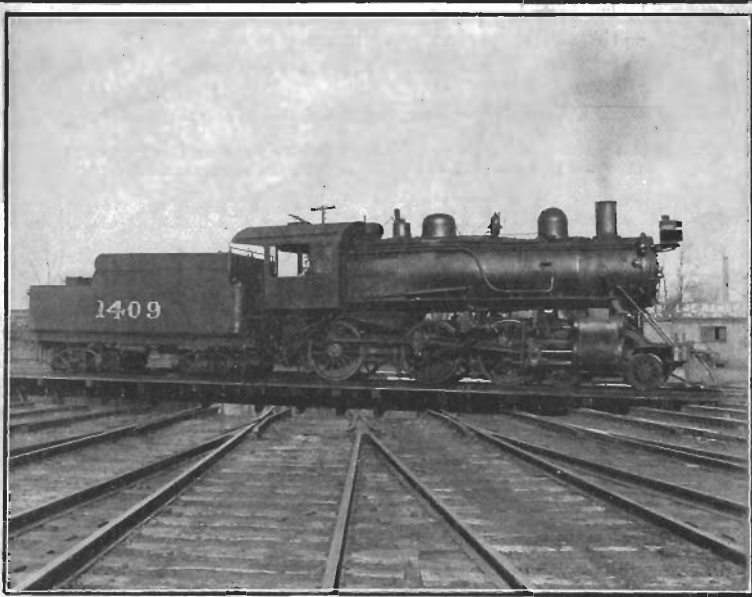


# THE FRISCO-MAN



VOL. V  
No. 3

PUBLISHED MONTHLY  
BY THE FRISCO  
FOR ITS EMPLOYEES

MARCH  
1911

# RAILROAD PAINTS

FOR ALL PURPOSES

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*Manager of Central Department, Preferred Accident Insurance Company of New York.*

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For all classes of service, from our standard designs, or according to specifications of purchasers.

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This Company's business, at its own offices at No. 57 Haymarket, S. W. London; 17 James St., Liverpool; 4 Rue Scribe, "Opera House," Paris; 64-6 Ferdinandstrasse, Hamburg, and 4 Piazza Della Zecca, Genoa, is handled under the advanced American methods of transportation, which, with its shipping correspondence at all the principal cities and ports of the commercial world, enable this Company to give the best and quickest service at the lowest rates.

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Minute  
Numeral  
Dial



Every railroad man should have one of these dials on his watch. Mistake in reading the time impossible. Easy to make a mistake of an even five minutes on the ordinary dial, and such a mistake might mean your life and the lives of others. They are **nobby** as well as **practical**. All figures are upright. **Quick! Safe! Sure!** Sold on Elgin, Waltham, Illinois, Hampden, South Bend, Seth Thomas, Rockford and Hamilton watches. Get one for the watch you now carry from any inspector or jeweler. If he has not got them in stock he can get them from jobbers or direct from any of the above named manufacturers. Designed by H. S. Montgomery, Gen. Watch Inspector, **Sante Fe.**

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HOMOGENEOUS in its Composition;  
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## THIS LANTERN APPEALS TO SWITCHMEN



No. 90 Switchman's Lantern.

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Takes No. 39 standard globe as furnished by the railroad companies. Of the hundreds that we have sold, we have not had a single complaint, nor one returned. When you receive the lantern, if not found satisfactory, return it and we will refund your money, less transportation charges

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Money to accompany order.

Please use post-office or express money order in making remittance

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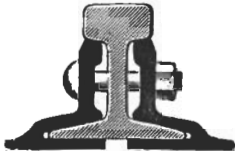
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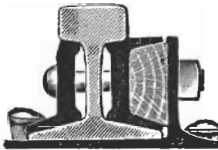
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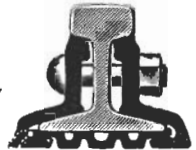
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NEW YORK

# THE MINOR OFFICIAL

Of railroads and other industrial organizations is by far the most misunderstood member of the organization. His action, in enforcing the rules and administering the discipline laid down by the heads of the organization, is frequently the subject of bitter resentment on the part of the rank and file. The minor official is the human buffer between the men higher up and the workmen. In the March issue of

## THE MEDIATOR

A MAGAZINE OF INDUSTRIAL ECONOMY

J. K. Turner analyses the position in which the minor official stands. Mr. Turner proves that the minor official, that much misunderstood person, should carry the viewpoint of the men under him to the managers with the same readiness as he enforces the rules handed down from above. Mr. Turner's article is one of the most important contributions to the industrial literature of the day that has appeared in many a month.

"Co-operation and Efficiency," by Peter O'Hern, comprises the views of a practical railroad trainman on the same topic that Mr. Turner writes of. It is the view of a sane and intelligent railroad workman and rings true every word.

"The Toll of Carelessness," by A. G. Williams, is a keen analysis and a powerful document which points out wherein the organized boilermakers of this country are pursuing disastrous tactics. Did you ever wonder about the causes underlying such boiler explosions as that which occurred recently down in Texas? Read Mr. Williams' remarkable study of boiler explosions. He points out the remedy.

President F. A. Delano, of the Wabash Railroad, contributes an interesting article entitled "Railway Problems and Railway Rates." It is an interesting and instructive discussion of the rate problem from a railroad president's view.

"East and West," by C. B. Bartlett, is a breezy and entertaining narrative based on the conversation of two travelers on the subject of railway rates.

"The Business Agent," by J. B. Orbison, throws valuable light upon the business agents, or walking delegates, of labor unions. He dwells upon the importance of the position, and pleads for better men for the jobs.

"The Great Industrial Leak" is another one of J. K. Turner's clear and convincing industrial documents. He defines lack of co-operation and harmony between employers and employed as the greatest leak any organization can suffer from.

"Habits of Thought," by A. G. Williams, points out the dangers of getting into careless habits of thought. It is a clear, simple and practical statement of an important psychological law.

There are the usual ringing editorials on timely topics, a strong array of Forum articles, and altogether the March issue of **THE MEDIATOR** is the strongest one yet published. Forest Cheney, the poet, contributes several verses, and there is the customary entertaining miscellany. A sample copy free for the asking. Subscription price, One Dollar a year.

## THE MEDIATOR

ROCKEFELLER BUILDING

CLEVELAND, OHIO





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Vol. V, No. 3

SAINT LOUIS, MO.

March, 1911

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## Coal Consumption Care.

### OFFICIALS AND EMPLOYEES:

*All are requested to assist in this matter and are invited to make suggestions.*

The expense for fuel is the largest of any one item in our disbursements, and there are very few of our employes who are not in a position to do something to aid.

Saving one shovelful of coal per mile on each train run on this road means a reduction of \$30,000.00 a month in our expenses.

Certain parties have been delegated to handle, in a systematic manner, records of fuel consumed; also to investigate the manner in which the fuel is disposed of after its receipt by the railroad company, and to take action for reducing the amount necessary to our operation.

A report, correctly showing the amount used by each department or class of service, so that good or bad results may be noted thereon, will be valuable in saving waste and needless use.

An investigation looking to a reduction in the amount necessary to conduct our business in all its branches will, no doubt, point out a way to improvement and satisfactory results.

Yours sincerely,

W. C. NIXON,  
*Vice-President and General Manager.*

## Snapped at Enid.

The photograph herewith reproduced was sent to THE FRISCO-MAN by Engineer Frank Gilley, of Enid, Okla. From



left to right those shown in the picture are, Foreman Leslie, Fireman Kirby, Engineer Frank Gilley, Switchman Moxley and Red Shelton.

## Crew of 447.

While at Wichita, Kan., January 21, 1911, the accompanying picture was snapped by Herron Westbay, of Monett, Mo. To the left is shown Engineer A. Love, and the right Fireman C. B. Verhelst, both of Neodesha, Kan.

Engineer Love has been in the service of the Frisco for about thirty years, and



has been pulling passenger for about twenty-one years.

Fireman Verhelst has been in the service of the Frisco for about nine years.

At the time the photograph was taken the men were in charge of Engine 447, Train 8, Wichita to Neodesha. Engineer Love and Fireman Verhelst run on Trains 309, 8, 7 and 2.

## Hans Mikkelson.

The accompanying sketch of Hans Mikkelson, extra gang foreman, was made by C. A. Hiatt of Saint Clair, Mo.



Mr. Mikkelson ranks among the Frisco's "old timers" in point of service, having been with the road for more than thirty years.

## With the Frisco.

Ed. Bailey, formerly a deputy circuit clerk at Carthage, Mo., is appointed claim agent for the Frisco, with territory extending from Birmingham, Ala., to Springfield, Mo. Mr. Bailey as yet has made no plans to move his family from Carthage to a new location.

## No. 2001.

The picture herewith of Engine 2001 was snapped recently while in front of



the North Side round house, Springfield, Mo., by R. A. Wooldrige of that point.

## “Mallay.”

In reply to question recently asked THE FRISCO-MAN as to whether our new big engines are pronounced “Mallay” or Mallet, will state these engines are the invention of a Frenchman, and according to the usage of the French language final consonants are silent in words of this kind. Therefore, if called after the inventor they should be “Mallay” engines. As an example: “Depo” is spelled depot, but no one would ever think of calling it D-E-P-O-T.

## Frisco Float.



The accompanying snap-shot represents the float in the Labor Day Parade, built by Frisco men at Sapulpa, Okla.,

with engine mounted on float and box car and caboose on trucks.

## Can You Beat It? *on the S.P.?*

On our cover page is reproduced this month photograph of Engine 1409 on turntable at Fort Smith, Ark., and the accompanying shows 1409's crew, Engineer Walter Clark and Fireman E. O. Ellig.

Both engine and crew have a record to be proud of, as this engine since last overhauling, which was in March, 1910, has made 59,824 miles, has never missed her turn, never had a minute's delay nor engine failure, neither has an extra pint



of valve oil or engine oil been issued to this engine other than the regular supply. The grease cellars have not been filled since this engine was overhauled, and the crew have never missed their turn since the engine was put on Arthur Subdivision, May 17, 1910.

No. 1409 worked between Springfield and Fort Smith on the Fort Smith Subdivision directly after coming out of the shop, making her first trip into Fort Smith on train 11, March 13, 1910, afterwards being put on trains 5 and 6. On several occasions this engine would double the mileage between Springfield and Fort Smith, on account of doubling out of Springfield on train 5 after getting in on train 6.

## New Frisco Office Building, Springfield, Mo.

The new office building at Springfield, Mo., is located at the northwest corner of Jefferson avenue and Olive street, and is less than a block from the new Woodruff Building and the Colonial Hotel.

One of the most important features in connection with the building is that the

stairways are constructed of reinforced concrete, and the partitions are either hollow tile or glass.

The frontage on Olive street is 119 feet, and length of the building facing Jefferson avenue is 140 feet. The entrance will be on the Jefferson avenue side of the building, and as the build-



construction is absolutely fire proof, which will reduce to a minimum the chance of loss of records by fire.

The building is constructed four stories high, with provision for a fifth story when found necessary. The walls are constructed of buff pressed brick, which gives to the structure a very pleasing effect and is identically the same material as that used in the new Woodruff Building. The floors and

ing is located back from the street a considerable distance a very pleasing park arrangement, including a number of existing shade trees, can be worked out.

The lot on which the building is located is elevated above the street surface and is of ample size for an extension to be placed on the north end of the building as an ultimate development, should this additional space be found necessary in the future.

The first floor of the new office building is occupied by Mr. Doggrell, car accountant; Mr. Hutchison, general superintendent; Mr. O'Dowd, chief tie and timber inspector, and also the mail room.

The second floor is occupied by Mr. Levy, superintendent of transportation; Mr. Tyler, general superintendent, and the telegraph office.

Mr. Hancock, general superintendent of motive power, is located on the third floor, and in addition to Mr. Sills, district engineer, there will be provided an assembly room, which will be used for time-card meetings and other purposes.

Mr. Price, general baggage agent, is located in the three rooms on the fourth floor, and the balance of this floor has not been assigned at the present time.

## Oxy-Acetylene Gas for Welding.

J. P. MALLEY, General Foreman Boiler Department, Springfield.

The Anderson Manufacturing Company, of Coffeyville, Kan., devoted the week of February 20 to demonstrating to the employes of the North Side shops, Springfield, Mo., what they could do with oxy-acetylene gas for welding and recasting, and showed that it had instruments for handling the gases different from anything ever used in this line of work.

The first showing was the welding of a front flue sheet on Engine 342, which was cracked about six or seven feet, directly in root of the flange, also welding sixteen broken bridges in the same sheet. This was boiler iron.

The next weld was made on an engine front truck frame, wrought iron, which was accomplished in forty-five minutes.

Several injectors, which had been badly cut by the cab resting on them, were next taken up. On these eight to twelve inches had to be filled in, and repairs were made in from twenty to forty minutes. This test was on brass.

The next weld was on a cast-iron header out of Engine 1281, used in connection with the Baldwin Superheater Tubes, which was cracked about six inches long in two places and deemed

impracticable to patch. The weld on this was made at a very nominal cost.

A steam end of an air pump which was cracked was next welded, and after welding this cast-iron cylinder it was subjected to a cold water test without showing any signs of distress.

Then the superheater header or steam pipe was tested to 400 pounds cold water pressure and showed no sign of leakage.

The Anderson devices are made with extensions to reach any point desired for both welding and cutting, with other devices for work that a straight torch can not reach.

While the plant used at the North Side shops was a small one it did not back out from any repairs that were asked to be made, and showed that all repairs could be made at a minimum cost. All plants of the Anderson Company make their own gases as needed.

It might also be added that a weld was made on hand hammer, which was separated through the eye completely. This was welded successfully and needed no filing or dressing, either to the eye or the outside part, after the completion of the weld.

## Shipments Improperly Packed and Marked.

C. F. KIRCHNER, Traveling Agent.

The item of freight loss and damage costs the railroads large sums per annum in money paid out for claims. The economic loss to consignor and consignee is a very large one, inasmuch as damaged shipments cause dissatisfied customers, loss of sales, shutting down of plants, etc. The greatest single source of this loss is due to improper and inadequate packing or marking shipments for transportation.

The interests of all parties in shipping, as well as the railroads handling, are identical. All want, or should want, to obtain the greatest margin of profit. One means of enlarging this margin is by getting shippers to properly mark and use boxes or crating that will carry goods safely. Each package, bundle or piece offered for shipment should be presented to carrier in condition to stand the wear and tear of modern transportation, the shippers bearing in mind the increased size of box cars, fast schedules, the loading of all classes of merchandise together, switching in terminals and the stopping of trains by the application of air, there necessarily being some shifting after loading is completed. This, however, is not the case, as you are all aware the boxing and crating is of the very lightest material that can be obtained in the larger number of shipments. We are receiving daily a large number of household goods claims for settlement, most all on account of damage to chairs, stands, tables, stoves and various other articles which are never crated, and I believe if agents, before receiving same, would suggest to shippers that they be crated or boxed, or whatever the best way of packing to make safe handling, the

large majority of shippers would do so, as the most of them are anxious to have their goods delivered in a first-class condition if they only knew the correct way in which they should be packed.

Within the past few days I saw a shipment of cast-iron stoves, if I remember correctly eight in number, every one of which was in a dilapidated condition. You are all aware how a consignee complains when a shipment of this kind arrives, as it is impossible to repair same unless returned to the factory. The cost of proper crating for these stoves would have been very little, much less, without doubt, than the damage sustained by shippers in future business from this firm, while the manufacturer, the railroad and the consignee would all have saved time, money and annoyance.

Another shipment I can't help but mention was a set of five pieces of mahogany parlor furniture, valued at \$175.00, which arrived with a leg of both settee and chair broken off. Consignee refused the entire set, stating that he did not want patched-up furniture in his new home. While it is true shipment was properly wrapped with paper, excelsior and burlap, still not one article of this set had any sign of crating. We, of course, realized something out of the sale of this shipment, but I understand our loss to be about \$85.00. In talking with this consignee a few days after arrival of this shipment, he informed me that shippers were to blame in not properly crating, and when he purchased balance of furniture for his new home he would look elsewhere.

Any number of such cases could be cited, but I don't believe it necessary, as

hardly a day passes in which some similar case does not come to your attention.

Shippers and consignees blame the carrier in most cases when a shipment reaches destination in a damaged condition. In the beginning, the fundamental rule of carriers in accepting merchandise was the requiring of each package to be plainly marked, showing full name of consignee and destination as well as being properly boxed or crated. From a willingness, no doubt, to oblige patrons, this vital requirement has been somewhat "side tracked," so to speak. I am sorry to say of some of our agents it is not unusual to see boxes, bales, bundles or pieces in transit improperly boxed or very poorly marked, and if shippers would only stop to think, it is more their fault than the carriers if shipments arrive in a damaged condition at destination.

You have all noticed the gradual decline in the strength of packages in which goods are now being shipped. Boxes and sacks are made of thinner

material, paper substituted for wood, crates used instead of boxes and sacks are now being used by some shippers for articles which should be shipped in them. The classification in many cases provides for higher rates when shipments are not properly packed, crated or marked, and I believe if agents would familiarize themselves with these exceptions, assessing the higher rate when provided for, it would have the tendency to quickly bring to shippers' notice. All of us working toward the same end, it will, without doubt, bring a decided improvement.

All agents can do a world of good at their own stations by talking to their patrons, calling their attention to articles improperly marked, boxed or crated, requesting their co-operation in handling with shippers, and I think it would only be a short time until thousands of dollars would be saved by the Frisco in claim payments yearly, the reducing of reports and correspondence, giving our patrons such service that in the end would greatly increase our l. c. l. business.

## In Our New Springfield Offices.



DEMURRAGE BUREAU.

Henry Johnson, Chief Clerk, Springfield, Mo.



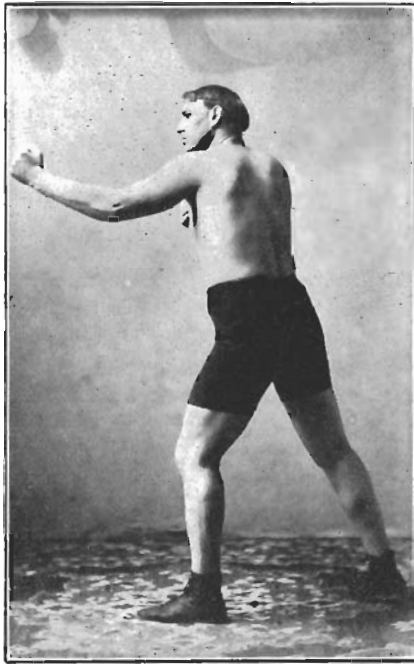
FOREIGN RECORD DEPARTMENT IN OFFICE OF CAR ACCOUNTANT, SPRINGFIELD, MO.

Left to right: Miss Sadie Doran, Miss Jule Cook, Miss Georgiana Green and Miss Edith Cramer.

## A Heavy-Weight.

Through the courtesy of W. F. Stone, formerly dispatcher at Sapulpa, Okla., now manager for Carl Morris, the coming heavy-weight champion, THE FRISCO-MAN is able to present to its readers a short sketch of Mr. Morris' railroad career.

Mr. Morris was employed as fireman on the Southwestern Division by J. R. Scott, who is now road foreman of



engines on the Eastern Division. He served as fireman from December 9, 1904, to August 15, 1907, when he was deemed eligible for promotion by D. Patterson, who was at that time Master Mechanic at Sapulpa. Before coming to the Frisco, Mr. Morris was employed by the M. K. & T.

He was a member of the Fireman Combination Lodge No. 23 at Sapulpa while firing, and when he was promoted

to engineer he enrolled in Division 578 of the B. of L. E., of which organization he is now a member.

## Midland Station.

Photograph of our station at Midland, Ark., is reproduced herewith showing



Agent H. H. Holbrook sitting on the truck.

Midland, Ark., was opened as a station in the spring of 1910 by former Agent W. W. Sims.

## The Liberal Force.

The accompanying is reproduction of our station and force at Liberal, Mo. Those shown in the picture are G. M. Hubbell, agent; Mrs. G. M. Hubbell,



assistant agent, and Master Steven Hubbell, "yard master."

Mr. Hubbell entered the service of the Frisco as day operator at Columbus, Kan., in 1903, and has worked continuously as agent and operator on the Northern Division since that period.



## Firemen's School.

A course in locomotive firing has recently been inaugurated by the Railroad Y. M. C. A., St. Louis, for the purpose of preparing men, through instructions given prior to their student trips, for positions as firemen.

Practical talks will be given on the various phases of firemen's work, and instructions will consist of work bearing directly upon locomotive firing. The following subjects have been outlined: Fuels, perfect and imperfect combustion, building fires, firing of coal, prevention of black smoke, steam gauges, injectors, sight feed, lubricators, locomotive boilers, boiler feeding, foaming and priming, loss due to popping, fuel waste, signals, and standard rules.

It is proposed to have instructions two evenings weekly throughout the year, and the course consists of three months. This permits the men now employed in round houses and other service to prepare for positions as firemen.

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## Afton Water Plant.

At Afton, Okla., there has recently been installed a pump and power unit which is rather unique to railroads in this section of the country. The plant consists of an American Well Works centrifugal pump driven by 30-horse power Remington kerosene oil engine. When engine is running at its average speed of 400 revolutions per minute the pump will deliver 24,000 gallons of water per hour. The quantity of kerosene used—and which is of the poorest and cheapest grade—is one-tenth gallon per horse power per hour, equivalent to one-half cent per thousand gallons for fuel. The total operation, maintenance and investment interest on the plant

makes the cost of water at this station at the low figure of  $2\frac{1}{4}$  cents per thousand gallons delivered into tank.

One of the peculiar features of the oil engine is the combustion of the oil in the cylinder, which is brought about by a heated bulb or pin, and there are no electric sparks, cams, plugs, etc., to get out of order.

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## Courtesy Pays Big Dividends.

My friend, has it ever occurred to you that a little courtesy to those with whom you come in contact will never do you any damage? Don't you think that a civil answer and a smile would pay you better than a frown and a boorish answer? Courtesy is the cheapest thing in the world. Even though you don't happen to agree with the gentleman talking to you, nor want any of his wares, it would be just as easy to tell him so civilly. It will buy you nothing to offend him. Courtesy pays big dividends. It never makes any assessments. It will shove a lot of rough rocks out of your pathway and dull the sting of many a sharp word. It is the stock in trade of all the big men of the land and finds its way in great quantities up to the purple thrones. It will not bow your shoulders with weight nor cause you to miss any trains. It is the soft answer that will turn away wrath and many times will prevent you suffering the humiliation of having your block knocked off. It will keep down a lot of dust in your highway and cause the neighbors to cast their votes for you. Then at the final day the church won't hold the crowd.

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After March 1, 1911, the address of The Rail Joint Company's office in Chicago is Room 215, Railway Exchange Building. Resident representatives are F. A. Poor, S. J. Collins and H. C. Holloway.

## At the Frisco Club.

*At the regular meeting of the Frisco Railroad Club, Mercantile Club, February 16, members were assigned to speak upon various topics of considerable interest to railroad service, and in frequent instances to answer questions regarding same. We herewith print some of the addresses, with that of Col. E. B. Pope, General Western Passenger Agent of the C. & O., who upon the subject, "Railroad Problems of Today," spoke as follows:*

### THE RAILROAD PROBLEMS OF TODAY.

I have no set speech ready to inflict upon you tonight; in fact, I have no speech at all, but I have here a license from the collector of revenue for the city of St. Louis to retail chestnuts, and with that and my diffidence and native modesty, which are my long suits, to aid me, I ought to be able to struggle through the next fifteen or twenty minutes in some sort of a way.

Your president, Mr. Hutchinson, called upon me last evening and told me that Mr. Winchell, the president of your road, was booked for a speech but could not be here, and would I act as a substitute.

I realized at once that this was as near as I ever would come to being president of a railroad, so I grabbed at the honor, and here I am, but I have had no chance to prepare a set speech.

Mind you I do not say I am going to fill Mr. Winchell's place, tonight, I am simply going to talk—you will not know the difference.

If the president of your club, Mr. Hutchinson, were suddenly called to Washington to fill the presidential chair for a day or so, he would be there as quick as steam would take him, and you would find him in Bill Taft's chair, but would he fill it?

Speaking of presidents and railroad presidents, I knew Mr. Winchell well when he was chief clerk in the general passenger agent's office of the old Kansas City, Fort Scott and Memphis road at Kansas City, and he was a good chief clerk, but no one ever thought of him as a railroad president, but he got there all right, and is just as good a president as he was a chief clerk.

In the old days presidents didn't amount to much, they were a sort of tradition like Julius Cæsar and Napoleon Bonaparte—no one ever saw the president, the general manager was the whole works.

And as for the board of directors they were purely ornamental and only existed because the law required them. They never did anything but meet, elect officers and adjourn.

They were like the English House of Lords that Gilbert and Sullivan tell about in the opera where they say:

When Wellington whipped Bonaparte  
As any child can tell  
The House of Lords in that great war  
Did nothing in particular  
And did it very well.

It's different nowadays, the president is a live wire; if you don't believe it go up against him and see.

The railroad men of today, I believe, on the whole are a better lot of men, take them all in all, than you will find in any other line of business that employs great numbers of men. They are quicker, smarter, more self-reliant—in a word out-class the rank and file of any other business, not even excepting the press. Why is this? What gets them in the business and why do they stick to it? A certain amount of freedom, travel, see the country. They work for a corporation, not an individual. They may be boss themselves next year or the year after. So one man is as good as any other man, and as the Irishman said, "A dorn sight better."

The railroad has a fascination for almost everybody, it is something of the same sort that keeps an actor in the theatrical business year after year, and sends him out on the road with a company that goes broke and he has to walk home. That sends the circus man on his animal tour to work like a dog all day in the sunshine or rain and ride all night to the next stand.

That sends the prospector out to tramp the mountain for the vein of ore that he seldom discovers. That makes the soldier endure the monotony of barracks life in the hope that there will be a war and he will be in it.

That sends the sailor out on the broad ocean to eat food that a dog would refuse, and submit to treatment that would prompt him to murder ashore, solely that he may enjoy the romance of the sea and visit foreign lands.

So that railroad business once it has its clutches on a man holds like a vice,

To be successful today the railroad man must be a master workman in his particular line, poor service will not fill the bill. He must do better work than the "ham operator" did who handed his superintendent, when he arrived on an inspection trip, a message which read, "Come home at once your wife has had a child." The superintendent hurried home only to find that it was a child that his wife had, and that the bum operator had added two dots to the last "I" in child and made a child out of it. You can see that operator's finish.

You must give good efficient service to your company if you want to last, and you must put brains into that service.

I am not a believer in the blind obedience "Carry the message to Garcia" theory. I have seen it tried and it did not work out right.

You may do your level best and do better work than your workmate who will outstrip you in the pace for success. It always has been so; it will always be so.

Nevertheless try, try and try again, but if you can not get what you want, then be satisfied with what you can get and don't be grouchy and kick. Remember that the good book says contentment is better than riches.

You may do your best and yet be found fault with. In such a case you had better keep quiet and say nothing, as the little boy did.

#### NOW AS TO THE FUTURE.

The past fifty years have been wonderful ones in the field of invention; they have given us:

- The steam railroad.
- The perfect printing press.
- The cotton gin.
- The threshing machine and other agricultural implements.
- The sewing machine.
- The telephone.
- The modern cook stove.
- The modern heating and ventilating systems.
- The electric light and illuminating gas.
- The passenger elevator.
- The grain elevator.
- The battle ship.
- Breech loading firearms.
- The telegraph.
- The sleeping and dining cars.
- The submarine cable.
- Numberless discoveries in medicine, surgery, chemistry and other sciences and arts.
- The wireless telegraph.

The airship and aeroplane.  
The talking machine and thousands of others.

Now, what of the future? I believe we are only on the threshold of the room of wonders. Others believe that we have about exhausted our material or need for inventions. As for me I am ready to believe anything of the future and would hesitate before I said anything was impossible.

If a man wants to bet you he can swallow a horse, don't bet him, he will do it sure. I believe the railroad systems of this country are about to undergo a wonderful change, and I also believe the country itself is going to do likewise. I believe that inside of the next forty or fifty years the United States flag will fly over every foot of North America from Cape Nome to Halifax and from the Panama Canal to the Arctic Circle.

I believe the navigable streams will all be deepened and crowded with freight and passenger vessels. I believe the standard gauge of all freight railroads will be eight or ten feet, and that passengers will be carried on specially constructed passenger roads. That the United States will build, own and operate three broad-gauge railroads reaching from the Poles to the Isthmus of Panama, and an equal number from the Atlantic to the Pacific.

These roads will be ostensibly built for strategic purposes to move troops and their equipment in case of war, but they will be wonderful rate regulators, as will the water transportation lines.

The light, swift passenger carrier of some sort will send the present cumbersome limited steel passenger train to the junk heap. The long running freight train of 500 to 1,000 cars—great big traveling warehouses—will take the place of your present freight train of nineteen or twenty cars, and run from ocean to ocean at a fifteen to eighteen mile an hour speed without a stop from start to finish, and the same crew will go all the way through, as it does on a steamship. There will only be two of these trains daily, one each way, leaving the tracks clear for other business the balance of the time.

The telephone will put the telegraph out of business.

The dictaphone will abolish the stenographer in spite of her blandishments.

Many other wonderful things will happen that probably only the younger men amongst you will live to see, but they are as sure to come as the sun is to rise tomorrow morning.

In conclusion, let me hope that you will not pass the same verdict upon this effort that

the Scotch beadle did upon the dominie's sermon:

- 1st. You read it.
- 2d. You read it well.
- 3d. It was not worth the reading.

### THROUGH PACKAGE CARS.

C. S. BATHER,

Chief Clerk Freight Traffic Manager.

The subject which has been assigned to me, that of "Through Package Cars," is one of such magnitude that I will not attempt to cover it in detail in the time and space allotted to me. My remarks will therefore be confined to the subject in a general way with a few examples by way of illustration.

A through package car is one containing merchandise or less than carload freight, which is offered for shipment at a given point moving through to another given point without transferring its contents en route. For example, we will take the service established by the Frisco and the H. & T. C. from St. Louis to Houston, Texas. This through package car contains less than carload freight from St. Louis proper, also that received from connecting lines at St. Louis destined to Houston proper and points beyond moving in through trains arriving at Houston the fourth day after leaving St. Louis. The shipments for Houston proper are ready for delivery and that portion of the contents of the car for points beyond, such as points on Frisco South Texas lines, is transferred and forwarded on the day of arrival.

The service is established to expedite the movement of less than carload freight from large shipping centers such as St. Louis and Kansas City to destinations or transfer points when the tonnage offered regularly is sufficient to justify the special service. The objects being to secure the uniform prompt movement and delivery of the freight at destination or to connecting lines at junction or transfer points and to reduce the handling of the freight to a minimum.

The advantages of this service to the shipper as well as to the carrier can readily be seen, for if each separate consignment was loaded indiscriminately into any car moving in the direction of the destination, it would be necessary to transfer the freight into other cars at various points en route, resulting in much delay, increased labor expense and enhancing the possibility of loss and damage due to excessive handling; for example, if a shipment weighing one hundred pounds from St. Louis for Sherman, Texas, was loaded into a car containing other freight for Springfield,

Mo., it would be necessary to transfer the Sherman shipment at Springfield, and if loaded into a car at the latter point which contained freight for Vinita, Okla., it would again be necessary to transfer the shipment at the latter point and so on until it reached its destination, for the reason that it would not be possible to handle a car from Springfield to Sherman containing but one hundred pounds of freight. By the through package car method this shipment is moved from St. Louis to Sherman in the same car in which it is loaded at the former point.

To expedite the movement of less than carload freight to local points, package car service is established to points of transfer or which could be designated points of concentration from which the freight is handled in local trains to destination. As an illustration merchandise from St. Louis, Mo., or Kansas City, Mo., to stations between Purdy, Mo., and Rogers, Ark., are loaded into cars which move through to and break bulk at Monett, Mo., at which point the shipments are transferred into other cars, loaded in station order and moved in local or peddler trains, the freight for points north of Rogers being unloaded by the train crew and the car set out of the train at Rogers.

These through package cars are moved on schedule and are given preference in the make-up of trains, and being considered the highest class of freight are handled in "red ball" or fast freight trains.

Much more could be said regarding this modern method of handling package freight, but as there are other questions to be answered I will close my discourse by saying that each of us should consider ourselves salesmen of the commodity which our great company has for sale, that is transportation, and in these days of keen competition the greatest inducement we have to offer the shipper to favor our line is our unsurpassed through package car service.

### FRISCO SUPPOSE.

R. S. HOXIE,

Assistant Auditor Freight Accounts.

In beginning, I want to state to all of you that we should try to educate the young men in charge of railroad affairs that there is no such word as "SUPPOSE;" that they must KNOW and not "suppose" anything.

A story is told that sometime ago on one of our western lines the private car of a general officer of the road was attached to the rear end of one of the passenger trains on that line. The train took a siding to let

a fast mail train pass. When the train pulled into the siding, the passing track was not clear, but it was pulled in far enough so as the switch could be thrown. The operator seated in the bay-window saw the switch turned and that the light showed white; he released the block for the fast mail train one siding east before the conductor reported the train in the clear. The brakeman on the passenger train (to which was attached the private car) failed to go back to protect his train. Only one man on the train knew that the train was not safe and that was the general officer whose car was attached to the train. What did he do? He ordered the brakeman back to protect the train; he ordered him to go as fast as he could, and the brakeman succeeded in stopping the fast mail. What was the result of the investigation?

The operator in the bay-window "supposed" the train was in the clear, as the switch light showed white; the brakeman "supposed" the train was protected by the first siding east; the conductor "supposed" that the brakeman was doing his duty, and the operator would not release the block until the passenger train was in the clear. The fact that there was one man on the train (and that a general officer) who knew that there was danger, was the only thing that saved a wreck.

The question is asked, "Is the operating department the only department that *supposes* things; is that the only department in which we find men who use the term "Suppose so?" Our records show that it is not so.

The agent who receives freight and *supposes* that the billing station has billed the amount correctly is the agent who has trouble in clearing his undercharges, which have been assessed by the accounting department, and, oftentimes, antagonizes the patrons of the road in trying to make the collections. The agent who delivers shipper's order shipments, without taking up the bill of lading, on statement sometimes supported by evidence from the consignee that he has paid for same oftentimes causes trouble.

Recently the agent at B received a shipment of valuable machinery consigned to C, billed shipper's order notify. C, the consignee, showed our agent a receipt for payment of the shipment, and our agent made delivery without taking up the bill of lading. (Claim was filed for the value of the shipment, supported by the original bill of lading.

Investigation showed that the consignee paid the brokers for the machine, who failed

to pay the original shippers; in this case, as in many others, the middle man, or broker, is out of business when the claim is ready for adjustment. The agent *supposed* in this case that he was doing right without knowing that he was, or securing authority for his action.

The ticket agent who routes his passengers incorrectly, *supposing* that the rates will apply via various routes, has his accounts charged with the additional amounts necessary to protect the rate account of erroneous routing.

The traffic representative who quotes rates, *supposing* that they will apply via various routes without knowing it to be a fact, causes serious trouble in the final adjustment.

Recently, a traffic representative of one of our connections solicited and secured a shipment of twenty-five cars for a point on our line and, wishing to befriend an intermediate carrier, had the shipments routed via that line, *supposing* inasmuch as both points were highly competitive that the rates would apply via all lines. The result was, the initial line was responsible for undercharges exceeding \$800 on the shipments in question.

The general office man who *supposes* things and does not know is just as much responsible as the man on the line or the traffic man.

In all departments of work we find men not only using the word "SUPPOSE," but acting on it; and one of the most difficult propositions that we are up against today is to educate the young men to the fact that if they do not *know*, it is not a crime, but never to "*suppose*" anything. Sometimes when we are crowded almost beyond endurance, we find, in many cases, that the extra work is due to "SUPPOSING" or incorrect information furnished by incompetent men.

What is the remedy? It has been suggested if every division officer, as well as every general officer, when he receives a letter or wire where the writer directly or indirectly "*supposes*" anything, would call his attention to that fact, we would have men in all branches of railroad service educated that the word "SUPPOSE" is obsolete.

There is no place in the world for men who do not know what they are doing. A dispatcher who operates trains must know his track is clear; the engineer must know his orders are right; the conductor must know that all trains have passed the junction point before he leaves the station; the operator or signal man must know the block is clear before he releases the block; the brakeman must know his train is protected, and the only

way to know it is to go back far enough to see that it is protected, for the man operating the block may "suppose" it is clear when it is not.

In all departments we must educate men to *know* what they are doing, not only for their own good, but for the good of the company; and not only that the public will

soon learn that the Frisco Railroad is being operated by men who *know* and not men who *suppose*, and as such a railroad will receive its rewards by the increase in passenger and freight revenue: for, today, service counts and the railroad that gives the best service is the railroad that will be most popular and secure the largest share of the business.

## Station Agent Changes.

J. F. Mitchell succeeds L. M. Duncan as agent at Crestline, Kan., effective February 28.

W. W. Wing succeeds E. B. Moberly as permanent agent at Parma, Mo., effective February 27.

E. W. Summers succeeds W. H. Poggemeier as agent at Boynton, Ark., effective February 27.

W. L. Moffitt succeeds Mrs. J. A. Moffitt as agent at Turner, Mo., effective February 27.

C. C. Caldwell succeeds J. N. Cobb as permanent agent at Fort Sill, Okla., effective February 27.

C. G. Johnson succeeds W. H. Roach as permanent agent at Knobview, Mo., effective February 27.

William Howell succeeds C. C. Pine as agent at Oseuma, Okla., effective February 25.

A. D. Mills succeeds P. E. Doherty as permanent agent at Catoosa, Okla., effective February 24.

C. E. Tracey is appointed permanent agent at Idabell, Okla., effective February 23.

Joseph Henson succeeds R. B. Partlow as permanent agent at Prairie Grove, Ark., effective February 23.

L. G. Denney succeeds S. C. Wagney as permanent agent at Red Fork, Okla., effective February 22.

Leroy Byrd succeeds L. G. Denney as agent at Bushyhead, Okla., effective February 21.

A. S. Lang succeeds R. S. Gruner as agent at Winfield, Ala., effective February 20.

G. H. Turner succeeds G. P. Blowmeyer as temporary agent at Zalma, Mo., effective February 20.

G. C. Roop succeeds A. D. Mills as temporary agent at Conway, Mo., effective February 20.

J. J. Frederick is appointed permanent agent at Taskee, Mo., opened as a ticket office, effective February 17.

S. W. Metcalf succeeds Hy. Moore as permanent agent at Blue, Okla., effective February 17.

A. B. Clark succeeds E. A. McGregor as permanent agent at Old Orchard, Mo., effective February 17.

Jno. E. Fulton succeeds S. W. Metcalf as permanent agent at Arden, Ark., effective February 16.

G. E. Butts succeeds G. H. Turner as permanent agent at Harviell, Mo., effective February 16.

J. L. Fry succeeds G. C. Roop as permanent agent at Webster Groves, Mo., effective February 16.

O. E. Rafferty is appointed agent at Opolis, Kan., effective February 15.

E. E. Shipley succeeds Charles Smith as agent at Quapaw, Okla., effective February 14.

O. H. Collins succeeds W. R. Webb as agent at Norge, Okla., effective February 14.

Charles Smith succeeds J. L. Greenup as permanent agent at Iautha, Mo., effective February 14.

R. L. Zike succeeds J. E. Gilmore as temporary agent at Mansfield, Ark., effective February 14.

T. W. McBride succeeds G. W. Smith as permanent agent at Quincy, Miss., effective February 13.

J. K. Anderson is appointed agent at Ke-noma, Mo., effective February 9.

W. S. Butler succeeds C. V. High as agent at Edward, Kan., effective February 9.

J. N. Cobb succeeds L. E. Hales as permanent agent at Fort Sill, Okla., effective February 8.

J. A. Nelson succeeds R. M. Harrison as permanent agent at Warwick, Okla., effective February 8.

J. H. Atkinson succeeds G. R. Pamplin as agent at Northview, Mo., effective February 8.

O. O. Stires succeeds G. P. Smart as permanent agent at Frisbee, Mo., effective February 8.

J. N. Kennedy succeeds S. M. Keller as agent at Roby, Okla., effective February 8.

Miss Kathleene Deneefe succeeds P. G. King as agent at Dacoma, Okla., effective February 8.

L. B. Hopkins succeeds B. T. Richardson as temporary agent at Koshkonong, Mo., effective February 8.

G. E. Johnson succeeds M. L. Collins as permanent agent at Wheatland, Okla., effective February 8.

C. R. Rodgers succeeds G. C. Miller as permanent agent at McBride, Mo., effective February 7.

Layton Seymore is appointed permanent agent at LePanto, Ark., opened as a freight and ticket office, effective February 7.

G. O. Beasley is appointed permanent agent at Pochontas, Ala., effective February 6.

H. Stephens succeeds C. A. Matthews as agent at Wichita, Kan., Union Stock Yards, effective February 5.

J. M. Crawford succeeds A. Frech as permanent agent at Stanton, Mo., effective February 6.

W. Youkey succeeds J. E. Gilmartin as temporary agent at Sherwin, Kan., effective February 6.

C. W. Miller succeeds W. E. Lohr as agent at Webb City, Mo., effective February 4.

## Local Freight Office Force—Oklahoma City.



*Left to right:* C. E. Burke, chief inspector; G. L. Turner, yard clerk; W. K. Dudley, cotton clerk; Miss Jessie Mills, abstract clerk; R. J. Mills, 740 clerk; R. Cannedy, register clerk; J. V. Scott, accountant; J. L. Love, cashier; G. P. Finley, expense clerk; L. A. Schooler, operator; R. C. Mills, agent; Miss Myrtle Dunn, stenographer; A. Young, car clerk; G. W. Cooper, O. S. & D. clerk; G. W. Murtef, assistant cashier; E. A. Parkins, chief clerk; C. B. Hughes, claim clerk.

## Minute Numeral Dial.

See elsewhere in this issue an illustration of the new Minute Numeral Railroad Dial. The designer of this important invention contends that large black hour figures on a watch dial tend to obstruct the quick view of the minutes. The hour could readily be read by the relative position of the hour-hand if there were no hour figures on a dial.

On the new "Safety Numerical Dial" the minute-hand points direct to the minute or minutes, presented in figures, insuring correct reading. This dial is the standard of the Santa Fe, and it is argued, with evident good reasons, that it should be the standard on every railroad for the safety and protection it affords.

## Traffic Meeting.

About fifty traffic officials of the Frisco met at Springfield, Mo., March 3 and 4, for the purpose of discussing with superior officers and with one another railway matters of interest to that department.

The meeting was presided over by Vice-President W. B. Biddle, in charge of traffic, and was devoted to the internal workings of the traffic department, special attention being given to the handling of various kinds of freight, with regard to tracing, etc. Freight Traffic Manager J. A. Middleton assisted Vice-President Biddle in leading the discussion of the subjects handled.

A number of social diversions were planned by the members of the Springfield Club for the entertainment of the railroad officials, including an automobile ride over the city.

The following attended the meeting:

W. B. Biddle, vice-president in charge of traffic, St. Louis; J. A. Middleton, freight traffic manager, St. Louis; E. D. Levy, superintendent of transportation; E. K. Voorhees, general freight agent, St. Louis; W. C. Connor, Jr., traffic manager of Texas lines, Houston, Tex.; W. C. Preston, general freight agent of the Texas lines, Fort Worth, Tex.; F. C. Reilly, general freight agent of the C. & E. I., Chicago; E. T. Wilcox, assistant general freight agent, Memphis; F. C. Dunbeck, assistant general freight agent, Kansas City; Charles Hall, assistant general freight agent, St. Louis; O. M. Conley, assistant general freight agent, St. Louis; B. W. Redfearn, general perishable freight agent, St. Louis; D. L. Ewing, general agent, Pittsburg, Pa.; C. S. Hall, commercial agent, Cincinnati; J. M. Kirk, commercial agent, Louisville, Ky.; W. T. McNamara, commercial agent, Detroit, Mich.; R. E. Buchanan, commercial agent, Chattanooga, Tenn.; C. A. Forrest, commercial agent, Atlanta, Ga.; D. F. McDonough, division freight agent, Birmingham, Ala.; J. H. Doughty, commercial agent, Memphis; A. H. Stevens, general agent, Denver; J. W. Gantz, general agent, St. Louis; E. S. Stephens, general agent, Chicago; E. F. Edgecomb, commercial agent, Kansas City; E. C. Hogg, division freight agent, Joplin; Roy

Robinson, division freight agent, Wichita; H. C. Conley, division freight agent, Oklahoma City; C. E. Wynne, Jr., division freight agent, Fort Worth; W. B. Wells, commercial agent, Dallas; H. C. Franks, commercial agent, San Antonio; J. W. Kelly, general agent, Milwaukee; D. H. Hillman, general southeastern agent, Nashville; Ches. L. Rogers, general agent, Nashville; I. Benson, commercial agent, Indianapolis; G. H. Kummer, commercial agent, Salem, Ill.; W. C. Smith, general agent, Springfield; E. Gingenbach, assistant to Mr. Biddle; C. S. Bathers, assistant to Mr. Middleton; C. E. Whitelam, chief clerk to E. D. Levy, and C. H. Miller, chief clerk of merchandise bureau.

## Death of Veteran.

It is with deep regret THE FRISCO-MAN chronicles the death of Charles A. Cramer, one of our veteran engineers in point of service.

Mr. Cramer was born in Cincinnati, Ohio, May 10, 1854. He came to Springfield in September,

1890, and entered the service of the Frisco as locomotive fireman, in which position he remained for eight years. He was promoted to engineer in 1898, and ran the switch engine in the North Side yards until October, 1908, when, because of ill health, he was compelled to resign.

He continued in ill health until the time of his death, February 22, 1911, the immediate cause of which was rheumatism and heart trouble.

Mr. Cramer is survived by a wife, two sons and a daughter, the daughter and one son being in the employ of the Frisco at Springfield.

Mr. Cramer had many friends in Springfield among the railroad men, as well as many who had runs into Springfield from points on the line, who extend deepest sympathy to members of the family.





## Watch Insurance Plan.

Many are the times when on your run you have met another train on a close time order, and you were glad and thankful to have a watch you could depend upon.

Railroad watch inspection is responsible for the present high standard of railroad watches—it has been the governor that has made high speed and close running schedules possible.

While it has done these things and increased your safety, it has unfortunately compelled you to carry a watch of a higher grade than you might otherwise carry, and when improvements in watches have come you have had to secure one of the improved watches.

The South Bend Watch Company, manufacturers of the Studebaker Railroad Watch, have taken it upon themselves to lighten this burden for the men who must have standard watches at this time or in the future by insuring the Studebaker against any changes in time service specifications for a period of five years.

In the event any changes do take place they agree by a written certificate, which accompanies every Studebaker sold to a railroad man, to supply a watch without further

charge, which will meet requirements in exchange for the Studebaker you are at the time carrying, and which is covered by the certificate you hold. To illustrate: If you carry a Studebaker watch and hold a watch insurance certificate upon it, and should go to work for another railroad where a different grade of watch is required than upon the road where you are now employed, the South Bend Watch Company would exchange watches with you, supplying a watch to meet the requirements of the railroad on which you are employed without charge.

This step taken by the South Bend Watch Company is a radical departure from the customary conditions under which railroad watches have been sold, and you will do well to carefully read their advertisement which appears in this issue.

The Studebaker is accepted in service by all chief time inspectors, and is a thoroughly reliable timepiece in every respect.

We believe it is to the interest of every railroad man who is or will likely be required to carry a standard timepiece, to look into this watch insurance plan and give it his careful consideration.

## The Hewitt Supply Co.

C. M. HEWITT, President

### HEWITT BABBITT METALS

### Standard Metallic Packing Rings

### RUBBER GOODS

### CHICAGO GRAIN DOORS

303 Railway Exchange - Chicago

## Coleman Resigns.

W. L. Coleman, division freight agent, Tulsa, Okla., has resigned, his resignation becoming effective at once.

It is Mr. Coleman's intention to move to Salina, Kan., where it is believed he will enter the hotel business.

Mr. Coleman has been connected with the Frisco at Tulsa for about two years, and outside of railroad circles was well known in that city.

## Livingston Coal

Is mined at Livingston, Illinois, on the  
**FRISCO, C. & E. I.**

Largest commercial mine in Illinois, having loaded 102 cars in 8 hours.

Insist on getting Livingston coal from your dealer  
so the Frisco, C. & E. I., will get the revenue.

## RUTLEDGE & TAYLOR COAL COMPANY

ST. LOUIS, MO.

CHICAGO, ILL.



## Along the Line

Notes of improvements, personal mention of employes and all items of general interest will be gladly received for this department. You should see that your town is represented every month.

### Springfield.

Alex Arni, South Side machinist, has been ill for several days with a grippie.

John Mills, veteran sweeper at the South Side shops, was unable to report for duty for several days, because of illness.

Tony Urban, clerk in the general store room, has been wearing the smile that won't come off for some time. Can it be true?

W. L. Cox, foreman in charge of the store department's stock at Fort Smith, paid the Springfield department a visit about the middle of February.

John Wilson, who was employed at the South Side shops as machinist helper some time ago, was in shaking hands with old friends recently.

Harry M. Rhoades, of the mill department, South Side shops, met with an accident February 16. He was sent to the employes' hospital for treatment.

Henry Baker, machinist and foreman of the rod gang at the South Side shops, was called to his home at Freeport, Ill., by the serious illness of his father.

A twelve-pound boy was born to Mr. and Mrs. L. D. James February 2, but only lived a few hours. Mr. James is a boilermaker at the South Side shops.

Edward J. Ruscha, clerk in the general store room, is visiting in New Orleans. Some greater attraction than Mardi Gras has lured him to the sunny southland.

Frank Sherer, supply car clerk, had bad luck at Jonesboro recently. The trailer which accompanies his car caught fire and the car and contents were almost totally destroyed.

Emmet Skelton, boilermaker at the South Side shops, was slightly injured on February 14. While at work on some flues he was struck with an iron bar just under the left eye.

Emmil Widmer, employed at the South Side stationary engine and boiler house, who has

been ill at the employes' hospital since January 12 with an attack of pneumonia, returned to work February 8.

Thomas Ruff, a South Side shop machinist, sent a box of cigars to the boys Saturday evening, February 11. He is feeling highly elated over the arrival of an eight-pound machinist helper, born February 10.

William Boxx, drill press operator at the South Side shops, who has been ill with pneumonia for some time, was in the shop shaking hands with the boys February 3. He was able to return to work February 25.

Samuel Hessinger, a machinist helper at the South Side Frisco shops, received a slight scalp wound February 4, which caused his absence from duty for several days. However, he was able to return to work February 17.

We are glad to announce to the readers of THE FRISCO-MAN that James Bissett, master mechanic of the South Side shops, is again able to take up work after an illness extending over several months. He is gradually gaining his strength and is looking better and stronger every day.

The usual routine of life around the general store room and shops was broken a few days ago by a blaze in the roof of the blacksmith shop. As the result of the work done by the volunteer fire brigade with the aid of one of the big chemical engines always kept ready in the general store room, little damage resulted.

Earnest Search, a South Side Frisco machinist, who for the last week has been confined to his home because of illness, suffered a complete breakdown and was taken to a sanitarium on January 25. He is suffering of nervous prostration, and his many friends are sorry to learn of his condition. Mr. Search has been employed at the South Side shops for about six years.

John Clark, boilermaker at the new shops, is now training for the prize ring under Joe

## OUR NEW BOOKLET

on **Garland Car Ventilation** exceeds anything this space would permit us to say of it. Extremely valuable to you. *Write for one.*

### BURTON W. MUDGE & COMPANY

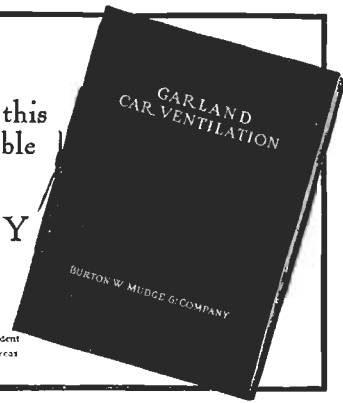
*Railroad Supplies*

1023. MICHIGAN AND ADAMS

CHICAGO

BURTON W. MUDGE, President  
HERBERT GREEN, Vice President

THOMAS H. GARLAND, Vice President  
ROBERT D. SINCLAIR, Secy-Treas



Homer, the well-known foot racer. Mr. Clark is just 23 years old, weighs 230 pounds and is six feet one inch tall. He measures forty-eight inches around the chest, and is said to have a 75-inch reach. He expects to challenge Joe Cox soon, who is training at Monett, later expects to meet Carl Morris, and then?

### Enid.

Engine 3610 has been placed in yard service at Enid.

Engines 3607, 99 and 102 are in the Enid shops for repairs.

John M. Henry has taken position as assistant storekeeper at Enid.

Engineer Frank Riggs is taking a pleasure trip to Jacksonville, Florida.

Car Foreman E. K. Stokes visited Monett on company business February 12.

Engineer Payne, who has been off for the past thirty days, has returned to work.

The pile driver is busy on the South Canadian River bridge, Western Division.

Mrs. Tillie Fuson, wife of Timekeeper E. J. Fuson, is visiting relatives at Helena, Okla.

Engineer M. S. Cartright and wife are visiting Mrs. Cartright's mother at Joplin, Mo.

Engines 430 and 2654 are being used in passenger service on Nos. 609 and 10, out of Enid.

The Enid storeroom has been greatly improved by the addition of some new counter shelves.

Fireman C. E. Walterscheid has been laid up for the past three weeks because of an injury to his arm.

The pile driver on the A. V. & W. Junction has been pulled off and engine 2672 brought to Enid for repairs.

Mrs. F. A. Bell, wife of Engineer Bell, who has undergone an operation at the Enid hospital, is able to be home again.

J. B. Price, night foreman, who has been off for about two weeks because of illness in his family, has returned to work.

The Clinton-Bessie switch has been pulled off and Engine 2669, which was on this run, has been returned to Enid for repairs.

Engine 65 has recently received an overhauling at the Enid shops, and is assigned to Engineer Lambert on Nos. 611 and 612.

M. E. Hallibaugh, car repairer helper, who was injured at Enid several weeks ago and sent to the St. Louis hospital, is said to be getting along nicely.

Engines 27, 108, 3605, 2672 and 332 are billed for the Springfield shops. Engines 305, 328, 430 and 301 have been received from Springfield shops.

Engineer M. S. Porter and wife took in the aeroplane flights at Oklahoma City recently. Mr. Porter states he would not mind running one of the machines himself.

### Afton.

The marriage of W. A. Walton, agent at Afton, Okla., and Miss Amy Langston, took place at Vinita, Okla., Thursday evening, February 2.

The young couple took the night train to Afton immediately after the ceremony, and for the present will make their home at the Palmer Hotel.

## Beaumont.

Willard Wasson has accepted position as helper at the depot.

William Riddle, who has been on the sick list, is much improved.

Master Mechanic Burns, of Monett, was in Beaumont, February 11.

William Hutton, car foreman, is keeping the bad orders down to normal.

J. G. Axtell is able to be out and around again after a severe case of measles.

Charles Weatherbee, pumper, has invented a new kind of boring machine, which works O. K.

D. R. Drake, boiler maker, was seen out duck hunting during the damp days of February.

Bridge Foreman Sersey was here with his men about the middle of February repairing the coal chutes.

Willie Hutton, Jr., car repairer, has had a tier of oak steps erected on the north side of the Frisco track.

Engine 150 is now on water train between Fall River and Augusta. She ties up at Beaumont and Wichita.

H. E. Rowe, handy man, has moved from his box car to one of George McClurg's fine residences on Main street.

W. J. Hutton, hostler, takes an active part in the song service at his church. It is believed he is trying to make a hit.

Jerry Simpson, brakeman on 607 and 608, has resigned. He will be seen next summer driving mules up and down corn rows.

Leo Schooler, coach cleaner, made a business trip recently, way out east of here. It is believed he traveled as far as Severy.

H. L. Richardson called the base ball fans together on the evening of February 20, regarding the organization of a base ball nine.

I. W. Scudder, engineer on local between Beaumont and Blackwell, traded his old standby, engine 435, for engine 325. Uncle Ike says the mogul for him.

W. F. Boone, engineer between Beaumont and Blackwell, has traded his old pride, engine 434, for 324, though he says he believes he got beat some by the deal.

Clarence Woodward, hostler helper, is again able to report for duty, after being off for some time suffering with a burnt foot, caused by dropping a java pot at home.

E. W. Harvey, of Hugo, formerly foreman at Beaumont, made a business trip to this point the latter part of January. Mrs. Harvey accompanied Mr. Harvey on the trip home.

Jesse Arnold, round house laborer, has been off duty for about four weeks suffering of lung fever. He is much improved at present, and it is hoped he will soon be able to be with us again.

L. E. Smith, recently coach cleaner at this point, and our old base ball pitcher, has signed up a contract for a try-out with Wichita for March 14. We are all wishing our old fan success.

William Kinkaid, our old hotel man, has recently purchased the Summit Hotel at this place. He is remodeling the entire building, and it is expected that he will be ready for business about February 25. The boys will all be glad to learn of Mr. Kinkaid's return, as they always knew where to go to get something good to eat when he was here before.

FOR STEEL CAR REPAIRS USE HAUCK PORTABLE OIL BURNERS.  
GACO "SELF-CLOSING" GAUGE COCKS ARE GROUND IN UNDER PRESSURE.  
DAUM "REFILLABLE" CARTRIDGE FUSE SHELLS REQUIRE NO TOOLS.

**VOLKHARDT**

—S. & W. SWING JOINT HYDRANT COCKS ARE BEST FOR  
CINDER PITS—HOG WASHES—STOCK YARDS AND COACH  
YARD HYDRANTS—CAN BE HAD FROM STORE STOCK.

SQUIRE'S CAB CUSHIONS—ARM RESTS—CABOOSE CUSHIONS—FOR COM-  
FORT AND EASY RIDING. ASK FOR THEM.

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**RAILWAY SUPPLIES AND SPECIALTIES**

WESTERN UNION BUILDING, CHICAGO

IF YOU ARE INTERESTED IN OXY-ACETYLENE WELDING WRITE FOR INFORMATION.

# THE STANDARD ACCIDENT INSURANCE CO.

## OF DETROIT, MICH.

WILL SELL TO EMPLOYEES AT LOW RATES  
A LIBERAL ACCIDENT AND SICKNESS POLICY

SEE ONE OF OUR AGENTS

### Brownwood.

Operator M. Y. Anderson is now holding down the first trick.

Operators T. J. Bailey and T. E. Sumpter worked here temporarily during February.

Everyone seems to be pleased with the new schedule which went into effect February 25.

Oil burners are now being run on passenger trains between Fort Worth and Brownwood.

Switch Engineer W. A. Hendricks has a baby girl at his house. Father and all doing well.

The new double daily passenger service now in effect to Brady, is quite a help to Brownwood.

Baggage Agent W. E. Powell is promoted to third trick operator. He was relieved by J. E. Davitte.

Roadmaster D. C. King has moved his headquarters to Brownwood. He now has charge of the line from Stephenville to Menard.

Conductor A. Salley was shot at recently, his head being missed only a few inches. The shooting was done by two young men.

Operator L. T. Jones, second trick, was recently promoted to first trick at Brady. Since then he has taken unto himself a wife. All the boys wish "Jonesy" well.

Round House Foreman L. C. Corder has recently made visits to Fort Worth and Sherman. With the opening of the new line, work under his supervision is on the increase.

R. L. Holt is appointed yardmaster at Brownwood. Mr. Holt had the misfortune several months ago to be shot through the head while on his run on the Brady local. The offender has not been caught.

February 25 marked the opening of the new Frisco extension to Menard, Texas. Four special trains loaded with excursionists desirous of seeing the new country were run to Menard on that date, where the guests were entertained with a free barbecue.

The opening of this line calls for an additional service and considerable shifting of crews.

### Francis.

Engineer Blair is on the sick list.

The new sand dryer at this point has been set up for business.

Round House Foreman Byrnes has everything cleaned up in O. K. style.

Master Mechanic William Henry was a visitor at this point February 21.

The new stationary boiler installed at this point is what might be termed a "hot babe."

Machinist Davidson has just returned from a wild bear hunt. Duck is what he succeeded in landing.

R. W. Davidson, machinist, has just completed the oil system for loading engines and feeding stationary boilers.

### Monett.

Engine 489 is in the shops being "fixed up."

Engine 204 is out of the shops and is again at work pulling trains Nos. 8 and 309 Monett to Neodesha. 203 is "laid up."

Engine 490 is again in good shape after a trip to the shops, and is doing business on trains No. 15, 312, 311 and 14, Springfield, Monett and Joplin.

# You Need a Safe Deposit Box

**Because**

your valuables should be kept beyond reach of  
**FIRE** or **BURGLARS**.

your private papers should not be kept in the  
pigeon holes of a desk.

you can not afford to take such a risk when a  
**SAFE DEPOSIT BOX** costs less than a cent  
and a half a day.

**OUR SAFE DEPOSIT BOXES ARE FIRE-  
PROOF — BURGLAR-PROOF — STORM-PROOF**

In them valuables can be absolutely protected and found when wanted

**MERCANTILE TRUST COMPANY**

**Safe Deposit Department**

**Eighth and Locust Streets, St. Louis**

## Neodesha.

Traveling Storekeeper A. H. Young paid us a visit February 17.

G. F. Christy, extra gang foreman No. 7, is putting in a new main line passing track at Severy.

H. A. Maggi has completed the new concrete slab bridge between Andover and Leon, No. 496-G.

Boilerwasher E. H. Foster departed the last of February for a visit with friends at Osgood, Mo.

The new depot at Ellsworth has just been completed and the new round house is moving forward.

J. A. Finkenbinder, general foreman B. & B. and W. S., is again at his office after a week's illness.

R. H. Collins, night foreman, has moved his family and household goods from Springfield to Neodesha.

Mrs. Thomas Kent, wife of Engineer Kent, departed February 3 for a visit with friends at Ellsworth, Kan.

Miss Anna Scherman, who has been employed in the B. & B. and W. S. department,

has resigned, and is succeeded by Miss Nora Finkenbinder.

Switchevan H. E. Roney, at this point, was married February 19. Mr. Roney has the best wishes of all the boys.

Gang Foreman J. J. Barry and wife departed February 17 for a visit with friends and relatives at Kansas City.

The following engines were turned out of Neodesha shops for the month of February: Nos. 327, 345, 352, 577, 158 and 1008.

The laying of some new 75-pound steel rail has just been completed, giving us some fine track west of Neodesha.

Miss Alma Bankson, daughter of Truckman William Bankson, departed February 1, for a visit with relatives and friends at Muncey, Ind.

Fireman C. A. Phillips, because of the illness of his wife, left for Kansas City February 24. Mrs. Phillips is in a hospital at that point.

Mr. Buan, of the Galena Signal Oil Company, paid this point a visit the latter part of February, supervising a test made with the new special "B" grade headlight oil. It is claimed this oil does not smoke

the headlight chimneys and gives better light than the old oil.

Fireman F. M. Galloway, accompanied by his wife and son, left February 21 for a visit with relatives and friends at Carl Junction and Joplin, Mo.

Miss Gladys and Verna Nelson, daughters of Division Foreman Nelson, departed March 5 for Wichita, Kan., where they will be the guests of Miss Lulu Walker, daughter of Engineer E. N. Walker.

### Wichita.

Traveling Storekeeper A. H. Young paid us a visit the latter part of February.

E. F. Hamilton, section foreman at Burrton, has resigned to engage in farming, and is succeeded by M. Marren.

Division Passenger Agent F. E. Clark made a business trip to Blackwell and other Oklahoma points the last week in February.

J. P. Rowan, chief clerk in office of division passenger agent, has been "batching" for the last week, while his wife is away on a visit.

The "Ben Hur" Company arrived over this line from Joplin, February 26. Four performances will be given at the New Forum at this point.

Division Freight Agent E. E. Carter has just returned from a trip through Oklahoma, and reports the wheat in fine condition, with splendid outlook for a "bumper" crop.

Roadmaster J. P. Sheehan had his dreams rudely shattered a few days ago by the night caller who calmly informed him that No. 7 was stalled in a snow drift near Lorraine.

W. L. James, chief clerk to Division Passenger Agent Clark, has just returned from a business trip to St. Louis. He was accompanied by Mrs. James as far as Springfield.

Thomas Egan resigned as section foreman at Augusta, Kan., effective February 15, after more than twenty years of continuous service. He is succeeded temporarily by C. E. McHone. Mr. Egan was well known to all the employees of this locality, and will be greatly missed.

### Memphis.

J. R. Mulroy, general storekeeper; A. H. Young, traveling storekeeper, and L. C. Hensel, chief electrician, were in Memphis February 8, in the interest of their departments.

H. P. Howard and L. C. Lamberson report their chickens doing fine. However, it is be-

lieved that an expert poultry judge will have to be called upon to decide which has the best flock.

A. B. Milby, district storekeeper; H. H. Honaker, assistant master mechanic, and D. L. Forsythe, road foreman of equipment, made a business trip along the line to Birmingham the last week in February.

### Denison.

Barney McCook, engineer, has reported for duty after laying off several days.

John Turriff, brakeman, has resigned, and gone to switching in the yards at this point.

G. V. Griswell, Frisco switchman, has again reported for duty after several days' lay off.

E. L. Carthen is relieving Gordon Moore, night yard master, who is laying off because of illness.

Will Pelley, engine foreman, is laying off because of illness. He is being relieved by George Bennett.

J. J. Corbin, night engine foreman, has gone to Fort Worth to meet Mrs. Corbin, who is coming from Hillsboro.

### Frisco Extension.

The Frisco's extension from Brady, Tex., to Menard, Tex., has been completed, and regular freight and passenger service will be inaugurated over this portion of the line, effective February 25, 1911. Stations between Brady and Menard are as follows:

DISTANCE FROM FT. WORTH, TEXAS.	
	Miles.
Brady, Texas.....	190.3
Brewster, Texas.....	194.9
Whiteland, Texas.....	201.7
Lightner, Texas.....	209.3
Callan, Texas.....	216.2
Scalp Creek, Texas.....	220.7
Menard, Texas.....	227.9

### News Item.

Burton W. Mudge & Company, railroad supplies, Chicago, have added materially to their well equipped organization by electing Thomas H. Garland a vice-president. The attention of Mr. Garland will be directed to the development of car ventilating and refrigerating device, patented by him while superintendent of refrigerator service of the Burlington System.

# United States Fidelity and Guaranty Co.

## SURETY BONDS and CASUALTY INSURANCE

We cover all the Bonded Employes of the  
Frisco System

We have an Agent in Every County through  
which the Frisco Passes

See him, or write to

CHAS. W. DISBROW

Manager

STEPHEN A. MARTIN

Associate Manager

ST. LOUIS BRANCH OFFICE, 116 N. Fourth St., Pierce Building, ST. LOUIS, MO.

### MORGAN MANUFACTURING CO.

Manufacturers of Hickory Handles for Railways, Mines, Etc.

Axe, Pick, Sledge Hammer and Hatchet Handles. Railway Handles a Specialty.

WYACONDA, MO.

## Gustin-Bacon Manufacturing Company

### RUBBER GOODS

HOSE—Air Brake, Water, Steam and Fire :: RUBBER SPECIALTIES

LEATHER BELT

Kansas City

-

-

Missouri

#### Held Up.

"Hands up!" exclaimed the Western train robber, "Gimme your money!"

"Too late," replied the tourist. "I get off at the next station and I've already tipped the porter."—*Philadelphia Record*.

#### Official Encouragement.

"Every time the automobile breaks down, I notice you examine your State license."

"I do that for encouragement. The license says I'm competent to operate the machine."—*Houston Chronicle*.



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PHILADELPHIA, PA.

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CLARENCE A. NEAL ..... Secretary.

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Contracting Engineers

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Bridges and Viaducts, Pneumatic Foundations,  
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## CAR and LOCOMOTIVE AXLES

### STEEL FORGINGS

300 to 30,000 pounds each. Rough  
Machined or Finished Complete

### Crusher and Hoist Shafts

A SPECIALTY

## THE STANDARD FORGINGS COMPANY

SALES OFFICE:

Railway Exchange Building, Chicago

Works: Indiana Harbor, Ind.

The  
Standard  
for  
Railway  
Service

# ILLINOIS Springfield WATCHES

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Special  
Sangamo  
A. Lincoln  
No. 187

THEY ACCURATELY MARK THE FLIGHT OF TIME

## "Both Useful and Ornamental"

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A large placard 20 by 28 inches, printed  
in two colors, illustrating the manner of  
dismantling and assembling the

**BETTENDORF TRUCK**

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Davenport, Iowa.**

Please send me the Bettendorf  
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R. R.....

Address.....

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# BULLETIN BOARD

Certificate No. 10

## South Bend Watch Company Railroad Watch Insurance

For "Studebaker" Railroad Watch, No. 329  
Serial No. 521049

This watch, sold this 16<sup>th</sup> day of Feb., 1911, to  
John D. Y Z

now employed upon the \_\_\_\_\_ R. R.  
is sold to him for railroad service and under the following agreement, to-wit:

The South Bend Watch Company, makers of the same, and party of the first part in this agreement, hereby

insures this "Studebaker" Watch, No. 321049, to the purchaser or party of the second part for a period of Five years, from date hereof as above written in this certificate, in the following manner and upon, and under the following terms:

Should there be any loss or damage to the watch insured by fire, theft, or otherwise, or should the insured party be promoted to some other position upon the road where he is now employed, require a watch of different equipment or higher grade, then the South Bend Watch Company hereby contracts and agrees to furnish him, in exchange for the above watch, a watch of such grade and character as shall then be required, without extra cost or charge to the original purchaser named herein; it is of course understood that this exchange is effective only with watches of this company's make. Such exchange shall be made through the local dealer selling the purchaser this watch.

It is further contracted and agreed that, should the original purchaser, the party of the second part, leave the employ of the railroad for which he is now working, herein above named, or the employment of a railroad requiring a higher grade of watch than the one insured by this certificate within a period of five years from the date hereof, then the South Bend Watch Company shall, in exchange for the watch insured by this certificate, furnish him a watch of such grade and equipment as shall then be required, without further cost or charge to said original purchaser, it being understood that this exchange shall be made by the road when employing him. It is of course understood that this insurance is effective only with watches of this company's make. Such exchange to be made through the Chief Watch Inspector of the road so long as the insured party remains in the employ of the South Bend Watch Company.



# YOU SAVE DOLLARS By South Bend R. R. Watch Insurance Plan

*We Bear the Burden of Changes in Time Service*

# You Save Dollars By South Bend R. R. Watch Insurance Plan

## We Bear the Burden of Changes in Time Service

Every Railroad Man in the country will welcome our *Watch Insurance Plan*—for it means a saving of dollars to you all.

From the time R. R. Watch Inspection was installed there has been a drain on the purse of the R. R. man, because of the changes in requirements of the time service.

These changes have been necessary to keep in step with the closer running schedules of R. R. trains and for the protection of life and property—but unfortunately it has been you who paid the bill.

This hardship unavoidably imposed upon the R. R. men was brought forcibly to us when investigating conditions of the R. R. Watch business.

And now when you buy a South Bend R. R. Watch we insure you against any further cost coming as a result of any change in the time service within five years from the date of purchase, regardless of whether the new requirements demand a higher priced watch than the one you carry.

— THE STUDEBAKER PASSED BY ALL CHIEF INSPECTORS.

**South Bend Watch Co.**  
**MAKERS OF RAILROAD WATCHES**  
South Bend, Indiana

### Think of it!

Grasp the meaning of our great *Watch Insurance Plan*.

If you go from one road to another—if the least change is made in the requirement of R. R. Watches—we give you a new watch that will meet the requirements, on presentation of our *Watch Insurance Certificate*, which goes with every South Bend R. R. Watch.

There are no strings to this *Watch Insurance Plan*—it is an unequivocal guarantee to protect you against any changes in the requirements of the time service.

Every new man in R. R. service—every man now in service who must buy a new Standard R. R. Watch—should look ahead and provide for the future. *The South Bend is absolutely the only watch which will protect you against the cost of a new watch if the time service is changed.*

*Cut out the Coupon and send now* for illustrations of our "Studebaker" R. R. models and detailed information.

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South Bend, Ind.

Send me all details  
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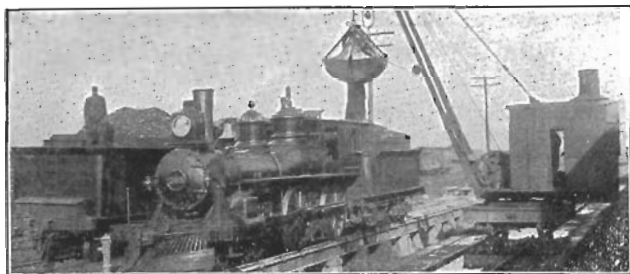
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Town & State \_\_\_\_\_

Name and Address of my Watch

Inspector \_\_\_\_\_

# HAYWARD BUCKETS



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Wherever economy and speed of operation is in demand, there you will find Hayward Buckets and Hayward Machinery.

WRITE FOR CATALOGS Nos. 38 AND 39, FULLY DESCRIBING HAYWARD MACHINERY FOR RAILROADS



**THE HAYWARD COMPANY**  
50 Church Street, New York

## EVERY OFFICIAL INTERESTED

IN THE MOVEMENT OF TRAINS AND  
DISPATCHING OF LOCOMOTIVES  
SHOULD GO TO FORT SCOTT  
AND SEE THE

## National Boiler Washing System

IN OPERATION.

It Saves Four (4) Engine Hours,  
1,000 Pounds Coal, 3,000 Gallons  
Water and Four (4) Hours Labor  
for Every Boiler Washed.

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RAILWAY EXCHANGE,  
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## ACCIDENT INSURANCE

Our Accident Policies afford the  
greatest benefits at the lowest  
cost, most liberal adjustment, and  
prompt payment.

We paid in 1910 over \$1,550,000 in  
accident benefits.

SEE THE AGENT.

**The Travelers Insurance  
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The Greatest Accident Company  
in the World. Has paid over  
544,000 accident claims.

Mention us when writing to advertisers, it will help us both.

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Pop  
Valves



Steam  
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174 Lake St., Chicago, Ill.

## OLIVER ELECTRIC & MFG. CO.

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TELEGRAPH, TELEPHONE  
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Kerite Insulated Wire & Cable Co.

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WESTERN REPRESENTATIVE:

Watson Insulated Wire Co.

Railway Exchange, Chicago, Ill.

Our conception of the word Quality  
as applied to

## Manila Rope

does not end with the Material—  
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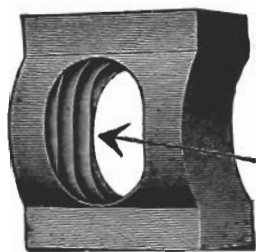
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## Why the Grip Nut Holds

It Locks Itself Upon the Bolt Threads (See Cut)

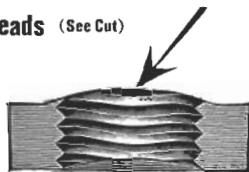
And Does Not Injure Them

### Not a Spring Nut

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This cut shows an exaggerated curve in thread pitch.

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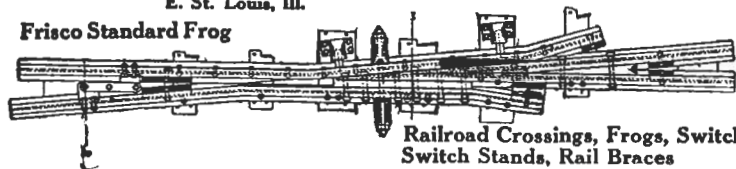
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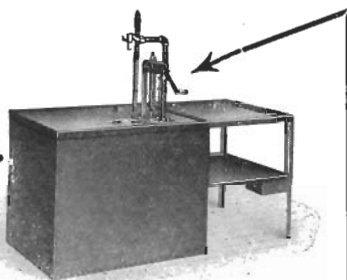
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