to its lower gravity, requiring more heat to get it to flow to the burner freely. This is due to the fact that fuel oil from a cracking plant has the lubricating oils, wax, grease, black oil, etc., removed. Leaving the oil to be used as a fuel around 18 gravity, that does not flow freely without considerable heat. As an example of the difference between a refinery using the skimming process and one using the cracking process, the skimming plant will get approximately 50 per cent fuel from their run of crude, while the cracking plant will get only about 15 per cent fuel oil after they have removed all the by-products it is possible to get by this method. However, this does not decrease the heating value of the fuel oil as laboratory tests show that the heavy fuel from the cracking plant contains just as many heat units as the fuel from the skimming plants. In fact, it is generally conceded at the larger refineries, that they get better results from the heavy fuel oil under their own boilers.

The chief impurities found in fuel oil consist of water or brine and asphaltic sediment. The asphaltic sediment, or tarry matter, has almost as great heating value as the lighter oils, but the brine, or water, very greatly diminishes the heating value and interferes with the mechanical use of the oil.

Some of the advantages of oil over

coal on the locomotive are enumerated as follows: Handling cost reduced in the way of less fire knockers, coal passers, etc.; oil placed on the locomotive tank cheaper than coal; ease of fire control, ignition and regulation. Time saved at terminals in getting engines hot, oil in storage does not diminish in calorific value as does coal and there is little danger of spontaneous combustion. The refuse from the combustion of oil is insignificant and easy of disposal. Loss from right-of-way fires eliminated.

To give some idea of the amount of fuel oil we are consuming on the Frisco, during September we used on an average 5,343 barrels, or 224,460 gallons daily. This represented 26.5 per cent of the total fuel consumed on the system.

Most of us are familiar, to a certain extent, with the cost of coal and realize that it has steadily increased during the last five years, but statistics on the petroleum industry indicate that in 1912, the average cost of drilling a well was \$3,169 while in 1923 it had increased to \$23,362 per well drilled. Regardless of this increased cost per well, the total production for January, 1924, in the United States, was 1,903,966 barrels per day from 286,569 wells, or an average production of only 6½ barrels per day per well. In addition to this it will probably interest the more speculative employe to know that 24 per cent of all wells completed in the United States are dry holes. \$91,000,000 was spent in dry holes during the year 1923.

The petroleum industry is a very important shipper on the railroad and is second in the U. S. as a manufacturing industry, we are told packing house products coming first and the manufacturing of automobiles third, according to government reports.

Petroleum is very aptly described in the following anonymous article:

"I am power,

I drive the locomotive over mountain and desert. The swift automobile is my chariot.

I soar in the clouds whenever men dare ride the dizzy airplane or the majestic floating airship.

The stealthy submarine and the stately liner go their ways by my permission.

I whirl the spindles in a thousand mills; and you can hear me roar in a multitude of foundries.

My strength never lags. Pack loads are a joy to me.

I am speed. Whenever men would go quickly, I take them.

I am Light. Without me the lamp would be unlit, the dynamo could not

(Continued on next page)

Mechanic at Birmingham Writes of the East Thomas Shops

Down at Birmingham, and over the rest of the system as well, they are mighty proud of those new Frisco shops at East Thomas, and with reason, for the shops are among the finest and best equipped to be found on any railroad.

E. M. Franks, whose "regular" work is that of a mechanic in those shops, but whose introduction to you shall be as one of the valued reporters for this Magazine, wrote us the other day, telling of the shops and says, "So that our fellow-workers may know how well we are fixed down here."

After reading Mr. Frank's interesting article, we are sure you will agree with him that the men in the East Thomas shops are to be envied.

He says:

"The shop is located on Village Creek, at East Thomas, and three miles from the court house, and can be reached either by automobile or the Pratt Ensley Street car line.

"Our company has built a good bridge over the creek, and a road to connect with the highway into the city for the use of cars and trucks.

"On motoring out to the shops, the first thing you will see is our restaurant, run by Mr. Dobbins, one of our ex-general foremen.

"Further on into the yards is the turntable. This is motor driven, and is one of the largest and finest in the South. This leads into the roundhouse.

"The roundhouse has 20 stalls, 3 of which are drop pits. On visiting the shop, you would be impressed with the cleanliness, for everything is well kept. Around the top of the roundhouse is a monorail, running to the machine shop. It is motor driven with a capacity of 6 tons. The roundhouse has all modern equipment, including new vises on iron stands, set in concrete between every other stall, and a crude oil machine for firing engines. In here, too, are sanitary drinking fountains. These are connected with the city water main — none better in the South. This water is from the Cababa River.

The shops and yards are fitted up

with trash boxes, made of wire netting. The trash can be burned in these without being taken out of the receptacles. This is done daily.

"Leaving the roundhouse, and about 30 feet north, we come to the boiler washing plant, which is up to date in every way. About 30 feet north of this plant are the engine and boiler rooms. The engine room is equipped with two large air compressors, water pumps, and all other devices. In the boiler room are two large tubular boilers (only one fired at a time), the coal elevator and an ash conveyor. You can see, with this equipment, these are thoroughly modern.

"Northeast of the boiler room is the machine shop. About one-half of the machinery is new. We have a good tool room in this shop, too, which is the writer's headquarters. About 25 feet north of the machine shop is the blacksmith shop, with its two forges, a furnace, and a new, 2,000-pound steam hammer. To the right of the blacksmith shop are the bathtubs for the engineers, firemen and machinists. In this same building are offices for the various shop foremen and call boys. To the right of this building are the lead tracks where they clean the fires and conveyors to load the ashes and also a large water tank.

"North of this is a most up-to-date coal elevator and sand house where they coal and sand the locomotives.

"Going west, about 100 yards, you will come to the track where the baggage and passenger cars are cleaned and repaired. Going south, down the tracks, is the storeroom platform, storeroom and oil room. On the front end of this platform is a large building in which is the storekeeper and general foreman's office.

"The building to the right of this is the superintendent's office. Still further south of this is the car repair department. This is also well equipped with a large planing mill, blacksmith shop to take care of the car repairing, bath houses and offices. All of the buildings are fireproof.

"In every way we have a wonderful plant."

People Who Should Not Be Allowed on Trains

Fond fathers who carry pictures of their offsprings sitting in their bath tubs.

People who borrow your magazine to hold over Toto's basket every time the conductor comes along.

Charming young men who insist on talking to you.

Charming young women who insist on not talking to you.

Nice old ladies who ask you three minutes after the train has started whether they are on the right train, and then every twenty minutes thereafter, whether you are positive this is the right train, why you are positive, whether you haven't ever made a mistake in a similar situation, and what you think Joe will think if they should arrive as expected.

Children who get all smeared up with chocolate and then identify you as dad-da.

Three-hundred-pound male bipeds with handkerchiefs in their collar bands, who go for water between every station, always arriving at your chair just as the train lurches round the sharpest bend in the vicinity.

Young married couples who rest their heads on each other's shoulders when the nearest shoulder you dare rest your head on is two hundred and eighty miles away.—From "Life."

Pot Pourri

From New Orleans newspaper—"Fifty-nine years married and in all that time John Oddo has never been away from home after 9 o'clock at night." Where has that man been until 9 o'clock? He must have a wife who is never suspicious.

H. F. Sanborn, assistant to the vice-president, was speaking of the story in the last issue of the magazine about R. H. Whitlow and his prize bull: "Well, at any rate it's a bully story," said he.

The funniest thing we have read in a long time was a serious account of a baseball game, as told in an English newspaper. However, wonder just how one of our own sports writers would "cover" a cricket match?

Do you call your flivver a "coop" or a "coopay?" Harry Morris says that in the old day "coopay" was correct and is still favored by those who speak correct English, but he suggests that since the days when flivvers oft carry "chickens" the word "coop" is not altogether incorrect.

Women's clothes are funny. Almost as funny as would be those of men if men only had the nerve.

We all know what the Governor of North Carolina said to the Governor of South Carolina. But when the Governor of Texas meets the Governor of Wyoming will she ask for the latest cake recipe or for a match?

FUEL OIL AND PETROLEUM

(Continued from preceding page)

drag electricity from the air, nor any wheel nor moving thing do its work softly—for I am also lubrication and silence.

I am Efficiency. Men do their tasks gladly and better when I am their fellow, for I am clean and sweet in all my work. The steam leaps stronger from the water at my touch, the engine speeds with absolute certainty when my hot breath drives the shaft.

I am Economy, for I am the spirit of concentrated energy.

I am the father of all machinery;

I am the grandfather of electricity.

I am Preparedness.

I am the fuel of civilization.

Aladdin's lamp is no fairy tale;

I am the Genie of the lamp.

I AM PETROLEUM."

The "Passing" of the Dear Old Clinton Line

By R. F. McGLOTHLAN, Treasurer of the K. C., C. and S. Railway

'Twas back in eighteen eighty-five
That men of vision, much alive,
Conceived and planned a steam rail-
road,
On which the farmers might unload.

Their surplus wheat and corn and
hogs,
Likewise their crop of walnut logs,
To be transported market-bound,
Where gold and silver did abound.

The plan seemed wise, it promised
well,
The people for the project fell,
In ecstasies did they all join;
The railroad thought to make some
coin.

And so the "Clinton Line," all new,
Was built by workmen good and true;
The pride of all, both far and near,
Until it served its day and year.

But now, alas, it's growing gray.
You ask me? No it didn't pay,
And sad to state, the "C. & S."
Has stumbled o'er the word success.

And so it seemed both wise and good,
By those who best have understood,
To come at once to its relief,
Although it causes pain and grief.

A railroad cannot long survive
No matter how its friends may
strive,
Unless its revenues exceed
Expenditures for things of need.

But somehow this could never be,
Although we've struggled manfully,
And to prevent entire collapse
They "Friscoed" it. 'Tis best, perhaps.

Though we have never ceased to toil,
And often burned the midnight oil,
In spite of all to render aid
The pull has largely been up-grade.

For when a balance has been struck
It seemed the road was out of luck;
And though we've scratched and
scratched our head,
The balance loomed up in the "red."

In early days, its trains all new,
'Twas good to look upon, that's true;
But after years of service fine
Old age announces its decline.

Its engines, stately once they say,
Though running still, have had their
day,
And soon (we pause just here to
weep),
We'll see them in the old scrap heap.

Its box cars, once a joy and pride,
With letters bold on either side,
Announced the fact, did also stress
Its title, "K. C. C. & S."

But time with them has played its
part.
No longer now a work of art;
They're serving still as best they may,
Transporting tons and tons of clay.

They say there's nothing in a name,
But when with purpose to defame,
A brainless wag with little wit,
Who kids himself that he is "it"

Decides while others stand aloof
To dub our railroad "leaky roof."
We think it nothing more than fair
To (here we quote), "Give him the
air."

You ask me why the cry of pain,
Indeed the reason is quite plain,
For through the years, some twenty-
three
We've reared a happy family.

Together we have trudged along,
Our labors not unmixed with song,
But ruthless hands came into town;
The Frisco tore our playhouse down.

And so the time has come to part,
It truly gives us pain of heart
To clasp the hand, to say adieu
And brush away a tear or two.

We're going forth, don't know just
where,
We hope 'twill be where skies are fair,
Where man by man is understood
In terms of one great brotherhood.

Our hearts are sore, are broken quite,
It's time for me to cease to write,
And say the word that makes me cry,
The final word to all, "good-bye."

You ask my future! Yes, I'll tell,
The fates have treated me quite
well,
And while the years have quickly
sped
Old Father Time has gently said:

"You've reached your three score
years and ten,
The time allotted unto men,
The shelf for you, your name in
scroll
Will henceforth grace the Pension
Roll."

New Year Resolutions

H. F. Shivers

By the time this appears in print,
the gladsome Christmas festivities
and the New Year Holidays, with all
the resolutions, both good and bad,
will have passed into history. The
year just gone has been a good year,
yet while fraught with many of the
mistakes and short comings which
are the common lot of all mortals, we
should put the past behind us and

each one try to profit by the mistakes
made during the year, using what-
ever of success we have attained as
a stepping stone to a higher state of
perfection.

Let's all try to be just a little more
friendly to our neighbor, keeping
always uppermost in our minds that
"he who serves best serves most."
Practice the spirit of friendly co-
operation and mutual helpfulness in
our work. Let's all strive to make
our railroad the best in the southwest
by rendering efficient and loyal ser-
vice both to our employer and patrons,
as it is they to whom we owe our
allegiance, our employer for our jobs
and our patrons for their patronage
which provides the necessary funds
to make our pay checks possible each
pay day.

L. B. Pechner is Veteran Railroader

L. B. Pechner, general lumber fore-
man with the Frisco Lines, has been
with the company approximately 15
years. He has spent the greater part
of a long and useful life in railroad
work and has many interesting ex-
periences to relate of the early days
of railroading.

Mr. Pechner was fuel foreman at
Coolidge, Kansas, for the Santa Fe
Railroad in 1882. In 1883 he went
to Topeka and there entered the car
department of the Santa Fe. In 1885
he was transferred to the lumber de-
partment of that road, working there
until 1909 when he came to Spring-
field with the Frisco as lumber fore-
man.

One of the letters which Mr. Pech-
ner prizes, was received by him in
1883 from W. W. Borst, then superin-
tendent on the Santa Fe. The letter
is:

"Dear Mr. Pechner: Replying to
yours of the 9th (the letter is dated
September 13, 1883), during the time
you came under my jurisdiction, June
1 to September 1, 1883, you attended
to your duties as fuel foreman to the
satisfaction of all, and you left our
service of your own election and in
good standing."

W. E. Bernthal Promoted to Auditor of Freight Accounts

W. E. Bernthal, recently appointed
auditor of freight accounts, upon Mr.
Freiburg's promotion to general
freight agent, entered the service of
the Frisco, May 1, 1902, as an office
clerk.

Following his elevation to rate
clerk, he was successively assistant
chief revising clerk, chief rate clerk,
chief clerk, Revising Department,
chief clerk, Overcharge Claim De-
partment, chief clerk, Interline De-
partment, chief clerk, Auditor Freight
Accounts, and on October 15, 1924,
was promoted to his present position.

Besides having a wide acquaintance
in railroad circles, Mr. Bernthal is
surrounded with an excellent "cabi-
net" of men in his department.

Storm and Sleet Halt—But Do Not Conquer Frisco Service

YEARS from now, when some of those whose photographs now appear on the "Frisco Babies" pages of the Magazine, are themselves proud parents—they will still be talking of the "Great Storm of 1924." And coupled with the reminiscences of that storm—one of the worst in the history of the great Southwest—will be the story of what the Frisco men did to combat the effects of that storm.

On December 17 and 18, the entire Southwest—in fact practically the entire nation—was placed in the grip of the coldest weather in many, many years. And with the icy cold came sleet and snow and rain.

Heralded by a rain on December 17, the rain freezing as it fell, the storm broke. Beautiful, it is true, but beauty now and then means actual discomfort and impairment of service.

Blinding, dazzling, treacherous, the sleet fell. The trees bent to its arrival, they bowed their heads and seemed, as if in desperation, to accept their unwonted load and finally many of them gave up the fight and fell, loaded with ice. Wires which furnished current fell, bowed to earth with tons of ice. Old King Winter had, temporarily, put to rout the invention of man with one sweep of his mighty arm.

Trouble.

The word went forth, first appearing on the Western Division, between Sleeper and Crocker, where wires were reported broken and trees hanging across the lines. Four linemen worked between those points all day on the eighteenth. The lines soon went down in other places and at 5:45 p. m., December 18, no wires were working out of Springfield in any direction. Immediately Superintendent Shaffer put the work train into service and with five linemen and a crew of section men left Springfield. Other linemen and gangs were sent out as quickly as possible.

The Telegraph Department at Springfield, through Miss Lillian Hultsch, representative of the Magazine, reported, on December 30, 2,200 poles down between St. Louis and Billings, divided, about 1,200 east of Newburg and 1,000 west. About 70 per cent of these poles were broken, the balance badly out of line. Wire was down for a distance of about 60 miles or 1,200 wire miles. A great deal of the wire was so badly damaged that it was necessary to entirely replace it and in a great many sections where the wire did not go down, it was stretched to such an extent as to destroy its tensile strength, and this must be replaced. Approximately 800 crossarms were broken.

Mr. J. H. Brennan, superintendent of telegraph, accompanied W. C. Titley, vice-president in charge of plant, and W. W. Watt, division plant superintendent of the Western Union from St. Louis to Springfield on December 28 and Vice-President Titley stated that in all his experience he had never seen a pole or line wire so badly damaged.

There were about 800 poles down on the Southwestern, Western and Central Divisions and 200 on the Northern.

And through it all comes the great bright spot of real Frisco co-operation. Crews worked harder than ever they had worked, staying on duty to the limit, carefully handling train loads of impatient people, all of whom longed to reach their destination and gave all too little thought to the man in the cab.

And not a serious accident. In all that blinding fury of snow and sleet. Remarkable, truly. A fine example of loyalty, co-operation and interest.

It was a splendid example of the extraordinary, met and conquered through sheer **hard work** and determination. All of it done through the spirit of co-operation.

Five Notable Books

William Stearns Davis, historian and novelist, has now written five romances touching upon successive great historical periods.

His "Victor of Salamis" deals with Athens at the time of the great struggle with Persia.

"A Friend of Caesar" tells of ancient Rome.

"The Beauty of the Purple" (just published last month) pictures the life of Constantinople in the eighth century.

"God Wills It" is a story of Mediaeval Europe in the time of the Crusades.

"The Friar of Wittenberg" covers the period of the Reformation.

The whole series is published by The Macmillan Company.

Isn't It the Truth?

It may be a mansion, it may be a dump;

It may be a farm with an old broken pump.

It may be a palace; it may be a flat; It may be a room where you just hang your hat.

It may be a house, with a hole in the floor;

Or a marble hotel with a man at the door.

It may be exclusive, or simple, or swell;

It may have grand fixin's, like curtains, and—well,

Just kindly remember, wherever you roam,

That old song is right, folks,
There's no place like home!

Last Minute News of Frisco Folks

E. G. BAKER PROMOTED

E. G. Baker, until recently district passenger agent at Chicago, was, on January 1, named division passenger agent at St. Louis, to succeed Fred J. Deicke, who resigned after being with the Frisco (always in St. Louis) for a period of 45 years. A sketch of both will appear next month.

ELMER JORDAN TO CHICAGO

Elmer Jordan has been named district passenger agent at Chicago. For several years past Mr. Jordan has been traveling passenger agent out of Memphis.

MISS EDWARDS RETURNS

Mollie Edwards, who had been ill for some weeks, has returned to her desk in the passenger traffic department. Miss Edwards is the reportorial representative of the Magazine in her department.

CHARLES BOREN LEAVES SERVICE

Charles E. Boren, locomotive clerk in the office of H. L. Worman, has left the service of the Frisco Lines to enter the real estate business in Florida.

PITTSBURG COMPANY APPRECIATES SERVICE

W. F. Conner, vice-president and sales manager of the Pittsburg, Kansas Elevator Company, recently wrote to Agent W. E. Smith, at Springfield, thanking him for quick service.

Mr. Conner said, "We want to congratulate you upon the co-operation of your office force in promoting a better feeling between the Frisco and its patrons. We are having good service in Pittsburg, and at first we were complimenting ourselves for our personality, which we thought was responsible, but we have become convinced that it is a Frisco policy to give good service to all their patrons. We are certainly proud that our industry is located on the Frisco and served by her."

Widow Jones

Bill Jones on the repair track,
Imagined he could do
A moment's work beneath the car
Without the flag, so blue.
Well, yes, he did it many times,
In spite of rule and warning;
One day an engine bumped the car—
Bill's wife is now in mourning.
—"Sparks"

The FRISCO EMPLOYEES' MAGAZINE

Published on the Fifteenth of Each Month

By the

St. Louis-San Francisco Railway

Edited by FLOYD L. BELL

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St. Louis, Missouri

This magazine is published in the interests of and for free distribution among the 25,000 employes of the St. Louis-San Francisco Railway. All articles and communications relative to editorial matters should be addressed to the editor.

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Vol. 2**FEBRUARY, 1925****No. 5****Man and Service**

ON THE stroke of the clock when a man enters the service of a corporation he becomes an investment. That is, he is hired and paid with the thought that he will, by his labor, return to his employer the value of his wages and something in addition, interest as it were, on the money paid him.

The man who works automatically, never looking for anything better or using his head to any extent, is a losing item in the scheme of things, and his product goes on the debit side of the ledger.

The man who takes pride in the way he does his work and is looking forward to the day when he will assume the duties of a bigger job, is a paying investment, because he is not only performing that service which is expected of him, but is gaining an education which is the most valuable asset a man can have.

Let each man take an inventory of himself. If he finds himself wanting in any particular, see if by some means that want cannot be overcome and his value increased.

And the reward will come many times over, rest assured of that.

Courtesy

WHAT a delight it is to meet the man, or woman, who is always courteous.

What a great deal courtesy does mean to an employe and to the organization for which he works. Most of us are governed by the amount of courtesy in direct ratio as the day is bright and cheerful, or stormy or cold.

It requires such little effort to be cheerful and courteous when the weather is fine and

everything is moving along smoothly; but when the weather is inclement, everybody out of sorts, business affairs perhaps a bit roughened, then it requires some effort for a person to be congenial and courteous.

But oh, how it pays to make that effort. Life is too short to go through it seeing dark and unpleasant things. The man with a grouch has no place in modern business circles.

Remember, to the patron, the immediate individual with whom he is dealing represents the entire Frisco Railroad. If the agent, or whoever it may be, is courteous and pleasant, then the patron goes away with a kindly feeling toward the entire railway system. And a friend has been made. Isn't it worth the effort?

State Experiment Fails

FLOYD GIBBONS, Chicago *Tribune* reporter, who made fame for himself and his newspaper by his exploits in Europe during the World War, is investigating the experiments in state enterprises in various parts of the world for the *Tribune*. Gibbons sank with a ship, but bobbed up in Ireland. Then he lost an eye—shot out by a German bullet. But he kept "on the job," and sees things as they are.

From Sydney, Australia, he writes of the "failure of the state as a business man," saying, among other things, that the new nationalist administration has abandoned all the state enterprises that proved to be failures, with immense indirect benefit to New South Wales. The government's first step was to abolish the state bakery business. The state bakery, which supplied bread at a loss, Mr. Gibbons says, went out of business in 1922.

As with loaves, so with fishes. With the exit of the old government conditions of insolvency were found in the state trawling industry. This experiment did not reduce the price of fish to the consumer, but added to the burdens of the taxpayer. "The present government," Mr. Gibbons says, "cleared away the wreckage, sold the trawlers, and New South Wales marked down a loss of almost \$500,000 to experience." The bakery was leased to a private company with an option to buy.

The state's attempt to handle the timber business, he says, also ended in failure, losing more than \$1,000,000 in ten years.

Frisco Service Wins Praise by Showing Real Results

Frisco Booster Does Some Good Work at Joplin

It is a well known fact, that a little effort on our part in boosting the road we work for, costs us no money—and only a little effort and the results are astonishing.

Recently the Editor received a letter from an employe at Joplin, Mo., who wrote regarding the result of some personal work on his part, in securing business for the Frisco. This party asked that his name be withheld, as he did not desire praise for his personal solicitation, only wished to show what could be done. We feel that much credit is due this employe, and though we have promised not to divulge his name, the appreciation of the officials of the Frisco is extended to him.

Little Rock President Commends Frisco Service

The following letter was received by J. W. Nourse in appreciation of Frisco service, by Mr. H. J. Flanders of Little Rock, Ark.:

"My overcoat arrived home Thursday in fine shape and I want to thank you and all concerned very kindly indeed for the fine spirit and co-operation you and your company have manifested in my behalf in assisting in the recovery of the aforesaid overcoat, which the writer left on seat of one of your passenger trains recently. Especially want to thank the Neosho and Monett agents.

"Again thanking all concerned very kindly, and in future when can route any shipments your route or in your favor you may rest assured I will do so."

Car Beats the Invoice

Mr. W. L. Simpson, of the Laclede-Christy Company, St. Louis, is enthusiastic in his praise of Frisco freight service. He says that recently a car of their products was shipped to Memphis, and that on its arrival, a wire was sent for the invoice.

"The Frisco certainly does send things through in rapid style," says Mr. Simpson.

Wales Hat Company Praises Frisco Service

Mr. J. W. Nourse, general passenger agent, was recently in receipt of the following letter from the Wales Hat Company, of St. Louis:

"I want to take this means of thanking you for your kind attention in regard to damaged trunk, for which we put in a claim. The trunk is repaired to our satisfaction. Thanking you, I am (signed) W. L. Green, Wales Hat Company."

"Tip" Results in a Ticket Sale

Here is a result of a "traffic tip." Mr. R. C. Mills, of Oklahoma City, advised L. W. Price, division passenger agent at Oklahoma City, that Mr. E. A. Wright was to make a trip to Terre Haute, Indiana.

The result is shown in this excerpt from a letter written by Mr. Price to Mr. Mills:

"I am very glad to advise we sold Mr. Wright a ticket, and he left on No. 10 August 4. Wish to thank you for bringing this to my attention."

Record of Good Fuel Performance

The following excellent record of fuel performance was made on the Chickasha Subdivision, November 16, by Engineer O. L. Martin and Fireman P. Wyreck:

Engine No. 1629, carrying 52 cars of stock, one car of poultry, with a total weight of 1,612 tons. The run was from Lawton to Oklahoma City, a distance of 91 miles, and was made in 4 hours and 20 minutes. On this run, 1,513 gallons of oil were used or 10.36 gallons per 1,000 gross ton miles, equal to 123 pounds of coal per 1,000 gross ton miles. The total number of gross ton miles covered was 146,692.

Some Real Merchandise Service

Here is a letter from Superintendent C. H. Baltzell, quoting a letter from Conductor L. O. Biddle, which tells its own story:

"Wish to call your attention to Frisco fast merchandise service out of Kansas City. A party at Chelsea ordered a hay rake by long distance, at 1 p. m. on Thursday, and rake was unloaded out of SP 86950, Kansas City merchandise car at Chelsea, at noon Friday, and no doubt was in the field raking hay 26 hours after being ordered."

Tulsa Has a Hero, Too

By Leona Berryman, Reporter

On November 20, Mack A. Carley, a Frisco water service repairman, risked his life to rescue Mrs. Richard Brandt from what seemed certain death.

Just as train No. 7 was leaving the Tulsa passenger station, Mrs. Brandt, who was trying to catch the train for Oklahoma City, attempted to board the train while it was in motion, and after it had moved more than one-half train length. She grabbed the hand rail on front steps of the rear Pullman, attempting to get on the train, but her foot missed the lower step, and she fell between the rail and the platform.

Mr. Carley was about fifty feet

from Mrs. Brandt when she reached the side of the train, but realizing she was in danger, ran toward her with the view of taking hold of her and tearing her loose from the train. Her body had been dragging for a short distance, and just as he got within about three feet of her, her hands broke loose from the rail and she fell. He reached her a few seconds later and rolled her over toward the platform just in time to save her body from being struck by the journal boxes and being run over by the rear wheels of the Pullman.



Mack A. Carley

After he had rolled her body over he held her so if she became excited she could not throw any part of her body onto the rail in front of the rear truck, and to do this he had to "duck" very close to the platform to avoid being struck by the Pullman steps.

Mr. Carley's quick and decisive action, no doubt, prevented a serious, if not a fatal injury. Mrs. Brandt fainted but was not injured with the exception of a few bruises.

Mr. Carley has received a very nice letter of appreciation from Mr. Fraser, and we are hoping for a Carnegie medal for him. Mr. DeMint, who is an Interstate Commerce Commission Inspector, was here several days ago and said that the government would no doubt instruct him to make an investigation with the view of presenting Mr. Carley with a medal. You can very easily embarrass him by talking about his bravery and he was quite uncomfortable while the above picture was being taken.

Freight Loss and Damage Employees Celebrate With Booster Banquet

By

CHARLENE WILLARD

Inspirations come to all of us now and then, sometimes materializing into wonderful deeds of kindness, and this is what took place when Ruby Northcutt, dictaphone operator and with seven years to her credit, acted upon a happy thought. After consulting with one or two and developing her original idea of a real Claim Department banquet, she timidly approached the subject to Mr. McCormack.

Now Mr. McCormack, in his characteristic democratic manner, gave Ruby a hearing, and it was not long before the approved notice came out that the employes of the Freight Loss and Damage Claim Department would give a banquet at the Chamber of Commerce, 6:30 P. M., November 17. Everyone was invited to attend and bring a guest.

The next question was a weighty one. Who was to be the toastmaster? Of course it was the unanimous opinion that no one could better qualify for that honor than our "boss," and, after much persuasion, Mr. McCormack consented to "do his bit."

The evening of November 17 found the girls and boys of the Claim Department crowding the rooms and corridors of the Chamber of Commerce. We did not know one another; the girls looked like peaches and cream with their wonderful marcel waves, pretty dresses, etc., and the boys—well, they had on their "best bib and tucker," too! There was so much suppressed excitement in the air, because we were all waiting for the opening number by Wrightsman's Orchestra, which meant the announcement of dinner, and finally when we did march into the banquet hall, we beheld the most beautiful tables, decorated with American Beauty roses, in tall and slender vases, and just above the toastmaster's chair, Old Glory artistically draped.

Virgil Anderson, claim investigator, in a beautiful and touching manner gave a few words of grace, and then we all sat down to the following menu:

DOPE SHEET (Menu)

M. D. T. Car Sweepings
(Fruit Cocktail)
Seasonable Commodities
(Combination Salad)
P. H. P. Stuccoed
(Breaded veal cutlets)

Salvage from wreck at MP C-3 49,
a la Smith-Roop, with liquified
asphalt

(Three cars potatoes wrecked, Smith
and Roop, traveling men, detailed
to look after the salvage. The
liquified asphalt represent-
ing creamed gravy.

Dead Freight House
Beverage (Coffee)

Compressed Cotton
(Hot rolls)

Basement Special a la Whitsett
(Pumpkin pie with whipped cream.
The cream representing a little
bit of the sweet disposition of
Miss Vida Whitsett, dic-
taphone operator.)

J. H. Fraser, general manager, had promised to deliver us an address, but at the last moment was called out of the city; also, Senator Frank H. Farris, of Rolla, Mo., was to have given one of his famous orations on friendship, loyalty, etc., but was tied up in court work and could not be released, and so at first it seemed very doubtful as to whether or not the banquet would be a success; but the toastmaster, being a very resourceful man, made other arrangements, with the result that Mr. M. V. Carroll, executive secretary for the Chamber of Commerce, gave the opening address.

Mr. Carroll, in a frank and sincere way, remarked on how fortunate Springfield was to have a good railroad as the Frisco, that without the Frisco, Springfield would not be the Queen City of the Ozarks and that the Chamber of Commerce boasted of a large membership, many of whom were officials and employes of the Frisco Railway Company. Incidentally, Mr. Carroll spoke in an amusing manner of being one of Mr. McCormack's next door neighbors, and when called upon to prepare a speech for this occasion, felt somewhat dubious about the matter and wanted to back out, but could not do so very well since he had "sponged" off of Mr. McCormack all summer long by using Mr. McCormack's lawn mower.

Miss Gillespie, well known in local expression circles, gave a very delightful reading, handling the part of a mischievous school boy in a very commendable manner. His trials and tribulations, somewhat similar to the antics of Booth Tarkington's "Penrod," brought back happy memories of our childhood. Miss Gillespie received generous applause and favored us with a humorous encore, very graphically picturing an old lady's first ride in an automobile.

J. H. Doggrell, superintendent of transportation, spoke in glowing terms of the F. L. & D. Claim Department, expressing his appreciation of the wonderful co-operation he had received from that department, and reminiscing on the progress the claim department had made since the time he was at the head of it.

C. J. Stephenson, assistant to general manager, and J. K. Gibson, assistant to superintendent motive power, spoke of the friendly relations that had always existed between their respective departments and the F. L. & D. Claim Department, and expressed themselves as being highly pleased with the excellent results attained.

The toastmaster then called on E. F. Tillman, general live stock agent, who responded with a few snappy remarks on the effect of prompt and equitable claim settlements upon live stock shippers, and the efforts that his department were putting forth to help maintain the excellent record established by the Claim Department, particularly in the cattle raising district of Texas.

Later, impromptu speeches were made by R. H. Burnie, assistant superintendent F. L. & D. Claims; F. X. Adams, traveling claim adjuster, F. L. Pursley, chief clerk; J. D. Turner, traveling claim adjuster; H. K. Hayes, L. F. Sewell, J. E. Head, claim investigators, and Vida Whitsette and Gertrude Fryer, dictaphone operators.

Mr. McCormack asked that recognition be given to Messrs. J. R. Lynn, W. H. Samuels and O. L. Young, who had just recently joined the personnel of the Claim Department, and who were active in the vigorous claim prevention and better service campaign now being conducted by the Frisco.

The program was not without its music, either, for Marjorie Risser, of the Filing Department, rendered two beautiful semi-classical solos, accompanied by Mrs. Annabel Watters Drago, formerly supervisor of the typing and filing departments. For an encore Miss Risser whistled a very charming waltz.

Joe Weddell, brother to Edith Weddell of the O. S. & D. Department, accompanied by the famous Wrightsman Orchestra, sang some real jazz songs, and the "sheckles" were more than poured out at his feet. Mr. Weddell possesses a fine baritone voice.

The evening being almost over and everyone eager for the dance, Mr. McCormack, in a very apologetic tone of voice, thanked one and all for the courtesy they had shown him by asking him to be toastmaster, how much he had enjoyed the expressions of good will, extended by the representatives of the other departments, but more than all the wonderful loyalty of his force, that it was our party and we had all demonstrated the Golden Rule in faithfully performing our daily work and displaying genuine interest and enthusiasm in the general conduct of the Claim Department.

Immediately following, there was a rush for dancing partners.

TIME TABLE OF 1878 PAINTS KANSAS IN GLOWING COLORS

Major E. E. Dix, known to everyone who has ever had business with the Northern Division of the Frisco Lines, recently had called to his attention a time table of the Missouri, Fort Scott and Gulf Railroad, printed in 1878.

And immediately Major Dix recalled that it was the time table in use when he first took a position with the M., F. S. & G. R. R. as a telegraph operator at Olathe, nearly 47 years ago. After spending four years there, he moved to Fort Scott, Kansas, where he has since lived.

In advertising Southeastern Kansas, the old time table says: "The best portion of Kansas and the part that has made the state so famous. Go to Southeastern Kansas. 300,000 acres in the populous and wealthy counties of Bourbon, Crawford and Cherokee remain unsold, and are now offered for sale by the Mo. Riv., Fort Scott and Gulf Railroad at a low price, and on credit running ten years. The richest farming and stock raising country you have even seen."

Further, the time table says:

"Come to Kansas. To the farmers in the North and East, discouraged at seeing their hard earnings of summer eaten up during the long and cold winter, we say, sell your high-priced farms and come to Kansas, which is destined soon to become the richest and most populous state in the Union in the near future. But, in selecting your location, do not be influenced by plausible and extravagant advertisements; decide the matter for yourselves, keeping in mind the importance of locating in the best portion of the state, and the fact, that upon your action in this matter depends, not only your prosperity, but that also of your children.

"We ask you, then, before locating, to look at our lands—think of the necessity of having good schools, churches of all denominations, the best of society, plenty of fuel, timber, water, and building stone, the best of markets, etc., and compare these ad-

vantages with those of other portions of the state and you will readily decide upon your location."

In another part of the old time table is found this:

"Replying to the numerous applications from people moving to Southern Kansas, in regard to shipping their freight, livestock, and household goods, the Missouri River, Fort Scott and Gulf Railroad Company have made special arrangements and very low rates for freight of this class. Emigrants desiring to ship their horses, cattle or livestock, together with their household goods, will be allowed one man to accompany each car, and he will be allowed to ride free."

And some more, in another part reads as follows:

"Plenty of good water, and timber sufficient for all purposes. For fencing material, beside any quantity of stone, the Osage Orange, a native of this locality, will give a hedge that will turn stock at three years' growth. Stone, along the whole line of the railroad are found inexhaustible quarries of the best of sand and limestone, for building purposes. Flouring mills, are located at Fort Scott, Cato, Girard, Cherokee, Lowell, Baxter Springs, and several other points and are convenient to every farmer. Schools, public school houses are built and schools organized in nearly all the school districts of Bourbon, Crawford and Cherokee Counties. Coal in inexhaustible quantities and unsurpassed quality underlies a large portion of the agricultural lands of this country. The mineral lands of Southeastern Kansas are now being more fully developed than ever before. In Lowell Township, Cherokee County, many new discoveries of lead and zinc ore have been made, and miners from all quarters are flocking in great numbers to this point in the hope of sharing in the riches of this new Bonanza."

The time table is dated November 1, 1878, and was found by Mr. Roy Kennedy of Fort Scott.

Agent J. H. Camp, Lorraine, Kas. Writes Excellent Prose Verse

My friend, Jim Fordton, bought a car; it was a beautiful boat to see. The dealer proudly assured him that it would outstrip old Frisco Number Three. Jim Fordton ceased to ply his trade and every day, at two, he lined up with old Number Three, to see what he could do.

He cleared the crossing by an inch, and sometimes three or four. He got the fireman's goat for sure, and boasted to the dealer that the engineer was "sore."

Jim Fordton raced with Number Three on a sunny autumn day. His auto now lies scattered over the Frisco right of way. No more he'll race like Achilles in his pride, for the undertaker pickled him in strong formaldehyde; and as we hear the church bell its mournful tidings toll, the keeper of the pearly gates rejects Jim Fordton's soul. St. Peter standing at the gate, arrayed in cap and gown, says, "I have to pass you on down. I cannot soil this heavenly sphere with such a silly ass, who will, to win a chance to boast, step hard upon the gas."

Chief Special Agent Allender Breaks Into Print in National Magazine

Chief Special Agent Sam Allender achieved distinction along new lines last month when "True Detective Stories," a widely circulated national magazine, carried a story, "as told by Sam Allender to Jock Bellairs."

"He Killed for the Golden Lure," is the title of the intensely interesting story—a tale of the murder of a loan shop proprietor in St. Louis; of the man chase which followed, and of how the guilty man was finally captured.

"Chief" Allender was, at the time of the murder, chief of detectives for the City of St. Louis. "Jock" Bellairs is the dean of all police headquarters reporters in the Middle West, and has for a quarter of a century or more represented the St. Louis Star in that capacity. Bellairs has written a series of stories dealing with famous crimes and criminals of the Middle West, and in many of these, Mr. Allender plays an important part in the capture of the criminals.

Some day the Magazine hopes to persuade Chief Allender to tell its readers of some of his experiences. Thus far his natural disinclination to stand in the limelight of publicity has been a distinct bar to this, but we hope to break through the barrier before long. We are sure such a story would prove interesting.

Junior Safety Council of Memphis Does Great Work Every Day

Representatives of the Safety Department of the Frisco Lines have recently taken a great deal of interest in the Junior Safety Council Organization of Memphis, one of the largest organizations of its kind in the United States, and composed of Memphis school children.

Mr. J. W. Morrill has made talks to the children and is enthusiastic over their activities.

Among other things the Council publishes the Greater Memphis Safety News, the direction of its columns being in the hands of the Junior Council.

Suggested activities of the council comprise:

Guarding stairways in public schools; Acting as patrols at dangerous corners (standing at curbs and not in street), assisting children to cross in orderly fashion;

Acting as patrols on playgrounds; reporting of hazards in vicinity of schools; aiding the principal in any way at any time as desired. Active members of the Junior Council act as a court for the trial of those pupils found guilty of violation of safety regulations. The council makes a weekly inspection of the entire building and grounds and report in writing to the principal.



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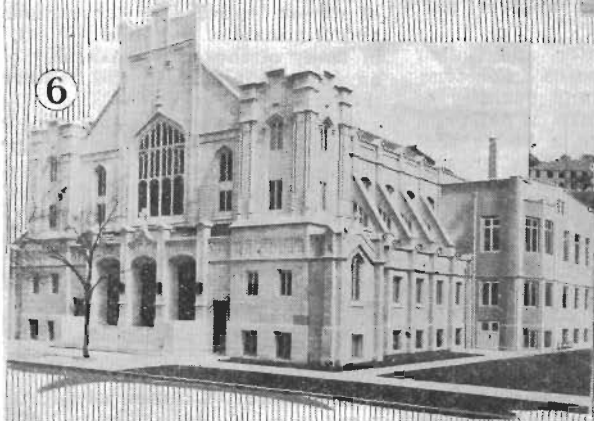


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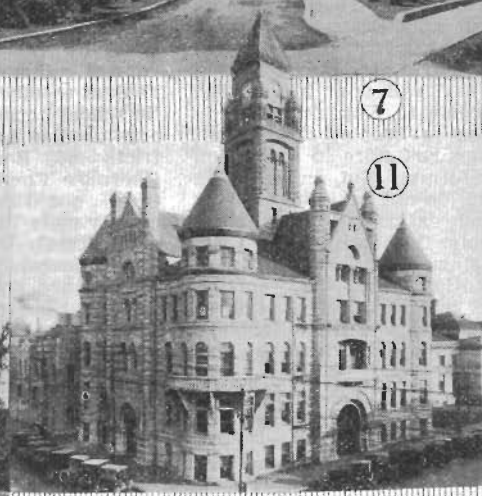
1.—McClellan's Hotel. 2.—Methodist Church. 3.—view of Arransas, Rena, Wichita. 4.—Cathedral. 5.—Broadview. 6.—1st Methodist Church. 7.—Sonic Home. 8.—St. Paul's View. 9.—Scott's Temple, Wichita. 10.—Wichita Public Library. 11.—Wichita City Hall. 12.—Hoskins. 13.—Frieds Union. 14.—Wichita. 15.—\$2,500,000 Union Station. 16.—Panarama Building Section.



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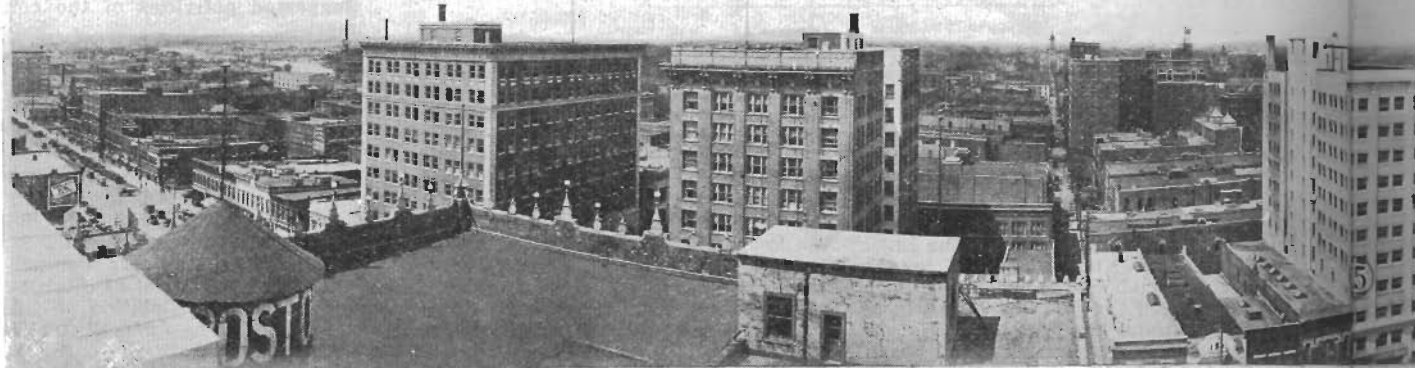


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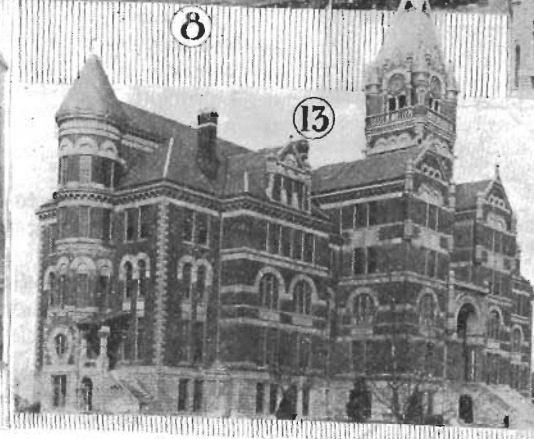
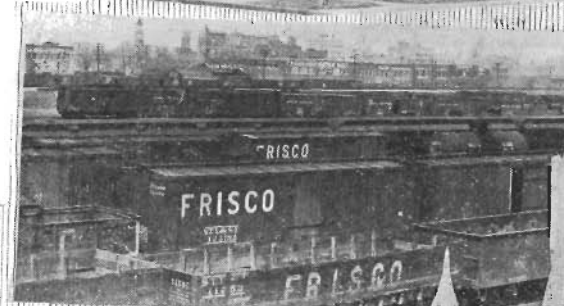
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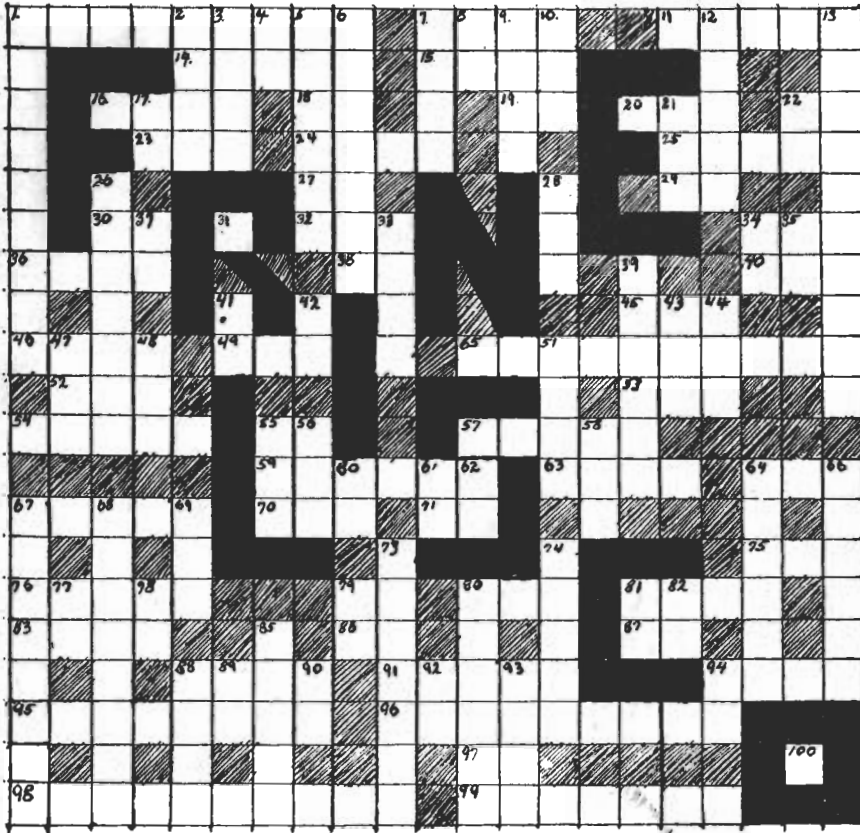
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Hotel. 2.—First Bap-
A view on the little
Wichita. 4.—St. Mary's
Broadview Hotel. 6.—
urch. 7.—Kansas Ma-
e. 8.—Sky Line
Scottish Rite
Wichita. 10.—Car-
ry. Wichita. 11.—
12.—Hotel Las-
tends University.
14.—Wichita's
Union Station.
mic Business



Our Own Cross Word Puzzle—Much of It Relating to the Frisco



- 92—Personal pronoun.
- 93—Girl's name.
- 94—Take place; to exist.
- 100—The fifteenth letter of the alphabet.

Horizontal

- 1—The editor of this magazine.
- 2—Scottish wearing apparel.
- 11—Timepiece.
- 14—Large bird of prey.
- 15—A name for Natron found in South America.
- 16—Snatch.
- 18—Angle valves (abbrev.); symbol used by New York Air Brake Company.
- 19—In the direction of.
- 20—Beak.
- 22—Part of the verb, "to be."
- 23—What all babies do at times.
- 24—Appearance.
- 25—General storekeeper.
- 27—Thus.
- 29—Exist.
- 30—A South American quadruped.
- 32—Male descendant.
- 34—Inland body of water.
- 36—What iron does when exposed to moisture.
- 38—Not any.
- 40—Weary.
- 45—Lubricant.
- 46—Ardor.
- 49—Drunk (slang).
- 52—Old.
- 53—Spread to the air for drying.
- 54—Vapor from boiling water.
- 55—On time (abbrev.).
- 57—Car department official.
- 59—Superintendent of motive power.
- 63—Light weight.
- 64—Haunch.
- 65—A device for oiling an engine.
- 67—Prefix meaning sacred.
- 70—A man's name.
- 71—Not any (same as No. 38 Horizontal).
- 75—Prefix meaning not.
- 76—Velocity.
- 79—Denoting surprise.
- 80—Yield.
- 81—Burden.
- 83—Contract.
- 86—Musical scale.
- 87—Same as No. 79 Horizontal.
- 88—A prince.
- 91—Look gay.
- 94—A ringing instrument.
- 95—Apparatus for starting a locomotive.
- 96—Instrument for talking.
- 97—Last two letters of No. 24 Horizontal.
- 98—Railway engine.
- 99—Common carrier.

Vertical

- 1—The home town of the Texas Coyote.
- 2—Beloved.
- 3—The picture page of this magazine we all like to see.
- 4—Egg without the last letter.
- 5—Animal of South America.
- 6—Brand of ink used by the Frisco.
- 7—The president of this company.
- 8—Prefix meaning not.
- 9—Thin strip of wood used in plastering.
- 10—Likewise.
- 12—Pace in a peculiar manner.
- 13—Page in this magazine for women.
- 17—Reconsigned (abbrev.).
- 21—Decline.
- 22—Same as No. 22 Horizontal.
- 26—Received free by Frisco employees.
- 28—Pronoun.
- 31—Ninth letter of the alphabet.
- 33—Midday.
- 34—Note of musical scale.
- 35—Last two letters of No. 39 Vertical.
- 37—Pronoun.
- 39—Don't do this on the job.
- 41—Initials of the superintendent of motive power.
- 42—Preposition.
- 43—What we like to have in the water cooler.
- 44—Small boy.
- 47—Consume.
- 48—Beverage.
- 51—The use of a blotter.
- 55—Night bird.
- 56—Part of the foot.
- 58—Rodent.
- 60—Prefix noting repetition.
- 61—Indefinite article.
- 62—Same as No. 71 Horizontal.
- 64—Part of a hammer.
- 66—Instrument for writing.
- 67—Building for the sick and injured Frisco employees.
- 68—Magnetic.
- 69—Ancient.
- 73—Instrument for making a noise.
- 74—What the porter does to the office.
- 77—Father.
- 78—Short for Ethel.
- 79—A word, sacred to the Brahmins.
- 80—A vessel in which steam is generated.
- 81—Behold.
- 82—Denoting surprise (same as No. 79 Horizontal).
- 85—Guide.
- 88—Very small, hardly visible.
- 89—Mountain (abbrev.).
- 90—Same as No. 60 Vertical.



Homemakers' Page



MISS LORETTO A. CONNOR, Editor

SIMPLE HOSPITALITY

Entertain at Home

"Those days are gone forever." Trite and slangy, albeit only too true of many of our worth-while practices and customs, among them the art of entertaining in the home.

Of necessity, simplified existence has become the order of the day for most of us. Large homes have given way to small ones. Even those who can afford to pay well, find the servant problem a handicap. The custom of taking our friends out to dine is furthered by the almost general use of the automobile.

The latter practice has its drawbacks. To begin with, a deep and well-filled purse is essential to much entertaining of the kind. Furthermore, the smoky, jazz-laden atmosphere of the present-day cafe does not contribute to intimate association with our friends. But perhaps the fact that every normal woman craves to have her friends about her in her own home, occasionally, at least, will prove the greatest factor in warding off the death knell for the good old custom of extending hospitality in the home.

The chief reason for so much aversion to the roll of hostess is that so many women almost wreck themselves in elaborate preparation for their guests. We owe a great debt to our New England ancestors, but some of us at this season of the year particularly are inclined to sense something a trifle gross in their idea that every gala day should be an occasion for an orgy of eating.

There is no reason why a gathering of ones friends should necessitate days of drudgery, utter exhaustion of energy and the complete depletion of the purse. Many a woman's preparation for a dozen well-fed guests suggests that she was anticipating a regiment of soldiers who had not even seen food for a week.

More entertaining would be done at home if women would only realize that an ideal hostess never overburdens her guests with hospitality. She sends them away relaxed, cheerful and in a happy frame of mind and not worn out from too much entertaining to a night of repentance, disturbed digestion and an aftermath of lowered vitality. Above all, the true hostess makes no foolish pretense. She does things daintily and cleverly, but aims always at simplicity. She knows

that her real friends are not concerned with what she has, but with what she is and for the others she has no care.

FOR VARYING THE MENU

Chicken Broiled in Double Roaster

Cut a five-pound chicken, carefully cleaned, in halves, cutting through the breast and back. Set, skin side down, on a rack in a double roaster; sprinkle with salt. Over the parts of the chicken uppermost spread four tablespoonfuls of creamed butter. Use no water. Cover, set in a hot oven fifteen minutes, reduce heat and let cook slowly one hour and a half. Serve with riced potatoes, cranberry jelly and celery tips.

—American Cookery.

Oysters With Celery Sauce

In a saucepan melt two tablespoonfuls of butter; add one teaspoonful of salt, one-eighth a teaspoonful of paprika, one-half a teaspoonful of prepared mustard and one tablespoonful of flour; when blended and bubbling, add one cup of uncooked celery, chopped very fine; stir and cook five minutes; add two cups of rich milk or cream; stir constantly until boiling begins. Add one pint of large oysters, reduce heat and let simmer until edges of oysters are curled. Serve on toast.—American Cookery.

Arranging the Silver

In regard to arranging the silver for meals, the following rules are usually observed:

Silver should be placed in the simplest and most convenient way. The spoons and knives are put at the right of the plate, the forks at the left, in the order in which they are to be used. Starting from the extreme right counting in toward the plate, we have this order of silver: fruit spoon, soup spoon, bread and butter knife, and meat knife. Nothing could be simpler. Sometimes the spreader is placed on the bread and butter plate.

The same is true about the fork side of the plate. At the extreme left is the meat fork, usually the first used, and the salad fork next in toward the plate. There is one excep-

tion, however, in the usual placement of forks, which is in fashion just now. The oyster fork is usually placed at the extreme right of the silver, or else, as most hotels do, it is served on the oyster plate itself.

Sometimes one hesitates about using a fork or spoon for a certain course. When in doubt, watch your hostess who should always make the first move in beginning a new course.

The only test of good manners is the daintiness with which you eat. This is a useful fact to remember for it helps tremendously if you are ever in doubt as to what is correct.—Ex.

February—A Month for Parties

February is the month of months for the hostess. The gay season is still in full swing and there are so many special days and occasions that make possible novel decorations and unique plans for entertainment. If you have any social obligations to discharge, select February for doing so.

In addition to good old St. Valentine's Day and Washington's and Lincoln's birthdays, the second month of the year brings round Candlemas, February 2nd; Dickens' birthday, February 7th, and Longfellow's birthday, February 27th. The latter two afford excellent opportunities for women's clubs and individuals with literary inclinations.

Although Candlemas has not been celebrated to any great extent in America, it is rather generally observed in Europe. The superstitious make the day an occasion for indulging in all those practices with candles that are supposedly prophetic of the future. The true Parisian observes the day by eating pancakes. The story goes that when Madam Bernhardt was at one time touring this country in February and the chef on her private car proved unfamiliar with the intricacies of the pancake, rather than not live up to the traditions of Candlemas, the immortal Sarah made her own supply.

Dainty Handkerchiefs

Subscribing to the vogue for black and white, white crepe de chine handkerchiefs have a black footing edge embroidered in white dots. Exceptionally unique are the 'kerchiefs made of delicately tinted crepe de chine with gold lace borders.

The Laundry Problem

It may be a surprise to some of our readers to learn that the subject is considered of such importance that courses in the art of laundering are now being given in some of the leading colleges. The School of Practical Arts, Teachers' College, Columbia University, New York, includes a very excellent one in the curriculum. A few helpful suggestions follow:

TO STARCH SUCCESSFULLY

1. Be sure to skim or strain the starch before using.
2. Use starch cooked until transparent—10 to 15 minutes.
3. Use the starch hot.
4. Rub the starch well into the material.
5. Starch on the wrong side unless a surface gloss is desired.
6. Make a thick starch if there are garments requiring it, since the moisture from them gradually thins it out.

STARCHING AIDS, WHY USED

1. A pinch of borax is added to starch before cooking to give a gloss, to whiten and stiffen the clothes. Sometimes salt is used in place of borax.
2. Paraffin or lard is added to give smooth finish and to keep the iron from sticking.
3. Bluing is sometimes added to replace that extracted by the hot starch.
4. A colored water, such as that colored with tea or coffee may be used in place of some of the clear water in making starch for colored articles.

HELPS IN IRONING

1. Use clean, smooth, hot irons.
2. Iron on steady, well padded board.
3. Iron everything until thoroughly dry.
4. Follow the direction of the thread of the material in ironing.
5. Iron from right to left, drawing the material over the board toward the ironer.
6. Begin by ironing the parts that hang off the board for they are less apt to become mused or dried out.
7. In case there are trimmings or embroideries, iron those first.
8. Iron embroideries on wrong side with a pad underneath—this may be a bath towel.
9. Do not iron more folds in table linen than are absolutely necessary.
10. Fold all sheets, towels and linens according to the cupboard or drawer space allowed for them.
11. Allow all clothes to hang, air and dry thoroughly before putting away.
12. Sheets may be folded over the board and used to iron towels and handkerchiefs on; with a little pressing of the hems, they are ready to store away.

No costume for daytime or evening is complete this season without its accompanying conceit, a gay flower at the shoulder or the belt. Carnations, pansies and the ever popular gardenia are the favorites.

The Bathtub

We are told on good authority that the first bathtub in the United States was installed in Cincinnati, Ohio, on December 20, 1842, by Adam Thompson. It was made of mahogany and lined with sheet lead. At a Christmas party he exhibited and explained it, and four guests later took a plunge. The next day the Cincinnati papers devoted many columns to the new invention and violent controversy soon arose regarding it.

Some papers designated it as an Epicurean luxury; others called it undemocratic, as it lacked simplicity in its surroundings. Medical authorities attacked it as dangerous to health.

The controversy soon reached other cities, and in more than one place medical opposition was reflected in legislation. In 1843 the Philadelphia common council considered an ordinance prohibiting bathing between November 1st and March 15th, which failed of passage by two votes.

During the same year the legislature of Virginia laid a tax of \$30 per year on every bathtub that might be set up. In Providence, Hartford, Charleston and Wilmington, Delaware, special and very heavy water rates were laid upon persons who had bathtubs. Boston in 1845 made bathing unlawful except on medical advice; but the ordinance was never enforced, and in 1863 was repealed.

When you are inclined to be "down in the dumps" remember the bathtub. It came out all right. So will you.

—Exchange.

Orange Frosting

Cook two cups of sugar and one-half a cup of hot water till the syrup will thread, or by thermometer test to 238 degrees F.; then pour it slowly over two egg whites (one-quarter cup) which have been beaten very stiff, beating all the while, till the mixture is nearly thick enough to spread. Put this icing into a saucepan, set pan into a larger saucepan of boiling water and cook it over the hot water, stirring continually, until the mixture begins to granulate on sides and bottom of pan; remove from fire, add a few grains of salt, one-third of a teaspoonful of orange extract, and beat until icing is ready to spread. Cover the cake evenly; let cool, and spread over the top a thin layer of bitter chocolate which has been melted over hot water. It will require three ounces. A spatula will prove the most convenient utensil to use for the purpose. Before the chocolate has completely hardened, crease with a clean string into desired pieces for serving, as it is difficult to cut, otherwise, without cracking the chocolate.

Hungarian Goulash

Cut into small pieces one-half a pound of fresh pork fat; brown in a saucepan; remove all but liquid fat; add one onion, fine chopped; when brown add two tablespoonfuls of flour, one teaspoonful of paprika, one-fourth

a teaspoonful of pepper, one tablespoonful of salt and one-half a cup of strained tomato; stir until flour is smooth; add two pounds of bottom of the round of beef cut in inch cubes; add, also, one cup of water, one bay leaf, one clove, one teaspoonful of chopped parsley and one stalk of celery, chopped fine. Pour into a casserole; cover and cook in a slow oven three hours.

Baked Halibut, Creole Style

Choose a piece of halibut weighing about four or five pounds, and place it in a deep pan of strong salt solution—enough to float an egg—for thirty minutes. Lift out, let dry, and lay on the grate of a covered roasting pan. Brush with melted butter, and let cook in a hot oven for the first ten minutes, then reduce temperature, and bake until the fish is done, basting every ten minutes with hot water or fish stock. It will probably take from three-quarters to one hour to bake. When nearly done, sift a quart can of tomatoes, and heat them with four tablespoonfuls of butter, one teaspoonful of salt, one tablespoonful of sugar, and two sweet, green peppers, fine-chopped. Pour this over the fish, when on the platter.

Sponge Cake

Beat, until stiff, two egg-whites; add one-third a cup of sugar, gradually, beating with the egg beater, then remove egg beater and add the yolks of two eggs which have been beaten until thick and lemon colored, with two tablespoonfuls of cold water; put into a measuring cup three-quarters of a tablespoonful of cornstarch, add bread flour to make one-half a cup, then add one-third a teaspoonful of baking powder and one-eighth of a teaspoonful of salt; sift these dry ingredients and beat well into the egg-mixture. Flavor with one-half teaspoonful of lemon extract, or vanilla, if preferred.

Custard Filling

Scald one cup of milk in the top part of the double boiler; mix together one-half a cup of sugar, three tablespoonfuls of flour, and a few grains of salt; add this to one egg, slightly beaten and pour over this mixture the scalded milk; return to double boiler, stir constantly till thick; cover and let cook twenty minutes. Cool and flavor with one-quarter a teaspoonful of lemon extract and one-third a teaspoonful of vanilla.

Caramel Syrup

Caramelize one-half a cup of sugar; add six tablespoonfuls of boiling water and let simmer about three or four minutes; remove from fire and let cool slightly before using.

Almonds

Blanch and brown in oven three-quarters a cup of Jordan almonds, then chop, not too fine, and they are ready to use.

(Continued from Page 16)

is state operation it is expensive and unsatisfactory. The personnel is usually excessive. For example, in Austria there are an average of 27 employees per mile of road; in Germany, 21; in Switzerland, 19; in France, 14, as compared with 8 in the United States. In the mountainous sections of Europe, electrification is being pushed as rapidly as possible. The League of Nations has been successful in inducing railroads in most countries of Europe to get-together on standardization of track, equipment and accounting, and also through rates in order to facilitate international traffic. In India they are standardizing equipment as in this country, and have adopted accounting and statistical records copied largely after those required by our Interstate Commerce Commission.

GAUGES

"The gauge or width of track has been an important and vexing problem in the evolution of railroads. The narrow gauge is of course the cheapest, especially in mountainous regions, not only in cost of roadbed but also in equipment and operation. But they have no place in a busy country where there is demand for free movement of commerce in car lots. With a very few exceptions the United States got rid of them many years ago and adopted the standard gauge of 4 feet, 8½ inches, first used by William Jessop of Derby, England, in 1799. As the name indicates this gauge is now the standard in the more important countries of the world and is gradually supplanting other gauges. There are now only a few wider gauges, the most notable being the prevailing one of 5 feet, 6 inches, in India. The widest ever used was 7 feet, in vogue until 1892, on the Great Western of the British Isles. There has been quite a variety of narrow gauges, the narrowest being the present Ravenglass & Eskdale in Cumberland, England, which is 15 inches and is actively in the business of carrying freight and passengers for real money. In countries where there is considerable carload business desiring to move over railroads of different gauges it is usually customary to have facilities for readily raising cars off their trucks and temporarily substituting others of the required gauge.

CAPITALIZATION

"The average capitalization per mile of road in some of the principal countries, calculated on the basis of normal exchange, are: British Isles, \$275,000; France, \$216,000; Belgium, \$196,000; Austria, \$155,000; Switzerland, \$148,000; Germany, \$120,000; Japan, \$118,000, as compared with \$70,000 in the United States. Stated differently, our capitalization is only 25% of that of the British Isles and graduated upward through the list to 60% of Japan's, the lowest. For rate making purposes in the United States, capitalization is ignored. The law permits railroads to earn 5¼% on the tenta-

tive valuation made by the Interstate Commerce Commission and for all the lines in the country that valuation exceeds the net capitalization by two billions dollars.

STATIONS

"The busiest station in the world is the Saint Lazare in Paris, with 1,700 trains per day. The busiest in this country is South Station in Boston, with 1,000 trains per day.

EQUIPMENT

"Passenger cars on the earliest railways usually had small bodies of the stage coach type. The first one was named 'Experiment,' and was operated daily on the Darlington & Stockton in England in 1825. Its capacity was 6 passengers inside and 15 to 20 outside. In 1833 cars long enough to seat 60 people were introduced in the United States. Vestibules enclosing the platforms and connected by flexible diaphragms were introduced in this country in 1886. Originally all British and European coaches were divided into compartments occupying the whole width of the car with seats facing other 'fore and aft,' and accessible only through outside doors, but the modern type has a corridor on one side from which access is had to the compartments and which furnishes a passageway through the entire train. Electric lighting was first introduced in 1881 in the coaches of the London, Brighton & South Coast R. R. The battery system was first used in the United States in 1882 on the Pennsylvania. First class coaches in Germany are equal in quality to our parlor cars. In all other countries first class cars approximate our average coaches. Fourth class cars in Germany are very inferior to our poorest out-of-date equipment and third class in most countries do not have upholstered seats and some merely have wooden benches ranging lengthwise of the car.

"In this country sleepers are quite generally operated on night trains, but in foreign countries they are only operated on high grade express trains. The high cost of sleeper accommodations abroad is prohibitive to all but the richest and is largely responsible for their scarcity.

"It is usually necessary to reserve berths two or three weeks in advance. The almost universal type in foreign lands is the compartment car with corridor similar to those in this country, operated only in a few long distance trains. In marked contrast to travel in the United States customs examinations at European frontiers are a source of great inconvenience and annoyance. In traveling from London to Rome, for instance, it is necessary to undergo three or four examinations. No matter at what hour of the night the train arrives at the border the traveler must pile out with all his baggage and wait in line to have it examined, first by customs officials of the country he is leaving and then by those of the country he

is entering. Frequently the examinations are not completed when the conductor calls 'All aboard,' and then the victim jams his belongings into his bags as best he can and bolts for the train with all his fellow sufferers. American travelers hardly know the meaning of discomfort until they travel abroad.

"The first sleeper in the United States was operated between Philadelphia and Harrisburg on what is now the Pennsylvania, in 1836, but it was discontinued in 1848. These had three tiers of fixed berths on one side of the car. In 1859, George M. Pullman converted two coaches into ten-section sleepers for the Chicago & Alton, and thereby inaugurated permanent sleeper service in this country. These first cars had folding berths as are now in universal use in this country. The first sleeper in England was introduced in 1873.

"Like sleepers, diners are rather common in the United States, while in foreign lands they are only operated on the crack flyers. Table d'Hote service is the rule in other countries. One noticeable feature in Europe is the absence of ice water, or water of any kind. The natives prefer sour wine. Seats in the diners abroad are secured from the steward who passes through the train in advance and furnishes checks for seats at certain tables at certain times. There are usually three services. English diners carry out the compartment idea so prevalent in all English coaches and thus have the effect of several small dining rooms. Diners were first used in England in 1879 between London and Leeds. In the British Isles and continental Europe, separate diners for each class of passengers are operated on the principal trains. In this country lunch counter cars are being operated on a few lines.

FAST TRAINS

"Generally speaking, European express trains travel at a higher speed than ours. Fifty-five to sixty-one miles per hour are not uncommon averages for long distances. The fast trains performing suburban service out of London drop 'slip' coaches at various stations enroute without stopping. All suburban trains in London run into all suburban stations in the city regardless of ownership, to pick up and deliver passengers in order to better serve the public. Japan operates fast extra fare trains across Manchuria and Korea in connection with similar service on the mainland, carrying diners and sleepers. Australia enjoys many distinctions in railroads as in other things. There are trains on through runs of 1,052 miles which do not cross a single permanent stream of water. These same trains run over one stretch of 300 miles of absolutely straight track over a treeless plain similar to our 'Staked Plains' of Northwestern Texas.

FARES

"In Europe and other foreign countries there are first, second, third and

even fourth class fares. In the United States there is such an aversion to class distinctions that only one class is of any practical use and that first class. Except in a comparatively small territory in the Rocky Mountains our coach rate is 3.6 cents per mile. Corresponding rates in Europe average 5½ cents per mile calculated on a conservative exchange basis. In this country 150 pounds of baggage, in addition to a liberal free allowance of hand baggage, is carried free, while in Europe there is a charge of about ½-cent per mile for the same service. That makes travel in coaches in Europe about 2½ cents per mile more expensive than in this country. That is not the whole story. Sleeping car fares average a little over one cent per mile in the United States as against about 3 cents per mile in Europe.

"The railroads of the United States give the best service at the lowest rates and pay the highest wages in the world."

A Wolf Hunt That Proved to Be a Panther Chase

Some time ago one of the residents of the community surrounding Hasse, Texas, reported a wolf working havoc with his cattle, and asked that all the wolf hunters and wolf hound owners help him run down the thief. The wolf, incidentally, was killing his stock and eating only a small portion, leaving the remainder for waste.

Among the hunters who responded was J. C. Williamson, Frisco Lines agent at Hasse.

Going to the spot where the wolf had killed a steer belonging to one of the hunters, the dogs were turned loose and soon they were hitting the trail. Not much time elapsed until all of the dogs, with the exception of one old, reliable Walker dog, came plowing in on a back trail and "tucked their tails," refusing to take up the hunt again.

This made the hunters suspect that there was "something wrong in Hasse," as never before had their dogs acted in this manner. Then down the river came the barking voice of "Old John," the one who had stuck to his post.

Spurs were put to the horses, and each hunter uncovered his Winchester, in the event the dog needed help. Sure enough, he did, and badly.

As the hunters arrived at the spot, they found "Old John" barking and growling at a large panther which had leaped some six or seven feet high, and had sunk his claws in a pecan tree, where he was whining and gritting his teeth at the old dog.

Several shots rang out, and the



And This Was the Result of a "Wolf" Chase

panther fell dead. To make certain of his death, a gun barrel was run down his throat and a shot fired for safety sake.

Last month "Old John" passed over

the horizon to a dog's paradise, if there be such, and his memory was honored as only a real hunter knows how to honor the memory of a faithful dog.

Wide-awake Cashier — Result, Another Frisco Booster

Mr. M. G. Cooper, claim agent of Sapulpa, Okla., who happened to be in the office of the local freight and passenger agent at Beggs, Okla., a few days ago, writes that a gentleman came to the ticket window and asked to buy two tickets to Forest City, Arkansas, via the Frisco to Holdenville and the Rock Island to destination.

Mr. Cooper tells interestingly of the occurrence, as follows:

"The wide-awake cashier at that point, Mr. Ira F. Brister, informed the party that it would be much better for him, owing to the fact that the Frisco maintained excellent service, to go to Memphis, Tenn., via the Frisco all the way, then take the Rock Island there into Forest City, Ark.

"This party wanted to purchase two tickets. The action of Mr. Brister in securing this service netted the Frisco \$30.14. While this is not much money, yet it shows that Mr. Brister was not only alive to the fact that he wanted to give these people better service, but he wanted to get more revenue for the Frisco.

"I was present when this transaction took place, and feel that this agent should be complimented."

Do We Appreciate the Frisco

By Dr. W. F. Coleman
Hickory Flat, Mississippi

Do we appreciate the Frisco as we should? I answer, "No." We, as a rule, do not appreciate a thing until we are deprived of its benefits, after we have once enjoyed its benefits.

The writer has always lived in the bounds of the Frisco Railroad, except for a period of about five years, when he lived so far from the railroad that not even a sound of a shrill whistle could be heard on a still, clear morning. We did not appreciate the Frisco until we had moved away from it, then we felt the keen loss of it. Now, since we have moved back in the bounds of it, where we can see, hear and smell the great locomotives, we feel more appreciative toward its benefits.

Our people, as a rule, do not appreciate our railroad. This is proven conclusively every week along the lines of the Frisco. For instance, when someone is injured, simply by careless methods, or perchance their stock killed by the train, by allowing them to run at large, the first thing thought of is, sue the company, and sue for a large sum, about twice the value of their property.

I recently heard an old man remark, who had been in a railroad accident with a few others, none of them being

seriously injured, as Providence shielded them, when asked by another party, if they were not going to sue the company, "No, I figure that it was altogether carelessness on our part for not looking ahead. I do not want to take advantage when there was no cause on the part of the company for our accident." Now, this man was right. He was appreciative.

To enumerate the great values of the Frisco to the people along the lines and even to those beyond the Frisco Lines, would take a great volume of space. There is nothing that will take the place of the great "Iron Horse." The automobiles and motor trucks are more numerous, and have their sphere of usefulness, to be sure, but they are only feeble agencies compared with our great railway system. They are not even in a class as yet.

I think our people, if they would give more consideration to the actual benefits of the Frisco, would better appreciate its values. I do not believe that our people mean to be unappreciative of the benefits of the railroad—it is largely through improper consideration. If people that do appreciate the benefits of the Frisco, and I believe that there are, at least, a few, would talk it and live it, it would help to create more appreciation.

I will at all times stand by the Frisco. When opportunity affords, I shall try to show to those who are unconcerned or unappreciative the benefits of our railroad. My influence for any relative or friend, in matters pertaining to compensation for injuries received, where I know, or when it can be proven to me, that an accident was caused from mere carelessness on the part of the one injured, shall be for the Frisco. I will not impose on the good name of the Frisco.

The Frisco has done more to promote progress in this country than has any other agency, and we should appreciate it more and more. I think now, that the time has arrived when people are more appreciative than in former years, but there is still room for improvement.

People kick on high freight and express rates; in this, there is no argument. Is not the farmer, merchant, lawyer, doctor, mechanic, and in fact, people in every vocation receiving more compensation for their services? Then apply this to the railroad company. Let us have the railroads with us always, and let us live by the side of the Frisco Lines.

PITTSBURG, KANSAS

In our March issue, Pittsburg, Kansas, will be our "featured" city, and it is a "live" city.

QUESTIONNAIRE

Will you, as a reader of this Magazine and as a member of the great Frisco Family, take time to answer the following questions?

We want to publish a magazine which every employe will read. Perhaps not every word of it—no magazine published is able to satisfy every reader. If that could be done, human nature would never vary.

In order to do this we want to know just what you like and what you do not like, we want you to cut this questionnaire out, answer the questions and mail them to the Editor of the Frisco Employes' Magazine, 645 Frisco Building, St. Louis.

Will you please?

- 1—Are you interested in the history of the Frisco Lines and of the territory which it serves, and would you like stories dealing with this?.....
- 2—Do you enjoy the series of stories that have been running regarding cities and towns on the Frisco Lines?.....
- 3—Do you want more or less "safety first" material in the Magazine?
- 4—Are stories regarding construction and engineering work along the line interesting?
- 5—Do you like department stories, such as that dealing with the Chemical Department in the November issue?.....
- 6—Do you like the fuel saving stories being run, and do you get anything from them?.....
- 7—Do you like the Flashes of Merriment Section?.....
- 8—Do you like the Homemakers' Section?.....
- 9—Do you think one page devoted to children would be interesting? (We are trying this out in this issue, what do you think of it?)
- 10—Would you enjoy a series of stories describing the work of the various employes?
- 11—Do you enjoy inspiration articles, "success" stories about men who have "made good"?.....
- 12—Do you want the Pastime Pages continued, stories of sports and athletics among Frisco employes?.....
- 13—Do you want cross word puzzles used?.....
- 14—Should we publish more or less semi-technical material regarding shop practices and developments?.....
- 15—Do you enjoy reading about our new facilities, such as engines, cars, etc.?
- 16—Are the house plans which appeared in previous issues interesting or useful?
- 17—Do you care for the editorials or are we using too many?.....
- 18—Is the page of children's pictures interesting and shall we continue to devote an entire page to these each issue?.....
- 19—Shall we devote more or less space to "Family News"?.....
- 20—Do you like cartoons?.....
- 21—Do you enjoy humor mixed with the "Family News"—humor of the right, clean inoffensive sort, of course?.....
- 22—Do you like "old veteran" stories?.....
- 23—Would you like more stories from department heads?.....
- 24—Do you care for any fiction in the magazine?.....
- 25—In this one, express your honest opinion as to whether the Magazine is being read in your department, your household or your immediate vicinity. If you have any suggestions to offer, make them here.
- 26—How would you improve the Magazine?.....

Only by feeling the pulse of the readers in this way can the editor know just what is wanted and what is not. We welcome criticism, we want it, and of the constructive sort. If you know of faults in the Magazine—and we are sure there are many—point them out to us.

SIGN YOUR NAME

A
MAGAZINE WITHIN
A
MAGAZINE

The Frisco Mechanic

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

VOLUME I

FEBRUARY, 1925

No. 5

The FRISCO MECHANIC

Published and Edited as a Department
of the

Frisco Employes' Magazine

FLOYD L. BELL.....Editor
MARTHA C. MOORE.....Assistant Editor

Associate Editors

W.M. UNDERWOOD.....Chairman
HOWARD PICKENS.....Secretary

The Editor will be glad to receive
interesting contributions at all times.

ANNOUNCEMENT

Well, folks, here we are again.

The new "Frisco Mechanic" greets
you!

In a new dress. In fact, we have
entered the home of the Frisco Em-
ployes' Magazine and stolen a portion
of its clothing. But the "parent
magazine" is good natured and grac-
iously permitted us to occupy a part
of its home, and to make use of its
"furniture" and clothing.

As you all know, the Frisco Me-
chanic has not appeared for several
months, and we believe its temporary
"leave of absence" resulted in its being
missed by everyone in the Mechanical
Department. At least we like to feel
that way about it.

Now, the Mechanic appears as a
part of the Frisco Employes' Maga-
zine. We hope you will like the new
arrangement. We want you to feel
that this department is a little maga-
zine of itself, "your magazine," just
as the larger magazine is yours.

We want your co-operation in mak-
ing this the very best railroad maga-
zine published. We want reporters
for this department—people who will
send us interesting news items and
little stories of the things going on
about them every day. Only with your
co-operation, and we feel that we shall
have it, will we be able to make this
department the success planned.

We want feature stories, announce-
ments, reports of festivities, special
items, unusual happenings—in short,
anything that is news, and we want
this material sent to this office, not
later than the 20th of each month.

With the absorption of the one
publication by the other, we wish
you to feel that the Frisco Mechanic
has in no sense of the word, lost its
identity, for it has not.

Now, with your help, and we want
that of each one of you, we intend to
make this Magazine really worth
while and always interesting. We
hope, and know, that your interest
and hearty support, indicated by ar-
ticles submitted, will make the Maga-
zine not only a very interesting, wide-

awake publication, but a much sought
after one.

The very best way to indicate your
co-operation and the smooth working
of the organization, which has been
perfected on the Frisco Lines, is
through the medium of expression.

It is a new section, a new venture,
a New Year—everything is new. Let
us progress each month so that on
the next New Year, we can look back
upon a successful year and plan ex-
tensively for the future.

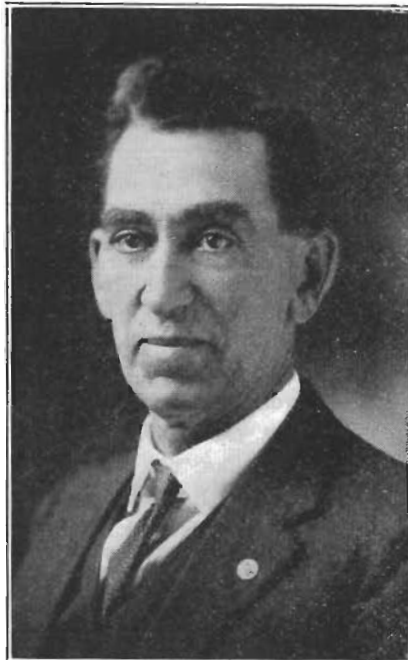
Make this Magazine interesting—
make it worth while; write of the
things that interest you, if they
awaken your interest, they will like-
wise awaken that of others.

All right, folks, let's GO!

A Letter From Mr. Underwood To Our Shopmen

By. W. M. Underwood

I believe that all of us appreciate
the generous offer to make room in
the Frisco Employes' Magazine to ab-
sorb our Frisco Mechanic. We ap-
preciate this action as a promulgation
and promotion of the Frisco spirit—
co-operation.



The successful operation of the
Frisco Railroad is founded upon co-
operation, and we believe that co-
operation should, and does, include
every member of the Frisco family.
While many of us shopmen are
younger members of our family, we
do not feel that our loyalty and sin-
cere co-operation can be questioned.

We are proud of the success which

is crowning our united efforts, as a
railroad, and sincerely hope that our
little social visits, through the
medium of our magazine, may be the
means of promoting the feeling of
good fellowship and a closer relation-
ship among all concerned.

I hope that all of our correspond-
ents will give us their loyal support
by mailing to the editor their report
by or before the 20th of each month.

A. A. Graham Is Oldest Master Mechanic on Frisco

In point of service, Mr. A. A. Gra-
ham, master mechanic of the Texas
Lines, is the oldest master mechanic
on the Frisco Lines. He has been
in that position for the past twelve
years, and entered the service of the
Frisco in 1907.

Mr. Graham is now 48 years of age.
He entered the service of the Santa
Fe Lines as machinist apprentice in
October, 1890, at Topeka, Kansas.
After serving his time as an appren-
tice, he became a machinist, and fore-
man with the Santa Fe until January,
1902, when he was transferred to Ar-
gentine, Kansas, as roundhouse fore-
man.

In December, 1905, he went with
the El Paso and Southwestern, at
El Paso, Texas, as general foreman,
and remained with that road until
July, 1907, when he came to the Fris-
co, being stationed at Fort Worth as
general foreman. He was made mas-
ter mechanic of the Texas Lines in
January, 1912.

Mr. Graham believes in the "square
deal" for everyone, and one of his
co-workers says of him, "We doubt
if there has ever been an employe in
his department who has ever felt that
Mr. Graham has not given him abso-
lute justice." He is a strong believer
in cleanliness, and has won many
compliments because of the clean and
sanitary conditions of the shops at
Sherman.

His service, in a civic way, has been
recognized by his townspeople, for
Mr. Graham has been elected a mem-
ber of the Sherman School Board,
and is otherwise interested in civic
affairs. A few months ago he built a
beautiful home where he, Mrs. Gra-
ham and their son, Edwin, have a real
"home."

One of his outstanding characteris-
tics is his faithfulness to duty and
supreme loyalty. His unswerving de-
votion and loyalty to the Frisco has
always been noteworthy.

E. H. Caldwell of the M. C. B. ac-
countant's office, Springfield, Mo., is
the proud possessor of a pedigreed
German police dog, "Princess Pat," a
gift from his brother, A. B. Caldwell
of Cincinnati, Ohio.

Mr. Worman Greets You

By H. L. Worman,
Superintendent of Motive Power

To the Members of the "Frisco Mechanic Family:"

Best wishes and cordial greetings. It is my wish to extend a word of sincere greeting to you, the members of our great and happy family, on the occasion of this, the first appearance of the "Frisco Mechanic" as a part of the Frisco Employes' Magazine.

To those of you who have seen with regret, the passing of the old "Frisco Mechanic," an infant which died, despite the tender care of loving hands, from lack of nourishment. I have this to say:

The "Frisco Mechanic" is reborn, a resurrection has taken place which I am sure means a greater and better magazine. The old magazine has not entered the realms of darkness, rather has it emerged into the light of a brighter and happier day. For, as a section of the parent magazine, I am sure it has broadened its field, its scope and its vision.

The magazine has as its readers—you. And you represent a large percentage of the Frisco Family. It is a medium by which may be expressed to you, and through you, those things which may benefit each and all of us most.

Performances of unusual merit stand as an ever present inspiration, and it is these which we wish most to note. Tell us of them.

May this new magazine represent, even better than did the old, the unbreakable bond of co-operation and sympathy existing between all departments of this great railway system. May it represent your loyalty, as typified by your work.

I have every confidence in Mr. Bell, the editor of the Frisco Employes' Magazine, and his staff, and I know they will co-operate with us in every possible way, and in return I want you to aid them to the best of your ability.

A toast to the success of the Frisco Mechanic and may its pages increase.

When a Man Is a Failure

By J. L. Eudy, Fort Smith, Arkansas

The mere fact that a man has failed in business or other undertakings, does not mean very much unless we know what he did after his failure. It's the man behind the failure that will tell results. If he gives up the game, throws up his hands just because he has failed—if he loses heart because the first ship he sent out did not return, or if he has become disheartened, pessimistic or gloomy, he probably never will be heard of again. But, if he is made of the stuff that wins, he will come back. If, like a rubber ball, there is rebound in him, the harder his falls, the higher will be his rise afterwards.

No man is a failure until he loses heart and gives up trying. There is no such word as failure in the man

who refuses to quit. Most people would like to advance in their work, earn more, have greater influence, do bigger things, yet, strange to say the world is full of people who have lost the secret of their youthful days. They come to a halt in self-development, and folks say they are getting old. But we are never old until we quit growing and we need not quit growing until the end of our years.

If a man sets his heart upon growing—he has but three things to do; First, he must ever be in search of knowledge. We do not mean from books only—many have attained the knack of learning by observation. Then he must be a thinker and must think seriously. Many people never put a load on their brain and so their brain is like an unattached locomotive—always running "light."

Finally, he must be a "doer." Some people are long on thinking things, but short on doing them. They are dreamers. But experience is, after all, the greatest teacher.

When you have the courage to tackle the difficult things which test your utmost ability, then you are down to the business of growing in all its fine points. The bumps you will get, the discouragement you will encounter and even the mistakes you will make in being zealous in your work will be among the best parts of your deductions. When we see a man who has lost interest in his business, we feel sorry for him, for we know that he has ceased to grow. There is no better place to practice growing than in our daily work. It is a field of unending possibilities for learning facts. Success and reward always come to the person who continues to grow, but the greatest reward consists in having found the secret that makes life continuously interesting.

So, Craftsmen, let us not grow old. Youth is not a matter of years. Genius is truly said to be allied to immortal youth. There are young men of genius in the world today at the age of upwards of 80 years who have all the deep interest that they felt at 30 or 40. Gladstone at 86 and Goethe at 84 are inspiring examples of the youth of genius. There are thousands of men who grow stale at 35, moss-grown and vegetated at 40 and ready for the social scrap heap at 45. This is the result of indolence and the hopelessness that grows out of mental inertia begun in that wonderful period the world calls youth.

Someone has said that Noah was 600 years old before he knew how to build an ark. We will have to admit that he was quite a shipbuilder and some navigator. Noah's ship was a "windfame," lacking in every way definite self-propelling power, but the builder and skipper was abreast of his time.

You cannot develop youth sitting where you have formed the habit of watching the clock. You have to dig, sweat, hump and keep at it—dig and keep digging. Age will not creep on where the fire of enthusiasm and in-

terest still burns. Youth is your natural heritage and youth ever will be served.

Eight Ways to Kill Our Organization

1. Fail to attend meetings.
2. If you do—go late.
3. If the weather doesn't suit you, don't think of going.
4. If you do attend a meeting—find fault with the work of the officers and members.
5. Never accept office, as it is easier to criticize than to do things.
6. Get sore if you are not appointed on a committee, but if you are—do not attend committee meetings.
7. If asked by the chairman to give your opinion on some matter, tell him that you have nothing to say—after the meeting tell everyone how things should have been done.
8. Do nothing more than absolutely necessary, but when members use their ability to help matters along—howl that the organization is run by a clique.

Merry Mechanics

"August" was the much-thought-of dog belonging to Mr. Smith. His worst habit was "reaching his own conclusions." He had a habit of "jumping at cows and horses conclusions," and then one day there was a big, black, bony, ugly-dispositioned mule came by and August jumped at his conclusion. The next day was the first of September.

Egotism is an anesthetic nature bestowed on certain individuals to keep from them the knowledge that they are absolute fools.

Joe was telling his friend Bill the disheartening fact that his memory was failing him. He told Bill he had lived in a boarding house for twenty years and couldn't remember his landlady's name. Bill told him to always connect some incident with things he wished to remember, and as the lady in question was named "Drummick," he told him to remember, "Mrs. Drummick fills my stomach." Joe put himself to sleep that night with the happy lullaby, "Mrs. Drummick fills my stomach." Next morning when he came down he greeted his landlady with, "Good morning Mrs. Kelly."

ABSENTMINDEDNESS

The man who boiled his watch four minutes while he looked at an egg (hot time).

The man who entered a street car, put his cigarette stub in the ticket slot and his ticket on the floor and put his foot on it.

Mr. Jones had just returned from a camping trip, and had been greatly annoyed by chiggers, mosquitoes, ticks, etc. Next morning at breakfast he absentmindedly poured molasses on his ankles and scratched his pancakes.

"Pealer's Peelings"

Geo. Pealer, Reporter, West Shops
Springfield

Hurrah for Local No. 1. Getting better every day. We had a wonderful meeting on December 5th. The wives and sweethearts of the men members of the Local organized a Ladies' Auxiliary. Everybody seemed to be enthused with the go-ahead idea. Some idea, I claim.

Every organization should have the ladies attached in some way, for they are really the oasis of the desert—the bright spot to cheer us along.

This for the ladies:

A new hat!

If at first you don't succeed, cry, cry again!

At our meeting of December 5th, our very worthy president, Roscoe M. Hamilton, read a very inspiring paper on progress. He certainly gave all of us food for thought. We hope to see the Bible we have on the altar next meeting night.

Mr. Carter, painter supervisor, and Bob Gardener, supervisor of the utility men and chairman of the Supervisors' Local, met with us and made very interesting talks. Mr. Carter especially enlarged on loyalty. Come again boys, we sure love to have you with us.

If we want to move the load, we will all have to pull together!

Went up to the office the other day, kickin', of course, and Bill, you know Bill Kuhn, he says, "Be quick to kick if things seem wrong, but kick to us and make it strong. To make things right gives me delight, if I am wrong and you are right!"

We want you to know there is another Bill in George Thomas' office, too. Bill, the champion white leghorn raiser of the Ozarks. Bill has fine chickens and appreciates them for he has built them a fine house to live in. If it was not for Bill White's leghorns, I am sure Old New York would go hungry for eggs.

I reckon you have heard that if you have the faith of a mustard seed you could move a mountain? Don't know about that, but I do know that P. V. Hampton, our general storekeeper has got a mighty fine mustard plant growing right out of a crack in the cement under his office window. Guess he is raising it to feed to the counter boys to give them a little more pep. They don't need it, though, they are fast enough and are surely giving us fine service. It is wonderful how the service in our West Store has improved. Things are arranged in such a systematic way.

According to the way the weather vane is pointing, the joy bells will be ringing again soon. Now comes another Bill — Bill Melinosky. He slipped off the other day and went out into the fields of beautiful flowers and plucked one of the most beautiful of them all, according to Bill's way of thinking. All right, old man, we sure all wish you the happiest voyage through this vale of tears possible. Steer your bark clear of the shoals and all will be well.

If you want to see or hear of an awful slaughter of wild ducks, just step into the air room for five minutes any noon hour—such hair-breadth escapes you never heard of before! Clarence Russell, Eura Cook, Ralph Hickman and other game sports are sure bad actors. They all went duck hunting the other day and found plenty of ducks. Ralph got so excited he let his gun go off straight down in the water. Clarence asked him if he was shooting at fish. Eura fell down and got some muddy water in his mouth and eyes and a great big, old drake got up right in front of him and says, "Quack, quack," and away he went to other waters where the danger was less. Guess he thought they might accidentally hit something.

George Thomas has been very poorly of late, but we are glad to report him on the job again. We surely missed him when he was absent.

Report from Local No. 10 Neodesha, Kans.

W. J. Egerer, Reporter

Sam Larkin is the proud owner of a new Ford sedan.

The night men gave a surprise Thanksgiving supper on the night of the 26th, in honor of their foreman, Craig. It consisted of a turkey and all that goes with it. Craig was heard to say that, "It was the only square meal that I have had for a heck of a time."

J. Boughman just returned from his annual turkey hunt, in old Mizzu. He said very little about the trip, so you can draw your own conclusion whether he bagged anything or not.

W. J. Egerer just returned from St. Louis, where he was being treated at the Frisco Hospital for an infected eye.

Will someone help out J. Brady? About a year ago when German marks were selling at .0023 a trillion, he bought \$20.00 worth, and this morning he saw they were quoted at 23 cents each (new marks). Now he wants to know how many old ones make a new one, and also how rich he is.

You ought to see Ben Morgan in his brand-new leather coat. We saw it only one time, wonder why? There aren't any pawn shops in Neodesha.

We are looking forward to the new Frisco depot. Contracts have been let, the ground is broken, and Mr. H. H. Brown was down the other day looking the site over. It's sure this time, folks. It's sure.

Dock Holt left for Florida, where he intends to spend a few months on his large orange grove, before going to his summer home in California for the winter.

North Side Shops, Springfield

Wm. C. Bush, Reporter

Word has just come to us from Mr. Underwood that we are again privileged to speak in printer's ink through the Frisco Employees' Magazine. In this we are glad—glad indeed. We boys of the North Shops

love to picture ourselves in print and the loss of the Frisco Mechanic has been felt keenly. It is not our appointed lot to write her obituary, but we'll not refrain from saying that we are sorry that she passed down the River Styx. Yet there is life enough left to engender life, so we are among the living, we boys of the North Shops, working and living in peace and harmony.

We have hardly the time for the writing of news for the matter of again going to print came as a surprise and caught us unprepared.

Wm. Dysart has been confined to his home with the "flu" for several weeks. He was in a serious condition, but now is well on the way back to health, and by the way, the boys sent him a nice bunch of flowers just to show that we think lots of our good friend "Bill."

Geo. Parks, who fell from a box car, is doing nicely, in fact he paid us a visit the other day. Brother Parks is a tough customer. We speak physically, not morally, for the fact is that George is a mighty fine fellow and he, too, received a nice bunch of flowers. We believe in flowers.

We are writing applications every day, and think well of the organization and the Frisco.

Effective December 28, the St. Louis-San Francisco Railway (Frisco Lines) will inaugurate through sleeping car service, on its famous "Florida Special," from Kansas City to Miami, Florida. Announcement to this effect has been made by J. N. Cornatzer, passenger traffic manager of the Frisco Lines.

Leaving Kansas City on this all-steel train, one of the famous trains of present-day transportation, the seeker after relief from wintry blasts, proceeds directly to Miami. An observation car is carried from Kansas City to Jacksonville. From the latter city to Miami the route is over the Florida, East Coast Railways and some of the real wonders and beauties of the Atlantic Coast are to be seen.

Items from Newburg Local No. 32

Joseph Kinlik, Reporter

It certainly has been lonesome since we have not been receiving our Frisco Mechanic, however, we hope to hear from all the boys now.

We are enjoying the turkey season at Newburg. Our assistant foreman, Sam Montgomery, went turkey hunting, but had some hard luck. When he called two turkeys which were coming to him, some fellow from St. Louis got between him and the turkeys and got both of them.

When any of you fellows along the system are in Newburg, don't forget to visit our roundhouse, as we have everything spick and span, as G. C. Hughes and Sam Montgomery certainly are working hard, cleaning up, and now everything is fine.

Newburg Local still meets every second and last Friday in the month and our attendance was good last meeting.

Items From Newburg

Chas. W. Todd, Stationary Engineer
Please put Newburg on the map!

Wm. Underwood, our chairman, was here and made us a strong talk, and took in about eleven new members. At our last meeting, our general foreman, G. C. Hughes, made an interesting talk. The boys are planning on a big celebration in the near future.

We are trying to give the Frisco an honest day's work for an honest day's pay.

This is how we economize on the fuel bill: Shake your grates often enough to keep a draft, but not enough to let any unburnt coal or coke through. Your ash pit is where the foreman gets a line on you. When your fire becomes dirty, get the clinkers out. You are wasting fuel even if you are keeping up the required head of steam.

Fire light. This will not cause the flame to roll into the flues. Carry about 4 inches of fire. It should be level and not piled up in the corners of the firebox, like they fire road engines. The conditions are not the same, and besides you are cutting off part of the grate surface.

Don't slug your fire and go and sit down. Your steam will vary too much and, besides, you are wasting coal. We have two new boilers installed here and when completed will have a modern boiler room.

Report From Birmingham, Ala.

By J. E. Rucks, President Local No. 18
Just a few brief remarks about our meeting of Local No. 18, December 1st.

The meeting was well attended by the shop crafts and also the supervisory forces. Mr. Gormer, general foreman, acted as chairman and introduced the speakers, the first being Mr. Ingalls, president of the Birmingham Chamber of Commerce, whose main topic was welcoming our local to the nice hall. The next speaker was Mr. Bunn, secretary of the Chamber of Commerce, who also gave us the glad hand. We also had short talks from all our foremen and B. G. Gamble, our master mechanic.

The meeting was then adjourned and turned over to Wm. Underwood, general chairman for reorganizing.

Officers were elected as follows:

J. E. Rucks, president; Joe Hendricks, vice-president; W. H. Badgley, secretary; Hubert Kimbrell, treasurer.

We also took into our membership four new members.

Local No. 18 meets every first and third Monday at the Chamber of Commerce Building, and all are welcome.

Sapulpa Local No. 14

Victor Mounger, Reporter

We are having our first touch of real winter and I suppose every other place is getting their share of it also. The Frisco Association gave a box supper and dance at their hall last Thursday evening which was enjoyed very much by everyone present. There were not as many present as was ex-

pected on account of a great deal of sickness at present. Brother Wm. Underwood, general chairman, was with us during the evening and gave us a very interesting talk which was enjoyed very much by all present. Sapulpa Local is looking forward as to when we can expect the Frisco band from Springfield down to play for us, and are all hoping it will be in the very near future.

From the looks of the passes handed out this week there will be many faces missing during the holidays. Everyone is talking about how and where they are going to spend Xmas. Sapulpa Local 14 wishes everyone a Very Merry Xmas and Happy New Year.

Regret very deeply that we were compelled to dispense with the publication of our Frisco Mechanic Magazine, as it was a real little magazine and long may she live in the hearts of all of our shop boys. However, feel that we will obtain splendid results by reading and co-operating to our fullest extent with those in charge of the Frisco Employes' Magazine. It is a magazine every employe in every department should feel very proud of and here is hoping for the success of the Frisco Employes' Magazine.

Sherman Shops Snapshots

By E. G. Hughett

"DICK"

Dick is our financier. He can take fifteen cents to town and bring back more candy than all our office force can eat in a day. Give him a dime on July 4th, and he'll have ten cents of it Christmas. If it wasn't for his savings account the M. & P. Bank would likely go busted. His dad furnishes the car and his girl pays for the gas, so Dick just keeps his money for a rainy day. He's wise. Dick's chief characteristic is his super-abnormal appetite. He is a great eater, or, more appropriately, an enormous eater. The more Dick eats the more Dick wants. Dick has some inward packing process which permits him to store up as much grub at one sitting as a farmer's silo would hold at one filling. He lives to eat. Eating is his hobby, his pastime amusement, his chief business in life. It is the one thing he can do successfully without grumbling or complaining. Dick's one principal fault is not patronizing home merchants. Why it is that he will give a Denison merchant five dollars more for a suit of clothes or an overcoat than the same suit or overcoat could be bought for in Sherman is more than we can understand. Dick's chief drawback is his girl. Now understand this is no reflection on Miss Parish, for we know that she is a mighty fine young lady; but it is the effect it is having on Dick that worries us. It is making a lazy day dreamer out of Dick, and day dreaming and over eating will not go together amicably. We will tell you more about Dick some of these days. We are merely introducing him at this time; Mr. Charles Richard Horn, our office boy. The best one

on the Frisco System, and destined, so we all say, to be president of the road some future day.

"FRED"

Fred is an Englishman. It has been often said that it is hard to spud in some of our American near humor into the head of an Englishman, but I'll try to play safe in this "snapshot." There is nothing personal in what I'm writing in these snapshots. I am merely giving some of our good friends a little free advertising. I will take back anything they request me to, providing, of course, they get me in a tight place and there is no other way out. Fred is a first class citizen, but we can't figure out why the Sam Jack he ever left the Old Dominion, for it is such "a dear place, doncher know." And they have such wonderful shops "over there," with all kinds of handy tools, and complete in every detail. But Fred is here, and, from every appearance, here to stay. He's married. Now Fred would be the last fellow in the world that I would marry, but they tell me that one of our prettiest and best girls, all American, too, took him into camp. So Fred is now son-in-law to a typical West Texas rancher. That means a lot when you understand the full significance of it; but I do not believe Fred really knows just how lucky he is. Being English, you know, it may be a little hard for him to appreciate just what it does mean to have a Texas rancher for a daddy-in-law. But these English boys have more sense than they are sometimes given credit for. Fred may have been after the daddy-in-law all the time. But, laying all jokes aside, Fred is one of the best all-round tool room machinists that ever drew a Frisco check. He is more than that. He can repair a press, lathe, shaper or any other kind of machine in a jiffy. He can even fix a typewriter, a numbering machine or a clock. No doubt Fred has a life time job at Sherman if he stays "hitcheed." Recently he was given an assistant to do the work, and that makes it easy for him to look pleasant and draw his semi-monthly pay checks. This inadequately introduces Mr. Fred Vessey, tool room machinist at Sherman Shops. More anon.

"JACK"

Jack justly deserves more than a mere "snapshot." He ought to have an interview write-up like the kind Martha Moore can write, for he has been in the service of the Frisco since 1902, and that makes him a veteran. He has been right here in Sherman all that time, too. True he has been out on a number of strikes, but that was more on account of circumstances than desire or deliberate action on his part. He is as loyal to the Frisco as any official could desire. He is loyal to his town, too. Every Sherman business man knows Jack and thinks of the Frisco every time they see him. Having lived here 22 years he is beginning to feel like this is his home. Jack is an efficient Frisco booster. Always on the job and always in a good humor. He appre-

clates the other fellow and in turn the other fellow appreciates him. There is only one thing that bothers Jack—he has a horror of Leavensworth. He and Louie Fuller are the only fellows around Sherman that seem to ever give that place a thought. But somehow it bears on their minds. Jack has been signing boiler inspection reports for, lo, these many years. He thinks as little of swearing before a notary as taking a drink of water. There is one episode in Jack's life that he tries to keep covered up. It has to do with one Denison yardmaster of former years; or, perhaps, it was one of the yardmaster's near relations. If we ever get the straight truth about that affair, Jack being willing, we will hand it on to the Magazine. We could say a lot more about Jack but as this is only a snapshot we will have to make it brief, therefore, we take pleasure in presenting Mr. Jack Connelly, our stay bolt inspector, Frisco booster and jolly good fellow.

THE COLORED SUPPLEMENT "SAM"

Sam is a darky. He is a darky of the old type; a type that is almost a memory only. Like the balance of our colored boys at Sherman, the race question does not trouble Sam. He seems actually to be on intimate terms with the Ku Klux. Sam is no "crap shooter" either, and he says he never stole a chicken in his life. That's hard for this writer to believe. Sam is a good citizen, and he tells me when he goes home at night that his conscience is clear; that he knows he has done an honest day's work and is at peace with God and man. There is just one thing Sam does that makes us suspicious of him. When we miss a quarter or a dime and search Sam we never fail to find said quarter or dime in his pockets. How they get there is more than we have ever been able to find out. We assume he is in "cahoots" with the Prince of Evil Thought. As an example of industry and honest work Sam fills the bill. There is no job too small for his satisfactory performance, or too large for him to tackle confidently and energetically. Everybody depends on Sam. There is one thing Sam doesn't like, and that is back porches. Several years ago Sam was trying to ride a bicycle and when it threw him he landed under a colored woman's back porch. What happened immediately following is another story, too sacred to relate in this "snapshot." Sam Simms is our handy man; our Jack of all trades. He is untiring in his effort to keep things looking spick and span, and to him partly belongs the honor of helping make Sherman Shops the cleanest on the system.

If these "snapshots" develop alright, perhaps there will be more next month. Perhaps we can get one of "Jelly Bean," "Jess" and maybe, "Louie." And who will the colored supplement be? Well, we can't make any promises. Just you wait and see.

Don'ts For Writers

Don't start your article with a negative sentence.

Don't ever use the prefix Mr. Get the man's first name. Call him Sam Brown instead of Mr. Brown.

Don't forget the limit on sending in copy. The 25th of the month.

Don't write your articles in the first person. Say "we."

Don't wait for inspirations. Keep up a steady flow of ideas—write them all up. There is bound to be some good ones in the bunch. Tear up the rest.

Don't forget to keep a notebook. Jot down all the ideas you get—write them up later.

A Queer Review

By J. I. Stephenson

Accounting Department, Fort Worth
What day is this? The 20th?

Has my Frisco Maggie come,
With its articles of common sense
And sparkling bits of fun?

What ho, what's this the Coyote's
here,

(I mean Ben Lewis, you see);
And Johnnie Godsey, he's here, too,
(That mule looks just like me).

And Martha Moore—ah, romance—

She makes my blood run cold,
With stories of days of yesteryear,
And of hunters brave and bold.

Ah! Heah's the smaht "Head Potah,"

(A boob, if you ask me);
And Chester says, and Chester says—
(With my thoughts he's too darn
free).

Ah, ha! An editorial,

By my old friend, Floyd L. Bell;
And the Frisco Family News, too,
Deep secrets on friends to tell.

A page of hints for home folks,

On how to make pastry swell;
(Now, a hint for the girls in our
office,
I like my pies done well).

Hee, hee! There's flashes of merri-
ment

That would make a toad frog laugh.
If you think I've stretched our Maggie,
I'll say this is just about half.

Hints for Winter Safety

Make your sidewalks safe for pedestrians.

Have new fallen snow shoveled off promptly.

Clear your icy pavements, or at any rate strew them with sand, ashes or sawdust.

A man went into a drug store and called for a soda without flavor. "Without what flavor?" asked the blank-faced clerk. "Without chocolate flavor," answered the man. "We are out of chocolate, so I'll have to leave out the orange," replied the efficient youth.

Co-Operation in Saving Fuel

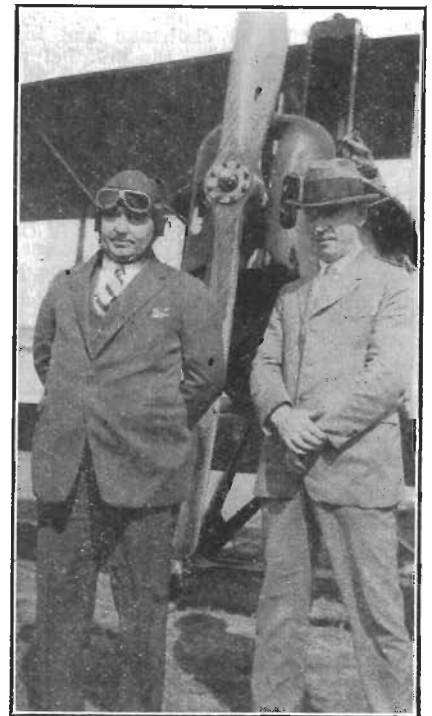
By Arch Campbell,
Asst. Supt. Western Division

The saving of fuel on the railroad is a matter of co-operation of the finest sort. It takes everybody connected with a crew to help save fuel.

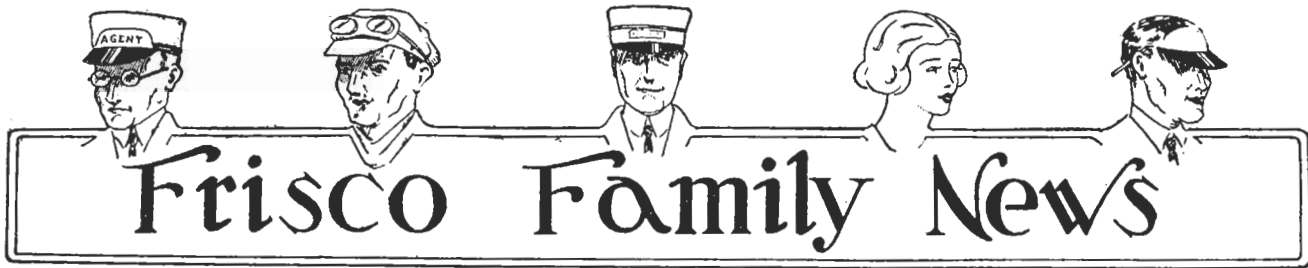
When an organization is working smoothly, the best results can be obtained. For instance, before we criticize others, we must be sure that we ourselves are free from criticism, for we all make mistakes.

This saving of fuel is a huge problem. It is the second in items of expenditures a month, and is certainly one of great moment, when we stop to consider that out of the earnings of a railroad, this huge fuel bill must be paid, and the expenses must not overshadow the income.

There in the roundhouse can be displayed the greatest amount of co-operation in helping to reduce this huge bill. When a fireman or engineer reports to a roundhouse foreman that a certain engine burns too much coal, leaks, etc., the foreman takes the responsibility of looking after that engine, or having it looked after. That is his part of the job. These fellows look to the foreman, their superior officer, as a guide and a help. As one supervisor remarked: if the supervisors feel they are too big to help the men, or figure the men are too small to be given help, it is us and not them who are wrong. The supervisors are striving every day to get men to understand that they are offering the helping hand and not wielding the big stick.



W. B. Berry, Master Mechanic at
Kansas City, and Joe Schwartz,
Erecting Shop Foreman



F. L. & D. Claim Department
By Charlene Willard

Say gang! Anyone wishing a nice plump opossum, see Paul Slaymaker. Paul has hunted opossums so much with dogs, and has made a study of the sport, that he now does not have to depend on a dog to get the meat for him; he just naturally is the berries when it comes to gettin' opossums. He caught a large one the other night in his driveway; the 'possum was making his evening rounds for grub and had paused a moment to sniff a cork or two from a catsup bottle or jelly glass (?) when Mr. Slaymaker, who had just driven up the driveway in his car, captured him. Now, Paul is certainly a prince of a fellow, and if you don't believe it, just ask Grant, one of the favored porters in the building. Grant took the 'possum home to Mrs. Grant, who prepared the feast, and you know today Grant says he can still taste "that 'possum and them sweet potatoes."

We all have our troubles and Leo says he has his, in abundance. Do you know that Leo is threatening to sue the Frisco magazine for libel, or something of that sort? Why? Well, just because we hinted that Leo was caught in that dangerous matrimonial trap. Now Leo, if you are not in the market for a bride, you had better stay under cover until December 31st, 12:00 P. M., because these leap year girls don't stop at anything. There is no obstacle too great for them to overcome. We now have a well equipped matrimonial bureau in our department with very efficient office managers, namely, Ray Lodge and Paul Slaymaker, whose motto is: "We aim to please." Their business is very simply conducted. An applicant is only requested to attach a \$5.00 bill to his or her application blank, which states fully the qualifications of the applicant and the requirements to be desired in the mate they are seeking. This is not "blue sky" stuff, and we officially recommend this bureau as strictly confidential and reliable.

While on this matrimonial stuff (and it certainly is the ginger of life, isn't it?) would like to mention that our co-worker, Era Robinson, became Mrs. Newton Dorris on November 15th. Three girls from this department, i. e., Mrs. Lyda Lewis, Verne Tullock and Vida Whitsett, witnessed the beautiful little affair in the apartment that the happy couple now occupy at Camp Manor. The office wish to thank Mrs. Dorris for the delicious treat of Mer-

riman's candy and "Chancellor" cigars.

Of course we expected Era to take the oath some time this year, but the news of Mary Skopeck's marriage to Mr. R. E. Everett, manager of the Springfield Planing Company, came to us like a thunder clap out of a clear sky. Now, Mary is just one of our dainty and sweet little girls of whom we are all very proud. She came to us some seven years ago and has always been a loyal and faithful worker. A miscellaneous shower for the bride was given on December 2, at the home of Verne Tullock, 735 So. Missouri Avenue, who was assisted by Dazel Lewis, Kathryn Hurt, June Cruise and Charlene Willard, at which time the bride received many beautiful and useful remembrances.

Dan Cupid's aim was very accurate and deadly. Up until a few days ago the typing department felt quite depleted, but now the chairs, made empty by Miss Robinson and Miss Skopeck, are filled by Verne Tullock and Thida McCrory, who are developing into regular dictaphone operators.

Mrs. Loree Acton (a chip off the old block), sister to our May Mitchell Lafferty, has joined our forces, and we are certainly glad to have her with us. She has the same genial and optimistic disposition that May had.

Monett, Mo., has been wiped off from the map. What by, you say? No, not by a cyclone, toraado, etc., but by Edith Weddell. There are no attractions in that town any more for her since one certain inhabitant of that place has moved to this city. Edith says the tinkle of the phone bell is music to her ears, and it is just wonderful to have real live dates, instead of dates by long distance or radio.

This is going to be such a wonderful Xmas for all, Hannah Dickerson says, because we are all assured of four more years of peace, prosperity and happiness, and "Cal" is the cause of it all. However, Mary Lohmeyer does not depend on politics for her happiness. Xmas will bring home Harold, and that's enough for her.

Since the recent Claim Prevention banquet and dance, G. C. Roop, transportation inspector, has been taking dancing lessons, and expects to make up for lost time at the next banquet.

Floyd L. Bell, editor, has been appointed a member of the General Claim Prevention and Better Service Committee (of which E. H. Bunnell is chairman and J. L. McCormack, secretary), likewise W. S. Hutchison, audi-

tor of the Texas Lines, has been made a new member.

We were all glad to see the picture of R. L. Truitt, superintendent F. L. & D. Claims, Texas Lines, in the December issue of the magazine. Mr. Truitt was formerly chief clerk in this department; therefore, we still maintain that he is a member of the Claim Department family.

Floydine McCormack, elder daughter of J. L. McCormack, was selected as a delegate for the Springfield High School to attend the annual convention of the High School students of journalism, held at Madison, Wis., November 27th, 28th and 29th. Miss McCormack, as associate editor of the "Springfield High Times," a weekly publication edited by the students of the high school, has demonstrated considerable ability along literary lines.

Eva Westenberger of the transportation department and Edith Weddell and Mary Lohmeyer, of this department, gave a miscellaneous shower on November 4th, complimentary to Josephine Welch, formerly a typist in this department, whose marriage to Mr. Charles Murret took place on November 9th.

On behalf of the employes of the F. L. & D. Claim Department, the reporter of this column desires to extend to the executive and general officers and employes of all departments of the road, a very merry Christmas and a bright and prosperous New Year.

One "Frisco Timetable" Which Never Changes

By Ben B. Lewis

Read Down	Read Up
Fundamentally	Optimistic
Refreshingly	Courteous
Invariably	Sincere
Systematically	Industrious
Consistently	Reliable
Obligingly	Fair

- 1—Daily, including Sundays.
- 2—No "sleepers."

- Try the O's together
- Try the C's together
- Try the S's together
- Try the I's together
- Try the F's together
- Try the R's together

IN MEMORIAM

HARRY G. SEDGWICK DIES

It is with deep sorrow that the many friends of Harry Gregory Sedgwick lament his death, at the age of 64, which took place on December 13, at his home, 902 McCann Avenue, Springfield, Mo. For over 10 years Mr. Sedgwick was special joint accountant for the Frisco, the Illinois Central and the Central of Georgia Railroads, with headquarters formerly at Birmingham, Ala., and latterly at Springfield, Mo.

Mr. Sedgwick had been in poor health for several months. First stricken dangerously, early last spring, he was confined to bed for several weeks. Recovering to some extent, he resumed his duties, but continued therein only 'till the middle of April, when he retired from the service. Since then 'till the time of his death, it may be truly said that he never enjoyed a well day. Mr. Sedgwick bore with characteristic patience the ordeal through which he passed before the end came, although in his case it was a particularly trying experience, inasmuch as he had all his life, prior to last spring, enjoyed a wonderful immunity from illness, and had practically never been a day off duty from this cause.

Coming to the joint service in February, 1913, from the C. R. I. & P. Ry. Co., Mr. Sedgwick had headquarters at Birmingham, Ala., where his friendly disposition and engaging manner soon won for him a high place in the esteem of the many people with whom his duties brought him in contact. He was a popular figure not only at his headquarters, but at the various points to which he had occasion to travel. An entertaining conversationalist, a wise counselor, and the possessor of a well-informed and highly intellectual mind, Mr. Sedgwick was a man whose company was sought and enjoyed by all. With his wonderful storehouse of acquired knowledge, he had the faculty of instructing or of delighting his friends as occasion required.

In the home circle, Mr. Sedgwick was seen at his best. He was an ideal head of a family, whose greatest ambition (in which he was successful) was to equip his children with college educations. His home life was always exceedingly happy, and the sincere sympathy of his many friends goes out to Mrs. Sedgwick and the family of two sons and four daughters in the loss of such a husband and father.

SOUTHWESTERN DIVISION NEWS ITEMS

R. W. HARPER and L. A. MACK,
Reporters

Effective December 16th, Jess Crews, who has been car foreman at West Tulsa, was appointed general car foreman of the Southwestern Division.

Ethel Morford, who has been file clerk in the master mechanic's office at Sapulpa for some time, has been transferred to the car department at West Tulsa. We hate to lose Ethel and wonder if there isn't something besides the work that interests her over there.

Effective December 16th, R. L. Beckworth was appointed car foreman at West Tulsa in place of Jess Crews, assigned to other duties.

BIRMINGHAM GENERAL OFFICES LAUNA M. CHEW

We were delighted to receive a visit from our editor, Floyd Bell. Mr. Bell spoke very encouragingly of the Magazine for the coming year and we hope he will visit us more often in the future.

We received a pleasant visit from A. T. Sullivan, assistant general freight agent. It has been some time

since we have had this pleasure and hope to see him more often in the future.

A. P. Matthews, division passenger agent, Memphis, paid us one of those short, little visits recently. We are always glad to see the division passenger agent.

Our cartoonist, John Godsey, whom we are all so proud of, will be married on December 31st. We are still wondering how John got up courage enough to "pop the question," and all extend hearty congratulations, wishing the young couple much happiness.

Everyone will remember our attractive former reporter, Mrs. Yorke. The following item appeared in the paper on December 23d: "J. W. (Jack) Hamm, business property salesman of the local real estate market, was married Monday to Mrs. Kathryn Yorke. The marriage took place at Bessemer late Monday evening, with Capt. Edmondson acting as best man." Mrs. Hamm was formerly secretary to Executive General Agent Forrest. Hamm is well known in the real estate circles of the city. Hearty congratulations extended by the Frisco Family.

MECHANICAL DEPARTMENT WESTERN DIVISION

JLA WILLIAMS, Reporter

We noticed a slogan some time ago as follows: "Business is sensitive, it goes only where invited, and stays only where well treated." From the amount of business on the Western Division, it goes to prove that the Frisco employes are on the job, and to show what the public think of the service rendered, an quoting letter received from Mr. O. B. Pence, Enid:

Mr. W. J. Foley, Master Mechanic,
Frisco Railway Company,
Enid, Oklahoma.

Dear Sir:

On Thanksgiving Day, just past, your company furnished to the Enid Grotto a special train, consisting of four passenger coaches and other necessary equipment, from Enid to Blackwell and return.

The writer feels that through your efforts in behalf of the Grotto, the furnishing, management and operation of this special train was made particularly successful. The train left on schedule time and made such stops as were requested and arrived in Blackwell on time, with the same record for the return trip. The equipment furnished was exceptionally fine, and it was due to your interest in the Enid Grotto that everything went off so smoothly.

The Frisco Railway Company generally, and you as an official of said company in particular, are to be complimented upon the efficient manner in which this whole matter was handled.

Enid Grotto wishes to extend you its thanks for your interest in its behalf.

Very truly yours,

OTTO B. PENCE,

obp;lr Monarch.

After reading the bowling scores in the Frisco Magazine, three representatives of the Frisco at Enid—S. R. Gardner and Roy Ray of the Store Department, and Karl Recknagel, MCB clerk—could see no reason why Enid should not be among the leading centers in bowling high scores, so with very good intentions the three merry bowlers went forward to the Elks bowling alley to stage the contest. No records were kept of the game except the high score bowled by each player, which was as follows: Gardner, 98; Ray, 125; Recknagel, 126.

Dreams of high scores have now passed away, and Gardner and Recknagel are of the opinion that the next match game should be marbles as they are so much easier handled than the balls used for bowling.

Mr. J. A. Snodgrass, of the car department, was presented with a B. W. Raymond, 21 jewel Elgin watch by the men in the car department. This watch has the Frisco emblem with

Mr. Snodgrass' initials engraved on the back.

Snodgrass has been in the employ of the Frisco for thirty-one years all told, and the presentation of this watch by the car department employes shows their respect for him as assistant car foreman.

Snodgrass stated he would offer no excuse in the future for trains getting out of Enid late.

Like a good many other men, they were ready weeks before the opening day. Finally plans were complete. It was to be a big day and one of the successes of the season. At 3 A. M. the old bus drove around, picked up the boys, and after plenty of ammunition, guns, decoys and grub had been loaded, they departed for somewhere on the Salt Fork. From their conversation it seemed they had been directed to a good place where there would be no trouble in getting the limit. Their drive to the river ended about day break, just in time to get the decoys out, blind fixed and everything in readiness for the great day. After a lengthy, patient wait the flight was on. The entire flight consisted of one lonely green neck, came in and was decoyed in range. Each of the party claimed a chance at him and some took several chances, but he flew no more. Another hour or so was spent waiting and freezing, but it was over and there was nothing left to do but to finish the day hunting the bunny. After driving several miles searching for a place to hunt rabbits, and a possible chance to get into another flight, they parked close to the river. Two attempts were made to crawl up on some ducks that had parked in the safety zone, but that was all—they were just attempts.

At high twelve, a fire was kindled nearby, and a three course luncheon was served. (Coffee, three parts river run water to one part coffee, was served.)

Those attending the luncheon were: Maurice Bougher, K. W. Recknagel, James Bowers and Leighton Holder. After luncheon the hunters retired, some to the river and some to corn fields. The west side of a shock of cane served as a wind break and a good blind to shoot ducks from, that would come into the field to feed about sundown. When the two occupants of the corn shock blind awoke, it was time to go home—Maurice and Karl will vouch for this.

The result of a long day's outing— one green neck, four cotton tails and two Jack rabbits.

Why is Eugene Kilgore, stenographer in Division Storekeeper's office, otherwise known as Enid's sheik, so afraid of the telephone at this time of the year (Christmas)? With twelve girls on the regular board and at least that many cut off the board entirely, looks like a blue holiday for sheik, financially.

Billy Caywood, piece work checker, is so glad he received a Frisco System pass this year. Billy says a Western Division pass would do him no good, for St. Joe isn't on the Western Division.

(A REAL BOOSTER)

While out trying to get some news items for the magazine the other day, ran across Mr. A. Rodgers, locomotive engineer, and asked him to give me a few items. Rodgers said, "You tell them that I said I have been with the Frisco twenty-three years, and that the power is in better condition today than ever in the history of the railroad. Sounds good to the Mechanical Department, doesn't it?"

TRANSPORTATION DEPARTMENT SPRINGFIELD, MO.

H. C. HOLMES, Reporter
The young ladies of the Typing Bureau held a Christmas party at the home of Alyce Massey the night of December 22. There was an exchange of gifts from an Xmas tree. Hallie Welsh received a beautiful bar pin.

Recently J. H. Doggrell attended a joint meeting of the Southeast and Southwest Shippers' Regional Advis-

ory Boards at New Orleans, La. Cora Pitts spent her Christmas vacation visiting in Humansville, Mo. This department is glad to know that the health of S. J. Breckinridge, father of J. S. Breckinridge of this department, is improving.

Verna Lee Crane, formerly with this department, but later with the Refrigeration Bureau, was married on December 21st to Theo. Knotter, boys secretary of the Y. M. C. A., Springfield. This department extends to the young couple, our very best wishes.

C. H. Huss spent Christmas with relatives at Ft. Scott.

Freda House will leave soon for California, where she will visit friends.

A Christmas box party was enjoyed by the young ladies of this department at the home of Louis Boren, Friday night, December 19th. Many beautiful and useful gifts were distributed by Old Santa Claus, Helen Mary Dryden performing in this role. Refreshments were served.

**FREIGHT OFFICE—SPRINGFIELD MISSOURI
OSWALD RAINEY**

Mr. Crowe spent the holidays in Kansas City.

The freight office has again suffered a new coat of paint; but suffered nothing like the force did. The paint sure ought to last if the odor has anything to do with it.

George Wiley has left us. Gone back to the north yard office. We sure miss that chic little lost eye-brow and those high-powered cigars.

Fred Sutter, the error prevention expert, is still mad about our losing the pennant. He has changed his glasses and says that the other stations had better be making reservations for second place in the future.

Major McCollough is holding down the O. S. & D. chair now. So "cross marks carefully."

This is the season of the year when the commercial agents of foreign roads make their annual visit. Many good cigars have been smoked in the office the last few days.

Earnest Lundstrum is very busy these days. Besides lots of work in the office, he is planning to be Santa Claus, choir leader and general all around help for the ladies' aid.

Dollie Hinkle is now working the extra jobs at the office.

John Wilson can't find enough to do in his 8 hours so he comes down before daylight every day and plans something extra to do during the day.

STORES DEPARTMENT, SHERMAN IVA SEWELL, Reporter

Well, it is time I was getting busy now and tell on this bunch again, only they have caught on and won't do anything any more, or if they do, they don't let me know.

Jimmie Honaker got interested watching something the other morning coming to work and ran over a switch stand. He said it was a switchman that he was watching, but we have our doubts. Watch your step, Jimmie, instead of the switchman.

We know a good one on C. V. Montgomery. Occasionally he gets a call from 358 ring one. We know who she is but won't tell this time.

As cross-word puzzles are the fad these days we have a fiend in our office. Jimmie Honaker sits up until eleven and twelve o'clock each night working cross-word puzzles, and then the next day we are asked what is a word of five letters meaning "a river in Germany," or something of the kind.

Dick Horn was asking me recently the best kind of perfume to buy. Guess he wants his girl to smell sweet. Don't blame you, Dick.

Hubert Glascock is down in the cactus at present, making the trip with the supply cars. Understand he has made several friends along the line, especially at Stephenville.

Loyal McMillan is still having his car troubles. Worked last night until way in the night trying to get it ready to come to work in today. Ought to be poor like me and then he would

not have those troubles. K. P. Guin is still here but he has been so good this month 'cause he knew I was trying to get something on him.

There is the whistle—good-bye.

**MECHANICAL DEPARTMENT
KANSAS CITY, MO.**

H. F. SHIVERS, Reporter

As a step toward the electrification of the shops at this point, we have installed one 75 HP motor in the machine shop, one 50 HP in the blacksmith shop, one 20 HP motor in boiler shop,

also one 10 and one 20 HP motor at the north car repair yard. The installation of these motors in the machine, blacksmith and boiler shops will displace three steam engines. The main engine that has furnished power to the machine shop will be dismantled and shipped to the reclamation plant. We will now be in a position to effect quite a saving on fuel by discontinuing the three steam engines.

Plans are also under way for the addition of an electrically driven air compressor of 100 HP capacity, at Kansas City.

Electrical Foreman F. S. Eldred is walking on air these days since he has

The Railroads Need Trained Men

MODERN developments in railway science make it necessary for every railway employee to study his work if he desires to advance. Only the poorer places are open nowadays to the untrained man. The old methods of "picking it up" no longer avail. Definite, systematic study is necessary to a mastery of railroading, and the men who are quick to realize this are the first to secure promotion. There is always room at the top for men of ability.

As Mr. C. R. Gray, president of the Union Pacific, recently wrote—"Railroading is more than a business. It is a profession. It is not something to be picked up today and laid down tomorrow to tide men over between jobs. It is a life-work and men must specialize in it until they reach a high degree of proficiency.

"The discipline is rigid. During the war, railroad men made enviable reputations for themselves, because they were accustomed to obey orders and to work with other people. They were self-reliant, resourceful and progressive.

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are there; opportunity is there—opportunity for advancement and for service to one's fellowmen."

"The field is still open for the right kind of men" and there is no better way for you to qualify for a better position than by studying your work.

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| <input type="checkbox"/> Air Brake Inspector | <input type="checkbox"/> BUSINESS MANAGEMENT |
| <input type="checkbox"/> Air Brake Repairman | <input type="checkbox"/> Private Secretary |
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Gentlemen: I'm looking for just such an opportunity as you describe and think I'm the man you want. Let me have the facts please by return mail.

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at last succeeded in getting a new battery house installed in the coach yards.

The new fire alarm boxes recently installed on the streets of Kansas City have printed instructions, "For fire, break glass and pull lever." John Moffett, assistant timekeeper, thinks it is a good thing to remember this some cold morning while waiting on a corner for a street car.

The earnings of the Frisco System for October, 1924, were about one million dollars, said to be the largest in the history of the road. Lets all see if we can't beat that record. It can be done.

Bob Watson spent several days in Kansas City recently supervising the overhauling of the Brown hoist.

V. E. Cooper, car inspector, 19th Street yards, has returned from a pleasant visit with home folks, et. al., at West Plains, Mo.

Gall Reece, machinist apprentice, and wife spent the holidays visiting in Meund Valley and Nevada.

J. T. Williams, traveling ARA instructor, was in Kansas City, just prior to the holidays, in company with Mr. Crowder, of the Pere Marquette, who is making a check of our car repair bills, versus his company. Williams says it has been awful dry down south this year, in fact so dry—well, just ask him how dry it actually was.

Ray Paschal, air brake foreman, is going to get a patent on a new air brake testing device he has gotten up.

Amos Hynes, porter, and wife spent Christmas with relatives in Van Buren, Arkansas.

Arthur Thompson, machinist apprentice, has recently returned to work after being confined to his bed with the mumps. He reports a "swell" time while off.

The regular monthly meeting of the Northern Division Safety Committee

was held in Kansas City, December 16th. A very good representation from all points on the division was had. Several good talks were made by those in attendance and all were of the opinion that much good was to be accomplished by the strict avoidance of dangerous practices and the prompt remedying of dangerous conditions likely to cause personal injury.

Leota Campbell spent the holidays with home folks at Wallace, Kans.

H. L. Johnson, timekeeper, spent Christmas out in the wilds of Jackson County rabbit hunting.

W. B. Berry spent Christmas as usual, "somewhere" on the Northern Division.

Walter Medlock, roundhouse foreman, spent Christmas Day like he spends all his vacations, down at Ft. Scott standing around the passenger station watching the trains go by.

H. L. Johnson started the New Year off by making a flying trip to Springfield.

Dan Tafe says the thrill (?) that comes once in a life time is taking a ride across the intercity viaduct on a rubberneck wagon.

Eleanor Forster, grand keeper of personal records, got an automatic IXL double-gear, three shift tea wagon in her stocking for Christmas.

Pauline Hoffman, comptometer operator, is taking a chance on winning a furnished bungalow in a raffle. She says she surely ought to be able to get a man when she gets the bungalow to offer as an inducement to her other numerous claims.

The ARA clerk in this office has the largest herd of trained cockroaches in the entire United States. The last time he counted them there was a total of 100,000,496.

The Frisco Association of Metal Crafts and Car Department Employees entertained their friends and families with an open meeting at their hall, 23rd and Summit, the night of December 16th. A very nice program of music and vaudeville was carried out by members of the organization. Refreshments were served after which dancing was indulged in till the wee sma' hours.

Assistant Boiler Foreman Fitzgerald has been transferred to Lindenwood shops as boiler foreman.

RELAY OFFICE

M. V. CLAYBOURN, Reporter
6:00 A. M., December 19th. Oh, my, all wires down, everybody sending to himself, numerous passenger trains lost, and "U" for Useless Walser is now singing us a solo.

Last information I had, Chris had 46, but Troy only had 45. (Oh, yes, telegrams Chris sent to himself.)

Last indications "Oscar" Lutes was preparing to leave these parts, in an automobile last midnight for "somewhere in Kansas," but my theory is that if he did leave at all he arrived "somewhere in Springfield" only. We admit "Ole Aspirin," as he has that Buick named, is some bus, but we don't admit it being equal to this occasion.

And say, the first opportunity you get, ask Mr. Sherwood if Ben Schnelder can make fifteen copies.

Mrs. LNC Christopher just back from a week with her parents in Hume, Mo. Frances Warthen, operator extra ordinary, of Ft. Smith, was a visitor in this office yesterday.

We have information via the Walser route that XO Hutchison, manager wire chief at Enid, has developed a very rapid pace due to his consumption of enormous quantities of milk, said to be approximately five gallons per day. Walser can vouch only for the rapid pace, but advises Constant of Enid can furnish proof of the balance.

F. C. Mansfield, formerly chief dispatcher of K. C. C. S., is sojourning with us temporarily, relieving Freeman.

McDonald recently spent few days visiting a certain young lady operator, who is located at a division point in the Boston Mountains.

Recently a certain party (name deleted) after inspecting the new switch-

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board and equipment in this office, stated that "some people might understand those things, but they are much too implicated for me." We could name him, but he's bigger than we are, and we almost got whipped for naming him once before.

"Shtek" Finley, messenger de luxe, recently left our forces and joined those of H. W. Johnson. We wonder if Mr. Johnson realizes just what a valuable man he secured.

Also lost Messenger I. O. King, one of the oldest in service as well as one of the best. Understand King has gone into the grocery business for himself. And while we hated to lose him, we wish him all success.

Messengers "Bud" Collins and Tucker relieved Finley and King. Both boys have the ear marks of future "relay operators."

Mrs. Sherwood is just up from an attack of flu, but understand is now practically recovered. 'Tis said Manager "TM" makes a very good nurse.

Mrs. Burd has been in the vicinity of Waynesville some time, due to the serious illness of her father.

Strain "D," spent Thanksgiving and over the following Sunday with his daughter in Sapulpa. Reports an overdose of eats.

Also, Thanksgiving dinners were put on by Christophers for the Claybourns, Schneiders for the Kennedys, and we presume some other Thanksgiving dinners were eaten, but we venture none excelled the feed at Christophers. Cause why? Cause we were there. Boy, Howdy!

Following are contributed by Thorson:

A minister in Minnesota called on his congregation for confessions, and Olaf Johnson arose and stated, "Ay only bone in dis country about tue year, end can't talk mooch English, but ay will say dot ay bone been very bad man, but ay yoin dis church and now—ay luf my Yesus better dan any tam man in dis church. Ay tank you." We suspicion this party's name was really "Swede" Thorson.

And this by Flaherty:
Sometime prior to pro-hib days, two birds got pretty well laden with high-power stuff. Each being rather proud of his capacity, they became jealous as to who had the most. Finally they made a bet to settle the matter. As there were no witnesses they agreed that each should judge the other. They draw the proverbial line. Joe walked the line, or thereabouts. Jim admits Joe did very well. Now being Jim's turn he takes his place at the far end of the line. However, before he could start walking Joe makes the startling statement, "Say, Jim, why not let that feller with you be judge?"

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**MECHANICAL DEPARTMENT
 FT. WORTH, TEXAS**
 F. L. PERKINS, Reporter
 We are powerful busy folks right now down where the Frisco connects with the Cotton Belt, Ft. Worth & Denver, I&GN, Katy, Rock Island, Santa Fe (GC&SF), Southern Pacific Lines, Texas & Pacific, Trinity & Brazos Valley, Ft. Worth Belt. Also, where the following roads maintain traffic offices: Atlanta & West Point, C&EL, D&RG, IC, KCM&O, KCS, LRR&N Co., MoP, N&W, San Antonio, Uvalde & Gulf, Western Pacific and Wichita Falls, Ranger & Ft. Worth R. R., and you will no doubt agree that Ft. Worth is justly entitled to be called the rail center of the Southwest.
 Our master mechanic, A. A. Graham, is enjoying much better health and we are glad he is now able to be with us often.

**TELEGRAPH GANG,
 PAWNEE, OKLAHOMA**
 BRUCE R. DAVIDSON, Reporter
 Hello, gangs!
 How is everyone? We are having a wonderful time here. Don't see how Pawnee Bill can get along without our company as we are to move to Enid the 16th or 17th of this month.
 S. B. Musgrave paid us a visit a few days ago.
 J. J. Lauderback, material and supply man for the Western Union Telegraph Company was with us a couple of days.
 It's rather hard to get these grunts out these cool, frosty mornings.
 Norman Harbusin layed off two weeks on account of sickness at home.
 Yes, we have a candy shop here—or it seems like one. Lineman Holt is lucky on candy punch boards. When he was at Jennings he won several pounds of candy—or at least he always "brings home the bacon."
 Lineman Eggers took his radio home and now we have to go to shows to pass idle time away.
 If you want to know the latest steps in dancing ask Lineman (Chief) Davidson. He seems to know.
 Our crumb boss, (Cotton) Copeland, is on his job. He's always the first up in the morning and has a good fire going for the grunts. Stay right in there, Cotton. We may have a cold winter.
 Our straw boss, R. B. (Bert) Jones, spent a short vacation at home. He

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La Fredrick Cigars **STANDARD for 30 YEARS**
MONETT, MO.

left his suit case at the depot a few minutes and it took up with a stranger. However, he recovered it. Good luck, Bert.
 Our foreman, (Rip) Harris, greased his boots this morning. What's the idea, Rip? Looking for a snow.
 I hope some of the gangs will report a Merry, Merry Xmas. Some of us couldn't hang up our stockings—too many holes in them.
 Get in the ring, Gangs, and let's hear from you. Let's make our Frisco Magazine the best of all railroad magazines.
SHAKESPEARE AND BACON
 By Dave Thornton
 i stand on terra firma
 and lay the trax of steal,
 to Erin my wife Irma
 And me an honest meal.
 With my livin' in my mussel,
 for my ham and eggs I hussel!
 you sit upon your arm chare
 behind the lettered keas,
 A Shakespeare—sans the long hare—
 and beet out bred and cheese.
 With the dope inside your dome,
 How you bring the bacon home!
Ye Editor's Echo
 You stand on terra firma
 And lay the Frisco track,
 To earn your good wife Irma
 And you a bunch of jack.
 The muscles in your arms and legs
 Are tough from eatin' ham and eggs!
 I sit throughout the long year
 Behind my good Corona,
 And write (like William Shakespeare)

ATTENTION, CONSUMER
 We are Distributors for the following high-grade Food Products:
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**GROCERIES, MEATS AND
 GENERAL MERCHANDISE**
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This ad, when presented by any Frisco man will be good for \$1.00 on any suit or overcoat in our stock. We want to know if you read the advertising in this Magazine.
GALLOWAY & MANSFIELD
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So I may eat bologna.
 The dope that doth this dome dilate
 Puts breakfast bacon on my plate!
**WESTERN DIVISION
 TRANSPORTATION DEPARTMENT**
 Our Slogan—Boost or Blow
 A. L. Kinkade and Elma Williams,
 Reporters
 Our superintendent is a magician, he can turn two glasses of water into a man.
 W. C. Reed, trainmaster's clerk, spent a much deserved vacation around Christmas time with his folks at Chillicothe, Mo., and other points in the "Show Me" State.
 Did you hear about the baby that could talk when it was born? No, what did it say? Doctor asked it if it wanted anything and it said absolutely nothing. Then Operator Brown tells of a baby with a dear face and bare feet—some freaks.
 Assistant Superintendent Campbell has just returned to his usual routine of duty after being absent for some time with the flu. We are glad to have him out and around again.
 Wallace—"This icy walk is like a piece of music."
 Grace—"How's that?"
 Wallace—"You gotta C sharp or you'll B flat."
 Have you broken your New Year's resolution yet?
A VALENTINE THOUGHT
 St. Valentine was imprisoned and the white dove bore messages of love and cheer to his friends and those in need. Comic valentines are good if they really create a hearty laugh, but better not laugh at all if it has to be at someone's expense.

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CAPE GIRARDEAU, MO.

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(Incorporated)
HARDWOOD LUMBER
CAPE GIRARDEAU

E. W. BOYER, Local Agent

Farm and Home Saving and Loan Ass'n.
OF MISSOURI
218 Liberty Natl. Life Bldg.
CAPE GIRARDEAU, MISSOURI

Signal Department

Mathilda Hoffman, Reporter

R. E. Trout, former signal engineer, now vice-president and general sales manager of the Primary Battery Division, Thomas A. Edison, Inc., of Bloomfield, N. J., spent several days with us this month. His genial smile and manner are just the same. It seemed quite natural to have him passing around among us and we were all delighted with his visit.

F. V. Hutchison, signal maintainer from Winslow, Ark., spent a day in the office last month.

Charles Clark, Jr., son of signalman C. C. Clark, who has been quite ill for several months was taken to the Mayo Institute at Rochester, Minn., a few days ago. We sincerely trust young Charles' condition will improve rapidly.

Are rejoicing to have Carl Thompson with us again. He has been away for over a week with a claim of the "flu." His presence was greatly missed and the rest of us were made to realize the numerous tasks he performs when on duty.

If you want to know the number of the police station, ask Carl Thompson.

There is on the general office staff a certain pretty Titian haired reporter who never fails to mention the new diamonds in her department. We notice, however, no mention has been made of the beautiful solitaire which has just recently appeared on the tell-tale finger of her own left hand. Love, sure enough, must be grand.

Inspector Harry Barron and Mrs. Barron spent their vacation with Mr. Barron's parents at Loudenville, Ohio.

Signal Supervisor C. A. Hamm and wife visited their daughter Mrs. Ed. Krause, a bride of a few months, at Wakeeney, Kans., recently.

CAPE GIRARDEAU Southeast Missourian

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Has More Subscribers Than Any Other
Daily Newspaper in a Missouri City
Under 40,000

Metropolitan Cafe

Meal Tickets at
Special Rates
6 North Main Cape Girardeau, Mo.

Car Accountant's Office

Mary Howell, Reporter

Xmas spirit is in the air in Room 100. Our office is brightly decorated and everyone anticipates a wonderful Xmas. The recent storm made it look even more like Santa Claus could have an easy trip down from the north pole.

Belle Stewart is spending Xmas vacation in Little Rock, Ark.

Now is the time for New Year Resolutions. We all sit around and wonder whether to swear off fussing or talking too much or annoying the boss. Well, there are hundreds of things we could resolve and be better for it, but the best one is: "We resolve to be a better railroader next year."

We hear that Helen Murray and Margaret Wiener have taken to smoking grapevine and the results have been disastrous. The other night they hid the "cubebbs" in the closet, and succeeded in burning all of Miss Wiener's winter wardrobe except her coat. We advised her to go to fire sales to get fitted out in new clothes.

Lillian Brooks left us for Mr. Kerr's office.

Ellen Johns had to come back to the private car line department, she became so homesick.

The car accountant office are glad to welcome Louise Laes and Mary Marshall, who came to us from the K. C. C. & S. office.

Mrs. Elizabeth Bosley has returned from a vacation in Chicago, and from all reports she will be going back soon.

Many thanks for the pass.

Office of General Manager

Orville Coble, Reporter

Bothwell sure is some high stepper, for he put his foot clear through his dining room ceiling the other evening, showering plaster on the table, nicely seasoning the supper. The accident was due to a misstep while putting away some screens in the unfloored attic. Clarence said we could tell this one on him if we wouldn't mention who it was that had to return home one busy morning a

short time ago for a whole pair of trousers.

Z. M. Dunbar, chief transportation clerk, has purchased a home on Lincoln Street, and is moving in the day this was written.

Southwestern Division Mechanical Department

R. W. Harper and L. A. Mack,
Reporters

With plenty of snow and ice to remind us that the Yuletide season is at hand the Mechanical Department of the Southwestern Division is turning the last leaf of the 1924 year book. This year has been marked with achievements and records of which we are justly proud. By efficient supervision and co-operation among the employes, many good records have been made and the division has taken another step forward. One important item is the great interest that has been created in the conservation of fuel.

The two hundred dollar prize which was offered by our company for the best essay on fuel conservation was won by Fireman Luther Morford of this division. Mr. Morford is a man that practices the theory of co-operation and we are proud that this department can claim him as a member. Out of the two hundred dollar prize he has given fifty dollars to the orphans' home, a fact which proves him to be of the big hearted, sterling type for which real railroad men are known.

One More "I Resolve"

The time to make good resolutions is all the time, of course, but just as we associate Thanksgiving with the pumpkin pie and Christmas with the holly wreath, so the "I resolve" idea seems to belong particularly to the first of the year.

Because we believe that most women are rather derelict in attending to their correspondence, we would like to suggest that our readers include a resolution to answer letters immediately, in their schedule for 1925.

There are three kinds of notes which should be written with especial promptness—first and foremost, notes of condolence; second, the almost as important notes of congratulation, and finally notes expressing gratitude for favors that have been bestowed.

Frequently, we attempt to excuse our negligence by such commonplaces as "I'm not good at writing," or "I didn't know what to say." It really doesn't matter so very much what one says so long as it is from the heart.

A message of happiness in the good fortune of another, rings far more true if it conveys the impression that the writer stopped right in the middle of her affairs to rejoice with the recipient.

Likewise, a genuine expression of sorrow, written promptly is far more effective than a tardy masterpiece of English composition. In times of sorrow the human heart craves sympathy, not rhetoric.

for Strength and Health

Thousands Have Used This RED BLOOD Food

If you are weak, sickly, nervous and run-down, what you need is not merely stimulating medicines and drugs, but something that will put more iron into your blood to make it rich and red, so that it can carry strength and health to every nerve and muscle of your body.

Thousands of men and women have banished every trace of that weak, tired-out feeling and increased their strength, energy and endurance often in just two weeks' time by simply taking organic iron—Nuxated Iron.

For Nuxated Iron is a wonderful new combination of organic iron, like the iron in your own blood. It is entirely different from ordinary iron medicines—does not injure the teeth or disturb the stomach. Furthermore, it is so highly concentrated that one dose is equal to eating one-half quart of spinach or a quart of green vegetables. Take Nuxated Iron for just two weeks and you'll be astonished how much stronger and better you feel. Money back if not delighted. At all good druggists.

NUXATED IRON
For Red Blood, Strength and Endurance

MASTER MECHANIC'S OFFICE EASTERN DIVISION

MILLARD F. BROWN, Correspondent
Clifford Hayes has been promoted to position of stenographer-clerk, made vacant by Miss Turner, who left some time ago.

J. W. Surlis, shop superintendent, is visiting his folks at Houston, Texas, during the holidays.

W. H. Schaller, assistant general foreman of roundhouse, is quite a musician. He is a member of the Frisco Employes' Band, and reports they have a wonderful organization. Here's hoping we have a chance to hear them in the near future.

Clifford Hayes, stenographer to Mr. Harvey, is known as a radio bug around his neighborhood. He was telling the writer about his loud speaker and when asked if it was clear, he replied, "The other night I was listening to a speech of a great orator and you know it was so clear I could hear him unfold the paper to get ready for his speech," for this one Cliff was presented with a pair of cut glass ear muffs.

During the past week we have had with us, Traveling Timekeepers Davidson and Lampkin. They report a good check and say they find the pay rolls in fine shape.

Carl Keiser, stenographer to Mr. Surlis, said he had two gallons of alcohol, as well as half a gallon of glycerine in his Ford car and it froze. We are undecided as to what kind of a prize he is entitled to.

Here's hoping J. J. Collins stands up under the strain during the holidays. For last year he smoked so many nickel cigars he had to take to his bed.

E. W. (Cowboy) Brown is spending the holidays with his mother at Hous-

ton, Texas. We are wondering if he will return via Memphis on his return.

G. L. Whitlock, gang foreman North Shops, and wife are spending holidays at Houston with his relatives and friends.

Santa Claus will not be very much of a surprise at the home of C. N. Thompson, C. C. to M. M. Eastern Division, as he played this roll every day.

Allan Moore says he has a sheep lined coat he would like to change off for a palm beach suit. Anyone desiring to make the change kindly call on Timekeeper Moore.

We are wondering how "Bessie" gets to and from work now that the file clerk's Dodge has blown up. Eddy you had better get her fixed.

Local news items in the master mechanic's office this month for the Eastern Division are scarce, account of everyone being so busy and not having time to be rid-up about.

BIRMINGHAM TERMINALS

JOHN L. GODSEY, Reporter

Chief Whitten is "sporting" the best of the Xmas presents as a gift of the employes at East Thomas.

Arnold P. Carden, famous as bill clerk, took the wife over to Georgia and visited relatives about the time of the "turkey massacre."

Marshall Ford was brave enough to explore the wilds of the Arkansas swamps, and as evidence he relates of a "twister" which came up about the time he was several miles into the jungles. It must be real thrilling to get soaking wet about 7 miles from nowhere.

Sam Souta's idea of paradise is to have a job that one goes to work at 12 and quits at 1, with one hour for lunch and a nice chair that will lean way back, and a table to insure perfect rest for his pedestals.

John Graves has decided to secure a shave during the Yuletide season, so he will not be mistaken for Santa Claus.

Oscar L. Haynes was off work on December 14th, so the extra man would have the benefit of commencing work promptly at 7 A. M. on the interchange desk.

Ensign Rosebrough was mistaken for the Prince of Wales, when he wore that bath robe sweater out to work. This one looks like a good checker board.

"Oh WOE is ME—Woe is me," cried William Bill McCaffrey when his wife went Xmas shopping for the first time. 'Sall right, Bill, rattlers don't cost very much.

J. T. "Goofey" Newman is a past master in the fishing game having no trouble whatever in dealing with sharks and other great monsters. "Goofey" is also a graduate from the correspondence school of "sheiking."

George Hatter, section foreman, went down to Gulfport to gather up his crop of pecans for Xmas, thereby saving himself an enormous expense of buying goodies.

Bill Francis advises that all the activities around the local freight house are on the QT. In other words the word is "mum," to keep the sheriff from getting wise.

"Little Pim" is not disclosing his activities, however, as he is planning on a trip to Coal Creek during the holidays for the purpose of hunting bunnies.

L. P. Flinn went to Dora and Base-more not long ago. At Dora he was collecting funds. They generally grow "funds" in Walker County, but they are all harvested now.

A. V. Smith will lunch in Sylacouga on Xmas day.

Cammie Adkins will partake of turkey out in Mt. Pinson.

Carey Gore, now working in the cashier's office, is much admired by the gentle sex for his beautiful black eyes. One morning he popped up late and one eye was much blacker than nature intended. He tried several different alibis but the cause is still in doubt.

HOTELS ON FRISCO LINES

In Birmingham Stop At
Fifth Ave. Hotel
Rooms: \$1.00 to \$1.50 per day
Steam Heat - Shower Baths
A good place to stop—Good meals if desired

Goodlander Hotel
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THE BEST IN SERVICE

Colonial Hotel
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The Best Furnished Hotel in Springfield, Mo.
STRICTLY FIREPROOF
100 Rooms — 100 Baths
Rates: \$2.00, \$2.25, \$2.50 Per Day
A Hotel Where Frisco People Will Be Made to Feel at Home
Owned and Operated by a Former R. R. Man
Swimming Pool Attached to Hotel

Hotel Chaffee
AND CAFE
NEW AND MODERN
REASONABLE RATES
Across From Frisco Depot
CHAFFEE, MISSOURI

St. Charles Hotel
ONE BLOCK FROM DEPOT
E. G. GRANLING, Owner and Proprietor
American Plan
CAPE GIRARDEAU, MISSOURI

SAM HUGHES VISITS OFFICES
Mr. Sam A. Hughes, president of the New Mexico and Arizona Land Development Company, and for years Immigration Commissioner of the Frisco Lines, visited the offices of the magazine in December. Mr. Hughes has taken a deep interest in the magazine and has been a frequent contributor.

J. D. HEYBURN IN ACCIDENT
Friends of J. D. Heyburn, master mechanic at Fort Smith, Ark., learned with regret of his having been struck and knocked down by a car in Fort Smith and of having suffered a broken jaw as a result. In addition to other injuries. He was confined in the Frisco Hospital at St. Louis for several weeks and is improving rapidly.

Be Generous
Bloggs: "I've nothing but praise for the new vicar, y'know."
Curate: "So I noticed when the plate went round."—Passing Show.

BIRMINGHAM ADVERTISERS

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BIRMINGHAM - - ALABAMA

TELEGRAPH DEPARTMENT

LILLIAN HULTSCH, Reporter

Mr. Rogers spent a few days in Ft. Worth visiting his mother during the first part of December.

A new telephone switchboard was installed at Sapulpa during November.

Well, Selma's long looked for vacation is over. She returned to the office on December 13th, after having a delightful time in St. Louis, Oklahoma City and El Reno, Okla. She said she had a "keen" time and wasn't a bit anxious to start back to work.

Now listen close and you shall hear A story that's so very queer.

Ray Soper and some friends to a party were bound When all at once they heard a very funny sound.

Now this is the story as told to me. The car had hit something they didn't see.

But it didn't take long to investigate. And away they went at an awful rate.

The way they drove—it was a pity. Just drove away and left that kitty.

And the car outdoors two nights had to stand— That cat had come all the way from Poland.

Alice Hogan, telephone operator at Ft. Scott, is visiting her sister in Albuquerque, N. M.

Mildred LeBolt left December 21st for Vincennes, Ind., where she will spend two weeks vacation.

When our new annual passes were received, naturally there was quite a bunch of them. The sight of so many passes all together aroused the curiosity of a certain employe, who was heard to exclaim: "Goodness! Where is everyone going?"

The furniture was recently changed in Mr. Brennan's office and we had an "honest-to-goodness" house cleaning. Certainly seems good to have a carpet down again.

Miss Deming spent the Christmas holidays in Kansas City visiting relatives.

J. R. Moore recently bid on position of division lineman at Afton and was transferred to that point.

Ray Soper spent the holidays with his parents in Louisville, Ky.

The vacancy for telephone inspector, caused by Mr. Moore's transfer, was filled by Floyd F. Happy, formerly with the Telephone Company at Kansas City.

Woodstock Slag Corp.

WE FURNISH CONCRETE SLAG FOR EAST THOMAS SHOPS

BIRMINGHAM, ALABAMA

RIDOUT'S FUNERAL HOME
2117 Fifth Avenue

MAIN 9

AMBULANCE SERVICE
NIGHT AND DAY

TELEGRAPH GANG, GERSTER, MO.

B. W. ELLIOTT, Reporter

Our foreman, J. F. Pharris, has returned from his vacation. He was relieved while away by H. Bradley.

R. A. Reed has returned to work after a short vacation spent at Richland, Missouri.

B. W. Elliott is rejoicing over a son, born October 27th.

The following letter to Santa Claus was found the other morning:

"Dear Santa:
Cigarettes are scarce around here. Please bring me enough to last until January 1, 1925. After that I will not bother the boys any more, until time for breaking New Year resolutions. Also, dear Santa, if you have any long-handled shovels bring them along, as I have wore these around here almost out.
(Sig'd) Clarence (Goofy) Wuellner."

The following conversation ensued between Blackie Hoffman and a fair damsel at Dixon, Mo., a while back: "Let me kiss those tears away, sweetheart," he begged tenderly. She fell into his arms and he was very busy for a few minutes, but the tears flowed on.

"Can nothing stop them?" he asked, breathlessly.

"No," she murmured, "It's hay fever, but go on with the treatment."

Frank Baugh spent Thanksgiving at South Greenfield.

Foremen Pharris and Hastings are giving matches away now.

Bert Bell has been laid up with boils. Glad to say he is OK and back at work.

The Important Point

A Southern negro minister who was given to the use of big words and complicated discourse was waited upon by the church committee and told that his style of preaching was not all that could be desired. "Don't I argify an sputify?" inquired the minister. "Yes yo' don argify and sputify," responded a member of the committee. "but yo' don't show wherein."

—Boston Transcript.

THE OFFICE BOY TELLS ON ALL OF US

Ya betcher boots! We shore got us a shore nuf Soshate Ed'tor. Ain't quite smart nuf to understan' all I no about them animiles but ya kin bank yore last copper that this Soshate Ed'tor of ourn is some lallapalooza when it comes to turnin' out a real honest to goodness magerzine.

Had to laf t'other day, shore did. Miss Moore, of whom I was speaking in the first place, is a new edition to the staff, whatever that means, maybe you no but I shore don't, an' course like a woman allus is, she went and started to set things to rights in the ed'toreal offis, howsomever she failed to reckon with the host, (that's some right smart piece of writin', ain't it?) and almost stepped on a pore li'l mouse. Well sir! the mouse didn't keer much, he jist stepped on the gas and got out frum under immediately, if not sooner—Martha had a headache the rest of the day wher her head busted the ceiling. Headaches or no she shore turns out the wurk and with her 'sistence Floyd is gonna make us fellers sum real magerzeen and I don't meen maybe!! Yore gonna get sum good readin' now and ya won't hafta read no mor of that junk like was turned out by that Kelly Pool Chump, Eddie Bernard. Kinder confidenshal, this Eddie Bernard ain't any mor Kelly Pool Chump than I am, he don't do the fust thing about Kelly Pool, all he ever played was Afrikan Dominos, but he shore is sum galliwampus on them, he kin shore make fit gallipers set up and say, Papa. He got everything but my shoos yisterday, an' he'd agot them only they had a not in them and he couldn't git 'em untied.

FORMERLY FRISCO MAN
FRANK W. DAVIS
 LIFE, ACCIDENT
 The Travelers Insurance Co.
 5 E. Wall St. FT. SCOTT

SHERMAN MECHANICAL DEPT.
 E. G. Hughett, Reporter

Henry S. Peavy was promoted recently to back shop foreman at Sherman Shops. We hated to lose him but wish him success on the new job.

Engineer Arthur Walker, who fell out of a swing in Brownwood injuring his collar bone, has recovered and returned to work.

Engineer Jimmie Hogue has returned to work from his trip across the country by automobile; California, Seattle and Yellowstone Park route. His "boss" accompanied him on the trip and needless to say, "she" is called upon to verify some of the fish stories told by Jimmie to the moonlight master mechanic, E. F. Tuck, the general foreman, A. S. Metzger, believed all of them?

Engineer Joe Ray visited us recently from the main line. Joe says, "recons we are doing alright down here on the branch line," and we recon Joe is doing alright on the main line as he is still up there.

Uncle Al Cash says when he registers in his last time the roundhouse foreman will be looking for a report on throttle rigging, "he guesses." Well, we have always found any suggestion made by Uncle Al practical and not an experiment.

Engineer Charlie Rogers has a new Hup, in fact, has had it some time, and she works fine.

Engineer Walter Amick has returned from a bear hunt down near the Mexican border. He didn't catch any! But reports a fine trip.

Engineer John S. Doak is planning a trip down to Cuba and Central America this winter. Says he ran an engine down in Central America 39 years ago and wants to go back and see what has transpired after all these years.

Fireman Billy Johnson was recently operated upon for appendicitis and is getting along nicely. He has now been promoted to the other side of the cab, when able to work.

Fireman Houston Mayfield came "out of the cactus" and is now firing 3 and 4 for Uncle Dan Hartman.

Speaking of operations, Engineer Jess Turner also gave up his appendix recently, but is now able to take charge of the BN&S Ry. again and Engineer John Lambert presented his appendix to Dr. Woodward a short time ago.

Engineer McClain says he is going to cast aside the title of "hard luck," and present it to Engineer Jim Quinn. Now we know if either fail to get

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 FOR FRISCO MEN
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THIS HOUSE GIVEN

SIX ROOMS



STOP PAYING RENT NOW

Surely you want a fine six-room house of your very own, and someone is going to get this beautiful house, too, without any cash outlay on their part. I am going to give this fine six-room house away to advertise my business. Rush your name and address TODAY for big colored picture and plans.

House Can Be Built Anywhere in U. S.

It does not matter to me where you live—the house can be built anywhere—Maine, California, or anywhere in the U. S. This is an opportunity for you to cease paying rent to a landlord and call your home your own.

I Will Even Buy the Lot If you do not own a lot or have no place to build, I will even arrange to buy a lot for you. Be first in your neighborhood. Send me your name and address QUICK.

Costs You Nothing to Investigate You run no risk whatever. It costs you nothing to investigate my liberal offer. I would like to place one of my houses in each locality in the U. S. Send your name and address TODAY—a post card will do. Just say "Please send me your FREE offer."

C. E. MOORE, Pres., Home Builders Club, Dept. 711, Batavia, Ills.

over the road it is just "hard luck," 'cause you can always count on both being on the job all the time and trying to get the head end over the road.

Engineer Ed. Freeman expects to visit the old home at Calvert, Ky., in a short while and run on up to Chicago and meet the "gentleman" who called him on long distance phone from the Windy City.

As a matter of information, we have hired about 20 new firemen since August, but think we now have a supply. Our business, since August, has been the best in the history of the Texas Lines and engines handled will reach the 500 mark for December, and by a recent check shows have averaged about 800 cars handled per day through Ft. Worth yards. Now you may say, at some of the larger points that is not so "many," but if you were to analyze all the conditions, possibly you might agree it's a few. For instance, a car when it reaches Ft. Worth going to a connection, it must be, or must be put in good order. It may come over our rails to Ft. Worth but the same car don't always go over interchange and if you will review the number of roads we interchange with at this point, you will readily see the logic in the statement that cars coming to Ft. Worth

must be in good order. If you doubt it, come down and see the car foreman's reports on transferring contents of cars refused by connecting lines, and, this costs money.

It is a common saying among the engineers here. "Which Mr. McCarty came back we began to get more business." The past speaks for itself and am proud to say. "I am employed by the Frisco Texas Lines, have been since 1910," and am one in "Uncle Oscar's big family" on the Texas Lines, and our Boss, Mr. Graham, master mechanic. We wouldn't trade for any in the big Frisco Family.

ENID NEWS

Roadmaster Hinkle, another recent victim of the flu, is out and on the job again he says you can't keep a good man down for very long at a time.

Hutch declares he stepped out the other night and got chilli.

Reporters on the Western think Editor Bell makes a pretty good Santa Claus, especially after receiving those 1925 passes. Wasn't it nice of him to get them for us?

W. N. Hunnicutt is suffering from a severe cold caused by forgetting to wear his neck tie. He has now put on his winter shoe strings.

Patents—Trademarks—Copyrights
 Instructions how to obtain patent cheerfully furnished without charge. Send sketch or model and description of your invention for opinion as to patentability. Frank B. Hoffman, Patent Lawyer, Union Bank Bldg., Washington, D. C.

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SAINT LOUIS

A. E. Hugues has recently been assigned the agency at Rocky, while J. T. Howell goes to Hallett as agent at that point.

SAN FRANS

Bet on Claudine and Vesta to spoil the San Frans' social career. We went to Ada's for Thanksgiving dinner and here goes Claudine to the kitchen first thing to see what they are to have for dinner, then Vesta thinks the turkey is a big chicken.

Guests at the San Fran dinner at the Oxford Thanksgiving evening were: Vera Marshall of Wichita and Mrs. Floyd Williams of Wellington, Kans.

We are extremely sorry to announce the death of the mother of Alice Dicks, general clerk in Superintendent's office. Our heartfelt sympathy is extended her in this hour of trouble.

Where did we go for Santa Claus?
Clint Clark—Kansas City.
Blanche Hicks—Graydon Springs, Missouri.

Claudine Cox—Sarcoux, Mo.
Collins Reed—Chillicothe, Mo.
Elma Williams—Harrison, Ark.

An Old, Old Friend

Two men were talking in the smoking car. Finally one of them remarked that he was from Wichita.

"Do you know Charlie Smith out there?" the other asked.

"Know him! I should say I do. We have slept in adjoining pews for the last twenty years."—W. E.

GUILTY

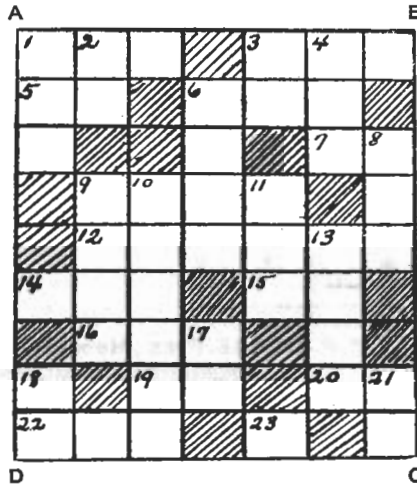
A certain church clerk, Alexander Gunn by name, had been given an ecclesiastical trial and found guilty of libel. Evidently reluctant to air the details of his report, the scribe of the council entered the following terse minute on the record:

"A. Gunn; discharged for giving a false report."

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WE GO TO
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910-912 OLIVE*

BOMONT 414 BOMONT 415
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*We Specialize in
Family Laundry*
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A Cross Word Puzzle From
the Texas Lines



Yes, Frisco folks, we have joined the great army of cross word puzzle hounds.

And we want original puzzles, embracing something relating to the Frisco or railways in general. Just to start it off, here is one submitted by a correspondent in Texas. Try it. The correct answers will be printed next month.

Fill in the spaces with the initials of railways and steamship lines. (One exception, No. 4, we'll tell you what that one is—Atlanta and West Point. In all other cases where the symbol for "and" is used, it occupies a space by itself.)

One road is indicated by its popular "nickname."

A hint—the corners of A B C and D make the initials of the best railroad in the world.

Here is the puzzle. Work it out. Don't send in your answers. But the Cross Word Puzzle Editor would like to hear from you with some original suggestions. Draw out your puzzle. Try it.

**SMEE & HENDERSON
CIGAR CO.**
FRISCO BUILDING
*We Carry Your Favorite Smoke
Parcel Post Paid Anywhere*

Horizontal

- Office of president located at—
- 1—San Antonio, Texas.
- 3—Baltimore, Md.
- 5—Winnipeg, Manitoba.
- 6—Des Moines, Iowa.
- 7—Seattle, Wash.
- 9—Green Bay, Wis.
- 12—St. Louis, Mo.
- 14—Philadelphia, Pa.
- 15—Brooklyn, N. Y.
- 16—Abilene, Texas.
- 19—Chicago, Ill. (part of Santa Fe).
- 20—Sherbrooke, Quebec.
- 22—New York City.
- 23—New York City (this one is easy).

Vertical

- 1—Sioux City, Iowa.
- 2—Jasper, Ala.
- 3—Columbus, Ohio.
- 4—Atlanta, Ga.
- 6—Dearborn, Mich.
- 8—Richmond, Va.
- 9—Atlanta, Ga.
- 10—Sulphur, La.
- 11—Winston-Salem, N. C.
- 13—Chicago, Ill.
- 17—Sand Springs, Okla.
- 18—Cornelia, Ga.
- 21—New York City.
- A. B. C. D.—One guess only.

**Items From Local Freight Office
Kansas City, Mo.**

David N. Todd, Reporter

We had the honor, on December 8th, of having with us a number of the officials who visited our terminal, in the interest of claim prevention.

We are glad to announce the arrival of a boy in the home of Clarence Cowden. The baby has been christened Robert Carl.

Tim Callahan has succeeded John Douglas as W. W. & I. E. inspector at our warehouse. "Doug" having resigned.

Edgar Keyes has returned from a visit with relatives in Decatur, Ala. Says it's summer time down there, flowers blooming and everything. A fine place to be this cold weather.

Paul Nuss, "the sheik," is at work again after a trip to Denison, Dallas, Ft. Worth and Tulsa. The girls in those cities didn't look attractive enough for him so he didn't stay long, however, he must be contemplating another trip, as he has nearly worn out our official guide since his return.

The Night Hawks Select Club entertained with a chili supper and dance the other night. A fine time was had by all—no casualties.

BANKS ALONG THE FRISCO LINES

The American National Bank Okmulgee, Oklahoma

Successful Banking

— SINCE 1873 —

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Eighteen Million

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We are travelers along life's road. Debt is the burden that rides you. The SAVINGS ACCOUNT is something for you to ride on.

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CONNECTED WITH BOSTON

When You Think of Banks,
Think of First National First

First National Bank
OF CAPE GIRARDEAU

Where the Frisco Banks

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Conqueror Trust Co.
JOPLIN, MO.

Farmers State Bank
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**MAKE OUR BANK
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FIRST NATIONAL BANK 4% and Safety
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OF COMMERCE**

CAPITAL, \$50,000.00
SURPLUS, \$15,500.00

Sapulpa, Okla.

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We Appreciate Your Checking
Account

4% Paid on Savings Accounts

The Merchants and Planters National Bank Established 1872
SHERMAN, TEXAS Capital and Surplus \$1,200,000.00
Will Appreciate Your Account

Photographic Magic

A lady called at a studio for a sitting. The photographer made two negatives and promised the proofs for the following day.

The next day her husband called for the proofs, but the photographer showed him only one. The husband said: "My understanding was that there were to be two proofs."

"I did make two sittings of your wife," replied the photographer, "but in one she held her lips apart and showed the end of her tongue."

"My Lord," gasped the husband, "let me see that one. I didn't know that there was an end to it."

—Photo Digest.

White

Louis Mann tells of this incident in the East Side Yiddish quarter. A customer entered a store.

"I want it some pepper."

"What kind of pepper—black, red, or green?"

"I want it writing pepper!"

Or a Picket Fence

Lee: "Every time she smiles at me it reminds me of a Pullman car at 8 o'clock in the evening."

Leslie: "Howsat?"

Lee: "No lowers, and very few uppers left."—Selected.

We seek business on a basis of sound co-operation.
We'd be glad to talk to you.

First National Bank
MONETT, MO.

Engaged in a Noble Work

A minister who lived in the suburbs during his discourse said: "In each blade of grass there is a sermon."

Late the following afternoon a broker, a member of his flock, discovered the good man pushing a lawn mower about his garden and paused to remark:

"Well, parson, I am glad to observe you are engaged in cutting your sermons short."—Harper's Magazine.

He Guaranteed Results

Something or other reminded the Congregationalist of Roland Cotton Smith, D. D., once rector of the Episcopal church at Northampton, Massachusetts. He was called upon to deliver a Memorial Day address. Introducing him, "he commander of the local Grand Army Post said: "We will now have an address from Dr. Smith, after which a volley will be fired over the dead."

A Complete Banking Service
Featuring Commercial, Savings, Investment and Trust Departments. Establish your Oklahoma City connection here.

American National Bank
OKLAHOMA CITY, OKLAHOMA
RESOURCES MORE THAN \$21,000.00

Getting Out a Magazine

Getting out a magazine is no joke. If we print jokes, folks say we are silly.

If we don't they say we are too serious.

If we publish original matter, they say we lack variety.

If we publish things from other magazines, we are too lazy to write.

If we stay on the job, we ought to be out rustling news.

If we are rustling news, we are not attending to business in our own department.

Florida Is Calling You

Do you want to get away
From the grind of every day—
From the drudgery of things you have
to do?
Do you want to settle down
Near a lively, busy town,
Where the joy of living will appeal to
you?
Do you want to scent the breeze
Coming through the orange trees?
Do you want to hear the birds call—
loud and clear?
Are you seeking perfect health
That's combined with certain wealth
And an income from an orange grove
each year?
Do you want a piece of land
That will grow to beat the band
All the different garden crops that you
enjoy?
Do you want to make a "Nest,"
And a permanent bequest
For the future welfare of each girl and
boy?
Do you want a sunny clime
Where there's fishing all the time?
Where there's ducks and deer and quail
and other game?
Where the summer climate's cool,
And within each lake and pool,
You can swim in January—just the
same?
Do you want to buy this land
On an easy-payment plan,
With about your monthly outlay for
cigars?
Do you want to read a book
That will make you want to look
On the finest land that lays beneath the
stars?
Send a letter right away;
Put it in the mail today,
We will send this booklet absolutely free.
After you have read it through,
If a *thought* occurs to you—
Just address another letter here to me.
We will answer, straight and true,
Questions that occur to you.
We have nothing to evade or to conceal.
On an Orange County Farm
Life will take on added charm,
And you'll never lack a dollar nor a
meal.
Send for our Big, FREE Illustrated Book—
"TWENTY ACRES AND PLENTY." It tells of
almost unbelievable profits made from trucking
and fruit growing in our part of FLORIDA.
Also about sick-and-out-of-work clauses, and
other protective features of our contract. Address
Sylvester E. Wilson, Dept. Y-1, Orlando, Fla.

If we don't print contributions, we
don't show proper appreciation.

If we do print them the paper is
filled with junk.

**PERFECTION IS NON-EXISTENT
BUT TRY HARD**

Perfection in anything is so rare as
to be considered for all practical pur-
poses non-existent this side of Para-
dise. Ergo, to find fault is the easiest
thing in the world. One can always
find something to "knock."

SOME SAFETY FIRST SUGGESTIONS

By J. W. MORRILL, Safety Supervisor

To all Officers and Members of
B. of L. E.,
Frisco Lines.

Dear Sirs and Brothers:

I have been serving as safety su-
pervisor for the past thirteen months
on the Frisco Lines, and I am very
glad to say I have found engine crews
performing their duties in a very
satisfactory manner in most cases. A
few times I have noticed firemen
looking out the gangway on the right
side coming into a station or going
over a public highway. Several times
I have thought the engineer should
sound his whistle a little longer ap-
proaching a highway crossing (the
first two whistles). I have suggested
to the management that instead of the
double whistle for the highway cross-
ing, it be the standard crossing whistle
(two longs and two shorts); that they
should be lengthened so the time con-
sumed in whistling for the crossing
should be from nine to fifteen seconds.
The last short whistle should be
sounded near the crossing.

Every railroad is doing everything
they can think of to eliminate acci-
dents at highway crossings. I know
some of you will say that it does no
good to whistle. I think it does in
a large number of cases. How many
accidents are avoided by whistling,
no one knows. The following instruc-
tions are in effect on the Cotton Belt
Railroad:

"Engineers will sound two long
blasts and two short blasts of the
whistle 80 rods from the highway
crossings; three short and one long
blast 40 rods from the crossings." The
idea is that the whistle should be
blown continuously from the whistling
post until the crossing is reached.

My attention has been called to
some of our engineers' failures to
whistle for highway crossings. In
my opinion this is a very rare occa-
sion. I know that it is possible that
the whistle might be broken. In my
forty years as an engineer, only once
did I have a broken whistle. I want
to tell you what a Frisco claim agent
told me. There was an accident at
a highway crossing. A Frisco engine

hit an automobile. Driver claimed
that engineer did not whistle; claim
agent thought there must be some
mistake, as this was a very impor-
tant crossing, so he went out to in-
vestigate. There were several farm-
ers working in the field near the
crossing. He asked the farmers if
the engineers whistled for that par-
ticular crossing. The farmers said
that some did and some did not. He
was not satisfied, so he waited until
two trains passed; one freight and
one passenger, and neither engineer
whistled. He went back and paid the
claim.

Now listen, brothers, I don't think
there are any two men as important
as the locomotive engineer and fire-
man as far as the operating depart-
ment is concerned, and those two men
can do more to safeguard the lives
of the employes and the public as well
as the property, than any other two
men.

I was at one of our large terminals
a few days ago where there is a rail-
road crossing near the passenger sta-
tion, and the local officer in charge
of this terminal told me this story:
A few days before I was there, he
was standing near the railroad cross-
ing when he noticed a switchman
give the engineer on a light engine a
signal to come ahead over the rail-
road crossing. The switchman step-
ped on the pilot and the engineer
started the engine, and got up to
look at the lubricator, and the fireman
got down to put in a fire. Just at
this time one of our important pass-
enger trains was ready to leave the
station. The fireman on the passen-
ger train got a signal to go, and told
the engineer "all right." The en-
gineer on the important passenger
train started train and got up to look
at his lubricator. The official was
not close enough to give a signal.
The engineer on the passenger train
was the first engineman to look out.
He noticed light engine on crossing.
He applied brakes in emergency and
stopped. The engineer and fireman
on light engine did not see the pass-
enger train. The local official went
to the two engineers and told them
what a close call they had had.

NOTICE FRISCO EMPLOYEES

Why not place a part of each month's salary with
this Building & Loan and enjoy 9% to 10% earnings?

WRITE FOR PARTICULARS

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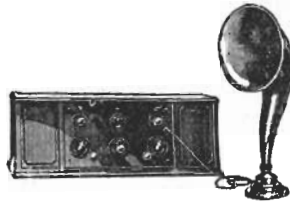
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 Band instruments of all makes.

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We Keep Business Up by Keeping
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Rent a Car, Drive It Yourself

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 CONVENIENT TERMS
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J. J. LAWLER, Proprietor

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MAKERS OF

Railroad, Oil Field and
Commercial Castings in

OKLAHOMA ELECTRIC STEEL

Tulsa, Okla., Box 658

White Line Baggage Co.

TULSA OKLAHOMA

Now I don't think that this will happen again to either one of these engineers, but we have over 900 engineers on the Frisco, and the engineers are responsible for the movement of the engine he is in charge of. Going over a railroad crossing both the engineer and fireman should be on his seatbox looking ahead; the same coming into a station, out of roundhouse lead, or over a highway crossing.

In this connection I would like to bring to your attention a comparative statement that has just been handed to me showing main line mileage, number crossings, number of accidents at grade crossings, and number killed and injured during the years 1921, 1922 and 1923, on the Frisco and Rock Island within the State of Oklahoma:

No. Crossings	No. Accidents	No. Killed	No. Injured
1,919	21	6	22

Frisco, 1923:			
No. Crossings	No. Accidents	No. Killed	No. Injured
1,631	106	13	45

Now, brothers, let's operate the Frisco locomotives as if some of our own folks were riding behind us, or standing on depot platforms as we pull in, or operating automobiles over grade crossings ahead of us.

I wish that each of you could have attended the Safety Meeting held at Springfield on December 4. The vice-president in charge of operation, the general manager, superintendent motive power, all superintendents and all master mechanics were present, as well as two of the Frisco attorneys.

At this meeting Vice-President Hutchison and both attorneys, Judge Mann and Judge Orr, emphasized the importance of telling the truth in regard to accidents to employes and others. Oftentimes attorneys are embarrassed due to the fact that employes when placed on the witness stand under oath, cannot make their statements conform with the information they have previously given the attorneys on form 588, accident report.

Also very interesting talks were made by Vice-President Hutchison, Superintendent Motive Power Worman and General Manager Fraser. I wish you could have heard the fine compliments paid the men of the rank and file, and especially the tribute paid by Mr. Fraser to the old, gray-haired engineers.

I hope that you will accept this in the same spirit as it is offered, and wishing you a Happy New Year.

Some Fuel Records

September 26—Engine 21, train 38, Newburg to Pacific (85 miles), Engineer H. Williams, Fireman J. Chambers, 213,000 G. T. M. consumed 12 tons of coal or 113 lbs. coal per 1000 G. T. M.

October 15—Engine 1,054, train 104, Jonesboro, to Thayer (80 miles), Engineer Jacobs, Fireman Bowers 582 passenger car miles, consumed 4,812 lbs. coal or 8.2 lbs. coal per passenger car mile.

October 24—Engine 1,299, train 131, Potts Camp to Amory (69 miles), Engineer Starks, Fireman David, 101,633 G. T. M. consumed 5 tons coal or 98 lbs. coal per 1,000 G. T. M.

November 5—Engine 43, train 32, Springfield to Newburg (120 miles), Engineer Beiseigle, Fireman Mead, 335,160 G. T. M. consumed 17 tons coal or 101 lbs. coal per 1,000 G. T. M.

November 5—Engine 59, train 32, Springfield to Newburg (120 miles), Engineer Wagoner, Fireman Dowden, 342,958 G. T. M. consumed 18 tons coal or 105 lbs. coal per 1,000 G. T. M.

November 7—Engine 1228, train 734, Ft. Smith to Fayette Jct. (61 miles), Engineer J. E. Paine, Fireman W. A. Martin, 66,734 G. T. M. consumed 4 tons of coal or 121 lbs. coal per 1,000 G. T. M.

\$20 A DAY EASY

That's the average of our men selling elegant, individual, distinctive, tailored shirts. Exclusive patterns. **BUILT ON HONOR TO HONOR THEIR MAKER!** Direct from our factory, airy mills to wearer. Out of ordinary values. Tremendous demand. Big repeat business. No capital or experience required. Write **J. W. HEITJAN, Gen. Mgr., CHICAGO SHIRT COMPANY** 109 Chicago Shirt Bldg., Chicago, Ill.

November 11th—Engine 1,400, Train 6, Hugo to Ft. Smith (144 miles), Engineer J. M. Harlan, Fireman P. M. Wilburn, 720 passenger car miles, consumed 5 tons of coal, or 13 lbs. coal per passenger car mile.

November 20th—Engine 1,324, Train 1-131, Kansas City to Ft. Scott (99 miles), Engineer McCrumm, Fireman Lindsey, on duty 4 hours 30 minutes, handled 1,680 tons or 167,000 G. T. M., consumed 18,000 lbs. coal, or 108 lbs. coal per 1,000 G. T. M.

November 20th—Engine 1,341, Train 2-131, Kansas City to Ft. Scott, (99 miles), Engineer Harriman, Fireman Bennett, on duty 5 hours, handled 1,519 tons or 151,000 G. T. M., consumed 18,000 tons coal, or 132 lbs. coal per 1,000 G. T. M.

November 21st—Engine 1,314, Train 1-131, Kansas City to Ft. Scott, (99 miles), Engineer Branstreter, Fireman Dollinger, on duty 4 hours twenty-five minutes, handled 1,665 tons or 165,000 G. T. M., consumed 11 tons coal or 133 lbs. coal per 1,000 G. T. M.

November 13th—Engine 708, Train Extra South, Ft. Smith to Hugo (144 miles), Engineer S. R. Furlow, Fireman E. Copeland, 126,462 G. T. M., consumed 9 tons of coal or 142 lbs. coal per 1,000 G. T. M.

Our Thanks, Mr. Underwood

Many of them, for including this department in your splendid letter to Mr. Bell, regarding the magazine. Your designation of the entire magazine as "helpful, educational and entertaining to the rank and file" of the Frisco employes, is, in our opinion, the very highest compliment that could be paid.

CLASSIFIED ADS

Classified advertising under this heading will be charged for at the rate of 5 cents per word, with a minimum of 75 cents. Cash must accompany copy.

AGENTS—WRITE FOR FREE SAMPLES. Sell Madison "Better-Made" Shirts for large Manufacturer direct to wearer. No capital or experience required. Many earn \$100 weekly and bonus. MADISON MILLS, 564 Broadway, New York.

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UNDER NEW MANAGEMENT
 THOROUGHLY MODERNIZED

Rates \$1.50 and \$2.00

Investing Odd Amounts

Whether your surplus is \$169 or \$853 or any other odd amount, you can invest it conveniently in a Certificate of Deposit of this bank. A "C. D." has another advantage over other securities—it does not fluctuate in value. Interest starts the day you invest your money. Come in.

First National Bank
 IN WICHITA

CAPITAL & SURPLUS, \$2,000,000.00

MECHANICAL DEPARTMENT
 CENTRAL DIVISION

By Irene Woestman

Glad to report that Mr. Heyburn has sufficiently recovered from his recent injury to resume his duties at the office. Even though his head is still in a cast, he greets us daily with his usual smile.

Piece Work Checker H. E. J. Barry is once more the proud possessor of a Leaping Lena. Four broken axles on a "Chevy" was too trying for him, so he purchased a puddle jumper. Anyhow, Mr. Barry claims his new Ford coupe is a crap shooter, as it shakes, rattles and rolls.

Mr. and Mrs. A. G. Denham are spending their vacation in Springfield, Missouri.

We wish to extend our heartfelt sympathy to Engineer and Mrs. Chas. Vogel in the illness and death of their beloved daughter, Kathleene, who was laid to rest on December 20th.

L. P. Cochran and family spent the holidays in Springfield as the guest of relatives.

Want to express my sincere appreciation to the Editor for the 1925 annual pass, which was gratefully received.

Chief Clerk to the Master Mechanic claims that in the future, when making a selection of overcoats at a hotel, he is going to do better than he recently did at Hugo, and take a coat that fits him.

Miss Branson claims they have a good Santa Claus in Texas. If you don't believe me, just let Eula tell you what he brought her.

The latest victim of the radio bug is W. W. Claypool, who has installed a new Freshman Masterpiece. No doubt but what he will be added to the list of those that greet the milk man each morning.

Oscar Nelson reports an enjoyable Christmas spent in Greene County, Mo.

Kathryne McMahon is spending a few days in Omaha, Nebr., as the guest of her sister, Mrs. Jack Carroll.

of disappointed women around here when they found out that Mac was married and had a youngster. Some of these birds can be sheiks without trying.

Tim Murray is trying to corner the market on Venus pencils. The last account he has bought over four dozen. He takes good care of them, though, even to putting a lock on his desk drawer.

They tell a good story on Walt Hudson. When he was about sixteen years old, living down in Hartville, his father decided to take him to Marshfield to see a railroad train. They arrived at Marshfield a few minutes before No. 4 was due through there and as Walter had never seen a train before, Mr. Hudson tied him to a hitch rack to keep him from running away. Number 4 came through (and you know how she goes through Marshfield) and Mr. Hudson asked Walter what he thought of it. Walter studied a little and said, "Gosh, Paw, it's a good thing it came in edgeways, 'cause if it had hit us sideways it would have wiped out the whole town."

If any of you ladies that roll your hose have trouble keeping them up, ask Mae Beaman how to do the "Frisco Roll." That'll hold 'em.

The Eastern Division sure got a Christmas present when they turned the "leaky roof" over to us. It filled the sock alright.

DIVISION ACCOUNTANT'S OFFICE
 EASTERN DIVISION

By H. H. McGarvey

Ouch! wasn't that pay check for the last half of November a short one? Received right before Christmas, too.

E. L. Welch says the guy that started that Santa Claus stuff was all wrong. Erret is still trying to explain to his kids how the old boy can come down through the furnace and through the steam pipes and out of the radiators.

The other day Rolla Jones came to me and said, "Say, Mac, did you ever read any of Zane Grey's books?" I told him that I had read a few of them. Then he said, "Well, what I want to know is whether she is a man or a woman."

Mr. Sills has a new addition on his force who answers to the name of J. S. McMillan. There sure was a bunch

FRISCO ties, timbers and piling have their life greatly prolonged by preservative treatment at the SPRINGFIELD, MO., and HUGO, OKLA., PLANTS of the

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If we can get by and satisfy ninety-nine and nine-tenths per cent of our customers, we feel that we are getting somewhere.

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Spring Frogs,

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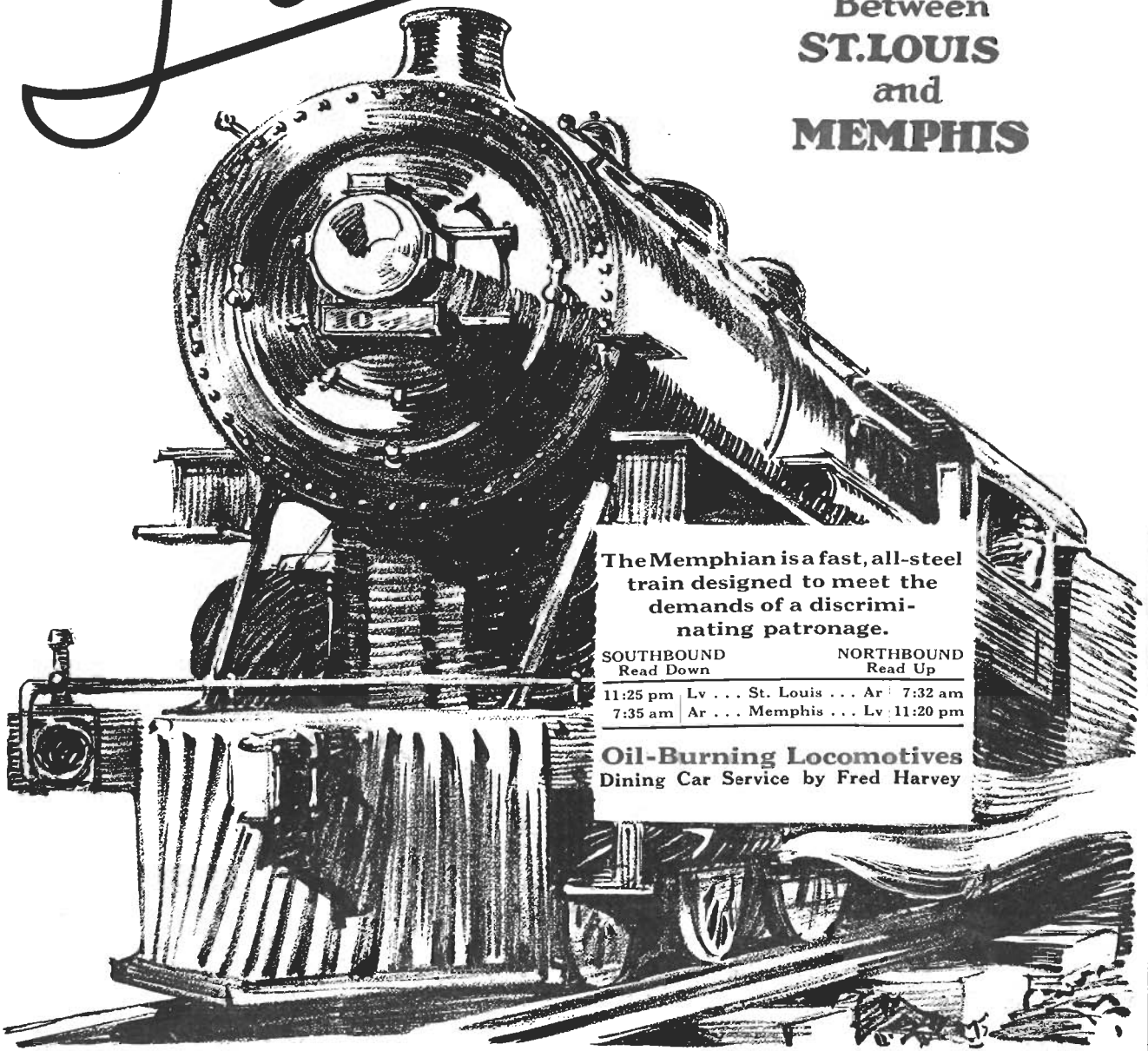
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