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Vol. VIII, No. 4

SAINT LOUIS, MO.

April, 1914

MORE UPON MR. JACOBS' THEME

In the March issue of THE FRISCO-MAN an article by General Engineer Jacobs was used which has attracted considerable notice, and THE FRISCO-MAN herewith presents one of the communications at hand regarding it.

The article in last month's *Frisco-Man* by Mr. H. W. Jacobs deserves more than casual notice, coming as it does from one actually engaged in efficiency work, and should soften the hearts of some of the so-called experts.

I do not wish to be understood, however, as underrating or detracting from the man with the technical training. Such a man has a marked advantage over the man that has been deprived of such education, but many useful inventions have been brought out by mechanics and laborers.

We all know that some devices which seemed crude and impractical at first, yet with slight changes suggested by actual experience, have proven valuable, but many a poor man has been compelled to part with all or a large portion of an invention to get it into service.

Here is where the railroad company has been slow and the expert very active. Such expressions as these are familiar to the anxious inventor,

"From a mechanical standpoint I cannot recommend"; "A similar device was tried out several years ago and abandoned by our society"; "We investigated this patent and found it did not comply absolutely with the law," etc.

You must know, of course, that a sort of "halo" has surrounded the title of "engineer"—whether mechanical, civil or electric—and the rank and file were supposed to know nothing of the inner workings of these departments.

But many who have mastered mechanics and with Boston "Tech" or Purdue to their credit, who can measure horse power to a unit, are pulling the lines over a mule's back or pumping water at Horse Creek tank. Others that have learned to measure kilowatt hours—Ohms "induction" and resistance, are measuring pay days on third trick O. S. Job at Red Fork, or maintaining a section of telegraph line via a gasoline motor on Winding Stair Mountain; while others who have laid

our great railroads with knowledge of compass—logarithm and middle ordinate, are yelling "joint ahead" to three dagos at Catawissa; while the man at Horse Creek is pulling the fast mail. The man formerly at Red Fork is now general superintendent at Sartaf, and the old section foreman from Catawissa is roadmaster at Apulpas, and what's the answer? "AVERAGES, ME BOY, AVERAGES."

I know because I have been to all of these points and still farther, and, while many say a railroad has no conscience, I dissent from that opinion for they always treated me fairly and they simply average, me boy, average.

In repairing track, it took a great many years for the track jack to unload four Irish section lads from the end of a crow bar, but no one will deny the beneficial effect this section foreman's invention had on old "503."

ACCUSED—ABUSED—AMUSED.

I was accused of being an Ananias—a sort of second Brandeis—for suggesting that thirty percent of the fuel purchased was wasted by improper handling, but I notice a way has been found to make the saving.

I was abused for the opinion that greater mileage would be obtained if

proper attention was given to overhauling engines; that is, a certain class of repairs properly made should produce so many miles and the round house foreman and engine men held to a strict account for performance, but "503" steps in and says "averages, me boy, averages," and you know we overhauled forty-two engines the corresponding month last year and must not fall down. The wheel is turning and I believe it has been found better to have thirty engines thoroughly overhauled than forty-two engines with only the most important repairs.

I was amused: Asked to look over an invention—a car coupler. It was noted that the contour of the head was a little deeper and more of a circle than those generally in use and found that it was possible to make a coupling at a greater degree of curvature. This feature I thought an advantage, but was brought upstanding when the gauge was applied and it was found that the contour varied from the M. C. B. standard, and, therefore, like the law of the Medes and Persians, could not be changed—and there you are—No averages there me boy.

That the railroads are in difficulties today as a result of over-regulation few will deny. If they are to adequately meet the constantly growing demands of commerce and maintain their lines in a thoroughly up-to-date condition, there must be some readjustment. Either over-regulation must be corrected or the Government will have to take over the roads and operate them for the public benefit.

As no one believes that the country is ready to take over the railroads, the time has come for some sort of compromise, for a getting together spirit, which will find a remedy for intemperate legislation and the evils of too much regulation. The railroads have learned their lesson and paid for their former delinquencies, principal and interest. They must now be given at least a fighting chance.

—New Orleans, La., Picayune, February 18, 1914.

MORE ACRES MORE TONNAGE

Say Boys! We have overlooked something.

The operating department has its reclamation boost; the traffic department its solicitation boost and the Safety First its continued boost.

But what about the developing department?

Is it not up to this department to furnish the tonnage for these empty cars? How can we help do this? Hold! Is not the Frisco key-note "organization"?

Well for preliminary.

Get a map of the Frisco system, let's take a look down the main line say from St. Louis to Denison. Now a railroad is supposed to draw its tonnage from the ten miles each side of the right of way. Then we have for each mile of main track twenty square miles, with 640 acres to each mile square and a total of 12,700 square miles in the strip.

Would you believe it?

The best statistics we are able to run down show that only an average of eleven acres in each square mile produce tonnage. Think a moment what a difference there would be in the annual balance sheet if we could increase this acreage even five more square miles.

Don't say it cannot be done. It can if we only keep the "key note" in sight and organize to boost the developing department as we have the others.

This club should and would admit every employe on the rolls and should be the KING CLUB, for without production we have no use for a railroad.

Start the ball before its too late.

W. I. WIKOFF,
Springfield, Mo.

ST. LOUIS & SAN FRANCISCO RR.

COMPARISON OF LOCOMOTIVE FUEL CONSUMPTION FISCAL YEARS 1910-11 TO 1913-14
BASED ON CHANGE IN UNIT CONSUMPTION, YARD SERVICE OMITTED

Unit Reduction 1911-12 vs. 1910-11

\$235,662.27

Unit Reduction 1912-13 vs. 1911-12

\$172,408.50

Unit Reduction 1913-14 vs. 1912-13

\$127,823.86

TOTAL ACCUMULATIVE REDUCTION—UNIT BASIS—JULY, 1911 TO FEB. 1914 vs. 1910-11. \$650,248.50

Month	PASSENGER		FUEL		FREIGHT		FUEL		TOTAL			
	Pounds Coal Per Passenger Car Mile		Reduction for Period over Previous Year		Pounds Coal Per 1000 Gross Ton Miles		Reduced Cost over Same Mon. Previous Year					
	1910-11	1911-12	1912-13	1913-14	1910-11	1911-12	1912-13	1913-14				
July	26.00	19.20	18.74	17.73	301.46	256.31	238.93	238.38	\$10,403.32	Accumulative Reduction for Period over Previous Year	Accumulative Reduction for Period over Previous Year	Combined ac- cumulative reduction Pass. & Frt. over Previous Year
Aug.	20.69	19.08	18.83	17.07	299.40	247.71	274.04	232.64	21,655.51	832,058.83	\$ 40,082.63	
Sept.	21.69	19.18	19.02	18.03	305.03	246.74	270.70	242.60	11,750.08	46,809.51	59,485.17	
Oct.	21.33	20.59	20.69	19.37	322.69	271.39	264.01	230.82	3,080.03	49,890.54	65,658.15	
Nov.	23.37	22.01	20.73	19.09	335.02	293.98	282.26	263.74	10,674.59	60,561.13	81,200.73	
Dec.	24.83	22.18	21.35	19.61	365.95	291.31	298.28	281.10	8,333.37	68,897.50	94,729.04	
Jan.	23.36	21.24	21.24	20.52	359.03	319.74	303.89	269.91	21,510.87	90,408.37	118,466.32	
Feb.	23.91	21.23	21.63	21.51	350.03	318.17	306.01	287.36	9,089.11	99,497.78	127,823.86	
Mar.	22.82	24.38	24.03	21.03	314.56	316.75	283.45	283.45				
Apr.	21.46	21.91	19.76		279.59	292.65	259.37					
May	19.84	22.21	18.73		273.68	279.60	239.83					
June	19.27	21.33	17.97		253.52	277.13	236.19					

Office of General Coal Agent, St. Louis, Mo.

Fuel Efficiency

Robt. Callett, Supt. Loco. Performance

An innovation, as I understand it, means—Doing some old thing in a new way or to make changes in something already established. Our work has not been so much on the order of attempting new methods, but rather an attempt to follow to a conclusion methods that were pretty generally known.

The graphic chart, on opposite page, shows the actual consumption per month, in freight and passenger, commencing with July, 1910, six months before the fuel economy campaign started, but for comparative purposes the saving does not include the first six months after the performance sheets were started. It will be noted that the accumulative saving in the thirty-two months, up to March 1st, was \$650,248.50. This saving, however, was the saving of the fiscal year of 1911-12 versus 1910-11 and 1913-14 versus 1911-12.

Let us suppose that the consumption through the period July, 1911, had been on the same basis per 1000 gross ton mile and per passenger car mile as it was for the preceeding year - it would then have cost the Frisco Railroad \$1,036,937.40 more for fuel for freight and passenger locomotives alone than it did. This does not take into account anything except the actual cost of the coal placed on the locomotive tank, exclusive of freight charges and all of the collateral costs such as cost of coal cars, interest on investments, etc.

The saving is found as follows:—
If in January, 1913, we used 306 lbs. of coal to handle 1000 tons one mile, and in January, 1914, we used 286 lbs., we saved 20 lbs. of coal in January,

1913, for each 1000 gross ton miles handled on the system.

The nearest thing to an innovation has been an endeavor to find out what we were doing, what we ought to do, and how to do it. This has been mentioned before, but it is worth repeating and is worth keeping continually before us. The saving was brought about by everyone finding out as much as he could about the business and telling someone who was in a position to correct it, something about the things that were wrong. There is scarcely an item connected with the operation of trains that does not have some influence, and scarcely an employe but that can assist in some way in reducing the fuel bill. A good flue borer is one of the most important men on the railroad. A good way to find out about anything is to do it yourself, and that is one idea that has been followed up with our boys on the different divisions, to find out what each man's needs were, and try to assist in ironing out any difficulties surrounding the work. There has been a great deal of help and encouragement given by all departments, Mechanical, Fuel and Transportation, in fact there is hardly any department any more on the Frisco, we are just one large family and we have come to be pretty broad guaged in the matter of discussing our limitations with each other and inviting criticism.

Getting back to the engines—we used to think that we had to do a lot of shifting around of things in the front ends of the engines, but we commence at the other end now. If everything is all right there we apply the water cure. It is a wonderful defective. Most of the engineers won't run engines that are choked in the exhaust passages now, they can't make

the time or pull the tonnage with them. Formerly we reduced the tonnage to the condition of the engine. Some of you engineers who like a free working engine would scarcely believe that at one time we ran a 705 class engine with a $4\frac{3}{4}$ inch nozzle with a $\frac{1}{2}$ inch square bridge, and the 1200s with as small as $4\frac{1}{2}$ inch nozzle, and then swore at the engines because they wouldn't go anywhere.

We have learned a lot of things and put into effect some other things that we already knew but had grown somewhat careless in; for example, we found that we did not give our ash pans half enough air. It would be a long chapter of experiences to tell of all of the things that have been suggested, and most of them worked out with a view of improving the engines and the fuel consumption. Not all of the things we would like to have done have been put into effect, but the improvement has been gradual and steady. A very great many suggestions came from engineers and firemen, and when we found one man who had a good "kink" about the running or firing we told the other fellow about it who hadn't gotten next to that particular scheme, and perhaps we got one from him to give to someone else and so on down the line.

There is a lot of hard work connected with locomotive and train operation, but it is always interesting, and it is a man's work to get the best results from the manipulation of the handles in the cab, especially on the recent types of locomotives. One of the most important handles is attached to the scoop shovel.

We have done well, but we don't want to stop at that. We want other railroads to look at the Frisco as the place where fuel is used properly and locomotives, whether superheated or

otherwise, operated in the most scientific way possible.

What can we do to make further improvement, and how much do we lack of obtaining maximum efficiency? On March 26th engine 1298 from Ft. Scott to Kansas City used 8 tons of coal, 92 lbs. per 1000 ton mile. The average for the Kansas City Sub-Division for the month in through freight was 166 lbs. Average tons per train was 1515 tons, tons handled on above trip 1775. If we could arrange for all engines to make a similar performance we could save, in through freight alone on that Sub-Division, at \$2.00 per ton—\$4,215.20. There would be a 45% saving. A similar reduction in our total fuel bill per month would be \$140,041.80. For not obvious reasons this is not possible but every step in that direction helps that much. Light tonnage, double-heading, and many other items have a bearing, but by all concerned giving special attention the Railroad Company will have a great deal more money than they now have to spend on locomotive and car repairs, track maintenance, etc. The Management would like very much to clean the engines, and will when the money is available. Lets all get busy and make a good start toward saving this money out of the coal bill. I know a great many of the chief dispatchers, yard masters and callers, and most of the engineers and firemen, and I never talked to one of these men yet who opposed a practical suggestion. I am, therefore, going to suggest a few things for us to keep an eye on—not "Don't's" but "Do's:—

Mr. Chief Dispatcher and Yardmaster:—If you can give the Roundhouse Foreman a line-up of the engines coming in and when, he will be in a position to deliver better engines, also give him good figures on when they

are wanted for service—standing under steam a long time wastes coal, and the contraction and expansion due to changes in fire box temperature, and the way injector is sometimes used is bad for flues, and engine may go to leaking about leaving time.

Roundhouse Foremen:—Please teach your fire builders to give the crews the kind of fire you would want if you were firing—have grates in good order, no broken fingers, dump grates level, no holes except of standard size, lost motion up in rigging before fire is built, the ashes from firing want to be left on the grates to prevent clinkers from forming and not shaken through in an attempt to level the grates, keep the superheaters and steam pipes tight, *Flues Clean*, valves square and the blows out, and there isn't anything that will be too good for you.

Mr. Fire-Boy:—Be stingy with the Blower. If you will watch closely you may not need to use it at all except to kill the gas, and by not letting engine pop may get out of town without having to pump the engine more than once and this might help out on running a tank. Firemen have put on the blower and forgot it until the pop raised. Fire light—I have watched a lot, and the fireman who puts in eight shovels per fire can't make it go twice as far as the one who puts in four shovels per fire. First, last, and all the time play for a clean fire.

The engineer has a lot to think about but these things pay—to size up the coal and the fire, and start out figuring on both. To strong right on the start may partially turn the fire, or jerk a hole in it, having to crowd the fire to fill a hole may mean a dirty fire and a bad trip, better ease off and use the blower a few seconds until you get started right. I know,

I've tried it both ways. A clean fire and good lubrication are big factors toward a comfortable trip. It's worth while to notice how strong the injector has to work to maintain the water level or, in other words, to see how light it can be worked and still the engine do what you want it to do. If everything is up to the minute the minimum capacity ought to pretty near do the business.

In a very short time we expect to have a system of records that will show what each engine is costing per mile or per 1000 gross ton miles handled for, fuel, repairs and lubrication, and with our regular engines on freight this will be an incentive for all to make a good performance.

As I said before, we have never found Frisco men unwilling to cooperate. Let us make some new marks, and don't forget that the Management wants your suggestions.

The future looks very bright. We are fast getting around to the old plan of regular crews on freight engines, and my personal observation thus far leads me to the conclusion that we have very fine locomotives, for each crew says their engine is the best. There are now regular freight engines over about four-fifths of the entire system.



The Misses Lettie and Lottie Wright, daughters of J. W. Wright, section foreman, Marshfield, Mo.



RECLAMATION PLANT VIEWS AND EMPLOYEES.

Reproductions at top and bottom of page show a birds-eye view of the plant. Center, to left, R. F. Whalen, superintendent; to the right, C. R. Busch, chief clerk.

A FEW POINTERS

Why the most careful attention should be given to the handling of
LESS-THAN-CARLOAD MERCHANDISE.

POSSIBILITIES FOR INCREASING THIS TRAFFIC.

The co-operation that we are receiving from everyone, particularly our Agents and Conductors, in securing business and making friends for the Company has suggested the thought that some information as to the value of this traffic might be of interest.

- ☐ The Frisco handles One Million Tons of Less-Than-Carload shipments each year.
- ☐ The weight varies from a few pounds to several hundred. The average weight is probably less than 100 pounds per package.
- ☐ This gives some idea of the enormous number of packages moved and the opportunity that offers for Loss, Damage and Delay.
- ☐ Less-Than-Carload business represents only Six percent of the Tonnage, but produces Twenty-two percent of the Total Freight Revenue of the Company.
- ☐ It calls for the most careful and intelligent handling and should be the most profitable business that we secure.
- ☐ It is vigorously solicited by every railroad and the most successful is the one that handles it just a little better than any one else.
- ☐ Our prosperity depends on the number of shippers who are not only willing but anxious to patronize us.
- ☐ There are more shippers interested in the handling of L. C. L. business than in all other traffic. They are particularly interested in the delivery of the **ENTIRE SHIPMENT** in **GOOD ORDER** and within a **REASONABLE TIME**.
- ☐ No shipper likes damaged goods nor wants to make claims.
- ☐ Handling the business satisfactorily is the most effective form of solicitation.
- ☐ In the **RED BALL SERVICE** the Frisco has a scientific and effective plan for the **TRANSPORTATION** of this L. C. L. traffic.
- ☐ Its service and standing with the shipping public are second to none and better than the most of their competitors'.

☐ All that remains is for each individual to use every possible effort to bring the superiority of our service to the attention of the shipper and receiver of freight, and use our best intelligence in remedying quickly and satisfactorily such mistakes as may be made.

☐ A recent occurrence will serve as an illustration. An eastern shoe house shipped several cases of spring stock to a consignee in Paris, Ark. The cases were properly marked. The transfer from the connecting line read "Paris, Tex." The request on the connecting line for the correct address brought no response in fifteen days.

☐ An inquiry to the general office by telephone resulted in an examination of a commercial report giving the correct address. Answer was made in five minutes and the goods were forwarded at once.

☐ The Traffic Department at once advised the shipper of the delay and the cause and received a reply thanking them and stating that they never had known of such careful and thorough attention being given to their business.

☐ It will be difficult for a competitor to secure their business

☐ What we must do is to hold all our patrons and make new ones every day.

☐ If we all devote our best energies to this work, it will not be a difficult task.

Very truly yours,



Receiver & Chief Traffic Officer.

Which Teaches Us to Make The Most Out of a Dilemma

An American ship lay in an English port and the sailors were entertaining a few English seamen.

Shortly a spirit of rivalry arose. The sailors tried to outdo one another in athletic tricks.

An Englishman climbed to the very top of the mainmast and there stood on his head.

"By jingo, no Englishman beats me!" one of the American sailors shouted.

He scampered up the ropes monkey-like and, reaching the top, prepared to duplicate the Englishman's feat. He put his head down and gave a push with his feet, and fell heels over head.

His back struck the first rope, his legs the next, his neck the next, and so on, somersault after somersault, finally landing with rare good fortune squarely on his feet on the deck.

"Do that, you son-of-a-gun!" he shouted when he got his breath. "Do that!"—*Yarns.*



Class No. 2 of the Apprentice School at Springfield, Mo., composed of boilermaker, blacksmith and tinner apprentices, is shown in the above reproduction.

These apprentices gather in the class room every Monday morning at 7:30 o'clock for two hours study and a course of instruction fitted for their various occupations. Boilermakers and tinner's are instructed regarding the layout of plates and patterns peculiar to their respective trades, and blacksmiths are coached in drawing, figuring, forging, and other branches of mechanical training necessary for that line of work.

Seated at the desk, first row, reading from left to right are: Leo Kinley, boilermaker; Hubert Gilmore,

boilermaker; Harry Seiler, boilermaker; Charles Mitchell, boilermaker; William Hairsine, blacksmith; and George Fitch, blacksmith.

Second row, left to right: Henry Burch, boilermaker, North Side; Arthur Wittaker, boilermaker; Guy Reese, boilermaker; Clarence Seiler, boilermaker; Ernest Powell, boilermaker; William Specht, boilermaker; Perry Rawling, tinner; Herschel Carter, tinner; John Gates, blacksmith; John Southwick, blacksmith; M. W. Shope, blacksmith, South Side; and Instructor A. B. Kerr.

Standing at the rear are: Elmer Leitwein, tinner, North Side; Earl Patrick, blacksmith; Henry Wagmen, boilermaker, North Side, and Ira White, boilermaker.



Interior Store Room, Birmingham, Ala.

Less One

A young man, speaking for the first time in public, began in this style.

"Ladies and g-g-gentlemen: When I-I-I came here tonight, only t-t-two people knew my speech, my f-f-father and m-m-myself. N-n-now only f-f-father knows it!"



BALLAST

- ¶ A good job soon divorces a bad man.
- ¶ The indispensable man never knows it.
- ¶ Uneasy lies the head that wears a frown.
- ¶ To the energetic man killing time is suicide.
- ¶ The best form of selfishness is to help others.
- ¶ Never be Coroner at a lost opportunity inquest.
- ¶ Speed is a good fellow, but Get There is a man.
- ¶ A record is the only thing improved by breaking.
- ¶ Work is the only capital that never misses dividends.
- ¶ Remember that a horse has horse sense not a jackass.
- ¶ Some men generate steam but the majority work on hot air.
- ¶ The man who works to get higher is the man worthy of his hire.
- ¶ Don't be impatient with the slow thinker, perhaps you are a bad explainer.
- ¶ Some men never climb the ladder of success because they wait for the elevator.
- ¶ Being afraid of your job and respecting your job, is the difference between inefficiency and efficiency.
- ¶ The man who does things makes many mistakes, but he never makes the biggest mistake of all—doing nothing.

REMINISCENCES OF AN OLD TIMER

Mr. Editor:

The old man read my first piece and said to me, "You seem somewhat of a philosopher."

"What's a philosopher?" I asked.

"A philosopher," said he, "is a man who looks into a barrel and sees something else besides the bottom."

I notice that you have smoothed out some of my grammar and thereby helped make things clearer. Much obliged.

I began railroading with a scrap and it has been considerable of a scrap ever since and will be until I am sent to the scrap heap.

There are three kinds of fights—fist, conversation and letter writing. All

are had, but the last is worse and never has had nor ever will have any rules. It plays a leading part in the devil-take-the-hindmost scrap which is on today, was on yesterday and I am expecting tomorrow.

You are fighting those above you to prove that you are the man for the job and those below you are fighting to get your job. Those higher up have the same sort of scrap on their hands only more so. The pressure below is greater and the backing above is thinner, so they are more liable to be pushed out than those lower down.

This is as it should be and if it wasn't for this constant fighting above, below and on all sides, we would be railroading as we did thirty years ago—which God forbid.

A few days after I started to work, I got a quiet tip from the old foreman that it was best for everybody that I should get along with the gang; that



This is about the way she was.

even righteous disturbances didn't last long.

"I want a full day's work out of you," he said, "but don't brag about it."

I took the hint, but even though I learned diplomacy early and was sev-

eral sizes larger—and perhaps a little tougher—I was just as green as a dill pickle and only moderately more intelligent.

My ignorance was comprehensive, but that was hardly my fault. My knowledge of reading, writing and arithmetic was narrow gauge, for I could only attend school when there was practically nothing doing on the farm—and those spells were very rare.

Talk about verdancy and ignorance always recalls my experience with the representative of the "King" of Russia.

A swivel jointed stranger drifted in one day and was put to work driving spikes with me. Evidently he sized me up as "easy" for when I put the usual questions to him as to his name and nationality, he informed me eloquently and impressively that he was a Russian and had been sent over by

the "King" of Russia "to discover the noble art of railroadin' in this country and to rayport."

I swallowed it hook, line and sinker, and, though the "Russian" told me his name was—we will say Barney Finnegan—and his brogue was as thick as pea soup, it never occurred to me to question his story. However, his romance did not impress me as much as you would suppose, because my knowledge of the "King" of Russia was decidedly vague, perhaps as vague as that of Finnegan's.

That evening after supper the Irishman being full-gorged and bell-tongued rang out a few chimes in praise of Finnegan. While, of course, he excelled in everything, his real greatness was in wrestling. He could throw anything from a quart to a hand car. I have seen him toss many a quart, but finally the quart threw Finnegan.

Thirty years ago the glib liar got by much easier than he does nowadays. Our means of hearing things were much more limited and our avenues of information did not extend very far. He said he was a great wrestler, and he must be. After much urging several of us tried a fall with him and were easy victims. Talk—not skill—threw us.

To keep our confidence at low ebb, Barney felt it necessary to administer the rough and tumble, with its bump and sod finish, at every opportunity.

After several of these treatments I began to get my back up and decided that the next time this Niagara of falls, made one of his attacks on me, I would see if I could not make a better showing.

My chance came when we were knocking off work one day not long after. We were walking close to the edge of a creek, when he grabbed me, expecting as result of his many vic-

tories that I would offer but little resistance. To his surprise I went after him with every ounce of strength I could muster and in the struggle we rolled over the embankment and down to the edge of the creek, but I managed to come out on top. Holding him down I grabbed a bunch of smart weed and rubbed it as hard as I could into his face and eyes. At first he laughed, then he yelled, and then he begged to get loose, but I kept it up until my supply of the smart weed was used up and his face looked like a danger signal on a dark night.

When I finally let him up he was mad, but his confidence was too badly shaken for him to start at me again. The other men seemed to recognize that he had weakened—or as we would say now, his bluff had been called—and within a short time all threw him—and the King was dead.

There was nothing the matter with this Irishman; he was as strong as ever and as good a wrestler, but I had shaken his self-confidence and he was not the kind of man to put up a hard struggle unless he was almost certain he would win.

This explains why men, who as far as you can tell, with every qualification of success have not succeeded—they cannot fight as hard in a losing game as they can in a winning game.

I feel that I should add in this connection, though, that the name of the Irishman of whom I have been writing is not Barney Finnegan; that eventually in more ways than one he took a tumble to himself, braced up, and now holds a good job with the Frisco—never mind where.

I defy any man with red blood in his veins and any spirit at all, to work for a railroad and not become its loyal defender. I was nothing but a sectional-orer, but it was not many weeks

before the old Frisco became something more to me than a pay check.

Therefore, when my father, who like many of his kind, knew nothing of railroad service and judged it accordingly, proceeded one evening to denounce the Frisco in unmeasured terms, I decided for the sake of peace, I had better move and arranged the next day to board at the section house.

I often wish I could find food that hit the spot like that which the foreman's wife put in my dinner bucket, but calendar additions and dental subtractions spoil appetites. Full tonnage for the dinner pail was her motto. Bread, meat, dried apple pie and coffee was its cargo. The foreman always kept a quarter of beef in a dug-out cellar. He carved with a hatchet, and, though he was neither a sculptor nor a butcher, he was a liberal provider.

Get up at day break and lift, pull and haul things ten times your weight for four or five hours and see if this bill of fare ain't bully fare.

Until you get what might be termed a bird's-eye view of things, the biggest man is the man that can fire you. Therefore, the most important man, in fact the greatest man in my world, was the old foreman. I could relate a thousand things he said that were wise and witty, and of all the men I have ever known, none ever had as warm a spot in my heart as that old foreman, not long since passed away.

One of the best traits which he possessed was the reluctance which he always displayed in criticising officials. This good quality is not common even now, and, section gang and switch shanty verdicts, I am ashamed to say, have caused me to be prejudiced for many years against men whom I had never seen and, who,

when I finally knew them, proved to be not only capable, but fine fellows.

On the other hand, those who had been lauded to the skies, turned out upon acquaintance, woeful disappointments. But I am rambling—

Not many weeks after I started to work and while we were at dinner, a man strolled up the track whom I had never seen before. The old foreman went down to meet him.

"Who's that?" I asked one of the men.

"That's the roadmaster," he replied.

"Who's the roadmaster?" I inquired.

"The roadmaster," he explained, "is the fellow who tells the section foreman where to head in."

Immediately my idea as to the importance of the foreman underwent a change. He was as wide as the track, but this new man filled the entire right of way.

It was at this time the old foreman said something I have never forgotten.

The roadmaster was telling him about a new "super" who was going to make things hum, and he wound up by saying, "and I hear he's somewhat of a reformer too."

"What sort of reformer is he?" asked the foreman.

"I don't know what you mean," replied the roadmaster.

"Well," said the foreman gazing down the track, "the word reformer always makes me think of the word Bermuda—it suggests either an onion or a lily."

"You know," he continued, "that the biggest field in the world for the right kind of reformer is in railroad-in', and, if this new 'super' will show us how he wants things done, encourage us to make suggestions, leave the cuss out of discussion and make criticisms sound like helpful advice;

if he don't forget that we're human, and will get down to ballast with us as man to man, they ain't a livin' soul on the railroad, from water boy to president—and you know most water boys have a through ticket for the president's job—that wouldn't grab his little horn, jump into the wagon, and whoop'er up for him.

"To catch on to this railroad work is like getting the measles; you have got to rub against it; and, as for the men, to understand them, you've got to know them, work with them, and encourage them.

"Standin' here now, in the middle of my track, monarch of all I survey—savin' your presence—I know that I can tell any director or officer of the Frisco Railroad somethin' about my section that he don't know. *HIS* success depends almost entirely upon the way in which he gets information from me. Of course, some of us can talk like a quart on Saturday night and lead to nothin' but confusion, but the majority of us are pretty fine fellows and if this reformer will go out amongst us and teach us how and why to do better—we'll go to it."

The roadmaster laughed, and, as he started on his way to the next section—this was before the day of butter flies and section men frequently met the roadmaster personally instead of viewing him from the rear end of a train—he said:

"John, your ideas on reformers are O. K. The thing for us to do is give the new man a chance to prove whether he is an onion or a lily."

In the two months of my work with the section gang, I was the first on our division, and I believe the first on the Frisco—but of course Bob Holland will deny this—to introduce the use of what we call shims—what was then called "chunks."

It was while we were working near Cherryvale, on the line which ended at that time at Halstead, that zero weather had converted the ground into cast iron.

Drainage and ditching were not the fine arts then they are now and the sudden cold snap had marcelled the track. The foreman cussed in helpless perplexity. Nothing less than dynamite could obtain even a spadeful of earth to resurface and all he could do was to issue slow orders and hope for a thaw.

While we were discussing the condition, I noticed some blocks of oak which looked to me as if they had been sawed from the ends of ties. These suggested a plan which I put up to the old foreman something like this:

"Where the track has sunk, let's draw the spikes in a few of the ties at the lowest part, pry up the rail, and between the rail and the ties put some of these 'chunks.'"

The old foreman looked at me and then at the chunks—then he said:

"Boy, I believe that's a darn good idea—we'll try it," and try it we did.

Several days later the roadmaster appeared—as roadmasters then seemed to do from nowhere—and again the old foreman taught me a lesson.

The roadmaster noticed these blocks of wood under the rail and asked the foreman what he was doing. I was working some distance away and did not know what they were talking about. It would have been easy for the old foreman to swell up and tell how he thought out this idea, but he was not that kind of a man. He yelled for me to come over and when I joined them he said:

"This is the boy that thought out that scheme, and because he did we

have cut out slow orders on my section."

The roadmaster looked me over and said, "well, we're looking for men who can think of things like this."

With me, as with almost any one, the greatest good fortune that could happen to a man starting out in life is to have a boss like the old foreman. Indeed, I am convinced that what little success I have attained is due to the fact that my first boss would not only listen to suggestions I made, but would take the trouble to explain why my schemes would not work.

I can look back now and see that if he had ignored my suggestions, before long I would have got into the rut of never really thinking and would have probably ended as I began—one of a section gang.

This encouragement of the foreman and what the roadmaster said, did far more for me than I can explain; taught me a lesson which I have always remembered and tried to impress upon others.

Immediately when I realized that suggestions were wanted, every detail of my work became a problem

which I thought out and tried to plan some new and better way of doing.

For example. I noticed that the men would throw the tools on the car in a helter-skelter way and one evening as we were about to start to the section house, a pick fell from the car across the rail. It occurred to me that if that should happen while the car was going at a high rate of speed it would derail her, and perhaps some of us would be badly hurt.

I suggested to the foreman that it would perhaps be a good idea to put the tools on the rear end of the car, leaving the front end clear and explained my reason. From that moment tools were never placed on the front end of the car.

The men liked the old foreman because he was fair to them, and, as result, things on his section went smoothly and I don't believe he ever worried over the possibility of losing his job, and I have yet to hear of his getting a real call down.

Always remember that the men below can put carpet or tacks on your stairway.

(To be continued.)

Magnates Take Notice

A baseball team, made up of employees of the Memphis shops and freight house, to be known as the "Frisco Baseball Club of Memphis," has just been organized.

In order to get the team properly started; that is, equipped with uniforms and other necessary paraphernalia, it has been decided to call upon some of the officials of the road for contributions.

The players are now in the game for the season and it is believed that a nine has been organized that will be a credit to the city of Memphis.

Please Contribute

Attention is called to our "Ballast" department and contributions are solicited. These epigrams occur to everyone and when good are very, very good. ———

During revival meeting in a Western city placards giving notices of the various meetings, subjects, etc., were posted in conspicuous places. One day the following was displayed:

Subject—"Hell: Its Location and Its Absolute Certainty."

Thomas Jones, baritone, will sing "Tell Mother I'll Be There."—*Ladies Home Journal*.



The photograph above reproduced, showing two Western Sixty-Second Track Division section gangs, was taken as the trackmen were leaving Frederick, Okla., where they were at work putting in ballast. Andy Howard, foreman of Section E-41, may be seen standing on the first car at the left. Mr. Howard has been in the em-

ploy of the company for the last three years. Sitting on the end of car, in front of Mr. Howard may be seen Charley Blachet, who has been running the Frederick, Okla., Section K-40 since February 1. Standing on the ground at the extreme right may be seen John Howard, who has been in charge of the extra gang putting in ballast, since January 8, 1914.

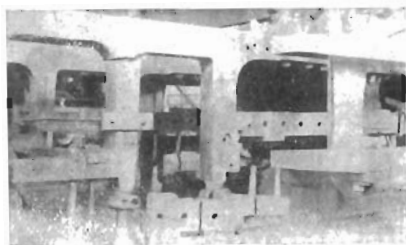
Thermit Welding

Between February 20 and March 2, 1914, ten thermit welds on heavy engine frames were made at the Kansas City shops, which it is said is the largest number of welds made in the shops in that length of time.

The pictures herewith show engine 1022 before and after welding. The pieces taken off were broken in two places on both sides and new pieces forged $5\frac{1}{4} \times 7$ inches, after which they

discarded pieces. All holes were drilled before making welds and no machine work was required after except fitting binders.

It will be noted from the reproductions that the front sections were alike and also the weld on top of back pedestal jaw.



Before.

were machined on one side and slotted to fit in place. The sizes given are $\frac{3}{4}$ inch wider and $\frac{1}{2}$ inch higher than



After.

The ten welds including engines 1299, 1283 and 778, were made in ten days—one each day and averaging a little over nine hours each for the welder and helper. The average average amount of thermit used was eighty pounds.



Much good is being derived from the meetings which Roadmaster J. F. Lambert has been having from time to time with the section foreman of his district. The sessions are held in Mr. Lambert's office at certain specified periods for the purpose of affording the men opportunity to make suggestions and exchange ideas on track maintenance and conditions.

The above picture was taken at the

last meeting and shows reading from right to left, top row: J. F. Lambert, roadmaster; T. W. Neely, Charles Keith, W. J. Phillips, section foremen; W. F. Copeland, roadmaster's clerk; J. F. Miller, J. O. Burklow and H. Behr, section foremen.

Second row: Section foremen, A. A. Miller, D. F. Winters, J. L. Virgin, E. A. Barnett, O. B. Davis, and L. L. Pritchett.



Steel Car Gang, Kansas City, Mo.

LET'S LAUGH

There are lots of funny things along the Frisco and THE FRISCO-MAN wants to hear about them in order that it may print them in this department.

Not What He Seemed

She was very stout and must have weighed nearly three hundred pounds. She was learning roller skating, when she had the misfortune to fall. Several attendants rushed to her side, but were unable to raise her at once. One said soothingly:

"We'll get you up all right, madame. Do not be alarmed."

"Oh, I'm not alarmed at all, but your floor is so terribly lumpy."

And then from underneath came a small voice which said: "I am not a lump. I am an attendant."—*Ladies' Home Journal.*

Details

Judge: "Describe what passed between you in the quarrel with your wife."

Man on stand: "The plates were regular dinner size, your honor, and the teapot had a broken spout."—*Boston Transcript.*

Was Compelled to Stay

A good railroad story has started on its rounds, says the *Kansas City Star*. A man was exasperated because of the slow speed of the train. Finally he could control himself no longer, and said to the conductor: "Can't you go any faster than this?" "Yes, sir," politely replied the conductor, "but you see I have to stay with my car."

In the Smoking Compartment

"Going far?" asked the talkative one.

"To Chicago," roared the traveler. "I'm in the dry goods line. Thirty-



*Theodore ROOSEVELT BIRKENHOUER
"EASTERN DIVISION ACCOUNTANT"
"ONE GAIT RAIN OR SHINE"*

six. Married. Name Horatio Brown. Son nineteen years old. In the Civil Service. He gets thirty a week. Father died last July. Mother is still living. One of my nieces has red hair. Our cook left, but we got a new one. Anything else?"

The talkative man thought for a moment. "What oil do you use on your tongue?" he inquired slowly.

Ever See This One Before?

A rabbi was riding in a tramcar, and rose to offer his seat to a lady. Before she could take it, a young man

plumped himself down in the vacated seat. The rabbi said nothing, but gazed at him in disgusted silence.

"What's the matter?" suddenly demanded the young man in a gruff voice. "What are you glaring at me for like that! You look as if you would like to eat me."

"I am forbidden to eat you," answered the rabbi. "I am a Jew."—*Canterbury (Australia) Times*.



Guess Who?

Impoliteness of Curiosity

The goose had been carved, and everybody had tasted it. It was excellent. The negro minister, who was the guest of honor, could not restrain his enthusiasm.

"Dat's as fine a goose as I evah see, Bruddah Williams," he said to his host. "Whar did you get such a fine goose?"

"Well, now pahson," replied the carver of the goose, exhibiting a great

dignity and reticence, "when you preaches a speshul good sermon, I never axes you whar you got it. I hopes you will show me de same consideration."—*Popular Magazine*.

Too Much Ball

"Why did you move away from Chicago?"

"The doctor advised my husband to move to some town with only one team to worry about."—*Louisville Courier-Journal*.

Wail of a Distraught Owner

A man who possessed more money than brains, owned a number of small cottages in the foreign section of the city, and was much troubled with tenants who moved out and others who moved in without formal notice.

He posted the following sign on the doors of all his unoccupied cottages:

Notice: any Person or Persons that Moves into A house Without my Consent shall be Put out Without eney Cemmony.

"Dam it I Must and Will have some Sistom."—T. Square.

"Bill's going to sue the company for damages."

"Why, what did they do to him?"

"They blew the quittin' whistle when 'e was carryin' a heavy piece of iron, and 'e dropped it on 'is foot."—*Everybody's*.

It Was Easily Kept

"What animal," asked the teacher, "is satisfied with the least nourishment?"

Looking over the raised hands, she said: "Well, Harry, you may answer."

"Please, ma'am, the moth. It eats nothing but holes."

Veteran Salsman

Section Foreman Riley Salsman of Crescent, and his two daughters, the Misses Grace and Clara Salsman, are shown in the accompanying reproduction.



Mr. Salsman has been continuously employed by the Frisco for the last twenty-three years, serving as section foreman for twelve years. He has been in charge of the section at Crescent for six years.

“The soul that sinneth, it shall die,” is not more true than that the unsafe man or chance-taker will be eliminated from the railroad service. Not because the Superintendent, or the General Manager, or the Directors want it so, but because an enlightened and awakened public interest requires it and it has to come.”

Kenney and Ryker

Engineers J. J. Kenney of Monett, and Fireman Ryker of Springfield, were snapped by Herron Westbay at Monett, Mo., January 1, just before leaving that station in charge of engine 1406, train 715.

Engineer Kenney (to the left) has been continuously employed by the Frisco for thirty-six years, as locomotive engineer for twenty-six years.



Mr. Kenney began his railroad career as section hand and after holding that position for a year, took a job firing, in which capacity he served until he was promoted to engineer.

Fireman Ryker (to the right) has been with the Frisco as fireman for the last seven years.

“Do not forget that we are all fighting to safeguard the persons and the property entrusted to our care, and in order to do so successfully each must do his part.

Alsop Home

The cottage shown in the accompanying reproduction is the home of F. C. Alsop, clerk in the machine department of the New Shops, at Springfield, Mo.

Through thrift and saving a little each month, Mr. Alsop has been able



to purchase this home for himself, and it is an example of what can be accomplished by employes of every rank, where the proper efforts are put forth, to lay by small sums each month for the proverbial rainy day.

K. C. Improvements

Many of the improvements made at Kansas City shops and terminals during the last two months are the result of the individual efforts of the foremen of the different departments.

Among these improvements may be mentioned the installation of two new 400-horsepower boilers of the Iffine pattern, with feed water heaters and stokers of the latest design, supplanting the six obsolete boilers used for-

merly for stationary purposes. Two new stacks, eighty-five feet high, carry the smoke from these boilers.

Sanitary wash rooms are in course of construction at the round house, machine, boiler and blacksmith shops, as well as the coach yard.

A coat of white-wash inside and red paint outside makes the old shops delightfully clean and healthy.

An Oxy-Acetylene plant has been installed and is running full capacity.

A system of education, started some time ago, is now bearing fruit and the men have learned to place tools and other things where they belong. Employes who before would be highly indignant when told of their mistakes, now take pride in doing things correctly and will listen attentively when told of their errors.

Through the co-operation of the men in all departments of the Kansas City shops, much good is being accomplished both for the company and the employes.

Clinton Yards

The reproduction herewith is from a photograph taken in the Clinton, Okla., yards. To the right may be



seen David Daniels; in the center, Foreman J. Belford; and to the left Dan Stewart. Foreman Belford's little daughter Audrey may be seen sitting on the water keg.

Bridge Builders

If the calculations prove true, the bridge and building department of the Western Division is to be materially strengthened in a very few years.

The boys are Harry K. and David B. Kengle, youngest children of H. V.



Kengle, general foreman bridge and building and water service, Western Division.

Mr. Kengle is an "old timer" in point of service, having been connected with the road continuously for the last five years.

Two Vets

Division Roadmaster Pat Herd of Carl Junction, Mo., was "caught" in company with M. D. Gibbs, general foreman B. & B. department, Neodesha, Kans., recently, in the Joplin, Mo., Sixth Street yard, where Mr. Herd is supervising the construction of new track.

Mr. Herd entered the employ of the

Frisco June 1, 1877, when the line extended from Saint Louis to Vinita only. During the first year of his connection with the road, Mr. Herd



was obliged to lay off for several months because of illness, but since June, 1878, Pat has never missed a pay day.

Mr. Gibbs also ranks well up among our veterans in point of service, coming to the Frisco from the "Old Memphis" at the time the two roads consolidated.

Powell-Hayden

G. W. Hayden is appointed assistant to chief purchasing officer, with headquarters Frisco Building, St. Louis, Mo., effective April 15.

T. J. Powell having resigned, the office of purchasing agent is abolished. Mr. Powell, who has been with the Frisco four years, has accepted position of Manager of the Railway Sales Department of the Pierce Oil Corporation.

E. Gengenbach is appointed general agent of the freight and passenger departments, effective April 1.

"Uncle John"

John W. Houston, in charge of the pumping station at Steelville, Mo., who celebrated his seventieth birthday April 5, 1914, has a record of forty-one years continuous service to his credit and is probably the oldest employe in point of service now in the employ of the Frisco.

"Uncle John" as Mr. Houston is familiarly known among his associates, really entered the service of the old Atlantic and Pacific Railroad in 1869, in the bridge and building department, but, because of work on the Gasconade bridge being suspended four months later, he was obliged to seek employment in other fields.



On September 4, 1872, Mr. Houston re-entered the service on the Salem Branch, in the bridge and building and car departments under Foreman Lively. In 1880, he was promoted to foreman which position he held until June, 1896, when the round house was

moved from Sankey, Mo. From 1896 to 1904, Mr. Houston was employed on the main line of the Frisco as carpenter in the bridge and building department, after which he was assigned to the car department at Salem, Mo. He remained at Salem until 1906, when he was assigned the pumping station at Steelville, Mo., which position he continues to fill.

Chester Rogers

That little Chester Rogers has rail-roading right in him is very evident even at the early age of three years, for he spends his hours of play build-



ing railroad tracks and bridges and inventing trains to run upon them.

Chester is the son of Isaac A. Rogers a car repairer, North Yard, Kansas City, Mo.

SAFETY FIRST

The many contributions which *The Frisco-Man* receives is ample evidence of the interest taken in Safety First.

Safety First is essentially practical and of fact. It lends itself to almost every incident of every day life, and it is therefore unnecessary to step back into the realm of history or ascend into the regions of fancy for an article upon it.

In fact, the best time, place and period to stage an article upon Safety First is 1914 and anywhere on the Frisco.

B. L. Young, Agent, Northern Division.

Safety First! After a careful search, I find the meaning of these two words have been respected for ages, and believe I am safe in saying that there are but few who have reached the age of accountability, who have not heard of the Good Shepherd's saying of the Ninety and Nine safely sheltered in the fold, "but one was lost and gone astray." This is the teaching of the Bible, but how graciously it applies to our Safety First of modern times; now that this Book is the Gift of God to man, upon which the laws of nations are founded, we cannot over-estimate its teachings in connection with our work.

Not only is it for your Committee to act as the "Good Shepherd," but we must have the united effort of every employe on the Grand Old Frisco, from the humblest laborer to the highest official; then, the showing will reach the highest possible point in prevention of personal injuries. It is my hope and desire that the Frisco Lines will lead the world in reducing injuries to its employes and the traveling public; by so doing we attract the eyes of commerce and the traveling public to our road, which means more business, likewise more employment for safe men and women.

I believe the day is close when the

man who ignores this Safety First movement will be the man who will be looking for employment; his fellow workers will shun him on this account and report it to his superiors for final action, which, no doubt will be dismissal; he will then apply to other firms or corporations and meet the same fate, as Safety First has been installed there also and they cannot use such an individual.

This kind of a character in search of employment may be compared to some kind of a criminal; he is not a man, with whom his employer or co-worker wish to associate, because of his recklessness. He may not divest you of money or personal effects, but his carelessness may rob you of a hand, foot or an eye, or worse still, your life—your family of a father or brother and your community of a good citizen; therefore, I say again, that if a man does not adopt the principals of Safety First, he will be a back number.

The station man asks how he can aid Safety First—This can be worked out best at the various stations, as the agent is better acquainted with conditions at his own station—conditions that would possibly cause some accident or injury; have them corrected, and if not in position to do this, refer it to your Committee. Watch your

SAFETY FIRST

station grounds for obstructions, see that no boards with nails are permitted to lie around, your truck in place, blocked, and tongue hooked up, stock chute gates locked, your office and freight house locked; and see that the merchandise car is properly protected, if not in person, by lock or seal.

The public will appreciate this move on your part, and the management will heartily approve of it.

Figuratively speaking, Safety First means an increase to our pay checks, as injury and death means great expense and often long suffering. By adopting these principles, we hope to eliminate this and bring happiness to many homes.

*J. E. Rosenbalm, General Foreman
B. & B., Eastern Division.*

It is becoming more and more manifest, as time goes on, to those having charge of machinery which controls the industry of the world, that in this age of invention, machinery and make time, the move for safety is the subject for real study and desire. The Bible tells us "That the desire of all nations shall come," so we should take courage to press the matter of Safety First, and make it a matter of Safety First, as the word implies, and not a matter of "Safety Last."

When we think of the great disasters that occur, and the loss of life and the great suffering to humanity, because of carelessness, because of thoughtlessness, because of someone's failure to do his duty, it should stir us to greater zeal.

There is retribution in all things, and sometimes—Yes I will say, oft times, the innocent must suffer along

with the thoughtless or guilty. That such a condition of things will continue forever, is not possible. Even the operation of the natural law of cause and effect would eventually bring retribution.

We understand that order is God's first law, and when we look upon the millions of planets working through space in such harmony and beauty, with never a failure—always on time, we begin to see the need of this same principle being installed in every man's mind, from the one who controls by the mind down to the hand that holds the throttle and the man who spikes the rail.

Order brings harmony, while confusion brings death and disaster. Obedience is a safe guard, while disobedience and selfishness is the sure road to much trouble. Through selfishness and disloyalty wicked Cain slew his brother, and then said, "Am I my brother's keeper?" What I would like to impress on every man's mind is, that he is his brother's keeper, and that he who saves a life, is a hero, indeed; that he who saves another's foot, arm, or finger, is no less a hero, because these are things which man cannot replace.

It is needless to present statistics to show the results obtained by the Safety First movement since this movement was inaugurated—this has been shown time and again, and I will not dwell on the subject, further than to state, that it is not only the visible defects, etc., which we should all strive to remove, but those defects, etc., which to some are not visible.

It is, I believe, an established fact, that with virtually all of us, Safety

SAFETY FIRST

First is second nature—if we are traversing a thoroughfare, crossing railroad tracks, etc., do we not, almost without thought, look to see if a danger is approaching? It is this thought or second nature, which we must cultivate, agitate, argue with our fellow workmen, until we have indelibly placed it not only in the minds of our fellow workmen, but in the minds of the multitude who reside along our right of way, our neighbors. If we continue in well doing, serving those with whom we come in contact, laying down our lives, in other words, doing with our might what our hands find to do for the comfort and protection of others, we can, at least have a happy and free conscience, as the days go by.

I am glad to look into the happy faces of the Frisco employes, as I go up and down the line, looking after the work allotted to me—I am sure I can trust them to use every precaution for the safety of those, who pass their way.

James Eib, Roadmaster, Eastern Division.

Self preservation, or Safety First is the first law of nature. It was for this principal our fore-fathers banded themselves together, and for which they fought so manfully during the early days of civilization in America. The same care was taken by the early settlers of the fair land which we today enjoy, comparatively free from the dangers which beset them on every hand. Theirs were dangers, incident to the time and place, but we today are confronted with another form of danger, the danger of civiliza-

tion, and it is against this danger we are battling—battling not alone for our own safety, but for the safety of our fellow man, and those who are dependent upon us for protection and safety.

When we stop to think of the baleful results which may and often do follow the taking away of a father, protector of our boys and girls, our hearts stand still and our blood runs cold; the great responsibility presses heavily upon us and we are appalled at the mighty task which confronts us and are want to say "*I can do nothing.*" But another thought comes, *I can help*, and the burden seems to lighten, our minds clear, and we are ready to do our share in this great organization, which we have formed for the protection of ourselves, our kindred, and our fellow man and if we would have it accomplish the results, for which it was formed, then we must, each one of us, stand shoulder to shoulder and help.

We should not confine our labors for Safety First to the line of road for which we work, nor to any one thing. The principle is world wide and should be broadened out and the general public taken into our confidence. They stand in as much, if not more need of education along this line than do the employes of our road and to this end, I would recommend the holding of great mass meetings in all of the larger cities, and public meetings in all towns, under the direction of men capable of presenting the matter to the people in a manner which would leave lasting impressions on their minds, not alone for the prevention of accidents to themselves, but

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also to those with whom we come in contact.

Speaking from a roadmaster's point of view I would say, watch out for the little things and the big things will not be so liable to happen.

The men under me are continually cautioned regarding the necessity for looking after weak points; of not putting off until tomorrow that which should be done today; and they are warned against taking chances which might in any way result in accidents causing loss of life or limb.

F. S. Morrell, Conductor, Northern Division.

"Safety First!" That is an expression that is really uppermost in the minds of the majority of every class of laborers, from the highest official to the most humble section hand, or pit workman in any field of action; but, as yet, it has not been given the attention it should have.

"Safety First" is two frail words, which express figures of undemonstrative action on the part of all co-workers interested in shielding the careless from harm, injury or possible death. It is expected to convey a feeling of security to us and the public at large; and with the proper zeal, will, without doubt, bring marvelous results in reducing the columns of figures shown each year by statisticians of the numbers maimed and killed by railroads. It is not a mere movement for the harvest of a vast amount of riches or glory, but for the more noble and glorious purpose of promoting the good will, without remuneration, of all mankind, more especially co-workers, by giving to them a feeling of se-

curity, which should be reciprocated by every worker, until he has been cut down naturally by that silent old man with the scythe. It will eventually cause that terrible dreaded good-bye to give away to one of sunny depths.

Ancient history and mythology give us a glimpse of "Safety First," if we will but remember when the Sun God drove his team of fire breathing steeds across the earth each day. Being a very hard pair to manage, he had refused innumerable times to let his son drive, not feeling that he was safe, but when he finally relented, his son almost set the earth on fire in places and froze it in others. He never allowed his "Safety First" spirit to wane again. He had received his lesson. This happened two thousand years before Christ.

Every man or boy has received his lesson in some way by the time he has gained a position on a railroad, and why should he allow his vigilance to relax. There has been thousands upon thousands of increased hazards for a laborer's life since, but the balance has been tipped slightly in man's favor, by science and philosophy, and there is not such a large number of men employed but what there can be a wonderful decrease in that gloomy line of figures.

Every movement should possess motive, and in this case, this qualification blazes forth in the mind of every thoughtful man and woman, imbued with the object in view. There should be in this the aesthetic emotion induced by the mind being more than pleased in its apprehension of beauty, when elevated and transplanted by the

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expected results, which will most assuredly please the Divine Creator.

The labor in this direction should be the most sublime pleasure that a man can experience, for they are assisting to carry out a part of God's great plan. One may only turn over a rusty nail or break it off of an old rotten timber, and perhaps may save a brother worker from a possible case of injury, with the result of a horrible death from some infection.

Yet, ambition dies out because we see nothing but cold figures stating agreeable facts; this is not enough for human beings unless educated up to it. You may have saved hundreds of lives, but you do not see the beaming, would-be-victim, thanking you, and yet usually this is only an embarrassing instance where neither one knows where to gather the words to express his true feelings; and yet, it is human for one man to like to have another feel grateful and so express himself. This one point is possibly slighted and would probably be remedied to a great extent by setting a goal within reach of all the employes of the Frisco -- such as the free use of a division pass or equal liberty to certain classes. The first thing would be to find out what would benefit the greatest number of employes most, and give them a way or an opportunity to report findings and do good.

Future efforts of the Committee would soon be assisted on both sides on account of increased numbers, and I find that outside of the members themselves, but few of the employes are award of the efforts of the Committee along the lines of Safety First.

In conclusion, let me add that it

would be no time until the Frisco would have the world-wide distinction of being the most careful and safest road upon which to work and travel. Remember, however, you must practice what you preach, and preach all you can. Think it, sing it, talk it, get enthusiastic and intrepid. Put your efforts in prose and in verse.

I trust you will consider this from a sincere and unbiased point of view as my full ideas of active "Safety First."

L. A. Uhr, Signal Supervisor, Springfield, Mo.

Self preservation is an instinct born in man and all other animals. When meeting or seeing a known danger, the first impulse is to avoid or overcome it in some way. A way is provided for every living being in existence. Some animals are protected by an armour or hard shell, which can be closed, some take refuge by flight and some by their own strength make defense. To man is given the senses of sight and hearing. He has a brain, trained in a manner that will recognize danger, and a danger once recognized will be avoided.

Not long ago a brakeman, seeing draw bars did not line and coupling could not be made, kicked a draw bar over while the train was in motion just before making the coupling. It didn't take his "pardner," who had noticed the trick, long to tell this brakeman, "I quit that because one day I lost the sole of my shoe."

This certainly proved that Safety First had reached one person and he was passing it along and looking out for the safety of his fellow workmen, and it will not be long until the man

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who kicked the draw bar will stop this dangerous practice, if we keep after him.

It is continually placing ourselves in danger and escaping that callouses our minds and dangerous practices are continued in until eventually someone gets caught. What we want to do, and I believe Safety First is doing, is to keep the minds of the men active in this cause, and thus avoid letting them get calloused by long years of bad practices.

It is the constructive action of the different Safety Committees that creates enthusiasm and keeps everyone working to prevent injury.

Accidents do not just happen, but are made, or the condition is made that causes them, and we should see that these conditions are taken care of.

Safety First might be called a mother, who prevents accidents to her children.

Men may be divided into two classes—(a) those who are capable of serious attention and mental concentration; (b) those who are not thus capable. Some railroad accidents have been due to the fact that men who belong to class b were railroad employes. Men of this type ought never to be in railroad service. You, Mr. Railroad Employee, know the type to which I refer; the man who nearly always forgets; the man who is just going to but seldom does; the man who is continually doing the wrong thing at the right time *who never makes the act coincide in kind or result with the think wanted, and who is so busy he never has time to obtain a result.*

TO THE FRISCO-MAN:

I was employed by the Frisco Company last September, as fire knocker, and like the company fine, but on March 14th, I got injured, got two cuts on the head— one by the right eye— and also lost two teeth. But I appreciate the kindness shown me by the company, for they have treated me fair and settled right.

We, as employes, get injured and the Frisco has it to pay, but our aim is to be careful and watch ourselves and also the other fellow. My motto is, "Do unto others as you would have them do unto you." So boys let's get together and help in the Safety First work.

Thanking the company for past favors I still remain, one of the boys,
QUIGLEY LONG.

Such a man should never be placed in a position where human life and safety are dependent upon his attention to duty. The writer excludes this class of men from those to whom he addresses this communication. They are hopeless."

"The chain is no stronger than its weakest link and everyone working for this railroad is a link in some chain. You may fail just at the wrong moment; you may let go and the chain break and something happen; then the material in that particular link that you are in may be analyzed in an investigation, and it may be deemed best to put in that material in the hot forage fire of discipline and wedge it, repair it and put it back in the chain and try it again. If it stands the strain then the repairs have been worth while and accomplished the purpose; but if there is another failure and it has to be welded again, you know someone will say, 'We will go and get a new link; we cannot bother with this.' Now each man take this to heart; do not be a weak link."

Women's Department

MRS. E. G. NEWLAND,



Augusta, Kansas, Editor

The editress of the Woman's Department having been a grippe victim, therefore unable to furnish her usual interesting quota of news, the editor donned skirts and courage to occupy the space so ably filled by Mrs. Newland.

It would seem the expression, "An ounce of prevention is worth a pound of cure," was coined for Safety First.

The leaven in this ounce of prevention must be the woman. She must fix the principles of Safety First so firmly in the minds of the wage earners that Safety First becomes not a slogan but a habit.

Unfortunately, it is comparatively easy for a movement as great as this to become passive instead of active. This is because Safety First is everybody's business, therefore, the correlative nobody's business, and, until civilization reaches a point where the crime of carelessness is recognized as such, and where the duty of man to those dependent upon him is properly appreciated, and the "Smart Aleck" and the "Show Off" is classed with the jackass, it will be necessary to constantly stimulate the interest in Safety First to demonstrate its importance.

The Safety First Rally at Fort Scott, Kans., March 14, was a decided success from the women's point of view. After the men's business meeting, the Northern Division of the Woman's Safety League was organized and the following officers elected.

Mrs. E. P. Magner, Fort Scott, Kans., president; Mrs. W. C. Knight, Parsons, Kans., first vice-president; Mrs. George Seiber, Fort Scott, Kans., second vice-president; Mrs. J. E. Roberts, Cherokee, Kans., third vice-president; Mrs. S. W. Rheem, Fort Scott, Kans., secretary; Mrs. G. L. Swearingen, Fort Scott, Kans., treasurer.

Thirty-one women were enrolled as charter members of this division, and more than double the number would

have been obtained, had the special train from Pittsburg reached Fort Scott in time for the meeting. There is room for all, however, and we expect in a short time to see the name of every woman on the Northern Division on our roll.

The social part of the day's program was delightful, and a wonderful spirit of fellowship and comradeship was evinced, which promises success for the movement and many pleasant times in the future. I hope the other divisions will follow in the wake of the Northern and "get busy."

In a communication addressed to the Woman's Department, Mrs. F. O.

Miller, wife of Engineer F. O. Miller of Hugo, Okla., says:

I am certainly pleased to know the ladies have a department in *The Frisco-Man*, where they may aid in the Safety First cause, for I am sure no one could be more interested in this great movement than the mothers, wives, sisters and daughters of the employes. No one could be more concerned than the loved ones at home, who realize the danger in all branches of work where there is no thought of Safety First, and who wait patiently for the safe return of their dear ones who are out at their various labors.

Who is left with the burden to bear when the support of the home is taken away. Considering this, is it any wonder that the ladies, whose hearts throb at the thought of accidents which may cripple or perhaps cause the death of those dear to them, are glad of an opportunity to express their ideas.

Stop for a moment and think how these accidents can be avoided. Here's the way. Stamp Safety First in the minds of all, and keep it there. Don't make a move until you are sure it is going to be a safe one, not only for yourself, but for everyone concerned. Then, and not until then, can the loved ones at home be sure of your safe return. Think of the pleasant hours at home when we know that every man on the road is a Safety First man. Can there be anything more assuring? I say, No.

Think of the many accidents that have happened on the railroads of the United States in the last ten years, which investigation proved were the result of a careless or thoughtless move. What could be more distressing than to know these might have been avoided by just one thought of Safety First at the proper time?

Think of the many widows and orphans in the world today; of the many lonely homes; of the children who are in dire need of a father, perhaps a father who was taken by his own careless or thoughtless act.

Let us stop and find a way to prevent this sorrowful condition. Let this great family on the Frisco Railroad join hands, from the highest official to the most humble employe, and work hand in hand for Safety First and see how soon the Frisco will be the greatest and safest railroad in the country.

Loyalty to our company—and the best one in the United States—demands us to practice Safety First—a preserver of the lives and limbs of experienced men—in every move we make.

Careless handling of trains and anything that may cause damage to the company's property should also be avoided, and Safety First will do it. In practicing Safety First you evidence not only your ability to perform the duties assigned you, but your loyalty to the company, and since this great movement is for your benefit, you should give it your best efforts.

Think of the responsibility that would rest on you should you knowingly permit a condition to exist that might cause an injury or death to your fellow employe, who may not have been able to see this condition in time to avoid an accident.

The poem written by E. A. H. would have been acceptable if it were in prose and E. A. H.'s name given.

The following letters regarding the Woman's League have been received by Mrs. Newland:

I received your letter yesterday and

also the Woman's Safety League badge, and I must say it is a beauty and I am proud to wear it.

Not only am I proud of the pin because of its beauty, but because of the motto which means so much to every Frisco woman.

I wonder if the rest of the Frisco sisters are as anxious to read *The Frisco-Man* as I am. The magazine is sent to this point in care of my husband, and he knows he dare not come home without bringing me a copy as soon as it is issued each month.

You can consider me a correspondent for the Woman's Department, and, although there are not many Frisco people at this point, I will do the best I can.

Thanking you again for considering me a member of the F. W. S. L., I am,

MRS. ELLIS McCONNELL,
Wister, Okla.

I take great pleasure in acknowledging receipt of the badge received some days ago and I am greatly pleased with same.

I believe the Safety First movement is the greatest movement on foot at the present time in railroad circles.

We know that many of the accidents causing personal injuries to railroad men can be avoided by the exercise of a little judgment and care. Let us then keep the idea of Safety First in our minds at all times, and impress it on our men folks.

My husband is a great Safety First enthusiast and realizes that it is his duty to practice Safety First at all times.

I believe that much good will be accomplished through the Women's Safety League, for there are many things the women can do to help along in this movement. She can

caution her father, husband or son, as the case may be, against taking unnecessary chances that would endanger his life or limb, or the lives and limbs of his fellow workmen.

I lived near a railroad track several years ago and have seen brakemen stand in the center of the track and jump on the pilot of an engine as the train approached. This dangerous practice is positively against the company's rules.

I have seen dangerous risks taken hundreds of times and I am confident that if the mothers and wives of these men would caution them daily regarding dangerous practices, they could be induced to break away from their reckless habits.

I hope the Safety First campaign, together with the aid of the Women's Safety League, will continue to accomplish results until railroad men will be as safe as those engaged in any other occupation, and this can be accomplished if every Frisco man and woman will do his and her duty. Count me one that is for the cause of humanity.

MRS. H. H. BRYANT,
Morley, Mo.

I am in receipt of your letter of February 16, also the pin of the Frisco Women's Safety League.

I am sure every Frisco woman must be interested in the Safety First movement, for it is a grand work.

The number of personal injuries on the Third District have shown a decrease for the last year, and I believe will show even a greater decrease this year.

Carelessness, thoughtlessness and recklessness in the performance of duty often results in painful, if not fatal injuries, therefore, let us prac-

tice Safety First in everything we do, even at the sacrifice of a few moments of time. MRS. W. B. WHITAKER,

Cape Girardeau, Mo.

I received your letter of February 17, also the pin, for which please accept my thanks.

I hope this little pin may be an incentive to all who wear it to give their very best efforts to the Safety First cause.

You ask me to write you something that may be of interest to Frisco people. This is a broad subject you have given me, but there is one thing that has always interested me to such an extent that it has become an anxiety and that is speed, haste, hurry—or call it by whatever name you will. For instance: To save an extra turn of an engine wheel or one extra stop, a switchman will step in between the moving cars and keep pace with the trains motion, whether it be fast or slow, and lift the pin so that the cars can be uncoupled. One slip of the foot, one catch of the toe, and that man would be in eternity. Think of it!

If we could impress upon every man Mr. Richard's Golden Rule, "Remember it is better to cause a delay than to cause an accident." Safety First would go into oblivion.

Now sisters let us all think safety, talk safety and act safety and it will become so infectious that everyone will get the habit.

MRS. L. L. LEFFLER,

Fort Scott, Kans.

I received the league pin and am very proud of it. When I think of what it represents it grows very beautiful to look at.

Circumstances do not permit me to meet many persons who need encouragement in Safety First work.

but I talk it to my husband, and I feel that at least some of that influence goes forth with him.

One of the things retarding the progress of the movement is the indifference of a great many of the employes, to movements started by the company. But that will be overcome as soon as the men can be made to realize that the greater percent of accidents arise from little careless acts, or failure of someone to observe the company's rules.

I wish you would have a notice inserted in *The Frisco-Man*, requesting every man in the service to take a copy of the magazine home with him each month, for I am sure there is always a message in it for wife, mother or daughter.

Let our motto for 1914 be—talk for, work for and pray for Safety First.

MRS. A. L. BEEMAN,

Monett, Mo.

In my opinion, one of the ways in which the women can aid in the Safety First movement is by being in the home when the men return from work, seeing to it that everything is neat and clean, preparing good meals, and by keeping their clothes in good shape. Never let the men leave home without reminding them of Safety First.

I always try, in every way possible, to make things comfortable for my son and husband and to impress upon them the need of care in the performance of their daily work.

My husband has been foreman of water service for twenty-five years, for the last ten years with the Frisco.

I think Safety First is just a splendid work. Now dear sisters, you can always depend on me to look after the safety of my brother railroad boys.

MRS. E. C. WHITNEY,

Enid, Okla.

As the wife of a section foreman, I am greatly interested in the Safety First movement. I am glad, indeed, that the time has come when we can be a help to our railroad boys.

I hope the time is not far off when we can see the league fully organized and having regular meetings, for it seems to me we could accomplish so much more that way.

Safety First is surely the slogan of the hour; even the ministers are preaching on the subject.

The Christian minister of this city preached a beautiful sermon upon Safety First recently in which he pointed out that "An ounce of prevention is worth a pound of cure," and how true this is. If we would always consider the safest plan, though it take more time, how many accidents could be prevented.

MRS. ANNA FROST,
Arkansas City, Kans.

Frease's Gang

The section force at Garland, Kans., are the Frisco men shown in the reproduction herewith



At the extreme left in the picture may be seen Foreman N. T. Frease, who has been in the service of the company for the last twenty years.

Author Operator

Roadmaster F. D. Denton and Operator W. B. McEville of Lebanon, Mo., were snapped recently as they were walking up to the station, by Cashier



Wallace Martin, as shown in the accompanying reproduction.

Mr. McEville was the author of the article in the March issue entitled "To All Operators."

D-25-24-23

In the accompanying reproduction may be seen, reading from left to right, Foreman Sidebottom, in charge of section D-25 and his men; Foreman George Lunceford, in charge of sec-



tion D-24 and his men; and Foreman Nathan Prince, in charge of section D-23 and his men.

The picture was taken recently after the men had finished unloading cinders at Bridge 1571.

Along the Line

Central Division

Roy Snyder has resigned his position as secretary to Superintendent Koch of the Central Division to become secretary to General Superintendent J. A. Frates at Springfield, Mo.

B. P. Paine is temporarily transferred to office of Supervisor of Efficiency, H. G. Behmfohr is handling Mr. Paine's work during his absence.

The new passenger station at Rogers, Ark., is now completed.

Foreman Jim Sharon and his extra gang are transferred to Muskogee, Okla., where they will lay new steel for the new passenger and freight station at that point.

Roadmaster's Clerk Spaulding of Fayetteville, Ark., is away on a vacation.

F. H. Berry has resigned his position at Fort Smith, Ark., to take position at Rogers, Ark.

S. P. Haas assumed the duties of general agent at Wichita, Kans., effective March 1.

The whisperings of late concerning C. E. Patrick, chief clerk to master mechanic, have come true. Mr. Patrick departed recently on an extensive honeymoon, which will be spent in the east.

Springfield—New Shops

P. E. McSweeney, air room foreman, spent the month of March going over the line inspecting gauge testers of stationery boilers, also locomotive repairs.

E. B. Schofield, who has been employed at the New Shops, is transferred to the South Side Shops in charge of coach work. J. H. Gimple of the North Side Shops is transferred to the New Shops in charge of the coach work. He will also oversee the coach work at the South Side Shops.

Lester B. Peck, office boy in the machine department, has decided to take up the mechanical end of the work, and has begun serving his time as machinist apprentice.

The flower garden at the New Shops is beginning to come to life and promises to be more beautiful than ever before. About two hundred rose bushes have been set out and are doing nicely, and other plants have been started in the hot beds.

Thirty-five engines were turned out of the New Shops during the month of March, and because so many of these engines were in for heavy repairs, this is considered a good report. It is believed that the engine routing system is responsible for such a good output.

Springfield—North Shops

P. C. Freeman, Chief Clerk, Shop Superintendent.

Sherman Barclay, formerly stenographer to shop superintendent, is transferred to office of superintendent, Eastern Division, as stenographer. J. A. Edmondson, stenographer in general car foreman's office, succeeds Mr. Barclay.

Casper Story, piece work checker, has returned from Hugo, Okla., and says he is well pleased to be back in Springfield.

Cleo Wilkins has taken position as clerk and stenographer in general foreman's office.

H. M. Shular of Memphis, Tenn., is appointed general foreman of the car department succeeding J. H. Gimple, transferred to the New Shops.

A baseball park has been laid out on the grounds at the North Shops and the employees at that point state "we have lined up a winning team that will clean up on any team that cares to line up against them."

Percy Brandon, formerly car clerk at the North Shops, but recently traveling M. C. B. clerk, is appointed foreman of car inspectors at Monett, Mo. S. P. Euslen, M. C. B. clerk in office of general superintendent motive power, succeeds to the position made vacant by Mr. Brandon's promotion.

Otis Crocker, accountant in shop superintendent's office, has purchased a new motor cycle.

Southeastern Division

L. E. Michaels, chief dispatcher, Tupelo Sub-Division, died at Amory, Miss., Saturday evening, March 14.

As a token of their affection and esteem, employes of the Southeastern Division presented J. H. Jackson, former superintendent, with a handsome purse containing several crisp new hundred dollar bills, on his retirement from the service. The presentation speech was made by J. H. Doughty, general agent.

Kansas City

M. C. Whelan, blacksmith foreman, has invented a switch stand, which he says is not only a dandy, but is simple, durable and cheaply made.

James Kiser, machinist, was called to Topeka, Kans., March 25, account of the death of his father.

A baseball club has been organized at this point "To beat the Drury Kids." Uniforms, it is expected, will be ready

about two weeks, when the team will be open for engagements.

Sincere sympathy is extended Foreman Grueninger of the tin shops in the loss of his mother, whose death occurred April 3.

The checking system has been established at this point and is appreciated by all concerned.

Arkansas City

Engineer Frank Rigg and his bride returned to Arkansas City from their honeymoon trip, March 5. Mr. Rigg took charge of the switch engine at this point March 9.

Ozark Division

Extensive improvements are now in course of progress on the Ozark Division in the way of new ties, chat ballast, etc. The work between Turrell and Memphis is progressing rapidly and when completed will make this stretch of track the best and smoothest in the country.

The new dining car service on trains 103 and 104 is proving very popular.

The round house at Thayer, Mo., is rapidly approaching completion.

The selector telephone system was recently installed on the Memphis Sub-Division and is proving a great success.

Mammoth Spring is getting ready for the summer resorters. Hotel Nettleton has been greatly improved and renovated, newly furnished throughout, and is now under new management. This hotel is strictly first-class. A fleet of pleasure boats are to be installed on Spring River near this hotel and everything possible will be done to make the place attractive.

With the approach of the warm weather the Y. M. C. A. swimming pool at Thayer, Mo., is becoming more and more popular, and every evening you will find ten or twenty in the pool.

The marriage of A. J. Adams and Miss Mary Good of Farmersville, Texas, took place at Fort Worth, Texas, April 8. Mr. Adams is the Y. M. C. A. secretary at Thayer. The employes of the Ozark Division wish them a smooth and happy voyage on the matrimonial sea.

Red River Division

The next meeting of the Red River Division Safety Committee is to be held at Sapulpa, Okla.

James F. Robertson was obliged to lay off a few days recently because of illness.

Jack Hutt and family of Sherman, Texas, are contemplating moving to Sapulpa, Okla.

R. E. Blythe was off duty a week recently because of a severe attack of grippe.

Clarence Warren, machinist apprentice, is going to Springfield in the course of a few days to finish his apprenticeship.

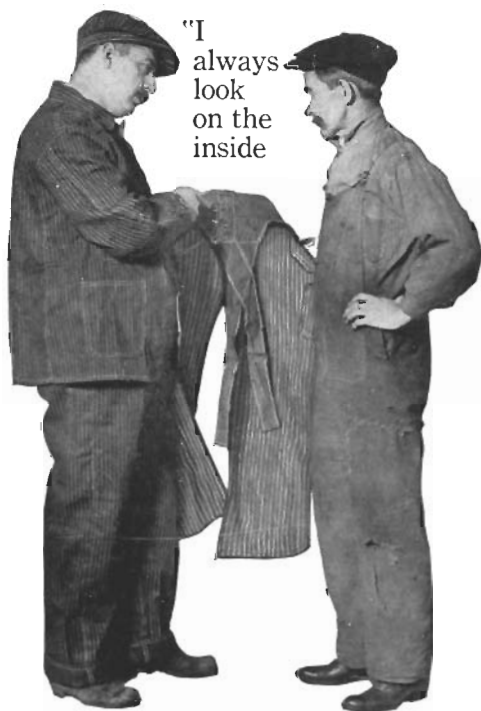
The under dog gets a lot of sympathy, but what he wants is help.

It's the cloth in your overalls that gives the wear.

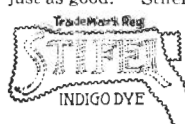
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to see that the cloth is stamped — "STIFEL" then I know that I am getting the best cloth in my overalls. No other cloth is "just as good." Stifel cloth has been on the market over 75 years. Be sure you see the mark on the inside before you buy if you want your garments to wear.



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A Light Fancy

A new departure in the safety first movement is being tried out on the A. & A. Division of the Frisco between Hope, Ark., and Ardmore, Okla., in line with a suggestion made by Machinist W. A. Fitzjohn of Hugo, Okla.

The "Safety First" motto, in lettering about two inches deep, now appears on the headlight glass of all engines on that division. These letters



follow the diameter of the headlight glass near the rim at the top and it is said the lettering will not interfere in any way with the reflection of the light at night.

The accompanying reproduction shows the headlight of engine 2236 equipped with the lettering.

Ceremonies at Wichita

The opening up of the New Union Station at Wichita, Kans., with ceremonies of two days duration, marked an important event in the city's history.

The celebration began with a banquet served in the main waiting room of the station, which was beautifully decorated for the occasion with ferns and potted plants. Covers were laid for six hundred guests.

A number of prominent Kansas men were among the after dinner speakers, as well as representatives of the four railroads which the station serves—the Santa Fe, Rock Island, Orient and Frisco.

After the speeches the concourse was turned into a ball room and the tango, castle walk and the ever popular waltz beguiled the time until the "Wee sma' hours."

On Saturday morning, March 7, the guests were taken for a joy ride through the city and later the ladies were entertained at a luncheon at the Wichita Club.

At three o'clock the station was thrown open to the public for inspection, and a program of speeches and music was rendered in the concourse.

Wichita is proud of her new station. It is an up-to-date building in an up-to-date, pushing city, boasting of a population of 65,000.

Joplin

Mrs. William Demerley, wife of Conductor Demerley, spent a week in Tulsa, Okla., recently, the guest of friends at that point.

Mr. and Mrs. Porter Carrithers, who have been visiting Mrs. Carrithers' parents at Berkley, Calif., returned to Joplin, April 1.

F. W. Davis, city passenger agent is the proud father of a ten pound girl, who made her debut at the Davis home in Fort Scott, April 5. She was christened Mary Elizabeth. Mr. and Mrs. Davis will soon move to Joplin and make their home at that point.

Brakeman Charles Keller has made a trip to Florida where he joined Mrs. Keller, who is spending the winter in the South for the benefit of her health.

Len Mumma, formerly operator at this point, but now serving in the same capacity at Oronogo, is one of our frequent visitors.

Carl H. Hobart, chief clerk to division passenger agent, spent a week recently with his parents at Independence, Mo.

Lee Long, of the freight department, is making an extended tour of the West. He intends to take in points in California, Oregon and Washington.

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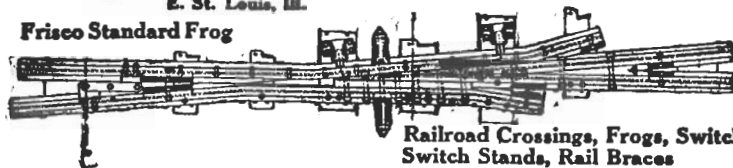
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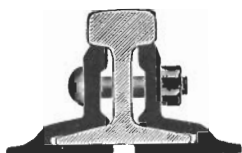
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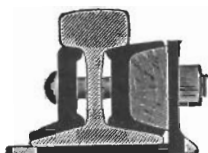


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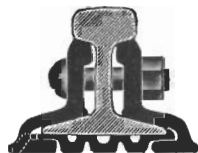
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THE hell to be endured hereafter, of which theology tells, is no worse than the hell which we make for ourselves in this world by habitually fashioning our characteristics in the wrong way. We are spinning our own fates, good or ill, and never to be undone. Every smallest stroke of virtue or vice leaves its never so little scar. The drunken Rip Van Winkle, in Jefferson's play, excuses himself for every fresh dereliction by saying, "I won't count this time." Well, he may not count it, but it is being counted none the less. Down among his nerve-cells and fibres the molecules are counting it and storing it up to be used against him when the next temptation comes.

—*Wm. James.*