##  <br> PriscoMan

# RAILROAD PAINTS 

| $\begin{gathered} \text { Coach and Car (Metal) } \\ \text { "Surfacer } \\ \text { "Surpaco" Canvas Prescrver } \\ \text { "Surpaco" Canvas Roof } \\ \text { Paint } \end{gathered}$ | $\text { wor } \left.\because \begin{array}{l} \text { T- MrGEB } \\ \text { SURFACER } \\ \text { PECIALTIE } \end{array}\right]$ | "Metalstecl" Paint Building $\underset{\text { Paints }}{\text { and }}$ Station |  |
| :---: | :---: | :---: | :---: |
|  |  |  |  |
|  |  | Freight Car | Paints |

St. Louis Surfacer \& Paint Co. SAINT LOUIS

MAKERS -


## Con. P. Curran Printing Co.

## Printers, Designers, Engravers,

Lithographers, Blank Book: Makers

PHONES
Bell, Main 5191
Kinloch, Central 991

EIGHTH AND WALNUT STREETS ST. LOUIS, MO.

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MANY of your friends and associates have followed our suggestion to buy Accident and Health Insurance from us and those who have suffered disability have congratulated themselves many times upon the benefits received from having "THE TRAVELERS" protection.
When you buy from us you get The Best. There is no time like the present. Make your application now.

## The Travelers Insurance Company HARTFORD, CONNECTICUT

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For piston rod and valve stem use only machine finished packing.
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The National Standard for Car Curtains and Car Upholstery


AGASOTE HEADLINING WATERPROOF
HOMOGENOUS in its Composition; will not warp, blister or separate.

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## THE PANTASOTE COMPANY

11 Broadway, New York
Peoples Gas Bldg.
Chicago, 11I.
797 Monadnock Bldg. San Prancic:o, Cal.

[^0]
# FRISCO EMPLOYES' HOSPITAL ASSOCIATION. 

Receipts and Disbursements, October 1, 1916, to December 30, 1916, inclusive.

Balance brought forward from September 30th, 1916
\$20,517.28

## RECEIPTS:

From assessments on members . . . . . . . . . . . . . . . . . . . . . . . . $839,371,95$
" interest on daily balances ............................. 92.71
" interest on securities in treasury . . . . . . . . . . . . . . . . . . . 1,898.73
" donation by Frisco Receivers. ............................ 41.66
" donation by St. L.-S. F. Ry. Co........................... 83.32
" sundry accounts collectible . . . . . . . . . . . . . . . . . . . . . . 362.19
41,850.56
\$62,367.84

## DISBURSEMENTS:

For pay rolls. . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . $\$ 12,028.10$
" salaries of dispensary physicians . . . . . . . . . . . . . . . . . . . . . 4, 4,830.00
" professional and emergency services. ....................... 3,429.80
" labor, material and supplies . . . . . . . . . . . . . . . . . . 2,509.17
" provisions. . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . 9,110.17
" drugs. . . . . ............................................... 3, ..... 309.52
" light, water, gas and fuel. ............................. $1,071.45$
" surgical instruments.................................. 139.75
" sprinkling tax (St. Louis, Mo.) ............................ 9.52
" all other expenses....................................... 1,664.34
$\$ 38,101.82$
Balance, December 30, 1916, p. m.,
At Third National Bank, St. Louis
24,266.02
$\$ 62,367.84$
The Association owns $\$ 12,750$, face amount of Prior Lien, Series " $A$ ", $4 \%$ bonds, and $\$ 4,250$, face amount of Adjustment Mortgage, Series "A", $6 \%$ bonds of the St. Louis-San Francisco Railway Co.

St. Louis, January 4, 1917.

> F. H. HAMILTON,

Treasurer.


VOL. XI.
FEBRUARY, 1917
No. 2

## THE FRISCO-MAN

Published Monthly by the St Lous-San Francisco Railway Company 742 FRISCO BLDG. ST. LOUIS, MO.

## MORE THAN A BOUQUET.

The Friseo-Man calls attention to the following letter from Agent Billingsly which no doubt expresses the opinion of a majorily of the Frisco emploves, as to the kind of matter that should make up our magazine.


HE, LAST edition of the Frisco-Man is $100 \%$ efficient, bottled in bond, XXX grade, and AAl all around.

We don't care to get in the limelight with any suggestions, but seems several more first class photographs, short and to the point, items of general interest to all concerned, would help some. What do you think?
I like to read all the articles on Safety First, Freight Claim Prevention, courtesy, and the many other things, but seems to me if there is a Frisco employe who has not been waked up to the full meaning of these important and should be, co-operative duties, by this time, he must be almost hopeless. However, nothing like grod reminders to keep from going to "sleep at the switch."

Photographs of people and places leave a very clear impression on our memory as to their general appearance, etc., long after we have forgotten what they have said, written, or described, but photographs and short sketches about each make a mighty fine combination.
Yours for continued success,

Aberdeen, Miss.
C. A. BILLINGSLY.

## The Irisco-Man

## Watson Promoted.

Charles Watson, Demurage Clerk and Frisco-Man Comespondent at the Birmingham offices, has lecen promoted to the position of Traveling Demurage Supervisor. IIs territory will be between St. Louis and Birmingham, with headquarters at Fiennett, Mo., where he and his wife will make their home.

The Friseo-Man is mighty glad to see Charley get this promotion, hut regrets losing his services as Correspondent. However, we hope he will let us hear from him regularly.

This leaves a vacancy on our "stalf". and"apphications are in order from anyone at Bimmingham to fill Charley's shoes. Now don't all rush in at one time for this "job."


The accompanving photo shows section Foreman 1. C. McCord and gang, taken just cast of Fall River on the Northern Division, 27 miles west of Neodesha. Forman Mecord is man in tear.

## Department Change.

All matters relating to traffic heretofore handled by Mr. MeAuliffe who resigned February 1, should be addressed (o) C. II. Morrill, first assistant general freight agent, St. Louls, and matters other than the above will be handed by J.
M. Johnston, peneral fucl agent, St. Louls.

## Dictaphone Girls Banquet.

The Dictaphone Operators of the Freight Traffic Iepartment (St. Louis) entertained the entire traffic department with an informal luncheon, February 2 , in room I024 Frisco Building. The following operators served: Misses Waller, Chief Operator, McGrath, Resnick. Kuhatzky, Elder, Koenig, Steinmann, and Liebhcit. Mr. Giessow acted as Tonstmaster,

The luncheon, which consisted of hot chocolate, many kinds of sandwiches, cakes, pies, fruit, etc., was followed by a short entertainment, which was a great success, especially since those taking part had been rehearsing regularly for some time.

Larry (Gertrude) IIofman and H. I. (Lillian) Dollard opened with a "duet." These accomplished young artists(?) undoubted!y have a bright future, but not in the art of entertaining.

The Castle Walk by Miss McGrath and Miss Kubatzky was indeed a pleasing number, and after they become thoroughly inured will unquestionably "get by."

The Bead I ance (performer unknown) narrowly escaped the censor.

Trapeze performing by Miss Edder was nothing short of prolessional.

Red "kicked in" but didn't cat.
Yellow was there with his boots on.
Wen ate heartily.
dt $12: 30$ noon the party was attacked from the rear by Chief Clerk Giesson and retreated in orderly fashion.

Lack of space prohibits publishing a poem "A Unique Party" by "Heck," which refers to the above entertainment. However, we will say that as a roet, "Heck" is one of the best litte railroaders on the system.

## The Trisco-Man



The above photograph is that of the Current River Local Crew at Mountain View, who are, reading from left, I. Frommel, engincer; C. F. Adams, fireman; C. E. Baldridge, brakeman; J. J. Campbell, conductor and W. II. Campbelt. brakeman. This run is better known as "Campbell Brothers Circus Train."

## 配 <br> Some "Coach."

"Butch" Ammons of the Auditing Department, St. Louis, and, in the opinion of his many friends, the best soceer Football player in that city, has accepted a position as "Coach in Chie?" of the Wagner Electric Soccer Team in the St. Louis Municipal League. He now spends Tuesday and Friday of cach week showing the youngsters just how to kiels a shin. "Butch" takes a bunch of "Naval Cadets" and "Innisfailures" with him in the hope that they may be able to carry Wagner's new athletic field home some night when Mr. Wagner isn't looking.

## Safety First.

A drawing by Fred C. Alsop of the New Shops, Springield, brings out very clearly the effects of an extensive Safety First campaign. It shows Poler Vailey, who has been in the employ of the Company for aloout 2-5 years, riding home in the back end of a carriage of a friend. Peter belicves in Safety First, and ties himself to the back of the seat, so there
is no chance of an accident. Is the drawing is with pencil, it is impossible (0) reproduce it here.

## Caboose 260.

A letter recently received by the Frisco-Man from "Employe Friso" of Nonett, calls attention to Caboose 260 on Local 440-44I, Conductor C. E. Rice, between Monett and Afon.

The letter says in part, "this caborse is the only one on the Southwestern Division that I know of, that has always clean and shiny windows. It is always kept neat, and I think should be advertiscd."


Leeloy Roach, son of IBrakeman T. P. Roach, Fanning, Mo. Says he wants to be a brakeman like "daddy."

## Conductor's Birthday Party.

Mrs. M. C. Goodwin, wite of Conductor Goodwin, entertaned a bes friends on the eventing of January 23, in celebation of her husbands bithtas. The evening was spent in games, and a one conerse: luncheon was served. The Frisen-Man joins in wishing Conducto ( ioodwin many more happy birthiass.

## The Irisco-Man

## Coleman Improving.

Bert Coleman, for several years Bridge Inspector, with headquarters at Neodesha, Kans., and who has been confined to the Frisco) Hospital in St. Louis for the last six months suffering from sciatic rheumatism, is reported to be slowly improving. Before coming to St. Louis, Mr. Coleman spent two months at Hot Springs. He has many friends among the Employes who will be glad to know that he is improving, and who join the Frisco-Man in wishing him a speedy recovery.

## Popular Brakeman Dead.

Mr. J. A. Langford, one of the most popular brakemen on the south end, died January 18, at the Frisco Hospital in Springfield, after a few days' illness. He was about 30 years old, and for the last eight years has been in the employ of the Frisco.

## Old Conductor Retires.

Frank Doggrell, who has been in the employ of the Frisco for 40 years as conductor, between Memphis and Birmingham, retired from active service January 30, his seventieth birthday anniversary. Mr. Doggrell is the father of J. H. Doggrell, General Superintendent of Transportation.

## Engineer Promoted.

Tom Holland, an engineer on the Frisco since 1900 , has been promoted to the position of traveling assistant superintendent of locomotive performance. His territory will be from Monett to Ellsworth, Kan., and branches, with headquarters in Joplin.

Mr. Holland began working for the lirisco when a mere lad, working with a steel gang carrying water in 1889.

He went to Monett in 1893 as train caller and held other minor positions
until 1899 when he began "firing." He was made engineer in 1900 .
The boys are glad to hear of his promotion, and wish him much success in his new position.


The accompanying photo shows one of the two concrete piers over Cane Creek, near Cordova, Na., and Foreman John Prativa and men. These piers are 55 feet high.

## Bagby Resigns.

Lee Bagby, chief clerk to Freight Agent Warren Baker at Cape Girardeau, resigned February 1, to accept a position with the Portland Cement Company. Mr. Bagby has been with the Frisco for a number of years, and has many friends among Frisco employes. Eid. Willer, who was employed in the offices at Chaffee, will succeed Bagby.

## The risco - Man

Fifty-Fifty.


The above photograph shows little Suzanne Roach, granddaughter of Agent S. E. Wood, Fanning, Mo., "dividing'" with her pet lamb.

## Veteran Agent Resigns.

G. S. Burney after a continuous service as Agent at Mansfield, Mo., since October 15, 1885, has resigned. Agent Burney has been with the Company alnost 35 years, beginning work as Agent and Operator at Cedar Gap in July, 1882.

Mr. Burney resigns to give his entire time to his farm and orchard near Mansfield. Besides being Agent for the Frisco he is known as one of the "apple kings" of the Ozarks, owning a large, well-caredfor and productive apple orchard.

The best wishes of the Irisco-Man go with Mr. Burney in his new occupation.


View showing R. D. Vaughn, assistant yardmaster, and Ed. Wheeler, general yardmaster,
afton, Okla.

## Station Records.

The Frisco-Man has received an article from C. R. Welch, Train Auditor, on "Station Records," which is taken from the 'Telegraphers' Magazine. We are sorry that we do not have sufficient space for it this issue. However, the FriscoMan is somewhat averse to using matter taken from other magazines. We prefer something original from the employes. The thoughtfulness of Mr. Weich is appreciated, however, and we hope that we will hear from him agrain.


Section Foreman W. II. Duncan and Gang, taken while doing some new work in North Yards, Springfield. Reading from left, those in the picture are: Jas. W. Letterman, James Yates, Preston Yates, Rubin McDanicl, Orin McNcil, Adrain Long, Ray Taylor, Wm. II. Duncan, Foreman, George Miller, Robert Breshears, Marion Shockley and Thomas Mayo. Foreman Duncan has been in the service of the Frises for 15 years.

## "Seals."

Below is letter addressed by Surperintendent C. H. Baltzell, to Conductor H. H. Washburn, complimenting him on his article "Seals" which appeared in the December Frisco-Man.

[^1]
## The Frisco-Man

## Promotions and Changes.

1: 1). Levy, Second Vice President and General Manager, announces the appointment, eflective March 1, of R. F. Carr, Superintendent of the Southern Division, 10 be Assistant General Manager, with headquarters at Springfield.

I:ffective February 1, Mr. O. G. Cox was appointed assistant superintendent of Cherokice Sub-Division, with headquarters at Sapuipa, Oklahoma, vice Mr. (). 1). Lewis, appointed assistant superintendent at Sapulpa.

Effective February I, Mr. W. (i. Oldham was appointed assistant superintendent, territory IEnid exclusive to Vernon. inclusive, and Enid cxclusive to Avard, inclusive, headquarters linid, vice Mr. J. T. Brooks transferred.

Effective January 22, Mr. W. E. Belter was appointed assistant superintendent in charge of Chickasha Sub-Division, with headquarters at Olilahoma City.

Effective January 22, Mr. F. C. Gow was appointed assistant superintendent in charge of Ollahoma Sub-Division, includins Oklahoma City yard, with headquarters at Oklahoma City.

Effective January 22, Mr. W. J. Foley was appointed assistant superintendent in charge of Sherman Sub-Division, including Francis yard, with headquarters at Irancis, Okla.

IEffective January 22, Mr. B. S. Shirk was appointed assistant superintendent in charge of Creek Sub-Division, with headquarters at Francis, Okla.

Effective February 1, the office of sumerintendent terminals at Tulsa was abolished, and Mr. J. T. Brooks was appointed traimmaster of terminals at that point.

Effective January 23, J. İ. Ilill was appointed assistant superintendent of locomotive performanee headquarters Oklahoma City, vice W. E. Bolter assigned to other duties.

Eficective January 23, 'T. I'. I Iolland was appointed assistant superintendent of
locomotive performance, Kansas Division, headquarters Joplin, vice (r. A. Ermatinger assigned to other duties.

Erfective January 23, R. Y. I Iumphrey was appointed assistant superintendent locomotive performance, Southwestern Division, headquarters Sapulpa, vice W. J. Foley assigned to other duties.
A. D. Lightner, superintendent of terminals at Tulsa, has been appointed general agent at Tulsa, in charge of the traffic and exceutive departments. The office of superintendent terminals having been abolished.
A. II. Moll was appointed chief dispatcher and division operator at Springfield, succeeding (). G. Cox, promoted. This effective February 1.

Effective February I, G. F.. Cromer was appointed chief dispatcher and division operator at Newburg, succeding A. II. Moll, transferred.

Effective February 1, D. E. Callahan was appointed chief dispatcher with headquarters at Enid, vice W. G. Oldham, assigned to other duties.

Effective January 16, Tulsa Stock Yards, Mile Post 421.6, Cherokec SubDivision will be known as "East Tulsa."

Effective January 29, Berenice, Oklahoma, mile posi $\mathrm{K}-527.4$, will be known as Clifford, Oklahoma, owing to the confusion with a station by the name of Bernice on the M, O. \& (i. Understand that this is the connecting point of the O. F. S. L., which runs to Dilworth, and freight formorly routed via Berenice to Dilworth should be routed via Clifford.

Effective fanuary 29, the blind siding at Mile E-440.2 now known as Petrolium has been changed to "NOLA."

## Major Jonah.

Chief Engineer $F$. G. Jonah recently received from President Wilson a commission as Major in the Engincers Officers Resemve Corps of the United States Army. Maj. Jonah will be subject to call for service in the amy in the event of war.


## HISTORY BY McNAIR.

Having been called upon to write on the growth of the Central Division. I beg to submit the following, which is given from my memory of 35 years' service on this Division.

The Frisco Line from Monett, Missouri, to l’aris, Texas, was constructed in a number of sections and was seven years and more in building. Not that the construction work was constantly in progress throughout that period.

The St. Louis, Arkansas and Texas Railway Company was incorporated in Missouri to construct the line from Monett (then Plymouth) to the MissouriArkansas State Line. The same company was incorporated in Arkansas to construct the line from said State line to a point just at the mouth of the Geveraux Cut on the north side, in Faycteville. From there to a connection with the then Litte Rock and Fort Smith Railroad at Van Buren and from a like connection on the south side of the Arkansas River to the north line of Garrison Aventue in Fort Smith, the Missouri, Arkansas and Southen Railway Company was incorporated in Arkansas to build. The Ft. Smith \& Van Buren Bridge Company built the bridge over the Arkansas River and the approaches thereto, connecting with the lines built under charter of M. \& N. A. Ry. Co.

From Fort Smith to Paris, Texas, that part of the line in Arkansas, the line runs in and out of the State a number of times between Fl . Smith and a point south of Jenson, a part of the Jenson Station grounds being in Arkansas and a part in Oklahoma) was built under the charter of Fort Smith and Southern Raiway Company, an Arkansas corporation, while that part in Indian Territory, now State of Oklahoma, was built by St. Louis and San Francisco Railway Company; that
company having been granted the right to do so by an Act of Congress. While for that portion of the line in Texas from Red River to Paris, was built as, and still is Paris and Creat Northern Railroad Combany, incorporated in Texas.

The construction of the line from Plymouth Junction southward was begun in the summer of 1880 , and by the first. day of December the 30 miles to Seligman was in operation, which operation consisted of a mixed passenger and freight train operated from Pierce City os Soligman and return daily. Distance 35 miles and it required about $3 \frac{1}{2}$ hours is make the trip one way. Threadgill's stage coach ruming from Seligman to Faycteville did nearly as well in point of time.

This road, as constructed at that time, was but a mere shell of what the road is today. Road bed narrow, 12 and 14 fect on embankment and 18 feet in cuts. Rather than to borrow anything harder than earth to make the embankment much trestle bridging was built, much of it with framed bents, as pile driving was not an casy task, while timber was in abundance, being a solid forest all the way. Track was laid with steel railing weighing $\overline{5} 2$ pounds per yard and it might be interesting to know that that 52 pound steel rail cost more than the new 90 pound steel in that track loday.

The construction of the line from Seligman to layelterille was begun in the summer of 1880, (first grading done south of State Line in September, 1880) and the first train-first regular passenger train ran into Rogers on May 10, 1881, and into what is now North Fayettevith on Junce 8 th of that vear.

Mixed train service from Faycteville south (0) Winslow was installed about January 1, 1882. Regular passenger train service was inaugurated to Mountainburg
about September 28 , 1882 , and to Van Buren a month later and into Fort Smith, via the Little Rock-Fort Smith Ry, Co's. ferry at Van Buren, about December 1 , 1882.

The dates at which regular train service was installed does not indicate that the railroad was completed at that date-far from it.

Much temporary bridging was as soon as possible replaced with an embankment built by means of steam shovel. Continuous and grievous slides had to be contended with and great expense was incurred in removing the material sliding into the road bed and track. It was necessary to work steam shovels, all the tcams available and hundreds of laborers at times, particularly after a heavy rain when the slopes of the mountain side would become saturated.

During the first two years the road was in operation south of Fayetteville, between Brentwood and Porter, the cost of removing slides amounted to over $\$ 200,000$.

South of the Missouri-Arkansas State line the road bed was all graded 14 feet wide on embankment and 18 feet in excavation. The track from layetteville south was laid with 56 pound steel rails.

The tumnel south of Winslow is 1707 feet long. Tunnel at Jenson is about I200 fcet long.

The construction of the bridge across the Arkansas River at Van Buren was begun in the spring or early winter of $1880^{\circ}$ and was opened for traffic in the carly spring of 1886.

The construction of the line from Fort Smith to Paris was begun early in 1886(?) and through train service was inaugurated about September I, 1887 (?) That line was graded with 16 foot road bed on embankment and 20 feet in cuts. That line was laid with 56 pound and 60 pound steel rails; mostly with the latter and heavier weight. Some 56 pound English steel was used in laying the track from Paris northward.

The superstructure of both the Arkansas River Bridge and the Red River Bridge, as renewed in 1913 and 1914, is more than twice as heavy as the old sprans taken out.

Most of the roads were originally laid with ties spaced 2 ficet centers, 2640 per mile, as against 3200 per mile nowadays. Bridges were originally built to carry power weighing 30,000 to 35,000 pounds on axles. Nowadays we are building them to carry 55,000 and 60,000 prounds per axle weight, Cooper's E specifications. Where roads were built with steel rail weighing 52 pounds, 56 pounds and 60 pounds per yard in the early days, we now have 85 pound and 90 pound. We buy mostly 90 pound rails now.

After the line was opened up to Paris we had double daily through passenger train service, with equipment consisting of one combination, one baggage, one coach and one small sleeper on the night trains. We had also two regular freight trains daily each way and extra freight trains as business demanded. Texas gave us large shipments of cattle, often three and four section trains of live stock. Train leaving Paris at 7 a, m., would usually eat supper at Monett. We had to give them good runs to get the business.

When the Central Division was built into Arkansas and Texas we opened up a new or primitive country with great natural resources; mules, horses, hogs, cattle, eggs, poultry and untold billions of feet of hardwood and other timber. The Boston Mountain has best hardwood in the world. We shipped it to every state in the Union, also millions of fect to Mexico and the Hawaiian Islands. At first the forest products were shipped in the rough, as lumber, logs and ties, while today it is being manufactured and shipped as handles, vehicle and agricultural implement wood, wagons, staves, and in various other stages of finished and near finished products. I believe it is safe to say that the population has increased $500 \%$ since
we entered the territory and business $900 \%$, as you all no doubt know we have a first class road, which has cost millions of dollars to obtain. I never saw a brighter outlook than we have now. We have learned at the school of experience.

Here is a list of names of the Superintendents on the Central Division from its, birth to the present:
W. A. Thomas, deact.

IF. L. Merrell, whereabouts unknown.
J. A. Mantor, living in Ft. Smith engaged in mercantile business.
A. O'Hara, dead.
G. H. Schleyer, Gen’l Manager Texas Lines. <br> \section*{\section*{Schooling versus Education. <br> \section*{\section*{Schooling versus Education. <br> <br> By Kemelh L. Van Auken, Pres. Raihway <br> <br> By Kemelh L. Van Auken, Pres. Raihway Educalional Press.} Educalional Press.}

A track forman was in my office the other day, asking me what 1 thought about his accepting an offered position as roadmaster on another railroad, and he brought up the question of his education -said he had not had much schooling in his early days and he seriously doubted his ability to hold down the position.

It developed that his common school education was good, that he was able to handle reports of all kinds with ease, neatness and dispatch and the only question in his mind was regarding his technical education.

I found out on inquiry that he had had a very wide experience in track work. starting in as a laborer and having had charge of section and extra ganes.

This man was an educated man, but he had been educated in the school of experience instead of in college. Ite had kept up to date on track work methods,

LeRoy Kramer, V. Pres. Pullman Co, Chicago.
H. H. Brown, Supt. Kansas Division.
W. G. Koch, with Ft. Smith and Western.
C. H. Baltzell, our present Superintendent.

Our present captain on the Central Division and our leaders on entire system are men of high class, and I believe will compare favorably with any other railway organization in the country. If we all stand firm, having the thought of F. C. P. always on our mind there should be no reason why we should not succeed.
was interested in all new developments and read the opinions of other trackmen wherever he was able to get them.

Many poople confuse the terms, schooling and education. A man can educate himself if he has the ground work of knowledge necessary to understand what he reads. Some of our best educated men have had almost wo schooling at all in what we commonly look upon as schooling. They have educated themselves by reading and by keen observation through their own experience. The fact that a man has been to school or to college does not make him a good track man or a good car man. A man is of value in these positions on account of what he picks up in his daily experience and through what he has been able to find out about the practice of other men on other roads.

We are getting to the point where we judge a man by his ability and not by his schooling; and when ability is considered. the man who has educated himself usually has it on the one taught what he knows by others.


## The Frisco-Man

## MOTOR CAR CARE.

II. W. Cutshall.

FULL. To prevent delay to entire gang while preparing sufficient gasoline [or the day's run a five gallon lot should be carefully strained through a chamois to remove water and grit. To neglect straining will certainly cause carburetor and engine trouble. (D) not strain through a flas, the lint from it will clog fuel pipe and neodle valse.)

Mix thoroughly with the gasolinc, "A" oil in the proportion of 12 pint of oil to each gallon of gasoline (2-1.2 pints oil to $\overline{3}$ gallons gasolinc.)

The importance of having oil and fuel well mixed before puting in tank of cat must not be overlooked. Unmixerl oil will clog fuel pipes and carburetor.

After a new car has been well broken in (alter first 1000 miles run) the amount of grade "A" oil should be lessened to $1 / 4$ pint to each gallon of gasoline (1-1.4 pints oil to $\overline{5}$ gallons gasoline.)

## LUBRICATION.

Grade "A" oil must be used mixed with gasoline as explained under "Fuel" to lubricate piston and rings, wrist pin, crank and connecting rod bearings on inside of engine. It should be used in the lubricator on top of engine and fed at the rate of 10 drops per minute when engine is new, gradually decreasing to 6 drops per minute after car is well broken in.

Use grade " $A$ " cil on wheel bearings and idler pulley, which has an oil hole in cither end of pulles huls. This should be oiled frequently. The boxing on fly wheel end of crank shatt.

Cup grease must be placed in the cups on engine and should be turned down one notch (1 \& turn) (ach mile travelled. Failure to keep grease cups filled and screwed down will result in wom main bearings, a loss of fuel and power.

Car or so-called "black" oil must not be usch, and only such quantities as are actually required. Excessive use is
not only wasteful but will cause carbon to form on inside of engine, with loss of power, where the lubricator is set to feed oil too fast or too much is mixed with gasolinc. Keep car and engine clean at all limes, less oil will be required and more satisfactory operation had.
Startiva. Two tests can and should be made to insure the prompt starting of the car.

First, close the battery switch, then the "Coaster," take a screwdriver or any metal, place it across from sorew holding wire in timer to fly wheel or axle boxing oil tube, a sharp buzz should occur in the vibrator. If it does not occur look for loose battery connection.

Seconcl, open valve or cock in fuel pipe under gasoline tank. Close needlo valve in carburetor, then open one full lurn, now place your fingers under and raise valves in carburetor, hold these up until the gasoline begins to drip out of carburetor. It may require a minute or so for the gasoline to begin to drip.

Now set the "Timer" lever on "Center" open the "Coaster," open the "Throtle," open the "Relief" valve on top of the cylinder, open the "Lubricator."

Have two men push the car from the rear. As soon as the car begins to move close the "Coaster," when the engine fires immediately close the relief valve, "Advance" the "Timer" lever slowly until the engine runs smoothly.

After car has run a short distance. sufficiently to warm the engine thoroughly, close "Throtule" hall way, now close the needle valve in carburetor unti! engine quits firing, then gradually open needle valve until engine fires regularly at a speced of albout 10 miles per hour, at this point the carburetor will be properly adjusted, permitting the admission of more gasoline on a hard pull by opening throttle lever.

## The Trisco-Man

Now adjust the Lubricator to about 10 drops per minute white car is new, or 6 drops per minute after car has run 1000 miles.

Turn grease cup caps down one noteh cach mile as engine runs.
RUNNING. Speed of engine is governed by opening and closing of "Coaster." The "Throttle" should always be closed while car is coasting. This saves gasoline and prevents the spraying through coaster valve in front of engine, of lubrication over framework and deck of car.

The belt tightener or idler should not be pulled up any farther than is absolutely necessary to propel the car. Running with belt too tight causes friction nad loss of power, is liable to broak lacing and tear out the holes in belt.
STOPPING. To stop the engine open the "Coaster." Immediately after stopping car the "Lubricator" should be closed to prevent waste of oil. Apply brake gradually, allow engine to turn as long as car is in motion. Have throttle closed to allow crank case to clear of all fuel. Release idler on belt when car is standing. When no attendant is near, switch on battery circuit must be open and battery box locked. Gasoline should be turned off in fuel pipe under tank.
GENERAL. The engine and car must be kept clean of dirt and grease at all times. All bolts, nuts and screws should be kept absolutely tight. It will prolong the life of the engine and car and add to the lase and economy of operation.

No changes of nor additions to the car or engine are to be made.

A white light in front and red light in rear of car has been provided and should be always carricd in absolute readiness (See M. of W. \& S. rule No. 341.)
PlacING CAR ON These cars have OR OFF RALLS. been provided with
devices espectially designed lo assist in the placing on or removal from the track, also to make handing and riding therem safe and comfortable.

Foreman must designate a place or station for each man of his gang. These places must always be occupied by the designated member. It will be the duty of those placed in the extreme front and extreme rear (the tank end is front of car) to place the car on the rails and remove it therefrom.

To place the car on the track proced as [ollows:
laving the rear end of the car pointed toward the rails, the rear end men will station themselves alongside grasping with one hand the upright pipe of safety device and side member of car with the other. The (ront men will step) directly in front of the car grasping the uprights of satety dovice and will push it hack until rear wheels clear the rail and will hold in suspension until front wheels cone up even with end of ties before lowering. (li lowered too quickly weight will come on brake blocks causing damage to them. Front end men will then pick up front of car clear of rails and carry it around and place on rails. While front is being carried around rear end men will work one wheel towards rail and the other whed over rail and not attempt to place rear wheels on rail until atter front end has been placed.
Men must not be permitted to walk backwards under any circumstances and should always bace when lifting car on or off of the rails.

Care must be exercised to have wheels clear rails so that weight of car will not damage them when setting car off of track.
LOADING TOOLS. Specifice places must be had for every tool carried on the car and each must always be kept in its place while car is being operated. The men stationed or riding on each side of car must be assigned

## The Trisco-Man

to load their respective sides of the car.

The right side beginning from outside shall contain 1 lining bar, 1 claw bar, l track wrench, 1 track gauge, 1 jack handle, 1 level board; in front right side hooked with sharp point in, 3 to 5 picks; in rear right side hooked with sharp edge inside, 2 adzes, 2 spike mauls; alongside of inner frame, dinner pails. With head resting over front axle and lever pointing toward wheel, place jack on top of tools lying on deck of car. Jack should be removed from car and carried out of way by man seated di-
rectly over it when car is to be taken ofl of track.

The left side beginning from outside should carry 1 lining bar, 1 track wrench, 3 to 8 shovels piled in two rows with backs of shovels up and handles forward. Hook I track chisel in front of frame, place water keg under foreman's seat at rear of engine, provide a small box to carry small materials, carry flags on deck of car at rear between water keg and safety device. Do not tie flags to frame of car.

No tools are to be carried on the outside of car. (See M. of W.\&. S. Rule No. 342 .)

When babbitt metal is heated some of the tin and antimony in it is burned out, making it unsuited for use in machinery bearings, and similar purposes, after several heatings. The oxidation of the metal is indicated by the formation of a scum on the surface.

Leather machine belts should be cleaned with gasoline to give a good binding surface, rather than load them with belt grease, when they slip repeatedly.


[^2]

Switch Lingine "Crew", Afton, Okla, Keading from the left are: Ed. Wheeler, general yardmaster, Mrs. Wd. Wheeler, Beatrice and Dis. Ross Iaker. Botion raw: I). Bohanan, M. I.oyd, Mrs. R. I). Vaughn, IR. D. Vaughn.

## All He Had Was Sympathy.

During the severe storm that flooded Galveston and caused some loss of life and much damage to property, an artillery officer, on leave of absence, telegraphed to his superior officer in command of the coast defenses at that point:
"Sympathy to the regiment; where are my clothes?"

The answer was:
"Sympathy from the regiment -you have no clothes."

# STUDIES IN TRAFFIC. 

Gco, L. Edwords.

## Car Supply and Distribution.

Section l of the act to regulate commerce after defining the word "transportation" to include all cars and other vehicles and all instrumentalities and facilities of shipment or carriage, etc., provides, that it shall be the duty of every carrier subject to the act to provide and furnish such transportation upon reasonable request therefor. However, the carrier's duty to furnish such transportation is fixed by the common law and by the charter of the individual carriers rather than by the act to regulate commerce.

It is the common law duty of carriers to furnish a proper and adequate car equipment for all the reasonable needs of the business they advertise and undertake to do. If a carrier holds itself out as a carrier of commodities which require a special kind of equipment, such as oil or perishable freight, by providing rates for such commodities in its tariffs, it is the duty of such a carrier to furnish upon reasonable request, suitable facilities to insure the safe transportation and delivcry of such freight unless that duty is specifically qualified by the tariff. That does not mean however, that a carrier must supply itself with a sufficient car equipment to protect the immediate movement of all freight offered it during unusual business periods and the inability of a carrier to furnish a shipper upon demand with all the cars he needs during a temporary car shortage is not subjecting him to any undue or unreasonable prejudice or disadvantage within the meaning of the act if no preference is shown between shippers.
As a practical matter, it is not always possible for carriers to furnish all shippers with just such cars as they would like and in such numbers and at such time as would best serve their purpose. Vast fluctuations and unforseen developments
of commerce or the fault of some connecting line or lines may occasionally bring about a condition in which the best managed road with the most ample freight equipment is unable to move as tendered all the freight upon its line, and that without any fault of its own. In defining the carriers' common law duty to furnish cars during a temporary shortage of coal cars, the United States District Court in Logan Coal Co. v. P'enn. Rd. (154 Fed. Rep. 497) used the following language: "A railroad company is not required to keep a car equipment sulficiently extensive to meet the maximum output at any part of the year but is only required to [urnish car facilities to coal shippers to mect a demand adjusted and regulated to utilize the company's car equipment with uniformity and regularity throughout the year."

The act to regulate commerce contains no provision which expressly or by implication gives the commission authority to require a carrier to acquire additional equipment or to supply itself with such kind and number of cars as in its opinion would constitute a necessary car service.

It may prescribe and enforce reasonable rules for the exchange, interchange and return of cars as between carriers when carriers fail to agree upon such rules, but in the absence of discrimination, it has no authority over the distribution of cars among shippers. However, if discrimination is practiced or even threatened, the commission may assume jurisdiction and prescribe rules for the distribution of cars as has been done from time to time in the coat industry.

In the matter of car distribution at a time when there was a shortage of coal cars, the Commission held that the only regulation or practice that is just, fair and reasonable, is to allow each mine a proportion based upon its ascertained
capacity and without regare as to whether the mine furnished fued coal, eommercial coal or both. It was further hede, that carriers should post at intervals the ratings of the various mines upon their lines, based upon the disinterested and intelligent examination of experts into all the factors which make up their capacity both actual and potential. This involves an examination of the working rooms, thickness of the seam, switeh and tipple efficiency, number of employes, character and number of machines used, and so forth. When the ratings of the various mines have been determined, all available cars including private cars, leased cars. system and forcign line fuel cars, as well as cars in the commercial service, are counted in assigning each mine its share. The rule laid down in Railroad Commission of Ohio v. Ifocking Valley Ry. Co. (12 I. C. C. R. 398) and consistently followed whenever the Commission has taken over the distribution of coal cars is, that each mine is entitled to all of its leased and private cars, all system and foreign line fuel cars assigned to it, and a sufficient number of cars in the commercial service to make up its proportion. If. however, the leased and private cars of any particular mine, together with the system and foreign line fuel cars assigned to it, are more than its proportion, all such cars must be delivered to it and all other available cars distributed among the other mines on the basis of a changed percentage.

It should be understood however, that the act to regulate commerce laves carriers free to initiate their own rules and regulations and the Commission may interfere only when it becomes necessary
to prevent some wrong [orbideden by the act. Therciore, it has no duthority to order a carrier to establish a system of mine ratings or car distribution until it fairly appoars that without it, discrimination will result which can be prevented by the order.

## QUESTION BOX ANSWERS.

IR. S. T.--berpress and transfer companies operating trucks, wagons, drays. automobiles, etc., are not subject to the act although performing services in connection with carriers as they are not carriers belonging to any of the classes enumerated in the act.
O. M.-Transit privileges such as milling in transit, "floating" cotton, cte., are a part of transportation as defined by section 1 .
T. J. M.-Cars furnished shippers should be in suitable condition for use and not in such condition as to require shipper to go to the expense of preparing them for shipment such as cleaning, repairing, furnishing racks, grain doors, ete. However, if the shipper undertakes to put such cars in condition for use, it would be unlawful for the carrier, in the absence of tariff authority, to honor a claim or make any allowance for such work. There is a material difference between service and facilities furnished a carrier by a shipper and one who is not a shipper, for while a carrier may contract with a third party for repairs to their equipment or for racks and grain doors to be furnished, it may not lawfully reimburse a shipper for the expense thus incurred unless expressly so provided in its tariffs. Sce Conf. Rulings Nos. 19-78-292-360.



This department is for malters of interest in Agents. All Agents are welcome to combiturte.

## INNOVATIONS BY FREIGHT ACCOUNTING DEPARTMENT.

F. C. Fremms.

PROGRESS is the paramount issue of today. We cannot stand still and keep abreast of the times. This is particularly true of men in the railroad service. Irrequent changes and improvements have been made in railroad methods, rules and regulations in the last few vears. Although it may not have been forcofully impressed upon you, nevertheless considerable thought has been given by our management for the welfare of its employes. It is conceded that the duties of the station agent and his assistants are many: Bearing this in mind, it has been the aim of the Freight Accounting Department to lighten their burden as much as possible. From time to time freight reports have heen greatly simplified, thereby lassening the work of the station force.

The most recent change has been in the adoption of a daily duplex Frcight Received Report. At one writing the station recotd of Freight Received, as well as the report to the Freight Accounting Department, is made; thereby saving the time of making one extra report, as formerly,

In addition, the weekly shipper's order Report 26 -C Local has been abolisherl. effective February 1st -and instoad - the shipper's order ladings are attached to the waybills, or in lieu thereof a small memorandum slip when the lading has not been surrendered at the time waybill is reported.
londer our current instructions, agents are permitted to make adjustments as well as to refund overcharges on shipments previously reported. To facilitate the accounting of such corrections, we have put intes elfect on the first of this month, a weekly report Fom 6t-Local. This report has several advantages from an agent's stand point. Instead of adding or deducting the under or overcharge of
local corrections in the Freight Received record, the cash book, as well as on form 35 -Local, a dieect credit or debit is taken on the now repert. This prevents confusion in the accounting, especially to berinners. Furthermore, it has the effect of properly separating such entrics in the cash book, and facilitates balancing of the accounts. It keeps apart current business from adjustments on previous months, and on that account, can subsequently be more readily checked and located.

Later on we may have something to say about mechanical appliances now used by modern and up to date railroad accounting offices. In the meantime, for our mutual bencfit, an invitation is cxtended to all Friseo employes visiting St. Louis to inspeet our mechanical accountind devices that have greatly benchited and assisted us in reducing the station accounting work.

## A Suggestion.

The following anonymous "idea" evidently came from an Agent, and although we would appreciate it much more if he would have given his name and address, we think it is worth attention. The commmication reads:
"If the wite that binds a book of book tickets together were inserted from the other side, kaving the open bratd on the top), then asents could lift the wire and sort the tickets which would be quite a holp when making ticket reports."

A congresisman-elect reeently traveled from Philatelphia to Washington in his own biplane, piloted by an amy officer. Ite says he is the first man to fly to congress.

## The Irisco-Man

## Shifts.

C. R. Langford installed permanent agent Welling, Okla, February 13.
S. W. Cooper installed ticket agent Sterling, Mo., February 13.
S. T. Westwood installed permanent agent Haworth, Okla., February 12.

Raymond E. Abbott installed agent Stanton, Mo., February 12.
H. M. White installed temporary agent Talihina, Okla., February 10.

Effective February 9, Rock Island, Okla., (Central Division-Arthur SubDivision - Mile Post 431.7-formerly known as Maney Jct.) opened as a ticket only agency, joint with Midland Valley. J. P. Talbot installed ticket agent.
C. E. Gerteis instalied temporary agent Tulsa, Okia., relieving J. T. Hulehan resigned.
W. E. Rash installed temporary agent Wilson, Ark., February 9.
W. H. White installed temporary agent Cement, Okla., February 9.
C. M. Rice installed permanent agent Tuskahoma, Okla., February 9.
R. T. Henderson installed permanent agent Cyril. Okla., February 9.
J. T. Lane installed temporary agent Zalma, Mo., February 8.
R. K. Rodgers installed temporary agent Clayton, Okla., February 8.
J. F. Elchert installed temporary agent Rosedale, Kans., February 5.
J. J. Guidroz installed permanent agent Morrison, Okla., February 5.
J. M. Story installed permanent agent Depew, Okla., February 6.

R, F. Wright installed permanent agent Claremore, Okla., February 1.
E. R. Slocum installed permanent agent Bristow, Okla., February 2.
H. L. Turner installed permanent ticket agent Holly Springs, Miss., February 5.
W. R. Marsh installed permanent agent Reeds, Mo., February 1.
T. T. Gillihan installed permanent agent Prescott, Kans., February 2.
D. W. Sherman installed permanent agent Wallerville, Miss, February 5.
J. O. Bolton installed permanent agent Deckerville, Ark., February 5.
R. D. Newman installed permanent agent Eram, Okla, February 1.
W. L. Hadaway installed temporary agent Foreman, Ark., January 31.
J. R. Burt installed permanent agent Mineral Wells, Miss., January 31.
C. H. Bowman installed temporary agent Terlton, Okla., January 29.
W. L. Brewer installed permanent agent Goltry, Okla., January 30.
J. W. Alderman installed temporary agent Valley Park, Mo., January 29.


Vew showing men of Yale Shops, Memphis, Tenn., submitted by J. A. Williams, piece work checker.
A. A. Green installed temporary agent Rudy, Ark., January 29.
C. W. Tavlor installed temporary agent Jericho, Ark., January 29.
J. R. Leasure installed permanent agent Middleton, Okla., January 19.
J. E. Montgomery installed temporary agent Delta, Mo., January 16.
C. W. Miller installed permanent agent Sapulpa, Okla., January 22.
W. T. Staten installed permanent agent Mannford, Okla., January 19.
H. M. White installed temporary agent Tuskahoma, Okla., January 20.
A. A. Crow installed permanent ticket agent Benoit, Ala., January 16.
R. D. Hiller installed permanent agent. Warwick, Okla., January 11.

## Future Events.

The Western Oil Jobbers' Association will hold their convention in St. Louis March 21-23, 1917. The Western Refiners' Association, American Petroleum Association and the Independent Oil Men's Association will probably participate in this meeting making it one of the greatest oil conventions ever held.

The American Iron, Steel \& Heavy Hardware Association will hold their convention in New Orleans March 27-29, 1917.
A. A. U. National Outdoor Junior and Senior Track Meet, St. Louis, during March, 1917.

North Central Association of Colleges and Secondary Schools, St. Louis, during March, 1917. Mr. Harry E. Brown, Kennilworth, Ill., Secretary.

Missouri State Butter \& Egg Association, St. Louis, during March, 1917.

National Association of Real Estate Exchanges, Milwauke, Wis., during March, 1917.

Religious Educational Association, Boston, Mass, during March, 1917.

Public School Music Supervisors' National Conierence, Grand Rapids, Mich.,

March 19-23, 1917. Mr. P. W. Dykema, Pres., Madison, Wis.


Agent P. E. Barney and Assistant A. Critchlow, Davidson, Okla., force, "striking a balance."

## Hears from Maxey.

The Frisco-Man has received an interesting letter from Asent J. T. Maxey, Forney, Olila., in which he states that he believes the employes should co-operate with one another to a greater extent in Freight Claim Prevention, and adds that, in his opinion, it would be a good idea for Mr. Whitclam to show a list of all damage cases filed, and the Station.


Loading steel drainage pipe taken from under levee of mairr ditch of the Little River Drainage District M. P. T. 136, Leachville Subdivision.

Electric reflectors have been provided in a St. Louis park with which a rare collection of water lilies is illuminated at night.


## Mean Shot.

Jones keeps pigs as a hobby. He is, of very small stature, and one evening he was taking a pig he had sold to its new owner, resting one arm on its neck to guide it along.

As luck would have it, Brown, who is his mortal enemy met him, and seized his chance.
"IIallo, Jones!" he said. "Have you started courting again?"

## Mark of Recognition.

Ile-This is my photograph with my two French poodles. You recognize me, heh?

She-I think so. You are the one with the hat on, are you not?

## Ha ! Ha!

Wifey-Who is that picture from?
I Iubby --What do you want to know for?

Wifey - What do I want to know for? Well, you are certainly the most inquisitive man I ever met:

## Rather Wheezy.

"What do you think of that horse I sold you -hasn't he a line coat? Ain't he a dandy?"
"Yes, I like his coat all right; but I don't like his pants!"

## Where Ignorance is Bliss.

IIis Sister -Isn't our Edward just wonderful? He's already been promoted to ficid marshal. From private to field narshal in two months!

Her Irriend -Really?
His Sister Yes; field court marshal!

## In the Asylum.

Visitor Is that clock right?
Superintendent No, sir. Had it been right it would not have been here.


Ifeard among the office boys in St. Louis.

Arthur - That tune seems to haunt me.
Charlie. It ought to, secing the way you murdered it.

## A Scathing Retort.

The following is given by W. O. Coy, Friseo-Man Correspondent at Chaffee.

Conductor Little boy, why aren't you in school?

Little Boy-Don't want to so.
Conductor What do you propose 10 do while you are growing up?

Little Boy - Be a brakeman.

## He Was Right.

Superintendent Terminals, I'. W. Conley, tells this one on himself. "Few days ago I mot an Irishman on Linion Boulevard and asked him to tell me where Windermere place was, and he replied, 'The first place you meet'. I followed directions closely and found that he was richt."
"She has such an ait of refinement."
"Yes; her father's in Standard Oil." Princelon Tiger.

## The Trisco-Man

## A Mere Nothing.

Father - Inear me, the baby has swatlowed a piece of worsted.

Mother-That's nothing to the yarns she ll have to swallow if she lives to grow up.

## That Settled It.

Uncle Hank- Jimmie. your mother tells me she gives you pennies to be good. Do you think that is right?
Jimmie -of course, it is! You don't want me to be good for nothing, do you?

## 沺

## So He Did.

Jones -I heard io-day that your son was an undertaker. You told me he was a physician.

Bones-You misunderstood me. I said he followed the medical profession.

## A Sporting Offer.

Man-I want to help you, but if I give you a nickel I'm alraid you won't put it to good use.

Tramp-Well, a nickel ain't enough tuh do much harm with, or much grood either. so take a chance, mister.

## Mercy!

"Oh, Mrs. Smith," exclaimed little Bessie Brown, "plase may I take my cat up into your attic!"
"What do you want to do that for. Bessie?"
"Why. Puss is hungry and mother said you had rats in your garret."

## Presence of Mind

"(Oh, John!" shricked Mrs. Dorkins. "The baby has swallowed a silver piece."

Mr. Dorkins took a landful of change out of his pocket and looked it over.
"Calm yourself, Maria," he said. "It was that counterfcit quarter I've been trying to get rid of." -Brooklyn Cilizen.

Pat's Rejoinder.


Patrick, lately over, was working in the yards of a railroad. One day he happened to be in the yard office when the force was out. The telephone rang excitedly for sometime, before I'at came to the conclusion that it ought to be answered. He approached the instrument cautiously, and slowly put the transmitter to his mouth, as he had seen the "boss" often do.
"IIillo, there," he called.
"Hello," answered someone at the other end, "is this cight-six-ought-four-eight?"
"Aw, g'wan; I'hat d've think Oi am, a box car?" replied Pat.

## Not for Her.

Florine So Delphine has given up learning stenography.

Pauline --Yes; she found she'd have to let a man dictate to her.-- Jutlde.

But that shouldn't have worried Delphinc, for when it comes to transcribing notes the stemographer usually has the last word.

## Get the Habit.

The Frisco-Man is Lickled at the excellent response to its request of last month for correspondents, and the employes are to be complimented on their showing, and on their efforts int ading to make the Irisco-Man the I3EST OF ITS KINI). It is hoped that this enthusiasm will continue, and will spread cach month. CET TIIE IIABIT-you, not only the other feltow.

KANSAS CITY-George McKenna, who was holdC. L. Price ing a position in the Car Department as Report Clerk, has been ransferred to Accountant Clerk in the Store Department

Mr. Forster, Master Mechanic, is taking a few weeks vacation. Mr. Worman is acting Master Nechanic while Mr. ['orster is on his vacation.
C. J. McKenzie, Chief Clerk in Mr I'orster's office, is very sick, and is now in St. Lukes I Iospital. We are all hoping that Mac will have an catrly recovery.
J. M. Walker, cherk in the store department, has listened to the call of the wild and beat it back to Wichitiz. So-long John, we know she is happy now.

George Samms, former roundhouse clork at Pillsburg, has been transferred to Kansas City as a clerk in Mr. Kew's ollice. How do you like the big city now, Georgie?

Chris Nelson, general car foreman, has been on the sick list for a few days. While he is back at his desk his voice apncars very mild. The barber made a mistake the other day and cut off his mustache, possibly that has something to do with his being so timid.

Car Department had a meeting at Kansas City Sunday, February 2. A large number of the foremen and inspectors off the Division attended. E. J. Price, gencral storekeeper, was present and made a fine talk on the subject of material.

John Cesgrove, stod car repairer, is wearing a smile all over his face. John says he has the finest pair of twins in the country. CongratulaLions Johm.

Mr. Petchner, seneral lumber foreman, visited us January 28, which did us a great deal of good.

FOR'T SCOTT - Win. I Wuter is being comeratulated upon the arriyal of a son at his home February 7. Necdess to say IBill is a justly proud father.

Mrs. James Brown"s parents, who have beem visiting with her for some time, have returned to their home in Peoria, IIl.

Section Foreman Looney of Ash Grove has been changed to Garland, Kans., and Nir. Periy Numn will he located at Ash Grove.
leires were built under enginges at Fort Scott the last week of January and part of the lirst week of February, as the weather was very cold. The thermoneter registered 6 below part of the time. l'eople suffered for the want of gas in stoves.

A pretty but simple wedding took place lebruary 6 when E. R. Jones, a Frisco employe, and Miss Nerys wore united in marriage. The bride is a daughter of Mr. and Mrs. Wm. R. Merys of this cily.

Bessic, the small daughter of Engincer $E$. Singleton of the Afton local, is confined to the hospital with pneurnonia fever. Mr. Singleton is layink off for several days.

Conductor C. H. Heilz Laid off sick at Afton I ebruary 5. Sonmething he ate made him sick and his limbes were stiff, so is to catuse hin to think for a while ho was paralyzed. A man relieved him for that day.

Conductor dou Johnston taid off the first of the month on account of sickness. Ite has the fort Scott lay-over on the Afton local.

The bovs were admiring the 75 newly rebuilt box cars from Springficld in the yards here, also 8 steel coal cars newly rebuilt by the shop boys at $E$ E. Scoll. Lonks like the Frisco is groing to be able to hande the rolling stock in a better shape.

Some of these spring-like days we have been having makes the Irisco boys begin to think about making garden at home and beds for posies at the shop prounds. They have them too.
C. I). Toler, assistant superintendent locomotive performance, has returned from St. Louis after spending 30 days riding 72 class engines on Eastern Division
G. A. Ermatinger has assumed duties as assistant superintendent of the Afton and Parsons SubDivision at Pitsburg, Kans.
J. A. IIenshaw, formerly of Sapulpa, and now general foreman at Fort. Scott, says he likes Fort scoll fine.

The Southwestern IDivision hats taken another man from the Northern Division in the person of Sam G. Manlove. We all regret to see Mr. Manlove leave, but are sure Sam will make the South western a good traveling engineer.

Fort Scott has one of the most enthusiastic Safety l"irst Committees on the system.
Geo. R. Wifcox has moved to Neodesta to assume duties of assistant master mechatnic at that point.

CHERRYVALE …Mrs. W. O. Adams, wife of
Ldw. L. Corrins engincer Adams, sold one dozer chicks which brought the top price of \$1I.94 at the loca! market. This is the highest price paid for one dozen chickens at this print.

Brakeman Medrie Winslow bas beconce some actor, having laken part in a play given by the Elks of this city. It will not be a surprise to hear that he has thrown away his brake clul and ioned some srand opera company

Archic IIall, section foreman, has been granted 90 days leave of absence. Foreman Bumgetrdiner of Neodesha has his place.

Outlook for business this month is good, considerable coal is handled this way, also severa good oil wells have been struck and account of no water in crecks more wells would be drilled
J. I'. Liston, assistant superintendent, was in Cherryvale several days on business.

Gus Mountian, second trick operator, while drilling for water at his home recently found coal, oil arid ore but no gas.

Wrm. Reddin. brakeman, has moved his family to I'ort Scont, havink been promoted recently and is now working out of that place.

Jack Waterbury, concrete foreman, was called honte Ieebruary I on account of the illness of his wifc who is now improving rapidly.
lirank Ilam. Jr., yard clerk, has made several New Year resolutions to cut down some expenses as we understand this was done in order to star right, as he is alrout to take, hy law, a new partner for life.

SPRINGFIELD --Mrs, Roy Hessinger, wife of pipe Mrs. (y. M. Mear fitter Ilessinger, and son Roy, Jr. will visit at Web) City for a month.

Turner Vance, blacksmith helper, and his som John, wild visit at Sampson, Mo.
J. IH. I3ass, boiler washer, and wife are visiting in Kansas City and los Angeles, Calif.

## The Trisco-Man

Martin MeNeal, shop matn, wile: and son, are visitimg in St. Louis with relatives.
S. K. Martin, engineer, is laid up with a mervous breakdown, and was in a serious condition for a day or two.

Mrs. J. E. Harvey, wife of boilermaker helper I Iarvey, and son Erncst, expect to visit in St. Louis soon.
W. C. Moore, machinist apprentice, will visit in Kansas City for a few days.

Geo. Peeler, air brakeman, recently spent two wecks at Cabool, Mo.

Orville W. Cruise, machinist apprentice, will spend a month in Kansas City,

Mr. and Mrs. J. T. Ward will spend a few weeks at Cabool, Mo.
fohrs Bowler, engineer, is confined to his home. D. S. Atwell, machinist, will visit at Kansas City, Mo, and Vance. Nebr.

Mrs. M. A. Wightman is reported seriously ill at the home of Mrs. Ed Mudell at Sapulpa, Okla., where she is visiting. Her son F. A. Wightman, superintendent of safety, left February i for Sapulpa. Mrs. Wightmant is 84 years old, and has lived in Springficld since 1870.
D. L. Mathes, carpenter, and wite will visit at Kansas City, Mo.

FALL RIVER, KANS. - Fall River is improving, I. C. MeCord some of the section men and the city together, are unloating two cars of cinders around the depot, a much needed improvement.
liberral, MO.- Mrs. J. T. Dickeson, wife of the G. M. Hubbell Missouri Pacific Agent at this ain place died suddenly of heart failure the night of February $I$, burial to be at Lyons, Kans. Mr. Dickeson has been with the Mo. Frte. nearly 30 years, und is well known among a good many Frisco employes.

CORDELL -Assistant Superintendent J. T. Brooks marle Cordel a visit January 22 and 23 getting the Clinton Cordell Switcher lined up in good working order.
Cashier Frank O'Halloran spent a week visiting relatives and friends at Richland, the latter part of January.
Charles A. Park installed as car clerk January 21. rclieving Sana 13. Grigg.

Gico. A. Higgins, expense clerk, visited home folk at Manitour over Sunday, January 28.
Our gencral claim agent, Panuary Dubic, spent Monday, January 8 , in Cordell on important business.
C. E. Whitney, water service foreman of Enid. was in Cordell Fehruary 6 , with a gang of men making some repairs and arranging with city for
water for cngine use water for congine use.

WICHITA - Gco. Wilcox, acting matster mechanic, S. B. Ramsey was a visitor February 1.

Springlield, is gus Proger, erecting machinist of Spinglield, is setting an engine and several machines for us this weck, the first Wichita has ever had. and we are very proud of the new improvements.
J. M. Walker was apoointed storekeeper here effective ticbruary 5 . Mr. Walker was here as storekeeper once before and we are glad to see him back.

Miss Gladys Ramscy, daughter of car forenan Ramsey, spent the latuer part of January visiting old friends in Ft. Scott.
Mr. llamilton, our cashier, was recently apmointer chief clerk to commercial agent $S$. 'P'.

Ifents. Mr. I:. E. Miller tansferred bo Fort Scoth, Mr. Dee of liont Sont carne to Wichita is cashier. Fycryhody was sorry 10 see Mr. Miller leave, and wish him all success in his new phace.
Car foreman Ramsey has the bad orders down to the minimum, which he is very proud of.
February 1 and 2 the temprature was 10 below here. Wc had no passemper cars or engines to freze up, however, and everything ran finc.

Mr. Art Jackson, switchman, is alble to be up and around the yards afler about five noonths sickness. Everybody is slad to see Art out again.
Night car clerk Davidson visited friends in Iantha, Mo., recently.

CLINTON -- Mr. Balke, roundhouse foreman, recently completed putting in an upright boiler in the roundhouse for a heating plant. and to be used as a blower forfiring up engines. Conductor Ep. Wirth has been running on passenpers 21 and 22 in Mr. (Fery's place, who was off sick.
M. L. Rissel, conductor on 55 , has been off sick with rhcumatism and a broken arch in the left foot.

Conductor $A$. T. Lancy, who has been off sick for a long time, is up and around looking much better.

Assl. Supt. C. T. Mason was in Clinton recently and had a meeting on the brok of rules, which was attended by some 30 or more of the railroad boys. Much goxi was gotten out of the mecting. We. as the High Line boys, would ask Mr. Mason to come more often as we enjoy such mectings.
Harold Balke, who was employed it the roundhouse, has accepted a position with the Brown Shoe Company, in St. Louis.

Our call boy, Mr. Jack Organ, a few weeks ago was initiated in the IIoly-bonds-of matrimony. Miss Lillian Adams of this city was the young lady in the case, and the good wishes of their friends are extenderl to them.

SAPULPA - C. IR. I3ush formerly employed C. T. Bingemer at this point as roadmaster's clerk, field win has been transferred to Springfrom Mr. Irving's office at Tulsa, Okla., succeeded him.
E. E. llarlow, trick dispatcher, resigned and was succeedcd by S. A. Salcup. L. E. Woodall, trick dispatcher, is away on a vacation.
Mrs. F'rank Denny, stenographer to Mr Mccarty was takea ill Sunday, January 21 ind was advised by the physician that she would be bedfast for about two weeks. The entire office force wishes her specdy recovery. Miss Mary Jane Muchmore will take her pliace until she returns.
A. I'. Swindall, cashier at Bristow, Okla., spent Sunday January 21, in Oklahoma City.
Mr. and Mrs. Aaron Morgan with a party of friends spent Sunday in Tulsa, having driven through in car,
M. E. West transportation clerk, spent Tuesday. January 29 with his parents at Ions d'Arc, Mo.
Miss Mary Jane Muchmore, stonographer, spent Sunday Iecbruary i, at Vinita, Okla., with friends.

Mr. R. Robnett, maintenance clerk, and C. lingemer. O. S. \& D. clerk, Sibent Sunday, lebruary 4, at their homes in Oklahoma City.
Mrs. Aaron Morgan states the only reason she has not learned to drive her car is becuuse the stred curbings atre entirely too close logether, not enabling her to turn around with any degree of

## The Tris co-Man

SLLPILUR, OKLA. Ilugh Fortact, who lats been W. Watsers working as tireman on the Sulphut Branch. deyarted recently with his wite and son for Sheman, where he now has a run out of there on $\overline{5} 2$ and 507 .

CHAFPEE-WI Willer, for the last two yedrs W. O. Coy assistant chicl derk in the olfice of C. II. Claibornc, suberintendent. has heen transferred to Cape birardeab as chief clerk (o) General Agent. Mr. Baker, [3. A. IIamilton, succeeding hime at this point.
(.. E. Shanmahan, assistant timekeeper of Spring field, was visiting friends at Chaffee latter part of Jantary.

Engineer J. C. Burner, who has been confined to his home for some lime sulfering with an injury sustaned December 13, wats again noticed on the streets of our cily January 31 . (ilad to see you about again , John.

Through some Sherlock Ilolmes work we licar of the recent martiage of Clerk I'rank Niorgan. Wi. wish you many years of happiness Frank.

Arch Camphell, Jr., roadmaster's clerk of Capo Girardean, made a flying trip to Chaffee Jinnary 31. Areh is son of chiet dispatcher Areh Cumploelf Sr. at this point.

Conductor $A$. M. Cagle was recently assigned to local train onctating between I layti and Ifarvard

OPOLIS, KANS. - Weather last fow days has been

## W. I. Skipper

 very cold ind made the lown loafers hume the fire.Ira Skipper hats returned to work at Pitlstourg. ather being off for a wock with tagripge.

Fiatl Iong, section foreman, spent Sunday, February 1 , with his father, Mr. Andy Long, at Farlingion, Kans.
I. N. Pritchell has laken a vacation and has gone to visit his father in Northeastern Missouri, whom the hasn't secn for 30 years. Otho Matzenbacher is filling vacancy of Mr. Pritchett while away.

Busincss for Jatuaty was good and prospects are for good business for February, if we can get plenty of cars to fill orders.

YALE, TENN, Rab! Ran! Rah! Who says that

## J. A. Williams

 Yale is a dead one Now don't gel excited, I am not speaking of Yald College, but of Yale, Tenna, the vivaterouitte city where the Frisco recently opened up a new ear shop.

While it is true that we do not build Fords or Overland cars, we do however, build Cole "cod!" cars, and incidently thirty rehuild cars were released during the week ending February 3.
II. W. Colbins is takiag thirty days leave of absence.
II. C. "Fudrly" Benlam is repmomed on the sick list. Buddy elatims to have the "spudgisk" That must be something awful, I Buddy.

The Yale boys ate looking for a Christmas wodding in May, that is far from Christmas, and we can't. see how il could loe called at "Christmas" wedeling untess it is "Bill."

Yale "boys" have orpanized a live piece string banal. atod clam by sprins they will bo: "ripe."

Ciat boteman Whemman talks safely finst lo has sis venty ment so stome. that dutmer the menth of Jabouty not a single accident occurred.

It is reported that .I. I*. Green, section forman, Yale Yards hats resigned.

CAMPBEAJ. MO.-Conductor Shrewsbury was T. C. Clayton off for a fow days to allend to some business at IIoxie He was relieved by conductor II. II. Washburn, It

Chas, Watson, iraveling demurrage supervisor, was a recent Camphell visitor.

Conductor Chas. IIorsiman relieving conductor Pickard on Camploll-Cape Cimardeau iocal. Pick and relieving Chapin on passenger rum 882 and 881

Brakeman F. X. Busby bats been assigned un trains 853 and 851 in place of brakeman $C . C$ Iidwards.

Assistant Sujerintendent Jordan was a recent Campleell visitor.

GIREWNLAND. ARK. - Carl E. Killy of Beatty, Ark., acted ats relief ageni Greenland three days the week of February 1 , white Agent Mullen was attending court.

Gocenland had an increase in revenur business of s 313.15 in January, 1917, over Jamuary, 1916.

Section foreman Seloourn receved a cat of cross ing plank recently, and is now busy putting same in

Mrs. Gen. Cole, who is now cook for Nelson's bridge gangr visited home folk Sumday, Fobruary 4.

Nug. Riley, bridge carpenter of Combs, Ark. was in Cirecmand one day recently
JOPLAN-Wnt. Taylor, night machinist, was off recently on account oi sickness. I:. M. Taylor relieved him.

Ilarvey Jones, boilermaker, is back at work alter a low days illmess.

Geo. Nelson, nigle hostler belper was catled home recently on account of the death of his falher.

Ed Pitman's two year old son fell and broke his leg. at lew days aco.

Fammic, out romindiouse "Mascol" hats an addition of three to her canine family.

MONETY - Hecbert Such, stenographer to Frank $I_{\text {a }}$. Kyler general yardmaster Fi. P IJogan. Fratia. Kyler has been promoted to night batygatge agent al. Oklahoma Cily. M. Bougher, a graduate of the Springfided Business College, has becen appointed his successor.

Xight yardmaster Harry Fleming is laying ofl and enginc foreman $A$. Gellete is rolieving him.

Day catler K. C. Herschfield returned 10 work after a few diys off. 「exira caller [:. Kyler who relieved him is working in night caller W. O. Gates's place for a lew nights.

Moneth is the prond possesson of a Frisco Pelephone Exchange, which is a great improvement over the old style circuit.

We are anxously awaiting the appeatance of some of the now engines at Moncti. The No. 2 came the other night and could hardly ged through the yard on accoum of the boys wanting to examine her.



## TUPELO SUB-DIVISION.

Mecting was called to order at Amory. Miss, January 20 by Chaiman M. D. Ross, with the following members present: J. R. Buchanan, O. E. Bradway, and J. A. Allen.

Several eards were received during the month and each was taken up and given proper attention.

Meeting adjourned 3:00 1'. M.

## FORT SCOTT MEETING.

Meeting was called to order January 20 by Acting Chairman, C. F. Hesser. with the following members present: C. F. Hesser, J. J. Cummings, E. E, Dix, G. L. Swearingen, W. A. Johnston, W. I. Elliott, Tom Hall, Lester Rose, and Stanley Mequitty.

Visitors: II. L: Eirncst, Traveliny Auditor; C. H. Findley, Engineer; and Claude Reeder, Roadmaster's Clerk.

Mr. Cummins read a paper on Safety First that was enjoyed by all. Mr. Johnson, General Car Foreman, has been asked to prepare a paper for the next meeting.

A number of Postal Cards were lurned in by the Committee, each of which was read and fully discussed, alter which the meeting adjoumed.

## JOPLIN-PITTSBURG MEETING.

Meeting of the Northern Division, Joplin and Pittsburg Districts Joint Salety First Committees was held in Joplin, January 22. The following were present: Joplin Members, J. F. Liston, L. A. Henshaw, G. L. Seanor, and I). I. Kunce. Pitlsbuig Members: G. R. Carson, C. E. Bissell, II. W. Cooper, S. B. Peter, and C. B. Darnell. Visitors present: F. A. Wightman, A. F. Prugger. M. L. Kemper, B. I). Cullifer, B. D). Bradiord, O. A. Clary, B. I). Herriford, Chas. Robbins, 1. M. McCrea, Clyde Pender, (i, E. Amos, and Lee Long.

Mr. Wightman was called on to make a talk, which was enjoyed by all.

A large number of Postal Cards were turned in at this meeting, and each was taken up and acted upon.

Meeting adjourned at $11: 35 \mathrm{I}$. M.

## SALLM MEETING.

The following members were present at the regular meeting of the Salem Safety Committee January 12 were: A. McComick, 'T'. H. Houston. Percy Pelton, Chris Jason, B. E:. Lutzenberger. Thos. R. Judd, and J. L. l Bangert. Visitors: L. Bangert, engineer, and Paul McMurtrey, brakeman.

A number of communications were received, and many cards lurned in, which were fully discussed.

Meeting adjourned at 9:00 P'. M.

## FAYETTEVHLE COMMITTEE.

The mecting was called to order $2 \mathrm{P} . \mathrm{M}$. January 20 with the following members present: W. P. McNair, Ree Alley, Cleve Golf, R. P. McRoy, Jas. Kcough, J. II. Goodin, and J. W. Robinson. Visitors: Fred Taylor, lineman.

A number of SF-I reports were received, and each was thoroughly discussed, and proper action was taken.

## NEODESHA COMMITTEE

Mocting Ncodesha Safoty Committce January 27, called to order at $1: 30$ P. M. by Acting Chairman R. Holland, Division Roadmaster, with the following members present:
E. İ. Catter, R. Holland, James Keily, R. I3. Oliver, C. S. Havens, A. C. Scherman, W. W. Wicker.

Visitors: Mrs. Floy Newland. Supt. Ladies' Department: IF M. Galloway, engineer: 'T. P'. Fenneses: brakeman; C. S. Johnson, brakeman; C. A. Carr, engineer; 13. I•. Beasley, brakeman; M. Freeman
brakeman; D. Longhill, ex-conductor; D. S. Vanhorn, conductor; H. W. Bale, brakeman; F. A. Williams, fireman; F. Venn, conductor; E. A. Stevens, fireman; A. C. Neal, fireman; C. W. Smith, fireman; R. E. Garrett, fireman; A. Montgomery, engineer; J. W. Siverd, brakeman: J. B. Levitt, engine foreman.

All cards received since last meeting were taken up and properly handled.

Talks were made by Mrs. Newland, Superintendent of the Ladies' Department of the Safety First League, R. Holland, Division Roadmaster; D. S. Vanhorn, conductor; J. M. Hall, conductor; D. Longhill, conductor.

James Keily, roundhouse foreman made a good talk in which it was suggested that these meetings be held so shopmen and machinists could attend.

SPRINGFIELD LEAGUE.
The regular meeting of the Springfield Women's Safety League was held February 2, at Heer's Auditorium. The usual business detail was handled and various communications read.

Mrs. G. M. Bear appointed at the last meeting as representative 10 place proposed bills on Anti-Trespassing and regulation of Auto Traffic over grade crossings before the various Women's Clubs of Springfield, reported that she had not completed this work, but that she had received the endorsement of several clubs whose total membership numbered $13 \overline{5} 0$.

## hugo league.

Mecting of the Frisco Women's Safety League of Hugo was called to order January 18, by Mrs. Floy Newland, Supervisor. Officers for the ensuing year were elected as follows: President, Mrs. Guy Simmons; Vice-President, Mrs. McDaniels; Secretary, Mrs. Rosenbaum: Treasurer, Mrs. Campbell; Press Reporter Mrs. Evans.

Plans for the work of the new year were discussed.

Eleven visitors, officers and members of the Fort Smith League were present and added materially to the interest of the meeting.

At the close of the meeting the ladics together with the F. C. P. Committee were given a trip over the Terminal in a special train, by Superintendent Baltzell.

Alter supper together at the Webb Hotel everyone went to the Assembly room over the station where about one hundred and fifty persons enjoyed an evening dancing. Music furnished by a Hugo Orchestra.

## ST. LOUIS LEAGUE.

The meeting was called to order at 2.45 P. M. February 8, by the President.

Dr. A. S. Barnes, Jr., was then introduced and he entertained the ladies for about an hour with one of the most interesting Salety First talks that they have ever heard. Dr. Barnes took up the Salety First work from the health stand-point giving many illustrations. The ladies were permitted to ask ques. tions-and all thoroughly enjoyed it.

Our Iriend and staunch supporter, Mr. Spaulding, also gave the ladies a fine talk and particularly tried to impress them with the idea of co-operation as the best means to the desired results of the Safety First Movement on the Frisco.

## FORT SMITH LEAGUE.

Meeting was called to order January 11 by President Mrs. C. II. Baltzell. Addresses were made by Mrs. Baltzell, Mr. F. A. Wightman, and Mr. C. II. Baltzell, all of which were very interesting. Mrs. John T. Wilkerson talked regarding the distribution of the Frisco-Man.

Mrs. II. Gunn, representing the Enginecrs, and Mrs. C. IR. Batte, reprosenting the Dispatchers, were appointed to prepare papers or addresses for the next meeting.

## The Frisco-Man

Speed of Train

| MILES | FEET DER | FEET DER |
| :---: | :---: | :---: |
| PER HOUR. | MINUTE: | SECOND. |
| 20 | 1760 | 29.3 |
| 30 | 2640 | 44.0 |
| 40 | 3520 | 58.7 |
| 50 | 4400 | 73.3 |
| 60 | 5280 | 88.0 |

Crossing a railroad track, either in a vehicle or on foot takes time, and when a train is coming this time may mean your last on this earth.

The Engineering Department has compiled a table presented herewith that shows the distance in feet per second a train travels when running at a given rate of speed.

The pedestrian or automobilist cannot tell whether a train is moving at the rate of fifty or thirty miles an hour, and this error in judgment often costs lives.

With these facts in mind, it is urged that all pedestrians and drivers of vehicles will let the trains pass before crossing, and will also exercise double caution at double tracks.

## "NO: I CAN'T AFFORD IT"

There's magic in those words.
They save you heart-ache and remorse.
They bring comfort and happiness.
The first time you say them requires some courage, but each time it is easier, and then comes the day when you can afford it-but you are too clever to waste your money.

Try those words to make your Savings Account grow.
The Central National Bank

is the nearest approach to an indestructible garment cloth.

In a period of over 75 years its strong, firm weave and fast color have never been successfully imitated.
IT'S THE CLOTH IN YOUR GARMENTS THAT GIVES THE WEAR-and this little mark back of the the inside of ment is your of the denuine
 cloth on digo Cloth. Look for it when you buy overalls, shirts, jumpers, uniforms, etc.

## Cloth manufactured by <br> J. L. STIFEL \& SONS <br> Indigo Dyers and Printers Wheeling, w. va.

NEW YORK ..........260-262 Church Street PHILADELPHIA............ 324 Market Street BOSTON....................... 31 Bedford Street CHICAGO........ 223 W. Jackson Boulevard SAN FRANCISCO ..... Postal Tele. Building ST. JOSEPH, MO..... Saxton Bank Building BALTIMORE .................Coca Cola Building ST. LOUIS ................ 928 Victoria Building ST. PAUL ................. 238 Endicott Building TORONTO............ 14 Manchester Building WINNIPEG........... 400 Hammond Building MONTREAL, Room 500, 489 St. Paul Street


S'T. l(OULS F. (. P. (. MEETS.

Meeting of the St. Louis Terminals F. C. P. Committee was called to order January 12 with the following members present: H. M. Robinson, M. II. Rudolph, R. L. Klein, Wm. Hohlt. H. Skelton, Albert Sandoe, 'T. W. Morris, W. 'T. Dougherty, and J. S. McGuigan. Mr. L. C. McCutcheon, Asst. Superintendent F. L. \& D, Claims, Springfield, was a visitor.

Postal cards received since last meeting were taken up and each was properly acted upon.

Meeting adjourned at 6 P . M.

## HUGO F. C. P. MEETING.

Meeting of the Central Division Fright Claim Prevention Committec was held at Hugo, Okla, January 18 , with the following members present: C. II. Baltzell, I3. D. Miller, J. W. Claibornc, J. Keough, A. Scherrey, T'. E. Fountain, H. Kirk, D. B. Singleton, J. R. Heimbaugh, E. D. Creekmore, C. II. Keesee. D. C. Blakeslee, G. W. Green, 'T. R. Wiley, W. II. Trent, V. E. Cowdrey, and Wm . Henry.

Visitors present: L. C. McCutcheon, N. E. Edens, H. G. Evans, Ashley P. Johnson, J. R. Gill, W. T. Erwin, W. F. Morrow, R. B. Miller, Geo. Rasbach, W. I3. Miller, Harry Boyd, M. K. Robers, John IIume, W. W. Hughes, D. W. Wright and M. F. Brennan.

Mecting was opened by Superintenrtent Balzzell, who had 119 postal cards the more important ones of which, were discussed and passed.

Mr. McCutcheon, representing Mr. Whitelam's department, talked at length on the statistics and on the details of Freight Claim Prevention work generally.

At 4:30 P. M. meeting adjourned for luncheon, and convened again at $7: 30$ I. M. in the Assembly Fall, where a
program was successfully carrice out. An article "Scals" by Conductor Washburn on the River \& Cape Division, appearing in the Frisen-Man, was read. Also a letter from Agent McNair, Fayetteville, who was unable to attend on account of illness. This letter was in form of an article which was entitled "The Growth of the Central Division," which will appear in another part of the FriscoMan.

A number of short talks were made. after which the meeting was adjourned.

One of the most important phases of the economical operation of locomotives is the question of water. Lntil some twenty-five years ago, any water available at wayside tanks was used in locomotive boilers regardless of its quality. About that time, the Iearborn Chemical Company was formed, with the object of making scientific analyses of waters at all points, and treating the waters chemically so as to remove such injurjous salts as may be contained, preventing thereby the formation of scale, and correcting other troubles that the natural waters produce, such as corrosion, pitting. foaming, etc.

The Dearborn Chemical Company maintains an extensive laboratory for the analysis and investigation of water conditions, and they are the leading manufacturing chemists in this field of work. They operate manufacturing plants in Chicago, New York City and Toronto, with selling branches in the principal cities of the Enited States and foreign countries.- $A d v$.

Graphite and oil will arrest cutting in bronze bearings when oil alone proves ineffective.

## The Irisco-Man

## What is Theory"

A short and correct definition of THEORY is - " $A$ description of the best way to accomplish a purpose, and the reason why each operation employed is necessary." For instance, every railroader knows that a little sand between the driving wheels of the locomotive and a slippery rail prevents slipping and enables the locomotive to perform its work. The reason is that the sand creates friction. This statement is true theorv. The placing of the sand box on the locomotive with a discharge pipe to deliver the sand in front of the driving wheel is an application of two simple theories: (1) The theory of gravitation, or the lnowletge that the weight of the sand causes it to flow down to the desired point, is practically applied; and (2) the theory of friction is practically demonstrated by the drivers taking proper hold of the rails.

Theory, practically applied, is what accomplishes every successful operation. Many men who are good practical mechanics ridicule theory and call impractical unsuccessful men theorists. This is due to lack of knowledge as to what theory really is. In short, they confuse hypothesis with theory. An hypothesis is a supposition, not a proved principle or fact. A mechanic who spends a lifetime trving to develop) perpetual motion works on an hypothesis. IIe thinks perpetual motion can be developed in a machine. He has no good reason to support his stupposition. It is against theory and particularly the theory of friction. The man who tries to tell what electricity is simply states an hypothesis. He only states what he thinks, not what he absolutcly knows. The educated engineer who states what stoam is, and how it is made to perform uselul work, states theory. I Ie states what is absolutely known, and can give proved reasons why steam properly ap plied yidds tusciul ioree.

While the educated electrician cannot tell what electricity is, he can tell how to


## The Trained Man Wins

In the railroad business it's the trained man who wins. Carrying hundreds of millions of passengers every year, it is absolutely necessary that the responsible positions in railroading be filled with mone but the most highly trained men. Your advancement will depend largely on the thoroughness of your training.

If sou really want a better job and are willing to devote a little of your spare time to fettinc? ready, the InternationalCorrespondence Schools can help you. More than two hundred of the railroad systems of the United States and Canada have endorsed the $I . C . S$. method of instruction and recommended it to their employes.
You're ambitious. You want to ret ahead. Then don't turn this pase until you have clipped the coupon, marked the line of work you want to follow and mailed it to the I. C. S. for full particulars. Doing so will not obligate you.

## ITEERMGIONAL CORRESPONEECCE SCHOOLS Boy 8614, SCRANTON, PA.

lixplain, Withour obligating me, how I can qualify for
the position, or 'r ate subject, before which I mark $X$.
$\square$ R. In. Akriner Arconnilnig R. IN. Verit, Offee arcilink Bookkeeper Stunugrapher and Typlat Higher inccounting Mathemarics Good English Salesmanship Advertising Man Givil Service Railway Mail Clerk Electrical Engineer Elecriciars Electric Wiring Electric Lizhting Teleyraph Expert Mher Furaman or Engineur Matalhurifist or Pronpector Chemical Engineer
 Puoltry Raisiag $\square$ lierman Automobiles Frenrh

## Name

Oecupatiom

* Employer

Street
Clty $\qquad$ State
If name of Course you want is not in this list, write it helow.

## The Irisco-Man

develop_and_apply an electric current to useful purposes, and in developing and applying the current he is putting theory into practice. Proper technical education is an education that teaches theory and how to apply theories to useful purposes. The practical man who ridicules theory is wrong. In fact, it is not always good judgment to ridicule hypothesis; for, belore a theory is demonstrated it must necessarily be an hypothesis. When Watt noticed that steam caused the lid on his mother's tea kettle to rise, he formed an hypothesis that steam had a force that might be applied to useful work. When he proved his hypothesis, he developed a theory.

The practical man who adds to his practical skill a good knowledge of the theories of his vocation, not only becomes a better practical man, but he equips himself to practically develop new methods as well as to frequently apply old methods in an easier manner and with better results.

The object of vocational education is to give to the practical man, or the man engaged in practical work, knowledge that will be of real value to him and will fit him for advancement in his vocation.

Quite a number of the passenger cars on this railroad are equipped with the Vapor System of Heating manufactured by the Chicago Car Heating Company.

These cars have five radiating pipes on each side, divided into two circuits of two and three pipes. Each circuit has its own Cut-out Valve so that it is possible to give heat in either two pipes, three pipes or five pipes on each side of the car.

With this arrangement any degree of regulation which could be desired is possible and with a little judgment the trainmen can keep the cars in comfortable temperature at any and all times.

In mild weather only part of the system should be used. This will make it more comfortable for the passengers and be more economical for the company.

This system is described fully in the instruction books which the manufacturers furnish free upon request.- $A d v$.

## I. C. S. Report.

Lessons passed by Frisco employes during month of January.
E. D. Perry, Fl. Smith, Ark; J. E. Belk, Cape Girardeau, Mo.: Wm. E. Ibelter, Oklahoma City, Ofla.: R. E. Estes, fireman, lit. Smith, Ark; Wm. IH. Phipps, fireman, I't. Smith, Ark.: A. C. Dickson, yd firenan, Tulsa, Okla.; R. F. Williams, clan shell eng., Oklathoma City, Okla, ; Clifford L. Sweet, agent, Springfied, Mo.; John J. Sultivan, axle light insp., Monett, Mo.: W. S. Whitten, engineer, Birminghan, Ala.; Goo. Rains, steel car rep., Fort Smith, Ark; 'Thos. F O'Connor, leco. eng., Menphis, Tenn.; C. O. Hill, firenan, Chaffee, Mo.; R. A. Walker, fireman, St Louis, Mo.; A. M. Morris, fircman, Chaffee, Mo-; Robt. W. Reed, liteman, Springficld, Mo., Fhoyd M. Barry, operator, Ash Grove, Mo.; W. K. Murray, 1)-maker, Sherman, Tex.; E. D. Mead, fireman, Springtield, Mo.; Octo ( B . Mayer, mach. appr,, Springtield, Mo:: Wm. Catpenter, fireman, Springfield, Mo.; Fred Eddy, fircman, I't, Smith, Nrk.; Wm. IR. Davis, fireman, Joplin, Mo.; Geo. R. Troxcll, fireman, Sapulpa, Okla.; Ceorge Cozad, fireman, Joplin, Mo.; F. l. Lewis, coppersmith, Sherman, Tex.: Frank Lewis, coppersmith, Sheman, Tex.: Frederick D. Stoops, layout blr, mkr., Neodesha, Kans.; R. E. Garrett, fireman, Neodesha, Kans: Felward Graham, porter, Pittsburg, Kans; Louis A Clark, meh. hlpr., Springficld, No. i B. M. Johnston, clerk, Sprisefield, Mo_; W. II. Davis, moch. appr., Memihis, Tenn; Bernard S. B. Hager, mach. helper, Springfield, Mo.; Alfred Means, b-naker, Springfield, Mo, ; fames IF. Micks, bill clerk, Memphis. Tenn.; Dee Murphy, b-smith hlpr., Springefeld, Mo.: Wilburn O Bonnelt, oiler, Springfied, Mo.; Byred Duncan, fireman and engr., Springfiedd, Mo.: T. A. Aston, mach., Sprungfield, No.: Geo. W. Iodge, shop clerk, Springfeld, Mo.; Lovis II. Gomer, mach., Memphis, Tenn.; E. W. Siebel brakenarl, F't. Scott, Kans; M. Davis, mach. oper., Springlicld, Mo.; Tillman Ellis, Dacksmith, Monett, Mo.: Earl 13. Spain, car repairer, Monet, Mo: M. Davis, mach. oper., Springheld, Mo.: Carl J. Saxe, Monet. Mo.: Miss D. Brownfield, clerk, Monete, Mo.: Linus Beiswinger, fircman, Salem, Mo.- F. C. Bachman, machinist, Sherman, Tex.; Ray Paschall, air 1. man, Springfield, Mo.; Gilbert E. Sells, shop man, Springfield, Mo.; J. A. Taylor, fircman, Ft. Smith, Ark:-; Art. Capehart, foreman, Iit. Smith, Ark.; fired Lane, fireman, F © . Snith, Mrk.; Art. Capehart, forcman, Fet Smilh, Ark.; Chas. Draper, toco. fireman, Fit, Smith, Ark.

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Contribute to the Frisco-Man.


The Frisco-Man proposes to set aside each month space to be devoted to the discussion of Home Topics. This page solicils contributions from the Frisco Employes generally, and Frisco Women especially. If you have a new recipe for preparing any article of food let us have it-anything pertaining to the Home.

How About It?
Do the Frisco Ladies take an interest in the Women's Department? The FriscoMan is wondering. If they do, it is only too glad to receive contributions for its columns. These contributions may consist of recipes, or little household hints. If the Ladies want this department continued, will they kindly signify their desire by contributing something. It's up, to you, Ladies.

## Quince Tapioca.

Peel ripe quinces of medium size and cut out the cores. Steam them until tender but not solt. Set them in a baking dish and fill the core cavities, which should have been made rather large, with sugar. Cook one-half cupful of ground or instant tapioca in one quart of water, with a little salt and sugar to taste. Let cook for fifteen minutes, then pour over the quinces, cover the dish and bake for hall an hour. Serve with cream and sugar. Another method that is very nice, is to mix the quinces, sliced (atter steaming tender), with the boiled tapioca, and bake them.

## Heart Sandwiches.

On a thin slice of buttered bread lay a lettuce leaf, spread with mayonnaise dressing, and sprinkle lightly with grated cheese and finely minced English walnuts. Lay another slice of buttered bread over the mixture, and with a sharp knife trim into heart shapes.

## Noname.

The following recipe is given by a Frisco Lady.

She says "As meat is high, do not throw away any small portion that might be left over after a meal. Take this meat, grind up a cupful, add two cups of tomatoes, hot, a small onion, salt and sugar to suit taste, and a quarter teaspoonful of red pepper. Boil together and serve hot with boiled potatoes.

## Cupid Salad.

Make a plain tomato jelly and let it harden in a large flat vessel. When the jelly is well set, cut it into heartshaped pieces and place each piece on crisp leaves of lettuce. Prepare a cup)[ul of stoned olives, sliced, and chopped cucumber pickle. Mix these with mayonnaise, and place a little heap of them upon each red jelly heart.

## Salmon Hearts.

Cut very light bread into slices a quarter of an inch thick. Cut them into heart shapes. Brush both sides with melted butter and put into the oven to brown. When the hearts have cooled, spread each with a thick coatimg of canned salmon. Around the edges of the hearts place a border of finely minced hard-boiled eggs, the whites only, and and slices of lemon. Serve on small plates gamished with parsley, or place the hearts on lettuce leaves, letting the curly letuce leaves extend almost to the edge of the plates.

## The Trisco-Man

## Jelly Whip.

Dissolve one package of gelatine in a cup of cold water. Add to that two cups of sugar and one quart of boiling water. Divide the mixture into three parts, in one of which place marshmallows and white grapes, in the second one put pineapple and oranges, and in the third nuts. Fill individual glasses with different mixtures and serve them.

## Crumb Cake.

Put three cupfuls of sifted flour into a mixing bowl, one and one-half cupfuls dark brown sugar and four or five teasporonfuls of cocoa or chocolate. Stir all together, then add one-hali cupful butter and rub ingredients together as for pie crust. Add one cupful of sour milk, one teaspoonful of soda and a pinch of salt: beat all together. P'our batter into a greased pan and bake in slow oven. Ice if desired.

## Hygienic Pie Crust.

With all the delicious fruit and berry pies that are made during the late summer months, it seoms hard that so many people are debarred from eating them on account of the ordinary pie crust not agreeing with them. My recipe will, however, make these dainties possible to everyone, as it is not so rich as when the usual amount of shortening is used.

Sift into a mixing bowl two cupluls of pastry flour and one scant teaspoonful of salt. Cut into the flour one rounding tablespoonful of lard and moisten to the right consistency with thick, cold cream. Turn into a bowl, cover with a moist napkin, and place if possible on the ice for four or five hours before using. Use as you would any ordinary pic crust.

## Potted Mackerel.

This is an excellent recipe for pickled or potted mackerel. During the summer months, when in so many localities quan-
tities of mackerel can be cither freshly caught or inexpensively purchased, this formula will prove very helpful in keeping them for winter use.

Take two fresh mackerel weighing when cleaned two or 1 wo and a half pounds each. Cut into picces about six inches long, lay in a baking pan and cover with equal parts of vinegar and water. Add half a teaspoonful each of whole cloves and allspice, a teaspoonful of celery seed and three or four bay leaves. Set the pan in a slow oven and allow the fish to barely simmer for five hours. Fill sterilized jars to overflowing and seal boiling hot. The fish will keep indefinitely if the directions are closely followed.

## Making Light Bread.

"Like most houschold problems, there is no single best way to make bread. However, there are several points in bread making, a knowledge of which is necessary to succeed, whatever method is followed." This is a statement taken from a bulletin "Making Light Bread" by Addie D. Root of the College of Asriculture, Lniversity of Missouri.

This bulletin gives important information concerning the different ingredients of light bread. The proper proportions and the handling of the various ingredients as in mixing, kneading, raising, and baking are discussed. Some valuable suggestions are given upon the most desirable kind and size of bread pans, also upon the care of bread after baking. Bread often prematurely spoils after baking from causes difficult to discover. Some of these are discussed and a remedy given. The bulletin contains the Missouri score card for judging bread and an explanation of its use. This bulletin may be obtained by writing the College of Agriculture, Columbia, Missouri.

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