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ARMISTICE DAY CELEBRATION IN ST. LOUIS-NOT SNOW, IT'S PAPER.

The Frisco-Man

745 FRISCO BUILDING SAINT LOUIS

A monthly publication devoted to the interests of the 23,000 employes of the Frisco System.

VOL. XII

DECEMBER, 1918

No. 12

Defeated, Germany Surrenders to Foch

Nation Now Humbled in the Dust.

The great war has come to an end. The Kaiser and his precious son are fugitives in Holland. The Socialists have seized the government and the Red Flag is everywhere in evidence. As in Russia on a similar occasion all industry has come to a halt. Republics have been proclaimed. Schleswig-Holstein has declared independence. The minor kings and princelings are abdicating or going out under pressure. Germany is in dissolution. As in Russia at first, so now in Germany, there has been very little bloodshed; but the workmen's and soldiers' councils are in control of the governments and it remains to be seen in what respect the Germans will act differently from the Russians in the twentieth and the French in the eighteenth century. The crime of the ages has been The real criminals slink committed. away like nasty curs to a neutral state to escape the penalty of their barbarities. They must not escape. Their accomplices have begun in misery to serve their sentences.

History has value only as it interprets the principles of human nature, which for Burke, "a scientific statesman and therefore a seer," constituted those sound principles of politics to which he habitually referred. As human nature does not change, although its manifestations are protean, Burke at least found it not impossible, by reverting to his "sound principles," to forecast with much accuracy what men would do under given

conditions. Similar conditions have now arisen in Germany; but wise men seldom commit themselves to forecasts of the world's history. Forecast of what shall happen to business and industry in this country, now that the war is at an end, might be less difficult, perhaps, could one predicate a return of substantially pre-war conditions in the great industrial nations; for, economically speaking, the world has traveled very much in a circle; because whatever has happened the principal thing in the life of man is getting a living. As that necessity goes on forever and appeals to men in substantially the same way in all times and places, the history of the world has been in the main shaped by economic forces somewhat modified by religious influences. Europe at this moment there are premonitions of the same sort of disaster to society and industry that followed the first French revolution and the surrender at Sedan—the political and economic excesses of peoples plunged into the perplexity of a sudden revolution, excited by revolutionary dogmas. At such times the very worst class of demagogs come to the surface like the dross in a melting pot, and, as did Lenine and Trotsky, obtain power by following obvious lines of continental revolutionary despotism, but who when they have achieved power have no capacity for its rightful exercise. If one be not quite ready to predict that central Europe will go the way of Russia it must be remembered that these peoples are in misery, that their governments are crumbling before their eyes, and that the militant Socialism of this generation the world over is of German origin.

The war has exhausted Europe. As to Belgium and northern France, it has destroyed their factories with their machinery and dismantled and damaged their mines. Now, business prosperity predicates large production and liberal consumption, with widespread distribution over the world of the products of labor by exchange.

Getting back to the capitulation of Germany. In bringing about this much desired condition of affairs, let it be said that a great part of the credit is due the United States of America. While the gallant armies of the English, French, Belgians, and Italians succeeded in withstanding the fierce onslaughts of the Germans for four years, their task was daily becoming more magnanimous in their own eyes, and it was left to the United States to supply the moral, monetary and military forces that imbued these battle scarred peoples with new hopes and renewed vigor. From the moment the Americans turned back the German horde at Chateau-Thierry, when the fine fighting qualities, fearlessness and agility of the American Soldier were made

known to the world, at that moment did the beginning of the end begin. It gave the armies of the allied world new hope, new strength and new spirit. Obstacles of former days were obstacles no more. German invincibility was invincible no more. The continued onslaughts of the liberty loving peoples soon resulted in the capitulation of Bulgaria, with a resultant lowering of the morale among the people and soldiers of the central powers. This blow soon proved fatal to the Turk and the peoples of the Dual-Monarchy, and brought peace overtures from the chief offender. Within less than two months after the southern extremity of the "wall" crumbled, the whole structure quickly went to pieces, and on the Eleventh day of November, 1918, news of the surrender of Germany was flashed to all parts of the world.

Such universal gladness and joy has never before been manifest. The world had been liberated from the will to reign of an autocratic, war-maddened ruler, and the world rejoiced. Scarcely had the armistice terms been signed when the rattle of guns gave way to the rattle of voices filled with glee. Millions arose from their beds in the small hours of the night to give vent to their unsurpassed gladness.





CELEBRATING THE KAISER'S DOWNFALL IN ST. LOUIS.

We won and the Huns are done. The formal declaration of peace may be a year or two in the future, but it is assured. No nation will ever again be permitted to trample human rights under foot.

It will take some time to readjust our lives and thoughts to peace conditions. The war has been a part of all of us, but the turn is here.

Get busy being busy in your daily work. No one knows the future accurately, but it is sure to bring depression and hard times to certain industries and certain sections of the country. This will not take place immediately, but the railroads, in common with other industries, will suffer.

Everyone can now make plans to meet it. The best and only sure way is to save money and work every hour possible. Make your work so satisfactory that your company and its officials will want you.

In the meantime, the boys "over there" must be taken care of and we must continue to give and lend. The Red Cross still has much work to do. Other activities for healthful diversion are more necessary than ever, and more Liberty (Had they best be called "Victory"?) bonds will have to be bought.

World maps will be changed, industrial conditions revolutionized, living and working conditions improved, and general good result from the heavy sacrifices made by everyone toward the result that has been accomplished. Energy, patience, and temperance in thought and action in our daily pursuits will be the necessary qualifications to tide over coming events. As it is important to the individual to work and save, it is many more times important to the railroads for their employes to observe the same spirit and perform their duties in the best manner and at the least cost.

It is not enough to have only a wage interest in your employing company. There should be evidence of a personal interest—one that will always avoid doing anything against the best interest of the employer. Thousands of men working to the common end to make a railroad the best operated one in the country will win in commercial warfare just as surely

Victory Day Celebrations

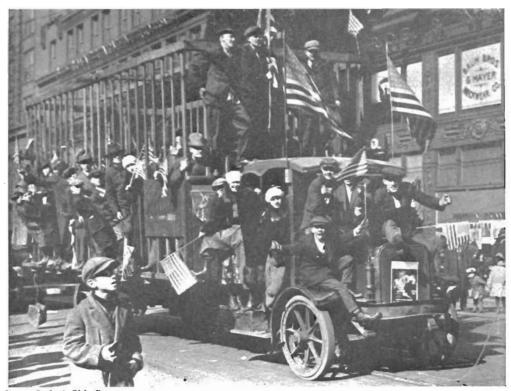
As in practically every town or city on the map, Frisco towns and cities did their share in voicing their approval of events which had transpired in Europe. It was shortly after midnight that the welcome news was flashed to all parts of the country. Soon the streets of every city, town and hamlet were thronged with people, some half clad in their night clothes, all seeking the "news." At Springfield as early as 2:30 in the morning the celebration was gaining momentum, whistles were blowing, newsboys calling out through the early morning air the glad tidings which fell on eager ears. In all towns between Springfield and St. Louis small bands of inhabitants could be seen, or heard, beating wash tubs, cooking utensils, shouting, and every way showing their extreme satisfaction.

At St. Louis the demonstration was most profound. A holiday was declared, thousands upon thousands of the inhabitants appeared in the streets with noise makers. Parades were formed,

paper thrown out of the windows of the large office buildings until the ground was white. Automobile horns shrieked, the motors were made to "back fire," voices of the celebrators were heard above the din of the muffled roar of thousand tubs, frying pans, horns, clickers, buckets, tin pans, tin cans, and every conceivable agent for the making of noise.

The streets were crowded with men and women and children, traffic was practically stopped. The question, "What shall we do with the kaiser" was answered in thousands of ways. The kaiser, represented by hundreds of dummies, was seen to be dragged behind automobiles, hanged to the stakes on auto trucks, his "remains" borne forth on stretchers, in improvised caskets, in cages, and in other ways too numerous to mention, to the delight of the frenzied populace.

The world has never before seen such a wild and universal demonstration in celebration of the down-fall of any ruler.



Courtesy St. Louis Globe-Democrat

EVERYBODY HAPPY-ARMISTICE DAY, ST. LOUIS.

The Public Be Pleased

"The Railroad Bureau for Brickbats and Bouquets." By Theo. II. Price, Actuary to United States Railroad Administration.



S you fall unconcernedly asleep in a Pullman car, which, with all its drawbacks, is the least uncomfortable means of traveling at night on land that

has as yet been devised, did you ever reflect upon the number of persons and the complexity of the organization upon which you are dependent for the safety and luxury in which you are able to make your journey? The engineer and the fireman, the conductor and the brakemen, the Pullman conductor and the porter, the steward in the dining car and the waiters are all more or less in evidence, and of their presence and the service they render you may be more or less conscious, but behind them and directing their activities is an unseen host of others upon whose vigilance in the performance of their duties your life and comfort depend.

There is the train dispatcher and the telegraph operators, the trackwalker who patrols the right of way day and night, and the section gang who must always be ready to repair any defects, the switchmen, and the inspector who used to go about tapping the car wheels with his tell-tale liamnier at the end of each division, the "hostler" who takes care of the engine and the machinist who repairs it, the car cleaners, the iceman, the commissary chief who provisions the dining cars, the ticket agent and the station master, the "red cap" and the baggageman; if any one of these fails in his appointed task, the passenger is almost certain to suffer or be inconvenienced. Back of these again there used to be the executive officers, the president, the various vice-presidents, the general manager, and the superintendent, with scores of other functionaries who were the objects of relentless public criticism if their subordinates were careless or inefficient. Now that the railroads are under the control of the Government the operative duties of the railroad president and the vice-presidents devolve upon a Federal manager and his as-

They are in turn responsible sistants. to a regional director, who is the representative of Director General McAdoo at Washington; but in other respects the operating organization is not much changed and, because some people, forgetting the exigencies of the war, assume that the Government is omnipotent, they are now disposed to be more, rather than less, exacting in demanding perfection of service from the machine that is called the American railroad system. Composed, as this machine is, of literally millions of mechanical parts whose functioning depends upon the coordinated watchfulness and care of thousands of fallible human beings, it is really surprising that more accidents do not occur, and that the reaction of man upon man does not result in irritation oftener than is the case. When we consider that a loose spike, a defective rail, a misplaced switch, or a misread signal may precipitate a trainload of people into eternity, and that an innumerable number of spikes, rails, switches, and signals, to say nothing of the air brakes, couplings, electric wires, and steam and water supply pipes, with an engine having about 15,000 separate parts that make up a passenger train must all be as they should be if we are to reach our journey's end successfully and on time, it is little short of marvelous that travel is as safe as it has become, and that under the strain to which they are subjected railroad employes are not oftener careless and impatient. It is greatly to the credit of the executive officers who through three generations had built up the fabric that is called the American railroad system that they should have succeeded in developing the esprit de corps by which the men under them were animated. This had been accomplished in the face of many difficulties, including especially a mass of hampering legislation in 48 different States: and when, in order to meet the exigencies of the war, it became necessary for the President to put the transportation agencies of the country under the control



ARMY QUARTERMASTER HAPPY TOO.

of Mr. McAdoo, his first care was to preserve and increase the spirit of idealism in the performance of their duty that was characteristic of the Americans who had become proud of being called "railroad men."

There were not wanting those who predicted a speedy decline in what has come to be called the "morale" of the railroad army, and there were some who, professing to discern such a decline, persuaded others to look through glasses that were darkened by a defeatist self-interest in the failure of Government control.

The Director General, confident as he was of the loyalty of the men, did not share this pessimism, but feeling nevertheless that it was his duty to ascertain whether it had any basis, he determined, with his customary directness, to ask the public to tell him frankly how and where the service could be improved.

Accordingly he issued an order establishing a Bureau for Suggestions and Complaints, and on the 3d of September, 1918, the following notice was posted in every station and passenger coach under the control of the United States Railroad Administration:

To the Public:

I desire your assistance and co-operation in making the railroad service while under Federal control in the highest possible degree satisfactory and efficient.

Of course, the paramount necessities of the war must have first consideration.

Our gallant sons who are fighting in France and on the high seas can not be adequately supported unless the railroads supply sufficient transportation for the movement of troops and war materials and to keep the war industries of the Nation going without interruption.

The next purpose is to serve the public convenience, comfort, and necessity to the fullest extent not incompatible with the paramount demands of the war.

In order to accomplish this, criticisms and suggestions from the public will be extremely helpful, whether they relate to the service rendered by employes and officials or impersonal details that may convenience or inconvenience patrons of the railroads. It is impossible for even the most vigilant management to keep constantly in touch with local conditions and correct them when they are not as they should be unless the public will cooperate in pointing our deficiencies and

disservice when they exist, so that the proper remedies may be applied.

I have therefore established a Bureau for Suggestions and Complaints in the Director General's office at Washington, to which the public is invited to resort.

Aside from letters of complaint and suggestion, the public can render a genuine service by sending letters of commendation of employes who are conspicuously courteous and efficient in the performance of their duties. Nothing promotes the esprit of a great organization more than recognition from time to time of these employes who perform their duties faithfully and commendably.

It is requested that all communications be brief and explicit and that the name and address of the writer be distinctly written.

Also give the time of day or night, the number of the train, the name of the railroad, and, if possible, the name of the employe whose conduct is complained of or whose services are commended, together with such other information as will enable me to take appropriate action.

Please address

W. G. McAdoo,
Director General of Railroads,
Bureau for Suggestions and Complaints,
Washington, D. C.

To deal with the letters which this notice was expected to elicit, five trained men were selected and put under the direction of the writer. They include Ballard Dunn, assistant actuary to the United States Railroad Administration and formerly special representative of president's office, Union Pacific Railroad, Omaha; J. F. Jarrell, formerly editorial writer on Kansas City Times and Topeka Capital, and later with the Atchison, Topeka & Santa Fe Railroad as editor of its industrial and agricultural publications and in general charge of publicity matters; T. T. Maxey, formerly of the Chicago, Burlington & Quincy Railroad as advertising agent; E. H. Lamb, formerly general agent of the Chicago & North Western Railway at Sacramento, Cal.; and Frank F. George, formerly secretary to the actuary to the United States Railroad Administration.

This Bureau for Suggestions and Complaints, which a newspaper man has facetiously dubbed the "bureau of brick-bats and bouquets," is Mr. McAdoo's latest application of his motto "The public be pleased." It has now been in existence long enough to make it possible for those in charge of it to draw a cross section of the composite public mind as revealed in the many thousands of letters that have been received.

The writers of these letters unconsciously divide themselves into two classes—one comprising those who are temperamentally censorious, and another which includes the people who believe that praise is a duty and that "criticism is best defined as an emphasis of the desirable."

The rhyme which runs-

"Between the optimist and pessimist the difference is droll,

The optimist the doughnut sees—the pessimist the hole."

finds fresh application in not a few contrasting letters upon the same subject, but between the two extremes there are many who are evidently inspired by a public-spirited desire to improve the service that the railroads are trying to render and a patriotic willingness to subordinate their own convenience and comfort to the primary purpose for which the railroads were taken over, namely, the winning of the war.

That this latter class is in a very large majority is one of the reassuring facts revealed by the experience of the Bureau for Suggestions and Complaints.

Some of the newspaper writers who have been vociferous in proclaiming the discourtesy and indifference of "Uncle Sam's railway employes" would perhaps be surprised at the number of letters of commendation that have been received, and while a few of them are no doubt the result of autosuggestion, it is evident that as a class the men and the increasingly large number of women who compose the "railway army" of the United States are loyal and enthusiastic, anxious and willing to give the best that is in them to the work in which they are enlisted. Perhaps a story written by a newspaper reporter who started out to find the discourteous railway employe and failed describes the experience of not a few disappointed pessimists. This reporter was

named John C. Baskerville, and his story was published in the Des Moines (Iowa) Record. It follows and is reprinted as a spontaneous tribute to the many railroad employes at Des Moines and elsewhere, who deserve a word of praise for their self-control under conditions that are irritating.

Young Reporter Tries to Locate Discourteous Railway Employes—Searches Ticket Offices and Railroad Station to Find Men Who will Talk Rough to Him.

[By John C. Baskerville.]

"Because of so many rumors that railway employes had adopted an attitude of 'the public be damned' since the roads came under Federal control, the young reporter set out to investigate on his own hook,

"He selected the most pretentious-looking ticket office in Des Moines, entered, and approached the bar—beg pardon; desk, I should say—falteringly. He asked for the manager. The clerk smiled, but courtcously summoned a businesslike-looking man with rimmed spectacles.

"'What is the best way to get from

Des Moines to Skeedunk Hollow, Mo?" asked the young reporter.

"Although the businesslike agent had never heard of the place, he searched through big volumes and many maps, finally locating the place in question. He located the railroad it was on, looked up the connections, gave the hours trains left Des Moines, and went into detail to the rather dull-appearing youth on the other side of the desk.

NO NEED TO PURCHASE.

"Unlike the clothing salesman or jewelry-store clerk, he did not insist upon an immediate purchase of a ticket, and when the young man turned away, stating that he had heard of that place and wondered how he would get there if he ever wanted to, the agent was still smiling and courteous.

"From this office the young man forsook the office of Walnut Street and sought one in the vicinity of Seventh Street. Here he inquired how to get to a remote spot in South Dakota. Although there were not as many men in the office to wait upon the public as in the other, he was required to wait his turn. But his questions were answered courteously, and the greatest of care taken to direct



© U. & U.

BEFORE WE GOT THE HUN—MAKING WAY FOR INFANTRY ADVANCE.

Through the marshes of the Belgian front, the pioneers cut the enemy wire entanglements facilitate the infantry advance. These fellows precede an attack and clear the path. This sort of work entails great risk.

him with regard to all details of the

journey.

"He retraced his steps to Walnut and entered another office. He was delayed somewhat by a large, overgrown, superfed human crab, who was vociferously attempting to provoke the genial and accommodating agent to wrath by criticizing railroads in general and expounding upon the way he would run the roads if he were doing it.

GETS INFORMATION CHEERFULLY.

"This time the reporter was interested in Pullman berths from a point outside of Des Moines to the far West. He asked the agent to make the reservations assuming ignorance of the fact that the Director General had prohibited all offices wiring for berths except at the expense of the purchaser.* This fact was explained by the agent, who volunteered, however, to make out the wire, send it over, and telephone results, although the expense would have to be met by the person reserving the berths.

"It so happened that the young reporter had once or twice had occasion to buy Pullman tickets before—not having always been a reporter—but never had he been shown such attention and ac-

commodation.

"So far nothing but failure had rewarded the search for the 'public be danined' attitude among the railway men. But he was not discouraged. He decided to beard the lion in his den, and call upon that high and mighty, the manager of the division.

"He was informed that the manager was out at the time, but—still greater wonder—the chief clerk, generally considered to be more fierce in his natural instincts than the manager himself—volunteered to give what information he could on the subject, calling in the general freight traffic manager to assist.

SEES FAILURE AHEAD.

"What was to be done? Failure stared grotesquely into the face of the young man who had started in pursuit of success. But additional thought brought one more chance to light. That night he would visit the station when it was most crowded and seek more information.

"When the limited trains became due, the reporter took his place in the long line of ticket purchasers before the window at the railway station. When he reached it, his questions and numerous desires put two clerks to work searching records, maps, and rate schedules. There was no complaint from the men behind the window.

"He then went out among the trains and people on the tracks. He selected one brakeman who had been handling hundreds of suit cases and dozens of babies, incidentally answering some thousands of questions, who stood mopping his brow, as the train was almost ready to start. He held a letter, previously prepared, out to the man, asking that he mail it on the fast train at the junction with another line.

"This last card he was certain would give him the necessary data for his story. It would surely be the last straw for the brakeman with the 'public-be-damned' attitude, since he was getting paid by the Government.

"The brakeman took the letter, obligingly agreeing to mail it at the point mentioned.

"Then the young reporter went to the office and wrote a different but better story than he expected to get."

Apropos of the foregoing, it may be appropriate to mention a letter from a man who says that, "I know that many will complain of the discourtesy of railway employes to the public, but I desire to file a complaint in regard to the discourtesy of the public to railway employes," as emphasizing the need of reciprocity in politeness in a way that many travelers would do well to ponder, for it is undoubtedly true that some of the questions that railroad men have to answer and some of the demands made upon them are absurd and exasperating to a degree that even Job would have resented.

Of the letters received probably threefourths complain of conditions that are presently unavoidable or of regulations the reasonableness of which is not apparent to the casual traveler who fails to

^{*}Since this newspaper story was written arrangements have been made for the free use of railroad wires in making telegraphic reservations of Pullman accommodations for continuous journeys. When thus reserved, however, these reservations must be paid for.



A French whippet tank going over the top. This is one of the many that took part in the capture of the St. Mihiel Salient by troops under command of General Pershing, snapped as it ploughed its way through a trench and started on its way to "treat 'em rough."

appreciate or understand the complexity of the railroad machine or the necessity of protecting the public against the ignorance, carelessness, and selfishness of some and the dishonesty of others who feel that it is no sin to evade the payment of their fares or "get the best of the railroad."

What may be called the conventional complaints relate chiefly to a few subjects which are dealt with, as follows, in the order in which they seem uppermost in the public mind and have elicited the largest number of letters.

They are:

1. The crowded condition of the stations and cars and the delay encountered in purchasing tickets.—Under this heading there may be considered practically all the complaints which arise as a result of the unprecedented increase in the passenger traffic of late and the shortage in the ticket-selling forces that is the result of the draft and the high wages which have attracted many experienced railroad men into other positions where they can, for the present at least, earn more than it is possible for the railroads to pay. The enormous increase in passenger traffic with which the railroads are now con-

tending is not perhaps generally appre-The complete comparative statistics for June, 1917, and June, 1918, are not vet available, but a statement which includes the passenger traffic of 208,988 miles of railroads out of a total mileage of nearly 300,000 miles shows that 3,621,-088,633 passengers were carried 1 mile in June, 1918, as compared with 3,049,803,-635 passengers carried 1 mile in June, 1917. The increase of 571,285,028 passengers carried 1 mile is equal to 18.17 per cent, and if it be assumed that the average journey of each passenger was 50 miles,* which is probably an approximation to the fact, we shall be justified in concluding that the railroads reporting had to carry 11,425,700 more persons in June, 1918, than during the same month

*According to the figures of the Interstate Commerce Commission the average journey per passenger in 1916 was 34.73 miles, which figures, if applied to the returns for 1918, would indicate an increase of over 21,000,000 in the number of persons traveling during the month of June, 1918, as compared with June, 1917. Inasmuch, however, as this year's figures include the movement of many troops over long runs, I have preferred to avoid an overestimate by assuming that the length of the average journey was 50 miles.

in the previous year, and that there was an equal increase in the number of tickets As the roads reporting include only about two-thirds, but the most important two-thirds, of the total mileage in the United States, it is not improbable that there was an aggregate increase of 15,000,000 in the number of persons traveling and the number of journeys made throughout the United States in the month of June, 1918, as compared with June, 1917. This means an increase of 750,000 in the number of persons traveling each day. The average passenger car will seat 50 people, and to carry 750,000 persons 15,000 cars filled to capacity would be required. They are not to be They could not have been built even if they had been ordered. labor and material necessary are unobtainable. According to the figures of the Interstate Commerce Commission there were (excluding parlor and sleeping cars) only 40,870 passenger cars of all sorts in the United States in the year 1916, and the necessity of crowding these cars in order to transport those who now desire to travel will at once be apparent even to the statistical tyro.

An average of about 1,100,000 troops a month is now being carried by the railroads on orders from the War and Navy Departments. A great many other soldiers and sailors are traveling on their own account and at their own expense. The mothers, fathers, wives, sweethearts, and friends of these men have also been traveling to visit them at the camps at which they were stationed. The high wages that are being paid in industry generally, and particularly in the shipyards and munition factories, the agricultural prosperity that is the result of \$2 wheat and 30-cent cotton have made many of those who were not previously in the habit of traveling feel able to "take a trip," and they have yielded to the impulse. Concurrently the force of ticket sellers has been depleted by draft or resignation to accept other and betterpaid positions, and those who were left have had to deal with the unprecedented increases in the passenger traffic that the figures given disclose.

Under the circumstances it is not surprising that sometimes long lines of people are to be found waiting at important ticket offices. It is not possible for untrained men to sell railroad tickets. This work requires a knowledge of routes, rates, time tables, and connections that can only be acquired by experience and an ability to make change promptly and accurately and to be selfcontrolled when tired or exasperated that can not be learned in a minute. In an effort to meet the public demand the United States Railroad Administration has opened schools in some of the larger cities for the education of women as ticket sellers, and not a few graduates have been passed from these schools into active service, but the number of women who have applied for this instruction is not large, and after making allowances for the drain that will be caused by the pending draft it seems unlikely that the ticket-selling force can be appreciably increased in the near future.

These conditions are frankly stated that the public may have some idea of the situation and refrain from unnecessary travel. The increase in passenger rates seems to have had no effect. Mr. McAdoo has appealed to the public to avoid pleasure traveling, but he seems to have been unheeded. It is not possible for the United States Railroad Administration to put a quart in a pint bottle. It can not carry the soldiers who must be transported comfortably and provide the public with the luxury and accommodations to which they have been previously accustomed. The former is an imperative duty, and this is written that those who complain of the crowded cars and the delays at ticket offices may understand that some discomfort and inconvenience unavoidable. Universal mileage books, good in the hands of bearer upon any railroad under the control of the Director General, have been devised and are now on sale. Those who use them will avoid the delay usually encountered in the purchase of tickets, but the best method of relieving the situation is to avoid unnecessary travel and preach the gospel of "winning the war by staying at home" among your friends by both precept and example.

2. The surcharge of one-half cent a mile now made for transportation in parlor or sleeping cars, which charge is in addition to the regular Pullman fare, is

another thing that provokes many complaints. The reasonableness of this charge will be appreciated in the light of the following comparisons: With one person in a berth the average sleeping car will accommodate but 27 people, whereas a modern coach has seats for approximately 60 people. Upon the average, a passenger in a sleeping car occupies 13½ square feet of space, whereas a passenger in a modern steel coach occupies but 7½ square feet. The average dead-weight per seat in a sleeping car is 3,250 pounds, whereas the average dead-weight per seat in a modern steel coach is but 1,400 pounds. The passenger capacity of a sleeping car is, therefore, less than half of the passenger capacity of the average coach and the engine load per passenger is more than double in the case of Pullman cars that are completely filled, and still further increased when they are only lialf filled, as was not infrequently the case when a person with only one transportation ticket was permitted the exclusive occupation of a section. In view of these figures the reasonableness of the increased charge now made for the luxury of a Pullman car at once becomes apparent. It is not necessary to elaborate upon it.

3. The rule which makes it impossible to reserve Pullman accommodations with-

out paying for them and another rule, formerly in force, which made it necessary that Pullman tickets not used should be sent to Chicago for redemption are the subjects of many complaining let-These rules were deliberately adopted in an effort to prevent those who were only thinking about a journey that they were not certain to make from preempting the Pullman space that was urgently required by others who were compelled to travel. When it was possible to reserve a berth by telegraph or telephone or buy a Pullman ticket and get your money back at the last moment, it frequently happened that sleepers in which all the berths were reserved in the morning would go out half filled in the evening because the reserved space had not been taken up or had been released so late that it could not be resold. Now that it is necessary that both the railway ticket and the Pullman space must be paid for before a berth can be reserved, only those who are reasonably certain of traveling make reservations, and the Pullman cars are better filled, to the advantage of both the public and the railways. The rule which made it necessary to send Pullman tickets to Chicago for redemption has recently been rescinded and they will now be redeemed at the office of sale provided they are presented long enough before the departure of the trains to per-



KANSAS CITY SHOPS HELPING FRISCO "OVER THE TOP" IN FOURTH LIBERTY LOAN DRIVE.

mit of their resale. Thus tickets on trains leaving during the forenoon of any day must be presented at the office of sale by 5:30 o'clock p. m. on the previous day, and tickets on trains leaving after 12 o'clock noon must be presented at least three hours before the departure of the trains for which they are sold. Pullman space released later will, if possible, be resold for account of the buyer, and when so resold the tickets will be redeemed if sent by mail to the Pullman Co. in Chicago. The necessity of providing Pullman cars for the transportation of our troops on night journeys has made it necessary to adopt these rules, all of which are designed to secure a full loading of the sleepers which are used by the public and thereby release those which are necessary for the transportation of soldiers.

- The sale of surcharge tickets for transportation in Pullman cars when no berths or seats are to be had is one of the things properly complained of that has been remedied. Formerly the Pullman Co., being a separate and independent organization, objected to collecting revenue due the railroad companies. Now that both are under the control of the United States Railroad Administration this difficulty has disappeared, and arrangements are being made in pursuance of which the Pullman Co. will hereafter sell tickets for the transportation surcharge to those, and only to those, who are able to secure accommodations in parlor cars or sleepers. Much of the unnecessary confusion hitherto arising will thus be avoided.
- The limit of from 24 to 48 hours now placed upon the use of tickets issued by a few roads that formerly sold unlimited or 30-day tickets for short journeys has also provoked many complaints. It is natural that those who do not understand why this limitation has been imposed should resent it, but there is a good reason for the new rule. It is to be found in the crowded condition of the trains, which makes it exceedingly difficult for the conductor to be sure of collecting the tickets from everyone in the car, especially when some of those who have no scruples about "beating the railroad" are skillful in evading him. If these dishonest persons could buy unlimited tickets and succeeded, as many of

- them do, in riding without surrendering them, they would be able to resell the unused ticket or get a second or third ride free, thus giving them an advantage over their more conscientious fellow travelers. A limited ticket good only on the day of issue makes such practices more difficult, and the rule prohibiting the sale of unlimited tickets has been framed in the interest of the honest as against the dishonest person and is to be commended rather than condemned.
- 6. Ill-kept stations, cars, and lavatories compose another group of the grievances complained of in many letters that reach the Bureau for Suggestions and Complaints. The investigations which have followed the receipt of these letters reveal not a few cases of genuine neglect and carclessness. Efforts are being made to prevent their recurrence and enforce high standards of cleanliness and sanitation everywhere. It is to be admitted, however, that the shortage of labor makes this difficult, and that while the war lasts immaculate housekeeping is hardly to be expected. One of the letters received upon this subject is worthy of special notice. It came from a woman in a Pennsylvania town where the station was unkempt. The writer said that she knew that the station agent was doing all that he could, but that she realized that it was impossible for him with the help at his disposal to keep things in a presentable condition, and she offered to organize a committee of women who would undertake to sweep out and clean the station daily as a part of their war work. has not yet been decided whether it would be expedient to accept this offer, but the admirable public spirit that it expresses is entitled to appreciative recognition.
- 7. The departure and arrival of trains at inconvenient hours and schedules which are arranged to prevent rather than facilitate close connections between trains on roads that were formerly in competition are matters that are complained of in still another group of letters, many of which have been helpful to the officials who ever since the United States Railroad Administration was organized have been trying to coordinate the railway time-tables of the various roads.

Now that competition is eliminated, there is every reason why the national time-table should be synchronized as far as possible. Efforts are being made toward this end, but the arrangement of a railroad schedule is a matter of infinite complexity and its rearrangement is even more difficult. There are many communities in the United States where the whole scheme of living has become adjusted to the arrival and departure of certain trains. To change their time would involve almost a social revolution. Then again a single change in a schedule may compel hundreds of other changes at other points or on other roads, and innovation must be. carefully studied. Some improvements have already been made, and ultimately, no doubt, a large portion of the time now wasted in waiting for connections can be saved: but in the effort to attain the ideal in this as in other respects great care must be used to avoid dropping a monkey wrench into the machinery that is already working fairly well.

This about completes the list of what have come to be called "conventional grievances" in the Bureau for Suggestions and Complaints. Of course, it does not include many other things that are complained of, nor does it take account of the innumerable suggestions that are made for the improvement of the service. Some of these suggestions are practicable and have been thankfully adopted. Others, as, for instance, a bachelor's advice that a nursery car reserved for mothers and children should be run upon every train, are impracticable.

Complaints of discourtesy on the part of employes are less frequent than might have been expected and are about equal in number to the letters of commendation received.

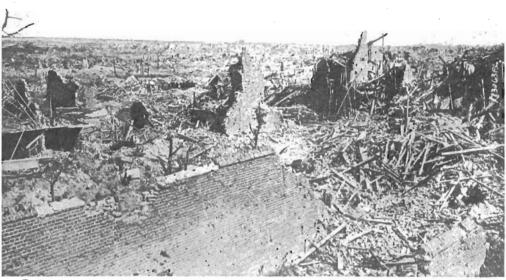
The consolidation of ticket offices, which was at first criticized, is now generally approved as the new offices are getting into working order and their convenience is appreciated.

The delays in settling claims for lost or damaged freight and baggage are the subjects of many letters which will, no doubt, lead to a reform in the traditional policy of many claim agents who had been in the habit of trying to save money for their roads by a procrastination which often wore the claimants out. Mr. Mc-Adoo has ordered that just claims shall be promptly paid, and that unjust or dishonest demands shall be resisted and the claimants prosecuted where there is any evidence of criminality.

Concurrently with the increase in passenger travel there has naturally been an increased amount of baggage to handle, but the comparatively small number of letters reporting "lost trunks" encourages the belief that the baggage men have succeeded in meeting the strain to which they have been subjected. It may not be amiss, however, to express the hope that the American public will soon realize that it is a war duty to travel with as little baggage as possible when travel is necessary. Handling heavy baggage is a duty that can only be performed by strong and vigorous men, and delay in the transportation and delivery of heavy trunks is almost inevitable when the number of such men available is constantly being decreased by the draft.

Generally, and with few exceptions, the communications reveal a wide-spread desire to co-operate with Mr. McAdoo and the United States Railroad Administration in the effort that is being made to improve railroad efficiency for the winning of the war. To this everything else must be subordinated, and in comparison with this everything else is trivial. Our soldiers must be carried in comfort on what, for some of them, will be their last journey in their own country. While they are risking their lives for our protection on the battle fields and in the trenches of Europe, they must be kept liberally supplied with everything that they may require. Our allies must be fed. Our wounded must be brought back and tenderly carried to the homes and hospitals that are ready to receive them. The Bureau for Suggestions and Complaints was primarily organized to promote the efficiency with which the railroads may serve the Nation in the doing of these things.

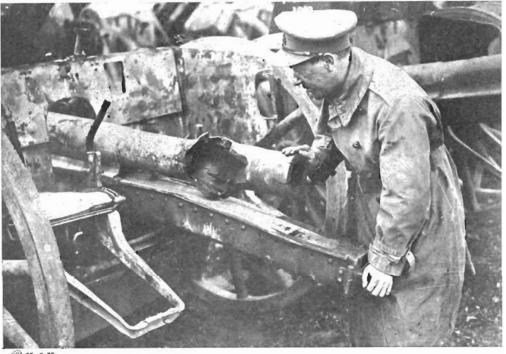
If it shall have exalted the convenience or comfort of the individual to the disservice of the country or a civilization that has become militant in the assertion of right and the protection of humanity, then it had better be discontinued.



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A PART OF GERMANY'S DEBT TO BELGIUM.

The path of retreat of the "Peacemaker." A general view of Lens, after the Germans had surrendered the City to the advancing British troops. British Official Photograph,



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TAKING THE "I" OUT OF KAISER.

This photograph shows a direct hit made by British fire on German gun. This weapon was later captured by the Canadians in their advance.

The American Red Cross Christmas Roll Call



LTHOUGH armistice terms of such drastic conditions have been accepted by Germany and her allies, and the people of the world have

ceased fighting, there is much to be done before our heroic armies are permitted to return home, and although they have fulfilled their obligation, our obligation does not cease until every American citizen in our fighting forces has been safely brought home and given employment.

Accordingly the plans for the money raising campaign of the American Red Cross, in what is to be known as the Christmas Roll Call, is to go on, at the

close of this year.

The Christmas Roll Call is for every American who wishes to see the Allies establish democracy firmly in the seats vacated by the autocracy of Europe. Unless the forces that have brought about the defeat of Prussianism are looked after in the future as in the past, the fruits of victory may be seriously hampered. Because of its experience and the facilities afforded it by this and other allied governments, the American Red Cross is peculiarly qualified and equipped to act with intelligence and promptness.

President Wilson, who is President of the American Red Cross as well as of the Nation, has said of the former: "I summon you to the comradeship."

Among the Red Cross personnel may be found the names of hundreds of men and women whom money could not hire—men and women who have sacrificed their personal fortunes, their careers, and their flesh—and blood unflinchingly. And it is because of such men and women, and because the American people have backed their Red Cross so loyally and well, that its work stands before the world as a great monument which will endure through the ages—a monument upon which will be inscribed the names of the millions of Americans who built it.

We all know what war is, with the Red Cross to lessen its horrors. Try and imagine what war would be without it!

Last year the American Red Cross called the Roll of the Nation, and when

its Christmas campaign was over twenty million members were enrolled. Nor did that include the eight million youthful citizens who constituted the Junior Red Cross. And while the last response of the nation was magnificent, this year it should be overwhelming. Every month the war grows upon us, and every month our duty mounts with it. The twenty million signers of last year should swell into the forty of this.

To gain an idea of what this organization has done for the benefit of suffering humanity and the winning of our cause, one has only to ask any soldier who has been at the front. If that is not sufficient, ask any man, woman or child of France, Belgium, Italy, Serbia or Roumania. Its essentiality can no longer be disputed. It is one of the great, moving forces for the triumph of our ideals.

The hand of help which the American Red Cross extends across the seas is the hand of the average American man and woman. No matter where our soldiers may be, whether they are enroute to the battlefield or crawling out of the mud of the trenches, that hand is there. It both feeds and clothes them. It reaches into the hospitals where they lie suffering, gives them medicines and cools their foreheads with the touch of kinship and love. It is the hand of the mother, the father, the sister, wife and sweetheart that the sufferer feels. It picks up the mutilated and, as near as man can do, makes them whole. It restores the walls of destroyed villages, leads the homeless refugees to safety and shelter, lifts the orphan from the dust, and buries the dead. And every man, woman and child who belongs to it and works for it is a sinew of its

In this Christmas Roll Call not only are the names of the adults being sounded. More than for anything else this war is being waged for the younger generation and the generation which are to follow. And the youth of this country will respond with all their boundless virility and enthusiasm. With their fathers and brothers in the trenches and their mothers and sisters in the second line, the young people of the land will back them up with all their power. And the

more young workers there are who join the Christmas Roll Call, the more certain it will become that should their fathers or brothers find themselves sick, wounded or in a German prison camp, they will receive prompt and helpful attention.

As our forefathers fought all enemies that this land might be a fit place in which their descendants might live, so are the men now at the front fighting and dying that future generations may have the freedom and security that we have enjoyed. And that the American people not only as body, but as individuals, will fail to back them to the last ounce of their might is inconceivable.

Song of Little Things

By Jeanne Judson

This is the song of little things, A clean, white bed in a quiet place, A cigarette, and the saving grace Of smiles that illumine the nurse's face, These are the joys the Red Cross brings.

This is the song of little things, An old man brought to his home again, And children who play, forgetting pain, A hut that shelters from mud and rain, This is the rest the Red Cross brings.



United States Railroad Administration News From Washington

DIRECTOR GENERAL MCADOO RESIGNS

Director General of Railroads, W. G. Mc-Adoo, has resigned as head of the United States Railroad Administration, as well as Secretary of the Treasury, according to news dispatches emanating from Washington as we go to press. Mr. McAdoo requests that his resignation become effective Jan. 1, if a successor can be chosen by that time.

Mr. McAdoo, in explaining his resignation, says that the heavy strain of the important duties of the office of Director General and Secretary of the Treasury during the war, has made it necessary for him to retire from public life. He also points out that his salary of \$12,000 per year as Secretary of the Treasury is insufficient to meet the increased cost of living, and that he desires to enter private business in order to restore his depleted fortune.

When the railroads of the United States were placed under government control and operation, as a war measure, on Jan. 1, last, Mr. McAdoo was appointed by the President as Director General of Railroads. Since that time he has served as Director General and as Scerctary of the Treasury, which placed him in direct charge of the transportation and financial problems of the country.

During his tenure of office Mr. McAdoo has brought about many changes in the control and operation of railroads, all tending to the unification of the transportation system, with a view to moving, expeditiously, the greatest tonnage ever before placed upon the railroads of this country, or any other.

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REEMPLOYMENT OF SOLDIERS IN RAILROAD SERVICE

In General Order No. 51, dated November 1, by the Director General, provision is made for the reinstatement, reemployment and retention of seniority rights of employes who have entered the service of the Army and Navy. The provisions of the order are as follows:

(1) In order that as nearly as practicable there shall be a uniform treatment of this matter, the following general principles will govern:

(a) In the case of an employe having established seniority rights, so far as practicable, and where the employe is physically qualified, he will be restored to such seniority rights.

(b) In the case of employes who do not have seniority rights under existing practices a consistent effort will be made to provide employment for them when mustered out of military service.

(2) Upon railroads where the assurances given on this subject have been more specific than the provisions of paragraph (1) hereof, such assurances shall be observed.

REVISION OF CLASS RAIL RATES WITHIN STATE OF OKLAHOMA

The Railroad Administration issues the following:

Director General McAdoo, convinced of the necessity of making some revision in the class rates applicable within the State of Oklahoma, has promulgated a new schedule to become effective on 10 days' notice. This schedule was decided upon after several conferences with Chairman Humphrey and Commissioner Russell, of the Oklahoma Corporation Commission, also Senator Owen and Congressmen Ferris, Thompson, Carter, Chandler, Morgan, McClintic, McKeown, and Hastings, together with W. V. Hardie, manager of the Oklahoma Traffic Association, and is fully satisfactory to them.

Oklahoma's trouble lay in the fact that the application within the State of the so-called Shreveport scale of class rates constituted in itself a considerable advance over the corporation commission's scale previously in effect, and with the additional 25 per cent increase provided for in General Order No. 28 resulted in rates about 60 per cent higher than formerly in effect, and considerably in excess of the interstate rates from Kansas, Missouri, and Arkansas into Oklahoma, the latter having been increased but 25 per cent.

The new schedule represents approximately an average of the rates in a number of Southwestern States. It does not fully equalize Oklahoma with interstate competitors, but in the opinion of the Oklahoma representatives, will provide the needed temporary relief from a condition which was affecting Oklahoma's industries to a material extent.

For the present the interstate rates from states to the north and east into Oklahoma, which are lower than the new Oklahoma schedule, are to remain in effect; but further consideration is being given by the Railroad Administration to a more comprehensive revision and equalization of conflicting schedules in the Southwest.

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CUT DOWN ON WIRE MESSAGES RAILROAD DIRECTOR ORDERS

The United States Railroad Administration issues the following:

October 25, 1918.

CIRCULAR No. 61.

To relieve the railroad telephone and telegraph facilities from unnecessary business the following rules are issued:

- 1. Use the telegraph and telephone only when the mail will not answer the purpose.
- 2. Send by mail messages written late in the day, on Saturday afternoons, Sundays, or holidays which can not be acted upon at once and which will reach their destination by mail in ample time for action.

- 3. Omit superfluous words; avoid unnecessary file numbers and references-be brief.
- 4. Use telegraph code systems where it will effect a saving.
- 5. Limit the use of telephone facilities, both railroad and commercial, to railroad business and to the shortest time practicable,
- The telegraph section, division of operation, will establish an effective system of censoring with a view of reducing the number and length of telegraphic communications.

W. G. McAdoo, Director General of Railroads.

NEW PULLMAN TICKET PLAN POSTPONED

Because of the shortage of labor due to the influenza epidemic, the railroad administration has found it necessary to change from November I, 1918, to December 1, 1918, the effective date for the plan adopted for combining sleeping and parlor-car rate, and the additional charge for the occupancy of space in sleeping or parlor cars.

ALL RAILROAD SUITS FILED AS AGAINST THE DIRECTOR GENERAL, NOT AGAINST THE CORPORATIONS.

General Order No. 50, dated October 28, by Director General McAdoo, provides that all suits for loss and damage, personal claims, etc., shall be filed as against the Director General, and not against the Corporations.

It is pointed out that in-as-much as the Corporations are not responsible for such claims, since the Government took over the responsibility of operating the railroads, they are not to be held responsible in the court. The order reads in part as follows:

It is therefore ordered, that actions at law, suits in equity, and proceedings in admiralty hereafter brought in any court based on contract, binding upon the Director General of Railroads, claim for death or injury to person, or for loss and damage to property, arising since December 31, 1917, and growing out of the possession, use, control, or operation of any railroad or system of transportation by the Director General of Railroads, which action, suit, or proceeding but for Federal control might have been brought against the carrier company, shall be brought against William G. McAdoo, Director General of Railroads, and not otherwise; provided, however, that this order shall not apply to actions, suits, or proceedings for the recovery of fines, penalties, and forfeitures.

Subject to the provisions of General Orders numbered 18, 18-A, and 26, heretofore issued by the Director General of Railroads, service of process in any such action, suit, or proceeding may be made upon operating officials operating for the Director General of Railroads, the railroad, or other carrier in respect of which the cause of action arises in the same way as service was heretofore made upon like operating officials for such railroad or other carrier company.

The pleadings in all such actions at law, suits in equity, or proceedings in admiralty, now pending against any carrier company for a cause of action arising since December 31, 1917, based upon a cause of action arising from or out of the operation of any railroad or other carrier, may on application be amended by substituting the Director General of Railroads for the carrier company as party defendant and dismissing the company therefrom.

The undersigned Director General of Railroads is acting herein by authority of the President for and on behalf of the United States of America, therefore no supersedeas bond or other security shall be required of the Director General of Railroads in any court for the taking of or in connection with an appeal, writ of error, supersedeas, or other process in law, equity, or in admiralty, as a condition precedent to the prosecution of any such appeal, writ of error, supersedeas, or other process, or otherwise in respect of any such cause of action or proceeding.

W. G. McAnoo. Director General of Railroads.

DIRECT ROUTING OF FREIGHT PLANNED UNDER NEW ORDER

The Division of Traffic, U. S. Railroad Administration, has issued the following instructions to freight traffic committees:

"As an aid in the efforts of the Railroad Administration to secure the maximum in transportation efficiency of the carriers under Federal control, it would seem necessary to, at the very earliest possible date, establish what might be termed 'universal' transit, i. e., outbound shipments from a transit point to be allowed to move via any road regardless of the one hauling the inbound or raw product to the transit point, providing that such arrangements be confined to direct routes, and that nothing under such extension shall create circuitous or unduly out-of-route transportation.

CORRECTION OF TARIFFS

"Tariffs restricting the application of outbound shipments to the roads hauling the inbound, or tariffs in any wise in conflict with the foregoing, shall be corrected, and where necessary to establish joint rates in order to apply the 'universal' transit system, such joint rates are to be established as soon as possible. "Existing transit arrangements involving circuitous routes and back hauls shall be abrogated, or a proper charge therefor made, before doing which, however, associations or individuals enjoying such privileges are to be consulted, so that the abrogation, or the making of a charge, may be brought about with the least possible interruption to current business and the matter worked out harmoniously.

'It should be understood that where there is a transit charge in effect today it is not to be disturbed at this time, the question of applying a charge for transit service generally throughout the country, or the elimination of the existing transit charges, being a matter for

future consideration.

SYSTEM UNDER PRIVATE CONTROL

Under private operation of the railroads the granting of transit privileges was based on commercial necessities existing at certain points, but carried a restriction which forced the outbound product to move via the same railroad that handled the raw product into the transit point. Under conditions that exist today, where there is unified control and operation resulting in a single system of railroads for all practical purposes, the restrictions that operated under private control could not be continued without a material loss in transportation, such as switching at transit points, loss in car days, and the use of circuitous routes in order to force the outbound product to the railroad or system that handled the inbound product.

The suggestion is made that individuals, firms, and organizations which are now enjoying, or are interested in, the general transit question, keep in close touch and co-operate with the various district freight committees which the Director General has established throughout the country, to the end that new conditions brought about by the use of universal transit can be put into effective operation as early as possible and without fric-

tion.

ORDER No. 42, WITH REFERENCE TO EM-PLOYEES IN POLITICS, AMENDED

In General Order No. 48 by the Director General, amendments are made in General Order No. 42, which had to do with the participation in politics by officers and employes of railroads under federal control. General Order No. 48 reads:

This order is issued in lieu of and as a substitute for General Order No. 42 and Sup-

plement No. 1 thereto.

The issuance of General Order No. 42 was for the purpose of extending to officers, attorneys, and employes in the railroad service of the United States substantially the same regulations as to political activity which have been applied for many years through civil service laws and executive and departmental orders and regulations to other employes of the United States. These laws, orders, and regulations conform to a wise policy which has long had the support of the people of the United States regardless of political parties. Since the Government has taken control of the railroads and their former officers, attorneys, and employes have become public servants, it is necessary that the same policy as to political activity be extended to them as to other employes of the United States. As employes of the Government, they can not be properly exempted from the policy applied to other Government employes.

It has developed, however, since General Order No. 42 was issued that there are many communities in the United States which are composed largely, and in some respects almost wholly, of railroad employes and their families, and that the proper civil administration of such communities makes it necessary that railroad employes should hold municipal offices. It is clear that in such cases exceptions should

be made. Such exceptions have been made by the Government in other cases (such as navy yards in certain localities) where the population consisted wholly or in large part of Government employes and where it was necessary for proper administration of civil affairs such Government employes should hold local political offices.

It has, therefore, been determined to permit railroad employes to hold municipal offices in the communities in which they live, provided they do not neglect their railroad duties as a result thereof, and also to limit section (2) to a prohibition against railroad employes acting as chairmen of political conventions or using their positions in the railroad service of the United States to bring about their selection as delegates to political conventions in order to harmonize said section (2) with existing civil-service rules and departmental regulations.

LIST OF LIMITATIONS

It is therefore ordered that no officer, attorney, or employe shall—

1. Hold a position as a member or officer of any political committee or organization that solicits funds for political purposes,

2. Act as a chairman of a political convention or use his position in the railroad service of the United States to bring about his selection as a delegate to political conventions.

3. Solicit or receive funds for any political purposes or contribute to any political fund collected by an official or employe of any railroad or any official or employe of the United States or any State.

4. Assume the conduct of any political

campaign.

5. Attempt to coerce or intimidate another officer or employe in the exercise of his right of suffrage. Violation of this will result in immediate dismissal from the service.

6. Neglect his railroad duties to engage in politics or use his position in the railroad service of the United States to interfere with an election. An employe has the right to vote as he pleases and to exercise his civil rights free from interference or dictation by any fellow employe or by any superior or by any other person. Railroad employes may become candidates for and accept election to municipal offices where such action will not involve neglect on their part of their railroad duties, but candidacy for a nomination or for election to other political office or the holding of such office is not permissible. The positions of notaries public, members of draft boards, officers of public libraries, members of school or park boards, and officers of religious and elecmosynary institutions are not construed as political offices.

7. In all cases where railroad officers, attorneys, and employes were elected to political offices prior to the issuance of general order No. 42, August 31, 1918, they will be permitted to complete their terms of office, so long as it does not interfere with the performance of their railroad duties. After the completion of said terms of office they will be governed by the provisions of this order.

8. In all cases where railroad officers, attorneys, and employes were nominated for political offices and had become candidates therefor prior to the issuance of general order No. 42, August 31, 1918, they will be permitted to hold and complete the terms of office to which they may be elected at the general election to be held in November, 1918, to the extent that the holding of such offices shall not interfere with the performance of their railroad duties. After the completion of such terms of office they shall be governed by the provisions of this order.

LOYALTY TO THE GOVERNMENT

Railroad men have given ample proof of their loyalty to their Government. I am confident that they will gladly and patriotically accept now those reasonable governmental regulations concerning political activity which their welfare and America's cause demand. They are the same regulations in their general scope and application as all other Government employes have lived under for many years without the loss of any essential rights and with added dignity to their citizenship.

W. G. McAdoo,
Director General of Railroads.

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RECENT APPOINTMENTS IN RAILROAD ADMINISTRATION

The Central Advisory Purchasing Committee of the Division of Finance and Purchases, United States Railroad Administration, has issued the following circulars:

CIRCULAR No. 3.

Announcement is made of the appointment of the following district managers of the procurement section:

J. G. Stuart, Chicago district; headquarters, Chicago, Ill.

W. A. Hopkins, St. Louis district; head-quarters, St. Louis, Mo.

Oscar V. Daniels, Pittsburgh district; head-quarters, Pittsburgh, Pa.

W. F. Jones, eastern district; headquarters, West Albany, N. Y.

H. B. Spencer, Chairman.

CIRCULAR No. 4.

Announcement is made of the establishment of the forest product section of this committee. This section is attending to the committee's crosstie, lumber, and kindred forest products business, and correspondence relating thereto should be addressed to Mr. M. E. Towner, Southern Railway Building, Washington, D. C., who is in charge of this section.

H. B. Spencer, Chairman.

BUY BONDS!!!

THERE WERE

SEVERAL
INTERESTING
SPEAKERS
AT THE
LIBERTY LOAN
MEETING HELD
AT THE RIP
IN ST LOUIS

SIDELICHT
AFTER THE
SPEECHES

HAPPENINGS AT THE FOURTH LIBERTY LOAN MEETING AT THE SHOPS IN ST. LOUIS, AS SEEN BY CARTOONIST DICKMANN OF TOWER GROVE.

REGULATIONS FOR THE CARE OF RAILROAD ROLLING STOCK

The United States Railroad Administration, division of operation, issues the following:

MECHANICAL DEPARTMENT CIRCULAR NO. 5. INSPECTION OF ASHPANS AND SPARK ARRESTERS.

To Railroads:

The following rules will govern in the care and inspection of ashpans and spark-arresting appliances in locomotives used on railroads under Federal control:

- 1. A careful and thorough inspection of every part of the spark-arresting appliances in front end of locomotives must be made every time the front end door is opened for whatever purpose; but at intervals of not more than seven days, and at the same time, the ashpans, hoppers, slides, or other apparatus for dumping cinders and dampers must also be inspected. Observe if the slide or hopper operates properly and closes tight. When conditions such as extreme drought or the state of adjoining property or crops require it, this inspection must be made at least once every 24 hours.
- 2. A record of condition on arrival must be made under the proper heading on an approved form, immediately following each inspection, with the date made, together with a complete statement of any repairs or renewals required. The above record to be made and signed by the person who made the inspection.
- 3. Nettings and spark arresters must be put in perfectly tight and serviceable condition before the locomotive is put into service. Renew netting and plates in front end when worn thin or defective, instead of patching them. Ashpans and hoppers must be tight, and dampers, slides, or apparatus for dumping cinders must be in good working order, closing tight.

4. Record of repairs and renewals made must be entered under the proper heading on an approved form when repairs have been made, with the date; the entry to be made and signed by the person doing the work.

5. These are the minimum requirements, and local conditions or regulations requiring additional precautions are not affected hereby.

Frank McManamy, Assistant Director.

Approved:
C. R. Gray,
Director, Division of Operation.

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MECHANICAL DEPARTMENT CIRCULAR NO. 4.

CARE OF JOURNAL BOXES.

To Railroads:

- 1. It is desired that all freight-car journal boxes be repacked with properly prepared packing at least once every 12 months, at which time all packing will be removed from the boxes and the boxes cleaned; dust guards to be renewed when wheels are changed.
- 2. The date and place where the work is done must be stenciled on the car body in

1-inch figures and letters, using the same station initial that is used for air-brake stencil.

- 3. This work to be done as far as possible when cars are on repair track undergoing heavy repairs. When on repair track for heavy repairs, cars which have not had boxes repacked within 9 months will have all boxes repacked and the record stenciled on the car as above.
- 4. This does not contemplate any change in the intermediate packing of boxes when it is necessary to do so. No change should be made in the stenciling unless all boxes are repacked.

Frank McManamy, Assistant Director.

Approved:

C. R. GRAY,
Director, Division of Operation.

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APPLICATION OF WAGE INCREASES TO PIECEWORKERS

The United States Railroad Administration issues the following:

INTERPRETATION NO. 3 TO GENERAL ORDER NO. 27, AND TO SUPPLEMENT NO. 4, ADDENDA NOS. 1 AND 2, INTERPRETATION NO. 1 AND AMENDMENT NO. 1 THERETO.

METHOD OF APPLYING INCREASES TO PIECE-WORKERS,

ARTICLE I.

- (a) The increases provided for in General Order No. 27, apply to each hour worked and not to piccowork prices per item or operation.
- (b) Overtime hours, prior to August 1, 1918, will be paid for at the rate in effect as of December 31, 1917, and up to and including July 31, 1918; from August 1, 1918, at the rate of one and one-half times the average straight time hourly piecework earnings for the current pay period, provided that the straight time piccework earnings plus one-half additional, equals the guaranteed minimum at the hourly rate of one and one-half time.
- (e) Any increase in wages due to increased rates of compensation granted between January 1, 1916, and December 31, 1917, shall be deducted from the amount of increase provided for in General Order No. 27, but in no case shall such deduction operate to reduce earnings based on rates in effect as of December 31, 1917.
- (d) In the absence of established standard hourly rates for any one or more of the seven classifications designated in Supplement No. 4, the going rate in each craft in accordance with the classification existing prior to the application of Supplement No. 4 for mechanics or helpers at each point on each of the several railroads, shall be used as the base rate to which will be added the increases provided for in Section C, Article II, General Order No. 27.
- (e) Example 1.—Assume that in Yard B, 75 wood freight car builders or repairers are employed, the base hourly rates in December, 1915, were:

15 at 32 cents per hour. 31 at 33 cents per hour. 17 at 34½ cents per hour. 12 at 36 cents per hour.

Thirty-three (33) cents thus becomes the going rate for the basis of computing the hourly increase for all wood freight car builders or repairers in Yard B. General Order No. 27, Article II, Section C, using the going rate of 33 cents, establishes a rate of 46.75 or 13.75 cents increase over the December, 1915, hourly rate. Between January 1, 1916, and December 31, 1917, increases amounting to 9 cents per hour had been put into effect. The net increase established by General Order No. 27 is therefore 4.75 cents per hour to hourly workers, and represents the total increase per hour to pieceworkers of the same class in Yard B. The same method of procedure will apply to each of the respective groups of employes, such as upholsterers, coach carpenters, cabinetmakers, passenger or freight steel car body builders or repairers, truck builders or repairers, coach painters, locomotive painters, locomotive carpenters, molders, coremakers, electricians, signal men and signal maintainers, tinners, pipe fitters, coppersmiths, sheet metal workers, and all men classified and used as helpers.

(f) Where piecework rates or pieceworkers received no increase between January 1, 1916, and December 31, 1917, it is evident that the average earning rate was sufficiently in excess of the hourly rate to cover any increases that may have been granted hourly workers. In determining the increase to such pieceworkers, they shall receive the same increase per hour as accrues to the hourly worker under General Order No. 27, illustrated herein by example 1, paragraph (e).

(g) The application of increases to machinists, boilermakers, and blacksmiths, who are on the piecework basis, shall be as above outlined (see example 2), except where the establishment of the minimum rate of 55 cents per hour is less than the increase provided for in Section C, Article II, General Order No. 27, in which case the greater increase will apply. (See example 3.)

(h) Example 2.—In December, 1915, machinists in Shop C were paid a going rate of 35 cents per hour. Section C, Article II, General Order No. 27, establishes a rate of 49.50 cents per hour. This would automatically go to the minimum rate of 55 cents per hour, or 20 cents increase over the December, 1915, hourly rate. Between January 1, 1916, and December 31, 1917, increases amounting to 9 cents per hour had been put into effect. The net increase established by General Order No. 27 is therefore 11 cents per hour to hourly workers and represents the total increase per hour to the machinists on piecework in Shop

(i) Example 3.—In December, 1915, machinists in Shop D were paid a going rate of 42 cents per hour. The new rate provided for in Section C, Article II of General Order No. 27, is 58.25 cents per hour, making an increase of 16.25 cents per hour over the December,

1915, hourly rate. Between January 1, 1916, and December 31, 1917, increases amounting to 9 cents per hour had been put into effect. The net increases established by General Order No. 27 is therefore 7.25 cents per hour to hourly workers, and represents the total increase per hour to the machinists on piecework in Shop

If the increases for pieceworkers under General Order No. 27 added to their average hourly straight time piecework earnings, by pay period, do not equal the minimum hourly rates established for hourly workers of the same class, the back pay due such piece workers, by pay periods, January 1, 1918, to July 31, 1918, inclusive, will be computed on the basis of the minimum hourly rates applicable to the respective classes, as per Supplement No. 4.

Example 4.—Pieceworker E, guar-(k) anteed a 58-cent minimum hourly rate by Supplement 4, worked 208 straight-time hours in March, 1918; his average piecework earnings for this pay period were 55 cents per hour, including the increase under General Order No. 27. Pieceworker E therefore receives the minimum rate of 58 cents per hour for the

March pay period.

(1) Example 5.—Pieceworker F, guaranteed a 58-cent minimum hourly rate by Supplement 4, worked 208 straight-time hours in March, 1918; his average piecework earnings for this pay period equals 60 cents per hour, including the increase under General Order No. 27. Pieceworker F, having exceeded the minimum rate of 58 cents per hour for the March pay period, receives back pay at the 60-cent rate.

(m) Example 6.—Pieceworker G, guaranteed a 58-cent minimum hourly rate by Supplement 4, worked a total of 268 hours in August, 1918, divided as follows: Fifty straight time hours on hourly work at 58-cent rate, 158 straight-time hours on piecework, average earnings per hour 65 cents, 20 hours overtime on hourly work at the rate of one and onehalf time, or 58 plus 29, equaling 87 cents per hour, and 40 hours overtime on piecework, or 65 plus 32.50, equaling 97.50 cents per hour (as per Art. II, Sec. A). The total earnings

for the August pay period are as follows: 50 hours at 58 cents per hour. . . . \$ 29.00 58 hours at 65 cents per hour..... 102.70 cents per hour..... 17.40 158 hours at 65 40 hours at 97½ cents per hour..... 39.00

Total\$188.10

GENERAL APPLICATION OF INCREASES, SUPPLE-MENT 4 TO GENERAL ORDER 27.

ARTICLE II.

(a) The increases provided for in Supplement No. 4 to General Order No. 27 apply only to hourly, daily, weekly, or monthly rates, with the proviso that in no case shall a pieceworker be compensated for service rendered from January 1, 1918, to July 31, 1918, or thereafter, at a less rate per hour for each straight-time hour worked, than the minimum rate established for the hourly worker as per the respective classifications. Effective August 1, 1918, the one and one-half time rate for overtime applies to piece workers as well

as to hourly rated employes.

(b) Increases provided for in General Order No. 27 for hourly, daily, weekly, and monthly paid employes were canceled with the issuance of Supplement No. 4, and in no manner refer to or affect the increases provided for in Supplement No. 4 to General Order No. 27.

(c) The hours of service and overtime provisions of Supplement 4, Article IV, section 2, do not apply to supervisory forces on

monthly salary referred to in Supplement 4, Article III, section 5.

(d) Monthly supervisory forces specified in Supplement 4, Article III, section 5, assigned to inspect new equipment under construction by contract, shall receive the salary increase of forty (\$40) dollars per month.

(e) Excepting salaried supervisory forces and coach cleaners employes coming within the classifications specified in Supplement No. 4 to General Order No. 27, shall be paid for overtime as provided in section 2, Article IV,

of Supplement No. 4.

(f) Employes voluntarily leaving the service.-The amount accruing under the provisions of Supplement 4 to General Order No. 27 will not accrue to those employes who left the service voluntarily to accept or secure employment at some other point on the same railroad or on another railroad, or elsewhere, because remaining in the service at the point employed, unless transferred, was the consideration upon which the promise to make the increases effective as of January 1, 1918, was based.

ARTICLE III.

Rates based upon years of experience (Supplement No. 4, Art. II, secs. 2, 2-A, and 2-B). —(a) Employes performing work recognized as mechanics' work in the respective trades who, by agreement with duly authorized committees representing the craft or crafts, have had their rates leveled up to that of the mechanic, shall receive the mechanics' rate as per Article II, sections 1 and 1-A; otherwise Article 11, sections 2, 2-A and 2-B will apply. The period of experience on mechanics' work, in the trade employed, shall be cumulative.

Example 7.—Employe H worked:

Twelve months on machinists' work for

railroad C.

Six months on machinists' work in navy yards D.

Twelve months on machinists' work in man-

ufacturing plant E. Eighteen months on machinists' work for

railroad by whom now employed.

Total, four years.

Such employes should be paid the machinists'

Nothing in the above section shall be (b) construed to mean that mechanics of the respective trades who have qualified as such in other industries shall be paid less than the minimum rates specified in Article II, sections 1 and 1-A of supplement No. 4, upon entering railroad service.

ARTICLE IV.

Expense allowance (sections 4 and 5, Article IV, Sup. No. 4 to General Order No. 27).-The allowance for expenses provided for in section 4, supplement No. 4 to General Order No. 27, is the same as shown in section 5, and is at the rate of \$2 per day for three meals and lodging; 50 cents per meal, 50 cents for lodging. It is not intended to make this feature retroactive prior to August 1, 1918.

ARTICLE V.

Supervisory forces (section 4, Article III, supplement 4 to General Order 27).—This section applies to minor supervisory forces who are held responsible for the work of their gang, have been so recognized, and who shall receive 5 cents per hour in excess of the minimum hourly rate established for the craft.

Article VI.

Wheel shop employes (General Order 27, supplement 4, Article I, sections 1 and 1-B).-(a) Employes boring and turning wheels, and turning axles in wheel shop, are classified as machinists by section 1, Article I, of supplement No. 4 to General Order No. 27.

(b) Employes pressing on and off wheels are classified as machinists' helpers by section 1-B, Article I of supplement No. 4 to General Order No. 27, and receive an increase of 13 cents per hour over rate in effect January 1, 1918, prior to application of General Order No. 27, with a minimum guaranteed rate of 45 cents per hour.

Article VII.

Flue work (Supplement No. 4, Art. I, secs. 2 and 2-B).—(a) Flue work, boiler department, includes flue welders under boiler fore-

(b) Heaters and helpers assisting welders shall be classed as boiler-maker helpers.

ARTICLE VIII.

Rivet heaters.—(a) Include rivet heaters in Supplement No. 4, Article I, section 2-B. Rivet heaters under 18 years of age shall be paid 25 cents per hour until they reach the age of 18, and thereafter helpers' rates.

(b) Rivet heaters in Supplement No. 4, Article I, section 6-B, under 18 years of age shall be paid 25 cents per hour until they reach the age of 18, and thereafter helpers' rates.

ARTICLE IX.

Electrical workers (Supplement No. 4, Art. I, sees. 5 and 5-A).—It is not necessary for an electrical worker to be competent to perform all items of work specified. Employes skilled in any of this work shall be paid the rate established for the respective class.

ARTICLE X.

Material carriers and helpers.—(a) Material carriers in Supplement No. 4, Article I, section 6-b, applies only to employes regularly engaged in selecting and distributing material to mechanics in car department.

(b) Laborers shall not be classified as helpers in the seven basic trades, unless they actually perform work recognized as helpers'

work.

ARTICLE XI.

Locomotive crane operators (Sec. 6, Art. I, Supplement No. 4 to General Order No. 27).—Locomotive crane operators, when employed in the car and locomotive shop yards, shall be considered under the same classification as "wrecking derrick engineer" in section 6, Article I, Supplement No. 4 to General Order No. 27, and receive 13 cents per hour over the rate in effect January 1, 1918, prior to the application of General Order No. 27, with a guaranteed minimum of 58 cents per hour. (Where employed in other departments they shall be considered under the same classification as pile driver, ditching and hoisting engineers, in Article I, section b of Supplement No. 8 to General Order No. 27.)

ARTICLE XII.

Derrick engineer (sec. 6, Art. I, Supplement No. 4 to General Order No. 27).—"Wrecking derrick engineers" covers the engineer operating a power-driven crane employed principally for clearing up wrecks.

ARTICLE XIII,

Molders and helpers—Cupola tenders (Supplement No. 4, Art. I, sees. 7 and 7-B).—(a) A cupola tender is interpreted to be one who supervises the cupola and prescribes the charge, the fuel to be used and drawing the melt.

- (b) Cupola tender helpers shall receive an increase of 13 cents per hour over rates in effect as of January 1, 1918, prior to the application of General Order No. 27, with a guaranteed minimum rate of 45 cents per hour.
- (c) Employes in charge of brass melting in foundry shall receive not less than the molder's minimum rate, and helpers the same as helpers in section (b) of this article.

ARTICLE XIV.

These interpretations shall apply to all addenda, amendments, and interpretations to Supplement No. 4 to General Order No. 27, from their respective effective dates.

W. G. McAdoo, Director General of Railroads.

CASHING EMPLOYES' WAGE CHECKS

The U. S. Railroad Administration, Division of Public Service and Accounting, issues the following bulletin, known as P. S. & A. Circular No. 29:

Agents of some carriers are refusing to cash employes' pay and discharge checks because of an assumption that they are prohibited by the provisions of paragraph 9 of General Order No. 25, the last part of which reads that "Checks are not to be taken for cash by agents under any circumstances except for transportation charges."

The sentence in the paragraph referred to is intended to prevent the former promiseuous practice which obtained on some roads of cashing personal and other checks as accommodations, which transactions should ordinarily be conducted at banks.

It is not intended by the paragraph referred to in the order to prevent or stop the practice of permitting carriers' agents, when properly authorized by their officers, to pay wages by cashing pay checks, discharge checks, or pay drafts, provided that the payee is properly identified to the agent. Agents of one carrier are not permitted to cash evidence of wages due employes of another earrier.

C. A. Prouty, Director.

THE REPAIR AND MAINTENANCE OF RAIL-ROAD ROLLING STOCK

The United States Railroad Administration, Division of Operation, issues the following:

Mechanical Department Circular No. 1 To Railroads:

- 1. The preservation of freight-car equipment of all railroads under Federal control will be maintained by necessary repainting and restenciling. When paint on freight-equipment cars has become perished to the extent of permitting the steel to rust and deteriorate or the wood to become exposed to the weather they should be repainted. The car body (including roof) should be entirely repainted if for any reason it is found necessary to repaint one-third or more of the car. Before applying paint to steel it should be seraped so as to clean off all blisters and loose paint, including removal of protruding nails and tacks.
- 2. The station marking showing where car was last reweighed should not be changed unless the car is reweighed.
- 3. When repainting freight-equipment cars, two coats will be applied to all new parts and old parts of body which have been reworked causing removal of paint. One coat will be applied to parts where old paint is in good condition. Should the old paint be found in such condition requiring two coats, they may be applied.
- 4. The stenciled letters and numbers on all freight-equipment cars will be maintained and identity kept bright. When the lettering or numbering is found in bad condition, renew the identity by either repainting the car or by applying new stenciled letters and numbers. In selecting cars for this purpose preference should be given those on which the marking and painting is in the poorest condition.
- 5. If there is not sufficient paint on ear to properly retain the new stenciling, and condition of car does not justify entire repainting, one coat should be applied as a panel back of the stenciling so that the paint used in applying the numbers and letters will hold, otherwise the marking applied will soon become illegible and make it necessary to again apply the identity marking within a short period.
- 6. Detention of equipment from service for painting should be avoided, when possible. A great deal of this work can be done to open cars in transportation yards when under load in storage.

These instructions apply equally to all cars owned by railroads under Government control, and all should be repainted in accordance with the above instructions when on repair tracks, regardless of ownership.

Frank McManamy, Assistant Director.

Approved:
C. R. Gray,
Director, Division of Operation.

Mechanical Department Circular No. 3
LOCOMOTIVE MAINTENANCE

To Railroads:

Numerous instances are being brought to my attention where it was necessary for inspectors of locomotives for the Interstate Commerce Commission to order a number of locomotives out of service for repairs. Upon investigation it was found that these locomotives were in violation of the Federal laws in many ways, and the defects were of a character which indicated willful disregard of Federal laws and of the Director General's Order No. 8.

Attention has also been directed to locomotives in service which, while not in violation of any of the Federal laws, were not in condition to render either efficient or economical service, and that this was well known to the officers whose duty is to supervise and

correct these conditions.

With the number of railroad employes in various capacities who exercise supervision over the condition of locomotives they should not, in any case, be offered for service in a condition which would make it necessary for Federal inspectors to order them held for repairs. So that this may be avoided in future master mechanics and shop and roundhouse foremen will be required to know that locomotives are in good condition before leaving terminals.

Road foremen of engines or traveling engineers, or men with a different title who perform similar duties, will be required to carefully supervise the condition of locomotives in service to see that they meet Federal requirements, and that they are in a condition to render efficient and economical service. If not, they should order the necessary repairs to be made, and such orders will be observed as if issued by Federal inspectors of locomotives.

Locomotives that are in violation of Federal laws or that are not in condition to make a successful trip should be repaired before being offered for service.

Frank McManamy,
Assistant Director.

Approved:
C. R. Gray,
Director, Division of Operation.

INCREASES FOR WIRE MEN

Director General McAdoo on November 16 announced his award, effective October 1, 1918, with respect to telegraphers, telephone operators excepting switch-board operators, agent-

telegraphers, agent-telephoners, towermen, levermen, tower and train directors, block operators and staffmen. The award affects between sixty and seventy thousand railroad employes, and involves increases approximating \$30,000,000 per annum.

All rates of wages paid as of January I, 1918, prior to the application of General Order No. 27, and exclusive of all compensation for extra services, are first reduced to an hourly basis, which is arrived at in case of monthly paid employes by dividing the annual compensation by the number of regularly assigned working days for the year 1918; and then dividing the daily rate thus obtained by the regularly assigned or established number of hours constituting a day's work, exclusive of the meal hour. The hourly rate for weekly and daily paid employes is arrived at similarly.

Rates thus obtained, where less, are first advanced to a basic minimum of 35c per hour and to this basic minimum, and to hourly rates which are above the minimum, 13c per hour is added.

Eight consecutive hours, exclusive of the meal hour, constitutes a day's work and overtime will be paid at the rate of time and one-half. There has been no consistent practice on the several railroads with respect to this item. On the majority of railroads there has been in effect, however, varying rates for overtime, some of which were less, and in instances, more than the lime and one-half rate.

The award does not apply to cases where individuals are paid \$30.00 per month or less for special service which only takes a portion of their time from outside employment or business, and in the case of employes who are paid upon a commission basis or upon a combination of salary and commission, not including express or outside commissions, the Board of Railroad Wages and Working Conditions are instructed to make individual recommendations when properly presented.

Appeal is provided for in case of individual grievance.

The Director General has for consideration, and will soon announce, an award covering compensation for exclusive agents who are not telegraphers.

EXPRESS COMPANY UNDER FEDERAL CONTRACT

The President on November 16 signed a Proclamation taking under Federal control the American Railway Express Company and placing it under the jurisdiction of Director General McAdoo. The proclamation became effective at noon, Monday. November 18.

SIGNAL SUPERVISORS OFFICE

Director General McAdoo has decided that signal supervisors and assistant signal supervisors shall be considered as officials and that therefore their compensation shall be fixed by the Director General upon the recommendation of the Regional Directors.

Railroad Men, Take Notice

The U. S. Railroad Administration, Bureau for Suggestions and Complaints, alluded to as "Bureau for Brickbats and Bouquets" by Theo. II. Price, Actuary to the U.S. Railroad Administration, in an article entitled "The Public Be Pleased," appearing elsewhere in this issue, recently received a "bouquet" in the form of a letter commending the courtesy of the railroad employes by a man who travels a great deal, and who is in position to know whereof he speaks. This gentleman, the Rev. Horatio Gates, B. D., General Parochial Missioner of The Society of Parochial Missioners, Milwaukee, Wis., acting on the suggestion of the Bureau for Suggestions and Complaints, as contained in circular recently distributed throughout the United States, praises railroad employes, in the following letter dated November 8, to Director General McAdoo.

Hon. W. G. McAdoo,
Director General of Railroads,
Washington, D. C.

My dear Mr. McAdoo:

I notice as I travel through the Northwest, the poster which asks for suggestions, complaints or criticisms in re the Railway Service and its employes.

In the years that I have been traveling over a large territory and meeting the railroad men daily and personally * * * * and I must say that for hearty good fellowship, devotion to duty and a manly performance of the same, they cannot be surpassed.

The conductors and brakemen of the passenger service can stand the same test. They have the more trying life. There are many using the railways and traveling about who are not adapted to travel. Some people leave home with a "grouch" and add to it another for every mile traveled. This accumulation they seem to delight in emptying upon the conductor or brakeman, and are never happy unless they can. In these days, it is from this class that most of the complaints come, not from the many whose duties require them to live on the roads many days in the year.

In my work I use the lines of the North Western, the Omaha, the "Soo," the C. M. & St. Paul, the Great Northern and G. B. & Western,—and I have never yet witnessed anything but that was gentlemanly and considerate toward the public on the part of the

employes of those various systems. My work, too, as a clergyman and missioner has been in many cases among the families of these men. I know their home life, its trials and discouragements, its successes and its pleasures, its ambitions and its devotion, I have stood with them at the font of Holy Baptism, I have married off their sons and daughters, I have gathered with them in worship, and with them at the open grave, -and to my mind, there is much true heroism in their lives and a keen sense of the obligation of duty well done. They are, as we are, human, with all that now implies and I can say as a much experienced Missionary, that the Railways, which you are so ably and acceptably administering, may well be proud of the men who form its efficient working force. They have risen patriotically, here at least in the Northwest, which is the part I personally know, to sustain your hands and the hands of the Government, and to carry out the policy of our Great President and his able advisers.

I have the honor to remain.

Most truly yours,
(Signed) Horatio Gates.

Mr. McAdoo's appreciation of the commendation of railroad employes is contained in the following reply to Rev. Gates, under date of November 16.

November 16, 1918.

Dear Mr. Gates:

Please let me tell you how deeply I appreciate your kind letter of the 8th of November, telling me of the attitude of railroad employes throughout the northwest, an attitude with which you are so familiar because of your long association with these splendid men.

It makes me more than ever proud of the railroad employes of the United States when I receive such disinterested and impartial testimony, and from such a high source. Throughout my experience as Director General of Railroads, it has been immensely gratifying to me to liscover such loyalty, patriotism, and devotion to the interest of the Government and to the service among railroad employes generally.

I hope to have the pleasure of meeting you personally sometime. With all good wishes and assurances of my genuine interest in the great work you are doing, I am,

Cordially yours, (Signed) W. G. McApoo.

Rev. Horatio Gates, 355 Oakland Avenue, Milwaukee, Wisconsin.

OVER THERE



LIEUT, R. T. HYNSON

Formerly a dispatcher on the Ozark Division. This man is in charge of some warehouses in France that will hold New York City, according to an interesting letter to Dispatcher Marsh at Springfield. His letter is in this issue.

With Compliments

A copy of the "Thirty-Second News" for November, 1918, has just been received from "Over There," Sgt. Major Geo. J. Kallimer, First Sgt. Wm. L. (Bill) Hopper, Prvt. Ralph Connell and Prvt. Tom Hopper, all former Frisco boys send it with their compliments. The "News" is the official organ of the Thirty-second Engineers, and consists of 24 pages and cover. The contents of this little paper is made up of cartoons, stories of the every-day life of the men, and news of the sector in which the 32nd is located.

The letter accompanying the "News" reads as follows:



PVT. HENRY BAUGH of 140 Field Artillery, France. Formerly Bill Clerk at Dora, Ala, Henry says he's some "Hun" killer, in a recent letter to F. G. Faulk-ner, Supt. Terminals, Springfield, and that he is just as mean as he looks, especially when in contact with the "Boche."

France, October 18, 1918.

Editor Frisco-Man. Saint Louis, Mo.

Dear Ed:

Just to show you we have time to do other things in addition to improving the manners and morals of the Huns, just look this (the paper) over. Oh, yes, there's some Frisco men mixed up in it, just turn to the page of cartoons of Company "C" and there you will find a good likeness of Prvt. Ralph Connell, who is well known on the Southern Division Presidents. Division, Birmingham Sub., as conductor of great renown. Also picture of Tommy Hopper who is holding scuiority as a switchman in Birmingham Terminals. Sgt. Major Geo. J. Kallimer of the 2nd Battalion can't get away from the St. Louis habit of dutch lunches. He is from St. Louis and worked under C. F. Collins, Valuation engineer. First Sgt. Wm. L. Hopper entered the service of

WWWWWWWWWWWWWWWW

To All Frisco Men In
Military or Naval Service

The Frisco-Man, in behalf of all the employes of the Frisco System, extends to you heartiest Christmas greetings and best wishes for the New Year.

With the knowledge of your successes fresh in our minds, we are waiting to welcome you with hearty hand-clasp and genuine affection, a desire we hope soon to be realized.

The triumph of justice over base ambition is complete. What we owe to you and to your comrades in arms will never be forgotten, and in the time intervening when we shall be privileged to welcome you home, accept the proud affection of all your co-workers on the Frisco.

the Frisco October 17, 1917, as locomotive fireman and is now carried on the furlough list on the Birmingham Sub. We would appreciate it very much if you would slip us a Frisco-Man every month, for these French papers don't make a hit with us, and that's about all the reading matter we get, and we will return the favor by mailing you a copy of our magazine.

Regards to the boys, from Sgt. Major Geo. J. Kallimer, First Sgt. WM, L. HOPPER, Pryt. Ralph Connell, Prvt. Tom Hopper.

Lieut. R. T. Hynson

The following is an interesting letter from Lieut, R. T. Hynson addressed to Mr. W. Marsh, dispatcher Ozark Division, Springfield. Lieut. Hynson was formerly a dispatcher on the Ozark Division, and is well-known on the Frisco. Overseas, Scpt. 29, 1918.

Dear Bill:

Been several days since I wrote you, don't really know anything new, but perhaps you would like to know I'm still alive. I have not been very active in railroading yet, in fact, haven't done anything at all. Only activities have been along the military side of the game so far, We landed at this place July 18 and after getting comfortably settled-that took a few days-we began to put our men out to railroad work until quite a lot were out switching, firing, braking, yard foremen, engineers, shop men, etc., all that goes to make up a large terminal. However, the yards and terminal are in charge of another regiment, so none of our officers went to work. Sept. 1 all the men not at work and all the officers except enough to keep up the military organization were ordered up near the zone of the army to take charge of some road up that way. I was one of those left here. Some way I earned the reputation of being a good man to rustle up supplies, so they left me for that job. Had a chance to go on this division as chief, but the Captain of our outfit would not let me go, told them to take any or all of his other Licutenants, but not me, so I guess I won't get to railroad for a while yet.

I wish you could take a walk with me around this place. Looks to me like there is ware-house room to put the city of New York in, and tracks, gentle gee—there's lots of them. I had charge of the guard one day last week guarding a bunch of 52 locomotives as big as those 1300's of ours. Some power was it not? All brand new and going into service as soon as could get them taken out. There is some

business over here.

I had the good fortune to run onto Lear. Ilis outfit has been close to this place for last month, but are leaving soon. I think they are going up to do some telegraphing on some division further up.

I will send you a kodak picture we had taken while he was down, also one of myself taken in my private office, while I was in command of Company "C" 66th Engineers. I wish you would remember me to J. E. H., Mr. Mohler, Cally, and all the gang that's left, and write me the news.

Lieut. R. T. Hynson.

Hasell's Latest

Private Milton L. Hasell, formerly conductor on the Southern Division, has again addressed his former fellow employes, in a poetical way as follows:

"GREETINGS BROTHERS."

Brothers back home in the States, Here's greetings from one "Over There," Who worked on the Southern Division, And is now in the land of "Somewhere."

There may be diversions and past times, Excitement and all of the like, But you bet a soldier whose been a rail Won't forget his home town pike.

Oft in the night I've laid in a ditch And thought of the red caboose, With the shrapnel raining like cinders, When "Jerry" turns one loose.



DORSEY JOHNSON
Formerly operator at Roosevelt, Okla., now sailor on Board S. S. West Lashaway. Son of J. S. Johnson, formerly of B. & B. Dept.



ALPHA JOHNSON

Formerly brakeman on Eastern Division for several years. Was fifth man to enlist in machine Gun Co. of 138th Infantry. Son of J. S. Johnson and brother of Dorsey Johnson, whose picture is below.

I've looked at my watch and thought, As a star shell lit the sky. Of the miles we're made together, This little pal and I.

I've thought of the drags and hot shots,
As the two tens whistle by,
I've thought of the men who mend our track,
When we dig in or die.

I've thought of my little lantern, When stumbling through the night, Looking for wounded comrades Who have fallen for all that's right.

I've thought of the trips of 16 hours, As I worked both night and day, Sixteen hours isn't long Brother, When there's scores of lives to pay.

I've heard the ring of the gas alarm, And thought of the smoking deck Of an engine that wasn't steaming good, On a night that was nasty and wet.

There are times when memory takes us, Back to the days gone by, Back to our Pals and Brothers, When we had to say "Good-byc."

Life is not worth much here Pal,
But friendship has a price unknown,
So here's a good old Christmas greeting,
Till I see you all back home.

Tells Joke on Frisco Boy in France

F. G. Faulkner, Superintendent Terminals, Springfield, and formerly of Birmingham, tells a good joke on Ralph Connell, formerly Conductor on the Birmingham Sub., and now with the A. E. F. Supt. Faulkner says, "It is told on Connell that he originally intended joining the Aviation Corps and dreamed one night that he was falling from a great height. He fell all right—but it was out of bed—he woke up thoroughly saturated (from perspiration) due to the excitement and decided the trenches were good enough for him."

Gold Stars in Our Service Flag

Thomas E. Nee

Thomas E. Nee, son of Mr. and Mrs. C. C. Nee, 232 E. Pacific St., Springfield, died October 17, 1918, at Fort Sam Houston, San Antonio, Texas, as a result of pneumonia developed from an attack of Spanish Influenza.

Mr. Nee was employed as time-keeper at the North Side shops, Springfield, before he was drafted into the army on July 15. From Springfield, where he was drafted, he went to Jefferson Barracks, and was later sent to Washington University, St. Louis, for special training. There he remained until the early part of October when he was transferred to the Texas training camp.

He was married July 13 to Miss Gladys Bear, daughter of Mrs. G. M. Bear, formerly president of the Springfield Frisco Women's Safety League.

Mr. Nee has two brothers in the service, one, Dan, in training at Camp Hancock, Georgia, and the other, James, who is in France. Another brother resides in Ohio.

Burial was made at Springfield on October 19.

Don Pyeatt

Don Pyeatt, for two years machinist apprentice at the New Shops, Springfield, died recently while a member of the U. S. Field Artillery.

Mr. Pyeatt enlisted in the Cavalry in May, 1917, at Springfield, going first to Jefferson Barracks, then to Columbus, N. M., and later to Fort Riley, Kansas, where he was assigned to the Twentieth Cavalry, Troop I, but at the time of his death had been transferred to Battery E of the Field Artillery.

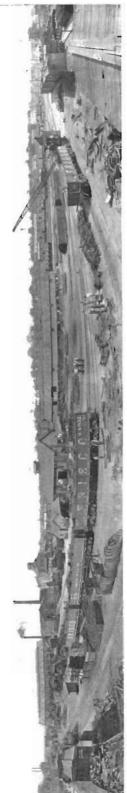
He is said to be the first Springfield boy to die in the service of his country. His mother died when he was quite small, and he made his home with an aunt, Mrs. H. A. Hinkley, 911 W. Florida St., Springfield.



THOMAS E. NEE



DON PYEATT



GENERAL VIEW OF FRISCO'S WELL-KEPT RECLAMATION PLANT AT SPRINGFIELD.



The men who man the big plant shown above—Employes of the Reclamation Plant at Springfield. This plant is one of the most efficient of its kind in the entire United States. Here thousands of collars are saved annually by salvaging and reclaiming the worn out and damaged parts and equipment that go to make up a great railroad system.

GENERAL NEWS

Suggests Benefit Association

G. A. Lightner, agent at Olustee, Okla., in a letter dated November 16, suggests that the employes of the Frisco organize a sick and accident insurance association, to add further to the benefits of the present Hospital Association. Lightner says: "I have just returned from a months' sickness at the St. Louis Hospital. No one could wish for finer treatment. I feel that we could add another benefit to the employes in the shape of sick and accident insurance at cost. When we get sick and are layed up our income also stops. If the heads of the company would get together and organize a sick benefit insurance at the lowest possible figure and let the employes have the advantage of this, it would be a great benefit. We could pay this out of our salary the same as we do our hospital fees."

5_7

Appointments and Changes

E. L. Magers, Superintendent at Enid, announces the appointment of Gus W. Jones as Claim Agent for the Western Division, to fill vacancy caused by the transfer of L. D. Phelan. The appointment was effective November 16. Mr. Jones will make headquarters at Enid.

Arthur E. Haid, Assistant General Attorncy for the Frisco, with office at St. Louis, announces that he has resigned that position to enter the general practice of the law in St. Louis. Mr. Haid will be associated with Messrs. Holland, Rutledge and Lashly.

M

General Offices at St. Louis Being Moved

The protracted process of moving the General Office at St. Louis from the Frisco building to the Railway Exchange building, has about been completed. The majority of the offices are now located in the Railway Exchange, many of them having been combined with the Katy.

Commended

MICRALPHILT HITTORY HI

II. S. Brown, switchman at Fayetteville, Ark., has been commended by Superintendent Baltzell for discovering broken flange on car P. L. 561049, on September 9, which probably averted an accident.

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The Springfield Reclamation Plant

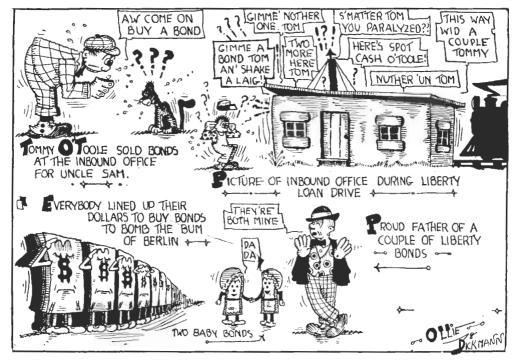
By C. E. Sayler, Supt.

The Reclamation Plant for the past year has been doing its bit toward winning the war, and there never was a time when scrap material was watched more closely than it is at the present time, on account of steel and various forgings being used for war work, and it was up to the Reclamation Plants on the different Railroads all over the United States to save everything that could possibly be saved on account of all new material of this nature being used for ships, etc.

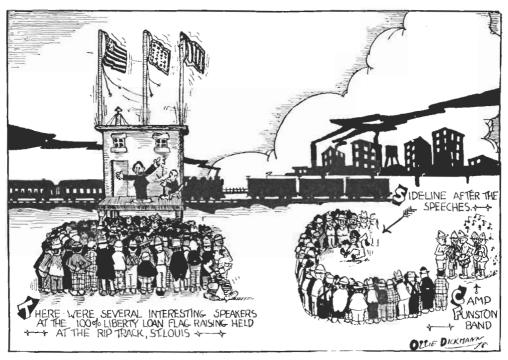
The Railroads have learned more in the past year than ever before in the way of conservation and saving different kinds of material, which in years past was sold as scrap, and is now being worked over and made up into different items and put back into service again. There was a time when serviceable material found its way to the Reclamation Plant, but now only scrap and such material that has to be stripped and worked over is allowed to reach this place.

Circulars were issued asking that we save everything we could save and it was surprising how quick employes grasped the necessity of doing this, in order that new material could be used for war work, and there is hardly a day passes that some Foreman or employe has some new idea or suggestion to offer, whereby old material that had originally been scrapped can now be worked over and made up into useful articles, which in time past had to be purchased new from the Factory.

A general view of the plant, and a photograph of the men employed at the Reclamation Plant will be found in this issue.



SOMETHING ELSE DICKMANN SAW AT FOURTH LIBERTY LOAN MEETING AT TOWER GROVE.



TOWER GROVE MEN GET AN IMMEDIATE RETURN ON THEIR INVESTMENT AS WILL BE SEEN IN GROUP AT RIGHT.

SAFETY SECTION

Safety First

By F. C. Godman, Asst. Gen. Yardmaster, Tower Grove.

When we who have spent the greater part of our lives in the service of the railroads, stop once in a while to consider the many and various changes in conditions that have taken place, we cannot fail to appreciate the working of the Safety First movement.

Safety Phst movement.

When we look back and recall the fact that accidents then were much more prevalent than now, we must bow to the fact that the energies displayed by the Safety First movements is the cause of many bad conditions being eliminated.

Time was when our tracks were strewn with debris, draw bars, side doors, brake beams, over which one might stumble, thereby throwing himself under a moving train, boards with nails projecting upwards inviting some one to step on and be rendered a cripple at least for a week, possibly permanent.

But those times have changed and we now find our tracks and yards clear and

free from such obstacles.

We all have the principles of the Safety First movement instilled in us, that we are constantly on the look out for some condition that could and should be made better.

If we each make this matter one of pride and self interest, the results will doubtless be greater than ever. Let us always be ready to cross over on the other side in order to remove something that might be unnoticed by a fellow workman. The next man that comes along may overlook said obstacle and become badly injured. Morally I would be responsible, since I left it where it was instead of doing my duty, and having same removed from his path.

Perhaps very few of us have realized as yet that the Safety First movement is also a Patriotic movement, for while we are adhering closely to its principles, we are conserving man power in that we have fewer accidents, which means fewer men laid up. Again had it not been for the Safety First movement, we would not have had such a large number of physically fit men to have given to the service of our country. Safety First has not alone stayed with the railroads, but has gone out in all branches of industries as well as on the streets and even in our homes.

How often do we have some of our family admonish us to be careful, remember Safety First. I dare say there are very few of us but have had such words of caution as we have left our home for the days work, and no doubt, there are few of us but have had those words recur to our mind many times during the day, coming to us almost unconsciously as we are hurrying about our work all but forgetting Safety First.

Let us then not grow lax in our application to the great principles embodied in this movement, but remember that at all times a most worthy thought is that of Safety First.

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Course of Study in Accident Prevention

The following is a course of study in accident prevention prepared by the Safety Section, U. S. Railroad Administration. It deals not only with the prevention of accidents in the railroad world, but commences in the home with suggestions for the prevention of personal injury to children, and leads step by step to the prevention of accidents among men in all walks of life. The course, as outlined, will give anyone some good ideas, which if applied diligently, will result in the prevention of many accidents to oneself or to others.

The course has been prepared in such manner that the whole should be applied by the man who desires to remove the possibility of accident, both in his home, his travels, and his work, and not only for the man himself, but for his wife and his children.

FIRST GRADE

THE HOME

Slogan:—"Better be safe than Sorry."

1—How I may help—

a—Put away playthings; b—Straighten rugs;

c-Keep halls and stairways clear; d-Put sand or ashes on icy walks. 2—Dangerous playthings—

Pointed scissors, knives, toy pistol, snowballs, firecrackers.

3-Dangerous place to play-

Near lake, river or canal; Fences, porch rails, banisters;

High windows and trees.

4-Caution againsta-Scalding liquids,

b-Tasting of unknown things-medicines, plants.

c—Teach the "Poison label."

d-Animal bites and kicks.

e-Interfering with gas fixtures, stoves, lamps, etc.

SECOND GRADE

Com. School Accidents.

Slogan:-"You have no right to take a chance, some one else may have to take the consequences.

1—Responsibility for the care of younger

children.

2-The danger of pushing, shoving or tripping others.

3—Danger of riding a bicycle or of roller skating near the school.

4-Danger of throwing snowballs, stones or other things.

5-Necessity for order in fire drills.

6-Care of ourselves and for others in games and at periods of relaxation.

THIRD GRADE

Street Accidents.

Slogan:-"Folks who have no wings must use their wits."

1—Traffic Officer.

2—How street accidents may be avoided—

a-Play in yard or playground; b-Look both ways before crossing the

street; c-In passing behind a moving vehicle al-

ways look to see what is coming; d-When crossing the street look first to

the left and then to the right.

3-Why is there a city ordinance against playing ball or snow-balling in the

4—Notify the Superintendent of streets if you find dead branches or hanging limbs in trees.

5-Never touch a wire that is swinging or on the ground. In case you find one stand guard over it until some one comes. Have them notify the wire department of the Rochester Railway and Light Company.

FOURTH GRADE

Street Car Accidents.

Slogan:—"Get the Safety Habit, Practice it and Preach it.'

1—Things to be observed when using a street

a—Always ride inside the car;

b-Know the right way to get on and off;

c-Be cautious when crossing opposite bound tracks from behind a car.

FIFTH GRADE

Travel Accidents.

Slogan:-"Stop, Look, Listen."

The essential part of the work of this grade shall be to educate the pupil in the rules of the road. Have children collect and make cautionary signs and make practical use of the best of them.

1-Railroad wrecks-their cause and prevention.

2—Safety first campaigns of transportation companies.

3—Danger of standing on the platform of a car or of letting any part of the body project from the car.

4—The danger of grade crossings.

5-Traffic regulations.

a-Speed regulation for automobile and motor cycle;

b-Keep on the right side of the street; c—Care when turning at sharp corners;

d-Lights on vehicles at night.

SIXTH GRADE

Industrial Accidents.

Slogan:-"And the end is that the boy shall grow up to enjoy his manhood and the girl her womanhood; that parents shall not be deprived of the delight of their children in youth or of their support when old age comes; and that cripples and helpless wrecks, who might have been strong men and women, shall no longer be a by-product of our community life,'

1—The right of the worker to be protected

from accident.

2—Dangerous types of employment.
3—Purpose of factory inspection by State and City.

4—Safeguards on machines and dangerous places.

5-Foolishness of taking unnecessary risks.

6—Consideration for other workers.

SEVENTH GRADE

Safe Living Conditions.

Slogan:—(To be supplied.)

1-Duties of the Fire Marshal.

2—The Building Codes of Rochester. 3—Discuss the essential elements of Safety in--

a—A single dwelling;

b-A two-family apartment;

c—A tenement house.

EIGHTH GRADE

Economic Loss Through Accidents.

Slogan:—(To be supplied.)

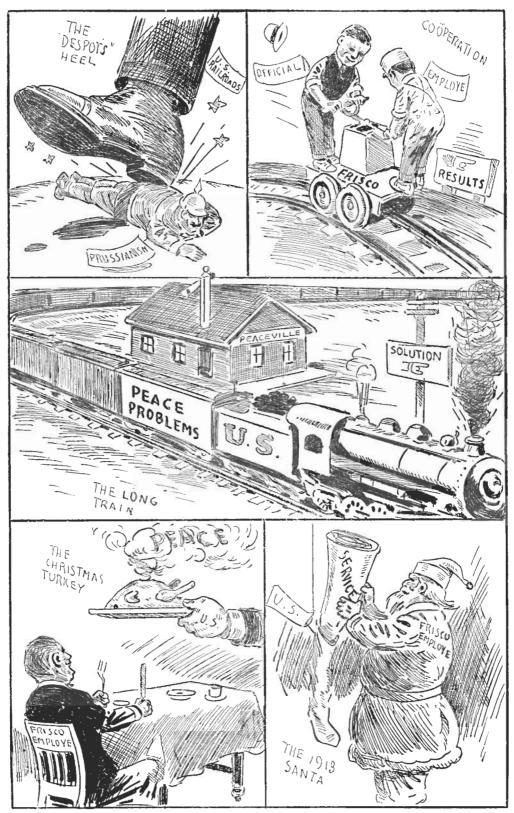
Discuss with the class the great economical loss involved when society loses the life production of some boy or girl who has been killed by accident,

> What it means to the family when the father, the wage earner, is killed or incapacitated by accident;

> The economic value of an arm or

Discuss in a general way-

Employers' Liability Laws. Workingman's Compensation Acts. Accident Insurance.



AS SEEN BY THE CARTOONIST.

AMONG OURSELVES

Editor's note: What's the matter with our Correspondents? From the lack of Correspondents our correspondence is limited to two points. Get in the wagon, and keep it going. Let your items reach us by the 18th of the month.

NEODESHA

(L. J. Westerman, Storekeeper.)

"Dad" Ayers, veteran engineer at this point, received word October 10 that his son, Wesley, was killed in action in France on September 10.

A. W. Nelson, Roundhouse Foreman, attended Foremen's meeting in Kansas City October 8.

W. A. Morgan, Car Foreman, was at Wichita October 2 on business.

The Store Department, Car Department and Mechanical Department at this point went 100

per cent on the Fourth Liberty Loan. Lieut. Earnest Toomey left Ncodesha October 8 to enter Hospital at New York, Lieut. Toomey was wounded at Chateau-Thierry

when the Marines "halted the huns." Neodesha was visited by an exceptionally

heavy rain October 8 and 9. Blanche Coleman, Clerk in the office of Assistant Superintendent for several years, left October 25 to accept a position in the Superintendent's office at Fort Scott. We all wish her much success in her new work.

Irving II. Hartpence, Laborer in the Store Department here, died at the Springfield Hos-

pital October 10 of pneumonia.

The Missouri Pacific and Frisco have consolidated depots temporarily an account of the Frisco depot being destroyed by fire. All Frisco passenger trains will stop at the Mo.

Pacific Depot on and after November 6 at 7 a. m.

Gladys Roth, Clerk to Agent, recently returned from a visit in Chicago. Gladys said the "Flu" was fierce at Chicago. She brought back several boxes of chocolate candy and treats us to the eats.

Mr. Stough, newly appointed assistant Roundhouse Foreman, moved his family from Joplin to Neodesha, November 3.

Jim McIntosh, Night Clerk in Store De-

partment, motored to Chanute October 8 to attend the Odd Fellows installation.

Seventeen boys from the shops have been laid up for sometime with the "Flu." We have had something like 200 cases at Neodesha, six

of them proving fatal.

Mrs. Frank Buelman, wife of truckman, died October 21 as a result of Spanish Influenza. The shop boys all extend their sincere sympathy to Mr. Buelman and his three children.

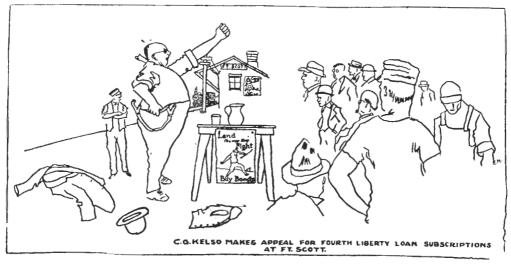
SPRINGFIELD

(C. E. Martin, F. L. & D. C. Dept.)

FREIGHT LOSS AND DAMAGE CLAIMS DEPART-

(By Mrs. Fred Beegle)

Since the last issue of The Frisco-Man the Typing Department has been making "some record." As last reported, Miss Lucy Wilkerson held high place, having written 21 cylinders on October 2. On October 31 Miss Mary Engle wrote 23 cylinders, and on November 4 Miss Orene Beatie wrote 25 cylinders. So far as we have been able to ascertain from the Dictaphone Company, this is the high water mark in the United States. Come on in, the water's fine.



On Thursday, November 7, when news was sent over the wires from St. Louis General Offices that the armistice terms had been signed by Germany, the gaiety of the girls in the Claim Department knew no bounds. They immediately formed a parade lead by Miss Orene Beatie carrying an American flag on the handle of an umbrella, and marched through every office in the building calling upon the employes to join in the celebration. They then marched from the building through the business district and the stores, gaining volume as they went until the whole city was giving evidence of the fact that the same spirit that prompted the Boston Tea Party still animates the American people, and that now as then, they stand for Justice, Equality, Democracy and Right.

Miss Selma Hayes, formerly stenographer in the Claim Department and later in the General Live Stock Department, was married to Mr. Nishum Malevian November 4, at the home of the bride's parents, Mr. and Mrs. M. C. Hayes, 860 E. Walnut St. Mr. Malevian is connected with the Aviation Department of the U. S. Army, stationed at Selfridge Field, near Detroit, Mich. Mr. and Mrs. Malevian will make their home at Detroit until peace is concluded, and then will be at home in Boston, Mass., where the groom formerly resided.

On account of the sudden illness of his brother, W. N. Doss was called to his home at Stoutland, Mo., November 15.

J. L. McCormack, Chief Claim Clerk, was called to Wichita November 10 on account of the death of his brother. The funeral was held at St. Louis November 12. The deceased was formerly Secretary of the Chamber of Commerce at Wichita and was prominent in the life of that city. Our sincere sympathy is extended to Mr. McCormack. The Claim Department sent a floral design as a token of their sympathy.

CAR ACCOUNTANT'S DEPARTMENT. (By Miss M. Vane)

Miss Helen Marrs, Record Clerk, and Mr. Fred Fisher were married October 21 at Ozark, Mo. So long, and good luck, Helen.

Miss Mabel Ott and Miss Wanna Finley gave a miscellaneous shower at the home of Miss Ott, November 8, in honor of Mrs. Albert Elder, formerly Miss Opal Beadles, Mr. and Mrs. Elder were married November 2, 1918.

Miss Iva Putman and Mrs. Jessie Laub are on the sick list and both are in the Frisco Hospital.

Miss Ruth Vane, telegraph operator at Neosho, Mo., recently visited friends in this office.

Miss Grace Carlock, agent at Horine, Mo., was a recent visitor.

Say, boy, did you see those German Helmets carried by the girls of the Car Accountant's office in the "Peace Parade"? Sure sign of the effective work done by "somebody" over there.



They know how to do some one thing better than you do. They studied in spare time for the jobs ahead—where training counts—and they got them.

sider the reason why?

Whether in the engineering, operating, maintenance, or clerical departments the trained man wins.

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"Each one's BEST effort in his daily tasks—is the 'BIT' he's duty bound to do during these war times of labor shortage."

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Spring Frogs and Split Switches
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Wrought Iron Head Chairs, Rail Braces-Bridle Rods, &c.

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Railroad Axle-Light and
Locomotive Headlight Parts
2219-2221 Lucas Ave. ST. LOUIS, MO.

GENERAL

Word has been received that Sergeant Fred F. Murphy, Company H, 11th Infantry, was wounded on September 12. He volunteered for service August 6, 1917, and was in training at Camp Forest, Georgia until last April. He was formerly a machinist in the shops here.

Employes of the New Shops expressed their sympathy for the injured soldiers at the Frisco Hosiptal by presenting them with a cash offering of \$226.80, which was divided among the men. They also sent them many beautiful flowers plucked from the flower beds of the shops, the product of the men who gave them.

Mrs. C. L. Norris died October 30 at the home of her parents, Mr. and Mrs. J. F. Sparlin, 521 E. Division St. Her husband was formerly employed in the shops here, but at the present is located in Atlanta, Ga. Her father is Foreman of the South Side Shops.

G. L. Ball, Superintendent of Safety, spent November 6 in Springfield, Mr. Ball succeeds F. A. Wightman, who is now Supervisor of Safety of the Southwestern Region, Mr. Ball's headquarters are in St. Louis.

of Safety of the Southwestern Region. Mr. Ball's headquarters are in St. Louis.

The Springfield offices of the Fuel Department have been closed. C. A. Dunham, chief clerk to J. M. Johnston, General Fuel Agent, will move the office to St. Louis. Mr. Dunham will be accompanied by other members of the department, including W. H. Schroeder, J. W. Dunham, Robert Alley. The Fuel Department of the Frisco and Katy were recently consolidated under the supervision of Mr. Johnson.

After God had finished making the rattle

After God had finished making the rattle snake, the toad and the vampire, he had some awful substance left with which he made a knocker. A knocker is a two-legged animal with a cork-bone soul, a waterlogged brain and combination backbone made of jelly and glue. Where other men have their hearts he carries a tumor of decayed principles. When the knocker comes down the street, honest men turn their backs, the Angels weep tears in Heaven and the devil shuts the gates of hell to keep him out.—Contrib.ted.

What a grand celebration we all had "Peace Day." But it's no use trying to describe it. But all the surface demonstrations, the crazy pranks, odd riggin's to make noise, and outward shows was as the foam on the crest of the deep rolling ocean waves. The inward joy all had could find no adequate outward expression, no matter how hard one tried.



"This is my fifth and youngest child, and all but one born in the service of the Frisco," says W. T. Springfield, agent at Sulligent, Ala.



"Pigs is Pigs". Our workers solve one item in the High Cost of Living by raising their own pork.

ENDICOTT, JOHNSON & COMPANY

MAKERS OF LEATHER AND LEATHER SHOES

ENDICOTT

NEW YORK

"We make GOOD shoes for WORK and DRESS."

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Insulated Wires and Cables

The performance record of KERITE, covering over half a century, is absolutely unequalled in the whole history of insulated wires and cables.

1850



1918

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Gasoline Locomotives for Industrial, Contractors' and Light Switching Service.

THE BALDWIN LOCOMOTIVE WORKS

Conserving Clerical Labor

The state of the s

has become one of the prime necessities of the hour. And nowhere is this necessity felt more keenly than in railroad work.

The Remington Railroad Accounting Machine

is the great labor saver and conserver in the widest variety of railroad clerical tasks. These tasks cover most of the work of local freight stations, Accounting Department, Treasurer's Department, Division Accounting, etc.

These machines are helping many railroads solve their clerical labor problems. We shall be glad, on request, to explain their application to any department of railroad work in which you may be interested.

REMINGTON TYPEWRITER COMPANY

(Incorporated)

374 BROADWAY

NEW YORK, N. Y.

WE WILL PAY YOU

A MONTHLY INCOME while you are sick or injured.

ASK THE AGENT

of

The STANDARD
Accident Insurance Co.
of Detroit, Mich.

R. R. Dept., H. C. Conley, Supt.

The management of the Frisco System authorizes the sale of "Standard" policies to their employees.

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Sole Manufacturers of Celebrated

GALENA LUBRICANTS

Perfection Valve and Signal Oils

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REVOLUTIONIZES this line of work in

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TYPEWRITER SENSATION PROMPT SHIPMENT

\$4.00 Per Month buys a beautifully reconstructed, Latest Model Visible Typewriter, with Back Spacer, Decimal Tabulator, Two-Color Ribbon, etc. Every late style feature and modern operating device. Sent on approval; Catalogue and Special prices free.

Harry A. Smith, 378-218 N. Wells St.,

Chicago, Ill.

(U. S. OFFICIAL WAR FILMS)

President Wilson

Says: (in a letter written from the White)
House under date of September 16th)

"It was one of the most remarkable and one of the most satisfactory portrayals that we had seen of the great task which America has performed with such enthusiasm and in a fashion which cannot leave the results in doubt."

You have *read* about the war. You have *thought* about the war—and *talked* about it. You have cheered the boys who left your town to serve Uncle Sam.

Now you are going to see the war—as clearly as if you were over there yourself. You are going to understand America's part in the war, as no amount of reading, thinking, talking or cheering can possibly make you understand it!

"America's Answer" takes you right into the heart of the world conflict, and shows you how these American boys, we are so proud of, are helping to wipe out the cruel canker that is eating into the vitals of mankind.

The war becomes a real issue—the "official reports" in the newspapers are suddenly translated into actions that lift you bodily from your seat and make you cheer yourself hoarse.

You women who have men folks in France will specially welcome this opportunity to see "America's Answer." A Washington woman spoke for all the women of this nation when she said, "If they only would stop long enough for one to scan the faces, I feel sure that I would see my boy."

"America's Answer" is the greatest war picture ever shown on the screen. You can't afford to miss it.

Insist on Seeing

"America's Answer"

at Your Favorite Theatre

Available to all exhibitors through World Film Corporation Branches

COMMITTEE ON PUBLIC INFORMATION, George Creel, Chairman

Division of Films, Charles S. Hart, Director, Washington, D. C.