

Frisco Moseley

The *Frisco-Man* has been requested to publish in this issue the reproduc-



tion herewith of Frisco Moseley, who has been named after our own road.

The little fellow is the son of J. E. Moseley of Beaverton, Ala.

His Method, Exactly

The teacher in an East Side school was reproaching Tommy, who had "licked" Heine in satisfaction for a grievance. Tommy's penitence was at a low ebb, and teacher's golden-rule admonishing fell on unresponsive ears. But at last she struck a responsive note.

"The right way to treat your enemies, Tommy," she said, "is to heap coals of fire on his head."

"Yes, ma'am. that's jes what I done," said Tommy, brightening. "I give him 'ell!"

Chalk Briquettes as Fuel

The Leeds briquette works at Hunslet has recently been making experiments to determine the possibility of the use of chalk briquettes for fuel. It is said that the company is able to

obtain its chalk in the south of England at a cost of from 14c to 25c per ton, and that it is proposed to sell it in briquette form at from \$3.75 to \$5 per ton. The briquettes are 5 in. long, 4 in. wide and 2½ in. thick. It is claimed that they burn with little or no smudge, with an exceedingly small amount of ash, and that they give off from 40 to 50 per cent less smoke than coal. If the idea should prove as successful as seems possible from the foregoing it will be a large step toward the solution of the smoke problem. —*Power.*

Railroad Opportunity

Opportunity to get from the bottom to the top, from the lowest to the highest, is wider and brighter in railroading than in any other industry. That seems like a large statement, but the facts bear it out.

An eminent statistician, finding that in 1910 there were 5,476 general executive officers directing the activities of about 1,750,000 employes, estimates that each employe should have one chance in 300 of becoming an officer if employes live as long as officers and officers are drawn from the ranks.

As a matter of fact, there is little chance about it; in railroading nothing is left to chance and little is gained by "pull." The essence of the business is service and he fares best who serves best.

For evidence of the richness of railroad opportunity look to the life-and-work records of the officers. It is the exception among them who got up to where he is otherwise than by ability, fidelity and energy. Most of them began on the bottom rung; precious few of them skipped any rungs on the road up.—*Railway and Locomotive Engineering.*

ALONG THE LINE

Memphis

J. H. Campbell, accountant in the coach yards, is the proud father of a bouncing baby daughter who made her appearance September 16. Mr. Campbell is wearing the smile that won't come off. Congratulations.

F. A. Hull, acting district storekeeper, is holding down the position made vacant by the transfer of A. B. Milby.

A. H. Sarafian and O. T. Soderstrom, accountants in office of Master Mechanic Leysahl, are transferred to the general office at Springfield, Mo.

E. Bissell, general foreman store department, returned from a trip to Marionville, Mo., September 28, where he spent a week visiting with his mother.

Mr. Van Kinkle of Kansas City is appointed accountant in office of Storekeeper F. A. Hull, succeeding James Hook, transferred to Springfield, Mo. Mr. Hook is appointed timekeeper in office of general superintendent of motive power.

The new storeroom at Memphis is nearing completion and will be one of the finest on the line in point of neatness.

General Storekeeper H. M. Powell and Traveling Storekeeper Price spent two days at Memphis the early part of October.

E. B. Ludwig, ticket auditor of the K. C. C. & S., with headquarters at Springfield, Mo., spent October 3 and 4 at Memphis and made the storeroom a short visit.

Ozark Division

A. L. Walters, timekeeper in office of superintendent, Thayer, Mo., is assigned to similar position in office of superintendent terminals, Memphis, Tenn. E. B. Taylor, formerly on the file desk, succeeds Mr. Walters.

The Thayer terminal is improving in appearance right along and has gained the reputation of being one of the prettiest and cleanest terminals on the road. It is said.

The employees of the Ozark Division desire to extend to Mr. and Mrs. H. E. Gabriel and family, deepest sympathy in the loss of their little daughter Harriet, who passed away at their home in Jonesboro.

Mrs. S. M. Baltzell of Parsons, Kans., is visiting her son, Charles H. Baltzell, superintendent of the Ozark Division. Mrs. Baltzell celebrated her seventy-fifth birthday October 4, and is still quite active. She says you never get old until you think you are old.

New rail is being laid from Burnham to West Plains, after which some will be laid Cedar Gap to Norwood and then Hardy to Imboden.

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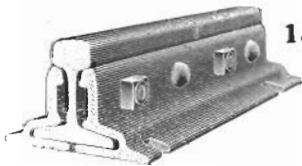
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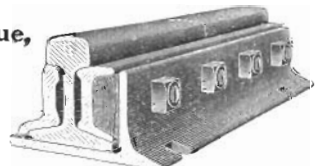
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