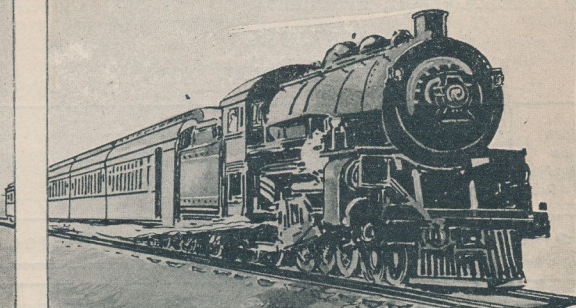


The **FRISCO-MAN**

Vol. VI
No. 4

APRIL
1912



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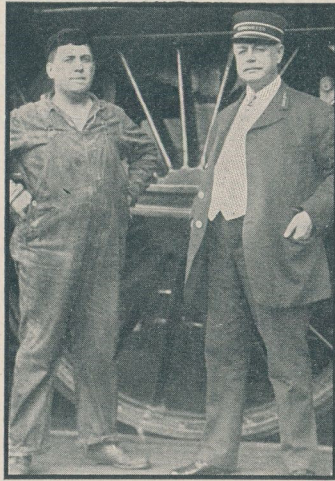
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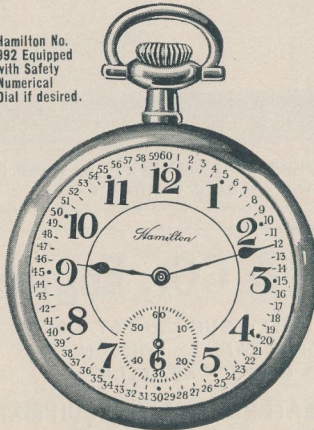
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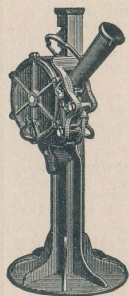
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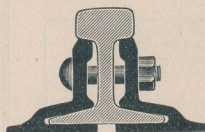
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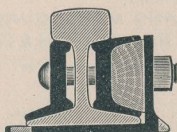
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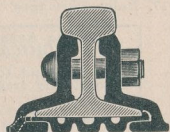
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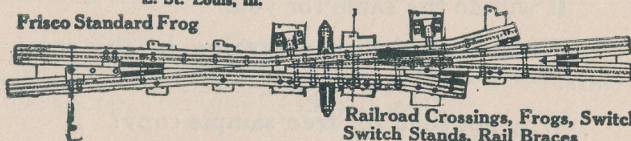
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Vol. VI, No. 4

SAINT LOUIS, MO.

April, 1912

Economy, The Watchword

The heavy snows of the last few months, followed by the still more disastrous floods, have impaired our earnings and increased our operating expenses to an almost unparalleled degree.

The result of these conditions will be felt for a considerable period.

Heavy expenditures will be necessary to repair the damages to recover from the losses sustained. Therefore, economies of drastic character must be practiced and constant vigilance exercised in all expenditures to secure the greatest possible returns therefor.

The inconvenience caused by the retrenchment and the additional work which the conditions impose, will afford an opportunity to demonstrate the loyalty and efficiency of Frisco men.

Do not overlook the trifling economies, and, if you are in position to save only a few cents a day by a little effort on your part, this saving will be appreciated and be of assistance.

If everyone will endeavor to affect all the saving possible, conditions will be improved at an early date.

A man should be embarrassed by expressions of gratitude for doing his duty, and this is addressed to Frisco men not as a request or plea that they will do their duty, but that all will join in trying to do a little more than their duty.

Moving Pictures.



No. 1



No. 2



No. 3

The accompanying snap shots show the snow plow at work on the Burrton Sub-division, February 26th.

The snow plow was attached to engine 343, which was in the lead, and engines 346 and 158 were coupled on to this engine in order to shove the plow through the drifts.

The train was in charge of Conductor Bowers; engine 343 was handled by Engineer Martin and Fireman Egley; engine 346 was in charge of Engineer Ayers and Fireman Verhelst, and engine 158 was handled by Engineer Farmer and Fireman Dunbar.

Three relief engine crews were also carried and one train crew. The relief engine crews consisted of Engineers Lovett, Jett and McDonald with Firemen Bodley, Whaley and Egiddy, while Conductor Cogdell with Brakemen Wilson and Gibbons constituted the relief train crew.

Picture No. 1 shows the three engines going through the Wherry Cut at Mile 503.15, where snow varied from five to seventeen feet deep, and at the point where the picture was taken, the engines were plowing through a fifteen foot drift. This drift extended for a distance of 1400 feet, and when the three engines with the two cabooses got through the drift they looked like large snowballs.

Picture No. 2 was taken at Mile 591.20, which is a large cut just east of Lorraine, Kans. At this point the engines were being handled by Engineers Jett, Lovett and McDonald, Engineer Jett being on the lead engine. They were going through snow eight feet deep at this time.

Picture No. 3 was taken at Mile 597.10, between Lorraine and Janseen, Kans., and the snow at this point was ten feet deep for a distance of 800 feet.

The Frisco on this occasion was the first line into Ellsworth, Kans., and when the plow shoved up on the curve just east of the town, there were quite a few persons on the platform looking for it. Just outside of Ellsworth a large drift was struck, and the sight presented to the spectators on the station platform was fine.

Train Line Troubles.

JOHN F. LONG.

During the recent cold weather cases of frozen train line were reported on the different divisions of the road, and as result various questions were asked as to the cause of this trouble and the best method of prevention.

Were it not for the fact that water or moisture was in train line or connection, there would be nothing to freeze; hence, there would be no trouble due to frozen train lines.

However, moisture does get in the train line and the points we must consider are:

First: How can we guard against accumulation?

Second: How to remove it after it does accumulate?

First: Cool air sufficiently to cause it to deposit moisture before it passes through the engineer's brake valve to the train line and drain parts on engine thoroughly.

Second: Keep air compressors in such condition in the shops that they will pump air and not water.

Air compressor cylinders are cooled by means of a water jacket and due to a number of defects, it happens that water leaks into air passages and is pumped into yard testing plants, then passes into train line.

The remedy for this, as above stated, would be to correct the condition of compressor and drain reservoirs.

It has not been many years since the cause of a large accumulation of water in the main reservoirs was discovered, and it was believed this was caused by condensed steam working into air cylinder. As a rule when this accumulation was found to be excessive on a certain type of engine, it was believed it was due to bad condition of air pump, while in reality it

was more of an indication that air pump was in good condition.

With the air pump in good condition on a locomotive, the pump will maintain the standard pressure and raise the temperature of the air only slightly and pass through discharge pipe to reservoirs, deposit moisture in reservoirs, delivering dry air to the train line.

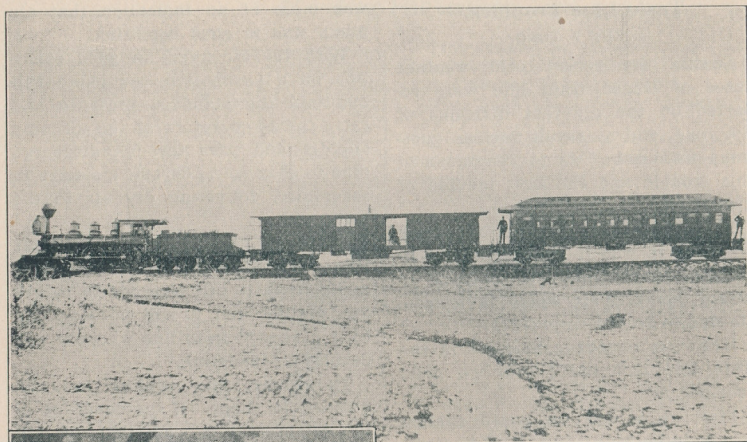
If, due to leaky train lines, the air pump is called onto labor unnecessarily hard, it will heat air to higher temperature and it will not cool until it passes to train line where it will deposit its moisture.

The same rule applies to compressors in shops. If the condition of the compressor is such that air will heat and is not cooled off until it reaches train yards, the moisture will finally work into train line and freeze.

The point to which attention is to be directed is that the round house people are responsible for keeping pumps in condition, as well as pipes free from leaks and for draining the engine. This is strictly up to the round house and if it is properly done the car man will have little cause to do much draining.

The old saying "A stitch in time saves nine" works very nicely in railroading, and if a few moments are spent in draining air pipes it will save a possible accident on the road and many hours of labor in the roundhouse or shop. In other words, push your work and don't let your work push you. Keep all moisture out of train lines and drain that which accumulates before you are compelled to take action by being no longer able to operate the brake.

J. H. Huckins is appointed general foreman roundhouse, Francis, Okla., succeeding J. J. Records, resigned; effective March 27th.



The photographs herewith reproduced are of the first train handled by Captain Gillies, and while it was then known as a "passenger train," there is a composite element in its make-up which makes it also something of a freight train.

This train ran between Joplin and Carthage at the time C. W. Rogers was general manager.

The other photograph is of Captain Gillies at the time he was in charge of the train, and had he served two months longer, or until the last of May, he would have been with the Frisco forty-three years.

Captain Gillies was born in Glasgow, Scotland, in 1844, and came to America in 1868.

He died in St. Louis, Sunday, March 31, 1912.

Captain Gillies was the first member of the Railroad Y. M. C. A. at Monett, Mo., and every year since its opening has held card No. 1.

To The Memory of John Gillies.

C. D. KELLY.

In paying my tribute of respect to the memory of my old and highly esteemed friend, John Gillies, in a few lines to THE FRISCO-MAN, I do not feel that I can do justice to the subject; however, I trust my few remarks will be of interest to those who knew and respected our old friend "Scotty," as he was familiarly known.



My first acquaintance with John Gillies was back in the early 70's, when we were both in the employ of the Atlantic and Pacific Railroad, known as the Vinita route to Texas; I as agent at Sullivan and Cuba, he as brakeman on a passenger or mixed train running between Franklin (now Pacific) and Springfield.

Shortly after the Atlantic and Pacific went out of existence, by the reorganization of the Missouri Pacific and the organization of the St. Louis and San Francisco Railway, I was called to the general passenger office as chief clerk under Mr. Wishart, and shortly after was appointed general baggage agent by Captain C. W. Rogers, general manager.

As it was usual in those days to remember old friends, I appointed Mr. Gillies train baggageman, which position he filled so credibly that I recommended him to Mr. D. H. Nichols, general superintendent, for a conductor's position on the Joplin branch trains, between Joplin, Webb City and Oronogo, which he secured and retained for many years, or until he was placed on the main line between St. Louis and Monett.

His kindness and his strict integrity made him very popular with all with whom he came in contact, and the success or increased passenger business in the Joplin district was in a great measure attributable to the popularity of "Shorty" Gillies.

His fame as a wise and accomplished Mason—having been elected to the highest position within the gift of the order in the State of Missouri—brought him in touch with many prominent citizens throughout the state, and as its representative in other states. As a public speaker or orator he was humorous and witty, and his remarks were always enjoyed and his influence was often brought to bear to help swing passenger business to and via the Frisco.

Many will miss his genial smile and glad hand.

Frisco Club.

The April meeting of the Frisco Railroad Club, St. Louis, will be held Thursday, April 18th.

This will be one of the most important meetings of the season 1911-1912, as on that night the present officers will have served their respective terms, and new officers will be elected for the season of 1912-1913.

At the close of this meeting the club will adjourn until September—the regular annual outing being held as usual in May or June.

All members are earnestly requested to be present at the April meeting, in order to actively participate in the election of new officers, to indicate by their presence that they have the welfare of the club at heart, and to show that they intend to stand by their new officers.

The nominating committee, at the last meeting, nominated the following members for officers for the term 1912-1913:

President, E. Gengenback and J. W. Nourse; First Vice-President, Carl Gerties and J. A. Rackerby; Second Vice-President, F. Rychlicki and F. E. Webster; Third Vice-President, B. T. Wood and J. C. Briggs; Secretary, W. G. Heath and J. A. Hagan; Treasurer, Jno. C. Starkey and A. R. Allison.

Others Have Chance.

The same opportunity which is given to the agents on the Western Division, is, effective April 1st, extended to the Ozark and Central Divisions and the Fort Worth and Rio Grande Railway, and this is no April fool either.

It is found that this plan is working with great effectiveness on the Western Division, and it is believed that the agents in the new territory

will avail themselves of this new opportunity to prove their worth.

Under the new order of things they will be able to settle claims and act as representatives of the St. Louis and San Francisco Railroad Company, and more than 300 station agents will be given an opportunity to show what they can do.

Keeping Dampness From Tools.

In most climates where excessive dampness prevails, the manner in which rust attacks edged tools is very aggravating. It will be found that a small open box of unslacked lime, kept in a corner of the tool box or cabinet and replenished from time to time, will absorb the excessive moisture and keep the tools in good condition.—Contributed by Bert L. Forse, Poughkeepsie, N. Y.—*Popular Mechanics*.

Paris Station.

L. C. Marquardt of the engineering department, snapped the picture herewith reproduced showing part of our



station at Paris, Texas, especially the tower, one of the "campaniles" of the Frisco.

Let's Get Busy.

The following circular, issued by J. H. Doggrell, superintendent freight loss and damage claims, to trainmen, enginemen, yardmen and other employes, gives statistics regarding the amount expended by the Frisco annually in payment of loss and damage to freight. Employes who are connected in any way with the handling of freight are asked to co-operate in an effort to decrease freight claim payments \$100,000.00 for the fiscal year ending June 30, 1912:

Very few of you, I am sure, know that the Frisco Railroad pays out approximately \$500,000.00 per year for loss and damage to freight.

During the calendar year 1908 our freight claim payments were \$642,753.04, during the calendar year 1911, they were \$487,168.65, or a decrease of \$155,584.39, or 24.2%. This reduction was brought about in the face of an increase in business of 19.5%.

During the calendar year 1908 we received 67,295 claims. During the calendar year 1911, 54,745 claims, or a decrease of 12,550 or 18.6%. Therefore, in 1908 the average amount paid out per claim was \$9.55 and in 1911 \$8.91.

I might add further, for your information, that 55% of the claims that we receive are for amounts less than \$5.00.

During the first 6 months of the present fiscal year we have brought about a reduction of \$24,613.69 or 9% in our freight claim payments. We would like to bring about a reduction of \$100,000.00 in our freight claim payments, for the fiscal year ending June 30, 1912, which I am quite sure we shall be able to accomplish if we can secure the close co-operation of all of our employes who have anything to do with the handling of freight.

If each of you would, by more careful handling of freight and cars, save the Company \$3.00 per month in claim payments we could easily bring about more than the \$100,000.00 reduction. The \$3.00 per month is a small sum when considered individually and can easily be saved by the exercise of due care on your part.

During the fiscal year ending June 30, 1912, we paid out \$123,745.39 for damage to freight caused by rough handling and in 1910 we paid out \$105,364.00. These figures will give you some idea of the large amount of money the Frisco is spending each year, due to the rough handling of freight.

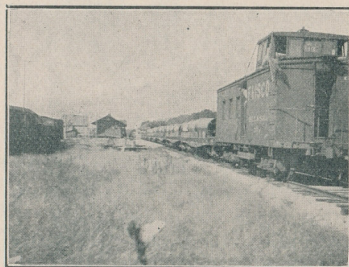
It is needless for me to say that if we expect to bring about a decrease in our freight claim payments, that we must necessarily receive the close co-operation of all of our employes. Your suggestions will always be welcome and appreciated. Many of you have valuable suggestions to present, and I don't want you to feel any hesitancy in letting me have them.

Won't you kindly extend your close co-operation every day, and assist in bringing about the desired decrease in our freight claim payments, which we would like to make \$100,000.00 for the fiscal year ending June 30th, 1912.

I assure you that your close co-operation will be highly appreciated.

"Pipe the Special."

Extra 713 passed through Ritchey, Mo., November 1, 1911, carrying the second load of large clay pipe for the San Diego California Exposition. The shipment was routed via Frisco and Santa Fe Lines.



As she was passing through Ritchey the photograph herewith presented was snapped by Earl Morgan, roadmaster's clerk, Sapulpa, Okla.

Conductor Frye was in charge of the train.

C. M. Roquette.

C. M. Roquette, architect, died at his home, in Springfield, Mo., Sunday morning, March 24th.

Mr. Roquette was born in France, coming to the United States when nineteen years of age. He began work for the Santa Fe in 1886, resigning his position as chief architect for the Santa Fe Lines in September, 1901, to



accept a similar position with the Frisco, in which capacity he continued until the time of his death.

A special car conveying the remains and funeral party reached Topeka, Kansas, Tuesday, March 26th, where funeral services were held the same afternoon.

Mr. Roquette is survived by a widow and one daughter, Mrs. A. J. Lewis, of Newton, Kansas.

Thought and Action.

Through the presence of mind of one of our switchmen, a disastrous wreck was prevented in the Frisco's yards at Sapulpa, Okla.

By some means a diner started down the main line from the depot and had gained considerable speed, when a switchman realized it was a runaway car. Making a dash to the south he passed the car and threw the switch, which sent it on a siding where it jammed a box car.

But for the prompt action of the switchman the diner would have continued its flight down the grade and would have crashed into a heavy freight train coming from the south.

Miss Kelly.

Little Miss Marie Kelly, daughter of Inspector Mike Kelly of Birmingham,



Ala., is shown in the accompanying cut.

New Advertiser.

Charles M. Pendleton is appointed advertising agent, with headquarters St. Louis, Mo., succeeding Glenn W. Hutchinson, resigned; effective March 1st. Mr. Pendleton has been chief clerk in the advertising department



Glenn W. Hutchinson

for the last year, prior to which time he was assistant chief clerk in the passenger department. Mr. Pendleton is secretary of the Frisco Railroad Club and is also secretary of the Employes Christmas Fund Association.

J. P. Walsh.

J. P. Walsh, chief clerk to auditor of disbursements, passed away at the Employes' Hospital, St. Louis, March 22nd, after a short illness. Mr. Walsh

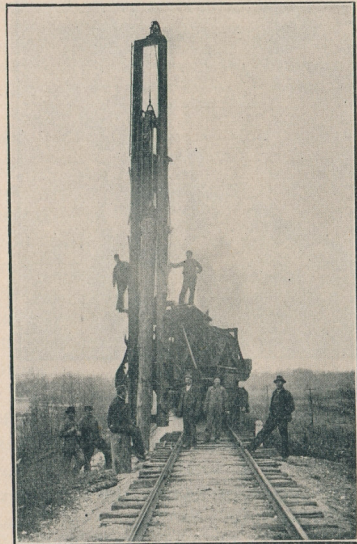
was thirty-nine years old and is survived by a widow and six children.

Mr. Walsh had been connected with the Frisco for the last twenty-one years, entering the service April 13, 1891, and was recognized as a capable and loyal employe. His demise will be regretted by a host of friends.

Funeral services were held from the family residence, 3662 Cook Avenue, St. Louis, Monday, March 25.

No. 99063.

Pile Driver 99063, in charge of Foreman Segraves, drove forty-two pile and unloaded one car of material, on the day the picture here-with was taken, at Bridge 109-4.

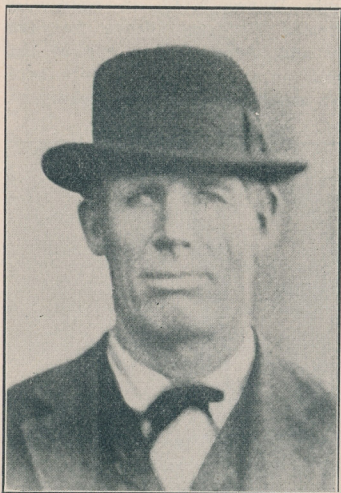


It worked six miles from telegraph office and four miles from closest side track, and the delays on this date were 3 hours and 40 minutes.

G. F. Christy.

George F. Christy, one of the oldest and most trusted employes of the Kansas Division, passed away at his home, Altamont, Kans., at 6 A. M., March 25th, after an illness of about two months. Mr. Christy was born at Floris, Ia., August 3, 1861, and was fifty years o'd.

Mr. Christy entered the service of the company April, 1881, as section laborer, was promoted to section foreman at Stover, Kans., during the year



1884. A few years later he was removed from that point to Altamont, Kans., where he served as section foreman for a number of years, and at this point he was section foreman at the time of his death.

Mr. Christy for many years handled the extra gang foremanship on the Kansas Division for the different roadmasters; in fact, has put in the greater portion of all the ballast and has relaid nearly all of the rail that has

been relaid on this division for the last twenty years. At times when he was not engaged in extra gang work, he returned to his section at Altamont, where his family lived. He also served as Division Roadmaster under Superintendent LeRoy Kramer, during the years 1907 and 1908.

Mr. Christy was one of the most loyal, trustworthy and highly esteemed employes on the Kansas Division. Not only was he so regarded by his fellow employes and officials, but by the farmers along the line who knew him. This fact was demonstrated by the large procession of farmers' vehicles and citizens of Altamont, who attended his funeral.

The heartfelt sympathy of the officials and fellow laborers on the Kansas Division is extended Mr. Christy's family.

Slagle at Hoxie.

R. J. Slagle, agent at our station at Hoxie, Ark., reproduction of which is herewith presented—points out with pride to his fourteen years' service



with the Frisco. Mr. Slagle entered the employ of the Frisco in 1898, under his sister, Miss Maud Slagle, who will be remembered by many as agent at that point.

Ozark Division Safety Committee.



Reading from left to right, they are: T. L. Livingston, brakeman; J. W. Doolittle, fireman; J. A. Beck, switchman; T. H. Brown, engineer; D. L. Forsythe, assistant master mechanic; G. A. Dillard, assistant superintendent locomotive fuel service; W. T. Tooley, roadmaster; B. W. Robertson, B. & B. foreman; J. M. Sills, district engineer; J. H. Livingston, agent; F. I. Dodge, car foreman; W. B. Spaulding, chairman, Central Safety Committee, and C. H. Baltzell, superintendent.

A joint meeting of the Ozark Division Safety Committee and the Mountain Grove Commercial Club, was held in the opera house at Mountain Grove, March 23rd.

Superintendent C. H. Baltzell of the Ozark Division, and Mayor W. S. Chandler of Mountain Grove, took turns as presiding officer.

W. B. Spaulding, chairman of the Central Safety Committee, and Superintendent Baltzell addressed the meeting, pointing out the ways and means for preventing accidents.

Mr. Spaulding spoke of the many ways which persons are injured, and it was an easy matter to point out how the arms, limbs and lives of boys may be lost while indulging in the pastime of jumping on and off moving

cars, and how persons are injured trying to pass between cars which may temporarily be obstructing some passage.

After the business meeting, which was a decided success in every way, the Safety Committee and the visiting speakers were royally entertained by the Commercial Club of Mountain Grove.

This is said to be the first meeting of its kind ever held in the United States, in which the officials of a railroad company have urged their patrons to make suggestions and to assist in working for the common good, and in which the public were told of the many ways accidents to themselves could be avoided by the exercise of a little forethought and care.

New Day Missionary Plan.

The following brief, from an official in the freight traffic department, contains matter which will be of interest to those engaged in the "New Day" missionary plan:

I was sitting in the Traffic Club the other day reading a magazine, awaiting a luncheon engagement, when two gentlemen seated themselves in chairs adjoining and began discussing railroad matters.

I heard the name of our road mentioned and one of the gentlemen, who is connected with a large Chicago establishment, asked the other, who was evidently connected with some grocery house, if he ever met Mr. ——— of the Eastern Illinois. On the reply in the negative the gentleman undertook to explain why he asked the question. He stated that Mr. ——— came in to see him one day, explaining that he was doing missionary work and that he had been asked to find out who was in responsible charge of their traffic matters, as our vice-president had been asking why we did not get more business from the S-W Company.

This gentleman had many complimentary things to say about Mr. ———, commenting upon how well posted he was, etc., and he took pleasure in giving him a good insight into their organization. He said the result of Mr. ——— missionary work was that during the week following he gave the Eastern Illinois six cars, which was new business for the C. & E. I., as they had not been giving us very much business before then.

This gentleman also mentioned that he later received a very nice letter from the general agent, thanking him for his nice treatment of Mr. ——— and he was very appreciative of all of these matters.

I, of course, do not recall the circumstances he mentioned but it was evidently part of the "New Day" missionary plan we are working, and it is evident that Mr. ——— consummated what, in salesmanship, would be regarded as a very excellent "approach."

I do not know whether this extension work is being followed up, but I cannot impress too strongly the feeling of all of us that it should be continued and enlarged upon, as there is no better field on our line than in

Chicago to pick up these undeveloped connections.

All of this only confirms what we must all watch carefully and that which our outside representatives must be particularly thoughtful of—the kind of impression given in dealing with the public.

It shows that the shipping public are watching railroad representatives closely and that they are appreciative of a call from a railroad man who understands his business and has proper tact and diplomacy; but, on the other hand, one who comes around without any tangible idea of what he wants to accomplish does more harm than good.

It also shows that our men don't have to be well acquainted with the shipper in order to make the right impression or to get his business, and I believe one of our great weaknesses is the strong tendency on the part of many outside men to get in a rut and call on only those whom they either know well or who treat them well.

This gentleman stated furthermore that Mr. ——— had been calling on his concern for some little time but had evidently been in touch with the wrong party, and this brings forward the thought that this condition exists in many other places.

Our outside men should, in the first place, undertake to make every call count. If they approach a concern with lack of confidence within themselves—a feeling that they will accomplish nothing, the man on whom they call will probably realize this quicker than they and the result is that they will not accomplish anything, whereas by the exercise of proper determination results will be much more impressive.

In other words, an outside man in approaching a shipper with whom he is not acquainted, is just as cheap as he makes himself. On the other hand, he is just as impressive as he makes himself.

With our outside organization there

are two avenues for promotion or betterment and our outside representatives have a vast field, if they will only do so, in which to take advantage of these conditions. By the character of their work their ability will be, in unforeseen ways, brought to the attention of their superior officers and, likewise, by the character of their work, they will impress the constituents upon whom they call, and we see commercial houses full of railroad men who have, by this ability, graduated or left the service for something better.

There is nothing in nature that is stationary. That is, there is nothing that is not either improving or deteriorating. This is particularly true with the human mind and the average man. If he does not improve he goes back. Just how much he improves or just how much he goes back depends largely upon himself.

One of the great drawbacks and big temptations of the outside organization of railroads is feeling that lack of responsibility which is likely to grow out of the thought that no one in particular is observing what is going on, and a man who does not, from

day to day, watch himself closely, can easily get into this habit and in doing so, not only does a great injustice to his company but a far greater injustice to himself, not only because he is making no headway for himself but he is losing his grit on things and is discounting his future in any walk of life.

Our outside representatives in Chicago have a big opportunity, as stated, to make good—not only with our company, but a far greater opportunity to make associations and connections which are likely to develop to their advantage, but such a reputation cannot be built up on indifferent interest in the work at hand or failure to leave everyone with whom they come in contact with the maximum effect of their personality, energy and ability.

It is pleasant indeed to hear comments such as I have heard about our organization here and I only hope that it will be the privilege of our higher officials too, in the same disinterested manner, hear other comments about our other representatives under the same unexpected circumstances.



Interior view Superintendent's Office, Neodesha, Kans.

Proper Firing.

Don't forget that enough air is necessary to the proper combustion of coal; the quantity approximating 250 cubic feet to one pound of coal, evenly distributed through the grates. Excess air passing through holes in the fire is harmful to fire box and flues and is extremely wasteful of fuel.

Don't pull out with a half formed bed of fire. This means getting down in time to insure proper preparation. Start right, and the minimum amount of grate shaking will suffice.

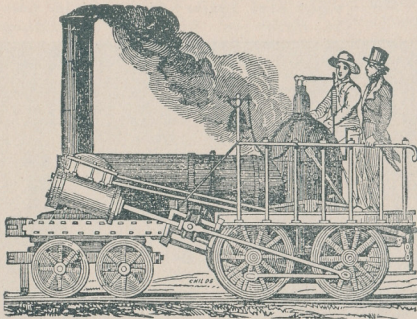
Break coal to lumps not over 5 inches in size and attempt an even mixture of lumps and slack coal in firing.

Use the blower in self defense only, and then as lightly as possible, closing the door between each scoop full of coal, which will keep the current of air coming up through the fire instead of going over it.

Don't forget that a fire of less than 1800 degrees temperature, a bright red, is not economical; you require that temperature to consume the gases. A dull red fire means the loss of half the heat units; a dancing white fire approaching the proportions of a blast furnace is wasteful, the gases passing through the flues too rapidly to admit of their imparting their heat to the water.

Don't lose sight of the fact that each second that the pop is held open means the loss of one-fourth of a pound of coal equal to fifteen pounds per minute or nine hundred pounds per hour; ordinarily eight pounds of coal is wasted at each popping.

Bear in mind that the work of firing a locomotive properly, represents a calling requiring skill, and only by observation, practice and study can the maximum efficiency be attained.



The N. Y. Sun's Express, 1847

The illustration is from a publication printed in 1847 with the following explanatory text:

"Independent of the usual mails, and the immense outlay for telegraphic correspondence and other numerous sources, the New York Sun has in the course of five years expended the large amount of \$20,000 in running steam expresses. This enterprise is one of the secrets of the Sun's success."

1847 ROGERS BROS. SILVER

is the original and genuine "Rogers Silver." First made in 1847 it has proved itself "Silver Plate that Wears" and is today the only brand of silver plate with an unqualified

guarantee that is backed by the actual test of sixty-five years.
When you buy silver look at the trade mark.

1847 ROGERS BROS.

and do not be content with the assurance that you are buying "genuine Rogers goods" unless you find that trade mark stamped on the back of the spoon or fork.

Write for catalogue "F. M." illustrating the various patterns. Our ware is sold by leading dealers.

MERIDEN BRITANNIA CO., MERIDEN, CONN.

(International Silver Co., Successor)

49-51 West 34th St.—New York—9-19 Maiden Lane
5 North Wabash Ave., Chicago 150 Post St., San Francisco

Dont's For Car Inspectors.

The following circular entitled "DONT'S, for car inspectors and their helpers, who work in train yards where switching is done," was issued by H. C. Gerlach, chief car inspector, Fort Worth, Texas. It is hoped that everyone concerned will read and bear in mind constantly the advice and suggestions Mr. Gerlach offers:

DONT—Never stand or walk in the middle of the track; **keep between them.**

DONT look in the face of **electric headlights.**

DONT throw or line up switches on signal from switchmen; many accidents have been caused by this practice of a car inspector taking a signal from a switchman, misconstruing same, throwing wrong switches and causing derailment. It's a pleasure to extend courtesies, but the word "SAFETY" **must not be sacrificed for that purpose.**

DONT attempt to couple up air on a track on which a switch engine is building up a train, without first protecting yourself with a blue flag by day and a blue light by night as stipulated in the "FRISCO" book of rules.

DONT grow careless in the care of blue flags and blue lights. Remember a blue flag can fall and a blue light can go out. Great care should be exercised in placing blue flags securely; the blue lamps should also be cleaned and filled very carefully, also tested, in order to prevent them from going out when a man would be working under a car.

DONT let a rush load make you take chances with your life; the Company does not require this of a man. If you have a rush load come in on a train you are about to inspect, and find same has defects that require you to go beneath car to repair, make all necessary precautions. Remember the switch engine is generally in a hurry to get out a "hot" load—before the car inspector goes beneath the car to make repairs he should notify engine foreman and yardmaster; also place man at each end of track with signals. When repairs are completed yard-

master and engine foreman should be notified.

Archbar nuts and column nuts, though they appear a very small item, play a very important part of train yard repairs with the practical up-to-date car inspector—as an example: a car arrives in the train yard. The inspector discovers both nuts of the outside box bolts on the outside wheels missing. Of course no inspector would put a car with such light repairs to the regular repair track, but then on the other hand, suppose the car moved forward without repairs being made. On a rough track the box bolts without nuts could work out of the archbars, thereby releasing the wheels and the journal boxes to turn around beneath the car. As you see this could cause a nasty wreck. So it is these apparently "little" defects are the ones that cause the most serious wrecks. So we must remember that no matter how much haste is in demand "SAFETY FIRST."

DONT inspect the height of couplers with tape line and rules—it is dangerous, as it keeps you too long between and underneath the cars. The quickest, safest and most accurate method to get the height of couplers is to get a measurement of $33\frac{1}{2}$ " from the roadbed to some part of your body—for instance, the roadbed to the center of my abdomen is just $37\frac{1}{2}$ ". Placing my abdomen against the center seam in the coupler shank and subtracting four inches for the rail if the coupler is the proper height I have it at a glance, if not I figure accordingly.

DONT form a habit of jumping on moving switch engines or cars—you may be in a hurry sometimes to get to the other end of the yards, but please remember that a little safe walk sometimes will save a sad and **serious accident.**

Right to the Second When Seconds Count

That means right to the second—all day, every day. Right when the spring is tight—right when nearly run down—right if you fail to wind it for 36 hours. See

The New Minute Numeral Dial

(MONTGOMERY PATENT)

With Upright Figures on

Elgin

Railroad Watches

— on this dial each minute is marked with its number, so that the complete time is given in plain, easily-read figures. Quick reading and an insurer of accuracy.

This dial is furnished on any Elgin Railroad model. Ask your dealer to show it to you.

Made in four grades:

Grade	20 Year Gold-Filled Case	25 Year Gold-Filled Case
VERITAS 23 JEWELS	\$50.00	\$52.00
VERITAS 21 JEWELS	\$46.00	\$48.00
FATHER TIME (VERITAS MODEL) 21 JEWELS	\$41.00	\$43.00
B. W. RAYMOND (VERITAS MODEL) 19 JEWELS	\$37.00	\$39.00

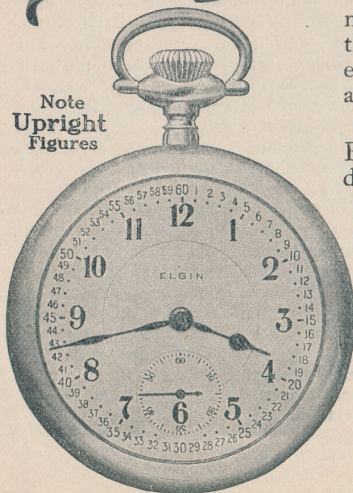
Screw back and bezel model. Solid gold crowns and bows. Cased and timed at the factory.

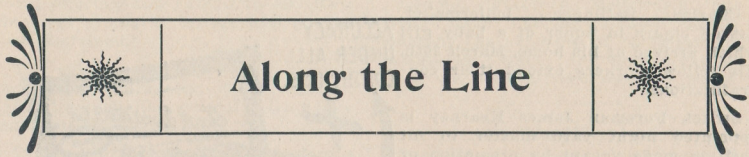
Write for further information about railroad watches.

ELGIN NATIONAL WATCH CO., ELGIN, ILL.



Note
Upright
Figures





Along the Line

We are making constant efforts to better our Notes Along the Line. We want more of them and from more places.

We understand it is rather difficult for a man at the end of a week to sit down and write the happenings of that week, and far more difficult at the end of a month to recall the incidents of that month; therefore, we make this suggestion:

Keep an envelope handy, addressed to THE FRISCO-MAN, and on the upper left-hand corner of the envelope write the name of your town. Whenever anything is brought to your attention, that you think would be of interest to THE FRISCO-MAN, write it on a piece of clip paper and put it in the envelope, and at the end of the month send us the envelope with all of the clippings in it. We will know from the envelope where the items are from and head them accordingly.

We would also like to have it understood that this envelope is open to anyone in the department who wishes to send news to THE FRISCO-MAN, and if you could place such envelope in your department it would be appreciated.

THE FRISCO-MAN.

Lorraine.

A. Kalousek, section foreman, Lorraine, Kans., has purchased the hotel building at this place and will conduct a hotel. This will be very much appreciated by the railroad boys, as they will know where to go to get a good feed when hungry. Tony, however, has been with the Frisco too long to give up his section, and will still remain in charge as usual.

Snow fell for twenty-four hours on March 14th at this point, making it again necessary to run our snow plow. About six inches of snow had fallen, but here's hoping Spring will come in the good old summer time.

Gabriel's running the snow plow,
Cantrell wonder's why?

Gabriel thinks it will be summertime
In the sweet bye and bye.

The snow which has been on the ground since November has almost disappeared and here's hoping we will have an early spring. This has been the worst winter Kansas has experienced for many years. Train service was irregular because of the heavy snow, and at one time we were entirely out of coal. Eatables were getting scarce on account of the people being unprepared for such weather.

Kansas City.

Berkeley Bennison, former call boy in the mechanical department, is appointed round house clerk; effective March 1st.

The bridge and building department has completed the oil towers which were formerly built of oak and continually causing more or less trouble due to catching fire. They have been replaced by piping being braced with rods, which makes a very neat tower for this terminal.

J. H. Howard, telegraph operator in superintendent's office, was obliged to give up his key for several days because of illness.

W. H. Caywood and wife were visited by the stork on March 14th, and as the bird ran out of boy babies, they were compelled to be satisfied with a little girl.

There were 33,264 cars interchanged at Kansas City during the month of March. We believe that this is an exceptional record, considering the number of men we have employed in interchange work.

John Hogan, formerly night yard master, is appointed general yard master of the Kansas City terminals.

Charles Ballinger, boilermaker, passed cigars in honor of a baby girl which arrived at his home, March 26th. His fellow workers extend their congratulations.

Switch Foreman James Kearney is appointed night yard master to fill position made vacant by promotion of John Hogan. C. M. Tanner is appointed assistant night yardmaster.

E. E. Kingston, foreman of the bridge and building department, is giving the round house an overhauling, placing a new roof over the south house.

Since the 1000 class engines have been moving to Kansas City, it was found necessary to increase the length of the turn table in order to handle them to and from the round house. The extension was very simple as inclined rails were attached to one end of the table.

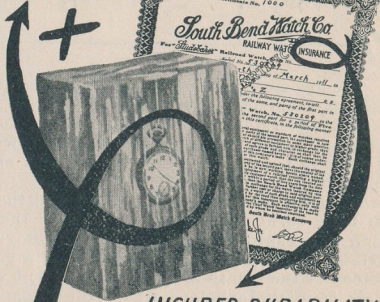
We now have three of the big Mallets operating to and from Kansas City, the 2001 being placed in service recently on this division. When they take hold of a string of cars something has to move.

Grover Williams is appointed coach yard foreman, succeeding F. M. Abeel, assigned to other duties. Mr. Williams has our best wishes for success in his new undertaking.

The roads entering Kansas City have maintained a local agreement at this terminal for some years to facilitate the handling of business. Believing that a better method could be installed, F. W. Trapnell, chief interchange inspector, with the combined efforts of the Interchange Committee, organized an Interchange Bureau, and the members of the association agreed to give it a thirty days' trial, beginning April 1st. With the co-operation of all concerned that is, the superintendents, agents, inspectors and the different departments, we feel sure that the plan will prove effective and that the thirty days' trial will convince the management that a great saving can be made at this terminal.

Alexander Kew, father of C. R. Kew, general foreman of the shops, died at his home, Atchison, Kans., March 4th. The shop employees sent a beautiful

ACCURACY
UNDER ALL
CONDITIONS.



INSURED DURABILITY.

the R.R. Watch. Preeminent.

W. H. Cheney, 1700 Hooly St., Kansas City, Mo., writes as follows:

"I am running a passenger engine on the Frisco Railroad. It was necessary for me to purchase a new watch and I purchased Studebaker movement No. 521771. I have carried this watch for about 90 days and it has varied only six seconds. In my judgment the Studebaker has no equal as a railroad watch. I have carried several of the best makes of watches made in the United States, but none equalled the Studebaker and believe the South Bend Watch Co. have solved the problem of perfect time keeping."

Besides having the pleasure of carrying a very accurate watch today Mr. Cheney has the satisfaction of knowing that his watch will continue to give him accurate service for every

The SOUTH BEND
Studebaker

RAILROAD WATCH

is insured by the factory to pass railroad watch inspection for 5 years.

You get a written insurance certificate to this effect when you purchase the watch. Ask your jeweler to show you one of these certificates or write us for a copy of one.

SOUTH BEND WATCH CO.

Makers of Master Timepieces
Cases That Stand the Test
SOUTH BEND, INDIANA

floral offering and extend to Mr. Kew sincerest sympathy in the loss he has just sustained.

The efficiency of the repair boys is increasing continually. They repaired 1990 cars, including several extra heavy cars, during March.

Frank Warner, who was transferred to Birmingham, Ala., several months ago as piece work checker, has returned to Kansas City. There must be something very fascinating at this point, as we understand he could not remain away from Kansas City any longer. Cough up, Frank, and give us the true dope.

Chaffee.

A. M. McCormick is appointed general foreman at this point, succeeding, E. W. Harvey, resigned.

Engineer E. E. Thompson, accompanied by Mrs. Thompson and F. B. Couchman, has just returned from a pleasant visit to various points in Florida.

F. A. Townes, shop timekeeper, is reported seriously ill. Fred Baumer is acting as timekeeper during Mr. Townes absence.

Boiler Inspector Miller was a visitor at the shops recently.

F. G. Fisher is acting as round house foreman during the absence of W. Aton, who is visiting his family at Springfield, Mo.

According to some of the oldest residents in this section we have experienced this year the most severe winter of the last twenty-five years.

General Foreman McCormick has made some extensive improvements whereby the handling of oil is greatly facilitated. Under the new arrangement we have a very neat oil house.

Memphis.

District Storekeeper Milby has returned from Albuquerque, N. M., and reports that his wife's health is very much improved.

J. L. Anderson, general foreman storeroom, is transferred to Springfield. We wish him much success in his new position.

Fort Smith.

R. I. Allgood, secretary to superintendent, has resigned to assume duties of assistant timekeeper in superintendent's office. He is succeeded by George Harper.

G. E. Allgood is promoted to clerk to general foreman B. & B., and is succeeded in his former position by Miss Kate Vogel. Miss Marguerite Tidwell succeeds Miss Vogel as stenographer to master mechanic.

Enid.

A. Frisco Baseball Team has been organized to enter the City Twilight League to compete for the championship of Enid. Practice ground has been cleared near the roundhouse where eligible baseball aspirants may "try-out" for the Frisco team. From the large number of Frisco men here great things are expected.

C. O. Fritz, formerly agent at Thomas, is transferred to Arkansas City, with



OUR AGENT
WILL TELL YOU WHY.
ASK HIM.

WE HAVE PAID
OVER \$129,000.00 IN CLAIMS
TO FRISCO EMPLOYEES

THE STANDARD
ACCIDENT INSURANCE CO.
OF DETROIT, MICH.

If you will write us, mentioning this publication we will send you a handy souvenir for your pocket.

H. T. Jarrett, acting agent, who is appointed to the agency at Thomas.

The clerks of Superintendent Schleyer's office recently decided on holding a meeting, after office hours, one hour or more each week for the purpose of discussing questions pertaining to the improvement of each individual, the office and the company as a whole; devoting a certain portion of the time to jointly studying the various books of instruction, regulations, etc. Questions are placed in a question box, maintained for that purpose, throughout the week, and at the next meeting all questions and suggestions in the box are discussed.

The dispatchers' office has adopted "Bill" for a mascot and formally served notice on all concerned to "quit kickin' their dawg aroun'."

L. W. Fitch, of Superintendent Schleyer's office, visited Keystone station on March 15th, to learn the mysteries of a well conducted Frisco station. Agent J. F. Bean and Operators Drake and Van Pelt endeavored to make a first class agent out of Mr. Fitch during his short stay; showing the methods employed to transact business to the best advantage and demonstrated to him that Frisco station men are long on courtesy and conduct their business in a very thorough manner.

The Division Safety Committee is keeping "on the job" endeavoring to remove all possible causes for accidents. Agents, trainmen and all other employes are keeping their eyes open for defects in order that the Safety Committee recommendations for corrections may continually decrease in number.

The Frisco Athletic Club continues to increase in membership and the club rooms are continually being improved by the addition of new apparatus from time to time.

Considerable interest is being manifested by all classes of employes, as well as station men, in the solicitation of business and routing orders. Sectionmen, trainmen, clerks, stationmen, mechanical department employes, and in fact everybody on the Western Division is looking for business, talking Frisco whenever the opportunity presents. By the combined interest of all employes the best possible service is

assured, making a good talking point for the solicitation of shipments.

Among those contemplating going to Oklahoma City for the O. R. T. meeting are Frank O'Halloran of Pawnee, W. L. Osborn, agent at Helena, and C. H. Butler, agent at Bessie.

Mr. A. R. Warren is appointed foreman at Bessie, vice J. W. Fisk, resigned.

Changing of desks is one of the ideas of the clerks in the Superintendent's office for the purpose of learning how the other fellow does his work and to insure prompt handling of all matters in the event of sickness and to better fit ones self for the job "higher up."

Chief Clerk Van Valkenburg recently spent a week going over the line with Superintendent Schleyer for the purpose of getting better acquainted with station force and the inner workings of the new method of solicitation. He reports a very enjoyable trip and speaks in the very highest manner of our station force.

At last week's meeting of clerks in division office at Enid, it was decided the Western Division is not being properly represented in THE FRISCO-MAN. In order to overcome this defect, Mr. L. W. Fitch was appointed correspondent and all employes on Western Division are requested to forward to him notes and photographs of interest to Western Division employes in particular and all employes in general. Don't be afraid to send in your dope; the good points on Western Division would make mighty good reading matter any time, and lots of it. While we are talking Western Division, let us also talk FRISCO-MAN.

H. V. Kengle, general foreman B. & B., and W. S., is ill at the Springfield hospital. From last reports it was learned that he is doing nicely.

R. Collett, superintendent locomotive fuel service, spent several days on the Western Division during March.

N. J. Julian, Frisco booster and agent at Perry, dropped into Enid one day last month and advised that the new traffic scheme was working fine and dandy.

The new station being built at Wilmot is nearly completed.

Springfield.

L. P. Berry of the general store department, spent March 10th, fishing in the Mississippi at St. Louis. Lew is another advocate of the theory that the correct position for a fisherman is neither sitting or standing, but "lying."

Charles Delo, assistant accountant in office of J. R. Mulroy, had the misfortune of running a copying pencil through his hand. Although the wound is very painful it has not prevented Charles from juggling the figures.

V. Marzetti, invoice man in the general store department, has turned weather prophet. His latest assertion, based upon the moon's wanderings, is that spring will begin this year April 6th. It certainly appeareth so.

Engine 2001, out of the Springfield shops, has been equipped with a superheater. This is the first of the Mallet engines changed from saturated to superheated steam. The work of changing the engine to superheated steam was done in the Springfield shop and the material was furnished by the

American Locomotive Company, Schenectady, N. Y. This engine will save 20 per cent in coal and 33 per cent in water over other engines of the same class and increase the capacity of the engine very materially.

Among the improvements around the shops in the last two months was the extension of the street car lines to the snop yards, which makes the walk about three blocks in place of six, and this is one thing the boys are all proud of.

Fred Phillips is transferred to the store department as stock clerk, succeeding Harry Carter, transferred. Mr. Phillips has been with the store department for a good many years and is familiar with the stock of goods that is generally carried in the railway store room.

Springfield Shop.

Mrs. Charles R. Aldridge will spend the summer in San Diego, Calif., with an uncle. Mrs. Aldridge is the wife of Machinist Aldridge, who has been

YOUR WATCH

—A SAFETY APPLIANCE

¶ The air-brake, the automatic coupler, block signals and interlocking systems, and the modern high-standard railroad watch are the safety appliances which make present-day railroading possible and safe.

¶ You have direct interest in them all; but you own and control the most important safety appliance—your standard watch. It is the one tool you provide and are responsible for, and as a good railroad man you should equip yourself on a basis of reliability and safety.

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SEE OUR AUTHORIZED AGENT AT YOUR DIVISION POINT,
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THE WEBB C. BALL WATCH CO.

BALL BLDG.
CLEVELAND

RAILWAY EXCHANGE
CHICAGO

FLOOD BLDG.
SAN FRANCISCO

with the shop since the opening. He has operated a slotter machine since he entered the service.

J. E. Henshaw, superintendent of the shops, reports that his little son, who fell some time ago and broke his hip, is getting along nicely. We all wish the little fellow a speedy recovery.

Blanc Luke, timekeeper in the blacksmith shop, made a business trip to St. Louis, March 16th. He reports a pleasant trip.

The Springfield shops are proud of the way engine 623 showed up when turned out of the shop March 11th. This engine was blown up over a year ago, and was practically a new engine when it left the shop. The boiler was most all new, the firebox was new and every staybolt, rivet and all other bolts were new, and the engine made as good a showing as before the accident to it. The foremen overseeing the repairs of this engine are to be highly complimented on the way the engine was overhauled.

Neodesha.

J. N. Fountain, B. & B. foreman, and his gang are constructing a new bridge at Edna Avenue, Webb City.

B. & B. Foreman Bugger and gang are repairing the round house and wash out pits at Joplin, Mo.

Concrete Foreman M. Gillioz and gang are repairing masonry on Tuck-shoe Branch.

B. & B. Foreman Searcy and gang are repairing the round house and wash out pits at Beaumont and Wichita.

Water Service Foreman Scherman is busy looking after the pipes at different water tanks and water supply stations on the Kansas Division. By the way, Mr. Scherman has been taking lessons in snow bucking between Wichita and Ellsworth this winter.

Roadmaster Holland is taking his regular trips on train 344 and 345 and reports the track coming out of the winter in much better shape than was expected.

General Foreman B. & B. and W. S. Finkenbinder has been busily engaged

lately putting up incline tracks at the different coal stations for the handling of waste coal, and generally directing the work of the different gangs on the division.

The turntable at the Neodesha roundhouse is to have a new deck and new rails in the near future. Roadmaster Holland says that relay 70-pound rail from the Southwestern Division makes first class track on the Kansas Division and all we need is more of it.

H. E. Gabriel, assistant superintendent, says that southern clothes are not the thing when it comes to bucking snow on the north end. Understand on a recent trip he was obliged to borrow all the spare clothes that the train crew had in order to keep warm.

Beaumont.

William Riddle, car repairer, was shoveling snow March 17th instead of planting potatoes.

Leo Schooler, coach cleaner, made a business trip to Wichita the early part of March.

David R. Drake, boilermaker, preached at the church the evening of March 31st. His subject was "Business in Religion." The word of truth was heard by a large crowd. David is a church worker as well as a boilermaker.

Herbert Rowe, handyman, brought the remains of his mother from Coats, Kans., to this point for burial, March 15th. Mrs. Rowe had been ill for several months. Sincerest sympathy is extended Mr. Rowe.

W. J. Hutton is firing the local engine between Beaumont and Blackwell, engine 434, with C. G. Miller, account of regular fireman, Jack Robinson, being on the sick list.

George McClurg, car carpenter, almost killed a goose on the Frisco lake, March 28th.

C. F. Adair, coach cleaner, made a visit to home folks at Piedmont, Kans., recently.

W. L. Ford, car repairer, has again reported for duty after a severe sick spell.

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A large placard 20 by 28 inches, printed in two colors, illustrating the manner of dismantling and assembling the

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ARE BEING USED ON OVER 16,000 LOCOMOTIVES
ALL OVER THE WORLD

Re-Elected.

C. E. Prettyman, agent at Neosho, Missouri, who has been agent at that place since November 4, 1878, nearly 36 years, was recently elected Mayor of Neosho on the Citizens ticket with a majority of 120 votes over all his opponents. This is the second time that Mr. Prettyman has been Mayor of Neosho.

DEARBORN WATER TREATMENT PREVENTS SCALE AND LEAKS IN LOCOMOTIVE BOILERS

Scale formation entails a loss of heat and a consequent increase in fuel consumption.

1-16 inch incrustation causes a loss of 13 per cent in boiler efficiency.

Dearborn Treatment prevents the scaling salts from forming and stops leaks, corrosion and pitting.

Dearborn Drug & Chemical Works
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SIPE'S JAPAN OIL

Strengthens, Dries and Waterproofs. For thinning out Paste Colors for General Railway Painting. Write for Handbook.

SIPE'S JAPAN SPIRITS

For thinning and flattening oil paints, etc. Write for particulars.

Beaumont Election.

At a meeting of the Beaumont Junction Safety Committee, Beaumont Junction, Kansas, December 16th, the

following officers were elected: J. W. Wasson, chairman; W. R. Larimer, president; William Hutton, vice-president; A. L. Milliken, secretary, and W. A. Hutton, supervisor.

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MANUFACTURE A FULL LINE OF
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Perfection Valve and Signal Oils
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EXCLUSIVELY

*Guaranteed Cost
Expert Service Free*

S. A. MEGEATH - President



BANKERS TRUST COMPANY

NEW YORK CITY



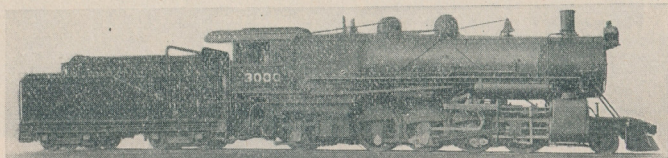
Capital
\$10,000,000

Surplus
\$10,000,000

Interest Paid on
Inactive Accounts

E. C. CONVERSE, President	B. STRONG, Jr., Vice Pres.
W. C. POILLON, Vice Pres.	D. E. POMEROY, Vice Pres.
F. I. KENT, Vice Pres.	H. B. THORNE, Vice Pres.
F. N. B. CLOSE, Vice Pres.	W. N. DUANE, Vice Pres.
G. G. THOMSON, Secretary	G. W. BENTON, Treasurer

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CHICAGO PNEUMATIC TOOL COMPANY



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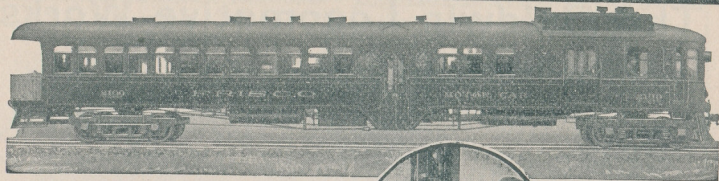
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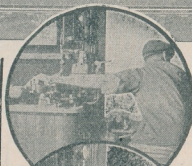
Further information on request.

General Electric
 **Company** 

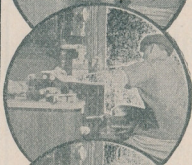
Largest Electrical Manufacturers in
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PRINCIPAL OFFICE
SCHENECTADY, N. Y.

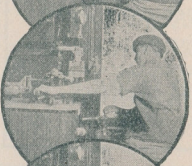
Sales Offices in all Large Cities



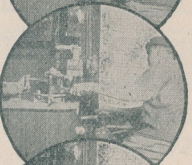
1. Operator starts Engine on air.



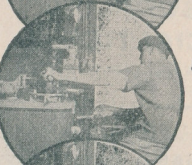
2. Opens throttle.



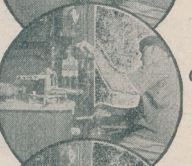
3. Advances controller handle.



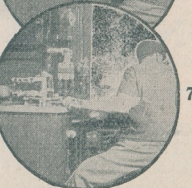
4. One minute later car running thirty miles per hour.



5. High speed running position (throttle partly closed).



6. Applying air brakes (throttle closed).



7. Throwing the reversing handle to back up.

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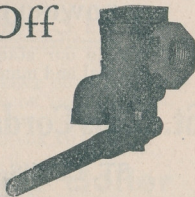
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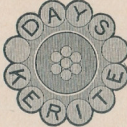
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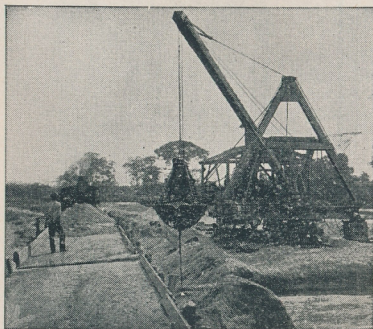
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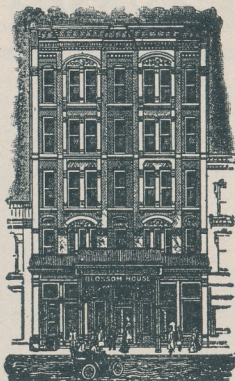
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