

# The Frisco- Man

THE FRISCO-MAN

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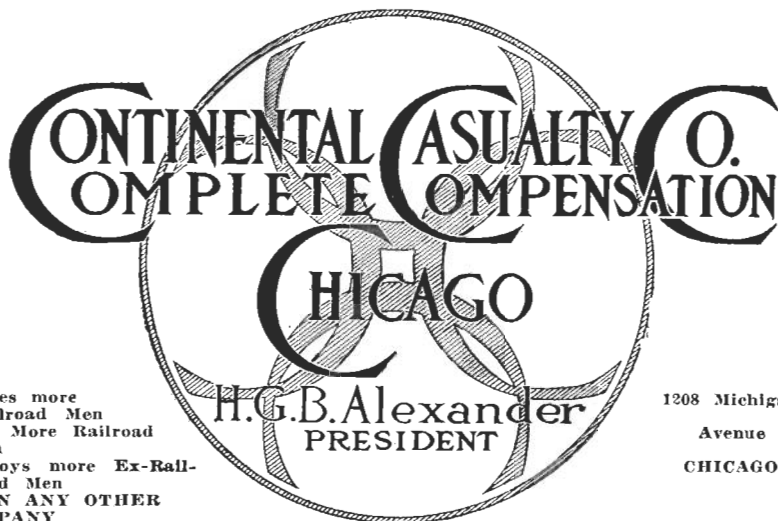
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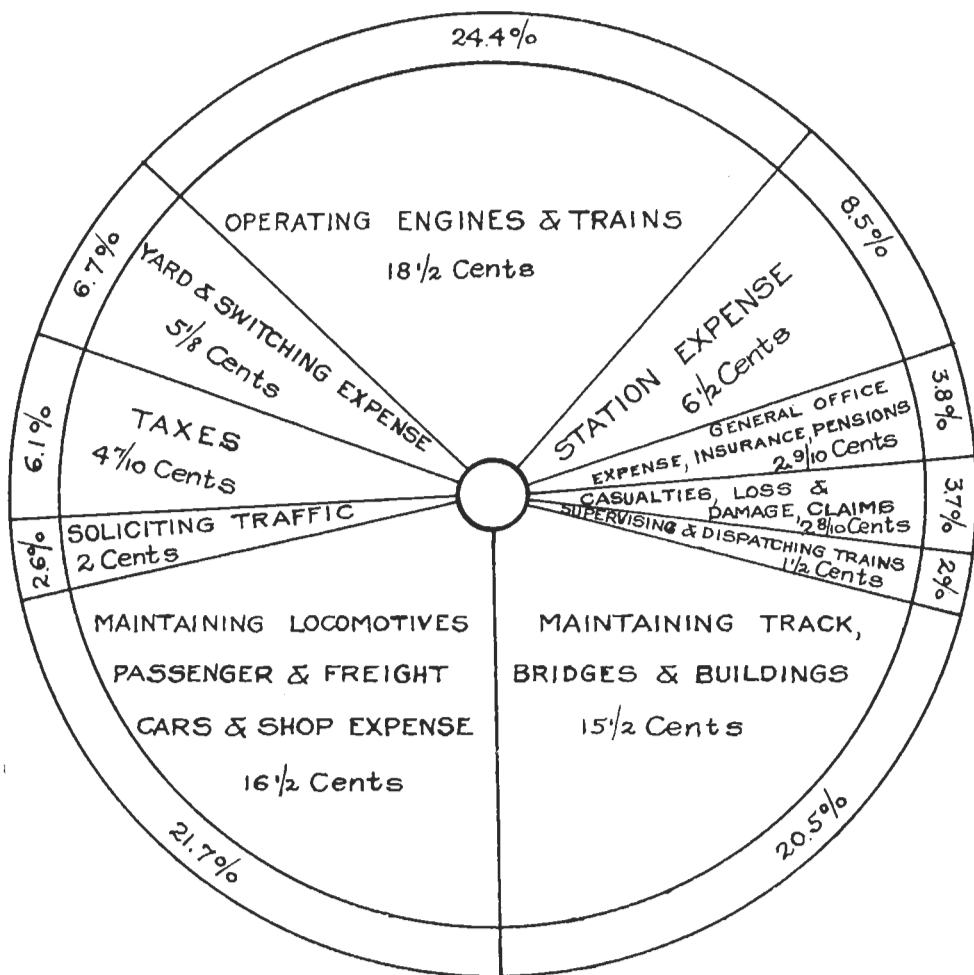
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Vol. VIII, No. 5

SAINT LOUIS, MO.

May, 1914

### *The Frisco Dollar*

The Frisco Dollar should be an interesting dollar to the Frisco man. Out of each dollar coming into the treasury of the road, during the present fiscal year, 76 cents has been paid out of the treasury for operating expenses and taxes.

There are a lot of these dollars coming into the treasury in the course of a year. If they were all silver dollars, it would require over forty forty-ton box cars loaded to capacity to contain them all at one time. If they were all one dollar bills there would be more than enough of them to plaster the top of the rail on one side of all the main track and branches of the Frisco Lines.

But the most interesting part of the dollar to the Frisco man is the 76 cents that goes out of the treasury for wages, materials and taxes,—just the everyday operating expenses. This 76 cents does not include what comes out of the treasury for hire of equipment, rentals, interest on bonds, sinking funds, improvements or betterments to the property,—only the regular operating expenses.

So that the Frisco man can see just

how this 76 cents is divided up, the diagram on the frontispiece has been prepared. The circle is proportioned so as to show the percentage of the 76 cents that is paid out for each of the different lines of endeavor or each class of service entering into and forming the complete and harmonized operating machine on the Frisco Lines. The figures in the outer rim of the circle are the percentage of the 76 cents that is paid out for each of the different kind or class of service, and under each class of service is shown the number of cents which was paid out for that class of service in earning the Frisco dollar.

There is food for thought in this chart. There is a lesson in it that every Frisco man should heed. It shows that the treasury paid out more money for "casualties," which includes loss and damage and personal injury claims, than it paid out for "soliciting traffic," which includes the salaries and expenses of all the freight and passenger department officials and clerical force; salaries and expenses of the industrial, agricultural, horti-

cultural, immigration and other branches of the development department; all the advertising expenses and the printing of tariffs.

It is hardly conceivable, although the chart shows it to be true, that the amount paid out for "casualties" is more than half the amount paid out for all the yard expense of the line, which includes the operation of switch engines; the fuel, roundhouse expense and supplies; the wages of yardmasters and their clerks; the wages of engineers, firemen, yard foremen and helpers.

There is opportunity here for improvement. These "casualties" are mainly due to carelessness and a lot of it can be avoided if we all strive to that end. Could we only cut off the eight-tenth cents from this outgo and make it 2 cents even out of every dollar earned the saving in the course of a year would amount to more than \$250,000.

### ***A Two In One.***

One of the Frisco's two in one as it appeared on the firing line at the New Shops, Springfield, Mo., is shown in the accompanying cut.



The photograph was taken by Charles C. Matthews, boiler maker helper at that point.

### ***Wouldn't Smile.***

"A Friend" of Engineer Adams in a communication to *The Frisco-Man* enclosing the photograph herewith reproduced, says:

"This is Pap Adams, engineer on 805-806, between Chaffee and Memphis. We tried to catch him when he was



smiling, but, of course, he wouldn't smile a bit when we wanted him to. He is a little bit bashful and didn't much like to have his picture took, but we got it anyhow. He has been with the Frisco a long, long time, but he ain't old yet by a whole lot."

### ***Nelson Addresses Club***

Members of the Saint Louis Railway Club gathered at the American Annex Hotel, Friday evening, May 8, for the last meeting of the Club preceding the adjournment for the summer months.

Pat Nelson, section foreman, Conway, Mo., addressed the meeting, choosing for his subject, "The Railroads and the Public."



## SPRINGFIELD "GET TOGETHER" MEETING

Education was the slogan of the rousing "GET TOGETHER" meeting at the Springfield Club, Springfield, Mo., April 28 and 29, which superintendents, roadmasters and general foremen of bridges and buildings from every division on the Frisco attended.

General Manager E. D. Levy and General Superintendents Hutchison and Frates outlined a campaign of education they desire put into effect in connection with the maintenance of way and structures.

In clear and concise form the results that have been attained in the Operating Department during the past several months, through the education of the men who actually do the work, was explained.

Staff meetings have been held on some of the divisions two or three times each week, at which meetings trainmen, agents, enginemen, yardmen, clerks and others, have been given facts and figures in connection with our operation and told just what each man can do to increase his efficiency and the efficiency of the railroad as a whole.

The saving that has been effected and the improved service brought about as result of this educational campaign, has been most gratifying to the management, and continued activity in this direction, extending to the roadway and bridge building departments, is what is desired in order to place our property in first class physical condition and to maintain it as it should be maintained, with due regard to economy.

General Manager Levy stated that it was his firm belief that ninety-nine out of every hundred men in our organization wanted to do the right thing—handle their work in accordance with

the wishes of the officers—if they only knew how, and that it was the duty of the general manager and the officers under him to teach the men to do their work efficiently and economically.

He outlined to the roadmasters and general foremen the necessity of getting their men together at various places as frequently as possible, to discuss ways and means of accomplishing better and greater results; of encouraging the men to ask questions and make suggestions for the improvement of service; and of urging their co-operation in securing strict compliance with prevailing standards and instructions.

At the April 28, session, Tuesday morning, F. G. Jonah, chief engineer, presented a proposed book of rules and regulations governing the roadway and bridge building departments. The proposed rules provide for a uniform practice in the maintenance of roadway, bridges and buildings, and it is the intention to illustrate the book with cuts and drawings of our various standards. Several changes were made as result of the exhaustive discussion which took place regarding this subject.

Various other matters were touched upon during the two days' session, some of which are enumerated below:

Conservation of scrap iron of all kinds.

Maximum car loading.

Care in the use of motor cars by roadmasters and general foremen bridges and buildings, with view to preventing accidents.

Ordering material reasonably in advance of requirements, showing date required.

Frequent checking of tool houses—economy in tools and material.

Encroachments on right of way—prompt reporting.

Care of station grounds and buildings—neat and tidy appearance.

Flagging trains in both directions during work obstructing line.

The importance of section foremen becoming acquainted with and cultivating friendship of farmers and our patrons.

Reporting violations of speed restrictions for elimination of unnecessary hazards.

Testing track gauges and level boards frequently.

Importance of tightening bolts and proper maintenance of switches, especially on high speed track.

Humping track in cuts where ballast is applied, raising track above grade line—this should be avoided.

Digging out in applying ballast—free use of ballast forks to clean ballast and save it.

Removal of ties from the track which are sound and fit for further service.

Prompt and intelligent reports of live stock killed on right of way.

Proper maintenance of bridge ends; filling and broadening of dump, making easy run-off to insure trains taking structure with the least possible shock.

Removal of posters and advertising matter from station and other buildings.

Removing stoves and pipe from stations to central points during the summer months for repainting and repairs and the selection of suitable stoves in the fall for stations and waiting rooms of various sizes.

Electric lighting of stations and other buildings at points where power plants are located.

Eighty-five Frisco men attended the

banquet in the Assembly Hall of the Springfield Club Tuesday evening.

W. C. Nixon, receiver and chief operating officer, who was a guest at the banquet, addressed the meeting. He impressed upon the men the necessity for their united co-operation in carrying out the work that had been outlined efficiently and economically. He likened our organization unto one big family—from receivers to water boy—and spoke encouragingly of the outlook for better things in the future. He heartily endorsed the plans which had been made for betterments.

After the meeting adjourned, Wednesday, April 29, a trip of inspection was arranged. The Reclamation Plant, New Shops and Springfield Terminals were visited. Considerable interest was manifested in all departments, particularly in the Reclamation Plant. Roadmasters had opportunity to inspect frogs, switches, hand cars, push cars, track tools and other material, extracted from the scrap pile, repaired with the Oxy-Acetylene Welding process, and made ready for renewed service. Samples of frogs, hand cars, track tools, etc., were set up showing the material in the condition in which it is received from the scrap pile and as it appears after going through the process of renewal at the Reclamation Plant. The roadmasters were able to make several good suggestions to the foremen of the Reclamation Plant, and the ideas advanced will be carried out and given a thorough test.

Those attending the meeting were:

E. D. Levy, general manager; F. G. Jonah, chief engineer; J. A. Frates, general superintendent 1st District; J. E. Hutchison, general superintendent 2nd District.

EASTERN DIVISION—J. F. Simms, superintendent; J. E. Rosenbaum, general foreman B. & B.; R. Aaron, roadmaster; Jas. Eib, roadmaster; J. Daugherty, roadmaster; F. A. Denton, roadmaster; J. S. McGuigan, roadmaster.

CENTRAL DIVISION—W. G. Koch,

superintendent; J. Nelson, general foreman B. & B.; A. Sherry, roadmaster; M. Curry, roadmaster; J. H. Goodwin, roadmaster; Jas. Keough, roadmaster.

**SOUTHWESTERN DIVISION**—C. F. Hopkins, superintendent; D. A. Bowersock, general foreman B. & B.; H. Campbell, roadmaster; J. Healey, roadmaster; A. Lewis, roadmaster.

**RED RIVER DIVISION**—J. M. Chandler, superintendent; W. L. Whitenac, general foreman B. & B.; John Ladin, roadmaster; M. L. Melvin, roadmaster; F. Hinkle, roadmaster; M. Duncan, roadmaster.

**WESTERN DIVISION**—C. T. Mason, superintendent; H. V. Kengle, general foreman B. & B.; D. C. King, roadmaster; N. H. Kruse, roadmaster; A. Powell, roadmaster; A. Russell, roadmaster.

**NORTHERN DIVISION**—O. H. McCarty, superintendent; S. E. Melton, general foreman B. & B.; W. I. Elliott, roadmaster; Wm. Johnson, roadmaster; H. W. Cooper, roadmaster; S. B. Peter, roadmaster.

**OZARK DIVISION**—C. H. Baltzell, superintendent; B. W. Robertson, general foreman B. & B.; H. M. Farquharson, road-

master; W. T. Tooley, roadmaster; T. J. Warren, roadmaster.

**SOUTHEASTERN DIVISION**—J. H. Doughty, acting superintendent; J. C. Pentecost, general foreman B. & B.; A. Smith, roadmaster; J. A. Rollen, roadmaster; G. W. Preston, roadmaster.

**KANSAS DIVISION**—H. H. Brown, superintendent; W. D. Gibbs, general foreman B. & B.; P. Herd, roadmaster; B. Holland, roadmaster; J. P. Sheehan, roadmaster.

**RIVER AND CAPE DIVISION**—C. H. Claiborne, superintendent; W. H. Brooke, general foreman B. & B.; J. W. Ellis, roadmaster; F. W. Reich, roadmaster; L. Ramey, roadmaster; J. F. Lambert, roadmaster; J. J. Phayer, roadmaster.

**KANSAS CITY TERMINAL**—J. M. Flanagan, superintendent terminals; F. T. Folsom, roadmaster.

**MEMPHIS TERMINAL**—E. L. Magers, superintendent terminals; P. H. Hamilton, roadmaster.

**ST. LOUIS TERMINAL**—P. W. Conley, superintendent terminals.

**SPRINGFIELD TERMINAL**—L. N. Bassett, superintendent terminals.

### ***Drafts For Claims.***

An innovation, put into effect on the Frisco May 1, is announced in Circular No. 53, covering instructions regarding payment of claims by draft, issued by G. E. Whitlam, superintendent freight loss and damage claims.

Formerly agents had authority to pay claims of certain character and for certain amounts under what was called the 75-A plan, which necessitated carrying the amounts through the agent's accounts and involved considerable work and detail.

Under the new plan agents are furnished with draft books and the 75-A plan is abolished. All agents are required to do under the new arrangement is to see that claims are properly supported with the necessary documents, satisfy themselves that the claims are just and should be paid, then issue draft, observing carefully the instructions set forth in Circular No. 53.

It is believed the new plan will not only obviate considerable work on the part of the agents, but will make a hit with patrons of the company.

Superintendent of freight loss and damage claims is provided with authority to pay claims for certain amounts by draft, instead of voucher as heretofore. When a claim is ready for payment, draft will be issued by superintendent of freight loss and damage claims to cover, and will be mailed direct to the claimant with a letter calling attention to the circumstances.

The circular follows:

Effective May 1, 1914, Joint Circular, Assistant General Manager's No. 14, Freight Claim Agent's No. 40, Auditor Freight Accounts' No. N-190, is hereby cancelled, and the following system will be adopted for the payment of freight loss and damage claims by Agents:

(A) Agents will be furnished with a book of drafts, limited to authorized amounts, WHICH MUST BE KEPT UNDER LOCK AND KEY.

(B) When claims are presented they must be fully supported with the following documents:

(a) Original Bill of Lading, or shipping receipt, or Bond of Indemnity in lieu thereof.

(b) Paid Freight Bill.

(c) Bill of Claimant.

(d) Original Invoice or certified copy thereof.

(e) Copy of O&D Report.

(The absence of any of said documents shall be explained.)

(C) Agent must satisfy himself of the invoice price, and also satisfy himself that proper credit is given for the salvage, if

any, or that same is turned over to this Railroad.

(C) On shipments of flour damaged by wet, the actual damage is usually very small; when the sacks become wet the flour on the inside forms a paste impervious to water. Claimant should be requested to order new sacks from the mill and re-sack the flour, and you will pay claims only for the net loss after this is done. If in doubt as to the proper amount of damage or salvage, do not pay claims for wet damage to flour, but send them to the Superintendent Freight Loss and Damage Claims in the usual way.

(D) Agents must not pay freight loss and damage claims covering the following, but should forward them promptly to Superintendent Freight Loss and Damage Claims at Springfield for attention:

- (a) Perishable Freight,
- (b) Grain or Coal,
- (c) Live Stock,
- (d) Sewer Pipe or Clay Products,
- (e) Carload freight.

(E) Agents must not pay freight loss and damage claims due to fire or to act of Providence or when same are not presented within four months' limitation clause as set forth in Section 3, Paragraph 3, of the Uniform Bill of Lading, but submit same promptly to the Superintendent Freight Loss & Damage Claims.

(F) After satisfying yourself that a claim should be paid, (with the above restrictions carefully observed), fill out draft, showing complete and correct information in proper space as to date, year, Claimant's name or if through Claimant's Attorney, in care of Attorney, (name), amount, Station Claim number, Claimant's number, if any, cause, (loss or damage), character of shipment, waybill number and date, point of origin and destination. Agent's stub and advice stub must be filled out to show date, amount, claimant's name, address, Station Claim Number, and nature of claim adjusted. Agent must place station stamp in place provided on advice stub and draft, and agent or his authorized representative must sign the draft and advice stub with pen and ink. The draft must be delivered to the claimant, or his attorney if one is employed. Advice stub must be attached to face of claim papers and forwarded by first train mail under registered cover to Superintendent Freight Loss and Damage Claims, Springfield, Mo. Agent's stub must be retained in proper file for future reference.

(G) If in doubt as to the proper manner of handling and payment of claims under this circular, apply to Superintendent Freight Loss and Damage Claims or Superintendent for information, or if you cannot get the matter straightened out do not pay the claim, but send to the Superintendent Freight Loss and Damage Claims in the usual way.

(H) Agents in paying claims by draft, as per these instructions will understand that neither the draft nor the payment of the claim is to be taken up in any manner in their station accounts.

#### TO OUR PATRONS:

As another step in our movement toward a more prompt payment of claims, we have established, effective May 1, 1914, a system of payment by draft which will be extended and include all agents who have heretofore had authority to make payments. Their authority will be for the same amount that they have had and the only difference is an increased convenience for our good friends.

This office, also, will make payments by draft of claims for amounts not exceeding ten dollars, such drafts to be mailed to claimants direct, instead of being passed to the Accounting Department for audit and mailing as before. This also means more prompt remittances as drafts should be received from three to five days earlier than under the old plan.

We shall from time to time make such improvements as circumstances will permit in further practical demonstration of our motto, PAY IT NOW.

Respectfully,

G. E. WHITELAM,  
Supt. F. L. & D. Claims.

#### Watch For Rau.

In response to an invitation from his former fellow-workers, Gustave Rau, formerly general foreman car department, Saint Louis, met with them April 15, at the noon hour.

The car men on this occasion presented Mr. Rau with a handsome gold watch and chain, as a token of their esteem, with a note expressing regret at his departure and conveying their best wishes for success in his new field of labor.

Mr. Rau had been in the employ of the Frisco for over twenty-seven years and resigned recently to accept position of Assistant to Chief Interchange Inspector.

#### Grain Movement

Superintendent of Transportation Coppage, returning from an extended trip over the Western, Southwestern, Kansas and Red River Divisions, reports crop conditions A-1, and expressed the belief there will be a heavy movement of wheat and alfalfa from that territory.



**CLASS NO 3, APPRENTICE SCHOOL, SPRINGFIELD, MO.**

Reading from left to right: Louis Frizzell, coach carpenter; John Etzell, coach carpenter; William Charles, coach carpenter; Allen Harrington, coach carpenter; Gilmore Goerke, coach carpenter; Oren Forrester,

coach carpenter, North Side; Earl Cummins, painter; Emmett O'Bryant, coach carpenter; Henry Keller, coach carpenter; Frank Bockhorst, upholsterer; A. B. Kerr, instructor; Julius Murphy, painter, and James Penland, painter.

### **SECTION FOREMEN MEET**

The Section Foremen's Progressing League, composed of foremen who report to Roadmaster J. F. Lambert, met at Campbell, Mo., Sunday, April 5, with twenty foremen in attendance.

Different topics regarding maintenance, ditching, handling men, repairing fences, picking up scrap, piling and burning of all old ties, and taking care of tools and company material, were thoroughly discussed, and many ideas and suggestions were made that are to be tried out by the men.

In opening up the meeting Roadmaster Lambert addressed the assembly on practical track work and brought out many interesting points which should prove of benefit to those in this work.

He was followed by Section Foreman O. B. Davis, who dwelt at length on the scrap question, pointing out to

the foremen the saving that could be effected if each trackman would do his duty in picking up and caring for scrap and tools which are entrusted to his care.

Section Foreman A. A. Miller next addressed the meeting. He took his hearers back to the time he entered into track work, thirty-five years ago, and brought out forcibly to the younger foremen the advantages they now have over conditions which existed in the early days.

He was followed by Section Foreman H. Behr, the oldest man in point of service on the Branch Division, who has spent forty-three years in the service of the track department. "Daddy" Behr, as he is generally called, was born in Germany, and the boys enjoyed a rare treat in hearing this veteran trackman discuss track maintenance so interestingly and

thoroughly. His address was full of information for old and young alike, and elicited much applause.

Roadmaster's Clerk Copeland called the attention of the League to the fact that the Superintendent's office had been considerably inconvenienced on account of foremen neglecting to handle correspondence as promptly as they should.

Agent T. C. Clayton, of Campbell, Mo., addressed the League in regard to handling stock reports, emphasizing the need of having stock properly appraised by disinterested parties, calling the attention of the foremen to the fact that they should answer all questions in full. This would re-

lieve the agent of a great deal of trouble in settling claims.

Section Foremen E. P. Virgin and Charles Keith also addressed the meeting bringing out good points on maintaining track, general cleaning and the renewing of ties.

Those who attended the session were: Roadmaster J. F. Lambert, Roadmaster's Clerk W. F. Copeland and Section Foremen O. B. Davis, A. A. Miller, E. A. Barnett, H. Behr, J. N. Sheppard, E. P. Virgin, Charles Keith, F. Kutz, J. L. Virgin, M. W. Johns, W. J. Phillips, T. W. Neely, James Ewer, T. H. Day, R. M. Edwards, J. F. Miller, L. L. Pritchett, J. O. Burklow, W. E. Daily and D. F. Winters.



Old and New Timers.

"Old Timers" particularly will be interested in the reproduction herewith of name plate which has been removed from the old bridge at Van Buren, Ark., giving date of erection as 1885-1886.

Those standing are: Charles Tupper, foreman, Kansas City Bridge Company; Ben Hennessy, steel bridge inspector; Leslie Koontz, timekeeper, Kansas City Bridge Company; Charles Russell, B. & B. foreman, and Joe Ellison, conductor on work train at Van Buren bridge.



### *"C. H. B." Report*

Superintendent C. H. Baltzell of the Ozark Division is working out the details of a report known on his division as the "C. H. B.," copy of which is herewith reproduced:

In this way, the agent who is exceedingly busy at the time of the arrival of the train, is not delayed a second in giving information, but hands Mr. Baltzell practically all he wants to know.

C. H. B.-Yard Check -To be handed to Mr. Baltzell on road when requested. DO NOT PUT IN ENVELOPE.  
What car orders on file not filled.....

Name of Station.....Hour.....Date.....

[illegible]

Mr. Baltzell, when he starts over the line, instructs his dispatchers to have all his agents hand him a copy of this report.

This report should be of interest to the operating and traffic departments and may commend itself to other superintendents.

## Stop 'Em Somebody

Eight teams have fallen in consecutive fashion before the Reclamation Plant Ball Club, composed entirely of employes of the South Side Springfield Plant.

The Reclaimers have proven themselves invincible against all opponents, allowing only 16 scores in the eight games played so far this season.

The game played between the Reclamation Boys and the Mountain Grove team, at Mountain Grove, Mo., Sunday, May 10, was fast and full of spirit, the score being 4 to 3 in favor of the "Reclaimers."

Best, the Reclaim twirler, was on the mound, allowing only one bingle and sending eight over the three-time route.

"Bones" Foster, the Drury mound

artist, pitched good ball for Mountain Grove, using the spit ball to a good advantage, but the "scrap" boys succeeding in landing five hits.

Umpire Howe, of the Reclamation Plant, officiated behind the bat, while Hayes, of Mountain Grove, was on the field and both the fans and ball players were well pleased with all decisions rendered.

The Reclamation Club desires to challenge, through *The Frisco-Man*, all teams along the Frisco within a reasonable distance of Springfield, for either Saturday or Sunday games. Challenges sent to C. R. Bush, manager of the team, in care of the Springfield Reclamation Plant, will receive immediate attention, and if games can be arranged agreements will be drawn up without delay.



# BALLAST

- ¶ Analyzing his folly enrages a fool.
- ¶ A self-made rich man will do more for a dollar than a self-made poor man.
- ¶ There are two kinds of growlers—use the can for both.
- ¶ If money was the only incentive to success, the margin between the best and the worst would be very narrow.
- ¶ Ethics is merely a proper consideration for the rights of others enforced by decency and reason.
- ¶ There is a vast difference between what you hear and what you know.—For further details see legal department.
- ¶ There is beautiful scenery along the way to success; dreamers are always looking at it, but hustlers keep their eyes on the path.
- ¶ Everything comes to him who waits provided he hustles while he waits.
- ¶ It is astonishing how much of your conversation you can reduce to yes and no and how much trouble you can avoid by doing it.
- ¶ An appropriate joke is the best possible argument.
- ¶ Some men's grit is like sunshine—fades in the shadow.



**REMINISCENCES OF AN OLD TIMER—NO. 3.**

*Mr. Editors*

*The old man read this piece before I sent it. "Sorter sunlight and shadow," he said. "Who was the shadow?"*

*"He's dead," I replied.*

In reading over the last two pieces which I have written, I realize that I was too good to last—and I didn't.

The details are hardly essential; the result was what interested me.

I had become convinced that without me the section would look like a vivisection. ,

Frequent visits to the little town nearby with "good friends" and consequent late hours, made me physically unfit for hard work the next day; my fogged brain was the fruitful field for foolish fancies and mild reprimands became insults.

The old foreman put up with this much longer than he should have, but, when he saw that it was affecting the discipline of the men, my troubles, not his, began.

The crash came one morning when I appeared late considerably the worse for the wear and generally undesirable.

The easiest way to enrage a fool is to show him his folly, and, when the foreman took me to one side and pleasantly and even kindly proved conclusively what an absurd jackass I was making out of myself, he certainly dragged the band saw across a sore spot.

All the meanness, vanity and foolishness of my nature united into blind rage and I brayed loud and furious.

However, the old foreman did not lose his temper, but after I had finished, said:

"Me boy, you're fired, not for what you said to me, but for what you're sayin' to yourself. Maybe you'll wake up some time with your ears a trifle shorter, and the proof will be that

you'll come back and thank me for firin' you."

"However," he continued, "your bein' fired is a confidential matter between you and me. I'll note upon my official records that you've resigned to accept service elsewhere, and, me boy, you may thank me for that too, some day. It's not a good thing for a young fellow to be fired, and it means a lot to him to be allowed to resign."

He scribbled out a discharge check, handed it to me, and turned away. For several minutes I stood dazed and speechless, watching him 'telling the men about some work.

Of course, the gang caught on that I was fired, but it appeared to me that they were pleased rather than offended; anyhow there was no sympathy strike.

Assuming as best I could, I-don't-give-a-darn air I walked back to the section house, slipped up to my room, made a bundle of my clothes and sneaked out. It never occurred to me to go home, and without any definite idea as to where I was going, or what I intended to do, I started down the track.

It didn't take many miles in the hot sun before the 'onery in me had melted like butter on a cooking stove, and I begun to get a pretty clear idea of two things; one, of what a fool I had made of myself; the other, of what little consequence I was after all in railroad service.

Ever since this walk of penitence and humiliation, I have had a sneaking sympathy for hoboes. After a man spends hours making adjustable compasses of his legs to suit variations

between ties, he deserves a little sympathy, if not consideration, and he is a toiler even though a non-producer.

Not once, but many times during this walk, I did the Dick Whittington act and turned back with intent to patch it up with the old foreman, but the thoughts of the gibes of the men, changed my purpose.

I passed many section gangs on this tour and struck the foremen for jobs, but it seemed as if there was nothin' doin' for me.

However, I finally landed—I am not going to tell where for several reasons which will appear later—except to say that it was on the Frisco, many miles and many hours from my old section.

I was on the point of leaving the right of way and to follow the dusty paths which would lead me to a farm house, and most probably a farm job, when I came upon a section house and saw a woman standing in the doorway.

Perhaps, if she had not been there, the railroads would have lost me, and I tremble to think of the consequences. Anyhow, fate ordained that I should ask her if there was any chance of getting a job on that section. To my surprise she said she thought her husband needed men; that he'd be back soon, and that I had better wait and see him.

I noticed that she did not seem to be particularly cheerful and that the little yard and even the house itself lacked that neat, well-kept appearance which the old foreman's place had shown.

It was hot and I was tired; the door step looked good to me, and, as the novelist would say, I sank upon it.

It seemed I had been there only a few moments before the gang appeared. I walked over to where they

were throwing tools in the shed and struck for a job.

For the life of me I couldn't tell whether the foreman had seen me or not, for his eyes always seemed to be looking at something over your shoulder, but after I told him where I had a little experience, he snarled out a yap to the effect that I had an easy job and why did I leave it?

All the bumptiousness had been taken out of me, and, whereas a short time ago I would have flared up, now I only mumbled something about looking for a job elsewhere.

"Lookin' for another easy job I suppose. Well, you can't be much worse than what I've got," he said with a shifty glance towards the gang, "and I need some more feather bed specialists, so you can start with us tomorrow, anyhow."

I asked him if I could sleep at the section house.

"You can if you put up fifty cents for your night's board," he growled. "I don't want any tramp workin' me for a bed and skinnin' out in the mornin'."

I handed him fifty cents, which he examined carefully before putting into his pocket.

At supper time I had my chance to size up the men. The first thing struck me was that instead of the usual jokes and customary good humor of everyone at the old foreman's section house, these men seemed sullen. They didn't appear to get any pleasure out of their food—which is always a bad sign—and what little talk there was seemed more like snarling than human speech. As quickly as possible each one finished eating, shoved back from the table and went to his bunk. Of course, I didn't know what was the matter, but it didn't take me long to find out.

When we started to work the next morning the tools were slung on the car in a helter-skelter fashion, the men piled on and pumped down the road in a slipshod, careless way as if time was of little value and the saving of energy the most important thing.

As we took the car from the track it looked to me as if the foreman had selected the most difficult spot to do it and one in which there was the greatest likelihood of some of us getting hurt. We had to strain and struggle to slip the car down a sharp incline from the right of way and I suppose we lost about thirty minutes doing it. It was even harder work to get it back, and I can even now see that foreman standing on the track grinning when someone was hurt as we pulled and pushed.

It occurred to me at this time that if ever I was in charge of a section, I would arrange, if possible, a number of harbor tracks at points along my section where it would be easy and safe to get the cars off the right of way.

My first job was putting in new ties. The foreman told us to get to work, then strolled off to some trees nearby, lit his pipe, and sat down. The result was, the gang bunched about three or four ties and everybody was in some one else's way.

In tamping the ties I had to make frequent waits for the men to get out of the way so that I could use the pick safely. So close was the gang bunched about that one of the men was badly hurt by a flying spike which struck on the edge, flew up, and landed against the side of his face cutting a deep gash. The entire gang spent twenty minutes looking after him as result of this accident.

I will never forget my first day on that section. It was the best exhibi-

tion of wasted energy I have ever seen.

In the afternoon we were put to work fixing a little platform for passenger service, and it was necessary to fill in considerably with crushed rock. This crushed rock was about 200 feet from where we were working and the foreman told us to get it. We grabbed our shovels and each man would walk to this pile of chat, get his shovel full, and walk back to the platform. I suppose it never occurred to the foreman to get a wheel-barrow.

Carrying a shovelful of chat this distance, with a slipshod elbow controlling the shovel, meant quite a little distribution along the right of way between the points of origin and destination, but the foolishness of this whole proceeding is too evident to dwell upon at length.

I fairly itched to make suggestions before the evening, but from the occasional remarks the men dropped and the appearance of the foreman, I knew that I had best say nothing. In fact, all this foreman seemed to be able to do was growl and cuss and he certainly filled up intervals between frequent rests in the shade, in this way. It certainly was a peevish bunch.

None of them seemed to care whether the work was done well or not, nor did they have any idea of doing anything but kill time whenever possible. This was not the fault of the men. They were as good men as those I had left, perhaps better, but I defy any man to work under a boss like that foreman and not lose interest in his work.

In the evening, as I have said, we dragged the car back on the track, piled up the tools in a helter-skelter way—and I am sure we must have lost ~~more~~ tools on that section than any other on the Frisco, for I never saw

a check taken of them—and pumped back to the section house.

The foreman's wife, unlike himself, was an energetic, good-hearted woman, but evidently afraid of him. We sat down to a fairly good supper, the foreman complaining all through the meal about the expense of food and how little money he was making either out of us or out of the railroad.

After supper was over the foreman's wife beckoned for me to come to the kitchen. She had heard where I had come from and knew that I always fared well. She began to excuse her husband and at the same time handed me a big piece of apple pie. Of course, the pie went better than the excuses, but I felt sorry for the woman and said but little.

Since then I have seen all manners and types of men. I have seen a lot of mean men that were capable and had so much ability that, to an extent, it counter-balanced their meanness, but I believe this foreman was the only mean man I ever met that didn't have the slightest amount of ability.

As an example of the man's absolute lack of common sense, I recall that, a few days after I started to work we were ditching along the right of way between the track and a high embankment. I noticed that the men in digging this ditch would throw the dirt up the embankment, most of it sliding back and but little of it reaching the crest.

My experience with the foreman had been such that I knew if I explained the shiftlessness of this kind of work, the very least he would do would be to grunt and ignore me, but to anyone with a teacup of sense it was evident that when the first rain came it would wash the dirt back into the fill.

Sure enough two or three days later a heavy rain came and the ditch we

were digging was a loblolly of mud. The rain was unusually heavy and the water rose up under the track and softened it so that the foreman had to put out slow orders and work almost night and day to get that small section in shape for business, whereas, if we had dug the ditch properly and carried the dirt away, we would not have experienced any trouble.

This piece of ignorance cost the railroad about three days' work of the section gang to say nothing of the expense and annoyance of slowing down the trains.

I regarded it as a rather fortunate thing that I struck this foreman after my old foreman, as it gave me an opportunity to see just how fine a man my first boss was.

As result of the attitude of this foreman towards his men and his job, very few, if any, of them made a success. In fact, I only know of one man who ever worked for him that is still in the land of the livin' and is doing fairly well. But in his case he worked only a little while and, strangely enough, I saw him not long ago and it brought to my mind an incident of later years when he was well up in railroad service, and perhaps it might be worth relating, as it will be of interest to many old timers.

Grover Cleveland, then president of the United States, took a notion to visit the Western country and travel from Kansas City to Memphis via the Fort Scott road.

Every precaution was taken to insure his safety; a pilot train was sent on ahead loaded with material and men—Charley Gardiner, conductor, and Ben McCrum, engineer on the pilot; Jim Dalton, conductor, and Ed Shipley, engineer, on the President's special. A section man was stationed on every mile of track and the Frisco

loaned them a few reliable men to help out. Jim Shea, Tom Sherry and others were sent to Fort Scott and had hardly landed before we had a wreck at Fulton—we call them derailments now.

When they arrived at Fulton with Mike Lyons and the wrecker, the trainmaster instructed Mike to make fast with the ropes, but Mike says:

"I'll have nothin' to do with destroyin' thim cars; they can be put on the track, and Mr. McCrum, the car foreman, will have a fit if we damage his equipment."

But, the trainmaster says:

"Then you'll please get out of the way,"—and they sure spilled cars over the right of way and in a short time the track was clear and the trainmaster went to the station to notify Mr. Nettleton, the general manager, who was very anxious about moving the President's special.

The answer came back at once: "I congratulate you and your men on such quick work. Please return to

Fort Scott and take personal charge of the movement of the President's special."

But I'm leaving the right of way again.

While from the old foreman I learned the proper way to work—and as I have said before, it was one of the luckiest things in the world that I started under him—still I sometimes feel that I learned even more from this foreman than the old man, because I not only saw the unfortunate results of shiftlessness and of doing things wrong generally, but the effect it would have on the men who were allowed to do things in this way.

Of course, if I had not had my experience with the old foreman, it would probably seem all right to me, but the contrast nipped my mind with certain elementary facts more effectively than in any other way.

After all, we learn only by comparison and certainly the comparison in this instance was startling not to say vivid.

(To be continued)



Superintendent's Office, Thayer, Mo.



Oxy Acetylene Generator Plant, 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.*

## Pat Kept the Job

One of the bosses at Baldwin's Locomotive works had to lay off an argumentative Irishman named Pat, so he saved discussion by putting the discharge in writing. The next day Pat was missing, but a week later the boss was passing through the shop and he saw him again at his lathe. Going up to the Irishman, he demanded fiercely:

"Didn't you get my letter?"

"Yis, sur, Oi did," said Pat.

"Did you read it?"

"Sure, sur, Oi read it inside and Oi read it outside," said Pat, "and on the inside yez said I was fired, and on the outside yez said, 'Return to Baldwin's Locomotive Works in five days.'"

## Unpromising

A retail dealer in leather goods, doing business in Baltimore, wrote to a firm in Southern Massachusetts ordering a carload of the merchandise. The firm wired him:

"Cannot ship your order until the last consignment is paid for."

"Unable to wait so long," telegraphed the leather merchant. "Cancel the order."—*Norristown Herald*.

## The Brand of Shame

When the donkey saw the zebra,

He began to switch his tail;

"Well, I never," was his comment;

"There's a mule that's been in jail."

—*Philadelphia Ledger*.



An Every Day Occurrence at the New Shops.

### ***In Public Eye***

"Somehow," said the genial station official as he seated himself beside the traveler, "there are some things which lead people to appreciate our wonderful improvements for their convenience and comfort."

"Oh, don't worry," laughed the jolly traveler. "There are some things about your line that are always in the public eye."

"I'm glad to hear that, sir. And would you mind naming them?"

"Cinders, sir--cinders!"—*Ex.*

Governor O'Neal of Alabama at one time shipped a carload of curios to relatives in a Southwestern town. The collection consisted mostly of boxes of furs, Indian blankets and oranges; with them went a Mexican burro intended as a pet for a friend's child.

When the car reached its destination the freight agent, in checking up the contents of the car, misunderstood the word "burro," and thinking that it was the phonetic attempt of some illiterate railroader to spell "bureau," was unable to find any piece of furniture among the contents of the car to fit the bill of lading. According to railway customs in the matter of irregularities he immediately telegraphed back to the shipping point:

"Car 47345 Mariendale, consigned O'Neal, arrived, minus one bureau, plus one jackass. Please trace and notify."

Governor O'Neal himself dictated the reply:

"Change places with jackass."

Hobson—"Are you in favor of the curfew law?"

Dobson—"Yes; I'm in favor of any law that reduces the number of dogs." *Judge.*

### ***The Peace Maker***

General Yardmaster—"What are you running for, Teddy?"

Teddy—"I'm trying to keep two fellers from fightin'."

General Yardmaster—"Who are the fellows?"

Teddy—"Bill Brown and me."

### ***Tit For Tat***

Standing by the entrance of a large estate in the suburbs of Dublin are two huge dogs carved out in granite.

An Englishman going by in a motor thought he would have some fun with the Irish driver.

"How often, Jack, do they feed those two big dogs?"

"Whenever they bark, sir," was the straightforward reply.—*Exchange.*

### ***Common Enough***

"I should like to see some spats," said the precise gentleman.

"Well, stick around," suggested the new floorwalker. "The salesladies are starting 'em all the time."—*Puck.*

### ***May Do So Later***

Agent—"Would you like to get rid of your old typewriter, sir?"

Boss—"Not just yet. I only married her last week."—*Judge.*

### ***All Off***

A man very much out of breath ran into the railway station and made a wild rush for the ticket-seller's window. A few moments later he came back and sat down with an air of dejection.

"So you missed your train," remarked his neighbor. "I suppose there was a woman at the ticket-window hunting for her pocket-book?"

"Worse than that," replied the disappointed one. "There was a fat man trying to get through the turnstile." *Lippincott's.*

### Route Right

The following from General Western Agent Hall of San Francisco, Calif., upon the subject of raisins, prunes and other dried fruits, nuts, beans and canned goods shipments should be of interest to all traffic solicitors:

Judging from present prospects California will enjoy the largest tonnage, consisting of the above commodities, in the history of the State during the ensuing season; shipments to commence with August first and continuing throughout the season. The true conditions surrounding the routing of these commodities are substantially as follows:

Owing to loading facilities, location of warehouses, etc., in California the shippers invariably reserve the right to use any originating line they may elect. They, however, are disposed to respect consignees' wishes as to the intermediate and delivering line, provided consignees' original orders plainly show such routings; otherwise consignees' specific routings are very apt to be ignored, as after the original orders are received by shippers they are routed and sent to the various packing houses of the shippers, who seldom, if ever, make any changes in their original routings as a result of railroad or letter-head routing orders being subsequently furnished by consignees, hence you can readily understand the importance of consignees routing our way at the time they mail their orders to the shippers.

Many of our competitors here have already gotten out letters to their representatives throughout the country, informing them as to the necessity of their vigorously soliciting and securing routings from consignees on their original orders, which action on their part necessitates our doing the same, and as these commodities carry with them 60,000 pounds per car maximum weight and a very handsome rate in cents per hundred pounds the traffic is indeed attractive to any carrier; so much so, in fact, that we should feel fully justified in making special efforts to secure same to our line, which I feel confident you will do.

During the season just closed the Frisco Line handled more of these commodities than in any two previous years. Our thorough tracing system and the most excellent time record we made enabled us to deliver the goods to consignee without a solitary complaint or claim. With this excellent record we should be able to secure our full share of any business that may offer.

Consignees throughout the country are already placing their orders with our shippers, hence prompt action on your part is quite necessary.

In acknowledging receipt of this letter kindly reply generally. On specific instances, as developed by you, please issue Advice Letters in the usual manner: being particular, according to our instructions, to see that but one consignee and shipper appears on each Advice Letter, greatly obliging.

### Bully Bowlers.

The group shown in the accompanying reproduction represents the "Mechanical Store Department Bowling Team," Southwestern Division, Sapulpa, Okla.

The team was challenged by a team from the superintendent's office and in the first clash won three straight games. In the return match they took two out of three by top heavy scores.

Considerable interest is being displayed by the Frisco boys in the con-



tests between the teams and large crowds witness the bowling.

The Mechanical Store Department Team would like to hear from other organizations of this character among Frisco employees.

Left to right, those shown are: Fred Morgan, distribution clerk, master mechanic's office; E. E. Brown, time-keeper, master mechanic's office; S. Clay Harkness, division store-keeper, captain; L. B. Fitzhugh, clerk store department; P. F. Padden, clerk store department.



### ***Traingram Service.***

A traingram service was inaugurated on the Frisco, May 1, under the supervision of the telegraph department. Superintendent of telegraphs is authorized to issue such instructions covering this service as he may deem necessary from time to time.

General Manager Levy issued the following circular upon the new service:

It is the intention to have this service supplement or act as an auxiliary to the telegraph service and it will be restricted to communications that require more prompt handling than can be had through the regular railroad mail. The superintendent of telegraph will exercise a strict censorship, and report any infractions of the rules governing this service.

Traingram blanks and envelopes will be provided and their use will be confined strictly to the purpose for which they are intended.

No attachments to Traingrams will be handled. Communications requiring attachments or enclosures must be forwarded through the regular mail.

Messengers will pick up Traingrams at the various offices and carry them to a consolidating office where they will be stamped with a time-and-date stamp, consolidated, enclosed in envelope, and forwarded on the first available train. At consolidating stations all Traingrams will be sent to the consolidating office open. At other than consolidating stations, Traingrams will be enclosed in Traingram envelopes and addressed by the senders. The pick-up and delivery service will be performed by regular telegraph messengers where such messengers are employed; at other points special messengers will be provided as far as necessary. Traingrams should not be allowed to accumulate in the offices but should be placed for delivery to the consolidating office as soon as written. Train baggagemen will tie up all Traingrams and messenger will meet the trains at receiving stations so that there will be no delay in delivery. Traingrams for local stations will be handled as ordinary mail but necessary instructions will be issued that will result in their being given preference.

To enable the Telegraph Department to maintain a delivery record, it will be necessary that each Traingram bear a prefix letter and number separate from the file reference. Each desk authorized to send Traingrams will be assigned a prefix letter, which will be preceded by the telegraph call of the forwarding station. Following the prefix letter will be the number of the Traingram, beginning with No. 1 on the first of each month. For example: assuming the Chief Clerk in the office of Superintendent Transportation is assigned the letter F. His first Traingram would bear

the reference "S-F-1." A record of this number will be kept at the forwarding office and it will be entered on a delivery sheet at the delivering office and a receipt obtained from the addressee if required. No delivery record will be maintained at local stations.

Consolidating stations and messenger service will be maintained at the following points subject to change, and Traingrams destined to these points will be consolidated in one envelope and addressed as shown.

Manager and Wire Chief: St. Louis, Springfield, Ft. Smith, Sapulpa, Ft. Scott, Memphis, Birmingham.

Division Operator: Newburg, Hugo Francis, Oklahoma City, Enid, Needles, Thayer, Jonesboro, Amory, Chaffee.

Agent: Mottet, Kansas City.

Traingrams for stations not listed above will be addressed individually.

It will be necessary that a proper distinction be made between Traingrams and ordinary mail. The former should be considered second only in importance to telegrams.

With proper supervision and co-operation the Traingram can be made to correspond with the commercial telegraph companies' night letter or deferred service, and should effect a reduction in telegraph business with a resultant improvement in the telegraph or preferred service.

### ***W. U. Information.***

The following circulars containing instructions and information regarding messages chargeable to Western Union Franks, issued by H. D. Teed, superintendent of telegraph, are well worthy of the careful consideration of all who have to do with the handling of telegrams. The co-operation of frank-holders is earnestly solicited in this campaign to reduce telegraph expense:

There seems to be some misunderstanding as to just what messages should be shown on Form 1211 Local. The following will assist in making the matter clear:

Show on report all messages chargeable to your St. L. and S. P. frank. This includes:

1. All messages exchanged on any subject originated by you including answers as well as messages filed by you.

2. Messages received by you which are answers to your letters.

3. Messages received collect which you deadhead under your frank.

Do not show on report:

4. Messages sent by you which are answers on subjects originated by someone else.

5. Messages sent Dead Head Answer to other railroad or transportation compan-

ies. (Such messages must show plainly in check "Dead Head Answer.")

Do not depend upon the Western Union check on a received message. The Telegraph Company does not usually transmit the reason why a message is sent free and your own file MUST determine whether a message is a "Dead Head Answer" or not.

It is the intention that your report will show all the messages you are responsible for whether sent by you or not.

1. Don't use the words: to the—for—on—will—you—a—my— with — me — by — that— we see company—works—etc., unless positively necessary for addressee to understand message.

2. Don't show title after signature unless necessary to identify yourself to addressee.

3. Don't use large file numbers.

4. Don't show dashes unless necessary—if so, spell them out—"dash."

5. Don't say 9th -50th- 31st- write them out as "ninth," "thirtieth," "thirty first,"

6. Don't use numerals. All figures must be written.

7. Don't say A. T. and S. F. Ry. Co.—C. B. & Q.—NYC&HR- C. R. I & P. use the commonly known designation for same as Santa Fe—Burlington Nyc—and Rock Island.

8. Don't use the words—"and"—"R. R." or "Ry." in names of railroad companies. They are not necessary at any time.

9. Don't put a period after each initial in the names of railroad or other companies or spread out the initials. They should be written as one word.

10. Don't punctuate your messages. It is not necessary and the telegraph company counts each punctuation mark as an extra word.

Your co-operation will be appreciated.



Emergency Wrecking Crew on 99031, Ft. Scott, Kans.

### **Circumstances Alter Cases**

At a meeting of clergymen a curate was anxious to bring himself under the notice of the archbishop. He informed his grace that he had recently seen a wonderful example of the ways of Providence. "Your grace," said the curate, "my aunt intended taking a railway journey, but missed the train, owing to her cab being held up. That very train met with an accident and many passengers were killed and injured. Was not that a wonderful intervention of Providence?"

The archbishop looked at the curate,

and after pausing a moment, simply said, "I didn't know your aunt."—*Argonaut.*

### **A Good Start**

That Foreman Mike Abbiatti is figuring on having a concrete gang of his own in the next few years is evi-



denced in the accompanying reproduction showing three of his sons, Ray, Howard and Frank.

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**C. H. CLAIBORNE, SUPT. THIRD DISTRICT.**

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**Another Reminiscence.**

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*By Another Old Timer*

The first time he appeared in the "Houn Daug" country was as operator at Carthage. He had just graduated from his father's farm in the "Flint Hills" of Kansas, and was as proud of his blue cap as Conductor George Dornblazer was of his own new uniform.

When the Red River Division was opened for business between Sapulpa and Sherman, Cal Claiborne was made trainmaster. Great preparation had been made for the installation of the "meteor" trains between Kansas City, St. Louis and Ft. Worth.

The finest equipment money could buy had been arranged for. Traffic Manager Snyder, General Passenger Agent Alex Hilton, Superintendent O'Hara of the Eastern Division, Harry Mitchell of the Northern Division, George Schleyer of the Creek and Red River Division, were instructed to see that nothing prevented the prompt movement of these trains and most of the higher officials were aboard the first trip.

Everything went smoothly and Sapulpa was reached on time and the trains switched for Oklahoma City and Ft. Worth. No. 509 passed Okmulgee and Holdenville on time, but when Francis reported "not yet" the wrecking crew was assembled and in about an hour Conductor George Dornblazer came walking into Francis with the information that the new train had departed from the rails—and you should have seen his new uniform.

No one was injured and the passengers were transferred and Cal Claiborne left to reraill the cars and he

bandaged them so well with George M. Pullman's blankets, that they were put into service without having to go to the shops.

When the line from Oklahoma City to Quanah was authorized Cal was placed in charge of the construction. Labor was scarce and he was sent to Texas to secure men. He returned with a train load of the blackest individuals you could imagine. Work proceeded through Western Oklahoma. Chief Geronimo had been captured and with his band of cut throats was at Ft. Sill guarded by Uncle Sam's soldiers. Chief Quanah Parker lived in a red-roofed mansion at the head of Cache Creek—a few miles west of Lawton—and his Indians were tented for miles around.

One Sunday three of Cal's black men wandered up to Cache Creek and seeing a tent proceeded to investigate. It happened to be occupied by a few "squaws," who had never seen anything quite so black, and their Comanche yell had immediate results for "bucks" seemed to rise out of the ground and the race was on, all records broken, especially when the right of way fence was reached. Every colored man made a clear record and never touched a wire and they lost no time getting into the bunk car.

In a short time Chief Quanah Parker rode down on a Cayuse about the size of a jack rabbit and remarked that it was a good race and showed the superiority of the red man over the black, but Mose, who had just come out from under the bed, said "No, Boss, they didn't do that for the closest they got to us was when I tripped over one of

them pesky Green Caetuses with about a million stingers in it. About the second time I rolled over, I looked back to see how long I had to live and one of the gentlemen had a 'superior' pointed right at me, but he must have missed me, as the other boys say there was nothin' stickin' to me when I passed them."

"Well," Quanah remarked, "Cache-lightower-Olustee-Creta," which interpreted means "Cal, you better keep your burheads on the right of way."

The work proceeded but a sharp razor occasionally reduced their number, and I know you have wondered at the number of little mounds near the switches at stations west of Chickasha. Every colored man was buried near a switch so that his spirit could talk to Captain Bill Ramsey and Engineer Binkley of the Quanah Flyer.

The next construction work, The Arkansas Valley, was a rather tame affair. The Pawnee tribe had so much money they couldn't notice us and Mr. Black Bear of the Cheyennes was too lazy, but Cal was quite busy watching his material.

And now he has been in Arkansas and Southeast Missouri for some years and a man that can bridge the Red River of Texas, "Crib" the Arkansas of Oklahoma, catch fish in the Tyronza and sleep at Big Creek, must be all right, and he looks all right and is all right.

### **Pit Protection**

At the Harvard Yards, Division Foreman Loyd has put in a protection to the cinder pit in the form of neat picket fences at each end, which not only are attractive, but will unquestionably save many from an unpleasant bath.

### **Frisco Team**

The Frisco baseball team at St. Louis for the year 1914 is considered the strongest that ever represented the railroad. It is composed of employees in the General Offices all of whom are well known in St. Louis amateur circles.

They are playing in the Railroad league of which they were champions in 1913 and are expected to repeat their performance of last year.

Sundays are set aside for out of town games and any fast team along the Frisco can arrange games by addressing W. A. Watson, 1120 Frisco Building. The 4th and 5th of July are open dates on the schedule and Mr. Watson, manager, is anxious to fill these dates as soon as possible.

The lineup is as follows: B. Co-

lonna, 1b; W. A. Watson, 2b and manager; H. Brady, ss.; P. Connelly, 3b; G. Blohn, cf; C. Curran, rf; T. Fairchild, lf; J. Atkins, c; R. Fairchild, p; J. Close Close, p; R. Roche, utility; H. Burgwald, utility.



R. E. Miller, bridge engineer; J. Nelson, general foreman and Uncle G. W. (Bud) Turner, the father of all bridgemen.

## CLEAN LIVING AND QUICK THINKING.

*The following talk with Connie Mack, reported by Henry Beach Needham, and published in the May issue of McClure's Magazine with graphic illustrations and re-published by the courtesy of that publication in THE FRISCO-MAN, will prove of interest to every railroad man whether he be a baseball enthusiast or not.*

*Quoting from the preamble of this article, Mr. Needham says: "This great specialist tells some of the big factors which go to produce that peculiar combination of pluck, daring, endurance, self-command and quick judgment that make men and teams win."*

*We might go further and bring out the point that this article carries in its broadest and most restricted sense the value of Safety First.*

It was directly after the World's Championship had been won by the Athletics for the third time—a record—that a broad-minded newspaper editor, who is hardly to be classed as a baseball fan, remarked that Connie Mack had more influence with the youth of America than any other man he could name.

"All over the country," said the editor, "mothers are telling their boys that if they want to stand high in sport, if they aspire to be champions, they must not drink—they must lead clean lives. The victory of Mack and his team is a triumph for clean living."

### *Connie Mack Analyzes the Athletics' Success.*

This speech made a strong impression on me, and on the first occasion that offered I asked Connie Mack to explain in a word the success of his team. He smiled and answered:

"We had the best ball club and showed our best baseball."

But, when I put the same question to him again, three months later, he answered:

"I've thought about that, off and on, ever since you asked me before. Our batting, our fielding, our team-work, yes, and our superb pitching, which sure did fool the experts—all these were factors, big factors, in our land-

ing on top. Then there was the boys' gameness, which I could illustrate over and over. Back of it all put down the youth of the players, for—'Youth will be served,' you know. Barring our pitchers Bender and Plank, who are veterans in years but as young as the best of them, our baseball machine doesn't average above twenty-five years for the twelve 'parts'—the regulars, I mean. Our great infield averages under twenty-seven. Of course, this counts heavily in the box score."

### *Quick Thinking in Baseball.*

Mack paused and thought for a moment before he went on. Then he said slowly:

"I have come to the conclusion, however, that the continued 'class' shown by the Athletics can be put down—if you want it in a sentence, right over the plate—to *clean living and quick thinking*.

"And without the one you can't have the other—the quick thinking. There's nothing to that.

"Temperance is a fine thing and don't get the wrong angle on that *temperance*," he cautioned. "For one thing, it applies just as much to eating. One of the most brilliant players of the last ten years ate his way out of the American League! If you think that's far-fetched, remember

that a former citizen of my home town, Ben Franklin, spoke of men who 'dug their graves with their teeth.' I would make the guess that more folks die from overeating than from starvation—that is, in America.

"Who puts the ball-player out of the game? You would naturally say 'the umpire,' wouldn't you? Well, all the umpires together haven't put as many ball-players out of the game as has Old Man Booze!"

Again Connie Mack shook his head and uttered a warning:

"Now, don't get off on the wrong foot. Booze is *not* common among the high-grade ball-players. It was common twenty years ago; but today it is rare in the majors—boozing. Keep in mind, though, that steady—'moderate'—drinking gets a ball-player in the end just as sure as boozing. Alcohol slows a man down inevitably, and slowing down is the reason for the shelving of by far the majority of players. If you estimate a clever player's years in baseball at fifteen, why, 'moderate' drinking will cut off from three to five years—a third of his life on the diamond.

*The Drinking Player Can Not Meet Competition.*

"I don't want to put this question of clean living on the basis of morals for one minute," explained Mack. "I'll leave preaching to the clergy—I do in dealing with my players. But you ask me why the World's Champions have done so well. I have to answer: because of the kind of lives they lead, and their consequent ability to think and act quickly in an emergency.

"It isn't a matter of morals to our club, but of human efficiency. And say—I wonder if we might not be further along in dealing with this

drink question if we had paid more attention to the net loss in human efficiency?"

"Have you any rules on the subject?" I asked.

"In our club we have no rules about the players' personal habits," answered Mack. "It is recognized that a major leaguer, with a career in front of him and really big money in his pockets, must cut out all bad habits. For if he doesn't the pace becomes too hot for him—the competition for a regular position too fierce."

This reminded Connie Mack of an experience, and he told this story:

"Going South one spring, I took quite a fancy to a youngster who was to be tried out. I liked his looks and I liked his line of talk—above all, I liked his high spirits. Seemed to me that he would be there fighting all the time—never down in the mouth and ready to quit. So, having taken such a fancy to him, I began to pry into his private life a little, but in such a way as to make him see that I was—you know—really interested in him, not merely curious about his own affairs. Quite casually, as I might have asked him if he liked to go to the theatre, I inquired if he drank.

*Connie Mack's Method.*

"Well, that young fellow was frank and above-board about it. Said he took a drink once in a while—a glass of beer occasionally, sometimes a whisky; but almost always he drank to be sociable—to be a 'good fellow.'

"Do you ever go awhile without drinking?" I asked.

"Sure!" he exclaimed. "Sometimes I go two weeks or a month without taking a drink."

"Don't you miss it?" I asked him.

"Not a bit! Never miss it at all."

"I kept quiet a few minutes. Then

I came at the youngster this way: 'Of course, I understand—I know your drinking doesn't amount to anything. But if anybody was to ask me about you, of course I couldn't ring in exceptions—I'd have to say you drink.' Here I stopped—to let it sink in; then I went on:

"Now, so long as you don't miss it when you're not taking it, if I were you I'd think it over and decide whether the drinking is worth classing yourself with those who do drink—with those who can't get along without the stuff."

"Say—in two days that youngster came to me and said:

"Mr. Mack, if anybody asks you whether I drink, you tell 'em I don't—for *I do not drink.*"

"Perhaps there's something like a tip in that," commented Mack. "Any business man who has to handle men can take it for what it's worth. I haven't any patent on it, although it's my method."

"But that was a raw recruit. Could you handle a veteran in the same way?"

"What I'm going to tell you now happened at the time the Athletics hooked up with the Chicago Cubs for the World's Championship. I've said that our club has no regular rules. Somehow, because of reports about previous series, I was unnecessarily anxious. So I took the players into conference: reminded them how, in some former World's Series, the stories went about the circuit that the losing team had dissipated and hadn't played their best baseball. I told our players that if the stories were true, then it was an example of awfully poor business, with sixty per cent of the players' pool going to the winners, as against forty per cent to the losers.

"Then I told our boys that I, for

one, did not want any such reports flying round later about the Athletics. It would be bad enough to lose the championship, I reminded them, without having a bundle of regrets to pester you. It's hard enough to lose to a better club, but to beat ourselves—say, that's another way of throwing away a game when you have won.

"After this little talk on 'efficiency' I suggested that every man on the squad who felt sure that he could go without a drink, if in the habit of drinking, was to say so, openly and before us all. But any man that wasn't dead sure was to insist on having his drink—and nobody was going to deny it to him. Around the room we went, and every player promised. Of course, you understand that a number didn't need to—never touched it.

"There was a star of the old Athletics—the team that met the Giants in 1905—who was still with us as utility man. He seldom got into games, but was always ready, and he made a valuable man to do the coaching at third—the only place it counts for anything. Up to the last game of the series, this player didn't handle a ball or swing a bat. But he did his share of winning games on the coaching line. When the fourth game was over—the count was then 3 to 1 in our favor—he certainly was in bad shape: had a fierce cold, could hardly speak above a whisper and seemed to be in for a set-to with the grip. I wasn't surprised to have him come to me about himself. Near as I can recall it, our talk went like this:

"Connie, I'm a sick man. If I don't take something to brace me up, I'll be in bed tomorrow."

"You mean you want to take a drink?" I asked him.

"He acknowledged it.

"All right; go ahead," I told him.

'Do as you think best. But, if it was me, I'd die before I took a drink.'

"He looked at me, saw I was in dead earnest, and said: 'No drink for me, Connie.'

"Say—he wasn't in bed the next day; he was in the game. I put him in to help start our scoring machine. He stole second at a critical moment of the game, which a slow-thinking, slow-acting man couldn't have done against Archer. And he brought in the first run of the rally that cinched the world's title—all without his drink!

"Next season when we played the Giants for the title, it wasn't necessary to put it on any ground other than the club's own experience. 'Total abstinence worked so well last year, why change to something different this year?' was my argument. Anyhow, every man promised willingly—and we beat the Giants.

"The following year—1912—three of my men didn't take care of themselves, and we lost the pennant. Somehow, I've always thought it was our year to win it."

"How about last year—1913?"

Connie Mack smiled in unalloyed contentment. "Well, now I don't need to exact promises. At the banquet tendered the Athletics by the City Fathers in October,—just to let the boys know that their efforts in keeping Philadelphia on the map were appreciated,—one of the best speeches, in my opinion, was made by Ira Thomas. Ira speaks as well as he knows how to catch—which is going some for the man who out-caught Kling and Archer and made 'Chief' Meyers look to his laurels.

"We don't look up to Connie Mack as a manager," said Ira, "but as a *father*." Then he went on to give his idea of the Athletics—first as a ball

club, but more especially as men. He told those present that not a man on the 'hundred-thousand-dollar infield,' as it is popularly called, had 'ever known the taste of liquor,' and that a team of nine first-string men could be put in the field not one of whom had ever taken a drink! Taken in conjunction with his first remarks,—his hand-out to me,—I felt highly pleased about it. It meant not only success, but the right kind of success, as I look at it.

"About twenty years ago," continued Mack, "when catching for the Pittsburgh Nationals, I was taken by surprise one day. The owners of the club offered me the management. It was too attractive a proposition to turn down, and I took the reins and did my level best to make a winning ball club. My notion was that ball-players fit for the major league, with certainty of employment and real money assured them, would keep themselves in good physical condition as a matter of course. But I found they wouldn't, and that I couldn't induce them to—not the players I had under me in those days. That's the reason why I went to the minors—went of my own volition: because I wanted to learn how to handle men.

"I learned—and I came back. Since then, or in thirteen seasons, our club has won five American League pennants and three World's Championships. Could anybody wonder why I am partial to clean living and quick thinking?"

"You say you have no rules about the players' personal habits?"

"Not a rule," said Mack positively.

"Don't you ever discuss the subject?"

"Sure I do—in our morning talks. You know, we have baseball talks every morning. Of course, the gen-



eral idea is to go over carefully points in the game of the day before, and also to plan for the day's battle. Well, I take every opportunity to discuss drinking. There will be days, you can see, when the last game requires no discussion, and when the coming game is with a team we know very well—in other words, we've got our plan of attack thoroughly worked out. So I switch from baseball to highballs."

"What do you hang it on—what's your angle of approach?"

"Maybe one thing, maybe another," said Mack. "Perhaps we've heard about certain members of the opposing team—perhaps we know of some of the players have been making a night of it. Then I tell our boys it may not show today; it may possibly not show in their playing tomorrow; but it's sure to show the day after."

#### *Getting Hold of a "Wild" Player*

"How do you get hold of a player who is inclined to be wild? How do you appeal to him?"

"I make my appeal from four different sides," said Mack. "First, from the standpoint of the public—the people who pay their twenty-five, fifty, seventy-five cents, or a dollar to see good baseball. They are entitled to see the player at his best—not slowed up by drink. Second, from the standpoint of the club—the player gets a good salary for which he owes his best services. I say that the man who doesn't do his best is dishonest with the club. The third appeal is from the standpoint of a man's fellow players—it isn't fair to the other members of the team to have one important part of the baseball machine going bad, as we say. Fourth, I put it straight to the man himself: tell him that he

isn't honest with himself—that he isn't giving himself a fair chance. I find that in one of these four ways I can get to a man.

"Of course," explained Mack, "I don't single a man out and aim my remarks at him personally in the morning talk. I talk generally—vaguely, as far as the object of my remarks is concerned—but straight to the point. I shoot an arrow into the air—you know the rest. It generally strikes home."

"Is this all about drinking—or do you touch on other bad habits—other violations of clean living?"

"Mainly about drinking," answered Mack. "Other matters I always talk to a player alone about. I got my idea on this when I first broke into professional baseball. I was playing on a minor league team, and a number of the players were sports. They wouldn't be tolerated a minute on a big league team now. The manager was an outspoken, decidedly coarse fellow. The way he used to talk to us was fierce. So I decided then that there were matters relating to a player's habits which should be talked about between manager and player alone. That's what I do now—and it's the hardest part of a manager's job.

#### *Marriage and Baseball.*

"Say, I'm not one of those who sit on a fellow and try to talk him out of getting married, even if he's a youngster making a comparatively small salary. If I make up my mind that the girl's all right, I—I encourage him to go ahead and hitch up for life. Good wives have a strong influence on high-strung baseball-players. They help their husbands to think quick, because they help them to live clean."

"Necessarily there are exceptions—even under your system; isn't it so?"

"Sure; I have had my own troubles," admitted Mack; "players who broke over the traces—got to drinking hard and wouldn't pull up. Right here," cautioned Mack. "I want to be very general. Aren't there fake names in law, such as John Doe and Richard Roe?" he asked.

"Well, once on a time, as the story books would say," began Mack, "there was a baseball manager with a club that was expected to win a pennant. He had two stars—John Doe and Richard Roe. Richard was lacking in will power, but John wasn't. The trouble about John was that he thought he had arrived at the top of his profession. There was nothing further for him, no greater honor, in baseball. He certainly was satisfied with himself.

"John and Richard got to boozing during the winter, and kept it up after the baseball season was under way. The manager talked drinking to the squad, and to the two men, taking them one at a time. But it didn't seem to have the slightest effect on them. They appeared to be hardened.

"The manager wanted to win that pennant—wanted to win bad. So he went along, putting up with the misconduct of the two stars, trying to brace them up and hoping that matters would change—that every man on the team would come to play his best ball. The manager didn't give up the pennant until he knew there wasn't the slightest chance. But about six weeks before the close of the season it was dead certain that the flag was lost. The two recalcitrant stars were still misbehaving. So the manager called John Doe and Richard Roe up to his room at the hotel—the team was on the road—and told them to pack up and go home; that they weren't helping the club, but were holding it back;

that they weren't any good to anybody, least of all to themselves.

"John and Richard went home. After the season was over—the pennant lost—they came to see the manager. By this time they had got some sense in their heads. John Doe, who had thought himself so high up, found that he was falling off that perch—that not only his prospects but the reputation he had made as a great player were on the wane. Richard saw that his means of livelihood was going glimmering. They were pretty badly scared—and they wouldn't have faced their manager if they hadn't been in need of money.

"Well, the manager went at them hard. He didn't only tell them they musn't drink when the season was on—he told them they had to stop immediately! He impressed on John and Richard that they would get no contract with the club if they hadn't cut booze out altogether before the season opened. You wouldn't think—now, would you?—that men who couldn't or wouldn't stop drinking in mid-season would stop absolutely after the season was over? But they did. John and Richard pulled up short. When the next season opened they were in A-1 condition, having fine constitutions. And they played great ball for the club!

#### *The Player Who Saves His Money.*

"Another thing: after their 'come-back' they began to be careful with their money. And say—the player who saves his money is the player who doesn't drink, every time!

"If you stop to think about it, there's nothing strange in this. Why, for a comparison, take the liquor trade—the men in the liquor business. Ninety-nine per cent of the men in the business who put away money

leave the stuff alone—leave it to their customers. There's nothing to that.

"Before we drop the story, let me tell you another important thing John and Richard learned in their experience. When they were going wild, they thought that their friends were those who would take them out and treat them—give them what they then called a 'good time.' But they came to see that these so-called friends were those who stripped them of everything, down to the means of making a living. It's a good thing to find out who your friends are."

"Suppose we jump from cause to effect," I suggested. "How about the quick thinking?"

Connie Mack beamed. Quick thinking hits him right where he lives.

"I guess we won't slow down here," he said. "Trouble is to know where to begin and where to leave off. You're on a subject now that could easily go into extra innings. Let's begin with a youngster."

"There's Schang, our brilliant young back-stop, who, the season before he came to us, was catching for a semi-pro team in Buffalo, and who then had a short experience with the International League club of that city. In the World's Series, at an important stage of the game, with the Giant's at bat, Murray was on third and Cooper on first. McGraw signaled Cooper to steal second; at the same time Murray was given the tip to start as if to come home. Schang took two steps in front of the plate, bluffed Murray back to third by pretending to throw, and then caught Cooper, who is a very fast man, at second. It was the consensus of opinion that Schang's strategy and throw taken together, constituted as sensational a play as was ever seen on the diamond. It sure was

quick thinking—by a steady clean-liver.

"The same game brought Bender to the front—in that quick thinking. I doubt if many in attendance gave the 'Chief' credit for a splendid piece of strategy. When the fifth inning began, the Athletics had a lead of 4 to 1. But troubles started when Bender passed Murray, who legged it to third on McLean's single. McGraw immediately substituted the fleet-footed Cooper to run for McLean.

"Bender put on steam and fanned Merkle on four pitched balls. But the danger was by no means over, for McGraw sent in his formidable pinch-hitter, McCormick, to bat for the pitcher. At sight of him, the 'Chief' motioning with his gloved hand behind his back, pulled Oldring, our left-fielder, in from deep field. Oldring was playing too far out to get McCormick—on the first ball Bender intended to pitch.

"What happened? McCormick knocked a low liner over the short-stop's head. Oldring sprinted in and caught it brilliantly shoe-high, at the same time holding the runners to their bases. Now, if Bender hadn't brought Oldring in from deep left to 'lay' for McCormick, the Giant's pinch-hitter would have made a safe hit, scored a run, and put a man on second—perhaps third, with but one out. A rally, in other words, was nipped in the bud—by Bender's foresight. That was the turning point in the game, which ended, you will remember, with the score 6 to 5 in our favor. Murray's run would have made it a tie—Cooper's would have meant the loss of the game. So I look upon Bender's bit of strategy as a great factor in the contest. Only a steady, clear head could have prepared for that emergency.

*Some Cases of Quick Thinking*

"They say that Merkle pulled a bonehead play in the last game," ruminated Mack. "But, as I look at it, it was quick thinking on the part of 'Home-Run' Baker and our lead-off man, young Eddie Murphy. If you recall the play, Murphy was on third when Baker hit to Merkle, the Giants' first baseman. Murphy, who had started home as the ball was hit, stopped at just the right place between third and the plate. Baker, seeing that Merkle had the ball and could tag him out, also stopped. Merkle tried to touch Baker, but our third baseman started back for home, enticing Merkle to follow him. When the Giants' first baseman was off his balance, Murphy made a dash for the plate. Merkle finally threw to McLean, the catcher, but too late to get Murphy, and he also lost Baker, who made first base safely. You might call that quick thinking by wireless, for Murphy and Baker acted together intuitively—without those signals we hear so much about."

"Collins isn't a slow thinker," was suggested.

Connie Mack grinned. "The 'king of second basemen' made a play in New York against the Yankees in the regular season that sure raised a rumpus. There was a man on second when Borton, of New York, not a fast man, hit a grounder almost over second. Collins made a phenomenal stop, for it was ticketed as a safe hit, but he was in no position to throw the ball to first—couldn't have got his man possibly. To my surprise, even, Collins tossed the ball to Barry, who shot it—relayed it—toward first. I do believe Borton would have been out, but unfortunately the umpire got in the way of the throw, and the ball hit him. Acting under the rules, the umpires

made Borton bat over. Although the play wasn't actually pulled off, it was as remarkable an instance of quick thinking as I have ever seen. There, again, was double quick thinking!

"There is a play of ours which is popularly called the 'double squeeze.' It was new last season. The 'single squeeze' has been played some time—the runner on third, the bunt, with the runner starting as the pitcher winds up, and the man across the plate before the ball can be picked up and thrown to the catcher—in other words, the runner 'squeezed' home.

"In the double squeeze there are runners on both second and third, with nobody out or only one out. At a signal from the batsman, seen by the base runners but by none of the opposing players, the man on third starts for home as the pitcher begins his wind-up, and the runner on second breaks for third. Now, the important thing—the most necessary thing—is that the man at bat should connect with the ball, whether it is over the plate or wide. If he connects with it, yet knocks it only to the pitcher, the man on third is sure to score, while, if the ball is fielded to first, to catch the batter (as often happens), the runner also scores from second.

"But, as I say, the main thing is to connect with that ball. It takes a keen eye—of course, a clear head. Our short-stop, Barry,—the best in the business in my opinion,—has a way of connecting with that ball; he's there every time. Which is all the certificate of good moral character I need to give Jack Barry."

"How does it happen," I asked, "that you have so many men who, as Thomas said, have 'never known the taste of liquor? Does it mean the survival of the fittest, or does it mean that you prefer the abstemious player?"

"Both," replied Mack. "Five years ago I would take a man who drank, provided I thought I could handle him—and gradually break him of the habit. Now I wouldn't bother with a youngster who drinks. That's my fixed policy—I have changed."

"On account of age?"

"No—wisdom! I've proved up to my own satisfaction, this business of clean living and quick thinking. It's the stuff champions are made of. There's nothing to that."

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### ***Claim Preventative***

The organization of a Freight Claim Preventative Committee on the Northern Division, at a meeting called by Superintendent O. H. McCarty, at Ft. Scott, Kans., May 7, is an important move in the right direction.

The object of this Claim Preventative Committee is, as its name indicates, to devise ways and means for preventing and eliminating freight claims. It is a movement started to interest our employes in claim preventative matters; to correct conditions in our transportation department, and practices of employes having to do with the handling of freight, resulting in damage of any kind.

It is proposed that the committee hold four meetings each month at the following points: Fort Scott, Pittsburg, Kansas City and Springfield. The first meeting will be held at Fort Scott, June 9, at which time the dates for the meetings at other points will be arranged.

The feature of discipline will not enter into the work of the committee nor will punishment be inflicted as result of anything which might come up at the meetings or be reported by the committee. The purpose of the meetings is purely educational.

Employes are invited to send ideas, suggestions and criticisms in line with the work of the committee, direct to any member, or to Chairman O. H. McCarty. Of course, the ideas advanced should be written legibly and briefly, but above all else they should be specific.

In case of emergency, report should be made direct to the party concerned, as well as to superintendent, in order that immediate action may be taken. In other words, all detrimental situations should be corrected promptly as possible.

The Northern Division was the first on the Frisco, and perhaps the first on any railroad, to organize a committee to try out this new plan, and its success depends entirely upon the co-operation of employes in all branches. It is up to the men to see the results are not disappointing, and if they are alive to the opportunities offered to correct situations that are causing claims, it will be but a short while before all that has been planned by the organization will have been achieved, and freight claim payment will be materially reduced.

Members of the committee are to serve one year and those elected for the current term are: O. H. McCarty, superintendent, Ft. Scott, Kans., chairman; E. Otton, warehouse foreman, Kansas City, Mo.; M. R. Taylor, switchman, Fort Scott, Kans.; G. Taggart, car repairer, Baxter, Kans.; Ben Gould, conductor, Fort Scott, Kans.; D. M. Lay, special agent, Kansas City, Mo.; S. G. Manlove, engineer, Fort Scott, Kans.; W. G. Wolfe, general agent, Pittsburg, Kans.; G. R. Carson, yardmaster, Pittsburg, Kans.; P. W. Sayles, brakeman, Fort Scott, Kans.

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The Ballast Department wants chats from everyone. Send them in.

# SAFETY FIRST

## SPRINGFIELD TERMINAL RALLY

When the Springfield Terminal Safety Committee figured up the results of their work in injury prevention for the ten months of the current competitive year, they found their excellent record put the terminal prize right within their grasp. To keep up enthusiasm and cheer themselves and other terminal men on to victory, a Safety First Rally was held at the Diemer Theatre, Springfield, Mo., April 16th.

The theatre was filled with an enthusiastic audience of terminal employees, their families and friends, who enjoyed to the utmost the entertaining and instructive program provided.

Charles R. Bush, chief clerk, Reclamation Plant; B. F. Edmunds, car inspector, and B. M. Moseley, machinist, made addresses in which they declared their allegiance to and confidence in the Safety First plan for the prevention of work accidents resulting in injury, if not death, of railroad men. They also pointed out what men in their respective branches of service could personally do to insure greater safety to themselves and their associates in their daily work. Mr. Moseley, by a clever childhood story, demonstrated that in the work for greater industrial safety it was the workman who "got the candy."

Engineer M. J. Murphy directed his remarks to the members of organized labor of every class, and, in the eloquent and forceful manner for which he is noted, urged all railroad labor orders to formally endorse the Safety First movement and vigorously espouse and promote its object and purpose in every possible way. Ex-

tracts from Mr. Murphy's talk will be found on another page of the magazine.

Mrs. Floy Newland, superintendent, Frisco Women's Safety League, who was in Springfield for the purpose of perfecting the local organization of this league, made a short talk in which she explained that the object of the League was to give the Safety First movement the aid and benefit of woman's influence. Casualties, she stated, are inimical to Frisco homes, therefore it is necessary for Frisco women to encourage and aid the movement for their elimination.

W. B. Spaulding, chairman, Central Safety Committee, exhibited for half an hour stereopticon views illustrating a large number of frequent causes of injury to railroad men and the needlessness of these occurrences.

The musical entertainment of the evening was furnished by Mrs. R. E. Brooks, Miss Mabel Reed and the Frisco Glee Club. Their performances elicited great applause to which they generously responded with encores.

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*E. L. Chrisman, Agent, Jefferys, Mo.*

I am rather young in railroad service. In fact, have been with the railroad only since January 30, 1914, but I am for Safety First, last, and all the time, and the following little incident brought home forcibly the importance of this great movement:

About two or three weeks after I secured position as agent at Jefferys, I was waiting for north bound train No. 24, due here at 9:12 a. m., on which I shipped a few cans of cream each morning. It was late, and to

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save time, I had placed my truck, from which I loaded the cream, along side of the track. Before 24 arrived, No. 21, south bound, due at 10:12, came in and slowed down for one passenger to get off. This passenger started to swing off just before the train had come to a perfect standstill. He noticed the truck just in time to pull himself back on the car step and avoided striking the truck, which would have undoubtedly resulted in some broken bones, if nothing more serious.

It was then I realized how much better it would be to hold a train until I could pull the truck to the side of it than to place it there before hand and have an accident.

It is certainly much better to hold a train a few moments and avoid an accident than to go ahead and save those few moments and perhaps be the cause of injuring someone. It doesn't take as long to prevent an injury as it does to cure one, and besides the time part of it, injuries are not always curable.

I would say to all Frisco men, and to others, let's all do what we can in the interest of Safety First. We have an excellent medium through which we can work together in harmony and to our advantage, *The Frisco-Man*, so let's stand for Safety First and BOOST.

Engineer M. J. Murphy, one of the speakers of the Safety First Rally, Springfield, Mo., April 16, brought out in his address the following interesting points:

It seems strange, in this enlightened age, that it would be necessary to in-

augurate a campaign of education to teach an intelligent man the safe way to perform his work to avoid injury to himself and his co-workers, but when we realize the appalling number of able bodied men who each year are maimed and crippled for life; the number of homes made desolate because of accidental deaths of bread winners of the families, any person who gives the subject thought must conclude that something must be done to conserve the lives and limbs of railroad employees.

In the interest of the conservation of human life and limb, it is necessary to turn to some other means, to adopt some other plan than that of legal enactment, or the pay of more money in personal injury or death claims, to protect the life and limb of railroad employees.

As there is no way by which we can measure the value of human life, or maimed and crippled limbs, we should for humanity's sake, get busy and do everything within our power to conserve and save that which is priceless to us, our lives and the limbs that God gave us.

If railroad employees will but wake up and do their part by a concerted move together with the managers of the railroads, they can prevent the angel of death from entering into thousands of our homes and preserve the free use of the limbs that God gave us.

In discussing this Safety First movement with employees of the Frisco and other roads, I have found a great many who were skeptical, who did not believe in the companies being honest in their intention and who

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thought that the managers of the railroads were prompted in this movement from selfish motives because of the laws compelling them to pay larger sums of money for personal injury and death claims.

As an employee in the position of a locomotive engineer, I hold that I am not interested in the motive, be the motive what it may, that prompted the railroads to inaugurate the Safety First movement, so long as the result of this movement protects to me the free use of the limbs that God gave me and protects to my wife and children my life.

My wife, my children and I are the ones that receive the greatest benefit of all and I would rather see the managers of the railroads and other employees through their Union Labor Orders work together towards the conservation of human life and limb than to meet conditions as they are and then come together in a concerted move to pay to the injured employee and the widow and the orphan the entire net revenue of the railroad.

Now, Mr. Chairman, as this Safety First movement can and will protect the life and limb of the employees and the patrons of the railroads, I hope that the day is near, very near, when we will see a concerted movement on the part of the railroad managers and their employees that will have for its purpose the conservation of human life and limb. I can see hopeful signs now on our horizon because of a movement started here on the Frisco in the last year, and, while I do not wish to throw any bouquets or flowers at our Chairman of the Central Safety Committee, I deem it only just to you,

Mr. Spaulding, to say that you have had the forethought and wisdom to enlist in the interest of this Safety First movement the greatest influence on the railroad men in existence, namely, the influence of the mothers, wives and sisters of the railroad men, and with the able assistance of Mrs. Newland, you are now organizing in every division point of the Frisco the Woman's Safety First League.

Now, to the wives of the Frisco men, I want to speak a few words. Please look back to the days when you were in the full bloom of your young girlhood, when the men who are now your husbands first came to you to woo and win your love.

There must have been some personal charm in them, something good in them, that attracted you and caused you to select them for your husbands, the father of your children, in preference to the score of other suitors you had.

You are now their wives, the mother of their children, and to you who are the happy mother, I would also speak. You know when your little child in its play or otherwise falls down and otherwise bruises itself, it comes to you with its childish troubles and you pick the little one up in your arms, hold it to your breast, kiss its bruise and soothe its troubles away, and you soon have it the happy smiling child, ready to return to its play again.

You should remember that your husbands are only great big overgrown babies, who, in their battle to obtain the bread and keep the shelter over you and your children, they come in contact with the rough edges of the



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world and often return to you bruised and discouraged.

If you would then, in your sweet womanly, motherly way soothe and cheer them up, you would soon see the cloud of trouble leave and find them filled with a new courage ready to fight the battle of life anew.

If you will do this, the Frisco employes, encouraged by their wives, mothers and sisters, will be able to give at all times the safest, most efficient service that loyal intelligent men can give and what will this mean?

A concerted move in the conservation of human life and limb will soon attract those teeming millions of the Great Southwest and you will find them riding on our trains; you will find the producer, manufacturer, shipper, shipping their products and goods on our rails. This will mean an increase of business that will give the employes a better opportunity for more rapid promotion in their line of service, a better opportunity to work full time and overtime so they can earn more money each month. That will enable them to build and beautify their homes, the homes they love so well because around their hearthstone they have heard the sweetest music ever entered the ear of man, the laughter of their babes, the patter of their little feet and because in those homes are sheltered the heart's true mate, the wife, to whom they can return and from whom they receive the sweet kiss, the chaste caress that only the pure true wife can give, which to us men means a foretaste of the joys of heaven.

In conclusion, Mr. Chairman, I hope

to see the day, and that very soon, when Union Labor, assisted by the wives, mothers and sisters of the railroad men, will join in one grand concerted move for the conservation of human life and human limbs; until then, I hope that Mr. Spaulding and Mrs. Newland will continue their good work for Safety First, and I believe the blessing of a kind and loving God will be their reward.

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*M. R. Johnson, B. & B. Foreman,  
Springfield Terminals.*

Co-operation is the main wheel in the progress of every railroad. This word, used in connection with a railroad means Safety First. With the co-operation of every employe the percentage of casualties will be very small, and as result, the roads where safety is assured will enjoy a larger patronage from the traveling and shipping public.

In every business that is undertaken the motto of the company should be co-operation. The need of this word is brought out stronger in the running of a railroad than in any other business and it should be the by-word of every employe, from the office boy to the president.

How many times has the smallest detail, left out in an order to an engineer, resulted in the sacrificing of many lives? Many, many times.

The track walker making daily inspection of track along his route, fails to notice some defect in the track. Along comes the limited at a terrific rate of speed and an accident happens which may mean loss of life.

With this little illustration you will see the point. If this same track

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walker had the co-operation spirit, in other words, if, instead of assuming that he was merely a small cog in a big machine and that his work was not an important factor, he realized that he HELD as important a position as the most trusted employe, as far as *safety* is concerned, his sole ambition would be to see trains pass safely over his allotted stretch.

Let us remember that *Safety Comes First* and in doing this we will dispense with thousands of needless heartaches and will enjoy the peace and happiness which only comes to those who do their work well.

The Eastern Division Safety Committee wound up its sessions for the year with an enthusiastic meeting at the Elks' quarters, Aurora, Mo., Monday, May 11. Two interested visitors were Superintendent D. W. Hickey of the Missouri Pacific railway who is introducing the Safety First movement on the White River Division of that road; and Mr. George J. C. Wilhelm, secretary Railroad Y. M. C. A. Monett, Mo.

The business session lasted practically all day after which the Committeemen were taken automobiling by Conductor Miller of the Greenfield Branch.

In the evening 1500 citizens of Aurora, together with a delegation of Missouri Pacific employes from neighboring points, attended the public Safety First Rally held in Armory Hall, and enjoyed and profited by the excellent program provided.

Attorney Dick McPherson, on behalf of the citizens of Aurora, extended a cordial welcome to the visitors and

expressed deep appreciation of the work the committee is promoting.

Chairman J. F. Simms of the Eastern Division Committee reviewed the history of the Safety First movement since its inauguration, in September, 1911, its development and subsequent achievement. He emphasized the need of securing the co-operation of the general public to insure the complete success of the accident prevention campaign,—particularly that phase of it directed against the most prolific source of railroad accidents—TRESPASSING. He explained that to arouse enthusiasm and win support, the Eastern Division Safety Committee adopted a plan of holding business sessions at prominent cities and towns along that division and winding them up with public meetings in the evening.

One of the most profitable and instructive talks of the evening was made by Chairman W. B. Spaulding of the Central Safety Committee. By means of a series of stereopticon views, Mr. Spaulding brought the spectators to a vivid realization of the enormous loss of life and limb due to the trespass evil. He pointed out that during the twenty-three years ending June 30, 1913, this one source has brought about the serious injury or death of 215,266 citizens of the United States—the number of fatal and non-fatal cases about equally divided. Mr. Spaulding stated that the great loss in the productive power of labor and the destitution it entailed made it imperative that every community concern itself with creating a general public sentiment that would bring about State and national legislation to end or at least diminish this evil.

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Pat Nelson, section foreman, Conway, Mo., followed Mr. Spaulding with an address upon education. He directed his remarks chiefly to the younger generation, of whom there were a number in the audience. Mr. Nelson dwelt at length on the value of education, bringing out the idea that it was the key to the door of opportunity. To illustrate his point, Mr. Nelson related incidents in history relative to the lives of several of America's most illustrious citizens.

Secretary Wilhelm of the Monett Y. M. C. A., was then introduced. Mr. Wilhelm has for several months been visiting towns along the Frisco for the purpose of addressing the school children regarding the dangers of trespassing on railroad property. His object is to dissuade the children from walking along railroad tracks, playing on turn tables and lumber piles, but he directs his efforts particularly to inducing the boys to abandon the dangerous pastime of hopping trains. For the benefit of the young people who were in attendance and for the enlightenment of parents, Mr. Wilhelm discussed this subject forcibly and at length.

Committeeman J. W. Morrill next followed with a **Safety First** talk from

### Nail Shims

The problem of shims between rails has often puzzled section foremen. It has been suggested that a ten penny nail or a nail corresponding to the distance required by the temperature, is one of the best shims to be used, as the nail can be removed with but little trouble, and the usual danger of a mashed finger avoided.

a locomotive engineer's viewpoint, restricting his remarks to the theme of the evening, namely, walking on railroad tracks. Mr. Morrill explained to the audience the great nervous shock and the grief that is inflicted on every engineer who has the misfortune to run down any human being, or who narrowly escapes so doing. He referred to the practice common among many trespassers of remaining on the track, when a train was approaching, until the train is so close to them that it would be impossible to stop; yet they could safely step off the track before the train reached them. He explained that the trouble in cases of this sort is that the engineer has no means of knowing whether or not such person will heed the screaming alarm of the whistle and step off the track before it was too late, as he gives no indication that he is aware of the approaching peril, and will accordingly act in a sane way.

But the feature of the program which made an instant impression, was the beautiful selections rendered by Mrs. Gregg of St. Louis, who was a visitor at Aurora on the date of the meeting. Mrs. Gregg is a singer of unusual ability which, with her charming personality, won the enthusiastic applause of the entire audience.

Philosopher—Young man, in order to succeed in life, you must begin at the bottom and work up.

Charlie Sagundo—That was not my father's motto. He began at the top and worked down.

Philosopher—And made a failure, I suppose.

Charlie—Not at all. He made a fortune in coal mining.

# Women's Department

MRS. E. G. NEWLAND,

Augusta, Kansas, Editor



## **WAR IS DECLARED! 50,000 Volunteers Wanted!**

To go to Mexico did you say? No. They are not wanted to shoot, maim and kill, but to enlist as Frisco soldiers in our warfare against death, warped and twisted bodies, legless, armless and sightless men.

The women of '61 will tell you that the man who said "War is hell" spoke the truth. They will also tell you that in the light of the years that have passed since then, they can say with Hosea Bigelow:

"Abstract war is horrid,

I sign to that with all my heart,  
But civilization doos git forrid

Sometimes, on a powder cart."

All great reforms have been brought about by war. It has a purpose and those who died have, by giving their lives as a sacrifice benefitted the world, and the loss was not in vain.

But who is benefitted by the death of the railroad man who takes a chance? The world at large is not, for it has lost a worker, a bread-winner; the company is not, for it must choose a less experienced man to fill his place; his family is not, for the income is gone instead of the position in society, the education of the children, travel and all the advantages before enjoyed, there is the eternal question of bread and butter, which the widow finds leaves no time or money for the com-

forts or pleasures of life.

The thought of war with Mexico has stirred the blood of our patriotic men, both young and old, and the veterans of '61 would, if they could, join those of '98 in the defense of the flag for which they once faced death.

At a moving picture theatre in Chicago recently, an actress appeared on the stage bearing the Stars and Stripes. The audience cheered lustily, rose to their feet and sang "The Star Spangled Banner." Then someone called for "America." The orchestra struck up and for fifteen minutes the people sang "Columbia," "Rally 'Round the Flag," "Dixie" and other national hymns dear to the hearts of Americans. The flag which caused the demonstration was only a piece of cloth of red, white and blue. It is what it STANDS for, an equal right to life, liberty and the pursuit of happiness, that makes it loved and honored by our citizens.

Should not our Safety First emblem kindle a like sentiment in our hearts? Does it not stand for all that makes life worth while to us? Our fathers, our grandfathers, husbands and brothers fought for the flag of our country. If we can love and reverence that which cost the life-blood of our loved ones, what about the emblem which will protect and save for us the ones upon whom we depend for support

and to whom we look for companionship, love and happiness?

My heart thrilled with pride when at the public safety meeting in Springfield, Mo., our emblem was thrown upon the screen, and the audience burst into a hearty applause.

When women everywhere awake fully to what Safety First means to them, its emblem will be greeted with the honor it deserves. Let us all be up and doing our share toward the education which alone can bring this to pass.

The Safety First Rally at the Diermer Theatre, Springfield, Mo., April 16, was well attended by Frisco women who listened attentively to the accident prevention addresses made by the various speakers.

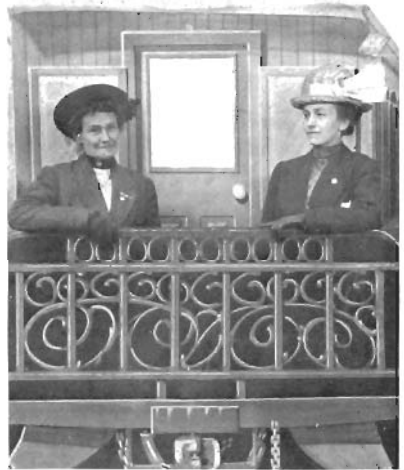
On the afternoon of April 12, the women met at the Royal Arcanum Hall and duly organized the Springfield branch of the Frisco Women's Safety League. Officers were elected and interesting talks were given by a number of the women. Considerable interest was evinced in the Safety Work, all of the women expressing a desire to learn more of the movement. L. N. Bassett, superintendent terminals, presided and was assisted by W. B. Spaulding, chairman of the Central Safety Committee.

The Springfield "Leaguers" will meet with the Terminal Safety Committee in May and learn of the work of the committee, and the league members are planning for a very interesting and profitable day.

While in Springfield to attend the Safety Rally, I visited the South Side and the New Shops. The shops are wonderful from a woman's point of view. I wish I was big enough to un-

derstand the workings of all the different machines.

The conservatory at the New Shops is something of which to be proud and my heart swelled with gratitude and pleasure as I looked down upon it to realize the tenderness and love of the beautiful which lurks beneath the commonplace exterior of smudged



Mrs. G. M. Bear, President, Springfield Terminal Branch, Frisco Women's Safety League, and Mrs. E. G. Newland, Director of the League.

faces and worked stained clothes. Surely we can reach the hearts of our Frisco men in the same way the flowers do, by the sweetness and beauty of our lives and by giving them our best in return for their care and love.

As I learn more of railroad life, I find that every where the best Safety men are those whose homes are made happy by a wife who cares more for the man than she does for his pay check. Oh, if Frisco women could only have their eyes opened wide, I am sure there would be a revolution. Surely they would not be so selfish if

they could realize that when the men go to work with hearts burdened by their extravagance and indifference, their danger is increased one hundred per cent, for life holds no attraction or pleasure and they become reckless. I hope the League will bring about a better condition as the women learn more of the men's lives, their cares and vexations. I am sure it will. I find Frisco men everywhere enthusiastic over the possibilities of the league. They tell me if we can get the women to think seriously on the subject and to try to learn more of Safety First work, it will do an unlimited amount of good. They say a woman's influence is the most powerful agent for good or evil and we do want it to be for the GOOD of Frisco men.

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I visited some of the boys in the Springfield Hospital. The beauty of the velvety lawn and the stately shade trees and the tender sympathy and care of the Sisters and attendants, would almost reconcile one to the enforced idleness, but the surgical ward would soon convince us that nothing could compensate the loss of sight and limb. I told the boys we were trying to put the surgical ward out of business through Safety First, but I am glad our men have the privilege of such a place when they are victims of fever and illness of various kinds.

One more word to Frisco women. As a whole I find they are without a peer, but unfortunately there is, once in a while, a knocker. Let us stop knocking long enough to investigate a little, and I'll tell you, if you women do as much to make your husbands good men and provide a pleasant, comfortable place for them to live, as the Frisco railroad is doing, it will keep you so busy that you will have neither time nor breath enough to knock.

It is pleasing to note the work being done by the divisions of the League already organized, and it is hoped the report of the Northern Division will be noticed by all.

This division was organized in March and the women met in April, in private session, to read and discuss safety literature and safety problems and to plan for the meeting in May, which is to be held in connection with the meeting of the men, as a joint business session. Requests have been made for badges to supply new members, which shows the progress of this division in membership.

Since the Springfield Terminal Branch was organized April 17, with an enrollment of about fifty members, requests have been made for 300 additional pins for new members, and the President expects 1,000 women will have registered by the time they meet with the men's committee May 16.

As fast as possible branches of the League will be organized on all divisions, but in the meantime the co-operation of every Frisco woman interested in the League is solicited; if they are not interested, they should be.

Talk and plan for the organization of your division Branch and help to make it successful from the start. It will aid greatly if the League is well advertised.

Suggestions from Frisco women, or men either, in regard to the League will be gladly received.

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The Northern Division Branch of the Frisco Woman's Safety League met at the home of Mrs. E. P. Wagner, Fort Scott, Kans., April 20.

Letters and articles pertaining to Safety First work were read and discussed at this meeting.

Mrs. L. L. Lefler was called upon to prepare an essay for the next meeting

of the League, which will be held in conjunction with the meeting of the Division Safety Committee.

Those attending the meeting were: Mrs. E. P. Magner, president; Mrs. George Seiber, second vice-president; Mrs. G. L. Swearengen, treasurer; Mrs. S. W. Rheem, secretary; Mrs. George Wood, Mrs. Harry Hanes, Mrs. F. B. Rathfon, Mrs. L. L. Lefler, Mrs. J. R. Hopkins. New members received were: Miss Alta Hanes, Miss Marie Wood and Miss Alta Magner.

I am a great believer in Safety First. If everyone would practice it there would be fewer cripples and fewer fatherless homes.

The remark was made to me when my husband joined the Safety Committee that, "He was a fool. Didn't he know that was just what the company wanted? Now, if he gets hurt or disabled he won't get a thing out of it."

Well, if it takes fools to live up to Safety First, I say, "God bless the fools and give us more of them."

I have read Mrs. F. O. Miller's letter and I enjoyed it very much. What can be sadder than to have one of our loved ones brought home to us crippled for life, or perhaps killed outright, and worse still, to know that it was all due to someone failing to do some one thing, not living up to Safety First?

Let us endeavor to practice Safety First as well as preach it. Keep it in mind at home as well as at work. Show the knockers what Safety First really is, and then, when the day comes, and it surely will, when every man will be a believer in Safety to himself, his fellow man and the company property, then and then only will the accidents be less and the death rate from year to year cut down.

I think it but a Christian act for one man to look out for another, and to my notion if more railroad men were Christians, it would not only help Safety First, but they themselves would be better off.

"A good name is rather to be chosen than great riches and loving favor rather than silver and gold. The rich and the poor meet together. The Lord is the maker of them all."

"A prudent man foreseeth the evil and hideth himself, but the simple pass on and are punished."

I will close by saying God-speed the Safety First movement.

A MEMBER OF THE FRISCO FAMILY.



Miss Loma Lunceford, (standing), daughter of Section Foreman G. E. Lunceford, Karkin, Mo.; (sitting) Miss Nellie Massy, daughter of William Massy. Section Foreman Lunceford has been in the service of the Frisco for the last seventeen years.

Mr. Massy has been in the employ of the road for two years.

Mrs. Newland, director of the League, has had a number of requests for emblem pins recently, which she has been unable to fill. An additional thousand of the badges has been ordered, and as soon as they are received, those requested will be sent out. In the meantime, please consider yourselves members.

The following letters received by Mrs. Newland, regarding membership in the League, will be of interest:

I appreciate the emblem pin very much and hope the good work for safety will continue to go on.

I am greatly interested in the Safety movement and hope every woman will aid in making it a success. We need Safety First; we need to yield to it. If our eyes are open we can see where Safety is needed every day to protect our loved ones and others from danger. Sometimes failure is due to carelessness.

I recall, not long since, there was a serious railroad accident in the Rocky Mountain region. The keeper of a switch allowed a train to come thundering along the track and go through an open switch. As result the cars were derailed and the whole train plunged over a precipice. When the keeper was arrested he was asked by the court to explain the accident, but all he could say was "I forgot." Many have failed for the same reason, but let us see to it that carelessness and "forget" do not come ahead of Safety First.

Not long ago I read a story regarding a vessel steaming to an Australian port. The captain was on his last voyage and was to be retired when he reached England. He wanted to get to port as quickly as possible and took a short cut into the harbor. In doing

this he ran against a rock which he could not see. In thirty-five minutes the vessel had gone down and the people barely escaped with their lives.

So, my dear readers, we can see the necessity of Safety First in every walk of life.

MRS. WM. DAMERON,

Wife of Section Foreman, Oswego, Kans.

I received my Safety First pin a few days ago and thank you very much for it. I am proud to wear it and am certainly in favor of the Frisco Woman's Safety League. I will do all I can to help.

I believe it would be a good idea to call an organization meeting with as many of us attending as possible, to get up a Constitution and By-Laws, and get to work. We do not know the vast amount of good we can do until we try.

Our aims and ambitions should be united in the one great thing in railroad life, the safety of our husbands, fathers and brothers.

I am sure the League cannot fail to please every Frisco woman, and, if success crowns our efforts, we have much to gain. Just think of it; suppose through our efforts one life is saved, or one person saved from being a cripple. Who can put value on such a blessing?

I am the wife of a section foreman on the Third District. My husband has been in charge of a section for the last fourteen years, and while he has never had a serious accident, I want to help him all I can in this Safety First campaign and do everything in my power to aid in this cause.

MRS. J. T. PEARSON,

Clarkton, Mo.

It gives me great pleasure to write



and tell you that I was the most pleased person you ever saw, when I received the emblem pin. I really cannot express my appreciation of it, for I am so interested in the Safety First movement. I want also to thank the editor for allowing us space in *The Frisco-Man*, in which to express our ideas.

I certainly intend to do all in my power to make 1914 a banner year for the Frisco. If every foreman would be proud of his position and see to it that every foot of his track is kept in the best possible condition, then when the engine pulled over the track every person would know by the speed of the train, it was running over a Safety First stretch.

MRS. W. L. HILLIS,

Wife of Section Foreman, Poplar Bluff, Mo.

— — —  
Please accept my tardy acknowledgement and thanks for the badge of the Frisco Woman's Safety League, received February 14.

I wish to assure you my tardiness is not due to lack of interest, as I have been enthusiastic over the Safety First movement since its start; especially so since I have attended two of the meetings.

I constantly urge, in all ways possible, the necessity of vigilance and care in making the Safety First movement successful.

I wish you success in your work and promise any help I may be able to give.

MRS. O. V. SMITH,

Sapulpa, Okla.

— — —  
Have just received my Safety First pin and write you immediately that you may know how much I appreciate same.

I am proud to wear it for the privilege it gives me. I am the wife of a Frisco employe and want to be of service in some way in aiding all on the line in this great movement. I am anxious to become a charter member of the Frisco Women's Safety League and help all I can.

I like the suggestion in Mrs. G. W. Greener's letter in *The Frisco-Man* regarding arranging a meeting at some central point, effecting a permanent organization and holding meetings every quarter. Besides getting together and becoming acquainted, you know, where two or more are gathered together in one great cause it is bound to be a success. I wish you unlimited success in this great work, and am pleased to offer my services if I can be of assistance in any way. I wish to learn more of the objects of the League.

MRS. W. H. CLARK,

Fort Smith, Ark.

— — —  
Please accept my thanks for the badge of the Frisco Women's Safety League. They are very unique and attract a great deal of attention.

MRS. F. E. WHITE,

Thayer, Mo.

— — —  
Many thanks for the pretty pin. The Frisco has certainly taken a long step in the right direction by enlisting the active co-operation of the women, and I expect to see many other roads follow its lead.

I shall be glad to add my mite for the good of the order, for my husband and I have always been intensely loyal to the Frisco—whether or no we were in its employ and are glad to see the progress made along all lines.

MRS. H. M. ESHELMAN,

Ft. Smith, Ark.

### ***The Game.***

*A. B. Kerr, Instructor of Apprentices.*

The baseball season is on, all over the land is heard the cry "Play Ball;" the smack of the leather smiting leather; the crack of the hickory against horse hide; the greatest and the most highly developed of sports, the game of a nation is in full swing. The old fellows who played before a cork center was thought of; the boys in their prime who know the batting averages of all the leaguers and the rule book from cover to cover; and the youngsters who save their pennies to buy a ball and a bat, all are equally interested in the game. Yes, the season is in full sway and for the next five or six months the game will be played and followed with all interest, and then, after the championship games are played, the pennant awarded, another season will have become history.

And so it is with the game of life; the game in which we all are the players and our fellowmen our teams. Have you ever considered the similarity of a baseball season with the season of life? We start the baseball game as boys, secure through hoarded pennies a "slugger" bat, a little glove and perhaps chip in on a ball, first playing "ketch," then little "choose sides" games on a back lot. And after many stoved fingers, stubbed toes and other woes we may become proud members of the "Terrors," proud because we have earned the position.

So ball players are made; so are Division Superintendents made. Before the season is commenced, the teams select as congenial an atmosphere as conditions will permit, and there practice; recruits are tried out and broken in, regulars are worked back into shape and sometimes dis-

charged for a younger and a better man for the contested position. Why, it would be folly to start in a pennant race with a raw team; and isn't life just the same style?

We Americans proudly speak of an organization of ball players as a club or a team, because we have learned that it is only by virtue of all the men playing as a team or as a unit that games are won. One man cannot win a game; last season in Springfield, Walter Johnston could not win a game for Springfield against Ash Grove.

At the training camp the players are coached in the rules of the game; they are instructed that certain plays merit an advance base, while other plays will entail a penalty. There are unwritten rules in life; honesty, temperance, love of fellow man, industry, etc., these are certain to advance the man who makes the play, while the infraction of same will bring fit penalty. The umpire's decision may be questioned but never evaded.

The purpose of a baseball game is to win against honest opposition; the purpose of the life game is to live and at the end of the game have a winning score to show. The intent of a ball game is two-fold, to hold the opposing team to as low a score as possible, and to win for themselves as high a score as possible. In life, as in baseball, we first take the field against the home team, and while there we play a defensive game.

Did you ever consider that it is during this period of the inning that we are most apt to err? When we are working for our turn at the bat we are likely to err most grossly, and we must take care that our team mates will not so distrust us that they dare not throw us the ball.

Errors are held against the player, but also chalked against the team.

Finally we come to the bat and we then play an offensive game, winning what points we may, never forgetting that an eager opposition is on the alert to put us out. We cannot hope to gain first base unless we are qualified for it; it generally takes some ability to even draw "ball four." Sometimes a bunt and a hard run will gain the initial sack, generally a clean hard hit, 'if we take advantage of it, will pass us farther towards the home plate. However, it is a fact that the weaker the effort towards hitting the ball, the harder a run we must make in order to gain a base. A few games are won because of the opposition's errors, but the most certain success depends upon superior playing.

As boys we may be allowed to carry water, balls and bats to the players, perhaps even become the team mascot, provided we are congenial, but we receive no part of the gate receipts.

If we play but a boy's part in life we can expect to only carry the small jobs to the man in the game, and we cannot hope to take part in or receive any benefits resulting from the game. Inspiration plus perspiration equal elevation, and opportunity will only make you ridiculous unless you are prepared for it, just the same as a not accepted chance in a ball game. Train yourself and practice with your team mates, for of yourself the game cannot be won successfully.

So when we sit and watch an exciting and closely contested ball game, just consider the analogy between it and the game of life. Note each play, consider how the player who performed it trained in preparation and anticipation; see how closely you can apply the play, and all the game to your own life. Observe how a man who takes an opportunity or a chance

is credited with it, also that the assets are placed to his credit. Team work is absolutely essential, it is that intricate and almost sacred thing, inside ball, that goes so far towards winning the game.

The Frisco Team is composed of all the employees of the system; the team is playing one of the best games in the league, a condition only made possible by the players. The team cannot win and we cannot continue to play with it unless we make a united effort to win the game. Consider the Frisco Lines as a big ball club, each employee a player, and we are out to win the game.

### ***Too Much Coal***

Those interested in fuel economy are aiding in the effort to prevent the over-loading of tenders, inasmuch as this leads to a considerable waste of coal.

Engineers along the line are working with the firemen to overcome loss of this sort.

### ***Clipped From Judge***

Dead language is handy to throw in when we have no live thoughts.

\* \* \*

Things done on the side are often on the wrong side.

\* \* \*

He who borrows trouble becomes its owner.

\* \* \*

Many mistake activity for efficiency.

\* \* \*

Experience, like mining stock, is often easy to buy and hard to sell.

\* \* \*

"At any rate, I can truthfully say my business is never at a standstill."

"What is your business?"

"Moving pictures."

## ALONG THE LINE

### Cherryvale

A steel gang, in charge of Foreman Andy Vermillion, started from Cherryvale April 27. They will lay steel east from Big Hill.

J. W. Fox, of the car repair force at Neodesha, Kans., made a trip to Cherryvale April 23, for the purpose of looking after some property he owns in that section.

Fireman A. Blas and wife, who have been visiting relatives in Illinois, returned home April 23.

The Ninety-fifth anniversary of the I. O. O. F. was celebrated at Cherryvale April 27.

Traveling Air Brake Inspector Mounre visited Cherryvale April 29.

### Wichita

E. E. Miller, chief clerk to General Agent S. P. Haas, attended the meeting of the Freight Agents' Association at Houston, Texas, recently.

The outlook for a bumper wheat crop in this section was never better, report trainmen on the west end. With the 500 class engines running through to Ellsworth the Frisco should have no trouble in handling the rush.

Conductor C. F. Bowers has recently purchased a new Ford automobile. Charlie has promised to take several of the boys on a fishing trip in the near future.

At a meeting of station employees in General Agent's office April 15, the Wichita Efficiency Association was organized. The following officers were elected: Roy H. Watson, president; J. P. Rowan, vice president; James R. Rigg, secretary.

### Kansas City

Our baseball club is getting in some good practice games vs. the regulars and a picked nine. The players have just been furnished with new uniforms costing approximately \$79.00, which was raised through subscription among the shop men. On the left breast is the Safety First emblem, and on the right sleeve the letters "K. C." The T-Sock Yard Company has been kind enough to grant the boys the use of their grounds for games.

A very attractive flower garden has just been completed near the coach yard.

The regular "Sunday School" meeting of the foremen at Kansas City which was to be held May 5, was postponed one week account Mr. Forster being called away.

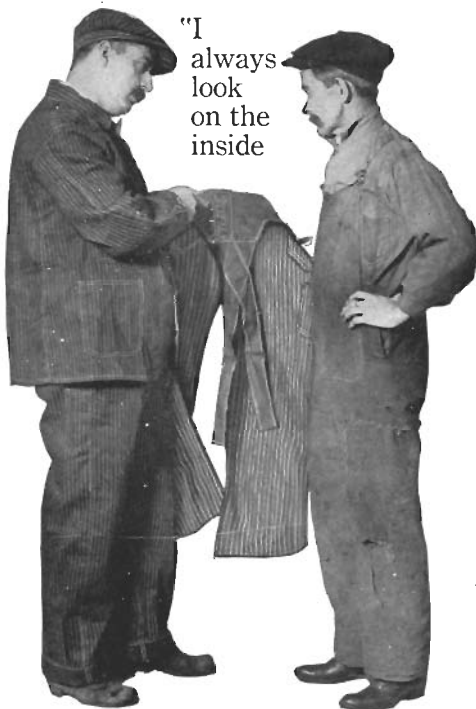
Many of the employees at this point are

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anxious to attend the Frisco picnic to be given by the Springfield shop men. A baseball game vs. the shop club would be a feature.

Ernest Schreiber, former painter, was drafted on the jury for one week. Well, a bachelor has a poor chance of being excused.

At one of the regular Sunday morning meeting of the foremen and master mechanic at Kansas City at which Traveling Round House Foreman Devlin attended, the suggestion was made that meetings of all the foremen on the road to be held at stated times, say once a year at least. It is believed much good could be derived from such meetings, and that the local meetings, which have proven so successful in the past, could be enlarged upon in this way.

### A Convert.

Strange things remove prejudices, and, where eloquent and convincing arguments have proven futile, some incident, perhaps trivial, will turn defeat into an overwhelming victory.

Not long since a man who was one of the bitterest opponents of the railways and who lost but few opportunities to denounce the service in all its branches, lost his wife.

In compliance with her request, he took her body east for its final resting place, and it was necessary during this trip to make several changes for connections.

Cherishing the idea that railroad men were part of a heartless machine, this man on three occasions went to the baggage car with money as his persuasive means to have the body of his wife handled with a certain amount of reverent care. In all three instances the men told him to keep his money and not to worry, that everything would be done as he desired.

This has made this man a life-time friend of railroad men and friendly to the service in which they labor.

A. H. Moll, is appointed chief dispatcher and division operator, Rolla Sub-Division, with headquarters at Newburg, Mo., succeeding J. R. Bowers, resigned, effective May 11.



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It would surprise the late lamented if he could hear his widow telling her second husband what a noble, kind and generous man the first was.

It's all right to pray for the things you want, but it is advisable to do a little hustling for the things you must have.

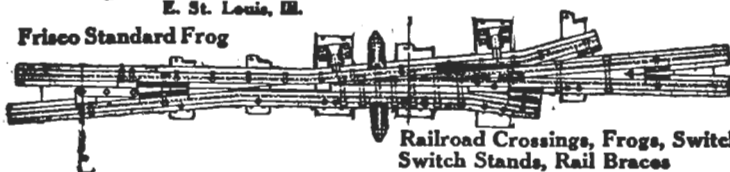
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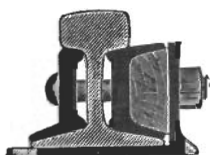


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*A. B. Hegeman*