

orders and left Wichita as a Frisco special eastbound, this being the only train leaving Wichita, June, 1904; but, however, at several places water was so deep that the donkey was compelled to swim, and the engine and train crew were washed off by the rushing torrents of the flood.

Concrete gang arrived at Wichita to erect concrete foundation piers to support the large oil-storage tank, which will supply oil-burner engines that are to displace coal as fuel on the Kansas Division in the near future.

The stationary boiler in the round-house here received a new set of flues and other repairs, to get in shape to be used in conjunction with the oil-burner engines expected at Wichita shortly.

Enid.

A new stationary boiler has been installed at the round-house.

Four additional train crews have been put on during the month of April.

Engines Nos. 2,688 and 411 turned out of Enid shops with J. L. repairs.

Frank Burns, Master Mechanic, Monett, was in the city on company business, April 7 and 8.

Engines Nos. 463 and 2,719 have been transferred to the Western Division for stock business.

J. E. Moore, timekeeper and clerk to division foreman, has resigned to accept a position with a mercantile company of this city. Ben H. Montelius, of Monett, Mo., succeeds him.

Fort Scott.

Kansas tax commissioners inspected Frisco property at Fort Scott, April 16.

The father of G. L. Swearingen, yardmaster, died in Ohio, April 19. Mr. Swearingen, with his brother, C. R. Swearingen, left that night to attend the funeral.

Chief Dispatcher Lewis is the proud possessor of a brand-new typewriter. He is so much struck on it that he is working overtime in order to get the full benefit of its use.

Superintendent J. G. Lorton, with a corps of assistants, made inspection of all bridges and buildings on his division during the week, April 19 to 25.

Fr. Scott shops are making a good record in overhauling engines. Five engines were thoroughly overhauled during the month of April.

Francis.

J. F. Hickey, trainmaster at Hugo, spent a day in Francis on business about April 1.

W. C. Darby, timekeeper, has returned to work, after a few days' lay-off on account of sickness.

W. W. White, chief clerk to Superintendent Geiger, has resigned, and has been succeeded by J. H. Davisson.

Kirk Quinn, clerk in Division Foreman's office, has gone to Arkansas to visit friends. His place is being filled by W. E. Doan.

Accountant J. A. Mullins went to Sapulpa on April 17 to meet his mother, from Martinsville, Va., who was coming to pay Jim a visit.

Dispatcher J. H. Bean has returned to work after a week's lay-off, account of sickness, and S. N. Hurd, who has been working in his place, has returned to Sapulpa.



J. C. McCurry has resigned his position as stenographer to Accountant E. E. Shanahan, an old-time Frisco clerk, and is holding down a position as stenographer and assistant to Accountant Mullins.

Conductor C. O. Green is appointed assistant to Trainmaster Dornblazer, with headquarters at Sherman. Mr. Green is to look after stock business through Sherman yards, and will have charge of Red River Division crews out of that point.

Stock movement over Red River Division this season was the heaviest for several years, and stock men advise that the movement was entirely satisfactory. An average speed of about twenty-three miles per hour was given all trains, and the average time consumed in getting through Francis yard was about seven minutes. It was necessary to employ about fifty train and engine men in order to have sufficient crews to handle this business.

Springfield.

Eddie Ruscha, in Mr. Mulroy's office at Springfield, has developed into a camera expert. He sent three pictures to THE FRISCO-



MAN, one of which, a stretch of the north side yards at Springfield, is particularly good, and is herewith reproduced.

Beaumont.

For six days in March 125 cars were repaired.

Messenger Shelton has returned to work, after a week's lay-off.

L. W. Harvey, Division Foreman, made a trip to Springfield, Sunday, April 19.

The concrete force is here to put in the foundation for the storage tank for fuel oil.

Mrs. M. Harvey, mother of Division Foreman E. W. Harvey, visited her son in April.

E. W. Sutton, car repairer, and family, went to Eldorado on a visit, the week of April 19.

Superintendent A. J. Sams, and party, had a special inspection train out of Beaumont, April 24.

Engine No. 33 was installed at the pump-house to furnish steam for the pump until a new boiler can be put in.

Agent F. W. Crain has been very busy during the latter part of April, unloading cattle shipped here for the pasture.

George Saunder and Silas Stever, engineer and fireman, have signed up for the local run between Beaumont and Winfield.

E. E. Harris has resigned his position on the coal chutes, and will leave in a few days for Iowa. His brother, N. Harris, succeeds him.

The Frisco is putting in a new fence from Beaumont to Blodgett, getting ready for the

stock that will soon be shipped here for pasture.

W. W. Byrd, night operator, has returned to work, after a thirty days' lay-off, and is all smiles and handing out cigars on account of an eight-pound boy coming to him while on his visit to Ellenwood.

Monett.

The Monett Railroad Y. M. C. A. is keeping busy these days along the line of practical talks. C. P. Cass, of St. Louis, representing the Westinghouse Air-Brake Company, gave a very interesting talk, April 15, on the new No. 6 E. T. equipment, which was greatly appreciated by the men here. Superintendent LeRoy Kramer, Master Mechanics J. M. Johnston of Ft. Smith and Frank Burns of Monett, and Traveling Engineer John Whalen and Engineer William Hilliard of Springfield, were present.

Engineer J. J. White, of Monett, gave a talk, April 22, on combustion, which attracted a large number of engineers. Mr. White is considered an authority on this subject, and the men appreciated his talk along this line.

Master Mechanic D. Patterson, of Sapulpa, speaks May 6, on the "Abuse of Engines Slipping." His talk will be illustrated by the firegraph, which was illustrated in THE FRISCO-MAN recently.

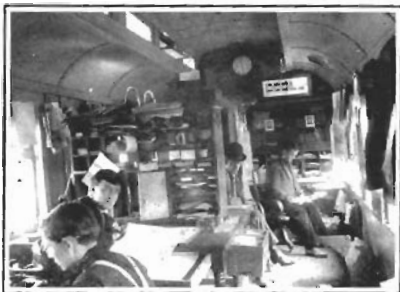
The policy of the Y. M. C. A. is to do the most good to the most men, to help a man to help himself, to help men enter into the competition of life well equipped to meet conditions at every turn of the road. So the man "who knows" is secured to tell the man who don't know. The committee at Monett solicits the hearty co-operation of the officials and employes all along the line.



In the doorway, right-hand side of the photograph, is Master Mechanic Frank Burns of Monett, and next to him is his chief clerk, Frank Belleore, and assistants.

Chaffee.

The car office herewith presented is that of John F. Long, General Foreman. Mr. Long is in the back, at his desk, and at his



right is E. Bennett. John Duncan is next in order forward, and W. W. Abernathy occupies what artists term the "middle foreground."

Birmingham.

Illinois Central engine No. 1,159 in Birmingham passenger service, and I. C. engines Nos. 840 and 858 freight service, running in and out of Birmingham for the past week over Frisco tracks from Jasper, Ala. I. C. trains will soon be operated on regular schedule between above-named points on joint trackage agreement with the Frisco.

Cherryvale.

Floyd Parsons succeeds George Vance as yard clerk.

Loren Back, depot baggage-man, is laid up with a badly-sprained ankle.

C. E. Grotjohn, engineer at Cherokee, is working in Mr. Buckley's place.

The bad-order situation at Cherryvale is being kept well under control at present.

James Conley, switch-man of the Cherryvale switch engine, is laying off a few days.

Geo. Vance, yard clerk, has been assigned bill clerk at freight house, vice Dot Norfleet, resigned.

Dot Norfleet has resigned his position as bill clerk at the freight house, and will move to his new home in Oklahoma.

J. A. Buckley, engineer on the Northern Division, has been granted a leave of absence on account of the illness of his daughter, Mrs. Harry Smith.

Charles Edgerle, assistant hostler at Cherokee, has just returned to work after spending a few days with his home folks.

Foreman J. W. Fox and Section Foreman Andy Vermillion have returned from a seven days' visit to New Mexico. They report a pleasant time. H. J. Taylor was acting foreman during Mr. Fox's absence.

Joplin.

J. D. Loftis, conductor, is visiting friends at Ft. Smith, Ark.

Jack Malone, who for some time was cashier here, goes to Vinita, Okla., to a similar position.

H. E. Carrithers, who recently joined the Firemen's Craft, at Monett, is now doing the stunt here as a snare drummer at the new skating rink, until business gets back to its normal.

Conductor C. H. Malody, better known as "Pap," has again resumed work after a long illness. We are glad to see him up and around once more, doing business on the Carthage flyer.

P. Heud has added new men to his list, and he expects to do considerable work in this district right away, such as putting in ties, spreading gravel, etc., making the track first-class in every respect.

A proposed improvement to the Joplin yard is a tower built at the junction for the operator, in order that he may be able to advise the dispatcher promptly of the arrival of all trains from various directions.



Round-House at Joplin.

"Doc" Killion, car truckman, who has been off a short spell on account of sickness, has resumed work on the rip track.

Amory.

The carpenter gang is just completing an extension to depot at Greenwood Springs.

Switch engine No. 3,695 is out of service on account of repairs, engine No. 572 taking her place.

J. C. Pentecost, General Foreman of Bridges and Buildings, is making his annual inspection of the line.

Mr. Echols has accepted position as trainmaster's clerk, Mr. Brooks, formerly trainmaster's clerk, taking position with Houston Brothers, of Higbee, Miss.

Fort Smith.

Carpenters are now busy applying a new roof to the roundhouse, which will be another great help.

Master Mechanic Johnston has now two engines on his division with broken frames, which will be welded at Ft. Smith the latter part of April - engines 539 and 26.

The new cinder pit, which has been under construction for some time, is now completed and in use, which is of great help to the mechanical department, as it is a longer pit than the old one, and depressed track is considerably lower, which makes cinders easier to load.

J. L. Reinach, General Agent of the Rock Island-Frisco lines at Ft. Smith, was accidentally shot and killed April 13. Mr. Reinach was buried at Pine Bluff, April 15. Mr. Reinach was one of the most popular officials

the company ever had at Ft. Smith, and occupied the position of General Agent for the last four years.

The latter part of March, Master Mechanic J. M. Johnston received instructions from the General Superintendent of Motive Power that engine 428 was in Sherman shops with a broken frame, frame being broken over right front driving box. As they were badly in need of power during the stock rush on that division, Mr. Johnston was requested to send a man and material to instruct the shop force there relative to the making of thermit weld, as engine 428 had just been overhauled in Springfield shops.

Mr. Johnston sent his foreman, Mr. Anderson, to instruct the foreman at Sherman relative to the use of thermit in making welds of this kind. Mr. Anderson took material from Ft. Smith to Sherman and made a weld on this engine frame. The weld was made in a few minutes less than ten hours, with the assistance of two machinist apprentices of Sherman. It was 8 o'clock in the morning before the mould was started on, and in a few minutes before 6 in the evening the weld was completed, and it is safe to say that by 6 o'clock the next day the engine was ready for service.

General Foreman Cain was also present while Mr. Anderson was making the weld, and thoroughly familiarized himself with the process, also the two machinist apprentices, sons of Foreman Boilermaker Scott, one apprentice in his third year and the other in his second.

Railroad Watches

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KANSAS CITY TO MEMPHIS.

Trains 41-51.

Kansas City to Springfield—Distance, 202 miles; schedule, 11 hours and 20 minutes; average speed per hour, 18.32 miles.

Average daily gain over schedule, March 16 to 31, 17 minutes.

Average daily excess over schedule, April 1 to 15, 16 minutes.

Springfield to Memphis—Distance, 282 miles; schedule, 17 hours and 10 minutes; average speed, per hour, 16.5 miles.

Average daily excess over schedule, March 16 to 31, 3 minutes.

Average daily excess over schedule, April 1 to 15, 14 minutes.

Kansas City to Memphis—Distance, 484 miles; schedule, 28 hours and 30 minutes; average speed, per hour, 17 miles.

Average daily excess over schedule, March 16 to 31, 4 minutes.

Average daily excess over schedule, April 1 to 15, 44 minutes.

KANSAS CITY TO BIRMINGHAM.

Trains 45-55.

Kansas City to Springfield—Distance, 202 miles; schedule, 11 hours and 10 minutes; average speed, per hour, 18.1 miles.

Average daily gain over schedule, March 16 to 31, 15 minutes.

Average daily excess over schedule, April 1 to 15, 5 minutes.

Springfield to Memphis—Distance, 282 miles; schedule, 17 hours and 15 minutes; average daily speed, per hour, 16.3 miles.

Average daily excess over schedule, March 16 to 31, 3 minutes.

Average daily excess over schedule, April 1 to 15, 53 minutes.

Memphis to Birmingham—Distance, 251 miles; schedule, 16 hours and 50 minutes; average speed, per hour, 14.9 miles.

Average daily gain over schedule, March 16 to 31, 2 minutes.

Average daily excess over schedule, April 1 to 15, 2 minutes.

Kansas City to Birmingham—Distance, 735 miles; schedule, 45 hours and 15 minutes; average speed, per hour, 17.1 miles.

Average daily excess over schedule, March 16 to 31, 13 minutes.

Average daily excess over schedule, April 1 to 15, 59 minutes.

SAVANNAH LINE STEAMER FREIGHT.

Trains 24-50.

Birmingham to Memphis—251 miles; schedule, 15 hours and 45 minutes.

Average daily excess over schedule, December, 1907, 2 hours 44 minutes.

Average daily excess over schedule, January, 1908, 25 minutes.

Average daily excess over schedule, February, 1908, 33 minutes.

Average daily excess over schedule, March, 1908, none.

Average daily gain over schedule, first half April, 1908, 28 minutes.

Memphis to Springfield—282.2 miles; schedule, 21 hours.

Average daily excess over schedule, December, 1907, 5 hours 35 minutes.

Average daily excess over schedule, January, 1908, 2 hours 30 minutes.

Average daily excess over schedule, February, 1908, 1 hour 8 minutes.

Average daily gain over schedule, March, 1908, 28 minutes.

Average daily gain over schedule, first half April, 1908, 15 minutes.