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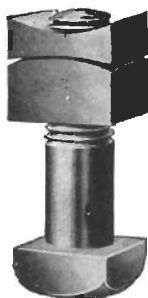
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First Vice Pres.



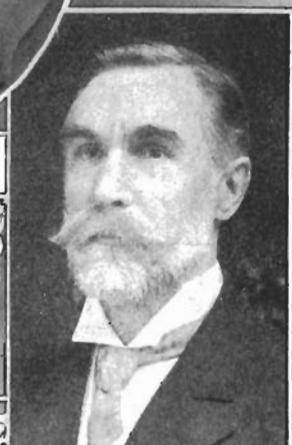
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CHIEF EXECUTIVES OF THE ST. LOUIS-SAN FRANCISCO RAILWAY CO.

St. Louis, Mo., November 24, 1916.

On the first instant, the St. Louis-San Francisco Railway Company, aptly termed "The New Frisco", came into possession of all the property of the St. Louis & San Francisco Railroad, administered by Receivers since May 27, 1913.

The loyal and efficient service of all officers and employes rendered during the Receivership is gratefully acknowledged.

The future of the new company is bright with the promise of success.

Concentration of effort and co-operation, one with another, will make that success assured.

The public is entitled to the best we have to offer; a thorough knowledge of our own company and its service will help us to act intelligently.

The exercise of courtesy and consideration toward the public as well as with each other will be profitable to the company.

Bespeaking the hearty support of all,

Yours very truly,

A handwritten signature in dark ink, appearing to read "C. L. Hixson". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

President.



W.F. EVANS
GENERAL SOLICITOR



F.H. HAMILTON
SECRETARY AND
TREASURER



B.T. WOOD
ASSISTANT TO
THE PRESIDENT



T.A. HAMILTON
SPECIAL REPRESENTATIVE
PRES. OFFICE

THE "NEW FRISCO" LINEUP. YOUNGER GENERATION MOVING TO THE TOP AS REWARD OF MERIT

F. H. Hamilton, Secretary and Treasurer of the "new Frisco" began his railroad career in 1885 as Secretary to General Agent, Express Department, B. & O. Railroad, at New York. In January, 1888, he was made clerk to Secretary and Treasurer of the Frisco at New York, and in November, 1890, was appointed Chief Clerk to Vice-President, at Boston. In March, 1893, took position as Acting Comptroller, Santa Fe Railroad, and in January, 1894, was made Deputy Comptroller. In September of the same year he was appointed Cashier for Receivers of the Santa Fe, which position he held until December, 1895, when he was made Treasurer for Receivers of the Frisco, and continued as Secretary and Treasurer of the reorganized company in 1896. In May, 1913, Mr. Hamilton was made Treasurer for the Receivers of the Frisco, which position he held until his recent election as Secretary and Treasurer of the St. Louis-San Francisco Railway Company.

L. O. Williams was re-elected Assistant Secretary and Assistant Treasurer of the new company.

B. T. Wood, recently appointed Assistant to the President, entered the service of the Kansas City, Fort Scott & Memphis in 1897, as a stenographer in the Division Superintendent's office. In January, 1899, he became Secretary to the General Superintendent, and three years later went with the St. Louis and San Francisco as Secretary to the Vice-President and General Manager, where he remained for two years. He was then made Secretary to the Third Vice-President of the Rock Island lines and afterwards became Secretary to the President. He

was appointed Chief Clerk to the President of the Rock Island in January, 1905, and in December, 1909, he was made Chief Clerk to the President of the Chicago & Eastern Illinois, which position he held until his appointment as assistant to Mr. Nixon, who was then Vice-President of the Frisco.

T. A. Hamilton, who was recently appointed Special Representative of the President's office, entered the service of the Canadian Pacific Ry., at Toronto, Canada, in 1889, as messenger boy in the office of the Assistant General Passenger Agent. In 1890 he was made Junior Clerk, office of Assistant General Manager, Grand Trunk Lines, and in 1891 was employed by the Central Traffic Association at Chicago. In 1892 Mr. Hamilton entered the service of the Missouri Pacific Railway holding various positions in the Accounting Department, until 1900 when he went with the Illinois Central as Bill Clerk and later Assistant Chief Bill Clerk. During the years 1905 and 1906 he was in the employ of the L. & N. as Chief Clerk to General Agent, Traffic Department, after which he engaged in Public Accounting work and conduct of rate cases before Public Service Commissions of various western and southwestern states. In January, 1912, Mr. Hamilton entered the service of the Frisco in the office of Mr. Nixon, and in July, 1913, was appointed Supervisor of Efficiency by the Receivers, which position he held until his recent appointment.

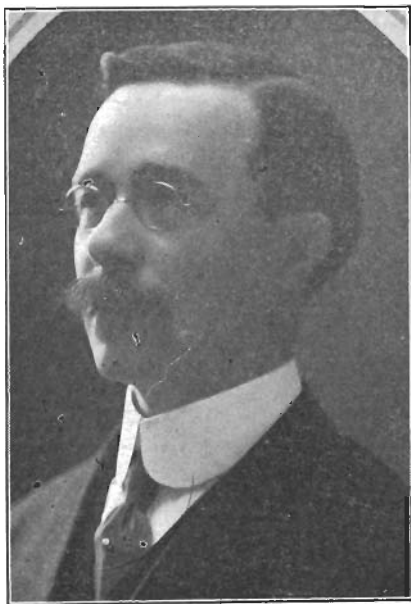
W. F. Evans, General Solicitor, upon the "advice of counsel", has refused to give out any details of his career.



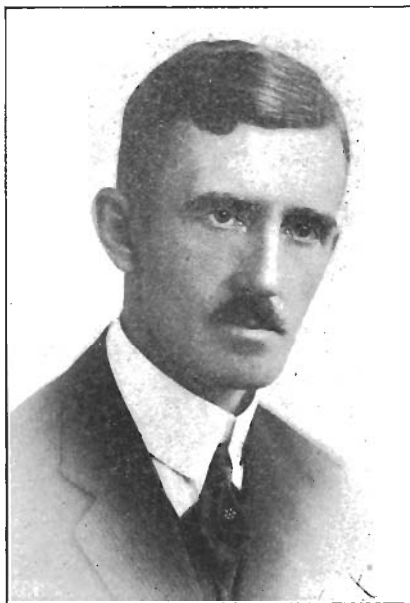
R. S. HOXIE
Auditor in Full Charge of Accounts



E. B. FINDLOW
Disbursements Accountant



F. C. FREIBURG
Freight Accountant



J. C. BRIGGS
Passenger Accountant

THE AUDITOR AND HIS DEPARTMENT HEADS.

R. S. Hoxie, recently appointed Auditor of the St. Louis-San Francisco Railway Co., began his railroad career in the employ of the Delaware & Hudson at Cambridge, N. Y., in 1889, holding in turn the positions of Clerk, Telegraph Operator, Cashier and Agent, resigning to enter college in 1894. In 1898 he graduated from Union College, at Schenectady, N. Y., with degree of Ph. B., and in September of the same year entered the service of the Frisco in the Accounting Department. In 1902 Mr. Hoxie was promoted to the position of Chief Clerk Freight Accounting Department, and in 1906 to Assistant Auditor Freight Accounts, and to the position of First Assistant Auditor Freight Accounts, in charge of Overcharge Claims in 1911, which position he held until 1913 when he was made Auditor Freight Accounts.

E. B. Findlow began railroading in 1890, as Commissary Clerk to a railroad contractor, who had the contract for construction of the Montgomery, Tuscaloosa & Memphis Railroad, which is now a part of the M. & O. Railroad. Then came successive positions as Timekeeper on a force account gang; back rodman to the engineers locating the line of road; front rodman; back chainman; front chainman; level rodman; and assistant to the Engineer on construction.

In 1891 sought an indoor position, and was employed by the Auditor of the Frisco as junior clerk in the Ticket Department. Succeeding years brought advancements which led from the Ticket Department to the Freight Accounting Department, from the Freight Accounting Department to the Disbursements Department, from the Disbursements Department to the Bookkeeping Department

and from that department again to the Disbursements Department as Auditor of Disbursements in 1907, which Mr. Findlow held until his recent appointment as Disbursements Accountant.

F. C. Freiburg entered the service of the Frisco in November, 1890, in the Freight Accounting Department. He held in turn the positions of Chief Revising Clerk, Chief Interline Clerk and Assistant Chief Clerk, and was promoted to Chief Clerk in January, 1905. In September, 1911, Mr. Freiburg was appointed Second Assistant Auditor Freight Accounts, and in March, 1913, First Assistant Auditor Freight Accounts.

J. C. Briggs obtained his early experience in Railroad Accounting in the employ of the Burlington, entering the service of the Frisco in December, 1901, in charge of Agents' Accounts Department. He was appointed Chief Clerk to Auditor Freight Accounts in September, 1911, which position he held until his recent appointment as Passenger Accountant.

Other Appointments and Changes.

Effective November 1, H. W. Press is appointed Statistician, with headquarters at St. Louis.

Effective November 1, A. Douglas is appointed Consulting Auditor, with office at St. Louis. He will be in charge of Valuation Accounting matters, and will perform such other duties as may be assigned to him by the President.

Effective November 1, F. E. Brannan is appointed Assistant Superintendent, Perry and Beaumont Sub-divisions, vice B. S. Shirk, transferred to another division.

Effective November 1, J. T. L. Brooks is appointed Assistant Superintendent, Enid, Hobart and Avarad Sub-divisions.

Effective November 1, B. S. Shirk is appointed Assistant Superintendent in charge of Creek and Sherman Sub-divisions with headquarters at Sapulpa, account J. T. Brooks transferred.

Effective November 7, E. P. Hogan is appointed General Yardmaster at Monett in place of O. W. Bruton, transferred.

Effective October 21, R. Aaron resumes duty as Roadmaster, relieving T. F. Jones, West Tulsa, exclusive, to Avarad, inclusive.

Effective October 23, T. F. Jones relieves F. Hinkle as Roadmaster, Enid, exclusive, to Vernon, inclusive, temporarily, account Mr. Hinkle being granted leave of absence.

Some Changes.

Effective November 1, track divisions on the Western Division are rearranged as follows:

Sixteenth Track Division, Beaumont exclusive, to Enid inclusive, Roadmaster D. C. King, office Enid.

Sixty-first track division, Enid exclusive, to Vernon inclusive, F. Hinkle Roadmaster, office Clinton, Okla. (T. F. Jones acting roadmaster for thirty days.)

Sixty-second track division, West Tulsa (Mile Z-427.5) exclusive, to Avarad inclusive, Roadmaster R. Aaron, Office Enid.

Effective October 30, Berenice, Oklahoma, mile post K-527.4, Beaumont Sub-division, Western Division, near Peckham, is made a flag stop for all passenger trains.

Effective November 7, the following changes in the names of stations is made:

Dunbar, Oklahoma, Mile 522.2, Arthur Sub-division, Central Division, will be known as Shanty.

New Tanaha, Oklahoma, Mile 430.6, Cherokee Sub-division, Southwestern Division, will be known as Tanaha.

Rule, Missouri, Mile 337.7, Carterville Branch, Carthage Sub-division, Northern Division, will be known as Thiell.



Ernie and Vernie, twin daughters of Geo. W. Watson, Bridge Inspector, River and Cape Division.

Luke F. Calvey.

Luke F. Calvey, a retired Frisco employe, and veteran of the Civil War, died at his home, 613 Cleveland Ave., Springfield, on October 26, following a long illness from a complication of diseases.

He was 79 years of age.

The body was removed to the home of his son, Michael Calvey, 1608 College Street.

For many years Mr. Calvey was a steamboat captain on the Mississippi river. He came to Springfield soon after the close of the Civil War and became foreman of the Atlantic and Pacific Railroad, later the Frisco. When he became too aged to further discharge his duties he was made a watchman for the Frisco.

He is survived by two sons, Michael and Luke F. Calvey, Jr., both of whom are Frisco employees.

Funeral services were held from the church of the Immaculate Conception at 10 o'clock, October 28. Interment in St. Mary's cemetery.

Thomas Light.

Thomas Light died at his home in Pacific, Sunday, October 29, 1916, after a long illness.

He was born in Scott County, Virginia, November 8, 1866, and came to Missouri at an early date. He worked at Pacific when the Frisco was being built from there to St. Louis.

In 1888 he was married to Miss Sallie Russell of Dixon, and to this union two children were born. The daughter died a few years ago, and the son survives with the mother.

The short funeral services were conducted at the home Monday evening, October 30, and the remains taken to Dixon, their former home, Tuesday morning for burial.

The Light family have lived in Pacific for the past five years, during which time he served the Frisco as watchman at the street crossing in the eastern part of the city.

A Good One.

G. W. Wood, Frisco engineer, of Fort Scott, tells this one, and without even smiling. It must be so.

Engineer Wood was driving his engine at a good rate of speed near a small Oklahoma town. Only a short distance ahead at a crossing, an aged man on an old gray horse deliberately started to cross the track.

Throwing the air brakes in a frantic effort to bring his locomotive to a sudden halt, Wood sounded a constant scream of the whistle. He could not stop the train in the small intervening space and as his

engine whisked by the pilot brushed the tail of the horse which was stepping from the rails. The old man never condescended to look around. Whether he was so deaf he didn't know a train had passed, or whether he just wanted to show his contempt for it, the engineer has not been able to ascertain.



The "bride" is Miss Ruth, daughter of Agent and Mrs. J. G. Brewington, of Naylor, Mo. The "groom" is Master Alton Frost.

Apple Harvest Over.

According to A. P. Boles, horticultural agent, the apple harvest in Missouri and Arkansas is practically over. The yield on the Frisco lines will reach more than 1,000 cars. Mr. Boles just recently returned from a trip of inspection in Arkansas orchards.

The FRISCO-MAN is a magazine by the Frisco employees, for the Frisco employees. What part of it is BY YOU?

"Among Ourselves"

News items, or items of interest pertaining to Frisco people, are solicited for these pages. Every Frisco employe is welcome to contribute. See to it that no news of interest about Frisco people at your place goes by unmentioned in the Frisco-Man.

SPRINGFIELD NEWS.

Merrill Denoon, a Frisco moulder, and his wife will spend the remainder of this year in Centerville, Ia., and Kansas City.

F. H. Cope, Frisco employe, expects to spend several weeks in Lebanon, Mo., soon.

W. J. Whitehead and wife will spend two months in Kansas City. Mr. Whitehead is a Frisco machinist.

A daughter has been born to Mr. and Mrs. Charles C. Ball at their home, 1526 Lyon Street. Mr. Ball is a machine operator at the new shops.

The meeting held under the auspices of the Y. M. C. A. at the noon hour on October 25, was the largest that has been held since the meetings were inaugurated. Approximately 500 men attended the meeting. An address was made by the Rev. Ed E. Young, who is conducting a revival service at the Robberson Avenue Baptist Church.

C. R. Hutchison, traveling claim adjuster, who has been ill from pneumonia for some time, is reported as being able to be up again.

M. A. Muratta, chief clerk to H. T. Mason, general baggage agent, has been promoted to the position of traveling baggage agent, with headquarters at Springfield. He is succeeded by Robert Tisdall, a former tracing clerk.

A ten-pound baby boy was born to Mr. and Mrs. P. H. Bass of West Division street, November 4. Mr. Bass is a Frisco shopman.

E. F. Flanary, Frisco car carpenter, expects to spend a few days in St. Louis soon, is the report.

W. F. Attkisson, who conducts a hotel and cafe at Thayer, spent a day or two in Springfield recently. Mr. Attkisson is a former Frisco conductor.

Miss Dorothy Woodson, daughter of J. A. Woodson, general foreman, will spend the remainder of this year in Kansas City, Moberly and Lincoln, Nebr.

Merrill Speake and Miss Amy Speake, son and daughter of H. A. Speake, a Frisco boilermaker, will spend the remainder of this year in St. Louis, is the report.

William Deckart, a Frisco machinist, will spend several weeks at Grandin, Mo., on a visit.

J. M. Lambeth, Frisco flue borer, expects to make a short visit in Sleeper, Mo., soon.

Frank Garcia, Frisco painter, expects to leave soon for Sherman, Texas.

I. O. Schaub, superintendent of farm demonstration for the Frisco, has returned from a vacation spent with relatives in Collins, Iowa. He was accompanied by his wife and little daughter, Maude.

William Flynn of Monett, a Frisco blacksmith, will spend most of this month in Springfield.

W. A. Forshee, shear operator for the Frisco, and his wife expect to depart soon for Tucumcari, N. M., on a two months' visit.

Mr. and Mrs. Frank Peddle of St. Louis have formally announced the marriage of their sister, Miss Elizabeth Peddle, and George Irvin Brooks of Springfield, Mo., which took place very quietly on Wednesday, November 8, at 2:30 at the Church of St. Francis De Sales, in St. Louis.

Owing to the recent death of the mother of the bride, all arrangements were of the simplest

and quietest nature, the only attendants being Mr. and Mrs. Frank Peddle.

Immediately after the ceremony Mr. and Mrs. Brooks left for their future home in Springfield, where Mr. Brooks is connected with the Frisco Railroad.

MONETT ITEMS.

Mr. Flynn, blacksmith at the roundhouse, has returned from a ten days' visit at Thayer.

Fireman Richard Walsh visited in Sapulpa recently.

Brakemen Warner and Jett are laying off, is the report.

George J. C. Wilhelm, secretary of the Railroad Y. M. C. A., visited in Fort Scott recently.

Train Caller Harry Bird, who had been laying off on account of sickness, returned to work October 25. Frank Kyler, who relieved him, entered high school.

Frank Riddle, yard clerk, laid off recently and moved to his new home on Fifth street.

E. E. Riggs, spring man, laid off recently on account of sickness in his family.

Brakeman W. T. Mills, went to Sapulpa October 27 to take a run in chain gang service out of that place.

Engineer Winkle deadheaded to Carthage October 27 to relieve R. L. Baum of that place.

Scott Clinton, freight conductor on Western Division, returned recently from a six weeks' lay-off.

Conductor Earl Smith and wife left on November 9 for Sapulpa, where Mr. Smith will work this winter.

Dave Scott, car inspector, has returned to work after a short lay off.

Engineer Hicks returned to work recently after an extended vacation.

Fireman Bates and Linthicum are laying off on account of illness, is the latest report.

O. B. Howerton, who works at the freight depot, is reported as ill with typhoid.

The office of chief train caller has been created and two men have gone to work in that capacity.

Lineman Woods of Springfield, was here recently, working on the telegraph wires.

E. H. Thayer, dining car superintendent, has been elected vice-president of the American Association of Dining Car Superintendents.

Conductor J. D. Taylor, of Joplin, layed off recently on account of sickness.

C. T. Mason of Springfield, and W. H. Bevins, of Fort Smith, were in town on Frisco business, recently.

BIRMINGHAM LOCALS

Owing to the late date on which the correspondent assumed the duties of supplying news from Birmingham, we only have news of the last ten days. Next month we hope to have all the occurrences of importance for the entire month.

Miss Bertha Harris, stenographer in Assistant Superintendent Faulkner's office, and Miss Lenah Moore, stenographer in the local freight office, returned October 23 from a ten day vacation in Kansas City and Springfield.

Mr. William Broughton, erstwhile local bill clerk, was appointed to the position of Assistant Coal Car Agent, taking effect October 28. Mr. Broughton's headquarters are in Birmingham.

W. R. Brown, who for a number of years has been employed as yardmaster at this station, was transferred October 17 to Sapulpa where he will be General Yardmaster.

W. A. McGlothlin, who succeeded W. R. Brown as Yardmaster at this place, was transferred October 31 to Tulsa where he will be Night General Yardmaster. Mr. McGlothlin was succeeded by W. E. Ballard.

On account of the closing of the ice season, Clarence E. Henderson, Ice Clerk, left for Memphis November 5, where he will assume new duties in the mechanical department.

Clifford L. Ammon, report clerk at East Thomas left for Chicago November 2, for a six day visit among his friends.

Joseph C. Thrash, bill clerk in the yard office, returned October 31 from St. Louis and other cities, where he had been spending his vacation. He reports an enjoyable trip.

It is with regret that we must chronicle the departure of Mr. Chas. E. Silliman, who left the service of the Frisco November 6 to accept a position with the Southern Railway. Mr. Silliman is extremely popular with the men with whom he worked in the local freight office and all regret his leaving.

Mr. H. F. Stender, formerly Southern Weighing Inspector, succeeded Mr. C. E. Silliman as check clerk in the freight house November 6th. Mr. Silliman resigned to accept a position with the Southern Railway.

Mr. E. R. Wilder assumed the duties of check clerk in the local freight office November 6th. Mr. Wilder came from the Illinois Central, Birmingham.

Mr. Carl E. Gerties, Inspector of Stations was in Birmingham November 2 and 3, looking after the interests of his department. He reports everything satisfactory.

Mr. E. S. Sanford, Coal Car Agent, wishes to call the attention of the employees of the Southern division to the coal car shortage, and asks that every employee agitate the speedy release of equipment.

The Birmingham local freight office force want it known that they are after the Claim Prevention Pennant, and they are bending every effort in that direction.

PITTSBURG NEWS.

J. E. Schaeffer, aged 60 years, of this city, died October 22 in the Frisco Hospital at Springfield. Mr. Schaeffer had been ill from a complication of diseases from which he had been ill for some time prior to his death he was station agent at Beulah, Kans.

Fireman F. W. McMinn is laying off and is on the sick list but he expects to be able to be out in a few days.

Brakeman J. I. Pottorff, who had been laying off on account of sickness and death of his mother, has returned to work.

Brakeman W. H. Bill, who has been in the hospital at Springfield for some time has returned home and has reported for work. He bumped Brakeman Blackmore from the Cherokee engine and Blackmore has bumped G. R. Marshall from the second yard engine at this terminal.

Brakeman W. M. Beard is in charge of the Miami switcher as conductor in the place of the regular man.

Conductor B. W. Davis has been assigned to the Miami switcher but has not taken charge yet, according to report.

Conductor D. W. Benner and Brakeman J. C. McCrew and J. E. Pitts and Fireman Gilliland have been assigned to the fourth south end engine.

Conductor T. E. Brutin is in charge of Midway switch crew pending bulletin, at latest report. Fireman A. Justice laid off for a few days recently to look after business.

Brakeman J. O. Norris went to Memphis, Tenn., recently to meet his wife. They are moving from Birmingham, Ala., to Pittsburg to make their home.

Engineer R. M. Church has been assigned to the Mulberry puller.

Mrs. Fred Mason, wife of Storekeeper Mason, has returned from a visit with friends and relatives in Springfield.

E. Moore, foreman of the car department, and his wife spent Sunday, October 29, in Kansas City with relatives and friends.

J. T. Brown, of the car department has left the service of the company and will go to Kansas City where he has a position in one of the large hotels as a "houseman."

CORDELL NEWS

George W. Higgins, Express Clerk, visited home folks at Manitou Sunday, October 29.

House Gang under Foreman W. C. Fisher, has just completed the putting in of a new oak floor in waiting rooms and office, and the painting inside and out of all station buildings including depot. We think Cordell now has the neatest depot on the western Division.

WILLOW SPRINGS NEWS.

Dan Fleming, Frisco brakeman, and Miss Edna Benton were married in this city on the evening of October 20, at the home of the groom's uncle, Squire D. H. Fleming, who performed the ceremony.

The groom is a son of Frank Fleming, who resides in Texas County. The bride is the eldest daughter of Mr. and Mrs. W. A. Benton, of this city.

The newlyweds spent a few days at the home of the bride's parents and then went to the home of the groom's parents in Texas County, to spend a few days. They will make their home in Willow Springs. Their friends and the Frisco-Man extend best wishes.

WICHITA NEWS.

G. M. Walker, Division Store Keeper, was transferred recently to Kansas City. Mr. Walker is succeeded by Mr. B. Fran of Springfield. We all wish Mr. Walker success in his new position.

Mr. Foster, master mechanic, visited in Wichita recently.

The B. & B. Department made considerable repairs on the car foreman's office this week.

S. B. Ramsey, car foreman, went to Joplin on Nov. 3, to attend a meeting of the foremen of the North Division.

California can't beat the weather we are having in this part of Kansas this fall.

Traveling Evangelist Blugen, who has been holding a tabernacle meeting here, spoke to the railroad men on the night of November 4. A large crowd was out to hear him.

KENNETT NEWS

E. L. Goodma, cashier at the Frisco depot, departed November 1 for a six weeks' vacation. He and his family will spend the time visiting relatives in Oklahoma, Kansas and Illinois.

Freight cashier for the Frisco at Kennett has accepted a position as cashier in the bank at this place; Eugene Russell, who has been assistant cashier for some time, has been made cashier, and Archie Smiley has been promoted to the position of Assistant. Homer Rathburn takes Archie's place as report clerk; Oscar Presson has taken Homer's place as night bill clerk; Frank Morgan is in Presson's place as day merchandise clerk and freight checker, and Rutherford Handley takes Morgan's place as night yard clerk.

ELLINGTON NEWS.

Walter Barnes, of the Frisco Offices in St. Louis, visited with his father, U. G. Barnes, on October 18.

COLUMBUS, KANS., NEWS.

Agent H. F. Lee, visited in Joplin recently.

ENID NEWS.

Albert Ross, aged 38 years, a Frisco employe, died in Springfield hospital October 28, following an illness of several weeks from stomach trouble and a complication of other diseases. A brother Charles Ross of Enid, went to Springfield to accompany the body back to Enid.

CLINTON HAPPENINGS.

Sam Dodson, conductor on the Frisco plug, expects to move to Kansas City at an early date, is the report.

Mrs. C. O. Claiborne spent several days in Kansas City recently.

CHAFFEE ITEMS.

Bille Welch transacted business in Cape Girardeau recently.

Born to Mr. and Mrs. George Siley, October 26, a fine boy. It is needless to say that Papa George is justly proud of the young son. George is a Frisco brakeman.

Mr. and Mrs. C. H. Claiborne and little daughter Cleuris, departed via auto November 7, for a two weeks' outing in the picturesque region of Arkansas.

FORT SCOTT NEWS.

A. B. Bernard, a machinist at the Frisco shops has just returned from a vacation trip to Detroit, where he had the pleasure of visiting the Ford plant, and being a thorough machinist, the visit was one of unusual interest to him.

FAYETTEVILLE NEWS.

A very quiet, yet beautiful wedding was solemnized at the home of Mr. W. H. Day of this city, Saturday November 4, at high noon when Miss Gladys Anderson of Lynn Creek, Mo., and Mr. Harold E. Day of Ft. Smith, were married. Day is a machinist in the Frisco shops at Ft. Smith, and they will make their home at that place.

THAYER NEWS.

A large crowd of railroad men and their friends on Sunday afternoon, November 5, attended a big Safety First meeting at the railroad Y. M. C. A. at this place. The meeting was in the form of a religious service and the "Safety Sermon" was delivered by W. F. Morrison of Springfield, safety inspector under Frank A. Wightman, superintendent of Safety for the Frisco. A special musical service was given in connection with the safety meeting. The same evening Mr. Morrison preached in the First Methodist church.

VAN BUREN NEWS.

Mrs. C. O. Reed, who has been undergoing treatment at the Frisco Hospital in St. Louis, returned recently to Van Buren, to stay for some time with her parents, Mr. and Mrs. Ben H. Hughes. She is much improved in health and will join her husband at Vanduser, Mo., where he is now stationed as operator, when she fully recovers.

BIRCH TREE NEWS.

O. A. Townsend, assistant agent at Seymour, visited recently with his parents of this place.

CAPE GIRARDEAU ITEMS.

Assistant Superintendent Frazier, spent a day here recently.

DUNCANVILLE NEWS.

Work on the Frisco bridge is progressing nicely and is expected to be completed in a short time.

DONIPHAN ITEMS.

The civil engineering department of the third district of the Frisco has been moved from Chaffee to Memphis.

PAOLA NEWS.

Mr. Bell is the new agent for the Frisco at this place.

AMORY NEWS.

The Government engineers were here recently valuing the property of the company.

Conductor T. P. Willis, visited with friends here recently.

Frank L. Cox, engineer on the south end, was hobnobbing with friends here on October 27.

T. F. Gaines has been promoted to Trainmaster of Terminals at Tulsa.

AFTON ITEMS.

John Baker, of this place, has been appointed special officer with the Frisco. He is stationed at West Tulsa for the present.

ROGERS, ARK., NEWS.

T. B. Ruffin, who is acting as Frisco Claim Agent out of Cape Girardeau, visited here recently.

HOPE, ARK., ITEMS.

Frisco employes of this place took an afternoon off on October 27, and visited the exhibition of live stock, poultry, fine arts, etc., at the fair grounds.

NEODESHA NEWS.

Chas. Ayers, Frisco engineer, is sporting a handsome Buick Light Six. Hold tight to the steering wheel Charley and don't forget that you haven't a railroad track to run on.

A. W. Nelson, foreman of the Frisco roundhouse here for many years, has resigned, and is succeeded by Mr. Kiely of Fort Scott.

MADILL PICK-UPS.

W. W. Gresham of the B. & B. Department, spent October 21 and 22 with his family here, returning to the crew at Ashdown, Ark.

LAMBERT JOTTINGS.

Report has it that the stork visited at the home of Section Foreman and Mrs. A. E. Trobridge on October 23, and left a young man.

CROCKER ITEMS.

Operator Jones, who has been in the hospital with typhoid fever recently, has returned to his home, but will not be able to return to work for a while.

SEYMOUR NEWS.

F. A. Snyder resumed his position as section foreman here recently. Wm. Daily went to Turner to succeed Ben Royal, who now operates a store there.

THOMAS, OKLA., ITEMS.

H. C. Conley, Assistant General Freight Agent of Oklahoma City, was here recently looking after the interests of the company.

FREIGHT CLAIM PREVENTION.**ST. LOUIS TERMINAL.**

Meeting of the St. Louis Terminals Freight Claim Preventive Committee was held Friday, October 6, at the local freight office. Mr. P. W. Conley, chairman, presided. The following members were present: H. M. Robinson, agent, Seventh Street Station; M. H. Rudolph, agent, Broadway Station; R. L. Klein, platform foreman, 7th Street; Wm. Hohlt, receiving clerk, 7th Street; J. A. Maroney, general yardmaster; H. Skelton, day switchman, Chouteau Ave.; Albert Sandoe, night switchman; T. W. Morris, switch foreman; C. J. Gockley, car inspector, Chouteau Ave.; Geo. Hirshman, engineer, Chouteau Ave.; W. T. Dougherty, sergeant of special officers, and C. A. Murphy, chief yard clerk.

G. E. Whitlam, Superintendent F. L. & D. Claims, was a visitor at the meeting.

172 postals were received since the last meeting, and the chairman took up the reading of these first. These cards furnished numerous matters for discussion.

At 11:45 the committee held its regular general meeting, which consisted of all the platform and office and yard employes at Seventh Street. At this meeting Messrs. Conley and Whitlam addressed the men, Mr. Conley citing to them the cases handled at the morning session where merit marks were recommended by the committee, and Mr. Whitlam giving the latest statistics as recorded by his office on freight claim payments.

After the general meeting at Seventh Street that committee went to Broadway Station at which point the platform and office employes were addressed by Messrs. Whitlam and Conley. The committee adjourned for lunch after the meeting at Broadway Station, and were instructed by the chairman to report at Tower Grove Station at 2:30 P. M.

At the afternoon session the reading of the postals was resumed and the various

literature and statistics gotten out by Mr. Whitlam, gone over. Papers contributed by the following were read by the chairman: A. L. Skelton, day switchman, Chouteau Ave.; T. W. Morris, switch foreman; R. L. Klein, platform foreman; John J. Crowley, special officer, Broadway Station; Al. Hasen, bill clerk, Broadway Station.

At 6:00 P. M. a general meeting was held with the employes in yard and train service at the General Yardmaster's office, Mr. Conley and Mr. Whitlam addressing the men at that point.

SAPULPA F. C. P. C.

Meeting of the Sapulpa Committee on Freight Claim Prevention was held on October 19, at 9:30 A. M. Meeting called to order by B. D. Fallon, acting chairman, with the following members present: B. D. Fallon, asst. superintendent; W. A. Garman, engineer; T. F. Leonard, switchman; W. A. Riggs, conductor; E. R. Slocum, agent; J. B. Vestal, conductor; E. Wheeler, general yardmaster, and A. Wortman, engineer.

Visitors present: Messrs. G. E. Whitlam and J. M. Chandler.

Mr. Whitlam, Superintendent Freight Loss & Damage Claims, talked to the committee in a general way, outlining what would be expected from a Freight Claim standpoint, and read numerous statistics pertaining to such matters, which proved very interesting, and instructive to the committee. A great many other general subjects were discussed at the morning session, and the meeting was adjourned at 12:00 noon, to meet again at 1:00 P. M., at the Sapulpa freight platform, where a short meeting was held with the platform force, discussing freight claim matters with the men and inspecting the loading and handling of merchandise on that platform.

At 2:00 P. M. the committee was again called to order in the Y. M. C. A. Building. The afternoon session was devoted to the handling and discussing of Freight Claim Prevention cards rendered since last meeting. The committee adjourned at 5:00 P. M., to convene again at 8:00 P. M., for the purpose of holding a general meeting.

The general meeting was called to order promptly. The chairman called on the various members of the committee and others present for short talks pertaining to the work of the committee. Messrs. Whitlam and Chandler also made short talks, discussing things in a general way, which have come to their notice in going over the division, showing how the committee could be very helpful in preventing numerous claims.

During the evening two very interesting papers were read in regard to Freight Claim Prevention by Messrs. Garman and Slocum.

The meeting was adjourned at 9:00 P. M.

Claims, Prevent Them.

By R. L. Klein, Platform Foreman.

Every one in the service of the Frisco should be interested in this work. Freight Claim Prevention is worth special attention, and good service depends not only upon what we do, but how it is done. Opportunity is constantly open to all of us, regardless of position, to help prevent claims. Much has been said and done in Claim Prevention, and there is plenty left over for us to look after.

We will never be able to prevent all claims, but there are many that can be prevented with a little precaution on our part. Many things cause claims. They are too numerous to mention here. We must get away from that "I don't give a rap" way, and give our line of work the best that is in us, correcting also errors made by others. Be on the alert at all times. We can all do something to prevent claims.

It is quite evident some one has erred in bulk of claims filed. Nature has provided us with senses, and eyes and ears as the instruments of the senses. Let us keep them open at all times for Claim Prevention work.

It is especially important that we do our own work well, and then try to correct the other fellow's.

Claim Prevention.

By Al Hasen, Bill Clerk.

Freight Claim Prevention—three words of very great significance in the successful operation of a railroad system.

There are various benefits derived from the prevention of claims, chief among them being satisfied customers—which can only mean more business, greater revenue and earnings at a minimum operating expense.

As there are many departments in our great system, I do not feel qualified to enter into details on any other departments' business but my own, that is Billing.

If each bill clerk will be most conscientious in turning out way bills, there can be but little cause for claims in that department. By close scrutiny, careful attention to our various duties, claims ought to be reduced to a great extent.

If a clerk is assigned to the same territory, routings, etc., each day, he in that way will become more familiar with destination, consignor, consignee and routings, and in that way it would be an easy matter for him to become efficient on rates and classifications also. This would tend to lessen claims.

It, of course, must be taken into consideration that when waybills must be turned out in haste so as to make a train, there must be an experienced and speedy man at the machine; however, it has always been my opinion that efficiency supercedes speed, as accuracy is a necessary standard to be maintained.

A perfect waybill is a credit to any clerk, as well as the department he is working in, and it will be found that by closest scrutiny, conscientious work, that one of this kind can be turned out easier than an imperfect one, which reflects on the clerk and his department, and often terminates in a claim.

Claims are often caused by clerks relying on the checkers ability to catch errors. While we all know that this is essence of their position, at the same time a clerk should try to be proficient, as check clerks are only human, and liable to pass an error over unnoticed, thereby causing a claim.

Would it not be agreeable to have Mr. Rudolph, our agent, and Mr. Sherman, assistant, feel that they have the close co-operation of each one of us, and would it not be a credit to them to have their Broadway Station lead all others by being the most efficient?

Let us all co-operate and feel that together we can go the \$8.50 slogan one better, and reduce claims at our station to even a lower minimum.

Freight Claims.

By T. W. Morris, Switch Foreman.

Looking at this thing from the right of way, I want to say in the first place that ever since the Freight Claim Prevention was put up to me, I have considered it part of my job, just as much so as setting a brake or throwing a switch, etc. Therefore, I am giving it the best attention that I can. It is not so very long ago that a man in my position was not looked upon for this kind of a thing, main strength seemed to be considered the necessary qualification for the job. But from the looks of things now, it is very evident that a change has been made. Either that or a rude awakening and a realization of the fact that as a loose bolt, faulty cog, or leaky valve impairs the working of a machine, so will loose methods and

faulty plans work to the detriment of a business, and that intelligent co-operation from the human elements of a system is of vital necessity, if the welfare of that system is to be promoted, and when they ask my co-operation, they will get it.

I am glad of the change and will do what I can to justify the new opinion. I am not altogether unselfish in following out this plan of action, as I know that the better shape the Frisco is in, the better chance I will have while I am with it, and if I can contribute towards its betterment with as little as this work demands, I would be "pulling a bone" not to do it. Furthermore, I consider it nothing more than a square deal, and as I demand that from the Frisco, I would be a poor specimen if I refused to give the same in return. And I am not alone in this way of thinking, as I am sure that if not all, fully ninety per cent of the Frisco men feel the same way about the matter.

Getting back to Claim Prevention, there is an old saying, "an ounce of prevention is worth a pound of cure," and there is no doubt in my mind that it holds a valuable lesson. Prevention is the order of the day. There are prevention bureaus for nearly all the ills that the mortal flesh is heir to, and they are doing good work. Prevention of sickness, of fires, and a hundred and one other things—so why not Prevention of Freight Claims?

Prevention is common sense and that old proverb tells it with an ounce of words, better than I could with a ton of talk. And a comparison of the Freight Claim records of before and since this cooperative idea was put into effect, will speak louder and stronger for its continuance than anything I could say on the subject. I might venture the opinion however, that steady hammering along this line will always tend to keep Freight Claims down to that minimum due to unavoidable accident, and somewhat below the figure named in our slogan. "Keep a Hammering".

Claim Prevention.

By J. J. Hans.

Not alone for saving to the railroad company do the words "Freight Claim Prevention" apply, but it is also education to everyone having to do with the handling of freight, as well as the property of the railroad.

It is not necessary for anyone to call to our attention that we must cut down expenses at our homes in order to save money, but it becomes the duty of the railroad to call the attention of its employes that commodities being handled by them are not receiving the attention that they should, and prevail upon such employes the necessity for Claim Prevention to save money for the company, in order that the money taken in for transportation will not have to be wasted paying claims.

I have been on a local run for the past four years and during that time I have noticed hundreds of cases whereby the railroad could have been saved money had the employes having to do with the particular cases used proper care in knowing that such goods were properly packed and marked before receiving same for shipment. There are times when errors are made by being in a hurry to unload freight as well as damage done to some shipment which, with a little care on the part of parties handling such cases the damage or error could have been avoided. I do not believe there is an employe on the railroad but what has seen some of the statistics at least, showing long lists of damaged articles that could have been avoided by using proper care. I believe every agent on the road should make it a point to talk to shippers about proper packing of freight for shipment, explaining to them that the railroad sells only transportation and they should assist them by seeing that all freight is properly marked and packed before presenting for shipment, then there will be no delay, the

freight will be delivered at destination at the proper time and in the proper manner.

The next thing after the freight is received at the station, is to see that same is properly stowed in the cars—I find lots of shipments improperly stowed. It seems almost impossible to stow a car of freight so it will ride properly to destination. Another thing is the proper breaking down of freight before cars are allowed to leave the freight houses. I am sure this is not always properly done and believe everyone having to do with this important matter should be alive to the situation and work to the best interest of the company at all times. A good many of our shipments are now shipped in pulp and paper boxes and invariably heavy boxes will be loaded on top of these "weaklings". This not only causes damage to the freight, but takes up the time of the local crews in picking up the contents and trying to re-cooper them as best they can. The old adage "a stitch in time save nine," applies and if we can get everybody to taking the stitch in time, we will be able not only to save claims, but will also educate the men and at the same time make them more valuable to the company.

Report by International Correspondence Schools of Lessons passed by Frisco employees for October.

Edw. Alexander, sta. fire., Cape Girardeau, Mo.; W. T. Wilson, fireman, Monett, Mo.; J. M. Robinson, engineer, Monett, Mo.; W. E. Blakely, fireman, Oklahoma City, Okla.; Earl H. Baxter, fireman, Ft. Scott, Kans.; R. F. Williams, clam shell engr., Oklahoma, Okla.; J. M. Aldridge, div. man., Springfield, Mo.; Fred F. Parsons, clerk, Cherryvale, Kans.; H. R. Jones, boilermaker, Joplin, Mo.; W. W. Hanks, hostler, Lawton, Okla.; W. S. Whitten, engineer, Birmingham, Ala.; O. W. Martin, appr. mech., Memphis, Tenn.; K. D. Dobbs, fireman, Memphis, Tenn.; Samuel J. Yanskey, fireman, St. Clair, Mo.; B. Flemens, fireman, Hoxie, Ark.; Robt. Reed, fireman, Springfield, Mo.; Floyd M. Barry, operator, Ash Grove; G. T. Allison, fireman, Newburg, Mo.; J. L. Casey, fireman, Joplin, Mo.; Wm. Hutchinson, fireman, Chaffee, Mo.; Wm. Carpenter, fireman, Springfield, Mo.; H. H. Fleming, carpenter, Memphis, Tenn.; Wm. E. Davis, fireman, Joplin, Mo.; George R. Troxell, fireman, Ropulta, Okla.; E. Caesar, mach., Alexandria, La.; Geo. Covad, fireman, Joplin, Mo.; Frank L. Lewis, coppersmith, Sherman, Texas; C. F. Linthicum, fireman, Monett, Mo.; F. D. Stokes, layout boilermaker, Neodesha, Kans.; Lewis H. Roach, C. C. foreman, Potts Camp, Miss.; Geo. Stanley, Mason, Greenfield, Mo.

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View of flower beds in front of the Coach Shops at the New Shops, Springfield, showing the interest of the men in Safety First. Pictures were taken by Miss Etta, 11 year old daughter of J. E. Henshaw, Superintendent of the New Shops.

COMMITTEE MEETINGS.

KANSAS CITY COMMITTEE.

Meeting of the Kansas City Terminal Safety First Committee was held in the office of the Superintendent of Terminals, Kansas City, October 12. The following members were present: C. Nelson, general foreman car department; I. Nagle, represented H. Ferguson, roundhouse foreman, F. P. Morgan, clerk; D. W. Cadagan, agent; G. M. Green, section foreman; E. N. Otto, warehouse foreman; M. F. Flanigan, yardmaster; J. Hogan, representing D. F. Scanlon, yardmaster; A. Mathews, B. & B. foreman.

Meeting was called to order at 9 a. m. by the secretary as the chairman was absent.

A number of suggestions were received, and after these had been acted upon properly, Mr. Cadagan read a paper on Safety First which he had prepared, and which was enjoyed by all.

All business having been attended to, the meeting was adjourned.

TUPELO COMMITTEE.

Meeting of the Tupelo Sub-Division Safety First Committee was held Octo-

ber 21. Meeting called to order by Chairman M. D. Ross, with the following members present: J. R. Buchanan, agent; O. E. Bradway, yardmaster; M. P. Reed, division foreman, and J. B. Tyler, section foreman.

The chairman read a copy of the minutes of the Memphis Sub-Division Committee meeting.

Mr. Thornton, who was appointed at last meeting to prepare a paper for this meeting, was absent and his paper will be held over until the next meeting.

A number of suggestions were made, and the proper action taken, after which the meeting was adjourned.

FAYETTEVILLE COMMITTEE.

Monthly meeting of the Fayetteville Safety First Committee was held in the District Claim Agent's office, October 21.

On account of non-attendance by members, little was done; however, the Claim Agent's force attended as visitors. Messrs. Westbay, Muddock and Schroeder each gave short talks on Safety First, which were greatly enjoyed.

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No cards were turned in. This was probably due to the fact that most of the members were absent.

Next meeting will be held on the second Saturday in November, instead of the third Saturday as usual.

Meeting was adjourned at 3:30 P. M.

CLINTON COMMITTEE.

Meeting was called to order on October 8, 3:30 P. M., with the following members present: C. O. Claiborne, Earl Douglas, Wm. Balke, James Eib, B. E. Hord, M. M. Kruse, Lesley Hatfield, T. A. Hatfield, C. E. Hunter, E. H. Hess, Edward Hart, Jack Organ, and J. J. Connelly.

Minutes of the last meeting were read by acting secretary Jack Organ.

A large number of cards were received, which were acted upon, and meeting was adjourned at 4:30 P. M.

THAYER TERMINAL COMMITTEE.

Meeting of the Thayer Terminal Safety Committee was held at Thayer on September 28. Meeting was called to order at 1:30 P. M., by Chairman H. E. Gabriel, with the following members present: H. E. Gabriel, asst. superintendent; W. T. Tooley, roadmaster; H. F. Kirkpatrick, roadmaster, and F. I. Dodge, foreman.

The chairman made a short, but interesting talk, calling attention to several matters with regard to safety that should be looked after. Then the postal cards were taken up, and every item discussed fully and proper action taken, after which the meeting was adjourned.

WICHITA COMMITTEE.

Meeting of the Wichita Safety First Committee was called to order at 10:00 a. m., October 14, by Chairman S. P. Haas. The following members were present: S. P. Haas, general chairman;

R. H. Grimes, general yardmaster; C. W. Wincheck, round house foreman; T. B. Page, platform foreman, and J. Amsbro, section foreman.

Twenty-eight subjects were brought up, and each was thoroughly discussed, and the proper action taken. After all business had been transacted, the meeting was adjourned at 11:00 A. M.

NORTHERN DIVISION COMMITTEE.

The Northern Division Safety Committee met in the office of the Superintendent at Fort Scott on October 21. Meeting called to order by Acting Chairman C. F. Hesser, with the following members present: C. F. Hesser, asst. superintendent; J. J. Cummins, asst. superintendent; C. D. Toler, asst. superintendent L. P.; S. E. Melton, general foreman B. & B.; W. I. Elliott, roadmaster; Tom Hall, roadmaster; E. E. Dix, general agent; G. R. Wilcox, general foreman; Stanley McQuitty, warehouse foreman, and Lester Rose, section foreman.

Acting chairman read the minutes of the last meeting. A paper prepared by Mr. Dix on Safety First was read and enjoyed by all. Mr. Melton was appointed to prepare paper for the next meeting.

A number of cards were turned in, and other matters discussed, after which the meeting was adjourned.

HAYTI COMMITTEE.

Meeting of the Hayti Safety First Committee was called to order Tuesday, October 31, by the chairman, Mr. S. J. Frazier, Assistant Superintendent. The first order of business was roll call, to which the following members responded:

A. V. Eachus, cashier, Hayti; O. N. Watts, agent, Hayti; W. W. Millar, agent, Kennett; E. F. Blomeyer, agent, Caruthersville; W. J. Alsobrooke, B. & B. foreman, visitor; O. R. Davis, section foreman,

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Hayti; Charles Keith, section foreman, Hayti; Wm. Gibson, roundhouse foreman, Hayti; J. E. Albright, section foreman, Hayti; F. S. Vogel, section foreman, Hayti; Chester Ferguson, clerk, Hayti.

The matter of SF-1 reports was handled in committee and it was the special request of the chairman that every member have something to report at the next meeting.

Several bulletins from the National Safety Council were read covering unsafe practices in shops, around cars, etc. These all carried illustrations, some of which were very well to the point.

The question of cards was next handled.

Safety First.

By R. S. Betts, Section Foreman.

Being the unlucky one to whom the task of writing something on Safety First for the next meeting, I wish to state that I am at a loss to know just what to write, however I will make an effort to say a few words mostly along the line of track work and to foremen or the men on the job.

The foreman is selected by his superior officer and given charge of a specified territory to look after and maintain.

First he is entrusted with thousands of dollars worth of material, such as ties, rails, ballast, spikes, bolts and all kinds of track material. A good foreman will strive to take care of this material and not allow it to be wasted or damaged, but in case he should throw this material around and let it be damaged or lost his superior officer will soon find it out and remove the foreman and place someone else in charge.

Now Mr. Foreman, you are entrusted with something else, to my mind of greater importance than rails, ties or ballast. You may ask what it is, and permit me to answer. It is man that God created in his own image. Man that the officials of this

Frisco Railroad are spending time and money trying to educate you and me how to take care of.

How would you like to leave home in the morning and tell wife, mother and perhaps two or three little ones good bye and be taken back to that same home that evening with one leg or one arm broken or cut off or one eye knocked out, and then have to say to wife or mother, "Oh! it was my fault, I was careless. I failed to be careful. I did not stop, look and listen."

Again Mr. Foreman, how would you feel to have someone in your employ and let him get crippled or possibly killed and you feel like it was your fault for not watching the work and have it done in a safe manner and then you have to take this man home to his wife or mother and tell them it was your fault, that you did not supervise the work as you should have done.

Mr. Foreman, be alert at all times, have your work done in a safe way, protect your company by protecting their property and protecting the life and limbs of yourself and all you come in contact with, so far as it is in your power to do so.

To demonstrate to my men little carelessnesses that often result in injury to a fellow worker, I had the men pose for pictures, showing them handling material in a very usual but careless sort of way. The first picture shows where the men have taken hold of the ball of the rail, laying on a push car, and the men on one end gave the rail a jerk causing the other end to fly back and jam a man's hand against another rail, mashing three fingers. In this picture the foreman is standing a few yards away looking in the opposite direction. Picture number two shows the same foreman writing an order to send this man to the doctor. Picture three shows the men taking the rail by the

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flange, the correct way, and pulling it out on the edge of the car so it can be rolled off. With their hands in this position, it is impossible for them to get their fingers pinched or injured. In this picture, the foreman is shown standing near the end of the car supervising the work. Oh yes, he is back on the job.

As we journey through life let us live by the way, a saying old that applies well today, "There is nothing so sweet as life, after all, so why take a chance that hastens your call?"

Safety First.

By J. W. Maring, Agent, Enid.

What is the best method of preventing carelessness among employees?

The answer is EDUCATION.

We have all seen the benefits derived from our educational work along the lines of Safety First.

There is a great deal in suggestion, starting men to thinking along a particular line, and a great deal more can be accomplished by a constant agitation.

The many plans devised for calling attention of employees to Safety First practices, is certainly a move in the right direction. Our last pay checks carried the following admonition on the stub end: "Keep your mind on your work, and you will keep your arms and legs on your body."

There is no question but that many of the accidents occurring among employees are due to thoughtlessness, and that many accidents might have been prevented had the employee had his mind on his work.

There is the man who is naturally careless, for whom there is but little hope, and the sooner he is weeded out of the service, the safer will be his fellowmen, but the great majority of employees are not inclined to be careless, but many fall into

careless habits and these are the men who will be benefited by the educational work that is being carried on.

Our methods of education along Safety First lines should be improved upon so as to bring more clearly to our employees the results of our efforts, in other words, the present plan while every employee probably has an opportunity to read the Safety First bulletins, and the results of our meetings, yet if the majority of employees could be brought into the meetings, greater educational work could be done, these meetings could be made very entertaining and instructive with the aid of moving pictures, of supposed careless practices, and accidents.

Keep up the educational Safety First work, and instill into the minds of employees that eternal vigilance means Safety First.

Various Uses of Empire Paint.

Empire Fire Resisting Paint is for use on either wood, composition or metal. It protects against fire and weather conditions, and also against acid fumes.

When used on wooden trestles or shingle roofs, the paint must be applied boiling hot, and the surface must be dry to get perfect results.

Empire Paint also renews the life of composition roofing, and stops and prevents rust on metal roofing.

The use of Empire Paint for the above mentioned materials will greatly reduce your cost of upkeep, as it is unnecessary to renew this paint except at 5-year intervals. It also retards or prevents depreciation.

Have you read the new pamphlet "Proper Application of Empire Fire Resisting Paint, and Various Uses?" If you have not you should request a copy as it will possibly be of interest and assistance to you.

Woman's Department

MRS. E. G. NEWLAND,

Augusta, Kansas, Editor

Look! Look!! Look!!!

All families of Frisco-Men, their families, and Frisco Women Employees are invited to attend the next meeting of the St. Louis Frisco Women's Safety League at the Grand-Leader Tea Room at 2.30 p. m. December 14th. A 25c matinee luncheon will be served and an enjoyable afternoon is promised.

MEMPHIS LEAGUE MEETING.

The Frisco Women's Safety First League met at the Chisca Hotel on the afternoon of October 3, as the guests of Mrs. E. G. Newland.

Meeting was called to order by the President, Mrs. J. Andrew, and the usual business was transacted. The guests of honor for the afternoon were R. F. Carr, Superintendent of the Southern Division, and E. L. Magers, Asst. Superintendent.

The question of a change in meeting places was discussed and Mr. Carr made the suggestion that the director's room at the Grand Central Station would be an ideal meeting place, and he thought there would be no trouble in securing its use for the League.

Mr. Carr gave a short talk on Safety First, and Mr. E. L. Magers followed him on the same topic.

Mrs. E. G. Newland then made the suggestion that we issue an invitation to each member, this being in a form to tell of the League's work, past and future, and urging each member to attend every meeting possible. This suggestion met with the hearty approval of all present and it was decided to try this method to increase the attendance. The usual raffle

was held and it was decided to put this money into the flower fund and to only charge five cents in the future instead of ten cents, as has been the custom. Mrs. E. L. Magers captured the prize, a lovely pink crepe de chine boudoir cap.

After several plans were discussed for the betterment of the League, the meeting was adjourned.

ST. LOUIS LEAGUE.

The St. Louis Frisco Women's Safety League had an attendance of fifty members, and several visitors, at its monthly meeting November 9, at the Railroad Y. M. C. A.

The meeting was called to order by the President at three o'clock. The Secretary called the roll—and then read the minutes of the last meeting.

The President then read papers concerning her action in getting opinion of Superintendent of Safety Wightman for starting a campaign, suggested by Engineer Morrill, against trespassing on Frisco right-of-way between St. Louis and Pacific. Mr. Wightman wrote referring the matter to Mr. J. F. Simms, Chairman of the Central Safety Committee, who replied that some action had been taken along this line in 1914—and that he will be glad to co-operate with any move that the Women's League may make.

Following this Mrs. Mechin, President of the Women's Council of St. Louis, was introduced—and she gave the ladies a fifteen minute talk that was thoroughly enjoyed by all. Mrs. Mechin just gave a slight outline of the accomplishments of the Women's Council in St. Louis,

its interests, and its objects, and extended a cordial invitation to the Women's Safety League to join the Council. After Mrs. Mechin's talk a vote was taken and it was unanimously agreed that our League join the Council.

After Mrs. Mechin's talk the President asked for suggestions as to where we would hold our next meeting and it was decided that we would meet at the Grand-Leader Tea Room in December.

Mr. W. L. Heath then favored us with a short talk along Safety First lines—and endeavored to interest the ladies in getting the men-folks to join the Railroad Y. M. C. A. as a Safety First step.

We were then privileged to see the New York Central's moving picture, "The House that Jack Built", written and produced by Marcus A. Dow. The St. Louis League extended a vote of thanks to Mr. Krause, Commissioner of Safety on the M. K. & T. for having loaned the picture to us for the afternoon.

After the picture a buffet luncheon was enjoyed and all left again thanking Dr. Humphrey and the R. R. Y. M. C. A. for having accepted their hospitality for a second time.

"Safety First."

*By Mrs. John Beckerleg,
President Springfield Branch of The
Frisco Women's Safety League.*

About a half dozen years ago a campaign was started in this country having for its primary object the preservation of life and limb.

This campaign seemed at first to be but the humanitarian side of the wave of greater efficiency and economy that was sweeping through the great industries of our country.

At the beginning the movement gained little prominence because little attention had been given theretofore by the heads or management of our industries to the increasing casualty lists. Experts, however, after short tests showed and con-

clusively proved that through various methods, too numerous and well known to mention, that casualty lists could be reduced to the minimum.

The Saint Louis and San Francisco Railroad was among the first large railroads to inaugurate the movement and it quickly realized from the amazing results secured within two years after its inception, how it had gained greater efficiency in its organization of employes which numbered about 25,000, because the fewer accidents occurring relieved them from replacing many of their experienced employes with others that were not experienced.

But there was a greater side and view to be taken from the diminution of casualties among employes and others, and that was the fact that fewer deaths and injuries meant a reduction in the number of widows and orphans as well as a reduction of poverty, suffering and sorrow that would naturally ensue, and it was because of this latter fact that Frisco-Women who were dependent upon Frisco-Men as the breadwinners for themselves and families soon became interested in the success of the Safety First movement. They felt that their interest in the Safety First work would influence their loved ones in co-operating with their fellow employes and the management of their railroad in taking greater care in avoiding injuries to themselves and all others.

Since taking an interest in the work and forming our organization known as The Frisco Women's Safety League, our attention has been attracted to the distressful accidents that occur to trespassers on the railroads of the United States each year. We have been shown figures issued by the Interstate Commerce Commission which indicate that during the twenty-five years ending June 30, 1914, 237,181 persons were killed and injured while trespassing on the railroad property in the United States; 113,570 of that total were killed and 123,611 were injured; of this

total 66 per cent were wage earners, 14 per cent under the age of 18 years and only 20% were hoboes and tramps. The figures for 10 years, 1905 to 1915, showed that an average of 16 persons were killed in the United States each day by trespassing on the railroads or one person every ninety minutes. The railroads have spent much time and money in an effort to stop this reckless sacrifice of life but with very little effect. Nothing can stop this human slaughter other than the passage of Federal and State Laws that will have strong penalties attached and be strictly enforced as is done in all other civilized countries where accidents among this class of persons are very few.

In view of the appalling number of lives lost through trespassing on the railroads in the United States each year—and the State of Missouri has its proportion—I would sincerely recommend that the Federated Women's Clubs of Missouri assembled here in convention, appoint a committee to draw up resolutions that would not only endorse the Safety First movement as a benefactor to men, women and children generally but would also recommend that State and Federal Laws be passed that would eliminate trespassing on railroads and thus stop these needless and avoidable accidents. Such action, in my own humble estimation would be a direct step toward the uplift of mankind and show a true humanitarian spirit.

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—*Adc.*

Bringing the First Lesson Home.

Old Section Dan was a three bolt man,
So his joints would pump and his
switches rattle,

And so little he cared how the fences fared
That the line was strewn with Zeppelined cattle.

There were spreading rails and woeful tales
Of coaches piled and of cars to burn,
And the Roadmaster's wife—she ended
her life

For she didn't know when he would go
or return.

Now Dan had a wife, the joy of his life—
'Til she went one day to a Safety
Meeting,

But when Dan came home she was goin'
some

About "Safety First" and this was her
greeting:

"Your trestles burn at every turn,
For the barrels died of a natural thirst,
Your fills are sunk and the curves all punk,
And the culverts choked 'til they nearly
bust."

Says she, "Me boy, I'll open your eye;
Shure I saw myself as I came from the
store

A broken rail like the end of a flail
Right foreinst of the car-house door.
Beyant by the pump I had to jump
Over three old ties and a couple of kegs;
At the crossin' there begorry 'tis quare
The passengers all don't break their
legs."

"Now Mrs. McShane was only sayin'
How fine her husband trims his section,
And the President read a paper that said:
'To careless men there's strong objec-
tion'—

So take a hitch 'fore you go in the ditch,
Keep your eye on the rails and the
right of way.

If I knew about SAFETY FIRST in time,
'Tis a Superintendent you'd be today."

T. O'Donnell,
Gov't Inspector Explosives,
St. Louis, Mo.

B. & B. MEETING.

Meeting of the River & Cape Division B. & B. Forces was held at Chaffee, on October 21, with the following present: W. H. Brooke, general foreman; T. M. Roseman, foreman Bridge gang No. 1; J. D. Allison, foreman bridge gang No. 2; H. H. Sayles, foreman bridge gang No. 3; J. J. Zimmerman, foreman bridge gang No. 4; J. C. McClure, foreman bridge gang No. 5; H. W. Dodge, foreman house gang No. 1; W. J. Alsobrook, foreman house gang No. 2; G. W. Watson and W. L. Buckley, bridge inspectors, and Earle Gibson, clerk.

Meeting was called to order at 9:00 A. M. in the General Office Building at Chaffee, General Foreman W. H. Brooke presiding. Various subjects pertaining to the work of the B. & B. Department were discussed, some of which were as follows:

CLEANING UP AROUND NEW WORK. Chairman cautioned foremen to burn all worthless material, and to take no man's word that he would haul away, and leave this material on the ground. Where old material is left for section foreman to repair cattle guards, see that same is piled up in a neat, clean shape.

RIDING MOTOR CARS. Foremen were cautioned by chairman about careless riding of motor cars. Chairman said they should be careful to have men facing both ways on motor cars and hand cars, and to watch out for extra trains and engines as well as regular trains, and never to permit cars out on track unless in the performance of company business. Joy riding must not be permitted.

BOARDING OUTFITS. Attention was called to the fact that while the Central Boarding & Supply Company have charge of our boarding outfits, that we must be as particular to see that all rules are complied with on their part, as well as on the part of our own employees. That while they are furnished by their employers with just as strict rules govern-

ing their conduct as the railroad employees are, yet when a foreman sees one of them violating the rules he should report it. In case they permit their friends to visit them, and keep outsiders on the cars, the foreman in charge should report the matter at once, so in case of an injury to an outsider while on the company's cars, the foreman would not have to share the responsibility.

DISTRIBUTION OF PAY CHECKS. Chairman brought to the attention of the foremen that some of them when sending the office a note as to where they want their pay checks sent, fail to say anything about any men of their gang who may be laying off, or who have received discharge check, and will not be with the gang on pay day. When such men have a check due them they have to wait until the balance of the gang has been paid, and the pay roll is sent to where they live, or to where they may be working. If foremen will make a note of these men and where their checks should be sent, then the office will handle the matter with the paymaster when the distribution for the current pay checks are sent in, and these men will get their checks on regular pay day, thus saving a delay of two or three days.

CARELESS HANDLING OF COMPANY MATERIAL BY STATION EMPLOYEES. This subject was discussed by foremen and inspectors, and it was stated that many times a shipment of company material for this department would be allowed by station employees to lie around the station for an indefinite period before notifying the proper ones about it. Sometimes there are cases where this office does not receive notice of shipment of material, when the material may be badly needed, but is allowed to lie in the baggage room or freight station until some of the B. & B. employees see it and report it to the office, so disposition can be made of it. Inspectors were cautioned to watch out for such material and report same when found.

PROMPT RELEASING OF ALL CARS. This matter was urged on all present as being a subject that is very important and should be closely watched at this time, while cars are scarce.

FIRE PROOF PAINT FOR BRIDGES. Foremen were asked by chairman to be careful in painting bridges with fire proof paint, to be sure to paint the end of the caps, as it would thus save a great deal of decay which is liable to result when the end of the cap is left unprotected.

OIL DRUMS. Chairman asked all foremen to release all oil drums as promptly as they can when received, especially the 50 gallon and 100 gallon drums which belong to the oil companies. Also the small 30 gallon drums which belong to the railroad company should be made empty and returned to the store as promptly as possible, as the store often has to hold up shipment of gasoline account of not having drums to ship. All drums which belong to the oil companies have to be paid for when they are kept over a certain length of time, and the price they charge for them is enough to make it well worth while watching this matter closely.

Various minor matters in regard to the work of the different foremen were discussed briefly.

Meeting was adjourned at 11:30 A. M.

Bad Water.

The bad waters used in the western part of the country—because they are the only available supplies—have been improved so much by scientific treatment, that officials operating in the eastern or good water belts are often surprised to find that roads operating in the bad water districts are beating their boiler performance, both as to life and cost of maintenance.

Investigation of the subject brings out the fact that there is very little water being used for steam purposes that cannot

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There are no drips or blow off valves to be operated and the inlet valves may be operated without fear of freezing up the regulators.

A fuller description of this is contained in an instruction book issued by the Chicago Car Heating Company, Railway Exchange, Chicago. They will be glad to send you a copy upon request. The book contains valuable and interesting information on the subject of car heating.—*Adv.*

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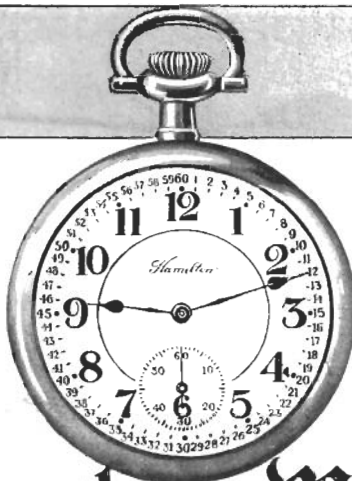


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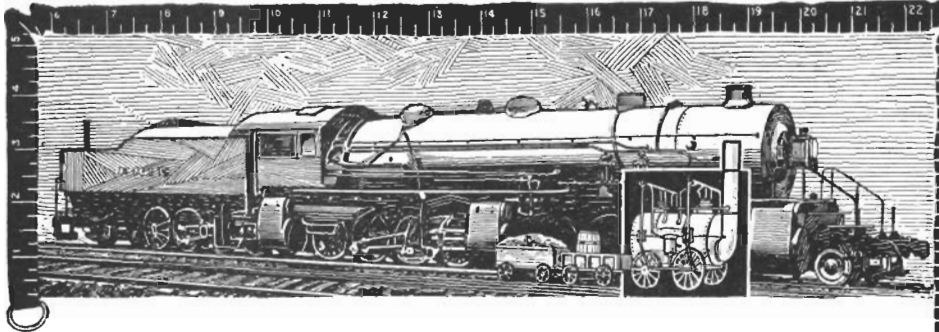
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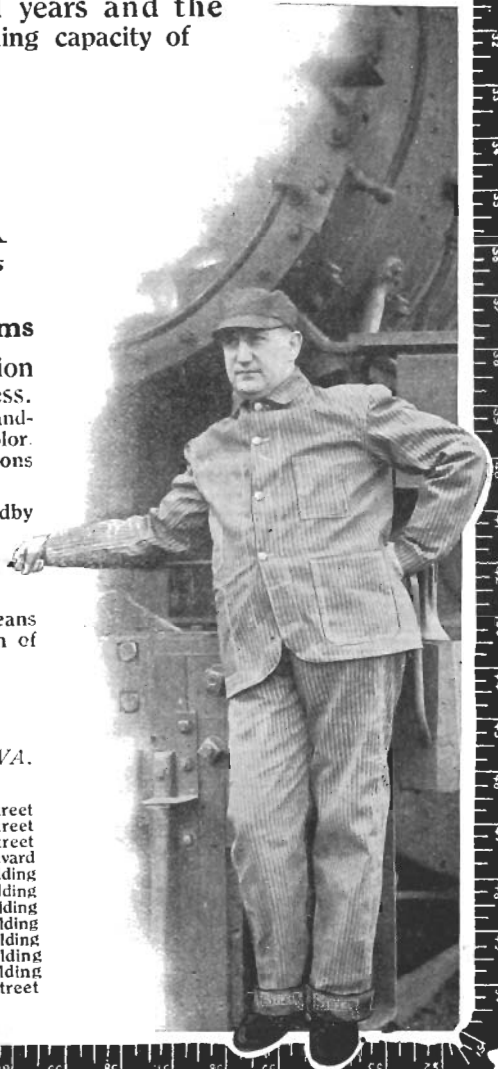
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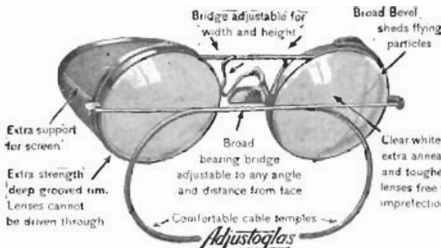
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