

First Contributor

Miss Alyce A. Robertson, daughter of Engineer J. F. Robertson, Red River Division, whose letter was published in the last issue of THE FRISCO-



MAN, was the first to send in a contribution for the Women's Department. Are not such daughters as Engineer Robertson's a powerful argument for Safety First?—(Ed.)

Dear Editress:

Being greatly interested in the Safety First movement, and living close to the Frisco Railroad tracks, I thought I would write a letter upon what I daily observe; that is, persons walking the high trestle on the single track of the Memphis Division of the Frisco Line.

Although they are warned by signs to keep off and know of the fatalities, one of the most recent being the death of my husband, which occurred October 28, 1911, who, while walking on the tracks on a foggy night, failed to see the headlight and was struck.

Still people persist daily in trespassing on these tracks, and I feel inclined to say to everyone who thus endangers his life, what I almost daily said to my husband, who, like many others, took the "short cut" to and from his work, "Keep Off the Tracks."

MRS. ANNIE LINCOLN,
7316 Lansdowne Ave.,
Shrewsbury Park, Mo.

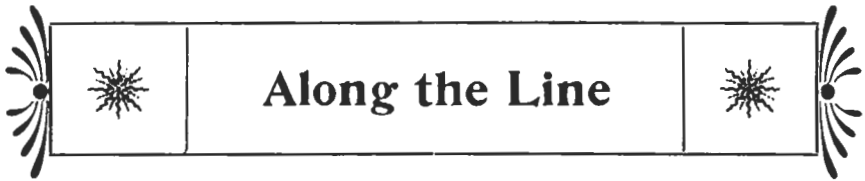
Stumps Them

Several articles have been published in THE FRISCO-MAN recently regarding economy in the use of lead pencils, and there has been considerable rivalry among the agents in using pencils down to the lowest possible measurement.

It is believed, however, that F. A. Goodnight, bill clerk, Neodesha, Kans.,

has beaten all records in this regard, as the remnant of a pencil used by him, which was forwarded to THE FRISCO-MAN, measured barely one-eighth of an inch in height.

The pencil was used in one of the new pencil holders recently furnished by the stationery department, and it is certain that Mr. Goodnight has succeeded in getting all the use out of a pencil possible.



Ozark Division

The Ozark Division Safety Committee held its November meeting at Jonesboro, Ark., November 5.

Conductor F. D. Thayer is back on the job after an attack of tonsillitis.

The new Boas Hotel at Hoxie, Ark., is completed and now in operation.

Engineer J. H. Kellner is getting along nicely and will soon be able to leave the hospital. We will be mighty glad to see Mr. Kellner back with us again.

Brakeman A. A. White was fatally injured in the yards at Jonesboro, October 21. Mr. White was a member of the Ozark Division Safety Committee and was well liked by all the employes. The sympathy of the members of the Ozark Division Safety Committee, as well as the other employes of the division, is extended to Mr. White's family.

Red River Division

Mrs. D. A. Bowersock spent a few days visiting in Oklahoma City recently.

Misses Hazel Bowersock and Sylvia Jones visited in Joplin, Mo., about November 1.

A. T. Blythe, tank man at the roundhouse, is making an extended trip through Texas.

Engineer Robertson and Conductor Ed Hill have been laying off for a few days attending the Safety First meeting at Hugo.

Mrs. R. E. Blythe and her son Archie are visiting in Texas.

Mrs. J. F. Robertson, wife of En-

gineer Robertson, is visiting in Chickasha, Okla.

Engineer George Salsman and family have moved from Tulsa to Muskogee, Okla.

Mrs. O. V. Smith was called to Joplin, Mo., by the serious illness of her mother.

Mr. and Mrs. Jim Anthony are on an extended trip through the east. They will take in New York and several points in Michigan before returning.

Springfield

North Side Shops

The accounting department of the North and South Side Shops was installed in the office of C. J. Drury, general car foreman, North Shops, October 1.

J. H. Gimpel, general foreman, car department, is rejoicing over the arrival of a baby girl at his home. The new addition makes seven girls in Mr. Gimpel's family.

Frank Loyer, foreman in the coach shops, stole away for a few days, supposedly to take in the World's Series. However, he failed to attend the games, but when he returned to Springfield brought a bride with him.

We are pleased to announce that Ira McGlasson, assistant boilermaker foreman, is now on the road to recovery. Mr. McGlasson met with an accident a few weeks ago.

Andy South, machinist, is improving rapidly from an injury sustained a few weeks ago.

The new Oxweld Plant at the North Shops is in full operation. About 8000

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feet of pipe has been laid, covering the entire plant, so that work may be handled in all parts of the shops instead of the old time method of carrying the work to and from the welder.

General Foreman Kew of the Kansas City Shops, was a recent visitor at the North Shops.

Chaffee

Engineer French is contemplating a hunting trip to Little River in the very near future.

The many friends of J. W. Chenia, who was married recently at Mounds, Ills., join in wishing the young couple a long and happy married life. Mr.

Chenia is employed as bill clerk in the car department office at Chaffee.

Boilermaker Money and Pipeman Patrick made a trip to the jungles recently in search of big game. The boys in the shops anticipate a large feast upon their return.

Traveling Boiler Inspector Miller visited Chaffee the latter part of October.

Engines 770 and 745 are in the shops undergoing some light repairs.

ARKANSAW COON DOGS
sold on a positive
guarantee. Carter & Burrow, Pocahontas, Ark.

Labor Foreman McEwing made a flying trip to Memphis the latter part of this week.

Ray Ancell, night machinist helper, is transferred to the tool room.

Beaumont

Mr. and Mrs. W. L. Ford are receiving congratulations over the arrival of an eleven pound boy, born October 26. Mr. Ford is employed as car repairer at this point.

W. A. Hutton, inspector, accompanied by his wife, visited at Neodesha, Kans., October 26.

Mrs. O. R. Camp, wife of Operator Camp, visited Joplin relatives the latter part of October.

Account of the 1200 class engines running through to Wichita, the coal chutes at this point have been raised. The work was in charge of Bridge Foreman H. Searey and gang.

The water tank was repaired October 28.

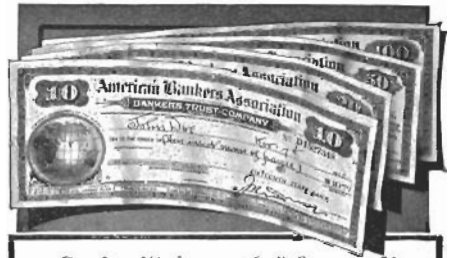
G. D. Schooler, car repairer, killed a large white pelican on the Frisco Lake, October 21. The bird measured eight feet from tip to tip of wing. It is understood that it is being mounted at Blackwell, Okla., for Brake-man Sangster.

Express Messenger J. H. Nichols will make a trip east the early part of November.

Cherryvale

Earl Winterhorst spent a few days in Kansas City recently attending the stock show.

Andy Vermillion, section foreman, together with his family, spent Oc-



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tober 18 and 19 with friends at Wichita, Kans.

W. B. Smith, operator, and his wife, attended the convention at Hutchinson, Kans., October 17 to 20.

S. J. Hopkins, conductor on runs 171-172, took out his train for the first time in five months, November 1. Mr. Hopkins had been critically ill and spent several weeks at Hot Springs recuperating. Mr. Hopkins stated that was his longest leave of absence during his thirty years in railroad service.

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Cherryvale (Kans.) Switch Crew.

No. 8 Coming

Running at about a forty-five mile clip, train No. 8 was snapped by Engineer F. L. Street, near mile post F-404, just west of Neodesha, Kans.

Mr. Street was out in the country for a drive with his family recently and had his kodak with him for the



purpose of snapping anything of interest coming his way. When he heard the whistle of the Southwest Limited, No. 8, Mr. Street says he got his "artillery" in position, snapped as the train came along, and the accompanying reproduction is the result.

The train was in charge of Conductor Charley White, pulled by engine No. 1109, with Engineer Ed Gray and Fireman Ed Stevens.

Monett

The marriage of Edward Elbert Hasler and Miss Berniece Barbee Downs took place at Monett, Mo., the home of the bride's mother, October 15, the Rev. J. G. Knotter, pastor of the Presbyterian Church, officiating.

After the ceremony the young couple left for an extended honeymoon trip through the east.

Mr. Hasler is private secretary to Superintendent McCarty of the St. Louis-Memphis Line.

Our Fire Dog

Violet, the pedigreed bulldog of Freight Clerk Wintermote of Cherryvale, Kans., has proven herself a real heroine. But for her vigilance the freight house and its contents would have been lost in a fire during the extreme hot weather of last summer.

The roof of the building caught fire from the sparks of a passing engine and Violet discovered the blaze. Having been taught to fight fire, the dog began barking when she noticed the blaze and did not let up until she attracted the attention of the office force, who were busy at work at the time. Had it not been for her loud and long barking the freight house and all of its contents, amounting to several thousand dollars, would probably have been destroyed by the fire.

Not content with sounding the fire alarm Violet attempted to climb to the roof to aid in putting out the flames. Cherryvale boasts of being provided with the most unique automatic fire alarm of any freight depot on the system.