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WALKER D. HINES  
Director-General of Railroads

# The Frisco-Man

723 FRISCO BUILDING  
SAINT LOUIS

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

VOL. XIII

FEBRUARY 1919

No. 2

## Walker D. Hines Appointed Director-General

Walker D. Hines, Assistant Director-General of Railroads, was appointed Director General on January 11, by President Wilson to succeed William G. McAdoo, who now retires to private life.

The announcement of Mr. Hines' appointment was made by Wm. G. McAdoo on his arrival at Los Angeles, Cal., January 11. The appointment became effective immediately. Mr. Hines has been with the Railroad Administration since its beginning, first as Assistant to the Director-General, and then as Assistant Director-General.

Director-General Hines was born near Bowling Green, Ky., in 1870, and was a bookkeeper at eleven years of age. At fourteen he was a stenographer and two years later chief stenographer for the circuit court at Bowling Green. After this service he attended Ogden College, later going to Trinidad, Colo., as a legal stenographer. His return to Kentucky was marked by his appointment as secretary to the Chief Attorney for the Louisville & Nashville railroad.

Following that in quick succession he was made assistant attorney general. In 1901 he became first vice-president of the L. & N. He was then thirty-one years old and one of the youngest railroad executives at that time. Mr. Hines left the L. & N. in 1904 to engage in the practice of law in New York. In 1907 he was made general counsel of the Santa Fe, and the following year made chairman of the Executive Committee, and in

1916 was selected as chairman of the board of directors.

Mr. McAdoo made public the appointment in the following statement:

"The President has authorized me to announce the appointment of Walker D. Hines as Director-General of Railroads. He will enter upon his duties of office immediately. Mr. Hines has been my Assistant at Washington since the beginning of Government Control, and has a thorough knowledge of organization and administration of the Railroads under Federal Control as well as of the fundamental problem involved in the railroad situation. His ability and experience admirably fit him for the great trust and responsibility with which the President has honored him. Aside from his obvious qualifications Mr. Hines is in full sympathy with the policies which have guided the railroad administration and with the views of the President on the railroad question. I am sure that Mr. Hines will have the hearty support of the fine army of railroad officers and employees and I can ask nothing better for him than that they shall give him and the country the same loyal and effective service they rendered during my term as Director-General."

The first official act of Director-General Hines was to send the following telegram to the various Regional Directors:

"To railroad officers and employees:

"The President has appointed me Director-General of Railroads effective at

once. I wish my first official act as Director-General of Railroads to be this statement to officers and employees. Having been part of Mr. McAdoo's organization from its first day, his policies are my policies and I intend to carry them out and to do so through the existing railroad organizations of the Railroad Administration.

"The responsibilities of the work cannot be exaggerated and there can be no success in it without your confidence and support.

"I shall gain and justify your confidence by prompt and fair treatment, but until you get a chance to know me and judge me by my works I want you to take me on faith and from the very first day help me to give the Government the best possible service and the people the best possible transportation.

"You and I have been fellow workers in the hard war work of the past year, and I ask you to join me in giving the public even in time of peace the valiant and faithful service that you gave so heartily in time of war."

In a statement issued to the public, the new Director-General said:

"From the first day of Government Control of the railroads I have been a part of Mr. McAdoo's administration and it will be my purpose, as Director-General, to carry forward the policies he has so ably put into effect—fidelity to the public interest, a square deal for labor with not only an ungrudging but a sin-

cere and cordial recognition of its partnership in the railroad enterprise, and fair treatment for the owners of railroad property and for those with whom the railroads have business dealings.

"Until the signing of the armistice the Government's first railroad duty was to run the railroads to win the war, but now that the war is won, the Government's railroad job is to render an adequate and convenient transportation service at reasonable cost. There can be no greater civic triumph in time of peace than the performance of a successful transportation service for the one hundred million consumers, producers and travelers in this country. To participate in the achievement of this great object, I invite all the railroad officers and employees with whom I have had the great privilege of co-operating in their splendid war work.

"I am a profound believer in the virtue of mutual understanding. Most disputes come from the failure to understand the other fellow's legitimate needs and his legitimate difficulties. I shall do my best to understand the points of view of all the interests affected by the conduct of the railroads or charged with duties on the subject and I shall also try, frankly and as clearly as I can, to get all those interests to understand the Government's needs and the Government's difficulties in conducting the railroad transportation service. I ask of all that they will meet me half way in this great work of trying to understand."



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PRESIDENT WILSON REVIEWS AMERICAN TROOPS AT CHAUMONT, FRANCE, ON CHRISTMAS DAY

# Success—A Practical After-the-War Talk

*Remember that in a Few Years All the Best Jobs Must Fall to Rising Generation—Prepare to be Capable of Advanced Opportunities Before They Come—Cultivate Friendliness, Stick to Your Own Line of Work, Try to Do Your Job with Ever Decreasing Supervision from above—Learn to Relax and Rest, and Avoid Worry—Moral Benefit of Saving Money.*

*The war is over. You are, or soon will be, "back on the regular job." Your principal concern will be to make good there. You cannot stand still. You either go back or you go ahead.*

*Naturally you want to go ahead. You mean to avail yourself of everything that will tend to assure your progress. You mean to avoid everything that may delay or hamper or defeat you.*

*Therefore, the following bits of advice and counsel from an experienced and seasoned business man will be of interest just now. They are taken from a little book, "How to Make Good," by Alfred T. Hemingway, (Reilly & Britton), and published by courtesy of the St. Louis Post Dispatch.*

## DETERMINE TO SUCCEED—THE FIRST STEP

Her mistress meets Amanda on the village street.

"Amanda, where are you going?"

"Nowhar, Miss Jennie; I ain't gwine nowhar, I've done bin whar I've gwine."

Among workers of all kinds, some are not going at all, unless backward to the place where they have already been. It would be as hard to rouse them to real accomplishment as it is to unscramble eggs. Decision to "make good" is the all-important thing they lack. They are content to dawdle.

One of the most valuable citizens of America said recently: "The thing most needed in the vicinity of a dangerous precipice is a good strong fence at the top, rather than an ambulance at the bottom." And contented mediocrity is such a precipice. It should be a stimulus to young people to consider that the heaviest, most honorable and most profitable jobs must fall in a few years, on the rising generation, and on the most worthy of that generation.

Reach out eagerly for success.

## GETTING THE RIGHT SLANT

At the outset you will admit that your attitude toward your work will help or hinder your chances of success. If your philosophy of life does not include the

conviction that you and every man must work and work hard, any success you attain will be a mere accident. "Work and friends," someone has said, "are the two great sources of happiness."

So work, work, work, if you yearn for success and abounding satisfaction. And in your work, as out of it, let friendliness be constantly in evidence. Success is not likely to come to the selfish, unfriendly man with whom men do not like to do business.

We see trade influenced repeatedly by genuine likeableness and promotion gained time and again by men who are able to get along well with their fellows, superiors and subordinates. Many smart men who are good workers practically fail because they have not cultivated "get-alongableness."

Another thing—if you are about to enter business, do not allow yourself to conceive any other plan than to begin at the bottom. Get into any respectable business in any capacity, and do the work that is given you so well that you will be wanted for more important work. It depends absolutely on yourself whether you are wanted higher up or not. And it makes no difference whether you are a graduate of a grammar school or of a college; you must begin at the bottom and work up.

## NO COMPETITION IN SUPERIOR ARTICLES

Employers are always on the watch for a man who does a better job of any sort than has been customary, whether it be wrapping a package, writing a letter, or closing a sale. If you will take an interest in your work and try to excel, you will go up. You cannot be kept down. You will be wanted in due time for foreman, superintendent, manager, partner. You will have largely eliminated competition through making yourself a "superior article."

As to the things you find you don't know, admit ignorance. Ask questions in order to learn. False pride at such times might mean great losses. And be as helpful to others wanting to learn as you would like to have your superiors be to you. With such good will constantly used, there can be great "team work."

Service, in order to bring the most profit, must be of an unusual sort, in an unusual manner, in an unusual place, or at an unusual time. Don't merely "follow the leader." Be distinctive. Be a leader yourself.

And, having chosen a line of work, stick to it. It was Josh Billings who reminded us that the finest virtue in the postage stamp is its ability to stick to one thing until it gets there. If you are doing reasonably well and can "see any daylight ahead," don't flop. The "flopper," easily discontented and expecting great, sudden changes for the better, goes from one thing to another, from one concern to another, with small hope of getting ahead.

You may have learned how to do some things well and be as bright as a new dollar, but what about your business judgment? That cannot be gained except with time. You cannot get it all by purchase, but may, perhaps, earn it during long, faithful service. Whatever your work is, never quit studying. If you think you know it all, or even almost all, you haven't yet begun to learn.

#### CHECK YOURSELF UP ON THESE POINTS

Do you work with such intelligence and skill that you require the minimum amount of supervision? A man's services in a particular line of work may be worth nominally \$5 a day. If he requires some supervision, the same services may be lowered in value to \$3 a day; if still more supervision is needed, to only \$2 per day. Have you learned so to work that you ask assistance only after a real study of the problem presented? If so, you are gaining constantly in independence.

Are you willing to assume responsibility when it comes? If you shirk it through fear of a bit of blame if things don't "pan out right," you may lose the chance to show what you can do with the harder tasks you are in training for. And

do you sometimes assume responsibility, and later attempt to put off on someone else the blame if things go wrong?

Are you honest from top to toe? Improvements in individuals and in organizations are dependent on truthful reports of what was done and how it was done. A good boss will very likely keep a man who makes mistakes if he tells the truth about them. But the man who will lie must go, "for the good of the service."

Are you a good soldier? Do you obey orders, and obey promptly and graciously? Do you avoid arguing and quibbling? There is always a proper time for making suggestions. If you are courteous when expressing your views, your ideas and advice will probably be asked for.

Do you plan your work and then work your plan? The ballplayer who takes too much time to "wind up" has a hard time preventing steals to second base. If you can lay out work for others and keep them busy, you will be worth more to your employer. A good worker is less valuable than a good executive. Keep everlastingly at it, but don't try to do everything yourself. You may become a real manager if you are properly endowed, and a worker. And you will earn the additional rewards you get. The real boss has a harder task than the man under him.

#### REMEMBER—MOST TROUBLES NEVER HAPPEN

If you take your work and yourself too seriously, just remember that you can compel failure to come and get you in short order if you indulge in worry.

Worry is deadly. A man can "worry his head off," until he is quite unable to think clearly. He can worry his legs out from under him, so that he can't walk straight, his shoulders droop and his jaw drops of its own weight, so that he is a picture of dejection, avoided by all who would themselves keep up their own courage.

Work does not kill. Worry does injure, torment, punish and kill. It prevents proper concentration. It injures the quality of work. It drives away rehabilitating sleep.

When you rest, really relax both nerves and muscles. You have sometimes ridden with a careless driver in a motor



car and suddenly realized that your muscles have been set and your nerves keyed up the whole time. When you alight, you are not rested, but tired. Many persons hold themselves with the same tension, whether walking or riding in a train, or even if lying in bed. Relax. Replace depressing worry, profitless and pitiless, with something useful. Linger over the hopeful view rather than the worst possible outcome.

An old gentleman in Western Pennsylvania wrote over his fireplace, as a proper warning to his young friends: "I have lived a long time and had a great many troubles. But most of the troubles never happened."

#### BE A "SAVE-THRIFT," NOT A SPENDTHRIFT

Most men of large affairs have been "save-thrifts"—not "spendthrifts." The reflex action on your character of habits of thrift will in the long pull be as beneficial to you as the accumulation of the extra dollars.

Look after the money you have, and you will become fit to have more. One good reason so many men have no sur-

plus money is that they wouldn't know how to care for it if they had it.

You may be hoping for the time to come when you can have a few thousand dollars laid aside. You want that fund to work for you, to bring you, say \$60 a year for each \$1000 invested. Very well. Don't talk about such a gain from interest, though, as long as you are now spending uselessly or needlessly \$60 or \$600 in a year. That would be interest on \$1000 or \$10,000, and you are throwing it away. Your carelessness is evidence that you don't want the income you are dreaming about. If you really want it, the first thing you will do is prune your expense account.

One needs to learn how to earn, to save and, sometimes, not to loan. In regard to that third point, heed the rule laid down for himself by a Chicago business man:

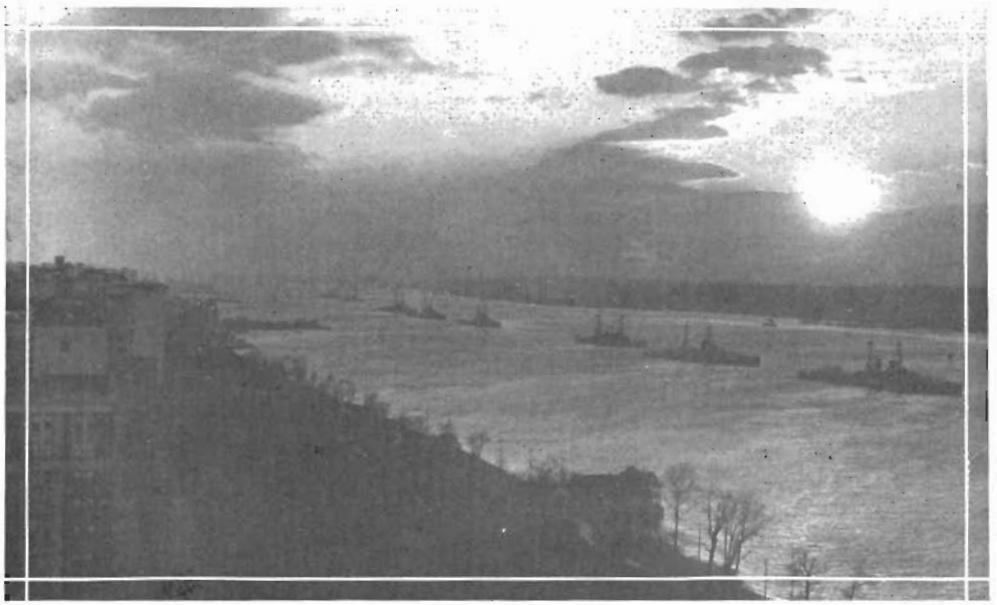
"Never loan more money to a man without security than, in a pinch, you would be willing to give him." The same thing applies to signing or indorsing notes, or going on bonds for friends.



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AMERICANS GUARDING BRIDGE AT TREVES, GERMANY

American sentries of the Yankee Army of Occupation on guard on a river bridge in Treves, Germany.



© W. N. U.

#### THE ATLANTIC FLEET AT SUNDOWN IN THE HUDSON RIVER

Their work of convoying Transports and hunting submarines finished, the Atlantic fleet peacefully resting at anchor in the Hudson River.

## Troubles of a Liberty Bond Clerk

*By J. Pikesley, Auditing Department, St. Louis*



IT goes without saying that practically every employe of the Frisco has purchased a Liberty Bond, and consequently some brief observations on the many difficulties and troubles experienced by clerks handling the large volume of correspondence relative to the Bonds, will doubtless be read and appreciated by patrons of The Frisco-Man.

The Liberty Bond Clerk, in addition to being a "trouble merchant" pure and simple, must possess the temperament of an angel, always wear a smile, have the patience of Job himself, and is the recipient of "kicks" innumerable.

The complaints received from subscribers are of a varied nature and cover such a wide area that it is impossible to give full and adequate justice to the subject, which necessarily has to be condensed, and if too "strung out" would receive the unmerciful attention of the Editor's Blue Pencil. It will suffice, however, to relate the most troublesome cares which are being continuously experienced and which absorb an endless

amount of time, to say nothing of the heavy labor cost to the railroad.

The immediate cause of many complaints received, must unfortunately be attributed entirely to subscribers themselves. A man employed in the mechanical department at Springfield will suddenly transfer his activities to Kansas City, Birmingham, or Memphis. His new Timekeeper is never informed that deductions should be made for Liberty Bonds, and consequently nothing is deducted. Two or three months elapse, when anything but a pleasant memorandum is received, demanding an immediate refund, and sometimes under threat of court proceedings, if the request is not complied with in three days. These communications are invariably vague in the extreme. No information whatever is rendered which would be useful in locating the subscriber, and several more letters are thereby packed on to the already overworked stenographer. To trace subscribers from one point to another has probably caused more work and worry to the Liberty Bond Clerk than all the other duties combined. One or two transfers

are troublesome enough, but many subscribers have been carried on as many as four different pay rolls, and gave no information whatever. Then there are instances, where for some unexplained reason, deductions have been discontinued and that at the expiration of the deduction period, insistent demands are received for a fully paid Bond. Investigation perhaps shows not more than \$20.00 has been deducted, and one such incident was responsible for 25 letters before the case was satisfactorily disposed of. Another constant source of trouble is where subscribers request information relative to Second Liberty Bonds, which really refer to the Third, and vice versa. Then there are the men who possess not the slightest idea as to how deductions have been, or are being made, and unfortunately these gentlemen are particularly numerous. They are suddenly struck with an idea that their Bonds are paid for, and they make a statement to that effect without the slightest hesitation. A visit is made to the nearest Station Agent, requesting the Agent to write on their behalf. In perfectly good faith the Agent states that such and such a Bond is paid up and wishes it delivered forthwith. In 95 per cent of such cases the information proves to be erroneous, and very often very wide of the mark. These requests alone have been responsible for the writing of hundreds of letters, which should never have been necessary. Worse still are the gentlemen who "think" they subscribed for a Bond, and "think" it paid up. Several instances of this nature have developed, causing hours and even days of diligent search and investigation, proving to be merely "false alarms," and no bond ever purchased.

A few weeks ago Mr. John Brown requested delivery of a Second Bond which he stated had been paid in full. Every effort was made to locate the subscription, every possible nook and corner turned out, but without success. After the usual batch of correspondence, it transpired that John Brown and Wm. Smith were one and the same individual. When he signed for the Bond he was Wm. Smith. Ten months later he became John Brown, a slight switch which resulted in legal proceedings before delivery of Bond could be effected.

"Once in a great while," as the saying goes, a "dash" of humor comes along to break the monotony of the "kicks," but these instances are very few and far between. There was the case of the Engineer of the . . . . . Division who interviewed the clerk and was quite sure that a deduction for his Bonds had been made during a certain month, and who would not be convinced by the deduction records which showed nothing deducted for the month referred to. He insisted on seeing the original pay roll, a request readily granted. The Clerk informed him that the pay roll was one of the few things in the world that never "lied," and asked what he would say if no deductions were shown. "I'll buy a \$5 hat," said the Engineer. The pay roll was produced and showed no deductions, and although the Clerk refused the hat, it must be said in fairness to the Engineer that he was perfectly prepared to abide by his bargain.

Another Locomotive Department employe was a "little" bit put out at not receiving a Bond which he was quite sure had been paid in full. The Clerk observed that during the month of June, no deductions were posted on the records, and asked Mr. Jones what he happened to be doing during that particular month. After scratching his head for a second, he laughed heartily and said he was taking a vacation in New York.

The happiest case of all was that of a subscriber who made no complaint whatever, but had just "dropped in" to inquire about his \$100 Bond, which he had an idea was about paid up. The deduction record revealed the fact that the Bond was for \$200 and that \$180 had been deducted.

It is hoped that these few instances will prove instructive to subscribers whose Bonds are not yet fully paid, and who, having recourse to the mails, will be careful to state whether the Bonds are of the Second, Third or Fourth issue. Give the subscription number, in what capacity employed, and any other information likely to be useful in locating the subscriptions. All correspondence should be addressed to E. B. Findlow, Auditor of Disbursements, St. Louis, who is invariably ready to furnish promptly, any information desired.

## Liberty Bond Deliveries

### The Frisco-Man:

It is not always easy to apologize—to admit error, or to shoulder a deserved blame, but it always pays, and for that good reason, want to say to all Frisco employes that we regret the delays which have occurred in delivery of our Second and Third Liberty Bonds, and by way of explanation, desire to acquaint them with a few of the contributing factors.

A short time after we assumed the stupendous task of handling these bond issues for Frisco employes, many experienced clerks were drafted or volunteered for War Service, which made it necessary to fill their places with young, and inexperienced help. Simultaneously with this came the wage increase and back pay proposition which took precedence over everything else. This voluminous work naturally caused some confusion, resulting in delay to Liberty Bond deductions and deliveries.

These matters, however, have all been properly adjusted and the new clerks have had sufficient opportunity to become acquainted and more expert in the Bond work, so this department is now well organized and running along smoothly.

Our Fourth issue, notwithstanding the fact that it was much larger than any of its predecessors, is being handled in splendid shape, with complaints of slow deliveries few.

The following is a summary of a few of our troubles originating entirely with the subscriber:

1. Signatures of subscribers are often illegible.

2. Subscribers often fail to designate the proper department in which they are employed, for example, a locomotive engineer will say he is in the **mechanical department**, but in reality he is a part of the transportation department; and in some instances employes in the **general offices at St. Louis** say they are **employees of the Eastern Division**.

3. Some employes say they are clerks, but fail to show in whose department they are working.

4. Many employes fail to show their location or working point. For instance, a mechanic with headquarters at Springfield, may be located in one of the several different shops, for which separate rolls are made.

5. Canvassers appear to have told employes that any one of a number of different plans other than those provided for in the

general circular, could be taken care of, instead of insisting that they adhere to the standard plans. The audit records are ruled to fit five plans, and not for an indiscriminate number of plans.

6. Many subscriptions are not marked so as to indicate whether the deductions should commence in October, 1918, or January, 1919, or whether the five-month plan or eight-month plan is desired.

The above are a few of the commencing troubles; they are succeeded, after we commence making deductions from the pay rolls, by innumerable requests for cancellations of subscriptions by reason of poverty, sickness, death or employes leaving the service, then we are confronted with the following:

Employe resigns or is transferred from one place and one pay roll to another place or another pay roll, and very often the deductions cease, because subscriber says nothing, consequently, we have no way of knowing about the transfer. At the end of the period, quite a number of these employes insist that their bonds are paid in full, notwithstanding the fact that several deductions have been skipped and it takes considerable correspondence to convince them of the fact.

We have had a great many perplexing and annoying things to contend with, and they have caused many delays, but I feel safe in the assertion that we now have the situation well in hand, and henceforth, there will be little cause for complaint.

There will shortly be floated the Fifth and possibly the last Liberty Loan, and it will not be presented on an investment basis, because it is not essential that it be commercialized, while the patriotism of every red-blooded American can be invoked by the proper appeal. The great fight for Liberty has been won, but that is no reason why we should feel privileged to lay aside our patriotism and forget the honorable commitments of our Government. There are still two million of our boys abroad, and your judgment and sentiment is going to put the Fifth "OVER THE TOP" just as it did the four preceding ones.

S. S. BUTLER,  
General Chairman Frisco  
Liberty Loan Committee.

# OVER THERE

## Sgt. T. F. Fitzgibbon

Sgt. T. F. Fitzgibbon, formerly dispatcher at Newburg writes a most interesting account of his experiences in the war zone, in the following letter to Engineer W. J. Morrill, of Pacific, whom he addresses "My dear 'Kid'." The cause of this unusual salutation is a mystery, but there must be a reason. We'll have to let the Engineer explain. Sgt. Fitzgibbon is well known among Frisco employes, particularly those of the Eastern Division, who will find pleasure in reading his vivid description of conditions and experiences serving our U. S. in the Great War.

In France, November 24, 1918.  
My dear "Kid":

With almost a year's service in far-off France and not a letter from you does not slacken my persistent desire to keep in touch with you. Inasmuch as I have received letters recently that were more than six months old corroborates my prediction of your having written me. My former affiliation with the French, British and Canadian Armies has, no doubt, precipitated the unfortunate hardship upon the postmasters of locating a forwarding address. At any rate, Kid, I have made the excuses in your behalf, n'est pas?

TODAY is designated as "Father's Christmas Letter Day." Perhaps, you know that I have no father. My daddy died four years ago last June. It is desired that such unfortunates seek an alternative, that is write to some one else's father—so I did not hesitate to find my substitute.

Just a year ago tonight I was with you. When I recall all the joyous evenings that we used to have, it seems only yesterday. On the other hand, when I enumerate the year's trials, hardships, and other sufferings sprinkled with a few pleasant incidents, it seems almost a life-time ago that we separated. I went into the Army with my own free will, of course, not knowing in the least what the future had in store for me, but with the sound conviction that I would accept and cherish all sacrifices, however great, for the cause of liberty, freedom, humanity and all the other luxuries that we Americans are wont to have. I was only one of the millions of men whose ideals were mutual. And I fought side by side with the French, the English, the Canadians and the Belgians who were ready to offer up the supreme sacrifice for those at home that they loved. And now, my home has witnessed the test, the test that man can usually endure with a strong heart, but the one that leaves its everlasting scar in a mother's soul. Both my brothers lie under the sod of Flanders. The

last one, Captain John, fell mortally wounded in the last few days of hostilities. I know they died gloriously for the cause they so highly esteemed.

I rather felt the sting of not being able to be on the front to share the indescribable ecstasy and thrill that the actual participants experienced on that memorable of all dates, the eleventh hour of the eleventh day of the eleventh month. The French say to each other and to the American soldiers as a greeting: "La guerre, c'est fini, vive l'Amerique, meaning the war is over and long live America. There has been quite a great deal of joyous demonstration throughout France and Belgium, although I presume it has been as wonderful, or even more so, in the dear old U. S. A. It could have been no less than a wonderful opportunity for me to have occupied a front-line position and to have witnessed the unbelievable sudden ending of it all, after having spent many months at the front (and on almost every sector of the Western Front) to become accustomed to the sight and sound of the most hideous death-dealing instruments genius could invent.

Since the signing of the armistice the censorship has somewhat loosened and this has been my first opportunity to give you, as I am about to, my actual whereabouts as well as some of the many things that I have been doing. After having debarked at Bordeaux, France, early last March, I was immediately detached from my organization and sent to Tours for reassignment. Thence, I proceeded to the Montdidier sector which was, at that time, occupied by the Fourth French Army. There I organized and established an advanced headquarters, so far as the lines of communication were concerned, for General Pershing. It was an opportunity neither dreamed of nor hoped for, so I considered it quite an honor. There were several General Staff officers at the place and the Commander-in-Chief frequented it. It was a real task for me as I was given charge of constructing and maintaining the many lines of communication, telegraph, telephone and other signal apparatus, that was to serve the Grand Chief at these headquarters just behind the lines. We occupied an old chateau some kilometers east of Montdidier, originally, but soon we were caught in the big retreat last spring and many changes were necessary. Moreover, shelling and bombing of the lines was a nightly occurrence, which added to my insomnia. Sometime in May the American Division was sent to stem the tide with the French, and we stopped the Heinies almost in the fourgons of the city of Mesnil-St. Firmin, just west of Montdidier. Simultaneously, the doughboys and the Marines stopped them at Chateau-Thierry. Now the big fight was on and for days and days we fought in the same old spot. Where the Fritzies slept one night we took

the beds the next, as well as using the same wires and headquarters alternatively. During one of our counter-attacks I was wounded in the left leg by an Austrian 77, a high explosive shell. A comrade and I had gone over the top in a motorcycle, he riding the side-car. Our objective was an outpost to install some buzzer sets. His and my journey was a short one and little was left of the side-car to tell the sad story of its unfortunate occupant. He smiled and died a glorious death and his mother received a posthumous decoration from the French Government. Sometime later, after I had recovered, our advance headquarters was discontinued and the American troops moved to another sector. Then I was transferred to the British near Amiens and shortly after that to the Canadian Royal Flying Corps at Stomer near the North Sea. After several such transfers I landed again at Montdidier and was attached to the Fourth French Army, where I won a "Croix de Guerre" decoration with two citations. Later I went to the Second Field Battalion of the First Division, where I was severely wounded in my right side by shrapnel. This time I was given up for "quits," but I told them they could not kill an Irishman and I was right. Since I was evacuated from the hospital I have traveled about a great deal. Was transferred here, Saumur Maine-et-Loire, and affiliated with the 31st Transportation Corps (Railway Engineers) just recently. About all I do is eat my three Corn-willies per day except occasionally I act as interpreter to the division superintendent of the Paris-Orleans Railway. And by the way, Frank DeGroat is Chief Dispatcher here. Of course, you know him from Sapulpa—and we were talking about you a few days ago. Although he's a lieutenant, he's the same old Frank and one of the finest boys that I ever met.

Well, Kid, how is every thing about St. Louis and Newburg? I presume the Frisco is running as usual and that you are still on the numbers 1 and 2 run? I have often wished that I could be back on the old job again that we might be together, but there's little hopes of such. Tell my old friend, Tom, hello as well as Joe Hynes. I must send Joe a card sometime, for I promised him one prior to my leaving Newburg. I never have heard from Hobs Houston as yet only through Helen. I wonder if he ever got to France before the finish. Helen wrote me that Harley, Frank, Grover and most all the old boys had joined the colors. (Frank just stepped in and said to ask you if you remember the time you were riding the caboose on some freight down around Sapulpa and knocked the stove over with your head when the train broke in two?)

Well, Kid, I fear that I am taking up too much of your valuable time. I certainly trust that you as well as the little wife and all the kids are getting on fine. I am looking forward to the day that I shall arrive in St. Louis to pay you a big visit and I hope that that day is not too far distant. Pay my kind respects to all the Frisco boys. And please accept for yourself and family my very best wishes for a Happy Christmas and New Year. FITZ.



LIEUT. EDW. J. BRAY

Lieut. Bray was formerly employed at Henryetta, Okla., as car inspector. Enlisted June 26, 1918, and was sent to Ft. Harrison, and from there to Officers' Training School where he received his commission on Oct. 7. He was on his way to France when the Armistice was signed. Was discharged from the army on Jan. 1. Lieut. Bray and wife have returned to Henryetta, where he will resume his former occupation.



### T. M. Dickey

The following is a letter from T. M. Dickey, formerly employed on the Central Division. His many friends will be pleased to hear from him.

France, December 17, 1918.

The Frisco-Man:

I received a copy of The Frisco-Man today and was certainly glad to receive it. I am an employee of the Frisco and have been for the last 13 years, on the Central Division, and when war was declared I felt like it was my duty to join, so here I am, and have been for the last 17 months. I like it very well here, but certainly do not want to live here the rest of my life. I never got up to the front lines as they said we were of too much value where we were. Every man in our regiment was some kind of a foreman. I never got to see any of the other Frisco boys, but some of them are here. We had a fine trip coming over, was in hopes that we would see some of the German subs, but I guess they were afraid of us, or else they never saw us. It might have been a good thing they never, as we might have had a bad time of it. It snowed all day on us as

we came over, the fifth day out, when we arrived all you could hear was clog, clog, of the wooden shoes on the side walk, but now you would have to go away back in the interior to see a wooden shoe, as we have been over here too long, and have spent too much money for them to stop at shoes now.

Well, we gave the Kaiser what was coming to him, and are ready to come back. Of course, I didn't want to stay there while business was so good here, but as it is all finished and a good job made of it, I feel just like I would like to see the good old U. S. A. once more. I had the pleasure of visiting Paris several times, and it is certainly a fine place. I have been traveling quite a lot since I arrived in this country.

Wishing all the Frisco boys (and girls) a Merry Christmas and a Happy New Year, I am,  
T. M. DICKEY.



### B. L. Kimbraugh

The following is a letter received from B. L. Kimbraugh, formerly a trainman on the Central Division, but who is now a private in the U. S. Army in France. His letter will probably interest many of his friends.

France, December 15, 1918.

The Frisco-Man:

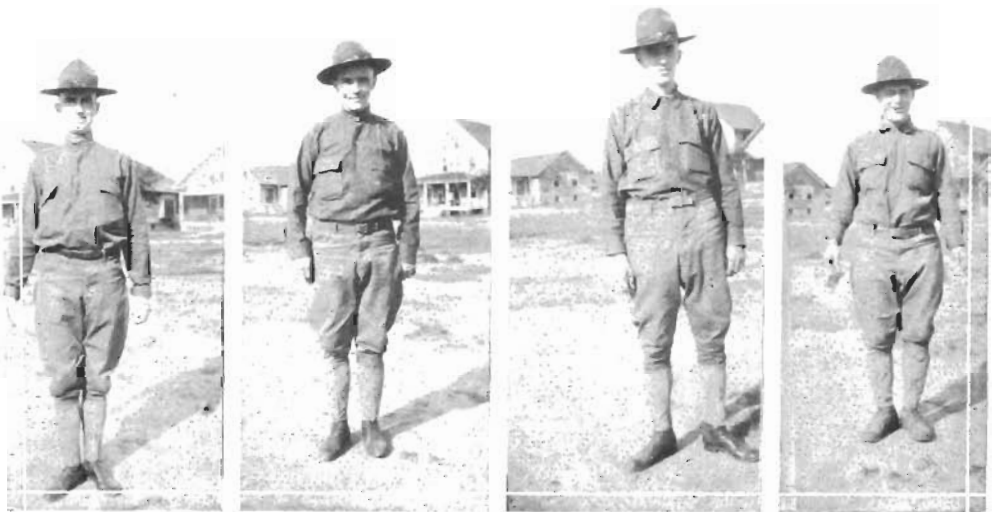
I wish to write my old friends on the Frisco, and if space permits will appreciate your reprinting this letter. I wish to tell all the boys that I know and worked with, that I am still on top of the sod. Was in three of the biggest drives with the heavy artillery.

I just received three copies of the Frisco-Man. Have read them from cover to cover. I sure enjoy reading them.

I see where Clarence Gearheart of Joplin, interchange clerk, has arrived home safely from a pleasant trip. Hi, Clarence. Also, S. R. Kelley is G. Y. M. now and doing the heavy thinking. Be sure and switch the United Iron Works, Ruf.

I see the night ticket agent is still on the pay roll and doing nicely at Monett. I wonder who buys the big eats? Is the G. Y. M. at Hugo still able to see three engines working at once and tell a funny story at the same time? He walks on the bottom of his feet and talks with his hands. Never mind, that meat peddler will go on east local, G. W. I wonder who buys the Coca-Cola for Annabelle now? One thing nice about Hugo yards, there is a very able Foreman to come to your rescue when you get a car on the ground. He enjoys fixing switches and rerailing cars is a specialty at night, when it is raining. How about it, S. M. K.?

If anyone wants any sweet potatoes, see J. R. Finney, of Hugo, he has a ranch of spuds, the largest and best in the state. Any one that wants to see a big farm in full blast, see Switchman Clark, he has pecan trees 200 feet to the first limb, some trees Clark. I saw some of that big timber of yours on the boats as mast poles, as I came over. The night yard master don't allow smoking in his office, he say it's not nice to smoke. I understand there is to be another caller put on to call Engineer Wantland, alias "Wampus," so the 3636 can get out on time.



MONETT TRAINMEN NOW IN THE SERVICE OF UNCLE SAM

These are four Frisco boys from Monett, who are now employed by Uncle Sam. From the left they are: Privates Harry Winslow, Ralph Saxe, Thos. J. Ryan, and W. Jesse Alderson, a member of B. of R. T. Div. 513, Monett, Mo. These boys enlisted in August, 1918, and are identified with the Motor Transport Corps and stationed at Ft. Bliss, El Paso, Texas.

There is strong talk of Ed Simpson buying a new hat, better have the boys of 702 vote on it next Sunday, Ed.

The Roadmaster's office has a new bouquet most every week, wonder where they came from? Ben Grody says it is no wonder a man would leave his suit case in the depot, going away on business to Alabama.

Ed Ferns says he sure is proud of his Liberty Bonds, that it makes a man feel that he was doing something for the good of the cause. I wonder if Dick Andrews can count his W. S. S. by now? How is the market, Dick? Gus Hoyes says he won't buy a new overcoat this year on account of there being so much cotton in the goods. Get one at the commissary, Gus.

I wonder if Pat Finney ever remembers a trip to Economy one night last winter, and our friend Galloway, and what happened. How is our friend Flare-Up-Sal, Pat? I wonder if "Stormy" Stephens still takes his lunch to work in his vest pocket? Does Hub Gore still think Muskogee is the capital of Oklahoma? I wonder when conductor Nute Lewis is going to change shirts, when crops are gathered, Nute? Where does Nute spend most of his time, in Ashdown? Does this east bound train stop at Fallon? "Stringy" Woods is going to pay his own room rent this month. "Stringy" says he has a swell dame at Arkinda, that she is young and good looking, and about his age. Go your best, Stringy.

Biler Lyles says he got a divorce from "Stringy" because "Stringy" eats crackers in bed.

Best regards to the bunch, I'll cut off behind this for this time. I am doing O. K. and will be back pretty soon. We dealt the Dutch a lot of misery and ran the Kaiser off, so there is nothing to do but come home.

B. L. KIMBRAUGH,  
Bat. D. 121. 11. F. A.—A. E. F.  
A. P. O. No. 788.



### John F. Long

John F. Long, for a number of years connected with the Frisco at Springfield and other points, as Division Foreman and General Foreman, but who is now a Captain in the U. S. Engineers in France, writes an interesting letter to The Frisco-Man. He has many friends on the Frisco who will enjoy hearing from him.

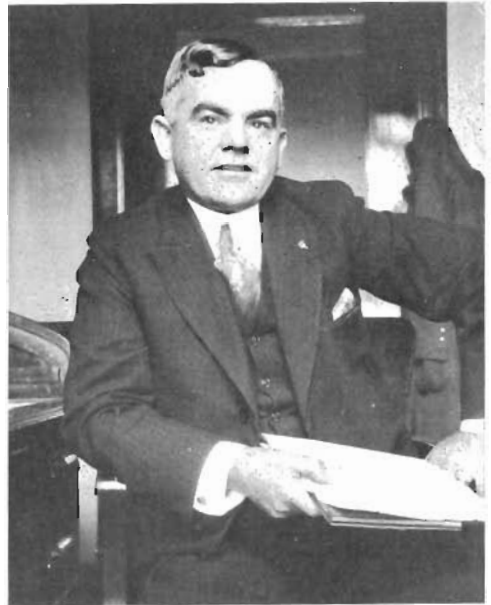
Editor "The Frisco-Man."

Dear Sirs:

I am just in receipt of your October and November issues of the "Frisco-Man," and the first thing I want to compliment you on the increased size of the paper. I have in my home in Chicago all the issues of the Frisco-Man from the beginning and not only enjoyed the contents of your late issues, but I thoroughly was pleased to note the increased size of the magazine. The "Frisco" being one of the most important railroads in the United States deserves a good employee's magazine.

You do not realize the enjoyment that I gain from reading the news contained in the issues mentioned.

We are a long way from home and while we thoroughly enjoy the French people and they are certainly very kind, we have not lost any of our desire to be in the United States of America. This has been a very exciting war and handled on the gigantic scale on which it has been handled, has made it a very busy job for each individual connected with it. We have little time to get really lonesome and the only thing that saves us is "taps" at night, when we must be quiet.



JOHN F. LONG

From the time that we entered the service, we were put through a course of very thorough preparation, and it was a source of a good deal of amazement to me having served in the Spanish-American War, to see the improvements. Imagine in an army the men not only receiving the ordinary military drills, but being under the care of competent medical officers, dentists, etc., being equipped with not only the ordinary clothes as worn by a soldier, but toilet outfits, 1st aid packages and "house wives," furnished a ration of tobacco and candy. The Y. M. C. A. have made it possible for the soldier to get free stationery, access to library, games, furnished us with moving picture machines, placed our camp on a regular vaudeville circuit, which all goes to show that a soldier's life is not so bad after all. Of course our men have gone through a lot of hardships and the best of it all is they have shown themselves equal to any emergency that has come up.

Our record in France is such that we are rightfully proud to have the opportunity to have served in the present struggle. Our



standing with the French people might be better illustrated to you in a letter which has been bulletined by our Base Commander which refers to a visit which I made with my company to Alais, for the purpose of raising funds for the French wounded. The lady who wrote this was Baroness Reilly. Our Colonel at the Base was so pleased with the letter that he put it out in bulletin form.

I wish it might be possible for me to explain to you modern methods employed by the government in handling this war. I am quite sure that our people are justly proud of the accomplishment that have been effected by those who have had the handling of these preparations.

Just as soon as it is finally settled our men are anxious to get home, but they do not want to come home until the question is settled, and settled right.

I want again to thank you for the "Frisco-Man" and say to your staff, the Frisco Railroad and the Frisco men that I sincerely wish you all everything that is good.

JOHN F. LONG,

Captain, Commanding Co. 103 Transportation Corps, Nîmes, Gard, France.

Captain Long encloses with his letter the following bulletin, which is self explanatory:

17, Dec. 18.

Bulletin No. 83

The following sincere appreciation of our American soldiers from a prominent French woman so typically illustrates the esteem and respect which our men have earned in their work in France, that it is published and will be posted on all organization Bulletin Boards as a stimulation to all concerned in maintaining the standard desired by the C. in C., A. E. F.:

"10 Decembre. 1918.

My dear Captain:

We people of Alais are perfectly enthusiastic over your American soldiers, and I must thank you heartily for the readiness and cordiality with which you answered my request.

Thanks for the popularity of American soldiers, I knew our dainty feast was sure to be a success if you came, were it just as guests, far more if you came to help us and in the occurrence the reality proved to be higher yet than my hopes.

Our little town is very old and sleepy, and during these terrible four years, the very youth of our boys and girls seemed to have sunk in the general drowsiness. When the armistice came, we didn't greet it with an outburst of folly; our quiet joy was deep and true, but had some resemblance with the smile of a too good child. Well, as soon as your American boys appeared, with their young, happy and honest faces, and cheered, and held their hands out to us, they roused the whole place and thrilled every heart. Never have I seen the Alaisians

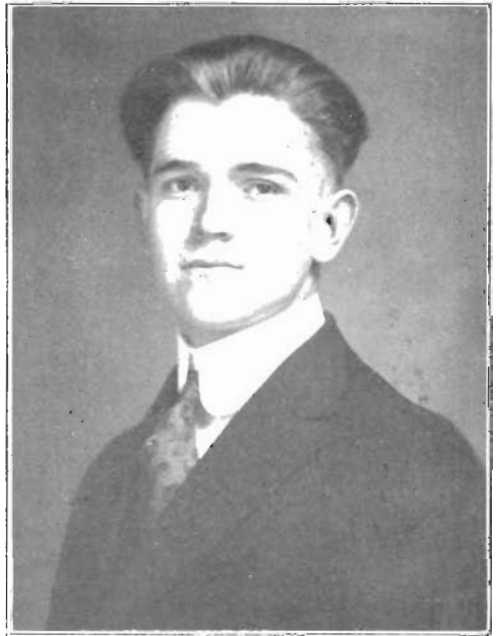
in such effervescence. Every one wanted to come nearer the boys, to talk to them and interview them about their great country, their great work, everyone was anxious to prove them our boundless admiration. And the boys were up to such an excess of popularity, at ease without boldness, gay and not noisy. I really was proud of you, for them, for America, to realize those thirty privates were thirty gentlemen. I could judge even better of this at my home in the evening, where I had asked some girl friends of my daughters to meet them. The whole jolly young crowd was perfectly "à l'Unison," the fine behavior of your boys, their youthful enthusiasm, their frankness, their delicate sentiments, and their pride in their country, in their uniform, in the beauty of their cause, everything just fits entirely our great and loving admiration for America. I must congratulate you personally, Captain, for being soldier to such a country, and officer, or better, father to such boys.

Believe me, yours very sincerely,"

By command of Colonel Rowell:

GEO. MC. D. WEEKS,

Colonel Infantry, Chief of Staff.



JOHN H. COOPER

Age 19 years, machinist apprentice, whose place in the Frisco Shops at Memphis is marked by a Gold Star. He volunteered for the U. S. Merchant Marine in August and died at the hospital at Albany, N. Y., on September 17, 1918. The young man is the son of Chas. B. Cooper, a machinist in the shops at Memphis.



LIEUTENANT-COLONEL F. G. JONAH

Frisco Chief Engineer who has just returned from France, where he served for several months as a member of the Twelfth Engineers. Col. Jonah returns to his old position with jurisdiction extended over the M. K. & T. and M. O. & G. railroads.

# Lieut.-Colonel F. G. Jonah Home, Receives Discharge

## *Returns to Frisco as Chief Engineer*

Lieutenant-Colonel Frank G. Jonah of the Twelfth Engineers, and formerly Chief Engineer of the Frisco, arrived at his home in St. Louis January 21, after serving in France since August, 1917. He is the first staff officer of the regiment to get back, and to be discharged.

Col. Jonah will, on February 1, resume his duties as Chief Engineer of the Frisco, and his jurisdiction is extended over the M. K. & T. and M. O. & G. railroads, according to announcement made by Federal Manager Kramer. V. K. Hendricks, who has been Chief Engineer during the absence of Col. Jonah, is appointed Assistant Chief Engineer.

The Twelfth Engineers regiment was recruited in St. Louis in the summer of 1917. Several Frisco boys joined the regiment, and due to this fact, we feel that it is decidedly Frisco in its make-up. Lieut.-Col. Jonah relates some of the achievements of the regiment in the war, stating that it is now operating a light railway system over German-laid tracks, hauling supplies up to units in the advanced area. In speaking of the experiences of the Twelfth, Col. Jonah said:

"The Twelfth Engineers, on arrival in France, August 18, 1917, was assigned to duty with the British. They were stationed at Montigny Farm, about half way between Peronne and St. Quentin—both of which places figured prominently in the war news. They were then about four miles back of the fighting line and were engaged in construction and operation of light railways, which are lines of two-foot gauge and serve as the intermediary connection between the standard gauge rail heads and the front line. Part of the regiment was at the scene of action of the Cambria push in November, 1917, but escaped without any serious casualties.

"The regiment was also in the retreat which the British were forced to make last March. It remained with the British until about middle of last July, when it was sent down to the American Army in the St. Mihiel sector, where it has been doing exceptionally good work ever since.

"After the Germans were beaten out of the St. Mihiel sector, the regiment was engaged in building connections from our own light railway system to the light railways system of the

enemy. These connections were the gaps across what was formerly known as 'No Man's Land.' The British, French, American and German light railway tracks are all the same gauge, and as the Germans retreated so hurriedly from the St. Mihiel sector they did not have time to destroy their system. So that when we made connections with their tracks we at once had a means of communication to a large area which they formerly had occupied, and it is over these tracks partly that the Twelfth Regiment is now operating trains, hauling supplies to the units in the advanced area and hauling back salvage material. This work is likely to keep them for the next three months.

"Col. Albert T. Perkins of St. Louis is managing the operation of all these light railways and has under his individual charge in addition to the Twelfth, the Fourteenth Engineers, and portions of several other regiments recruited in various parts of the country.

"Col. Perkins is rushing the work of cleaning up the scattered material in the battle areas and expects to remain with the regiment until he can bring all the men home.

"It would be impossible to mention the men who have rendered much excellent service individually, because the regiment as a whole has been remarkably efficient and successful. A number of the officers, including myself, were detached from the regiment shortly after its arrival in France—and assigned to special duties. I was Chief Engineer in the Department of Light Railways and was in Paris four months last winter at the headquarters of the Transportation Department, engaged in organization work, and was at Grand Headquarters in Chaumont from March until after signing of the armistice.

"With the signing of the armistice there was an immediate cessation of nearly all construction work and no more light railways to build, so I was relieved from further service.

"Lieut.-Col. Green, formerly with the Cotton Belt Line here, has made an exceptionally good record as transport officer at Brest and St. Nazaire. Lieut.-Col. Laird, formerly president of the St. Louis Police Board, is commanding the Twelfth Engineers, and nearly all of his officers are St. Louis men. They have all won promotions since going to France and two of them, Capt. Harry E. McFarland and Capt. J. W. Skelly, received decorations from the British for meritorious work in March.

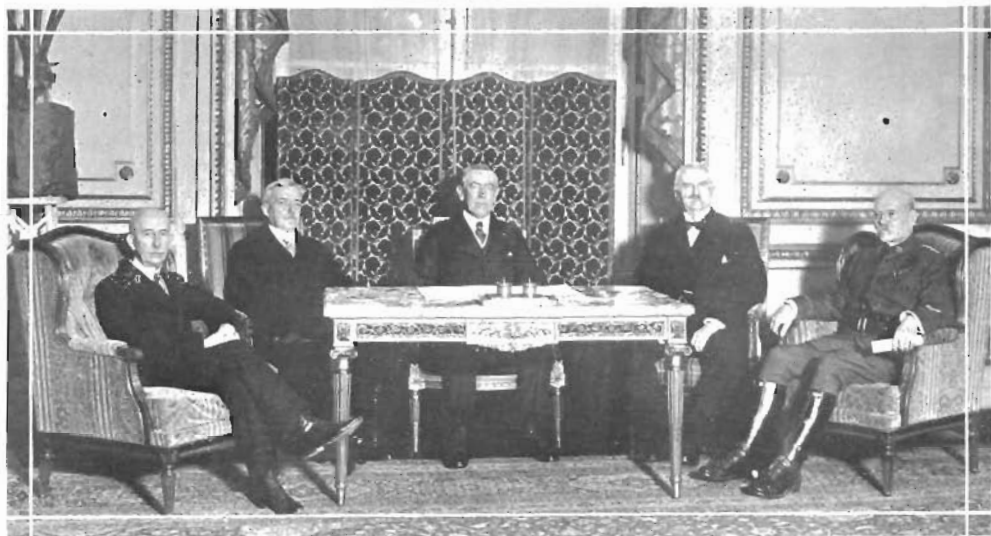
"I saw Col. Laird about December 10. His headquarters is at a place about 12 miles north of Toul. The health of the regiment is excellent. Influenza was apparently much milder in France than it was here. The regiment had no fatalities except about three men who were killed in accidents."



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#### AMERICANS ENTER TREVES, GERMANY

The vanguard of Pershing's fighters entering one of the main squares of Treves, Germany.



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#### FIRST PHOTOGRAPH OF THE AMERICAN PEACE DELEGATES IN THE HOTEL CRILLON IN PARIS

The first photograph of the American Peace mission in session to discuss America's term of peace. This flashlight photo was taken in the Hotel Crillon, Paris, where the delegates with the exception of President Wilson, are stopping. Left to right are Col. E. M. House; Robert Lansing; President Wilson; Henry White and General Tasker H. Bliss.

# Former President Roosevelt Dead

Col. Theodore Roosevelt, twenty-sixth president of the United States, died at his home at Oyster Bay, N. Y., at 4:15 o'clock on the morning of January 6, 1919, and was laid to rest without pomp or ceremony in Young's Memorial Cemetery in that village on the following Wednesday afternoon.

Death came painlessly while the Colonel slept. It was due directly to a blood clot lodged in one lung. "Put out the light, please," were the last words of the former President, addressed to his personal attendant, James Amos, a negro, who had been in his service since the days in the White House.

To the last Col. Roosevelt had been preaching "Americanism" and few realized that his health had been shattered. It was believed that the rugged constitution, which had stood him in such good stead through so many years of his strenuous life, would not fail him, and that he would regain his usual health.

Colonel Roosevelt's career has left such a vivid impression upon the people of his time that it is necessary to touch but briefly upon some of the more striking phases of his varied, interesting and "strenuous" life to recall to the public mind full details of his many exploits and experiences.

Called to the White House in 1901, after President McKinley had been assassinated, Col. Roosevelt, 42 years old, became the youngest president the United States ever had. Three years later he was elected as president by the largest popular vote a president has received.

Thus Roosevelt served for seven years as the nation's chief executive. In a subsequent decade the fortunes of politics did not favor him, for, again as candidate for president—this time leading the Progressive party which he himself had organized when he differed radically with some of the policies of the Republican party in 1912—he went down to defeat, together with the Republican candidate, William H. Taft. Woodrow Wilson was elected.

Colonel Roosevelt's enemies agreed with his friends that his life, his char-

acter and his writings represented a high type of Americanism.

Of Dutch ancestry, born in New York city on October 27, 1858, in a house in East 20th street, the baby Theodore was a weakling. He was one of four children who came to Theodore and Martha Bulloch Roosevelt. The mother was of southern stock and the father of northern, a situation which during the early years of Theodore Junior's boyhood was not allowed to interfere with the family life of these children during the civil war days.

The vigorous life of Col. Roosevelt is too well-known to all for us to go into details. He was an American of the staunchest type. While he had many enemies in the political world, he was looked upon by all, enemies as well as friends, as a true American, sincere in his thoughts and actions.

A few months after his graduation from Harvard in 1880, Col. Roosevelt married Miss Alice Lee of Boston. She died in 1884, leaving one child, Alice, now the wife of Representative Longworth of Ohio. In 1886 Roosevelt married Miss Edith Kermit Carow of New York, and to them five children were born—Ethel, now the wife of Dr. Richard Derby, and four sons, Theodore, Jr., Kermit, Archibald and Quentin, the latter having met his death as an aviator on the French battle front.

## DATES SHOWING IMPORTANT EVENTS IN COLONEL'S LIFE

- Oct. 27, 1858—Born in New York.*
- 1880—Graduated from Harvard University.*
- Oct. 27, 1880—Married Alice Hathaway Lee, who died in 1884.*
- 1882—Became member of New York legislature.*
- 1884—Elected delegate to Republican National Convention.*
- 1818—Went to North Dakota to live on ranch.*
- 1886—Candidate for mayor of New York.*
- 1889—Became United States civil service commissioner.*
- 1895—Became president of New York police board.*
- 1897—Became assistant secretary of the navy.*
- 1898—Resigned from navy department to organize, with Maj. Gen. Wood, then an army surgeon, the first United States cavalry service in Cuba. Became Colonel on promotion for gallantry.*

- 1899—Became Governor of New York.  
 1900—Became Vice-President of the United States.  
 1901—Became President to succeed William McKinley, assassinated.  
 1904—Elected President of the United States.  
 1906—Awarded Nobel peace prize (\$10,000) for good offices in bringing to close Russo-Japanese war.  
 1909—Went to Africa on hunting trip.  
 1910—Special Ambassador of the United States at funeral of King Edward VII.  
 1912—Candidate of Progressive party for presidency.  
 1913—Went to South America on exploring trip.  
 1914—Visited Spain.  
 1916—Defeated in an effort to become Republican presidential nominee.  
 1917—Refused permission to organize division for service in France.  
 1918—Gave up \$10,000 Nobel peace prize to war work, dividing sum between various organizations.  
 1919—Died at home in Oyster Bay, N. Y.



### Efficient Locomotive Service

Something like a year ago, we had the passenger engines, on the Southwestern Division pooled, and the passenger service was particularly poor. We knew that the enginemen had a longing for regular engines, and we assigned them to regular engines, between Sapulpa and Oklahoma City.

Since that time it has been a rare case to have a delay. In checking up the performance of these engines, it is par-

ticularly interesting to note Engineer J. W. Binkley's performance on engine 1025.

This engine was assigned to him on January 1, 1918, and for the entire year the engine has made 54,000 miles without a single delay being charged to the engine. So much pride has been taken in the operation of this locomotive that little or no repairs have been made.

There has been no rod Brasses applied, no piston or valve stem packing renewed, and there has been only one set of cylinder packing applied during that entire time. The locomotive is still in splendid condition except that the flues are getting weak.

It is a remarkable performance to have run the flues for an entire year in the water, such as we have on this district.

The performance of this locomotive shows what can be done with a good crew, even many times under adverse conditions.

I called Mr. Binkley into my office recently and explained to him how much we appreciated the showing that he had made with this locomotive on passenger trains, and have arranged to furnish him with passes for himself and Mrs. Binkley to California and return, and we hope that they will take a vacation and have an enjoyable trip.

II. HONAKER,  
 Master Mechanic, Sapulpa.



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### ALL PARIS TURNS OUT TO GREET PRESIDENT WILSON

The most enthusiastic greeting tendered an executive of any nation was accorded President Wilson upon his arrival in Paris. This is crowd in the Place de la Concorde surging into the square immediately after the president's carriage had passed.

# Claim Prevention

*By J. H. Camp, Agent, Lorraine, Kansas.*



CLAIMS, as we all know, not only represent a loss in revenue, but of time, stationery, and often-times patronage. Claimants frequently hold the view that they should have some sort of reimbursement for the disappointment, inconvenience, etc., in addition to the actual loss which they sustain when a shipment is received in a condition that would involve a claim. Our greatest efforts should be directed towards the elimination of the features that tend to produce claim conditions.

In my capacity as agent, I have kept a record of the damage claims which were filed in my station during the past six months with the following results: Total number of claims filed was 18, there were 12 caused by improper crating, crates being poorly constructed, strips too far apart and not of sufficient protection to bear the weight of the contents. These 12 claims covered new furniture. Five claims represented grocery shipments and were caused by boxes and crates not being properly constructed, most of them falling to pieces in removing from cars, spilling contents with the inevitable claims following. Three of the five were on syrup shipments alone, and in one case the claim was plainly an instance of rough handling.

I am convinced that receiving clerks are not as careful as they should be in noting packing conditions as shipments are received. A thoroughly course of education as to Western Classification rules with regard to packing and crating should be conducted. We must bear in mind that where we accept shipments improperly crated or boxed from the public, we will have to pay them dearly if there is any damage, regardless of our good handling. Some concerns, doing a large volume of business in furniture, wrap their shipments up in paper and excelsior to such an extent that it is impossible, without a close examination, to see that they are improperly crated. The idea with some mail order concerns seems to be to prepare the shipments for transportation with just as little expense as

possible putting the burden on the carriers. This condition, of course, could be remedied should receiving clerks make close examination. The saving in one year by carefulness in this respect would exceed by far the cost in time. The classification rules should be more stringent too in a great many respects.

If the man employed in the capacity of a receiving clerk should be obliged to handle the files of correspondence, do all the work in preparing and paying the claims that failures to see that shipments comply with classification requirements or are in proper condition to ship, bring about, I am sure he would be more careful and more fully realize the expense he is putting the railroads to in neglect of work. Certainly more care used in the receiving of freight will mean less grief to we agents, because we will have fewer claims and better satisfied patrons. It is a fact that it is much easier to refuse an improperly prepared shipment for transportation than it is to deliver a damaged one, and finally the man that you refuse will become your friend, for he is bound to see that you have his best interests at heart, as well as protecting your employers. I am thoroughly convinced that every care should be used in selecting men for positions as receiving clerks, especially at the larger shipping points. The day has passed for us to rely on anything except absolute competence if we are to bring about improvements in the handling of freight.

We are judged by results only, which is fair and right. If we take pride and interest in our work, we will feel a satisfaction in the knowledge of work well done. If we can not, we are a mis-fit and should seek some other employment more suited to us. While modern railroading is a work of great detail, we seldom fail to master our particular line if we give it good hard study and concentrate all our energies to becoming specialists in our line, or the class of work we are assigned to.

In the above, I have dealt merely with the matter of proper packing and in conclusion want to emphasize the importance

of agents and others concerned in acquiring a more complete knowledge of classification requirements regarding such matters, also more interest in the handling of freight at their stations. It will mean fewer claims and a better pleased public in the end.



### Subdue the Submarine

By substituting  
Economy for Waste.  
Co-operation for Criticism.  
Knowledge of Prices for Gossip about Profits.  
Cornmeal and Oatmeal for White Flour.  
Fish for Beef and Bacon.  
Vegetable Oils for Animal Fats.  
The Garden Hoe for the Golf Stick.  
Performance for Argument.

Service for Sneers.

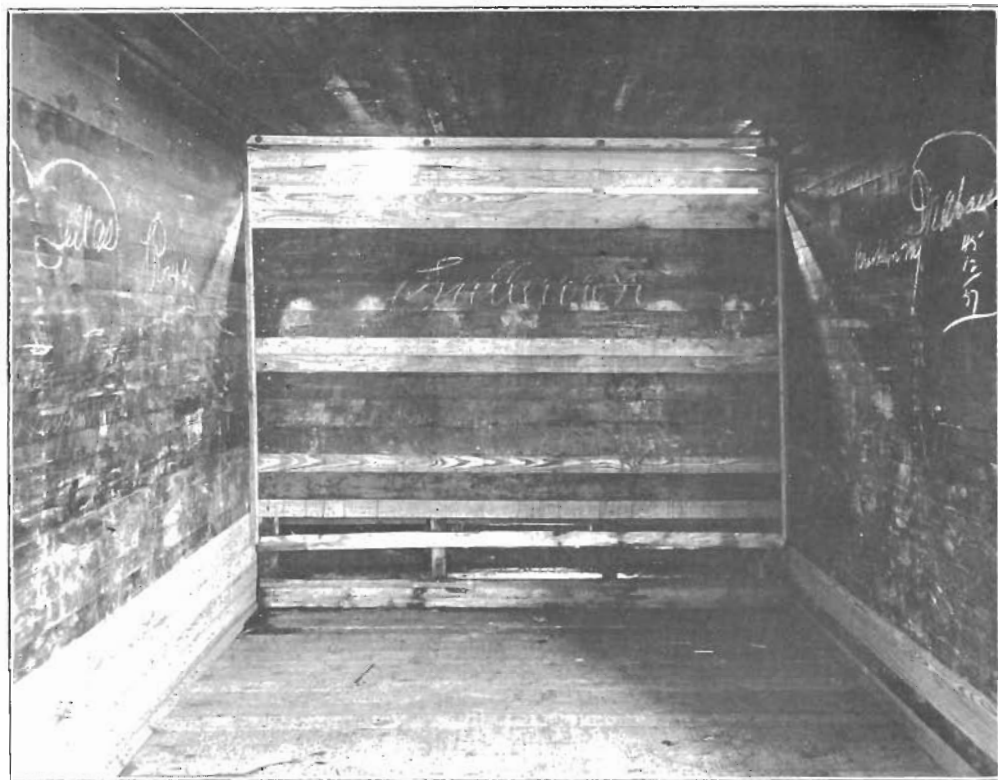
Patriotic Push for Peevish Puerilities.  
Perishable for Preservable Foods.  
Greater Production for a German Peace.  
The Beef You Do Not Eat for the Rille You Cannot Carry.  
Conservation for Conversation.  
Common Sense for Common Gossip.  
Marketing for Telephoning.  
Production for Pessimism.

—*Canadian Food Bulletin.*



### Warming Up

The cat settled herself luxuriously in front of the kitchen range and began to purr. Little Dolly, who was strange to the ways of cats, regarded her with horror. "O Gran'ma!" she cried. "Come here quick. The cat's begun to boil."



"The above photograph represents the interior of a refrigerator car which was used for loading a shipment of perishable freight requiring refrigeration. The shipment was damaged and the cause for same is alleged to be that the top of the ice boxes had been boarded up, which retarded refrigeration. The boards at the top cut off the circulation of cold air. It will be noted that repairs had been made to the bulk heads and the car repairer not understanding the necessity of the opening at the time boarded same up."



# United States Railroad Administration

## — News From Washington —

### CONTROL OF STEAMSHIP LINES RELINQUISHED

The Director General has relinquished from government control the Clyde Steamship Company, the Mallory Steamship Company, the Merchants and Miners Transportation Company and the Southern Steamship Company. This action was taken, the Director General pointed out, because the emergency which made the control over these lines essential for war purposes having ceased, it was no longer necessary to hold them for the transfer and transportation of troops, war material and equipment.



### FREIGHT MOVEMENT FOR OCTOBER, 1918

The greatest movement of freight over the railroad systems since the government assumed control over them took place during the month of October, 1918. According to the figures compiled by the Division of Operations there were 39,549,000,000 ton miles of freight moved for the month of October, 1918, compared to 38,224,000,000 ton miles for the same month of 1917. This shows an increase of 3.5 per cent in the movement of freight for the month of October, 1918, over October, 1917, or 1,325,000,000 ton miles. With this striking increase in freight movement, it required the use of but 54,843,000 freight train miles to care for the additional tonnage for October, 1918, while for October, 1917, 56,075,000 freight train miles were necessary to handle the traffic, a decrease of 1,232,000 freight train miles or 2.2 per cent for October, 1918, over October, 1917.



### AUTHORITY OF DIRECTOR-GENERAL TO FIX INTRA-STATE RATES

On January 5, Director-General McAdoo issued a statement explaining the attitude of the Railroad Administration in fixing intra-state rates. His attention had been called to the fact that several states had begun litigation drawing in question the validity of rates initiated by him under the Federal Control Act so far as they apply to intra-state traffic.

He declared that he was acting under the law of Congress as the President's representative and could not subject himself to the jurisdiction of courts or commissions beyond the provisions of the law. Any other construction of the law, he stated, might have been fatal to the prosecution of the war and would now result in creating an indefensible discrimination between interstate transportation charges and state charges and serious curtailment of the revenue which the Railroad Administration must have in order to perform the duties placed upon it by Congress. He expressed the hope that the states which have brought suits based upon the opposing contention may for the present at least hold them in abeyance. If

such suits are pressed, he said, the government although it desires to give the most respectful consideration to the views of the state authorities, has no alternative except to proceed upon the theory that the action of the President's representative in establishing rates is not within the jurisdiction of either state commissions or courts.



### RESIGNATION OF DIRECTOR, DIVISION OF OPERATIONS

On December 20, 1918, Carl R. Gray, Director of the Division of Operations of the U. S. Railroad Administration, sent his resignation to Director-General McAdoo to take effect January 15, 1919. Mr. Gray said he was in need of a complete rest in order that his health might not be impaired. In accepting the resignation, the Director-General paid a high tribute to the services of Mr. Gray.

"You have served with such marked ability, loyalty and patriotism, he declared, "and have rendered service of such value in the responsible post you have occupied, that your resignation is a great loss to the Railroad Administration and to the country. You have not only lightened my burdens by your effective cooperation, but you have rendered service of the highest character to your country."

W. T. Tyler, senior Assistant Director of Operations under Mr. Gray, later was appointed Director of the Division, effective January 15.



### SALARY READJUSTMENT FOR TELE- GRAPHERS, AGENTS, ETC.

On December 28, the Director-General issued a supplement to General Order No. 27, effective October 1, 1918, affecting salaries of telegraphers, telephone operators, agents, agent telegraphers, agent telephoners, towermen, levermen, tower and train directors, block operators and stationmen. The order provided that for such positions to the rates in effect on January 1, 1918, prior to the application of General Order No. 27 there should be added 13 cents per hour and 2 cents per hour additional in lieu of vacations, applicable to all roads irrespective of present practice. Where this increase failed to establish a rate of 48 cents per hour, a minimum rate of 48 cents per hour was fixed. The provisions of this order did not apply to cases where salaries less than thirty dollars a month are paid to individuals for special service which only takes a portion of their time from outside employment or business, to agents whose compensation as of January 1, 1918, was upon a commission basis and to agents whose duties are supervisory and who do not perform routine office work, nor the small non-telegraph stations, except those now included in agreements, which, on account of the varying char-

acter and extent of their work cannot be treated as a class. All employes are to be paid on an hourly basis.



#### AMERICAN RAILROAD ASSOCIATION

To provide, for the period of Federal control, a responsible channel through which the Director-General may obtain recommendations for the advancement of railroad practice, the American Railway Association has revised its articles or organization and by-laws and will change its name to the American Railroad Association. The scope of the Association has been enlarged and will cover the former activities of the: American Railway Association, American Railway Master Mechanics' Association, Association of Railway Telegraph Superintendents, Association of Transportation & Car Accounting Officers, Freight Claim Association, Master Car Builders' Association, Railway Signal Association, and Railway Storekeepers' Association. The Association will consist of five sections, viz: Section 1—Operating; Section 2—Engineering; Section 3—Mechanical; Section 4—Traffic, and Section 5—Transportation.



#### AUTOMATIC TRAIN CONTROL COMMITTEE

The creation of the Automatic Train Control Committee has been announced, effective January 14. The Committee will proceed at once to make a study of, and report upon, the automatic train control devices now undergoing test upon various lines, or available for test, with their recommendations for the installation and further practical test of any devices now or during their investigation, made available for that purpose, which they may consider practicable and reasonably conforming to the purposes to be accomplished.



#### T. C. POWELL, DIRECTOR DIVISION OF CAPITAL EXPENDITURES

T. C. Powell has been appointed Director of the Division of Capital Expenditures, succeeding Judge Robert Lovett, who resigned recently to become President of the Union Pacific, according to an announcement on January 16 by the Director-General.

Mr. Powell is a man of wide railroad experience and in addition to his service on railroads, has performed important war work for the government since the entrance of the United States into the European war. He formerly assisted on the government Priorities Committee of which Judge Lovett was chairman.

Mr. Powell has been in railroad service since 1884, serving as vice-president of the Southern Railway System, also vice-president of the C. N. O. & T. P. and A. G. S.

#### W. T. TYLER MADE DIRECTOR OF OPERATION

Director-General Hines on January 14 announced the appointment of W. T. Tyler as director of the division of operation, effective January 15, when the resignation of Carl R. Gray, went into effect.

Like Mr. Gray, Mr. Tyler is a former Frisco official, having served in the capacity of general superintendent and general manager successively for a period of eight years, and is well known to many Frisco employes.

Mr. Tyler came to Washington as assistant to Mr. Gray on January 22, last, and was made senior assistant director on July 1, 1918.



#### SUCCEEDS W. T. TYLER

J. H. Young has been appointed Senior Assistant Director of the Division of Operation, succeeding W. T. Tyler, recently appointed Director of the Division, following the resignation of Carl R. Gray. Mr. Young formerly was president of the Norfolk Southern and later became Federal Manager of the Virginian and the Norfolk Southern under the U. S. Railroad Administration.



#### AUSTIN F. DUFFY, NEW MANAGER OF SAFETY SECTION

Austin F. Duffy, acting manager of the Safety Section Division of Operation, with headquarters at Washington, D. C., has been appointed manager, succeeding Hiram W. Belnap, deceased. Mr. Duffy has been engaged in safety work for Bureau of Safety, Interstate Commerce Commission, and prior to that served twenty-four years with the Delaware, Lackawanna & Western.



#### WORK OF RAILROAD EMPLOYEES IN 1918

The achievements of the transportation facilities during 1918 were such as to make every official and employe of the railroad administration have just cause to feel proud for the part played by each in establishing such a record of accomplishment.

When President Wilson took over the railroads of the country the United States was already deep in the world war, and it was apparent from every side that the chief functions of the carriers were to be directed to the movement of troops from the mobilization camps to the seaboard and the transportation of foodstuffs from all quarters of the country in order to feed the allied forces battling for the overthrow of the Kaiser.

How well both plans were carried out is best related in the official reports which have been made to the Director General. In this stupendous undertaking so successfully brought to full realization every railroad employe, no matter how humble his or her position might be has played a part.

Here is the way in which the two most perplexing problems facing the railroad administration during the first year of government control over the roads were solved.

#### MOVEMENT OF TROOPS

So far as the movement of troops is concerned, the official reports made to the Director-General show that from January 1, 1918, to November 10, 1918, a total of 6,496,150 troops were moved over the American railways, 4,038,918 having been transported on special trains. Such movements required a total of 193,002 cars of all types, including 167,232 coaches for draft and regular train movements. The troops were transported in comparative freedom from accident, due largely to the steadfast maintenance of a reasonable rate of speed.

In carrying out this plan it is hardly necessary to call attention to the fact that such a splendid showing could not have been made without thorough preparation and organization on the part of those who shouldered the responsibility for the accomplishment of the task placed before them. To insure the proper care and orderly movement of this immense body of men comprising the American army and navy, a special organization had been built up, including a railroad representative stationed at the office of each state adjutant general to co-operate in the transportation of drafted men, a man in charge of troop movements on each principal railroad and a central organization under the railroad administration at Washington.

And it must be remembered, too, that the successful movement of such a huge body of troops from the camps to the seaboard was accomplished in spite of the fact that the railroad administration, when it entered upon its task, faced a season of terrific blizzards and an alarming coal shortage, a ten weeks of winter, the worst ever known in the history of transportation. But all the difficulties were surmounted without any serious interruption to traffic or interference with the efficient movement of our soldiers and sailors to the Atlantic coast ports for transport to Europe.

Then came the signing of the armistice, closely followed by orders for the demobilization of troops. With this action, the railroad administration was confronted with another burden. It was estimated that to demobilize troops under arms would involve the transportation of not less than 7,250,000 men; for the creation of the army and the sending of approximately 2,000,000 men to the points of embarkation involved the movement of 7,800,000 men. This undertaking is now being carried out without the least interruption.

It may be recalled in this connection that in carrying on the activities incident to the prose-

cution of the war it was necessary to provide for the daily movement to and from industrial plants and camps of 205,587 persons in each direction. To perform this work, 2,319 passenger equipment cars were in use daily.

#### FOOD FOR THE ALLIES

Then came the demands of the allied nations for food supplies of all kinds. If the war was to be won, the United States would have to supply the foodstuffs for the troops fighting against the armies of the Kaiser. Again, the railroad administration was put to the test, and again the hundreds of thousands of employes demonstrated their patriotism by putting their shoulders to the wheel, sticking to their posts of duty and devoting all their energies to supplying the necessary foodstuffs, which, had they not been forthcoming, would no doubt have resulted in defeat for the allied armies.

So serious had the situation become that in February last, representations were made by Great Britain, France and Italy that unless the program of food deliveries promised by the Food Administration was carried out, Germany and her associates, inevitably, would win the war. These facts could not be told at the time, but they were well known to those officials of the government who were on duty at Washington and upon whose shoulders fell the responsibility for meeting all the demands made upon them. It was realized in all quarters that the outcome of the war depended upon the ability of the railroads to cope with the situation and to move sufficient foodstuffs to the seaboard for transportation to Europe. There was no time for half way measures, no time for dickerings or delays, no time for endless discussions as to the steps to be followed.

With a spirit of dash and co-operation that redounded to the credit of officials and employes of the railroad administration, empty box cars were rushed from all portions of the east and south to the southwestern grain states. Conflicting traffic of all kinds was held up. Every facility of the railroads under government control was thrown into the balance. All hands worked day and night. With such a display of patriotism evidenced on every hand success was bound to follow. The results speak for themselves.

By March 15, the vessel capacity of the Allies had been satisfied and there was available at North Atlantic ports an excess on wheels of 6,318 carloads of foodstuffs, exclusive of grain on cars and in elevators. Since that time there has never been any danger of the American railways failing to transport the necessary amount of food supplies to Europe. As an illustration of the manner in which the movement of foodstuffs was handled and how

the emergency was met, it is but necessary to call attention to the fact that in the period from July to November, 1918, 135,000 more cars of grain were handled than in the same months of 1917, thus demonstrating the enormous extra strain placed upon the railroads by this one item alone.

#### CIVILIAN INCONVENIENCES

It must not be supposed that while this work was being carried on by the railroad administration some interference with the transportation of ordinary freight in the United States could be avoided. The necessities of the war had to come first and then the wants of the civilian population of the country were taken care of afterwards. With a limited supply of passenger and freight equipment available, and with a large proportion of this equipment needed for the movement of troops and food supplies, there were not sufficient cars and locomotives remaining to fully meet civilian needs, nor was there time, materials nor labor to build them. If the people generally suffered any inconveniences, these were not due to the fact that the railroads were under government control.

Some of the most important reforms put into effect during the first year of government control over the railroads include the maintenance of heavy loads for cars; the pooling of repair shops; the elimination of circuitous routes; the unification of terminals; the consolidation of ticket offices; the utilization of

universal mileage tickets; the standardization of equipment; the maintenance of common time tables between important points; the utilization of water routes for the relief of crowded rail lines; the adoption of the "Sailing day" plan; and the furthering of a standard freight classification.



#### A New Employes Magazine

P. E. Crowley, Federal Manager of the New York Central Railroad, announces that this road will shortly begin publishing an employes magazine, entitled the New York Central Magazine. The magazine will be delivered free of charge to 100,817 employes of the New York Central. It will be devoted to the interests of the employes, their families and home communities and to the securing of the most efficient service for the public.



#### A Future Statesman

All the talk of hyphenated citizenship has evidently had its effect upon a San Francisco youngster, American born, who recently rebelled fiercely when his Italian father whipped him for some misdemeanor.

"But, Tomaso," said one of the family, "your father has a right to whip you when you are bad."

Tomaso's eyes flashed. "I am a citizen of the United States," he declared. "Do you think I am going to let any foreigner lick me?"  
*Right Way Magazine.*



© U. & U.

FIRST PHOTOS OF FESTIVITIES HELD IN BREST, FRANCE, UPON THE ARRIVAL OF PRESIDENT WILSON

This is one of the first exclusive photographs to arrive in this country showing the manner in which Brest "turned out" to greet the Presidential Party upon their arrival there. The photo shows native Bretons anxiously awaiting the arrival of President Wilson in Brest.



AS SEEN BY THE CARTOONIST.

# NEWS OF THE SAFETY DEPARTMENT

## Originators of Safety First

*By Switchman J. D. Trotter*

The words "Safety First" like the word "Crime" cover a great multitude of propositions, where human elements enter therein; and while there is no doubt that the principles of Safety First were first taught by the officials of the American Railroads, the same doctrine is now being taught, and to a considerable degree, being practiced in all walks of life from the infant in its mother's arms, to the grandfather in the old armchair.

Safety teachings and practices seem to be most conspicuous where first originated, with the American Railroads, where every known precaution may be taken by the company's officials to safeguard its employes, and every official and committeeman under the canopy of Heaven may preach Safety from now until dooms day, and it will avail them nothing, unless the employes are very careful and use their God-given intelligence to take care of the most valuable, and yet most dangerous machinery, when out of condition, which is the machinery commonly called MAN. You can't measure his temperament with a steam gauge, neither can you put him in good working order with a monkey wrench or coal chisel.

The argument that made the strongest impression relative to the eight-hour working day for railroad men, was that long hours exhausted them, both mentally and physically, and when in that unsafe and unreliable condition, were more liable to cause serious accidents; both to themselves, to the company property and to the public in general than they would were they working shorter hours, that they might get the proper rest and recreation necessary to keep the body and mind in a safe and suitable condition to perform the duties of their hazardous calling.

Hence, it behooves each and every railroad employe to avoid many of the most dangerous forms of dissipation, and to

endeavor to get his proper rest and recreation, thereby bringing the result of Safety teachings to a maximum degree.



### Facts and Figures

A comparative statement of personal injuries during the month of December, 1918, as compared with the same period last year, has just been compiled and made public by G. L. Ball, Superintendent of Safety. That the employes may know just what is being accomplished by the intensive Safety work being carried on, a brief of the figures obtained by Mr. Ball is given below.

For the entire system, injuries to passengers during December, 1918, showed a decrease of 18.3 per cent, to employes 32 per cent, while injuries to outsiders increased 25.8 per cent, compared with same month in 1917. In compiling statement of injury to employes, Mr. Ball has divided them into classes, namely, Trainmen, Switchmen, Stationmen, Trackmen, Bridgemen, Carmen, Shopmen, and Other Employes. All classes showed remarkable decreases in injuries, with the exception of the Carmen and Other Employes, where number of injuries increased 66.6 and 57 per cent, respectively.

On the Eastern Division, a decrease of 46.4 per cent was attained. All classes of employes showed decreases with the exception of the Carmen, where a 200 per cent increase is noted. Total injuries for the month were 15, compared with 28 last year.

On the Central Division, injuries to the number of 9 were reported, compared with 25 last year. All classes show a decrease.

The Southwestern Division injuries increased 35.5 per cent, or from 56 last year to 77 this year. Injuries to employes, however, decreased 33.33 per

cent. The increase for the division was due to a 400 per cent increase to passengers.

The Red River Division reported a total of 15 injuries in 1918, as compared with 36 in December last year, a decrease of 58.3 per cent.

The Western Division reports a decrease of 76.19 per cent, with a total of but five injuries in December this year, where there were 21 last year. Injuries to employes likewise decreased.

On the Northern Division a decrease from 68 to 32 is reported, for 52.9 per cent, while injuries to employes decreased 50 per cent, 15 injuries for the month this year, and 30 last.

Total injuries on the Ozark Division for December this year, were 18 compared with 14 last year, an increase of 28.5 per cent. Injuries to employes likewise increased, jumping from 8 last year to 16 this, or 100 per cent.

The Southern Division also reports an increase of 31.4 per cent. Forty-six personal injuries for the month this year and 35 during the same period last year. Injuries to employes were 22 last year, and 23 this, an increase of 4.5 per cent.

Total injuries reported by the Red River Division were the same this year as last, 13 in number, while injuries to employes decreased 20 per cent, 10 last year and 8 this year.

At the Springfield Terminals a total decrease of 58.82 per cent is reported, while injuries to employes decreased 56.25 per cent, or from 16 for December, 1917, to 7 for December, 1918.

Total injuries in Kansas City Terminals increased 20 per cent, all being injuries to employes, none to passengers or outsiders.

St. Louis Terminals report a decrease of 50 per cent in total number of injuries, while injuries to employes decreased 83.33 per cent—one this year and six last.

At the Springfield Shops, a decrease of 20 per cent is reported. The West Shops led with a decrease of 63.6 per cent, or 4 injuries this year and eleven last. Injuries in the North Shops increased 300 per cent, four this year compared with only one last year. Southside Shops and Reclamation Plant report an increase of 200 per cent, an increase of 2 over last year. The New Freight Shops show a 50 per cent decrease.



### A Thought for the Month

Employes are not required or expected to incur any risk, from which, by the exercise of their judgment and by personal care, they can protect themselves, but are enjoined to take time and use the means necessary to, in all cases, perform their duties in safety.

Casualties among employes in train, yard, station, track, bridge and shop service twelve months ended December 31, 1918, and 1917.

| Division                             | Trainmen |       | Switchmen |       | Stationmen |       | Trackmen |       | Bridgemen |       | Carmen |       | Shopmen |       | Other Empl. |       | Total |
|--------------------------------------|----------|-------|-----------|-------|------------|-------|----------|-------|-----------|-------|--------|-------|---------|-------|-------------|-------|-------|
|                                      | 1918     | 1917  | 1918      | 1917  | 1918       | 1917  | 1918     | 1917  | 1918      | 1917  | 1918   | 1917  | 1918    | 1917  | 1918        | 1917  | 1917  |
| Eastern.....                         | 35       | 49    | 4         | 9     | 6          | 6     | 15       | 13    | 1         | 3     | 9      | 14    | 13      | 23    | 5           | 4     | 88    |
| Central.....                         | 22       | 25    | 4         | 2     | 6          | 6     | 13       | 9     | 5         | 5     | 3      | 3     | 6       | 4     | 13          | 7     | 72    |
| Southwestern.....                    | 39       | 78    | 23        | 25    | 9          | 17    | 52       | 79    | 8         | 15    | 4      | 19    | 27      | 29    | 6           | 4     | 162   |
| Western.....                         | 4        | 18    | 4         | 1     | 1          | 2     | 6        | 8     | 5         | 3     | 1      | 3     | 7       | 7     | .....       | ..... | 21    |
| Northern.....                        | 45       | 80    | 9         | 5     | 7          | 18    | 40       | 46    | 1         | 6     | 5      | 8     | 11      | 21    | 15          | 4     | 134   |
| Southern.....                        | 25       | 42    | 13        | 17    | 10         | 18    | 20       | 51    | 8         | 19    | 8      | 11    | 30      | 13    | 13          | 20    | 127   |
| River & Cape.....                    | 13       | 33    | 1         | 2     | 1          | 3     | 23       | 4     | 6         | 3     | 3      | 5     | 13      | 6     | 2           | 5     | 55    |
| Red River.....                       | 29       | 38    | 5         | 5     | 4          | 8     | 26       | 27    | 2         | 2     | 3      | 9     | 13      | 16    | 1           | 4     | 78    |
| Ozark.....                           | 31       | 14    | 3         | ..... | 5          | 4     | 27       | 23    | 4         | 10    | .....  | ..... | 6       | 6     | 2           | 4     | 83    |
| St. Louis Terminal.....              | 2        | 4     | 14        | 12    | 5          | 7     | 1        | 2     | .....     | ..... | 5      | 9     | 5       | 4     | 3           | 3     | 37    |
| Springfield Terminal.....            | 2        | 3     | 3         | 9     | 3          | 4     | 1        | 3     | 3         | ..... | .....  | ..... | 15      | 16    | 1           | 1     | 37    |
| Kansas City Terminal.....            | 6        | 4     | 20        | 10    | .....      | 2     | 9        | 2     | .....     | ..... | 10     | 5     | 12      | 20    | 4           | 16    | 61    |
| West Shops.....                      | .....    | ..... | .....     | ..... | .....      | ..... | .....    | ..... | .....     | ..... | 5      | 40    | 63      | ..... | 1           | 40    | 69    |
| North Shops.....                     | .....    | ..... | .....     | ..... | .....      | ..... | .....    | ..... | .....     | ..... | 5      | 6     | 21      | 21    | .....       | 26    | 27    |
| South Shops & Reclamation Plant..... | .....    | ..... | .....     | ..... | .....      | ..... | .....    | ..... | .....     | ..... | 3      | 2     | 5       | 3     | .....       | 8     | 5     |
| New Freight Shops.....               | .....    | ..... | .....     | ..... | .....      | ..... | .....    | ..... | .....     | ..... | 21     | 10    | 1       | 5     | .....       | 22    | 15    |
| Total.....                           | 253      | 388   | 98        | 107   | 61         | 95    | 234      | 267   | 38        | 68    | 85     | 105   | 207     | 283   | 76          | 66    | 1051  |
| Increase.....                        | .....    | ..... | .....     | ..... | .....      | ..... | .....    | ..... | .....     | ..... | .....  | ..... | .....   | ..... | .....       | ..... | ..... |
| Decrease.....                        | 135      | ..... | 9         | ..... | 34         | ..... | 34       | ..... | 30        | ..... | 20     | ..... | 76      | ..... | 10          | ..... | 328   |

# **UNITED STATES RAILROAD ADMINISTRATION**

WALKER D. HINES, DIRECTOR GENERAL OF RAILROADS

## **ST. LOUIS-SAN FRANCISCO RAILROAD**

St. Louis, Mo., January 21, 1919.

### **ALL OFFICERS AND EMPLOYEES:**

February 1st-8th, inclusive, will be observed by all roads in the Southwestern Region as "NO ACCIDENT WEEK," during which period all officers and employes are urged to pledge themselves to prevent injury to their own persons and their fellow employes. Your earnest efforts are requested in the achievement of signal results in the work of accident prevention during this eight-day period. Concerted action on the part of everyone connected with the road will be necessary to success.

G. L. BALL,

Superintendent of Safety.

Approved:

J. M. KURN,

General Manager.

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**(For Safety Sake—Watch Your Step)**



## GENERAL NEWS

### Dr. Hogeboom Resigns

Dr. R. W. Hogeboom, Surgeon in charge of the Frisco Hospital at Springfield, resigned effective January 1, to become a practicing surgeon in the city of Springfield.

Dr. Hogeboom has been with the Frisco Hospitals for many years. He was born in Oscaloosa, Kansas, November 9, 1875, and received his early education in the public schools of Topeka. Later he took up the study of medicine



DR. R. W. HOGEBOOM

at the State University of Kansas, and completed his studies at Rush Medical College, Chicago, in 1897. Soon after graduation he became connected with the Mount Carmel Coal Co., where he remained until July, 1899, when he came to the Frisco Hospital at St. Louis. In 1909 he went to Springfield as Surgeon in Charge of the Frisco Hospital, which position he has held up to the time of his retirement.

Dr. Hogeboom is considered to be a surgeon of great knowledge and ability, and is well known to many Frisco em-

ployes who have been called to the Springfield Hospital through injury or sickness. His resignation is a serious loss to the Frisco Hospital Association and to the Frisco employes, as he was considered an able physician and a man by all who knew him.

The Doctor has established offices in room 408 Holland Building, Springfield, where he will specialize in Surgery.



### Thomas O'Reilly

Thomas O'Reilly, for sixteen years Chief Rate and Chief Bill Clerk at Seventh St. Station, St. Louis, passed away on December 23rd, aged forty years. He was stricken with influenza December 17th, the dreaded disease developing into double pneumonia, and resulting



THOMAS O'REILLY

fatally in spite of the best efforts of his family doctor and the Frisco medical staff. Amongst his old associates, Tom may be gone, but he will not be soon forgotten because of his many qualities that endeared him to his working associates.

Possessed of a fine physique, handsome, intelligent, energetic, generous, loyal both at home and outside, the untimely death of a friend with such fine attributes leaves a void which it seems impossible to fill. He is survived by his widow, Mrs. Theresa O'Reilly, who was not able to attend the obsequies, being confined to bed by the same disease, and by his son, James Gerald, aged fifteen. He was laid away at Mount Olive Cemetery December 26th, after services at the home, at the Catholic Church of St. Vincent de Paul, and at the cemetery.

The high mass of requiem at St. Vincent's was celebrated by the Rev. Father Moser, C. M., and served by James Gerald together with one of the boys from the office, Lawrence Connelly, and Miss Blanch Weaver, one of the office force, sang in the choir. The pall-bearers were all from amongst his old Frisco associates and the station force attended mass in a body.

Father Moser, who knew him long and well, paid him a tribute both as a man and a Christian, that will be long remembered by his sorrowing relatives and friends, taking as his theme, "As you live, so shall you die," and dwelling particularly on that beautiful trinity in his life, loyalty, charity, and steadfast and unswerving adherence to his faith, his home, and his friends. He was one of the most active members in the St. Vincent de Paul Society, the good father mentioning Tom's ever-readiness to devote his time towards relief of the poor in the parish, generously subscribing from his slender means, and also that he was a member of the Holy Name and all the other parish societies.

It is said the good die young, and his death coming at the Yule-tide season when all are so forcibly reminded of their origin and their end, it is the devout hope of both his relatives and friends that he will find the gates of heaven ajar and that he will pass on without stopping, to that eternal reward which his exemplary life made him so well to deserve.

As an employe of the Frisco he was as true to the company's interests as he was to his friends, his church and his family, always giving the best that was in him, so that it is not in the home circle alone that he will be missed, but his counsel as well as his personality will be missed by his old associates. *Requiescat in pace.*



### Cost to Supply Road Engine

The Frisco-Man:

Below is statement of cost of supplying each individual road engine. If possible, I wish you would please have same printed in The Frisco-Man, as I believe that it might have a tendency to effect a saving in engine supplies, as there are a

great many employes who do not realize the value of such material.

(Signed) GEORGE SWARTS,

Supply Man, Ft. Scott.

|       |                           |         |        |
|-------|---------------------------|---------|--------|
| 1     | Water Glass 5/8x15, Doz.  | \$ 2.28 | \$ .20 |
| 1     | " " guard 13, Ea.         | 1.75    | 1.75   |
| 1     | Shaker Bar                | 1.25    | 1.25   |
| 1     | Clinker Hook              | 1.25    | 1.25   |
| 1     | Coal Pick                 | .56     | .56    |
| 1     | Scoop Shovel              | .73     | .73    |
| 1     | Emergency Scoop, Doz.     | 9.38    | .73    |
| 5     | Cab Globes, Ea.           | .16     | .80    |
| 1     | Bell Cord, C. Ft.         | 1.30    | .41    |
| 1     | Back Curtain, Ea.         | 3.07    | 3.07   |
| 2     | Classification Lamp       | 5.17    | 12.34  |
| 2     | Green Flags               | .08     | .16    |
| 2     | White Flags               | .08     | .16    |
| 1     | Red Flag                  | .08     | .08    |
| 1     | Broom, Doz.               | 10.25   | .85    |
| 1     | Ice Box, Ft.              | .10     |        |
| 1     | Squirt Hose, Ea.          | .27     | .27    |
| 1     | Water Jug, 16.79—Gro.     | .14     | .84    |
| 6     | Fuses, Gro.               | 2.00    | .09    |
| 6     | Torpedoes                 | .01 1/2 | .09    |
| 1     | Switch Chain, Ea.         | 11.00   | 11.00  |
| 2     | Rerailling Frogs, Pr.     | 28.84   | 28.84  |
| 1     | 2-Lb. Wedge Pin Hammer,   |         |        |
|       | Ea.                       | .47     | .47    |
| 1     | Packing Hook              | .25     | .25    |
| 1     | Packing Iron              | .75     | .75    |
| 1     | 12" Monkey Wrench         | 1.30    | 1.30   |
| 1     | 15" Monkey Wrench         | 1.30    | 1.30   |
| 1     | Coal Chisel               | .28     | .28    |
| 1     | Cape Chisel               | .28     | .28    |
| 1     | Water Bucket              | .30     | .30    |
| 1     | 1/2 Gal. Can              | .17     | .17    |
| 2     | " "                       | .69     | 1.38   |
| 2     | 1 Qt. Hand Oilier         | .44     | .88    |
| 2     | Torches                   | .19     | .38    |
| 1     | Drinking Cup              | .07     | .07    |
| 1     | Red Lantern               | 1.04    | 1.04   |
| 1     | White Lantern             | .91     | .91    |
| 4     | Headlight Oil (Pts), Gal. | .08     | .04    |
| 2 1/2 | Pts. Engine Oil           | .19     | .03    |
| 1/2 # | Cotton Waste, Lb.         | .07     | .03    |
| 1     | Ash Pan Wrench, Ea.       | 1.25    | .29    |
| 1     | Tallow Pot                | .29     | 1.25   |
| 1     | 18" Pipe Wrench           | 1.45    | 1.45   |

Total Cost .....\$78.32



### An Honest Opinion

The regimental sergeant-major was on parade, and, spotting the recruit who as usual kept making a hash of things, started on him in a compassionate tone:

"Say, son, if your body was one long fuse and your brain all gunpowder, there wouldn't be a big enough explosion to blow your cap off."

And the regimental sergeant-major then turned away in disgust.



#### A FRISCO BOY

This photo was taken when the boy was three years old. In his later boyhood he entered the Frisco offices at Springfield as a Student. Has been a faithful employe continuously for the past ten years. Has traveled over the Frisco system many times and is well known. He now holds an important position with a prominent official in St. Louis. Do you recognize him?



#### Effect of Dissipation

An aged mother was scolding her oldest son for some of his bad habits.

"Ain't you 'shamed of yourself," she exclaimed, "to be chawin' terbaccar and smokin' that old pipe? You jes' ruinin' of your health."

"But listen, ma," replied her son, "I am 70 years old, ain't I?"

"Yes, you is," admitted the mother, "but maybe if you didn't chaw an' smoke you'd be 90 now."



#### MASTER ZACHRITZ

Husky son of Engineer Thos. T. Zachritz of Henryetta, Okla. Mr. Zachritz has been in Frisco service for 8 years.



#### L. STEWART BANEY, JR.

Eleven months old son of Mr. & Mrs. L. S. Baney. Baney is Baggage Agent at Joplin, with 16 years to his credit.

# AMONG OURSELVES

## PERSONAL MENTION

L. Kramer, Federal Manager, has had his jurisdiction extended over the Missouri, Oklahoma & Gulf R. R.; headquarters at St. Louis, Mo.

The title of J. G. Taylor, Acting Superintendent of the Ozark Division has been changed to Superintendent, effective January 1.

F. C. Gow has been appointed Superintendent Terminals, Tulsa—West Tulsa, effective January 1. Mr. Gow's headquarters will be at Tulsa. The position of Trainmaster Terminals, Tulsa, is abolished.

G. E. Whitlam resigned as Superintendent Freight, Loss and Damage Claims, effective January 1, and that position has been abolished.

L. C. McCutcheon, formerly Assistant Superintendent, F. L. & D. C., has been appointed Freight Claim Agent, with jurisdiction over freight, loss and damage claims. This appointment was effective January 1.

The title of C. C. Higgins, Acting Superintendent of Motive Power, has been changed, effective January 1, to Superintendent Motive Power. Mr. Higgins' headquarters remain at Springfield.

R. H. Burnie has been appointed Assistant Freight Claim Agent, effective January 1, with headquarters at Springfield.



## ADA, OKLA.

(Anna Belle Glenn.)

Operator Frazier, of Holdenville, is visiting homefolks at Oakdale, Tenn.

Guy Chadwick, Fireman, has been released from the army and will run out of Francis.

"Roundhead" Rains, Fireman, also released from service, is back on the board at Francis.

Lineman Parker, of Francis, has been ill for about two months. We are very sorry to hear his improvement is very slow.

Mrs. A. L. Seitz, wife of Conductor Seitz, died December 3 at Francis of influenza and was interned at Sherman West Hill Cemetery.

Mrs. Crume, wife of Clerk died recently of influenza and was buried at Francis.

Mr. Copeland, Manager of Telegraph Department of Madill, spent the holidays with his homefolks in Texas. Reports a good time.

Miss Ruth Smith from B. & B. Department, Madill, and Miss Bowen from Madill were guests of Miss Glenn at Ada recently.

Mr. and Mrs. Bales and daughter also spent a day in Ada.

L. L. Walker, Helper, Mill Creek, just returned from Camp Travis.

Mr. Welch, Operator, Mill Creek, just returned from Camp Cody.

Brakeman Martin, of Francis, is the proud father of a very beautiful little daughter.

## GREENLAND, ARK.

(H. J. Mullen, Agent.)

M. Langford, Switchman at Sapulpa, Okla., and family, were visiting with Mrs. Langford's mother of this place a few days before Xmas.

William Masoner, Section Laborer, has returned to work, after being a victim of the flu for several days.

The Greenland section crew was called to Winslow the 8 and 14 to help unload steel on the section at that point.

The increase in revenue business at Greenland during 1918 over 1917 was only \$152.86.

Renzie Ross, an ex-Bridge Foreman for the Frisco, and who is now Bridge Foreman for the Mo. Pac. Ry., was visiting with his family here recently.

The Agent at this point does not meet No. 704 any more since he is required to work only 8 hours per day.

An employe from the Chief Engineer's office was at Greenland one day last week doing some work.

The Flu is a visitor at several homes in Greenland just now, but not any deaths from this disease have been reported here.

Messrs. Geo. Cole and Thos. Neely, Bridge Carpenters, were visiting home folks last Sunday.

We noticed T. E. McClure passing on 715 a few days ago, and have learned since that he was going to Cameron Okla., to take charge of the station at that place. McClure was agent at Greenland from January, 1913, to December, 1914.

The Local Safety First Club of Greenland will hold a meeting some time this month.



## SPRINGFIELD

(C. E. Martin.)

## TRANSPORTATION DEPARTMENT.

(By W. E. Letsch.)

Girls go wild, simply wild over uniforms—that makes it nice for K. C. Underwood, Lester Langsford and Leo Burke, returned soldiers who are back on the old jobs—January 1.

Miss Mary Lynch is visiting in Murfreesboro, Tenn. We hope you have a good time, Mary, but do take care of that hat.

Arthur Parks went on a hunting trip for a couple of days; his assistant says to tame a "Wild Cat" (?). We wonder.

The Department offers congratulations to G. B. B. on his dancing. Good work, George. Girls are sure to appreciate the appearance of a real good man on the floor.

Carl Thompson, Great Lakes Training School, spent Xmas holidays with his

PARENTS? Miss Beard was missing from her desk on several afternoons (coincidence).

Miss Dunbar has a wonderful time in Dallas, so she says—soldiers and everything—leave it to Ann.

Mrs. Frank Jazzard resigned her position January 1.

Paul Deckert, former Frisco employe, at present with the U. S. N., is home on a 30 days' leave, having just served six months over seas. This accounts for the popularity of Helen, among the girls, these Brothers in uniform.

Miss Marie Behrens left Friday for Los Angeles, Cal., for a visit. Miss Murphy is handling the statement desk.

If there is a "steno" missing when the 110th Engineers come marching home, think it would be advisable to look for her at the "Mill." Don't you think so, Mr. Masters?

W. E. Letsch has moved again; wonder why he don't pay rent.

Davis Lebolt has been transferred from the Transportation Department to the FRL. More racket from the Refrigerator Line.

Leg and Lester seem to have terrible difficulty in determining just who is their Uncle Sam's favorite son, and if it were not for Criss, our trusty little home guard across the way, fear there would be a serious battle, as it is there is considerable bombarding. Enough to make it rather uncomfortable for the rest of the "Company."

Of course we realize that the S. A. T. C.'s think the Kaiser heard about all the young soldiers that U. S. A. had in training and got "Skeered" and quit, and the fellows that never got any nearer the ocean than the Jordan,

think they were the big cause—but really now don't you think it would be more generous to leave the Pros and Cons to the "Guys" that were really on the big job—over there.

#### CAR ACCOUNTANT.

(Miss Myrtle Vane.)

Miss Irene Meyer is the new steno.

Miss Mary Howell is the new record clerk.

We have been very busy shaking hands with visiting Telegraph Operators. The majority of the girls sent out from the Frisco Telegraph School were employes of the Car Accountant's Office, and a warm welcome is always waiting for them. Recent visitors were Miss Ida Mae Watters, Stafford, Mo., Miss Clara Cannafax, Arcadia, Kans., Miss Louise Frye, Altus, Okla., Miss Ruth Vane, Neosho, Mo., and Miss Josephine Phillips, Frederick, Okla.

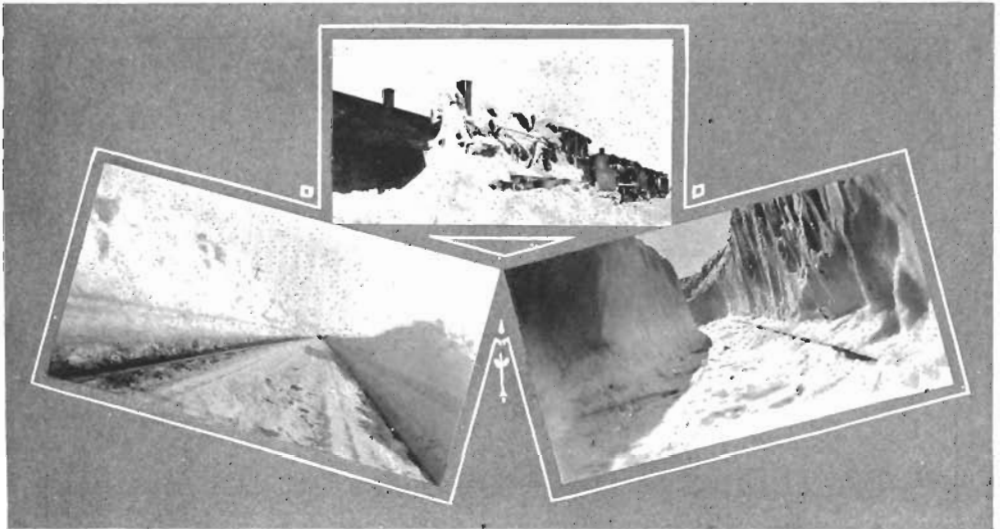
Miss Bertha Carlson was called to Lamar, Mo., Jan. 10—account serious illness of her sister.

Smiles upon Smiles! Miss Maude Haralson will tell you it is because her twin brother, Claude Haralson, has just returned from France. Mr. Haralson is a veteran of the Argonne Forest and tells of many thrilling experiences. Also some very interesting things regarding French Maids.

Private Earnest Majore, former clerk in this office, now stationed at Camp Travis, Texas, was a recent visitor.

Mrs. Elmer Jarrett, wife of E. L. Jarrett, Assistant Chief Clerk, is in the hospital.

On account of the sudden illness of her sister, Miss Agnes Hartley was called home to Osceola, Mo., on January 10.



#### RECENT SCENES IN THE "SUNNY SOUTH"

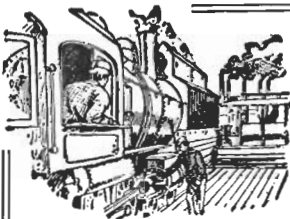
The two lower photos "show what we had to contend with near Hayward, Okla., during Christmas Week," says Supt. E. L. Magers. The photo at the top shows Asst. Supt. Oldham's "Snow Special" as it looked on arrival at Hunter, Okla., December 27. "There was a large and enthusiastic crowd on hand to greet Mr. Oldham, as we had not seen a train for several days," says Agent Martin of Hunter. "The snow was about 3 feet deep." In this photo is seen three engines and one caboose that made the famous trip from Enid to Hunter in three days.

# LOCOMOTIVES

FOR EVERY VARIETY OF  
:: :: SERVICE :: ::

*Gasoline Locomotives  
for Industrial, Con-  
tractors' and Light  
Switching Service.*

**THE BALDWIN  
LOCOMOTIVE WORKS**  
PHILADELPHIA, PA.



**Railway  
Employees  
Eyes are  
Exposed to  
Wind,  
Dust and  
Alkali  
Poisons**

The Rush of Air, created by the swiftly-moving train, is heavily laden with coal-smoke, gas and dust, and it is a wonder that trainmen retain their normal Eye-sight as long as they do.

Murine Eye Remedy is a Convenient and Pleasant Lotion and should be applied following other ablutions.

Murine relieves Soreness, Redness and Granulation.

Druggists supply Murine at 50c per bottle.

The Murine Eye Remedy Co., Chicago, will mail Book of the Eye Free upon request.



Mrs. Nettie Belt has resigned her position as Check Clerk. More about Mrs. Belt and Mr. Timms in the next issue, maybe.

Miss Mabel Hunt was in St. Louis January 12.

## CLAIM DEPARTMENT.

(C. E. Martin.)

H. B. Jones and G. W. McLin are both back on the job since the Kaiser has surrendered and camp training no more interests them. Bill knew they were coming. Mr. Jones was in Officer's Training at Camp Pike and Mr. McLin was General Manager of the Narrow Gauge well if not General Manager, a very General Necessary Adjunct, in Camp Sam Houston.

He's come back to life. When it comes to keeping up an enormous correspondence and letting folks keep right up to date with his movements, R. N. Brooke takes all prizes (like a fish). However, he has shown his smiling face in the office. Oh, the boys are coming back.

Keep the home fires burning and don't loose heart, ladies. There will be a lot of "settling down" when they all come back. Then they'll spend the rest of their lives setting up.

G. E. Whitlam, Superintendent of Freight Loss and Damage Claims, resigned December 26, to accept services with the Government in the works at Hog Island Shipbuilding plant. We all rejoice with him that his ability has won for him so worthily a recognition. At the time of his departure the Department presented him with a beautiful silver set. J. L. McCormack spoke the farewell words for us all and spoke them well.

L. C. McCutcheon, formerly Assistant Superintendent of Freight Loss and Damage Claims, has been appointed Freight Claim Agent of the Frisco, succeeding G. E. Whitlam, resigned. Mr. McCutcheon comes into his new duties with many years' experience in claim matters and with the hearty co-operation and confidence of the Claim Office force.

R. H. Burnie has been appointed Assistant Freight Claim Agent with offices at Springfield, Mo.

J. L. McCormack is the new Chief Clerk and R. L. Truitt Chief Claim Clerk, both being appointed January 1. C. H. Hensley has resigned as head of the O. S. & D. Bureau and has been succeeded by L. L. Bangert.

A. S. Todd has resigned to go with the L. & N. at Louisville.

A man working in the Freight Claim Office don't often get a chance to do his part toward cutting down a claim by real work. However, C. L. Stewart did a good job, when, recently a man placed in a claim for \$35.00 to cover what he thought was very serious damages to a music cabinet,—a very rare and antique article, and of course like so many claims \$35.00 was considered such a small figure that it was doing the railroad a favor to accept so small amount. Cal had the article sent in to the shops at Springfield and the material bill necessary to have it fixed up in good shape and so the claimant would accept it was only 83 cents. Some good work.

C. F. Smith made a short visit to Louisville and points east during the holidays.

Has anybody seen John? John who? Why, Barleycorn. He has "went." Springfield is making the Sahara look like a river, it's so dry. "Prohi" hit the first and still sticks, though the "wets" are pulling mighty hard at the lid. Oh! well, we might as well get used to being sober all the time, for look what is going to happen in about a year.

Girls in the typing department gave themselves a "spread" at noon hour January 6 of sandwiches, wienies, chili, coffee and doughnuts. Mrs. Ed Beegle was guest of honor and everybody was toastmaster. Don't know just who got toasted most. No boys allowed—as usual.

GENERAL.

Le Roy Prater, Second Lieutenant, located formerly at Camp Gordon, is back on the job in the Mechanical Department.

Word has been received from Private Thomas T. Underwood, Jr., by his parents Mr. and Mrs. T. T. Underwood, 691 Pickwick. Private Underwood is located in Company C. Headquarters Battalion General Headquarters A. E. F., France. He has just returned from a visit with his brother, Richard, who is also in France, who has been gassed in action and was confined to the Hospital. He wrote in part as follows:

"As we are allowed to tell you more now, perhaps I can explain to you where I am located. It is Chaumont, France, which was until a short while ago sixty miles from the front. I was thirty miles back, but we have moved closer. We are located on Marne, which is the prettiest stream I ever looked at, but it isn't a natural stream, and if it were that would make it look better. I am working in the Adjutant General Department of General Headquarters. This is General Pershing's Headquarters and I see him quite often. I saw him last when he was decorated with the Distinguished Service Cross. He looked splendid. They had the General Headquarters band and all the guards in service, and it certainly was fine to see them as they are well drilled, and we have some band."


Mr. Underwood formerly worked at the Ticket Office, Frisco, Springfield, Mo.

J. E. Hutchison, General Superintendent, Second District, has returned after a short vacation.

LeRoy Curtis, age 31, a Frisco Coppersmith, died December 14 from influenza at his home, 808 E. Commercial St. He is survived by one child and the widow.

Mrs. Iona E. Miller, age 29, died December 16 from influenza at her home 2007 N. Campbell St. She is survived by her husband, Clarence Miller, a Frisco Fireman, and two small children.

Pirley Jones, 29 years old, a Frisco Brake-man, died December 15 at his home, 221 E. Court St., as a result of pneumonia. He is survived by the widow and several small children.



**"Instruction by correspondence is the cheapest and best way for the poor man"**

*Thomas Edison*

## Edison is Right!!!

**You admit the International Correspondence Schools are a good thing. You'd take a course right now "if"—"except"—**

"If" what? If you weren't so "over-worked," with such "long hours," or had more strength and energy? Wasn't it Edison who stayed up half the night to educate himself in spite of every handicap you could ever have?

All big men who have made their mark in the world had the *ambition—the determination—to improve their spare time, to train themselves for big work. You, too, can possess power, money and happiness if you'll only make the effort. The reward is great—it's worth it.*

Here's all we ask: Merely mail this coupon. Put it up to us without paying or promising. Let us send you the details of others' success through I. C. S., and then decide. Mark and mail this coupon now.

### TEAR OUT HERE ——— INTERNATIONAL CORRESPONDENCE SCHOOLS BOX 8637, SCRANTON, PA.

Explain, without obligating me, how I can qualify for the position, or in the subject, *before* which I mark X.

- |   |   |
|---|---|
| <input type="checkbox"/> LOCOMOTIVE ENGINEER      | <input type="checkbox"/> TRAFFIC MANAGER            |
| <input type="checkbox"/> Locomotive Fireman       | <input type="checkbox"/> BOOKKEEPER                 |
| <input type="checkbox"/> Traveling Engineer       | <input type="checkbox"/> R. R. Agency Accounting    |
| <input type="checkbox"/> Traveling Fireman        | <input type="checkbox"/> R. R. Gen'l Office Ac'g'tg |
| <input type="checkbox"/> Air Brake Inspector      | <input type="checkbox"/> Higher Accounting          |
| <input type="checkbox"/> Air Brake Repairman      | <input type="checkbox"/> Stenographer and Typist    |
| <input type="checkbox"/> Round House Foreman      | <input type="checkbox"/> Mathematics                |
| <input type="checkbox"/> Trainmen and Carmen      | <input type="checkbox"/> SALESMANSHIP               |
| <input type="checkbox"/> Railway Conductor        | <input type="checkbox"/> ADVERTISING                |
| <input type="checkbox"/> MECHANICAL ENGINEER      | <input type="checkbox"/> Railway Mail Clerk         |
| <input type="checkbox"/> Mechanical Draftsman     | <input type="checkbox"/> CIVIL SERVICE              |
| <input type="checkbox"/> Machine Shop Practice    | <input type="checkbox"/> ELECTRICAL ENGINEER        |
| <input type="checkbox"/> Boiler Maker or Designer | <input type="checkbox"/> Electrician                |
| <input type="checkbox"/> Stationary Engineer      | <input type="checkbox"/> Electric Wiring            |
| <input type="checkbox"/> Gas Engine Operating     | <input type="checkbox"/> Electric Lighting          |
| <input type="checkbox"/> CIVIL ENGINEER           | <input type="checkbox"/> Electric Railways          |
| <input type="checkbox"/> Surveying and Mapping    | <input type="checkbox"/> Telegraph Engineer         |
| <input type="checkbox"/> R. R. Constructing       | <input type="checkbox"/> Telephone Work             |
| <input type="checkbox"/> Bridge Engineer          | <input type="checkbox"/> MISSE FOREMAN OR ENGR      |
| <input type="checkbox"/> ARCHITECT                | <input type="checkbox"/> CHEMIST                    |
| <input type="checkbox"/> Architectural Draftsman  | <input type="checkbox"/> AUTOMOBILE OPERATING       |
| <input type="checkbox"/> Ship Draftsman           | <input type="checkbox"/> Auto Repairing             |
| <input type="checkbox"/> Contractor and Builder   | <input type="checkbox"/> Good English               |
| <input type="checkbox"/> Structural Engineer      | <input type="checkbox"/> AGRICULTURE                |
| <input type="checkbox"/> Concrete Builder         | <input type="checkbox"/> Penitry Raising            |
|   | <input type="checkbox"/> Spanish                    |
|   | <input type="checkbox"/> French                     |
|   | <input type="checkbox"/> Italian                    |

Name \_\_\_\_\_

Occupation \_\_\_\_\_  
& Employer \_\_\_\_\_

Street \_\_\_\_\_  
and No. \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

## NEODESHA

(L. J. Westerman.)

G. R. Wilcox, Assistant Master Mechanic, was at Neodesha January 3 on business.

Harry Brown, Freight House Foreman at this point, spent several days visiting at Wichita latter part of December.

Virginia States, Cashier in Agent's Office, was away several days during the holidays visiting relatives at St. Louis.

Dr. F. T. Allen, Frisco Physician and Surgeon at this point for many years, died at his home January 3rd; he was buried Sunday, January 5. Dr. Allen is well known all along the Frisco and especially on the Kansas Division. He was one of the oldest residents in Neodesha, having come to this town some thirty years ago. He was 67 years of age at time of his death and practiced medicine up until the time of his death.

Howard Lansdown, Caller at this point, is reported as being confined to his home with the Flu.

Arlie Rogers, Truckman at this point, is up and around again after being confined to his home for past thirty days with influenza-pneumonia.

Gladys Roth, Clerk in Agent's Office, spent a couple days during the holidays visiting relatives at Cherryvale.

Wm. Morgan, Car Foreman at this point, spent a couple days at Springfield during the holidays.



## MEMPHIS

(Effie DeVhue Yancy)

Miss Imogene Barlow from Mr. E. E. Owen's office, Birmingham, spent Christmas day with Miss Effie DeVhue and Tommie L. Yancy, in Memphis.

Private Otto Kettman, Machinist Apprentice, Memphis shop, paid us a pleasant visit Christmas Eve morning. Private Kettman is wearing a Marksman medal. We regret to learn that Private Kettman has been confined to the hospital since he returned to Paris Island.

The Frisco employes at Memphis extend their tenderest and deepest sympathy to Mr. B. A. Schevel, whose wife departed this life during December, 1918.

We are extremely glad to welcome our Chief Clerk, Mr. J. E. Potts, back with us. Mr. Potts couldn't let anybody get ahead of him, so he had the "Flu."

Miss Lena Bee, Steno., wears a smile that won't come off. Why? Big brother has returned from overseas as sound as an American Dollar, and brings souvenirs which he collected while "doing his bit" in France.

Private Jesse Forsythe, Machinist Apprentice, has returned from Pensacola, Florida, where he has been undergoing military training since May, 1918. Jesse regrets very much that he didn't get his chance to help make the Hun run.

Bugler Chas. A. Davis, Jr., paid us a very pleasant visit Christmas Eve morning. Bugler Davis was formerly office boy in Master Mechanic Worman's office.

We regret very much to lose Mrs. Paul Spangler, as Roundhouse Clerk at Birmingham. Mrs. Spangler proved to be a very efficient clerk.

Mr. J. D. Gilmore has accepted position as Roundhouse Clerk at Birmingham, made vacant by Mrs. Spangler.

We are sure we don't know how, when nor where it happened, but Mr. Worman and Mr. Forsythe both have their right hand bandaged.

C. E. Wright was in Memphis on January 13th.

We are in receipt of the news of the death of Engineer E. E. Lewis, who was killed last night, Jan. 16, when engine 1019 left the track two miles south of Holly Springs. Fireman Pratt is also reported injured. Mr. J. E. Potts, Chief Clerk to Master Mechanic, and Mr. J. D. Gilmore were passengers on 103, but fortunate for them the rear sleepers did not leave the track.



## IN MEMORIAM

Jesse J. Baker

Assistant Chief Clerk

Dec. 13, 1917 Dec. 13, 1918

One year ago today (Dec. 13th, 1917), our young friend and fellow worker, Jesse Johnson Baker, left our midst to enter the United States Naval Training Station, Norfolk, Va.

Mr. Baker died April 3, 1918, at the Naval Base Hospital, Hampton Roads, Va.

We mourn him as a hero, and such he was, for he gave his life in the service of his country, in spirit, if not the latter, just as much as the man who served on the battle line at the front, and he was a volunteer.

All Honor to the memory of Jesse Johnson Baker, he was a young man of clean life, of bright intellect, and of sterling worth.



## He Caught It

An Englishman rushed after a swiftly departing train and just managed to clutch the side rod of the rear coach. He was immediately thrown into the cinders and skidded along the right of way on his stomach. A spectator picked him up and remarked:

"Too bad you were too late to catch your train."

"My word!" responded the victim, "I caught it all right but I couldn't hold it."



### Spoke from Experience

"Dad," said little Reginald, "what is a bucket-shop?"

"A bucket-shop, my son," said the father, feelingly, "a bucket-shop is a modern cooperage establishment to which a man takes a barrel and brings back the bung-hole."—*Puck*.



### Saving Time

A United States marine, returning from the firing line in France, tells the following story:

A negro soldier had his arm taken off by a shell fragment. He squirmed over the ground as if in quest of something.

"Lie still, and wait until the stretcher-bearers come up," his comrades cautioned. "What are you looking for?"

"I'se looking for dat arm," replied the negro.

"Looking for your arm? What good will it be to you? They can't sew it on again."

"Gollies, I knows dat, but I wants de wris' watch dats on it."—*Wall Street Journal*.



A squad of rookies, composed of various nationalities, mostly Italians, on being given the command "Mark time!" all executed the command with the exception of one small dark-skinned son of Naples.

The sergeant asked him why he did not execute the movement and he replied:

"Donna want to."

"Why not?" sharply demanded the sergeant.

"Cause-a we walk-a like dence and don't-a get-a no place!"—*Monce (Ill.) Review*.

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INTERNATIONAL CORRESPONDENCE SCHOOLS, SCRANTON, PA.

Report of Lessons Passed During Month of December, 1918  
St. Louis—San Francisco Railroad

| Employee          | Occupation       | Location         | Title of Paper                                     | % Mark |
|-------------------|------------------|------------------|--|--------|
| Fred Allen        | Fireman          | Monett, Mo.      | Triple Valve and Brake Valve                       | 97     |
|                   |                  |                  | Air Brake Troubles, Part 1                         | 98     |
|                   |                  |                  | Air Brake Troubles, Part 2                         | 99     |
| Carl J. Saxe      | Car Repairer     | Monett, Mo.      | New York Air Brake Troubles, Part 1                | 99     |
|                   |                  |                  | New York Air Brake Troubles, Part 2                | 99     |
|                   |                  |                  | L.N. Passenger Brake Equipment                     | 99     |
| James Bell        | Clerk            | Sherman, Tex.    | P.O. Passenger Brake Equipment                     | 98     |
| Chas. E. Blair    | Accountant       | St. Louis, Mo.   | Commercial English                                 | 90     |
|                   |                  |                  | Corporation Organization & Accounting, Part 8      | 100    |
|                   |                  |                  | Corporation Organization & Accounting, Part 9      | 99     |
| E. L. Humphreys   | Machinist        | Sherman, Tex.    | Corporation Organization & Accounting, Part 10     | 99     |
|                   |                  |                  | Corporation Organization & Accounting, Part 11     | 100    |
|                   |                  |                  | Arithmetic, Part 6                                 | 98     |
| W. H. Price       | Machinist        | Springfield, Mo. | Transmission & Control Mechanism, Part 2           | 93     |
|                   |                  |                  | Bearings & Lubrication, Part 1                     | 96     |
|                   |                  |                  | Bearings & Lubrication, Part 2                     | 97     |
| B. M. Johnston    | Clerk            | Lakeside, Nebr.  | Voltage Regulation of Alternating Current Circuits | 99     |
| Arthur A. Henning | Draftsman        | St. Louis, Mo.   | Arithmetic, Part 1                                 | 99     |
|                   |                  |                  | Geom. Drawing Ques. Paper                          | 100    |
|                   |                  |                  | Arithmetic, Part 1                                 | 100    |
| Thomas F. Beale   | Rodman           | St. Louis, Mo.   | Arithmetic, Part 2                                 | 99     |
|                   |                  |                  | Arithmetic, Part 3                                 | 99     |
|                   |                  |                  | Arithmetic, Part 3                                 | 99     |
| Joseph J. Boyd    | Messenger        | Springfield, Mo. | Practical Mathematics, Part 1                      | 99     |
|                   |                  |                  | Practical Mathematics, Part 2                      | 99     |
|                   |                  |                  | Practical Mathematics, Part 3                      | 99     |
| Samuel S. Scotti  | Machinist Helper | Springfield, Mo. | Arithmetic, Part 2                                 | 99     |
|                   |                  |                  | Railroad General Office Accounting, Part 3         | 100    |
|                   |                  |                  | Double Entry Bookkeeping, Part 1                   | 96     |
| J. E. Holmberg    | Cashier          | Weir, Kans.      | Geom. Drawing Plates 2                             | 91     |
|                   |                  |                  | Arithmetic, Part 3                                 | 99     |
|                   |                  |                  | Arithmetic, Part 4                                 | 99     |
| Emil A. Sass      | Car Carpenter    | Springfield, Mo. |  |        |
| L. N. Zenor       | Chainman         | St. Louis, Mo.   |  |        |
|                   |                  |                  |  |        |



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| Chicago.....       | 223 W. Jackson Bldg.       | Toronto.....        | 14 Manchester Bldg.  |
| Baltimore.....     | Coca-Cola Building         | Winnipeg.....       | 400 Hammond Bldg.    |
| San Francisco..... | Postal Telegraph Building. | Montreal.....       | Room 500 Read Bldg.  |
|                    |                            | Vancouver.....      | 506 Mercantile Bldg. |

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