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THE FRISCO-MAN

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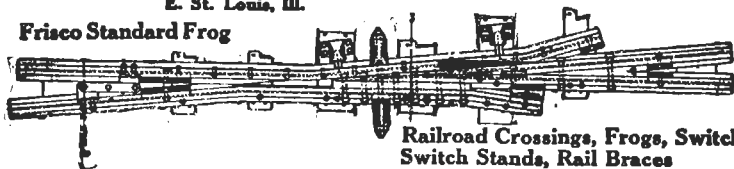
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## FOR MEDIATION MEADOWS

Every railroad man who reads this page can and should attend the Third Annual Conclave of Mediators, to be held July 14 to 19, at Mediation Meadows, that beautiful rural spot in northern Ohio, where history is made every summer. Mediation Meadows has both its feet on the map. To its 1913 Tent City will flock workmen and employers from a majority of the states of the Union for a notable industrial peace conference, a huge harmony meeting. There will be no chips on the shoulder. The biggest problems before industrial America today will be threshed out, for the promotion of greater harmony, understanding, and co-operation between masters and men. The eyes of industrial America are on Mediation Meadows.

If you cannot drag yourself away from your job long enough to mingle with the Mediators at the Meadows, you may go to the Conclave in another way. You may do so by reading the story of the great gathering. It will be vividly told in

## The Mediator for August

Send in your order today for this great issue of a great magazine. The story of the Conclave will be fully illustrated. Send ten cents with your order. The August issue will be quickly exhausted by a wide demand. Order it TODAY.

Meanwhile, THE JULY MEDIATOR is just off the press. It is loaded to the gunwales with corking articles that wideawake railroad men can't afford to miss. William Marion Reedy, the greatest essayist of our time, tells of "The Frisco Tragedy," and pays a wise and glowing tribute to B. F. Yoakum, king of the empire builders of the Southwest. "Weary of the Fight" is a startling article by J. K. Turner, in which he pictures in telling strokes how the grizzled warriors of labor and capital are retiring worn-out from the battle line, having waged mistaken warfare. It is an article to make every reader think. Fairfax Harrison, head of the Monon Route, asks the question, "Are We Ready for Industrial Co-operation?" and answers in the affirmative in a progressive and powerful argument.

Governor Sulzer of New York contributes "Why I Signed the Full Crew Bill," and Governor Cruce of Oklahoma tells why he vetoed the full crew bill. Here are two big and significant arguments for and about railroad men.

George W. Sweeney's plan for a nation-wide group of hospitals for the correction of deformities of children of the poor is explained for the first time. It is a true story of profound human interest for both fathers and mothers.

New angles on the need of true mediation are contributed by C. B. Bartlett, A. G. Williams, E. F. Cilley and J. W. Kittle, THE MEDIATOR'S practical experts.

Ten cents in stamps will bring this fine issue romping to your door. Or send a dollar and get it for a whole year. You ought to get this great industrial magazine regularly. Get into the most intelligent circle of today's industrial thought. Keep up with the procession. THE MEDIATOR army grows steadily.

## THE MEDIATOR, Cleveland, Ohio



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Vol. VII, No. 7

SAINT LOUIS, MO.

July, 1913

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I am saying good-bye to Frisco and its army of fine fellows with real sadness.

We have won many a fight together because officials and men stood shoulder to shoulder.

No line in the Southwest has enjoyed a better growth of traffic than the Frisco, and no employes have made more strenuous and self-sacrificing efforts to handle it well than those who represent this property.

I am leaving the organization here intact; the same generals will command, and I know they will receive the same splendid support. Good luck to all of you.

*B. Minchew*

St. Louis, July 14, 1913.

### An Economy Idea

Wichita, Kans., July 2, 1913.

THE FRISCO-MAN:

Noting a cut on page 17, May issue of THE FRISCO-MAN, showing the manner in which other divisions are economizing in the use of envelopes, I thought it might be interesting to know that the Kansas Division is also practicing "economy in little things."

Under date of March 20, a circular was issued to all section foremen from the office of the roadmaster at Wichita, Kans., instructing them to discontinue sealing envelopes, except in cases where they contained important matter, and the correspondence to the foremen has been handled in the same manner. As result, since above date, 1080 envelopes have been saved.

Not only have we economized in the use of envelopes, but in other stationery as well. At least seventy-five per cent of the correspondence—since the date the circular was issued—has been written on paper that has been used before. Thus it can be seen we are getting double service from paper and triple and quadruple service from the envelopes.

M. J. NELSON,  
Clerk, Roadmaster

### Reports to Lovett

The following circular issued by R. S. Lovett, chairman Executive Committee, Union Pacific System, will be of interest to all Frisco men:

Mr. B. L. Winchell is appointed Director of Traffic of the Union Pacific System, effective July 15. His office will be at 112 West Adams Street, Chicago, Illinois.

### "Dick" for Short

He is called "Dick" for short, but the real name of the baby shown in the accompanying picture is August Wilbur Fritz Newman.



"Dick" is the five-months-old son of Richard Newman, machinist at the New Shops, Springfield, Mo.

### M. P. 121

Section Foreman C. M. Willis is shown in the accompanying reproduction lining track near M. P. 121, north of Bainbridge, Mo., together with his



men. Right to left are: C. M. Willis, section foreman; C. M. Black, laborer (standing just back of Mr. Willis); Albert Knight and Fred Brockmeier.





As train No. 11 was approaching Pawnee, Okla., recently the photograph herewith reproduced was snapped from the east end of the depot.

The crew in charge of the train at the time were Conductor John Bernard and Engineer M. S. Cartright.

### Telegraph Tolls

In an effort to bring about a further reduction in our Western Union telegraph bill, the following circular has been issued by General Manager W. T. Tyler:

In order to reduce our Western Union telegraph bill to the lowest possible minimum, all Western Union wires should be brief. Each wire should not contain more than ten words, which is the minimum number of words that can be sent for the same charge. A charge of so much per word is made for each word over ten; for instance, messages addressed to California points, the charge is 4 cents per word over ten words.

All hyphens, quotation marks, dashes, commas and periods, which are counted as words, should be eliminated.

The same symbol system that is used on railroad wires should be used in writing our own employes by Western Union, whenever an answer is required, so that it can be made very brief. As an illustration, Traffic Representative at Detroit may wire Mr. Levy to divert a car, giving full particulars as to how the diversion should be made and quote his file letter and number—all that it would be necessary for Mr. Levy to do would be to quote file reference and say O. K.

By all concerned watching Western Union telegrams we can bring about a

very material reduction in our telegraph bill.

Please put this system into effect at once.

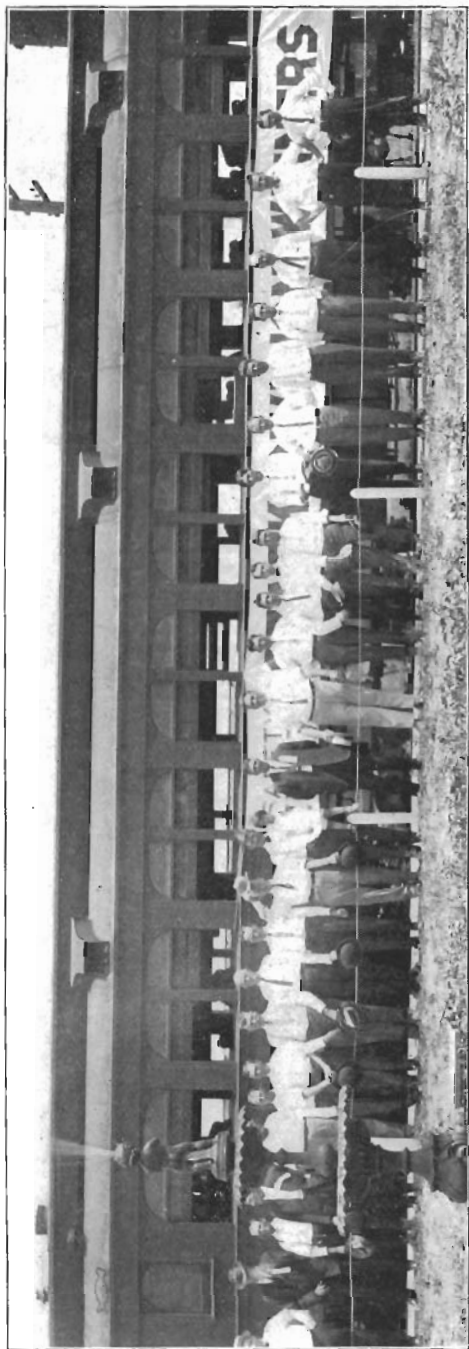
### Little Leta

Miss Leta Bell Brown, whose picture is herewith reproduced, is the fourteen-months-old daughter of J. A.



Brown, General Foreman B. & B., Ft. Worth, Texas.

Little Miss Leta is quite a favorite among the boys of the Ft. Worth West Yards.



OZARK SAFETY FIRST SPECIAL.

Ozark Division New and Retiring Safety Committees. To the left of Superintendent Baltzell (standing in center) is the retiring committee, as follows: R. J. McGilvary, fireman; C. P. Jacobs, engineer; F. D. Thayer, conductor; T. E. Sams, conductor; D. L. Forsythe, assistant master mechanic; H. M. Shipley, car inspector; C. A. Bache, agent; E. S. Stone, switchman; T. J. Warren, roadmaster; Ray Ballard, engineer; W. T. Tooley, roadmaster (not a member); J. O. Smith, brakeman; James Joslin, chief clerk to superintendent (not a member).

To Mr. Baltzell's right is the new committee, as follows: R. C. Holmes, conductor; W. B. Holmes, engineer; Fred Masters, visitor; J. B. Smith, switchman; J. A. Langford, brakeman; W. N. McKenzie, switchman; H. M. Farquharson, roadmaster; A. A. White, brakeman; B. W. Robertson, general foreman B. & B.; Paul Deckert, secretary to superintendent; W. H. Williams, assistant superintendent (last three parties not members of committee).

## Safety First on the Ozark

The following communication regarding the distribution of Safety First passes on the Ozark Division by Superintendent Baltzell, will be of interest to all Frisco men:

I have had a number of inquiries as to what methods were used in reducing the number of accidents on the Ozark Division 63 per cent in the last eleven months, resulting in our winning the Safety First honors.

In the first place, this splendid showing was largely due to the committee. Their untiring work and personal interest, together with the strong co-operation of every employe on the division, made it possible, not only to secure the banner but to make the most remarkable showing in the reduction of personal injuries of any division in the world.

I was fortunate in selecting my committee, securing men who had Safety First interests deeply at heart; men ever on the lookout for defects in equipment, as well as on the look out for men practicing dangerous habits in their work.

Many unique methods were used to secure these good results. One at Thayer, Mo., to prevent the evil of boys hopping trains, was the installation of a platform, steps and spring-board, together with a dressing room, at the old swimming hole in Warm Fork, opposite superintendent's office. I fixed this up for the boys and we all went swimming occasionally. I have counted as many as forty boys between the ages of eight and eighteen in the swimming hole at one time. I took occasion frequently to talk briefly to these boys upon the evils and dangers of hopping trains, and asked them, in consideration of fixing up the splendid swimming hole, that they

would promise not to hop and ride trains through the Thayer yards; they have kept their promise.

Not only did the boys at Thayer heed the warning, but at a number of other stations along the road, where I have numerous boy friends. It has always been my practice to caution the boys about the bad habit of hopping trains, with result that during the eleven months in which we were struggling for the Safety First honors, I did not have a boy injured on the Ozark Division.

At our meetings, which are held every Monday afternoon at Thayer on subjects of train rules and mechanical items of interest, the men have attended with remarkable regularity and showed their interest in these meetings by coming prepared to take active part in same.

The Safety First slogan has been kept continually before our men, and they have received it in loyal, manly spirit.

It is a striking characteristic of the Ozark Division men that this spirit of co-operation exists on any and all subjects brought up for discussion.

When I was officially notified that we were the winning division, I began making arrangements for a special inspection trip with the retiring committee and the new committee, together with the chairman of the Central Committee and a few other officials; also roadmasters, general foremen B. & B., assistant superintendent and chief dispatchers, over their respective territories. This trip was made June 30. We left Springfield at 6:00 A. M., reaching Memphis at 8:00 P. M., in time to return on No. 106.

Our first stop was at Mansfield. We were welcomed at the depot by the

Business Men's Club, together with a brass band and one hundred citizens. They escorted us to the beautiful little park near the station and conferred upon the entire party the honor of membership in the Mansfield Business Men's Club. The president of the club made an interesting talk upon Safety First, in which he stated that the business men of Mansfield rejoiced with us in winning the banner.

The next stop was at Mountain Grove, where a large delegation, headed by Mayor W. S. Chandler of Mountain Grove, met us, and, but for the fact that we had to hurry in order to reach Memphis in time, they would have taken us on a sight-seeing trip in automobiles to the Fruit Experimental Station and Chicken Farm.

Our next stop was at Cabool, where a large number of citizens, on the platform to greet us, showed their appreciation by making short talks and assuring us they were proud of the Ozark Division winning the banner.

The next stop was at Willow Springs, where we were greeted by a large crowd of people, together with a brass band. Short talks were made at this point.

At West Plains we found 100 citizens at the depot, representing the West Plains Commercial Club. These people gave us their assurance of their delight in the Ozark Division winning the banner and hoped we would win it again next year.

At Thayer a fine dinner was in waiting. Members of the committee and others in the party sat down to a splendid repast. Col. Torrey made a striking speech on Safety First which will be long remembered by those present.

Leaving Thayer I arranged for an observation car—in the form of a flat car with railings and seats—for the members of the party, in order that

they might view the beauty of the Spring River country. This car was shoved ahead of the engine at a slow speed to Ravenden, where the car was set out. Then the two committees were called together in the coach and the regular business meeting for the month transacted between that point and Jonesboro.

At Jonesboro we found representatives of the Business Men's Club, who kindly invited us to take an automobile trip with them, but the time was so short we had to hurry on to Memphis.

While the committeemen, the employes and our patrons and friends along the division, contributed the largest portion of the work which resulted in our winning the Safety First banner, personally I have never for a single moment lost the enthusiasm and interest I had at the outset of this Safety First work.

In all my athletic career no contest was ever entered into with any more spirit or determination to win than in this contest, for the principal reason that so many are benefited by results. When we stop to consider that in eleven months on the Ozark Division alone, there was a reduction of sixty-three per cent in the number of men hurt—and we have every reason to believe that some of them would have been fatal—the knowledge of such results, to my mind, is sufficient for any and all the work which might have been expended.

I have found in connection with this work, that in making such a strong feature of Safety First practices and habits, getting the men interested, that we have been getting their minds concentrated in the right direction. I have found that our men in all departments have become more efficient in their particular line of

work, because of the educational features of this movement.

Last, but not least, the signing of 650 card passes for our women folks was a real pleasure to me, and as I glanced over the names and noted some poor old soul, perhaps the mother of a young man working on the section, who may not have taken a trip for months or maybe years, it was with a thrill of keen enjoyment that I signed her transportation.

The wave of Safety First enthusiasm that has swept across this country and

is now being understood for the first time by many, in the future, I believe, will bring about greater results.

Every employe on the Ozark Division has made a determined resolution that we will endeavor to win the Safety First banner for the coming year.

I hope to see my men become bigger and broader men by their experience in this work in the past, and I feel confident that every man on the division has been personally benefited by the Safety First movement.



Night force, Francis, Okla., left to right (top row): Ivy Neal, storeroom man; B. A. Chaddick, hostler; W. A. Pool, stationary fireman; Ed. Farnell, fire-builder; G. C. Chaddick, hostler helper; Bob Murkle, machinist helper; Roy Middleton, switch engine fireman;

W. C. Jones, boilerwasher; (bottom row) E. C. Johnson, fireman; Jack Byrnes, boilermaker helper; W. Y. Marsh, boilermaker.

The reproduction shows engine 1238 across the turn-table.

## How We Won the Prize the Second Time

Chairman Spaulding has asked me to tell what methods were used to accomplish the remarkable feat of winning the Safety First prize the second time by the Memphis Terminals.

From a selfish view I think this is rather unfair, as we expect to go into the race with the determination of winning it again and using the same means as during the past year, but for the general benefit I will give the secret away.

The winning of the Safety First prize the second time was accomplished simply by constantly keeping up the interest in the movement and by good team work on the part of all employes within the Terminals. No credit can be claimed by the chairman nor by any individual member of the committee; the result was brought about by the employes as a whole. By reference to our reports it will be noted that almost one-third of the items submitted at our meetings were from "Other Employes," which shows that the interest is far from being confined to the members of the committee, as, unfortunately, is apt to be the case, and which I know from personal observation is the case in some instances.

Our meetings have always been interesting, each member of the committee, as well as visitors, being made to feel that their criticisms were solicited, all titles and positions being subordinated to an equal footing in our deliberations.

The winning of the Safety First prize has become a mere habit with Memphis Terminals, which we are not trying to cure, neither will we become

lax in our efforts to retain this habit.

E. L. MAGERS,

Chairman Memphis Terminal Safety Committee.

The Safety movement at Memphis has come to stay. Under the vigilance of the Safety Committee—made up of men engaged in all branches of work—it cannot help but succeed.

These men have taken great interest in the work. They have pointed out to switchmen, engineers and firemen the danger in careless handling of high explosives, such as powder, dynamite and high explosive oils; cautioned them of the danger of not reporting defective ash pans and other fire appliances on their engines, which could drop fire. This is one of the first points gained by our Safety Committee.

The second step was with the track and bridge men. They were warned of the dangers of using defective chisels or tools of any kind, such as claw-bars with defective claws, or spike mauls with defective heads, push cars with bad wheels, or any kind of tools with bad handles. The committeemen or section boss see to it that instructions regarding this matter are carried out to the letter. The men seeing the stand taken by the "boss," and noting the result of safety to themselves, now work in every way to avoid accidents.

The committeemen and head car inspector have impressed their men with the necessity of carefully looking over a train for defects, upon its arrival at terminal, and have trained them to have all defects, no matter how trivial, repaired before the train pulls out.

The repair track committeeman has

accomplished much in training the men of his department regarding the danger of allowing boards, pieces of siding torn from a car, or old car roofs containing nails, to remain on the ground. As a result, the men have learned to gather up material of this kind and place it in a pile either to be burned, or carried off to some out-of-the-way spot where no one will be liable to step on the nails. He has impressed upon the men the necessity of having the yard cleaned up and of placing jacks where the night men working in the yards can't fall over them.

Boilermakers are to see that all tools and tool handles are in safe condition before using same, and the men working on scaffolds are to examine them and before mounting be certain that they are safe for the weight they are to support.

The electrician who cares for the wires at the Memphis Terminal has cautioned everyone regarding the dan-

gers of coming in contact with live wires, because of the high voltage used at that point

When an engine comes in the roundhouse it is thoroughly examined by the inspector, and all defects, no matter how small, are repaired by the machinist, boilermaker, truckman or springman, as the case may be, and if it should be found that a defect has been overlooked by any of the men engaged in a different class of work, his attention is drawn to it, in order that it may be repaired. By working together in this way we have fewer accidents and less engine failures than any other point on the system.

Watch the above mentioned features, appoint good men on the safety committee, have a capable chairman, and teach Safety First in your homes, and you cannot fail to succeed. By living up to the above rules we have won the Safety First prize two consecutive years, and we expect to win it again.

C. R. CROWLEY,

Boiler Inspector, Memphis, Tenn.



Aside from his duties as agent at Winslow, Ark., J. A. Winn is "engaged in raising a family—representing eleven children, nine daughters and two sons—and clover" at that point, so he says in a communication to THE

FRISCO-MAN.

Mr. Winn calls attention to the fact that the clover almost covers one son, standing at the extreme left in the picture.

Who can beat it?

## Safety Talks at Sapulpa

At the monthly meeting of the Southwestern Division Safety Committee, in the Auditorium of the Y. M. C. A. Building, Sapulpa, Okla., Saturday, June 28, the following members were present: S. T. Cantrell, chairman; H. Campbell, roadmaster; J. F. Long, master mechanic; W. H. Mullens, section foreman; J. D. Heyburn, assistant superintendent locomotive fuel service; R. D. Purcell, conductor; T. A. Fry, conductor; J. Gambill, fireman; D. A. Bowersock, general foreman B. B. & W. S.; W. J. Wallace, engineer.

After the discussion of several items of general interest, the following address was made by Conductor Ralph Purcell:

The railroads all over our land today are being confronted by many serious problems. The majority of these are problems of which the officials are much concerned, but the greatest general movement of any time is the "Safety First" movement in which every man of the railroad world is a factor.

It is high time to understand and believe that the "Safety First" movement is no fad—it is here to stay, a permanent feature of the present and future railroading. In fact, it will be due to this movement that railroading will reach its highest point of efficiency.

The American railroads are in many respects one of the wonders of modern science. No other nation offers to the public such luxurious means of travel and such ready means of transportation in the commercial world.

Their efforts in the past have been to maintain luxury and elegance, and the public have demanded speed. It has been a competitive factor among the various roads. Both the public and the railroads overlooked the most important feature—"Safety First."

The "Safety First" movement had its birth as have all other great and lasting movements, from necessity. The stupendous problem confronting the

officials at that time was a way to decrease the terrible toll of life and limb. In order to bring about a solution of this great problem, the "Safety First" movement was launched.

The most deterrent factor among the employes was their thoughtlessness over little things, not willful by any means, but just a callousness toward danger. So this necessity brought about a form of education, an eye-opener, a brain tonic, look,—think. A railroad man's work is naturally a work of great variety and makes an appeal to men which should broaden character rather than narrow it. Standards have been adopted from time to time, and safety appliances have been added as necessity demanded, regardless of cost; and regardless of all cost and the strenuous effort that has been made, they have failed to obtain the object that concerned us as a whole. Safety appliances are useless unless intelligently used.

The educational feature of this movement has been enlarged to include the public, who are in greater need than the employes. The employes know, but fail to do; the public does not know, hence theirs is a sin of omission. The public receives so many impressions, so many facts so highly colored, that they cease to be facts, and, consequently, they believe many things which are not so, and the important facts which they should know and understand, they fail to appreciate.

Safety First, it is hoped, will promote conciliation between the public and the railways, and enable the railroads to have a strong, progressive system, adequate to handle the nation's business without delay and loss, thereby securing the public as a co-operative booster for them. Most all men are beginning to realize that it does pay to do work efficiently and more safely. One of Mr. Richard's epigrams is good advice at all times, "Better be careful than crippled."

It is true the roads are adding new material at all times, but they are making an effort to secure the best from the line of recruits. The time is not far distant when the unsafe man



will be a back number. He is a source of danger to the public and to the railroad employees. If we are to work under first-class conditions, with best of machinery and latest safety devices, we must be first-class men mentally and physically.

President Delano paid high tribute to the railroad man when he said:

"Railroad men do not claim they are better than any other men, but considering the problem broadly and fairly, it has always seemed to me that railroad men would average up with any equal number of bankers, manufacturers or merchants."

Safety First draws a mental picture not only of safety for you but safety for the millions. Our sense of justice to every other man has, under this movement, been steadily growing, and why? Because the slogan, Safety First, was in it the voice of reconstruction of principles.

It has been said that the priests are engaged in the greatest task in the world—that of saving souls; but if we are not going to save the lives, there are not going to be any souls to save. Fellow-workers, let us save plenty of material for the priests.

Chairman of General Safety Congress of the Baltimore & Ohio, A. Hunter Boyd, gave a word picture worthy of repetition. With your permission I will borrow his thunder:

"Practically all of the retiring members of the Safety Committee will continue to be real safety men and gradually by getting the co-operation of the majority of men not on committee, we will find greater promptness among them to adopt and use intelligently safety devices. We will never reach the ideal, but come so much nearer it than we have in the past that all the officers and employees will be ashamed of the accident records of past years."

Engineer W. J. Wallace delivered the following address, which was written by Conductor A. K. Boggs:

I appreciate very much and thank you for the opportunity afforded me at this meeting of publicly expressing my views upon the greatest movement ever undertaken by any railroad system.

Safety First has always been my motto and I have never had any cause

to regret it. I am requested by the invitation committee to talk on conditions as they existed before this movement was organized, and as they are today. No harder subject could have been picked for me, for to me the past is gone; the present is here today, but gone tomorrow. It is true, no doubt, that past experience has taught us many things, but the future looms up before us with wonderful possibilities offered to us, that we may make the way safer and better for those who follow us, and that they may profit by our past experience is the only reason we should recall it.

When I call to mind the dangerous conditions which existed years ago, it makes me wonder how I could possibly be here today to write these words. I can see switch stands that hung out in space over narrow fills, and the brakeman had to be an expert to drop off the side of a car. If he failed to catch the switch stand it meant a roll down the dump for him, and where switches happened to be located on level ground, it was made the dumping place for broken links and pins and rocks which were not wanted any place else—nice place for a brakeman to drop into. There was no place provided along side the track to get to the switch. We always had to take the center of the track and run ahead of the engine or cars, over ties not filled in. Now this is all changed. The ground around the switch stand is filled and leveled off, and then there is a place provided outside of the track to make a run for the switch. Even bridges that are located near to switches are provided with a walk and guard rail. That alone will save many a brakeman from bruises and broken bones.

When a man started out as brakeman twenty years ago, Safety First was foremost in his thoughts. When he went down to the yard to go out on his run, the first thing he did was to go over the top of the train, inspect the brake wheels to see that they were properly fastened on the staffs, and look at the brake to see that it would hold when he set it; would have the engine take the slack out of the train; would go along the train and find out whether the links, pins, and brake chains were in good condition, for he well knew if any of them were out of

order, it might mean an accident to him or someone else.

How many brakemen do you see today who will go up and down the train looking for defective operating rods or grab irons? The safety appliances which have been thrown around the men have taken away the safety alertness that surrounded the trainmen of twenty years ago. The various committees have accomplished wonders in reducing the dangerous conditions that have always surrounded us. The men and officials have drawn closer together by the movement which is the letter "A" in the alphabet of Safety First.

To get in closer touch with the dangerous conditions that now exist, is my understanding of the object of this movement. I believe greater results would be attained if the members of local committees, except the chairman, were appointed for terms not to exceed three months. By doing that we would have new men, new blood and probably new ideas. I would like to see these men picked from among the younger men in the service. You can't tell what bright thoughts along the line of Safety First will come from the brain of some curly-headed boy. The old men have always worked in the safety column. The fact they are here today is a living evidence to that. The laws of our country are written in plain English, yet it takes a Supreme Court sometimes to decide just what they mean. The same thing applies to our rules and instructions. Day by day we work among men with whom we differ as to what a rule means. Accidents might be avoided if the Central Committee would be considered the Supreme Court to put a construction on every rule, in order that the employees over the entire system would understand the rules alike. Before the various committees were organized it was no easy matter to get a dangerous practice stopped, but now there is not a man among us who ever misses the opportunity of getting before the proper one the dangers as he sees them, for he well knows the remedy will be applied.

Still, there is an untold work to be done in educating the public, as well as the employees, to be careful today that they may be whole tomorrow, and

education is the only thing that will do it.

I would like to see printed on every train order blank in red ink the words:

DON'T fail to show this order to your crew.

DON'T pull up and back in when you can head in.

DON'T fail to see that the switches are properly set after you use them.

DON'T fail to give the coming train extra protection in stormy weather, regardless of the right you may have.

DON'T fail to see that the order signal is clear when you pass it.

I would like to see printed on every ticket the words:

DON'T get off the train when it is in motion.

DON'T be afraid to ask the employees to help you; that is their business.

DON'T fail to comply with the rule of the railroad; it will help them to make your journey a safe one.

I would like to see signs hanging in depots and cars bearing the words:

DON'T fail to read your ticket; the information contained therein may be of vital importance to you.

DON'T board a train without knowing positively that it is the right one for you to take.

And above all things—

DON'T get on the train unless you are going some place; the train crew will take care of your friends and loved ones. They may seem gruff and surly, but try them and see.

I would like to see placed in the space between each car window the words:

DON'T place your baggage in the rack above you or in the aisles; it might cause some one to be injured.

The warning would be a great benefit to some people.

I would like to see on a prominent place on every way-bill:

DON'T unload this freight and leave it where it might cause some one to be injured.

Don't is a wonderful word; it should be placed in every conspicuous place to keep ever fresh in the minds of the employees and the public of dangers that may lurk there.

I can look back to childhood's happy days and hear over again my mother say, "My boy, don't do that again."

The years have quickly passed since then and the time is fast changing the color of my hair from black to gray, but not a day passes but I hear over and over the words, "Don't do that again."

DON'T be afraid of your superintendent. He won't hurt you. If you make a mistake, tell him about it and tell him the truth. Go to him with your troubles the same as you did with your father when you were a boy. He is all the father some of us have now. He will help and advise you. He DON'T want to discharge you. The better man he can make of you, the better superintendent he will be and the safety first movement can be carried on to a much better advantage.

DON'T take up his time telling him about the mistakes of others. We can each one attend to that ourselves. If we don't he will find it out soon enough.

Now let our motto be Safety First, Safety Last and Safety All the Time, and whatever you do, DON'T forget it.

### Frisco Picnic

The Frisco employees of Springfield, Mo., enjoyed their twelfth annual picnic at Fort Scott, Kans., Saturday, June 21.

Five special trains left the Mill Street passenger station, at intervals of fifteen minutes, carrying approximately 4,000 employees and their families. The first train arrived at Fort Scott shortly after 9 o'clock, and before 10 o'clock all the entire Springfield delegation was enjoying the hospitality of the Kansas town.

The picnic opened up at Gunn Park with an invocation by Rev. George W. Satterlee, followed by an address of welcome by Hon. E. C. Gates of Fort Scott. There was a splendid musical program under the direction of Hoover's Band of Springfield and the A. B. C. D. Orchestra.

The afternoon was devoted to athletic events prepared by the entertainment committee, which consisted

of races, swimming events, dancing, and also a ball game between the Springfield and Fort Scott teams. A performance by the Airdome Stock Company was one of the afternoon's attractions.

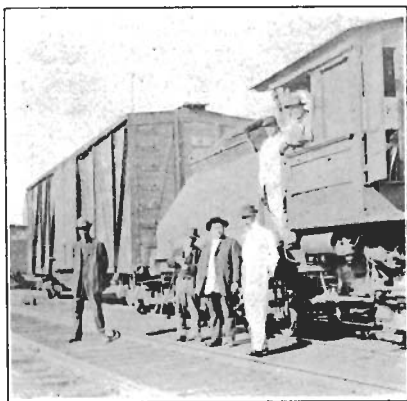
### Card of Thanks

Words will not express our feelings of gratitude to the employees of the Frisco for the many kindnesses shown us during the recent illness of our baby, Ara, and when death came into our home and claimed her but for the goodness of our friends and fellow-workers it seems that we could not have borne our grief. Your tenderest sympathy, your love and the very beautiful floral remembrances, were indeed kindly thoughtful of you, will never be forgotten, and we thank you sincerely.

MR. & MRS. C. F. MOFFITT,  
Memphis, Tenn.

### At Fort Smith

The accompanying reproduction is from a snapshot taken in the Fort Smith, Ark., yards in July, 1911, and the employees shown therein are all



still in the service. Reading from left to right, they are: William Piper, F. P. Litten, C. C. Monds, Lem Vines and Charles Vogel.

## Division Office Efficiency Associations

Since the Frisco Office Efficiency Association was organized in September, 1912, there has been organized in each of the ten division offices what might be termed a branch association, having for its object the same principles as laid by the parent association, namely:

The mutual benefit and improvement of its members by bringing about better co-operation among the clerks, the standardization of work and the elimination of all unnecessary work and duplicate information.

A great amount of good has already been accomplished by these associations, and they are bound to accomplish all that they have set out to do. A number of valuable suggestions have been made to the parent organization, which have been adopted, and further, a great many improvements have been worked out in the division offices which otherwise would not have been accomplished.

Enthusiasm and co-operation is the key-note of each association. The division officials and their lieutenants are in hearty accord with the movement, which has gone a long way toward accomplishing the results that have been obtained.

The date the various associations were organized and the officers are as follows:

### Northern Division.

Organized April, 1913.  
President, J. J. Cummins.  
Vice-President, C. E. McKenzie.  
Secretary, C. N. Day.  
Meetings held semi-monthly.

### Ozark Division.

Organized May, 1913.  
President, L. O. Crowder.  
Vice-President, A. L. Walters.

Secretary, R. E. Fleming.  
Meetings held semi-monthly.

### Southeastern Division.

Organized February, 1913.  
President, F. W. Hampson.  
Secretary, R. L. Cason.  
Meetings held semi-monthly.

### River and Cape Division.

Organized March, 1913.  
President, D. E. Buchanan.  
Chairman, C. McBroom.  
Secretary, C. N. Allen.  
Meetings held semi-monthly.

### Kansas Division.

Organized November, 1912.  
President, O. O. Rule.  
Secretary, G. G. Harrison.  
Meetings held semi-monthly.

### Eastern Division.

Organized March, 1913.  
Chairman, L. L. Dyer.  
Secretary, A. R. Dieterman.  
Meetings held semi-monthly.

### Central Division.

Organized December, 1912.  
President, T. H. Edmundson.  
Vice-President, B. Paine.  
Secretary, H. G. Beinfuhr.  
Meetings held monthly.

### Red River Division.

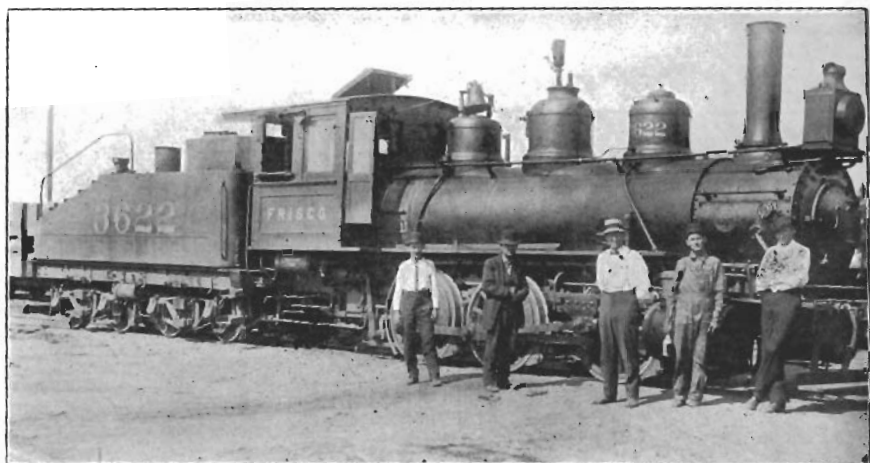
Organized January, 1913.  
Chairman, F. A. Warner.  
Secretary, J. B. Crutchfield.  
Meetings held semi-monthly.

### Southwestern Division.

Organized December, 1912.  
President, W. E. Hemker.  
Secretary, M. E. West.  
Meetings held weekly.

### Western Division.

Organized October, 1912.  
President, P. D. Hayes.  
Vice-President, M. V. Benson.  
Secretary, A. J. Dicks.  
Meetings held semi-monthly.



The engine and yard men of Paris, Texas, regret very much to lose Engine 3622, shown in the above reproduction together with the Paris day-switch crew, but she has been transferred to Sherman. She was the pride of the day yard crew, and Foreman John Love says she is the biggest

engine of her size on the road. Reading from left to right, those shown in the reproduction, are: Switchman W. S. Lear, Foreman John Love, Switchman A. T. Bastrop, Engineer M. A. Alred, and Switchman C. H. Forger-son.



Memphis Terminal Safety Committee. Top row, left to right: E. J. Cady, W. H. foreman; D. B. Miller, extra gang foreman; S. D. Critser, repair track foreman; E. H. Wilson, section foreman; A. F. Foster, shop foreman.

Bottom row: B. A. Schevel, machinist; J. L. Moore, secretary; E. L. Magers, chairman; C. R. Crowley, boiler inspector; J. L. Fazzi, W. H. foreman.

### No. 1316

Engine 1316 is said to be one of the heaviest engines in service aside from the Mallets. She was built at Schenectady, N. Y., in September, 1912.

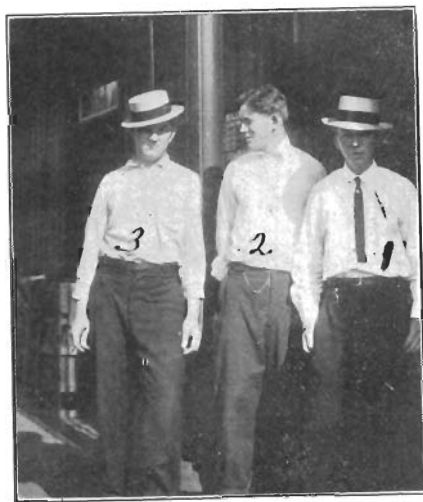


While in charge of Engineer E. L. Rice, December 27, 1912, the accompanying picture was snapped at Monett, Mo.

### Busy at Guin

Agent W. H. Byrd of Guin, Ala., says that his station is one of the busiest on the Frisco lines.

The employes of the Guin station are shown in the accompanying reproduc-



tion. Reading from right to left, they are: W. H. Byrd, agent, who has been in continuous service for the last four

years; H. F. Guin, station clerk, who has been connected with the road for about one year; and Operator W. A. Shaw, who has served continuously for the last four years.

### Shedding Smiles

The new car sheds being erected at Fort Scott, Kans., are now practically completed, and as a result, H. H. Hona-



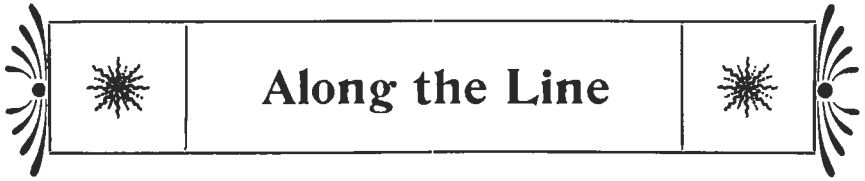
ker and A. M. Irvine are wearing the smile that won't come off.

The work of constructing the sheds was under the supervision of Ed. Kingston.

Toney Prent Clark, piece-work checker, and Carl Darling, assistant



car foreman, both employes of Fort Scott, Kans.



### Southwestern Division

Engineer D. G. Dunaphant, who has not been in service for some time because of an injury, visited Sapulpa June 28.

Miss Dora May Whiting, stenographer in superintendent's office, and E. A. Cunningham of Leslie, Ark., were married June 15. Miss I. G. Haston of Springfield is appointed stenographer to fill the place made vacant by Miss Whiting's resignation.

Assistant Timekeeper F. J. Walsh made a flying trip to St. Louis June 22.

George Miller, assistant file clerk in superintendent's office, was married June 16.

Conductor Moore is on the sick list.

Engineer Charles Saner is laying off because of illness.

Conductor E. W. Hall has just returned from a trip to Illinois and other points.

Assistant Superintendent F. H. Anderson has just returned from a two weeks' vacation, which he spent visiting points in Pennsylvania and Minnesota.

Section Foreman Mach of Catale has just returned from a trip to Milwaukee. He reports a fine time.

Section Foreman C. B. Gorsage of Oklahoma City has just returned from a trip to St. Louis, Kansas City and other points. He reports a most enjoyable trip.

W. P. Woodruff is appointed agent at Davenport, succeeding H. C. Hix, resigned.

W. B. Craig, formerly general agent at Tulsa, Okla., resigned to accept a position as general manager of Sand Springs Interurban Railway, with headquarters at Tulsa.

John E. Haskell, machinist and air-brake expert, Sapulpa, Okla., is also some artist with the base drum, and can be seen on all engagements with the Sapulpa Concert Band.

The new ice house at the Sapulpa roundhouse is completed and now in use.

The new two-stall roundhouse is now being used to great advantage at Sapulpa for housing the 1000 class passenger engines.

### Pittsburg

P. H. Hamilton, B. & B. clerk at Neodesha, spent Sunday, June 29, at Pittsburg.

G. W. Ferguson, roadmaster's clerk at Pittsburg, visited relatives at Neosho, June 29.

Engineer J. W. Paul was called to Kansas City about July 1 by the serious illness of his mother.

Fireman Dwight Fessenden is laying off for a few days and with his family is visiting relatives at Cherokee. They attended a reunion of the Fessenden family there July 4.

C. V. High, chief operator, who has been off on a thirty days vacation, has again resumed duties. While away Mr. High visited with home folks at San Antonio and then spent a few days with relatives in Galveston. From there he made a trip by boat to New Orleans and after spending a few days at that point went on to Chicago.

### Cherryvale

A. L. Edgerle, car repairer, is appointed foreman at this point, succeeding J. W. Fox, appointed car foreman at Wichita, Kans.

Fred Parsons, clerk at Joplin, Mo., is

off for a few days visiting with his parents at Cherryvale.

W. O. Adams, switch engineer, is spending his evenings enjoying the new Ford car which he recently purchased.

### Fort Scott

The paint gang have been busy at this point for the last month and things are fixed up in fine shape.

Harry D. Pipe, "the Britisher," would like to hear from any one who has a full-blooded bulldog male pup for sale, with register. Write, care of Car Foreman.

The repair force is working full blast and things are looking good for Fort Scott.

Engineer W. B. Goodrich and family made an auto trip to Columbus, Kans., recently, where they visited friends and relatives.

W. I. Klipp, chief dispatcher of the Afton and Parsons sub-divisions, recently made a short business trip to St. Louis.

Engineer A. Phelps, who has been handling one of the mine engines at Pittsburg for some time, has taken trains 139 and 132 out of Fort Scott.

Engineer E. W. Leaverton is now pulling train 133 and 130 out of Fort Scott.

Mallet engine 2003 has been placed back in service on the Kansas City sub-division, after going through the shops at Fort Scott.

Engineers J. W. Eves and A. J. Oughton of Fort Scott have been running mine engines out of Pittsburg, account of placing two more engines in service at that point.

Baggagemaster E. M. Johnston of

Fort Scott is taking his annual vacation, which he is spending in Colorado and Salt Lake City, Utah.

Switch Engineer C. H. Finley of Fort Scott, accompanied by his wife, is visiting in Colorado and Utah.

We have started another National Graphite Lubricator test on this division between Fort Scott and Springfield, this time we are using engine 1265.

J. L. Pender, yardmaster at Cherokee, accompanied by his wife, visited at Fort Scott recently.

Conductor F. H. McCann is now handling the Joplin local out of Fort Scott.

Mechanical Superintendent John Forster was a Fort Scott visitor June 21st.

Engineer W. F. Pritchard of Fort Scott made a business trip to Kansas City recently.

Dispatcher W. C. Baranger of the Kansas City sub-division is taking his annual vacation.

Fireman E. R. Ohler of Kansas City made a short visit at Fort Scott recently.

### Kansas City

Car Foreman Zeigler of the North Yard has just returned from an extended trip through the east.

Dennis Carey, car foreman, South Yard, has returned from a trip to New York.

Engineers Wise and Brack have returned from a vacation spent at the seashore.

Joseph Swartz, erecting foreman, is contemplating a trip to Cincinnati in the very near future.

**SECURITY SECTIONAL ARCHES**  
**FOR LOCOMOTIVES**  
**AMERICAN ARCH COMPANY** 30 Church Street, NEW YORK  
McCormick Bldg., CHICAGO



The following engines which had broken frames were repaired with Thermit recently: 1288, 1268, 1296, 1294, 784 and 539.

Machinist Feathers has just returned from a trip through West Virginia.

George Steels, assistant timekeeper, left for Virginia July 5.

Dan Mahoney spent a ten days' vacation with relatives at Hannibal, Mo. Mr. Mahoney is employed as blacksmith.

Joe Lewis has returned from the St. Louis hospital, but is not yet able to report for duty.

Harry Stewart has the sympathy of all of his railroad associates in the loss of his wife, who died recently. Mr. Stewart is one of the oldest machinists at Kansas City. He has charge of the rod work.

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### Francis

V. I. Melvin, M. and I. clerk, has resigned and taken a position with the M. K. & T. at Denison, Texas. He is succeeded by D. W. Burkett, formerly stenographer on the transportation desk.

J. L. Robinson, assistant timekeeper, has resigned and taken position with the Katy at Denison, Texas. A. E. Davidson, formerly file clerk, succeeds Mr. Robinson as assistant timekeeper.

Roadmaster M. L. Melvin has moved his family to Denton.

Tom Taylor, formerly night clerk at the depot, is transferred to superintendent's office as file clerk, succeeding L. M. Lee, promoted to general clerk.

C. Williams and wife have returned from their honeymoon trip to Florida.

J. E. Thomas of the B. & B. Department, and wife, have just returned from a trip over the Arkinda Division and report an enjoyable time.

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### Birmingham, Ala.

J. W. Maring, assistant superintendent, Amory, Miss., is transferred to Enid, Okla., succeeding Assistant Superintendent B. Casey, who takes up

Mr. Maring's duties as assistant superintendent at Amory, effective June 5.

Superintendent Jackson, who has been confined to the hospital at Birmingham for several weeks, has fully recovered and has recently resumed his duties.

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### Carthage

Three new men were installed at the Frisco and Missouri Pacific interlocking plant at this point, effective June 24. They are O. C. Jackson, first trick operator; F. P. Babcock, second trick operator; and W. D. Thomas, third trick operator.

The passenger depot, section house and water tank at this point have received a new coat of paint, and it is said all of the company buildings at Carthage are to be painted.

W. E. Spindler, first trick operator, was granted a leave of absence, July 1 to 10.

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### Sherman

Machinist V. W. Abrams and F. C. Bachman, two of the oldest men in point of service at Sherman, have left the service. Mr. Abrams goes to the Roberts Electric Company as auto machinist, and Mr. Bachman to the Washington Iron Works to fill a similar position.

The Frisco baseball team recently defeated East Sherman by a score of 1 to 4. Hopson for the Frisco team won the game by his single after two men had been retired in the seventh.

Machinist Helper J. R. Schaal is all smiles over the arrival of a baby girl.

Engineer J. H. Heim is quite ill at his home. He has been off duty for several weeks.

Switchman Ed Oliver, for several years employed in the Sherman yards, died recently after a lingering illness. Mr. Oliver was one of the most popular men at this point and leaves a host of friends.

Switchman D. E. Nash has returned to work after being off for several days because of a sprained ankle.

R. A. Hopson, timekeeper, accom-

panied by his wife, spent several days recently visiting relatives at Ballenger, Texas.

Fred Perkins, stenographer to Master Mechanic Graham, accompanied by his sister, will leave in a few days for Palacios, Texas, for a short visit.

Boilermaker A. T. Green, together with his family, are touring Yellowstone Park.

Gene Hitt, an old-time car whacker, visited this point recently. Everyone gave him the glad hand.

### Paris

Earl Coudroy, formerly night chief clerk in the office of G. H. Bennett, has resigned to take a position with the Paris & Mount Pleasant Railroad at this point. Mr. Coudroy is succeeded by A. N. Bronnock, who has been employed as car clerk in the freight office for the last year.

The marriage of Fireman J. A. Taylor and Miss Bina Jones took place at Sherman, Texas, June 20. The bride is the daughter of Dug Jones, an engineer running out of Sherman. Mr. Taylor has just recently been promoted to locomotive fireman. The many friends of the young couple wish them a smooth sail on the matrimonial sea.

Engineer M. A. Alrod is off on a two weeks' vacation. He will visit Houston, Texas, and other southern points.

Car Inspector W. E. Willis has just returned from a fishing trip in Oklahoma. He reports a fine time.

### Wichita

Section Foreman S. R. Savage of Polard, Kans., resumed work June 7, after an absence of a month. Relief Foreman Thomas Egan had charge of the section during Mr. Savage's absence.

R. J. Kelly and family will leave about July 15 for a visit with relatives in Iowa. Mr. Kelly is section foreman at Ellsworth. He will be relieved during his absence by Thomas Egan.

Yardmaster J. B. Thomas is back on duty after an absence of fifteen days.

Miss Madeline Sheehan and Edward Sheehan, the children of Roadmaster J. P. Sheehan, will spend the month of July with relatives at Fort Smith, Ark.

Mrs. H. F. Bascom, wife of Ticket Agent H. F. Bascom, together with her children, left June 28 for a visit with relatives and friends at their old home in Indiana.

Roadmaster Sheehan is appointed member of the Safety Committee on this division for the ensuing year.

Section Foreman John Ansbrosius will leave July 15 for Hot Springs, Ark., for a month's stay. Mr. Ansbrosius is suffering of hay fever.

Switch Foreman Harry Grimes returned June 1 from Los Angeles, Cal., where he has been as delegate to the National Convention of the B. of R. T.

### Chaffee

Boilermaker Fred Money has returned home after a successful surgical operation performed at the St. Louis Employees' Hospital.

Engineer Burner has also returned from the St. Louis Hospital, where he has been receiving treatment for a badly burned arm.

Chief Dispatcher Campbell has the Frisco ball team going a fast clip. In five games played they have had as many victories. The first game with Oran was 3-0 favor of Chaffee; second with Jackson, 5-2 favor of Chaffee; third with Lilbourn, 3-2, sixteen innings, favor of Chaffee; fourth with Lilbourn, 2-1 favor of Chaffee; fifth with Advance, 22-4, favor of Chaffee.

Station Agent D. Whittaker surprised his friends recently by appearing on the streets in an up-to-date automobile. Such is Chaffee.

Fireman Finnegan Mattingly of the Third District has just completed the sale of his patent water glass mounting, a device which shuts off automatically when glass breaks, making a safe working water glass.

James Wagner, wife and son, spent the latter part of June visiting friends in Kansas. Mr. Wagner is one of our yard engineers.

Engineer Adams is spending his annual vacation "at home on the farm" near Thayer, Mo. Engineer Charles French is on 805-806 during Mr. Adams' absence.

F. A. Townes, formerly roundhouse clerk at Chaffee, visited his parents and the shop boys June 30.

Fred Dierson is handling the throttle on 801-802 while Mr. French is handling 805-806.

Engineer Perrin died at the St. Louis Employees' Hospital June 26, after a ten days' illness of typhoid pneumonia. The sympathy of the Third District boys, everyone of whom was a friend of the deceased, is extended to Mr. Perrin's family.

Brakeman Robbins and family spent a pleasant two weeks' vacation near Pawnee, Okla., the latter part of June.

Engineer Jack Green and Dr. Finney, company surgeon, have just completed their private water plant, and it is a beauty. Jack and Doc say "no more dust in their immediate neighborhood."

Mrs. J. P. Lehw is spending the summer months in the mountains of Nevada. Mr. Lehw expects to join his wife about July 10, and will enjoy that delightful climate for about thirty days.

### Springfield

Dewey Patterson, machinist apprentice at the New Shops, was called to Ohio, June 19, account of the death of his brother.

Fred C. Alsup, timekeeper in the machine shops, was unable to report for duty for several days because of illness.

Mr. and Mrs. Milo Crawford are receiving congratulations over the arrival of a ten-pound boy, June 30. Mr. Crawford is employed as machinist at the New Shops.

Boilermaker McDonald is rejoicing over the arrival of a baby boy born June 30, while Mr. McAuliffe is receiving congratulations over the arrival of a twelve-pound baby girl.

Jacob A. Young, believed to have been the oldest employe in the service of the Frisco, died June 22, following a stroke

of paralysis received while at work June 19, aged 81 years.

Funeral services were held at 2:30 o'clock from the Springfield Avenue Presbyterian Church. The interment was in Maple Park Cemetery. Mr. Young is survived by his wife.

Fireman J. H. Ashworth, on engine 3603, left for Detroit, Mich., July 1, for a ten days' visit with relatives and friends at that point.

Wm. Kahne, machinist at the New Shops, returned to work June 30, after a sixty days' lay-off. Mr. Kahne says he feels like a new man.

R. E. Elick, erecting foreman, New Shops, Springfield, Mo., was snapped recently on his way to work. Mr. Elick



says he rides a Davidson machine, which is one reason why he is never late.

Fireman E. L. Gardner of Monett, Mo., reading in **THE FRISCO-MAN** that La Verne Gardner had been shot in the eye, made a trip to Springfield, June 25, for a few hours' visit with his little nephew. Mr. Gardner fires out of Monett to Sapulpa, and is a brother of Walter Gardner, assistant cab shop foreman at the New Frisco Shops.

George W. Davidson, drive wheel tire setter at the New Shops, accompanied by his wife and two daughters, made a trip to Rugby, North Dakota, June 19, for a visit with relatives at that point.

George E. Kuhn, machinist at the New Shops, who has been suffering for the last five weeks from an abscess in each of his ears, was able to take a trip to Dallas, Texas, June 5. Mr. Kuhn is anxious to return to work and will do so as soon as his doctor will permit.

D. P. Kincaid, who has lately been employed in the store room of the New Shops, is transferred to the North Side storeroom, in charge of sections 9 and 10. Mr. Kincaid has been in the service of the company many years.

J. E. Rosenbalm is appointed general foreman bridges, buildings and water service, Eastern Division, with office at Springfield, Mo., effective July 1, succeeding G. W. Turner, who, after forty-seven years of continuous and efficient service, is retired in accordance with the pension system.

### Hugo

Engineer W. G. Reynolds has just returned from St. Louis, where he attended a meeting of the Brotherhood of Locomotive Engineers.

Machinist Bert Kelly is off on his annual vacation, which he is spending with his parents at Hot Springs, Ark.

Mrs. Cora Fitzjohn, wife of Machinist Fitzjohn, has just returned from a visit with relatives in Paris, Texas.

Master Mechanic L. E. Foot paid this point a visit last week.

Engineer J. S. Carson, better known as "Uncle Johnny," is ill at the Frisco Hospital, Springfield, Mo.

William Walling and family are spending a month visiting relatives and friends in northern Missouri.

O. L. Christopher, formerly clerk at Hugo, but now employed at Fort Worth, visited his parents and old friends at Hugo recently.

Engineer C. Van Buskirk is building a new home in Laurel Heights. This looks rather suspicious. Mr. Van Buskirk is one of the many employes here who can boast of a beautiful home.

Extensive improvements are being made to the Webb Hotel, just east of the Frisco depot.

The Frisco ball team of Hugo has closed a season of twenty games, losing one. Out of the nineteen games won, three of them were shut-outs. They were managed by L. W. Christopher.



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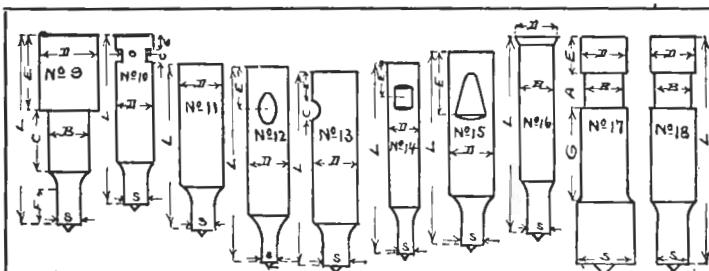
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## Motor 2109

Motor car 2109 on train 673 was snapped at Custer City, Okla., recently by Section Foreman Russell of that



point. At the time the picture was taken the train was in charge of Conductor Charles Piper and Engineer Claud E. Smith.

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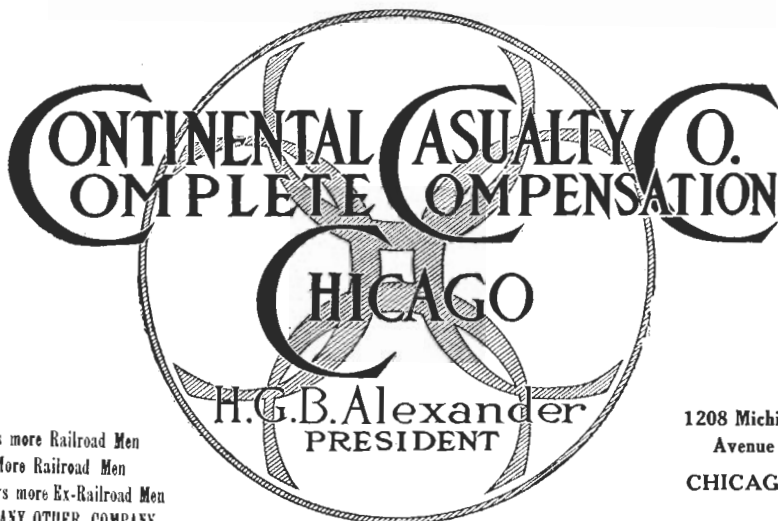
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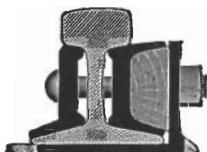
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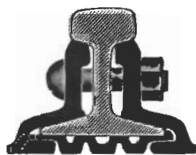
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