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*June 1919*  
*St. Louis' Welcome*



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# The Frisco-Man

Vol. XIII JUNE, 1919 No. 6

*A View on the River & Cape Division*

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The Frisco-Man is published monthly by the St. Louis-San Francisco Railroad and is devoted to the interests of the 25,000 employees of the Frisco Lines, their families and home communities, and to securing the best service for the public. It is distributed gratis to Frisco employees; to others, 10 cents per copy, or \$1.00 per annum, payable in advance.

Correspondence on topics of interest to railroad men, photographs and news items of interest to Frisco people, are solicited from employees and officials. Every communication must be signed with the full name of the writer for it to receive consideration, although the writer's name need not be used in connection with the matter when printed. Articles for publication should be in the hands of the editor on or before the 15th of the month. Manuscripts and photographs will be returned where desired.



Photo by Sanders

TWELFTH ENGINEERS ON PARADE DOWN OLIVE STREET "CANYON," ST. LOUIS

# The Frisco-Man

Frisco Building, Saint Louis

## Central West and Southwest Welcomes Home War Heroes

THE month of May witnessed one of the most impressive "Home Comings" in the history of our country, when thousands of men returned from the battlefields of France and Belgium. Thousands of men from Missouri, Kansas, Oklahoma and Texas have returned and are entering civilian life.

During the month St. Louis welcomed home the 128th Artillery, the 138th Infantry and the 12th Engineers. Each of these units was made up almost entirely of men from the Middle West and many of the men were former Frisco employees. The 12th Engineers particularly was made up of many former Frisco men.

St. Louis had the pleasure of greeting thousands of men from the Ozarks and from Eastern Kansas. Hundreds of thousands of persons thronged the route of parade, giving the men a welcome that they will long remember.

The 12th Engineers came in for an unusual amount of welcoming from the railroad men of St. Louis. When their train arrived in the yards, by a pre-arranged plan, all locomotives in the St. Louis Terminal district, which extended well over into Illinois, shrieked their approval by long blasts from the whistles. Railroad men say they have never heard such a demonstration as was given the 12th when it arrived.

Lieut. Col. F. G. Jonah, who served with the regiment for many months in France, went to New York to welcome the men, and they were lavishly entertained by the St. Louis Club, and by relatives and friends in St. Louis before

entraining for demobilization camp. The cover photograph used on this issue is a scene in the Court of Honor on Twelfth street in St. Louis, where the men are marching in parade before thousands of friends and relatives assembled in the stands on either side of the street. The Court of Honor was erected by the City of St. Louis for the express purpose of welcoming home its returning soldiers, and extends from Market Street north to Washington avenue, a distance of some six blocks. The view on the frontispiece of this issue is an exceptional photograph taken of the 12th Engineers marching down the famous "Olive Street Canyon" in St. Louis.

The 12th Engineers were more fortunate than the men of the 128th Artillery and the 138th Infantry in that they arrived in the city in the evening, and were permitted to go to their respective homes for the night before parading and departing for camp the following day.

Among the Frisco employees who returned as members of the 12th were Capt. H. F. McFarland, Jr., Capt. J. H. Brooking, First Lieutenant J. J. Callahan, all of St. Louis, Engineering Department; Privates Ed Merritt, Springfield; Jim Hutchison, Springfield, W. E. Weber, Stanton, Mo., Bridge Gang; Elmer Barber and Mr. Rogers, also Ed Murphy, formerly conductor on the Ozark Division; Mr. Kelly, formerly Yardmaster at Wichita, and Second Lieutenant J. E. Haberthier, formerly of the Track Department, Northern Division.

Those of the Frisco men who won promotions during the war were Lieut.

Col. F. G. Jonah, who left St. Louis as a Major; Captains H. F. McFarland and J. H. Brooking, who left as Lieutenants, and Lieut. H. E. Haberthier, who left as a private.

Capt. McFarland was awarded the British Military Cross for extraordinary service, which is a source of great pleasure to all Frisco employes, who join in extending him their congratulations.

Most of the Frisco men returning with

the regiment will return to Frisco service, Capt. J. H. Brooking already being in the harness in the Engineering Department, St. Louis.

The record of the 12th Engineers, and the Frisco members of that organization is one which reflects credit upon the nation, the Frisco, and the men themselves. We are proud of them, and are glad to have them return to their pre-war occupations.

## Economical and Efficient Handling of Time Table Folders

OF the many economies and innovations inaugurated by the United States Railroad Administration, none has been productive of more satisfactory results than the plan adopted for providing ticket agents with folders of foreign lines.

To the Administration the plan has meant the saving of many thousands of dollars, and hundreds of thousands of the various lines' folders every month.

But the saving in money and material is of secondary consideration compared to the improved facilities for furnishing the public not only with reliable information concerning the schedules of foreign lines, but with the folders as well. While it is the purpose to provide all coupon offices with Official Guides, some of these are of necessity two or three months old, and a line may have made radical changes in time since their issuance; whereas the folders are distributed every thirty days, thus placing in the agents' hands more recent information than is given in an out-of-date guide.

Then there is the additional advantage of being able to hand a passenger a folder of the line or lines over which he is to travel. This convenience is twofold; it not only relieves the agent of the necessity of preparing a pencil itinerary from his official guide, but relieves the passenger of the inconvenience of making further inquiry at ticket office windows en route or at the bureaus of information in the larger cities.

The plan has been in effect at coupon offices on the Frisco Lines about six months, and it is gratifying to learn, not only through our traveling representatives, but frequently from the agents direct, that its success has proven the wisdom of the idea. Through co-operation with the Passenger Traffic Department an agent may have on file in his office a supply of folders which will enable him to give passengers detailed information with respect to the service of almost any Federal controlled line in the United States.

Not many, if any, of our agents realize the amount of labor involved in the distribution of these folders by the general office. At the outset it was necessary to obtain from the various coupon agents an estimate of the folders that would be required to meet the demands at their station for a period of thirty days; to facilitate handling in both offices, a form was sent out on which was printed not only the instructions for handling, but a list of the more important Federal controlled railroads throughout the country.

On receipt of this blank, the agents' requirements, as indicated in their requisitions, were recorded on a set of cards, which serve as a mailing list from month to month; totals were drawn off and a request made on the various lines for a sufficient number of folders to take care of the agents and leave a supply in the general office for emergency calls. After the folders are received in the general office they are

reforwarded in a manner which must now be familiar to the agents receiving them.

Under the instructions each railroad is charged with the responsibility of keeping its agencies supplied with the folders of all Federal controlled lines for which they may reasonably be expected to have calls. Our list contains the names of approximately sixty roads, and our monthly requisitions on these lines for folders range in quantity from one hundred of the lines more remote from the Frisco to fourteen hundred of such roads as the Santa Fe, Union Pacific and Rock Island, so that every thirty days there are parceled out to coupon agents by the general office about twenty-five thousand folders of foreign lines, in addition to approximately five thousand Frisco folders, a total of thirty thousand.

The total number of folders handled, and the various operations involved—from ascertaining the agents' requirements to giving them what they ask for—are given here so that the agent may know what is being done to enable him to meet the demands of the traveling public in a way that will reflect credit not only upon his office but upon the railroad and the Railroad Administration.

And right here is where co-operation on the part of the agent with the Passenger Traffic Department enters into the scheme. The latter, having done its duty, is the agent doing his, or is he nullifying the earnest endeavors of the general office and defeating the whole arrangement?

When folders are received, does the agent see to it that they are at once unwrapped and put in a place easy of access, or does he permit them to lie without attention for an indefinite time, or until the porter takes them away as waste paper?

Does he compare the date of the last folders received with the date of those on hand, and destroy the older ones, or does he distribute both issues indiscriminately, thus running the risk of making a passenger miss his train, in the event a change in schedules has been made?

When a passenger asks for a folder of a certain train, does the agent make the proper effort to accommodate the passenger, or does he reply that he hasn't it, without looking to see whether he has or not?

When the agent finds that he is receiving calls for folders that were not included in his requisition, does he write the general office to send these folders, or does he simply "worry along" without them?

When his stock is running low, does the agent so inform the general office in order that it may be replenished, or does he let it become exhausted and thus hold himself, the general office and the railroad subject to censure?

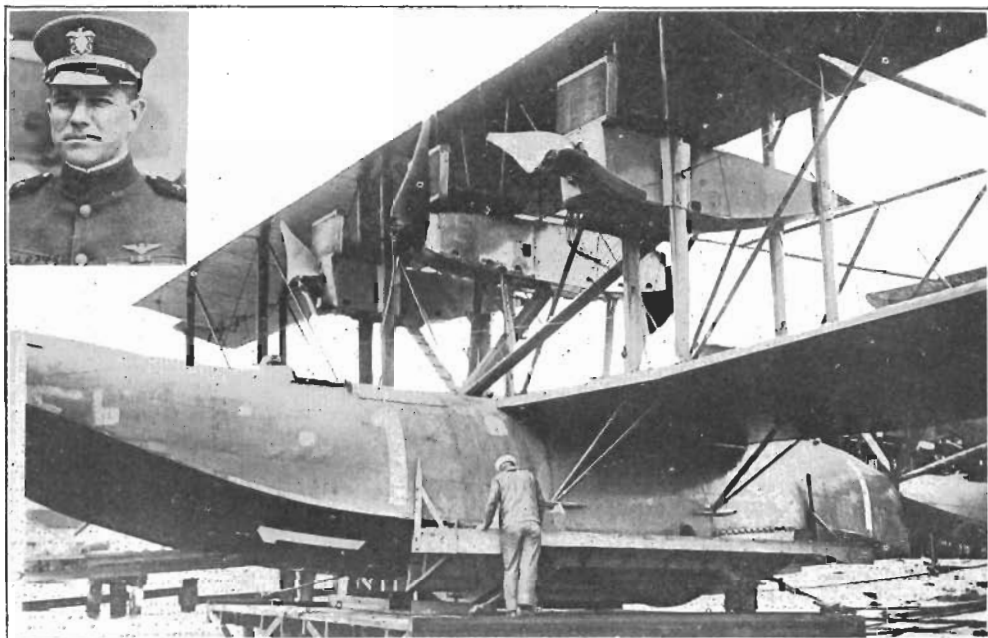
When he has overestimated the number of folders of one or more lines required for use at his station, does the agent write the general office to reduce the supply, or does he permit the waste to go on from month to month, needless of the fact that some folders now cost from two to three cents each?

The foregoing are some pertinent questions that each and every agent now receiving foreign line folders might ask himself. There is much food for thought in this subject, and all agents interested should give it careful consideration.

The general office shall be pleased to receive suggestions or criticisms, and will, in turn, look into the merits of any questions submitted. Communications should be addressed to J. N. Cornatzar, General Passenger Agent, St. Louis.

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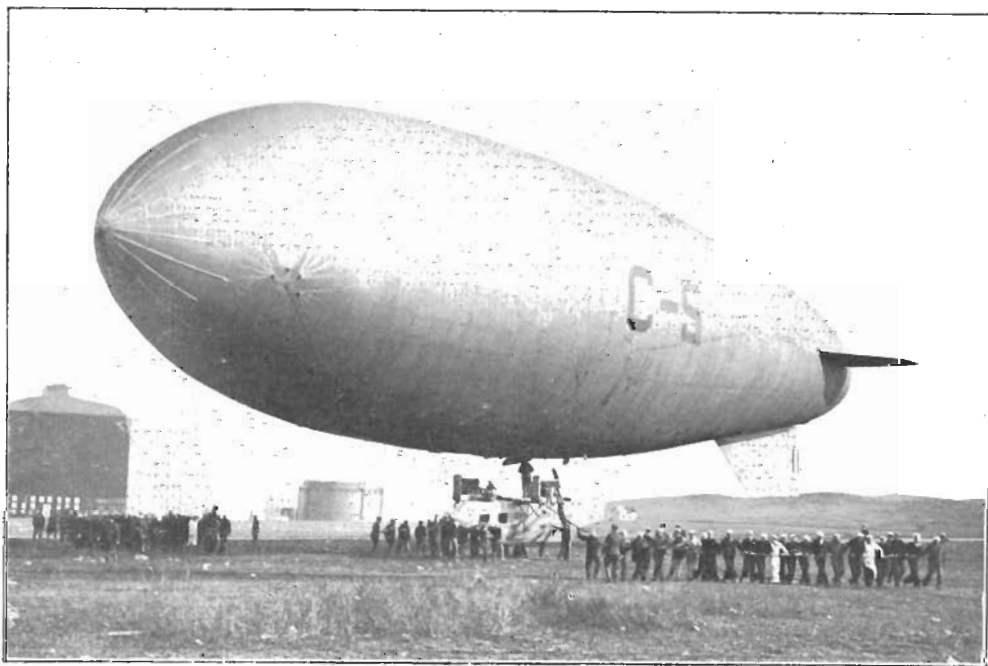
Edward J. Armstrong, veteran conductor, attending the convention of the O. R. C. in St. Louis, reminds us of the old "Link and Pin" days in railroading thirty-five years ago. He says, "The brakeman was supposed to ride on the tops of the cars, so that when the train came to a dangerous down grade he could run from one car to the other and apply the brakes, because in those days the engines only were equipped with air brakes. There were the three-link and five-link couplings, and the wages were \$1.80 per day with eighteen and twenty hours' work. There were no steam-heated cars and the conductor had to carry his own coal to heat his car."



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#### THE NC-1 AND HER COMMANDER, P. L. N. BELLINGER

The NC-1 was the second of the Navy Curtiss planes to enter the transatlantic flight. Reaching Trepassy, Newfoundland, in the first lap of the flight, she started for the Azores Islands, about 1500 miles out, when encountering inclement weather, which forced a landing but a short distance from the goal. The crew was rescued, but the plane is out of the flight.



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#### THE ACTUAL START OF THE NAVAL BLIMP C-5 FOR NEWFOUNDLAND

Sailors dragging the C-5 across the field at Montauk Point, L. I., to make the actual start on the first "hop" of the Atlantic flight to Newfoundland.

# Lubrication and Care of Journal Boxes

By M. J. O'Connor.

**I**N view of the conditions that exist on practically all the railroads in the United States at the present time, wherein most anybody's car is everybody's car, the lubrication and care of rolling stock equipment becomes a very important matter. In the past, some highly educational papers on the subject Lubrication and Care of Journal Boxes have been written by experienced car men. It has been the writer's observation that the first and most important matter in connection with this feature of equipment maintenance is standard instructions, issued in book form, covering the preparation and maintenance of journal box packing, also the equipment necessary to handle the material as well as the tools which are used in applying packing to journal boxes.

In order to handle properly the lubrication of equipment and to reduce the hot boxes to a minimum, the following methods should be adopted: A suitable building should be fitted up with metal tanks equipped with one-quarter inch mesh screens located about three inches from bottom of tank and one and one-quarter inch faucets or molasses gates for drawing off the oil. The dimensions of these tanks should be in accordance with the requirements of the yard or shop, based on the number of cars handled per day. In a large yard, where from eight to twelve thousand cars per day are handled, in addition to a preparation tank, additional storage tanks are to be maintained, this in order to allow sufficient time for the packing to become properly saturated in the preparation tanks.

**Preparation of Journal Box Packing.**—The waste must be carefully pulled apart and a known weight placed in the preparation vat; sufficient oil is added to completely submerge the waste (for 50 pounds of waste this will be 60 gallons of oil)

and this is allowed to stand for forty-eight hours; the excess oil is then drawn off (in above case this would be 35 gallons), leaving just sufficient quantity of oil to maintain the ratio of four pints of oil to each pound of dry waste. The work should be performed in a room at a temperature of about 70 degrees. As the oil continues to drain, it should be drawn off from the bottom of the vat and poured back over the top of the waste, thus maintaining the proportion of four-to-one until all packing is used, and having the packing always ready for service. In tanks of two or more compartments, one can be used as storage for prepared packing, while the other is being used for the saturation of fresh packing.

It has been proven from experience that the waste used in connection with the lubrication of passenger equipment cars, which is a mixture of approximately 50 per cent cotton and 50 per cent wool, machine mixed, is superior to all wool, in that the fine cotton threads prevent excessive expansion and at the same time hold the material together, thus eliminating the lint which is produced by the revolution of the journal. The use of wool waste for the lubrication of freight cars is an unnecessary expense, as it has been found that as good results are not procured as from ordinary cotton waste. Cotton waste will retain the oil nearer the surface of the packing, which greatly assists the doper in knowing that the packing contains sufficient oil, whereas with all wool waste the oil precipitates to the cellar of journal box, with the result that it requires more than normal friction to convey the oil to the journal.

The man in charge of the oil room should be thoroughly instructed to drain off the oil that settles in the bottom of storage tanks, to pour same back over the packing several times daily. By these instructions, it should

be understood that when the oil is poured over the packing it must be equally distributed to cover the entire surface of the packing contained in the storage tank. The oil rooms should be kept clean and free from dust and other foreign matter, and no dry waste or wiping towels allowed to be carelessly thrown in or mixed with the packing.

In addition to these tanks, it is necessary to have a metal container to hold rolls that have been made up of dry waste, after which they have been submerged in oil. These rolls to be used without carrying much oil, or in other words, moderately dry, in order to have same ready to apply to boxes as needed. The standard dimensions of these rolls is two and one-half inches in diameter by about eleven inches in length. These rolls assist in better excluding the dirt in the back of boxes as well as holding the oil in the box.

A standard dope bucket should be used for handling prepared packing and nothing else. After a train of cars had been gone over by the yard or shop doper, all packing remaining in the bucket should be placed back in the storage tank until necessary to go over the next train of cars.

A standard packing iron should be adopted with sharp forked end, and the forked end of this packing iron should be maintained in its original condition, as continual use wears down this end. The packing iron should also have a lug about twelve inches from the hand hold which is used to open box lids. A suitable pulling back hook is required for each doper on the shop tracks as well as in the train yards. A doper's outfit should consist of the following standard equipment: Dope bucket, packing iron and pulling hook.

**Method of Packing Journal Boxes.**—First place the prepared roll in the mouth of the box, the doper using care that he has centered the roll, then with packing iron it should be shoved back evenly under the journal so that it is in proper position when it reaches the extreme back of the box. The packing should be picked up by hand and

placed across the entire mouth of box. This is absolutely necessary in order to keep the packing evenly distributed in the operation of placing same in the box. This method insures an even distribution while being placed in the box, due to feeding the packing in a continual strand under the journal (not on the sides) until the box is completely packed to the center line of the journal, straight down from the inside face of the collar. No packing should be allowed to extend beyond the end of the journal. It has been proven that the elimination of the so-called front waste plug affords the inspector a better opportunity to examine the contained parts of the journal box, as well as assisting the doper to know that when packing extends beyond the journal collar, that there is either surplus packing in the box or else the packing has worked outward. In either case, the remedy is immediately applied.

When wheels are applied, the journals should be thoroughly cleaned and the bearing surface of the brasses coated with oil. In this connection no waste, either dry or saturated, should be used in oiling the journal bearing, this to avoid any particle of waste or foreign substance remaining on the journal bearing when it is applied. Tight fitting dust guards should be applied in all cases when wheels or journal boxes are applied. Where new journal boxes or integral truck sides are applied, the interiors of the boxes should be free from scale and sand or any other foreign substance.

**Care of Packing in Journal Boxes.**—All passenger equipment cars are to have the packing removed, bearings examined and the boxes repacked in accordance with the foregoing instructions, as the cars go through the shops for general overhauling, or where terminal facilities will permit. Passenger equipment cars operated in through and important service must have the packing removed, bearings inspected and boxes repacked once every six months thereafter; letters "N. P.," together with the date and initials of the place to be stencilled on the right-

hand corner of outside of the truck when so repacked.

Journal boxes of freight equipment cars must have the packing removed, bearings examined and boxes repacked as the cars go through the shop or on repair branches if the stencilling indicates that they have not been repacked within nine months. When newly packed or repacked, they must be stencilled as to the date and place of repacking.

The most important part of the work for the successful lubrication of equipment is intelligent attention to the condition of the packing in the journal boxes, which, briefly, consists in loosening up the packing to avoid the hardening and glazed condition resulting from too long a contact with the journal, then loosening packing by pulling forward from sides and working it back under the journal at the center. If new packing is needed, it should be worked back under the journal from the center by this method, thus raising the portion on the sides, care being taken that it is not lifted above the center line of the journal on either side.

When a car is found with a hot box or with a mark indicating a hot box, a careful inspection must be made to ascertain the cause of heating. If the journal is smooth, apply a new brass and repack with fresh packing. If the journal is rough, a new pair of wheels must be applied. Under no circumstances must a journal which has been heated be reapplied to a car unless it is in a perfectly smooth condition. A journal which has been heated sufficiently to discolor it must never be reapplied to a passenger equipment car regardless of its condition in other respects.

The inspection and application of journal bearing wedges is a very important matter, and the writer is free to say without fear of contradiction that not more than one-half of one per cent of the journal bearings applied have the wedges renewed, and this renewal is done only where the wedge lugs are badly bent or broken. This condition would indicate that the proper inspection is not made to ascer-

tain whether or not the wedge has any crown. All new journal bearing wedges have a crown of about one-sixth of an inch and same should be maintained to obtain good results.

Reclamation of Journal Box Packing.—All packing when removed from journal boxes should be pulled into a bucket, avoiding contact with the ground or any other place where it may pick up dirt, and taken to points designated on the several divisions for reclamation. In reclaiming packing, it should first be picked over carefully, the heavy dirt, metal, etc., shaken out, the knotted strands of waste pulled apart and then placed in the hot oil compartment of the "reclaiming tank." Not more than six to eight inches in depth of packing should be carried in the hot oil tank at any one time, as this insures thorough cleansing. Ten to fifteen minutes in the hot oil is sufficient. The temperatures of the oil must not exceed 180 degrees nor be less than 150 degrees. The height of the oil in the hot oil compartment should be maintained to within about six inches of the top so that the waste may be washed in a pool of hot oil as it is removed.

After removal from the hot oil bath it is placed on the drainage rack on the hot oil side of the reclaiming tank and allowed to drain until the oil and water are well out of it. Only a small amount of packing should be carried on the drain rack at one time in order to facilitate drainage. After proper drainage has been effected, the waste should be transferred to the cold oil compartment for resaturation, this requiring about twenty or thirty minutes. When removed from the cold oil compartment, the packing should be placed on the drainage rack in the cold oil side of the reclaiming tank and allowed to drain until it has reached the proportion of four pints of oil per pound of waste (this condition being determined by the flow of oil under light pressure between thumb and finger), when it must be placed in a storage tank to prevent further drainage.

The hot oil compartment should be cleaned at intervals of two weeks or

oftener where the volume of material handled warrants it. Oil should be extracted and all sediment removed, by pressure or drainage, and the oil thus extracted should be run through the "separator" and then returned to the hot oil compartment of the reclaiming tank.

The reclamation of journal box packing answers two very important purposes. First, it insures the material removed from boxes being placed back in them in a very much improved condition, so much so that the results obtained from its use where new journal bearings are applied have been very gratifying. These results are due in a measure to the reclaimed material more thoroughly saturated than new, also forming a more compact body, thereby conveying the oil to the journal more readily. Second, it is a check against the shop doing this work; for example, a certain shop receives 10,000 pounds of prepared packing in a given period; you should expect nearly the same amount removed from boxes as compared with that applied. If there is not received back a reasonable amount, investigation will develop that the boxes repacked have not been handled in accordance with instructions; in other words, the boxes have been overpacked, or else the material removed has been carelessly thrown away.

Truck conditions contribute very materially to the cause of journals heating on freight cars, as, for example, the absence of nuts from column bolts and box bolts. Where the nut is missing from a column bolt, invariably the arch bar springs up, throwing the weight on the journal box and putting the box out of line. Where box bolts nuts are missing on trucks passing over low joints and crossovers, it has a tendency to allow the journal bearing to become unseated from time to time with the result that packing becomes wedged between journal and bearing, also caus-

ing the journal bearings to become broken. Arch bars worn at the column and box bolt holes, allow boxes to cant inward, causing the journal bearings to ride partially on the sides of the journals. This defect of worn bolt holes is due primarily to nuts missing from bolts or nuts not drawn home, which allows the bolts to keep working upward and downward, and also to turn when the cars are in motion.

Another matter that contributes to journals heating is the absence of grease on center plates and friction side bearings. This has been found to be the case where the body side bearings wear into the truck side bearings, causing the trucks to bind, thereby throwing the weight to one side. All empty cars making shop track movement should have their center plates and side bearings greased, also loaded cars where trucks have been removed. The proper time to correct these conditions is when the cars are on home tracks.

In order to maintain standard instructions and practices at all points on any one railroad, an experienced man with authority should be assigned to follow up this work exclusively, and where this is done, a performance of approximately one hundred and fifty thousand miles per car per hot box on passenger equipment cars and thirty thousand miles per car per hot box on freight cars has been obtained. The basis upon which this performance is compiled includes cars arriving at terminals which have caused no delay, as well as those which have caused delay to the transportation department.

*The above discussion, giving directions for preparing oil and waste for packing journal boxes, also for reclaiming old packing removed from cars, also directions for the inspection of cars to the end that lubricating trouble may be kept down to a minimum, was read as a paper at the April meeting of the Car Foremen's Association of Chicago. The author is special inspector of the New York Central, Buffalo.*



# "Oh! What Will the Harvest Be?"

By LYSLE M. FORNEY, Brakeman, Joplin

**D**ID you ever see this poster—"Prevent Loss and Damage to Freight and Avoid Claims"? It seems as though this has about as much effect on some people employed in the handling of freight as pouring water on a duck's back. It is these people who are directly or indirectly responsible for the issuance of this poster. It is a popular pastime of a few to rear back and wink a knowing eye and say, "I know," but they are the least interested. If they were serving in a capacity where rough handling, loss and damage occurred, they would surely do what was in their power to eliminate this unnecessary fault, or carelessness, whatever the poster is intended to mean, and do something to prevent it instead of saying, "I know."

Recently I saw an article published in an Eastern paper of train crews costing the railroads many thousands of dollars annually by loss and damage to freight by rough handling. The writer of this article might conscientiously say this, and probably has seen it, but train crews are not directly responsible. It is admitted that cars, especially merchandise cars, are oftentimes "kicked" or handled too rough, but they are not directly responsible for the greater portion of the damage. Merchandise cars are usually handled more on a trip than any other cars of a train. It doesn't take a Sherlock Holmes to detect where the loss and damage starts from, but don't attribute too much to train crews. Understand, I am not saying that they are immune from rough handling, but if you want to be thoroughly disgusted, make a trip on a local merchandise run. I've seen cars to be opened at the first breaking station with two or three cleats on a door—cleat nails—not nails, spikes, driven into the door so far that when last cleat from car was pried loose, you couldn't get door opened for spikes gouging into sacks of sugar, or whatever happened to be in the door, and it was utterly useless to try to open the opposite door, for merchandise looked as though it had been blowed in there instead of trucked.

Well, after you take up twenty or thirty minutes of valuable time opening the door, your real fun commences. Two men boost you up into the car on top of the merchandise to look for the station's pieces. You have to be a contortionist to wiggle through some of the tight places looking for your two pieces. Your great trouble is not in unloading, but in finding. In the door is stacked Ft. Scott, Wichita and Columbus merchandise, and you are looking for Kansas City stuff. You invariably have to unload the car and find pieces you want up in the corner. Then you reload the car. You try as you reload to separate it into the places where it belongs. This requires handling. By the time this is gone through with three or four times, merchandise is not in the condition it was when it left its originating point, but its originating station checks merchandise in O. K. It is, at the time, but when you have to go through with this improper loading several times, what does it do? You have lost thirty or forty minutes, handled the merchandise a number of times, and the result is the poster—Prevent Loss, etc.

According to cars I have seen unloaded, when they were originally loaded the person who did the loading evidently could not have told you whether Columbus was in the U. S. or Asia. Your great trouble is not in unloading, but finding and excess handling, and it is always taken for granted by a train crew that a car will have to be practically unloaded three or four times before the contents could be arranged in ship-shape.

When you find a car in this condition, and you have one piece for the station at which you have arrived, you search for the one piece about ten or fifteen minutes, and cannot find it. You are losing time. You let it go, hoping to find it at the next station, and so on, with the result that it is oftentimes not found, and when it is, it is in a smashed-up condition and results in a loss.

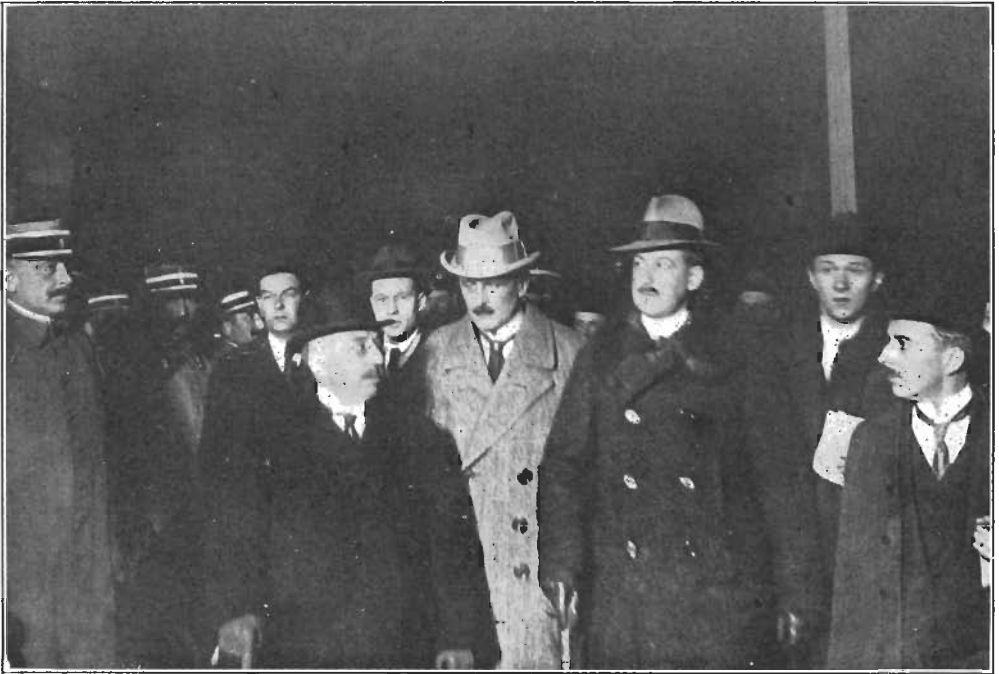
I've heard certain men say, "Yes, we are going to remedy this," but invariably

conditions are not bettered. I can cite instances, one in particular, where a train was delayed one hour and thirty minutes in locating and unloading four pieces of perishable, P. H. O., weighing 139 pounds. Someone or something was at fault. Where was it? What was this unnecessary delay caused from? Rough handling? No. Go back to the loading of the car and you will find the trouble in a majority of cases.

Show one division, or part of a division, over which an exclusive merchandise run plies and where cars are properly loaded, and you have shown a division or sub where very few delays occur, and where there is very little damage and loss to freight. On the other hand, where there is carelessness in loading it, breeds carelessness in unloading, and a continued disinterestedness and indifference is brought out and no one seems to care.

It is just as easy to load cars properly. Suppose I went to a concern for employment, produced my recommendations and was employed. I started to work, and did it as carefully as I knew how. I

find, after several weeks, carefulness is not a thing to be considered, but in its stead things were done sufficiently well to "get by." Someone or something is at the bottom of this. There is a root to all evil, and to justify your conscience, if you have any, or your position, this root should be eliminated, but I am not the man to eliminate it. I am merely a cog in a large machine. I am not endowed with the authority to stop it. I might make suggestions, but my suggestions are too often not taken seriously. I can see it, but I can't stop it, and so it continues. With no restraining hand to stop this waste, I gradually and unconsciously fall into the rut or pace set by my more experienced fellow-workers. I abide by their teaching. I am weak to do this, but nevertheless, I am following them. Then there comes a man to investigate conditions. He sees them to a certain extent, but he probably has not served in the position of one that sees these practices day after day—no practical experience. Immediately he issues bulletin posters to stop this evil. He instructs the man in command to stop



THE FIRST PICTURES OF THE ARRIVAL OF GERMAN PEACE DELEGATES IN PARIS

This is the first picture to arrive in this country of the arrival of the German plenipotentiaries in Paris, April 29th. In the center, with the light overcoat, is Count Brockdorff Rantzau; to his left is Baron Von L. Ersner. The short man with the derby, to his right, is Chaleil, who is the prefect of the Seine et-Oise district.

this, but the man in command is directly responsible for this, or he would not permit it to exist. He does stop it for a time, but just a short time, and so it continues. If he has no initiative to do or stop this, who has? I can't; I see it, but can't stop it, for I am just an employe with no authority to act.

My attention has been called several times to letters written to various persons responsible for improper loading and a letter is sent back, "I personally supervised the loading of this car and know absolutely that the contents were arranged in station order, and so they were not liable to fall or be damaged."

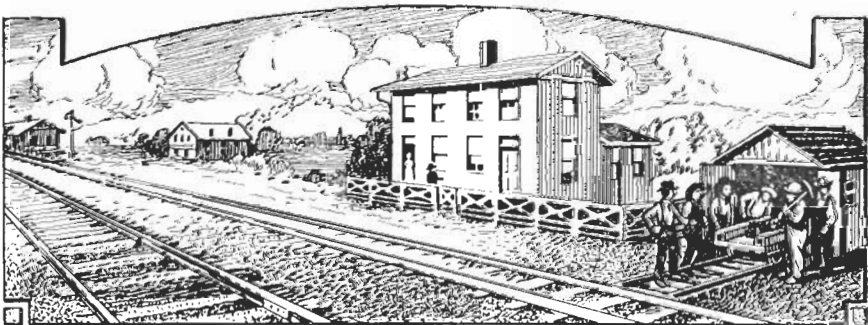
It is all right to say this, but do they do it? If they write in answer to correspondence relative to a car improperly loaded, and answer it in this manner, not even seeing the car mentioned, then they are instrumental in helping this evil along by their indifference and negligence.

The slogan of a great many men loading merchandise seems to be "Let the train crew find it." Then the train crew is made the goat and is held responsible. You, Mr. Investigator, can go to men responsible for this fault and say, "Good morning, Mr. Co-and-So, I have on my file a letter received from such-and-such a merchandise run claiming car was improperly loaded at your station, but

I hardly think this is true." Of course, Mr. So-and-So has been with the company so long and whatever excuse he makes is accepted, such as personally supervising the loading, etc. Then you come back with a letter giving particulars of conversation with Mr. So-and-So and say "Rough Handling," but if you were placed in a position where you could see by experience you would instantly know wherein lies the blame, and you would find that it is in the loading of the car.

Laxity and too much of it is predominant. Attention should be given to every poster and bulletin put out, but these things are not going to entirely do away with F. L. & D. I see an item in the last issue of this magazine stating, "Many, many damages to freight in transit could have been avoided had a little more care and judgment been used." This is true, but the following could be said with equal truthfulness, "Many, many damages to freight could have been avoided had more care and judgment been exercised in the loading of cars."

You have no doubt heard of the old expression about finding a needle in a haystack. Well, finding merchandise in an improperly loaded box car has got this expression "backed off the board." If you doubt it, try it, just jump on any local merchandise peddler.



Since taking your course my earning capacity has increased approximately 400%. (Advanced from Clerk to Traffic and Export Manager.) H. S. W.



In less than a year's time my LaSalle training in Interstate Commerce is paying me 670% profit per annum.

G. M. R.

## Earn An Expert's Salary In Interstate Commerce

Coming of peace and reconstruction means vastly increased business at home and abroad—and a big demand for men who know all the ins and outs of transportation. Shipments must be directed by skilled traffic men, by shortest routes and must arrive on time. Many contracts will be placed, not on price basis, but for quick deliveries.

Opportunities now as never before, therefore, open for traffic experts. The readjustment of business will create many executive traffic positions, with high salaries, for men trained to do the work.

The railroads, the steamship lines, thousands of industrial plants and business concerns must have trained traffic specialists—men to whom the laws of carriers and the rulings and regulations of the Interstate Commerce Commission are like an open book. Men are wanted whose specialized knowledge can put into force plans and methods which save time and money in the movement of merchandise—who in an instant can quote freight rates and changes and state the classifications governing various commodities. Such men who understand the legal and technical adjustment of claims and whose brains are mines of traffic information are in big demand at large salaries.

### Get Your Training Now

The opportunity will be ready when you are ready. And the LaSalle traffic experts will give you a complete, practical course in Interstate Commerce and Railway traffic which will equip you to quickly enter this paying profession. This course will give you a thorough knowledge of methods as followed by the leading Industrial and Railway traffic experts.

It was prepared by a group of the country's foremost Interstate Commerce and Traffic authorities. Your training will be under the personal guidance of men who have daily done the things they teach—who have successfully solved those transportation problems which now confront the business world.

### Train by Mail

You can train right in your own home in your spare moments—from lessons and examples that make traffic management clear and readily understood. All the experience—all that special knowledge of traffic affairs which is stored in the minds of this staff of experts is at your command. From lesson to lesson they follow your every move. They make plain those essential, puzzling points of the Laws of Carriers,

Routing, Claims, Accounting and Statistics. You are given in concrete form all details on Rates, Classifications, Tariffs, Commerce Rulings, Ocean Traffic and Trade, Department Organization, Regulation and Management.

Nothing is left to the imagination. No theorizing is done. In this course in Modern Transportation Efficiency, you are given the soundest, most usable facts and the most practical methods.

### Quick Advancement

No delay in reaching a responsible, paying position when you become a traffic expert. This specialized training will push you ahead, raise you above the crowd. Big transportation problems are coming up daily in every organization that does shipping. The men who can handle them are needed, are being looked for. Make yourself one of the picked men simply by utilizing your spare time in training for one of these big jobs. Promotion will come as a natural result, quickly, surely. The opportunity is here now.

### Easy Terms

Make up your mind and act at once to enter this uncrowded, well paid profession. The cost is moderate and you can pay for the course on our easy terms—a little every month if you wish.

When you become a LaSalle member you also have the privilege of calling upon our staff of business experts in

any department for special counsel or advice on any business problem. This service is free.

A few statements from railroad officials endorsing LaSalle training:

"It has often made men capable of doubling and trebling their salaries—a means of obtaining in a short time what most of us have taken years and years to acquire."—R. M. Taliaferro, G. A. Norfolk and Western Railway.

"Your enterprise has my entire approval, and I shall be glad to be of service if opportunity offers."—E. P. Ripley, President, Santa Fe Railway.

"It will broaden the views, add to the knowledge, and increase the efficiency of thousands of men."—W. C. Maxwell, Vice-Pres., Webash Ry. Co.

"I appreciate very much the work your university is doing—shall be glad to assist if occasion offers."—Asst. General Solicitor, Pennsylvania Lines.

### Send the Coupon

Let us mail you our free book on Interstate Commerce and Traffic Management; also a valuable free book "Ten Years' Promotion In One." We will explain how LaSalle training will quickly increase your efficiency and earning power. We will send all particulars about the Interstate Commerce and Railway Traffic Course and Service without obligation upon you. Simply fill in and mail the coupon now.

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Dept 645-1C "The World's Greatest Extension University" Chicago, Illinois

Without cost or obligation on my part, send me the book describing your Home Study Training and the opportunities in Interstate Commerce and Railway Traffic; also a copy of your valuable book "Ten Years' Promotion In One" and full details of your Free Consulting Service to enrolled members.

Name .....

Address .....

Present Position .....





RED RIVER PAINT GANG

Harry Dyckman, foreman, and his men. Harry says his gang is not afraid of jobs—the bigger the better.

## Ideas for the Baggage Agent

By L. S. Baney, Baggage Agent, Joplin

**T**HE Baggage Department is second to none in importance to the railroad company's interests. A man may purchase a ticket representing quite a sum of money, his baggage goes astray, and the claim paid him far in excess of the money received for the ticket. The man loses his trunk, the company loses the money, and all through the carelessness of the baggage man.

Extreme care should always be used by the baggage agent. The ticket agent may misunderstand him when he asks for his ticket, but the baggage man can easily catch the error by repeating the destination of the ticket when handing the patron his check. I have had this happen more than once, and have long since made it a practice to repeat the name of town to which baggage goes when delivering check, thus preventing the baggage from going astray—the man getting on the train with the wrong ticket, and a whole lot of correspondence that would naturally follow.

Regarding excess baggage, I have one rule I live up to and try to instill

it in the minds of those working under me, and that is, never ask a person the weight of their baggage, or if they have excess. Always go and weigh it and find out for yourself. Sometimes they don't know and "guess not," and sometimes they do know and say not. Then when the baggage is located and excess is found an argument is started. You get angry because he gave you the wrong information, and he gets "sore" because in a way you have made him out a liar. All could have been avoided had you started right. Misunderstandings lead to arguments, sometimes of a very serious nature, so don't argue—"the best way to win an argument is to keep quiet," then when you ask him about his weight, and then go weigh it, you are doubting his word, something no one likes. Weigh his baggage and then there is no come-back; you have only done your duty, as your rules say weigh all baggage.

Another important thing—watch the condition of all baggage you receive and forward, making a clear record of same, and when checking a bad order

piece, call owner's attention to it, that he may know that baggage was bad order when we received it. This will often save the G. B. O. a great deal of clerical work, and save the company many claims.

Another rule—never argue with your patron. If the patron is dissatisfied with the result of your transaction with him, refer him to your next higher official. If you are in the right he will stand by you. Be firm, but courteous to the public. Many a man may come to you with fire in his eye and hot words on the end of his tongue. Meet him with a smile, and the chances are that he will swallow his hot words, and instead of an argument and an enemy for the company, the end will be a nice little conversation resulting in a Frisco booster and personal friend for you. When you get a chance, get acquainted with your patrons—hundreds of people know me as the Frisco baggage man who never heard my name. One traveling man I met several years ago found out I liked good reading. Now he and I keep notes on good books we have read and he always comes down in time to exchange notes before leaving town, which is a great help to us both. I have always found the drummer to be either the best booster or the worst knocker you have, and nine chances out of ten he is what you make him, and this applies to the entire traveling public. They all like to depart on their journey knowing their baggage will meet them, and it's up to you to start it right. Then if it don't get there you can't help it.

Last week one of Ioplin's first ladies came to me and said: "I want you to help me buy a trunk; you have a better judgment on such things than I have," and she was pleased when I picked out the trunk that I thought would outlast the others. I spent, perhaps, ten minutes doing this. Any friend is surely worth ten minutes of anyone's time; it's really the little things that count, anyway. The little things that the baggage agent does that are not in the "book of rules" are the things that make him friends. I am not out for bouquets or cut flow-

ers, but I will say that I was very "muchly" pleased when our agent received a letter a few weeks ago from our superintendent, complimenting him on his baggage department—it shows that those higher up notice such things.

Regarding our form 1315 local checks exchanged. I think this is the most important factor in our department, and if kept in "apple pie" order will save the company much annoyance and expense in locating lost baggage. There may be excuses for mismatching a check, but there is none for failure to keep a record of that mismatch so that it can be straightened out in very short time, while if neglected it takes days and even months sometimes to straighten out, and sometimes never will it be straightened, and company pays for the lost baggage. Keep your eye on old form 1315 local, boy; it's your best friend in trouble.

Next comes form 226 standard. Get a receipt for your baggage forwarded. Sometimes this is easier said than done, for in the hurry and hustle of a departing train the baggage agent's clip board, with his records, is a very small matter, but to him it is all important that he gets a clear receipt for all baggage loaded in that train, so watch your clip board and see to it personally that it is signed up and returned to you, or your clip board and records will start on a journey from which many times it never returns, and you are "blowed up" as far as your records for that train are concerned.

Then comes checking up all baggage received from trains, seeing that it is all there, and making notes of all B. O.'s and shortages. The messenger is not infallible and will make mistakes, so it's up to you to rectify them, in a measure. See that you get what you sign up for. Be sure and make notes of your B. O.'s and save your company many unnecessary claims.

One of the greatest assets to a baggage room is courtesy. You can go as far as you like, there is no limit, and often you personally will be rewarded.

I have in mind a lady drummer who makes our city four times a year. About two years ago she came into the baggage room with two checks calling for two sample cases from Ft. Smith which she wished rechecked to an Oklahoma town. They had failed to arrive on the same train she had, and it was very important that she leave at once for Oklahoma. Number 305 was then due and her train was due out, so I met No. 305 with her checks, rechecked her sample cases and threw them on the Oklahoma train. She came back next day and gave me a dollar, and every time she comes to town she always leaves me 50 cents each for my two babies' little bank account, and she is mighty strong for the Frisco. This is not an exceptional case, but one of many that happens now and then.

In conclusion will say that there

are many worse places to work than in a baggage room, but the baggage room is just what you make it. The world is full of good people, and a baggage room is a place where you meet lots of them. I have five little mottoes on my desk. They are worth reading and living up to. Here they are; read 'em over:

"The easiest way to win an argument is to keep quiet."

"Don't worry when you stumble; a worm is the only thing that can't fall down."

"A fellow that thinks hard times, talks hard times, and dreams hard times, is pretty sure to have hard times."

"A lazy man is worse than a dead one, and takes up more room."

"A man is never down and out as long as he has faith in one individual, the one under his hat."

# Pension Honor Roll

**A**MONG those who have been retired on pension recently are men who have been in the service an unusually long period, and who are well known among Frisco employes. The best wishes of all their former fellow-workers are extended, with a hope that they will enjoy many years of contentment.

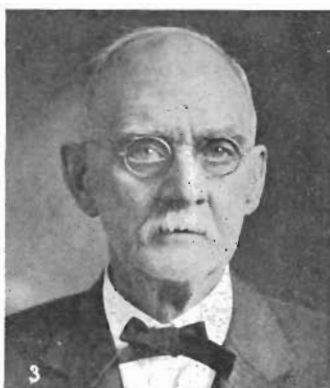
Adam Andrea, whose application for pension was recently approved, was born on June 16, 1848, at Wilkes-Barre, Pa. At the age of 10 years he began work in a coal breaker, picking slate, for which he received 36c for 11 hours' work. He entered the sheet and metal work trade as an apprentice boy at the age of 13, receiving under contract \$20 and board for the first year's work, with an increase of \$10 per year up to the fourth year, when his apprenticeship ceased, and he was presented with a \$20 bill. He then began his trade as a journeyman in Wilkes-Barre, moving later to New Haven, Conn., and thence to Kansas City, Mo., in 1887. Here he entered the service of the old Kansas City, Fort Scott & Memphis Railroad in May of that year as a coppersmith, working continuously thereafter to February 28, 1919, when he was granted a pension allowance.

Henry Gross, laborer at the Reclamation Plant, Springfield, Mo., whose application for pension allowance was recently approved, was

born in Madison County, Missouri, Sept. 13, 1848, entering the service of the old K. C., Ft. S. & M. R. R. as a laborer in the car department on September 14, 1889, and working continuously in the car department, store department and the reclamation plant until he was retired and pensioned on February 28, 1919.

Albert Peter Williams, machinist, New Shops, Springfield, whose application for pension allowance was approved March 21, 1919, was born at Manchester, England, on January 3, 1849. He served his apprenticeship in Sharps Engineering Works in Manchester until 1883, when he emigrated to Canada, entering the service of the Grand Trunk Railway. He came to the United States in 1889, working for various railroads, and entered Frisco service in May, 1903, working continuously to January 31, 1919, when he was retired and pensioned.

John Sloan Carson, engineer on the Red River Division, whose application for pension was approved March 21, 1919, was born on January 21, 1859, near Bethany, Harrison County, Missouri. When 12 years of age he moved with his parents to Dade County, Missouri, receiving his education in the public schools of Dadeville in that county. He then was employed at farm work, and in August, 1885, entered Frisco service as a porter at Bolivar, Mo. He worked in that capacity two years and then, train service appealing to him, began as a student fireman with two



1. Adam Andrea
2. John Sloan Carson
3. Albert P. Williams
4. Henry Gross
5. George M. Ramming

of our pensioned engineers, Walter A. Noleman and George Salsman. He was promoted to engineer on October 14, 1890, on the extra board at Springfield, and was later transferred to Paris, running between there and Tahihina, until the division was extended to Fort Smith. On the opening of the A. & C. he was transferred to Hugo, being placed in passenger service about 1902, where he served until physical ailments forced his retirement on February 18, 1919.

George Mauro Ramming, B. & B. carpenter, Clinton, Mo., whose application for pension allowance was granted March 21, 1919, was born near Versailles, Mo., Feb. 23, 1850, entering the service of the Frisco on Sept. 28, 1897, and serving continuously until the date of his retirement, which was Feb. 28, 1919.

Mr. William Burton Larnard, passenger conductor on the Southern Division, who was recently pensioned, was born at Concord, Ohio, on Oct. 5, 1848. He began his railroad career in December, 1872, on the Santa Fe as a freight brakeman and was assigned to a run between Newton and Dodge City, Kan., being later given a passenger run between La Junta, Colo., and Las Vegas, N. M. Leaving that road, he went to the Union Pacific in October, 1882, most of the time running between Wallace, Kan., and Denver. When the old Kansas City, Memphis & Birmingham line was projected he was offered the job of looking after the construction material, this being in December, 1887. He later became

freight conductor, being promoted to passenger conductor February 1, 1888, serving continuously in that capacity until his retirement at the age of 70 years. While Mr. Larnard was on the Santa Fe he had many interesting experiences. Those were the days of the gun and the man the quickest on the "draw" was the winner. Finally vigilance committees were organized and conditions began to improve. At this period vast herds of buffalo roamed the plains and the trains on this section were never out of sight of them. Indians were also troublesome, burning bridges, raiding settlers and emigrant trains. Mr. Larnard saw the completion of the tunnel through the Raton Mountains, and, in fact, was in the tunnel when the two gangs met in the center. While the tunnel was building the mountain was crossed by switchback, there being three switches on each side. During his long service Mr. Larnard had but one serious accident, this being a head-end collision on the Santa Fe, caused by the engineer and the fireman on the opposing train being sound asleep. Mr. Larnard's train was also held up twice, once on the Santa Fe near Las Vegas and once on the K. C., M. & B., near New Albany, Miss.

#### IN MEMORIAM

No. 187—Al Lonzo Bailey, conductor, Northern Division, died March 15, 1919. Pension effective May 1, 1916. Amount, per month, \$30.80. Pension ceased March 31, 1919. Total pension received, \$1,078.00.

No. 194—Thomas Mangan, painter, New Shops, Springfield, died March 26, 1919. Pension effective Nov. 1, 1915. Amount, \$20.00 per month. Pension ceased March 31, 1919. Total pension received, \$820.00.

#### PENSION STATISTICS.

Amount paid to pensioners July 1, 1913, to April 30, 1919.....	\$215,775.00
Total number of employees pensioned during same period.....	242
Total number of pensioned employees who have passed away.....	59
Employees pensioned, but not retired account war conditions.....	5
Total number of employees on pension roll as of May 1, 1919.....	168

towns and division points during the campaign, holding meetings, where he vividly laid before the employes the urgent necessity of once more coming to the assistance of our Government by loaning our savings. The fact that the war is over, and that the usual reactions have had time to show themselves, makes this achievement all the more noteworthy.

Mr. Hughes has been in the service of the Frisco for forty years



WILLIAM B. LEARNARD

#### S. A. HUGHES COMMENDED FOR WORK IN V. L. L. DRIVE.

Too much credit cannot be given Mr. Samuel A. Hughes, General Service Agent, for his work in connection with the Victory Liberty Loan drive just ended. Mr. Hughes acted for Mr. J. M. Kurn, who was General Chairman of the Frisco's organization, and it was largely through his knowledge of conditions, his personality and oratorical abilities that the campaign was a success.

Mr. Hughes visited most of the larger continuously, and is widely and favor-



SAMUEL A. HUGHES

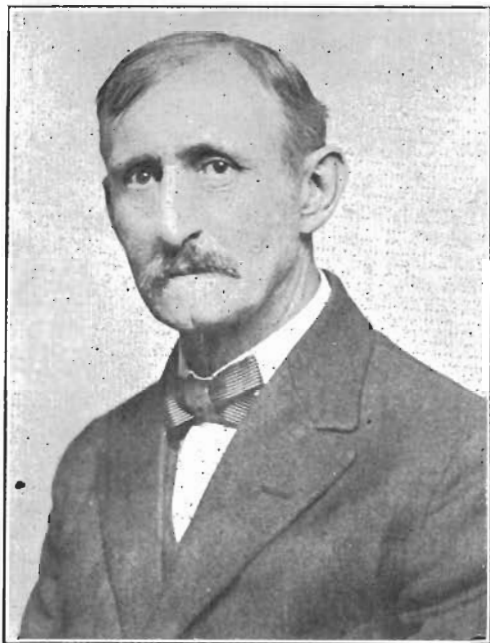
ably known, not only on the Frisco, but throughout the railroad world. He is a staunch believer in the Frisco, its officers and its men—a dyed-in-the-wool Frisco man of the first magnitude. Mr. Hughes has been commended by the management as having been largely responsible for the Frisco's Victory Loan showing.

Aerial freight service between the U. S. and Cuba was instituted by John Green and Augustin Parla, aviators, who left Key West for Havana with a small cargo of freight on May 20.

## C. E. BOREN DEAD.

Charles E. Boren, for twenty-three years an employe of the Frisco Car Department at Springfield, died May 4th, at his home in that city as a result of pneumonia.

Mr. Boren was born in Springfield, December 28, 1856, and spent his entire life there. A short time before his death he left the service of the Frisco to be-



CHARLES E. BOREN

come employed by a hardware company in Springfield.

Mr. Boren is survived by the widow, and six children, Mabel, Jessie, Charles E. Jr., Harold, Irene and Louise. Charles E. Jr., a son, is employed in the office of the Superintendent Motive Power at Springfield.

Frisco employes extend condolences to the family.

By virtue of unavoidable circumstances which made it impossible for us to get up the story on the hospital, as announced in last issue, it will not appear in this number. However, it will appear at an early date. Watch for it.

## Shall We Change Our Name?

VOTES on changing the name of our magazine are still coming in in such volume that it is thought necessary to hold open the "ballot box" for another month, inasmuch as many of the men ask that the women make known their opinions and wishes. To date the votes received slightly favor retaining the present name, and in this connection we ask that everyone give the matter thought before voting. Is "The Frisco-Man" a title that properly names our magazine, its purposes and policies considered, or it is not? You answer.

Editor FRISCO-MAN:

As to changing the name of the publication, I vote "yes." But as there seems to be some objection to the name of "Magazine," the word "Journal" might be used.

Since a number of the employes, composing the clerical forces in the offices, are women, and while most of them may be looking for a man, and may even have no serious objection to a "Frisco Man," it is very evident that this name does not appropriately represent them, or express their feminine sentiments.

Hence, by way of suggestion, a more desirable name would be "The Frisco Family." W. H. Saunders, Enid, Okla.

Editor FRISCO-MAN:

St. Louis, Mo.

Dear Sir:

I have always thought The Frisco-Man a good name for the magazine, and I am not inclined to favor a change. Certainly those, if any, who didn't like the name, would be used to it by this time. Yours very truly, Z. W. Smith, Section Foreman, Garvin, Okla.

THE FRISCO-MAN:

To change the name of "The Frisco-Man" would be like a parent changing the name of his only daughter or son after he had become accustomed to and loved that name. Yours very truly, A. H. Evans, Sec'y to Supt. Transportation, Springfield.

Editor of THE FRISCO-MAN,

St. Louis, Mo.

Dear Sir:

I have just received my copy of the "Frisco-Man" for the month of May, 1919, and I have noted an item that the box is still open for votes as to changing the name of our present popularly known "Frisco-Man" magazine. Take the matter as a whole, my vote is to let it stand "Frisco-Man," which I know is popular among the majority of the Frisco employes.

We all know what each other mean when we say "The Frisco-Man." We know its value, its good news to all who read it. Yours very truly, William Summers, Agent, Summers, Okla.

U. A. Jestes, Editor,  
THE FRISCO-MAN.

Dear Sir:

Please don't change the name of our valuable and watched-for monthly paper. I have filed away each number for the last 18 months and I can see improvement in each number. Give us a little more news about the working men and women of the system; we hear enough every day about this and that official. We, as the men in the ranks, consider ourselves as necessary to the success of the company as the higher ups. Yours respectfully, L. W. W., Machinist, Joplin. (Editor's note: Sorry this gentleman did not sign his name so we could answer him personally.)

Editor, FRISCO-MAN:

It seems the name Frisco-Man has reference to the men employed only, and as there are a number of women in the service and the Frisco-Man is for all, I believe some other name will be more appropriate. I suggest "The Frisco Lines Monthly Review," "The Frisco Monthly Instructor," or "The Frisco Lines Magazine." H. J. Mullen, Agent, Greenland, Ark.

U. A. Jestes,  
Editor FRISCO-MAN,  
St. Louis.

Dear Sir:

I have always thought The Frisco-Man a good name for the magazine, and I am not inclined to favor a change. Yours very truly, C. O. McFeeters, Agent, Millerton, Okla.

THE FRISCO-MAN,  
St. Louis, Mo.

Dear Sir:

I see by your notice in the May FRISCO-MAN, page 40, in regard to changing the name of this magazine to The Frisco Magazine. I believe if I were in your place I would call this off entirely. The name magazine is common with all other roads that have a magazine, and ours is different; and with due respect for Mr. C. R. Gray, the founder of this book, don't you think we should let it remain The Frisco-Man in compliment to Mr. Gray? Yours, Shep. B. Smith, Engineer, Kansas City, Mo.

Editor, FRISCO-MAN:

I note numerous suggestions in your last issue on the subject of changing the name of our magazine, and note that they are about a tie. But many of the suggestions do not state the reason for changing it, if they are in favor of the change. Now, I am one who is in favor of changing it, and give my reason for it. The magazine is intended to be for the benefit of the employes of the Frisco Lines and not for the Frisco man alone. The Frisco

Lines have many ladies in their ranks of employes, and the magazine is intended for her benefit as much as the man employe, and I think if the lady employes would vote on this matter they would agree with me that it should be changed to the Frisco Employes' Magazine, which includes lady employes as well as man. I sure would like to see some of our lady employes' suggestions in the next issue on this matter. I am in favor of women's rights in everything. My suggestion is that The Frisco-Man be changed to The Frisco Employes' Magazine. Yours truly, Ira Towne, Agent, Breckinridge, Okla.

Regarding changing the name of our magazine, Mr. C. C. Higgins, Superintendent Motive Power, Springfield, made a canvass of his department, and received the following replies:

Mr. C. C. Higgins:

Would suggest that the name of the Frisco-Man be changed to read "Frisco Employes' Co-operative Magazine," for the reason that co-operative suggestions through the magazine would no doubt revive the spirit of all loyal employes, and with efficiency and co-operation as its watchword, greater success would be assured for this system and its employes, making the issue strictly educational for benefit of employes. C. F. Coffman, Traveling Headlight Inspector.

Mr. C. C. Higgins:

I would suggest that this magazine be called "Frisco Employes' Monthly Magazine," because when this magazine was started it was the intention to make it an employes' magazine and make each one feel an interest in the success of it. The present name, "Frisco-Man," does not convey that idea, and for this reason I think it would be a good plan to have the word "Employes" in the name, which would make each employe feel that he was interested in it and its success. W. A. Primm.

Mr. C. C. Higgins:

Yours of the 14th about changing the name of the "Frisco-Man." We would suggest that this be called the "Frisco Magazine." F. A. Beyer.

Mr. C. C. Higgins:

Your memo of the 14th concerning the proposal to change the name of the "Frisco-Man" magazine.

For one, I would vote that we retain the name "Frisco-Man," as I believe it would be hard to find a more appropriate and comprehensive one.

It impresses me as a distinctive name, having an individuality distinguishing it from the ordinary magazine, conveying to the employe a companionableness which makes him feel it is a part of himself. W. H. Samuels, General Foreman Car Department.

Mr. C. C. Higgins:

Your memo of the 14th, soliciting sugges-

tion as to title to be given the publication at present known as "The Frisco-Man."

After diligent inquiry of a number of my fellow clerks as to identity of the publication to which our attention has thus been called, and failure to receive elucidation in connection therewith, all expressing ignorance in the premises, solemnly averring that their eyes had not "behold not" such an one amongst all the many printed things that have come within the ken of their vision, I felt, naturally, like abandoning my effort in despair. However, further persistent investigation revealed the fact that this lamentable ignorance on the part of many and resulting from lack of prima-facie evidence, was somewhat relieved by their possession of sufficient hearsay knowledge to indicate the existence of such a publication, devoted to the interests of the Frisco employes.

With such assurance, and with the utmost respect and admiration for its mission, trusting for a more unstinted distribution among the employes, I beg to submit as an appropriate name for the magazine this: "Frisco Reflector." Very truly, F. S. Rount.

Editor THE FRISCO-MAN,  
St. Louis, Mo.

Dear Sir:

The employes of the local freight office, Springfield, whose names appear on the attached, desire that the name of The Frisco-Man be changed to "Frisco Employes' Magazine."

We base our opinions as to why this change should be made on the fact that it has always

been our impression that this book was and is issued exclusively for the employes of the Frisco Lines, in order that there may be brought about a closer co-operation and a better understanding between ourselves.

Assuming that the above contention is correct and that it is the intention of the management, in issuing this book, that it shall be a medium to lead to a better acquaintance and create a closer fellowship among all of the employes on the Frisco Lines, we know of no other caption that could be placed on the covers of this book that would better explain its meaning and intent.

We therefore await with interest the initial and successive issues of the "Frisco Employes' Magazine." (Signed) J. E. Head, J. D. McCullat, Verna Jones, Myrtle Pearson, Lula Harper, Maude Armstrong, Beulah Nicholson, Blanche Handley, C. E. Anderson, W. C. Smith, Leila Appleby, G. C. Donica, B. Byrnes, Elva Evans, Besse Jones, I. Brom, C. E. Conner, E. J. Lundstrom, J. G. Moffitt and A. D. Mills.

The Frisco-Man office needs a few copies of the May issue for its files. Anyone having a copy which they do not need is requested to send it to the editor, room 723 Frisco Building, St. Louis. Same may be sent via R. R. Mail.



VICTORY LOAN RALLY AT GENERAL OFFICES, SPRINGFIELD

# The Frisco-Man

Published Monthly by the  
St. Louis-San Francisco Railroad

Office of Publication: 723 Frisco Bldg., St. Louis

U. A. JESTES, Editor

Subscription price, 10 cents per copy, or \$1.00 per year, delivered postpaid. Copy furnished gratis to the employes of the St. Louis-San Francisco Railroad.

Advertising rates furnished upon application.

VOL. XIII JUNE, 1919 NO. 6

## EDITORIAL

### "V" LOAN A SUCCESS.

WHILE our stated quota was not reached in the recent Victory Liberty Loan campaign, a summing up of the conditions and the drive in a general way, it must be said that the raising of this money was a success. This is a period of more or less reaction, due to the fact that the war is over, and with a lack of enthusiasm compared with previous campaigns, all mitigated against rather than for the success of the drive. Frisco men and women, however, have rallied to their country's call with a total of \$1,670,400, which goes beyond all expectations, and indicates a full share of patriotism for Frisco employes, as well as a full realization of our duty. This is said to be the last of the Liberty Loan issues, and we can well be pleased at the showing made in spite of conditions that were a handicap rather than a help.

### FRISCO'S CONTRIBUTION TO VICTORY.

WITH the Great War ended, and the complete job "finished" by virtue of the recent oversubscription of the Fifth or Victory Liberty Loan, it is well that we reflect upon the part the Frisco and its employes played in the game.

At the beginning of hostilities, when volunteers for the military service were called for, hundreds of Frisco men from all departments hastened to the colors. The selective draft took its quota from the Frisco ranks, and before hos-

tilities ended more than 2,500 of our fellow-workers had left the service and were either in France on the battlefields or were in the training camps.

In financing our part in the war, the Frisco more than held its own, having a record of investing about \$7,000,000 in the various Liberty Loans, not to mention the hundreds of thousands of dollars put into War Savings and Thrift Stamps. In addition to this magnificent showing in financing the Government, the Frisco did its full share in contributing to the Red Cross, Y. M. C. A., Salvation Army, and the various reliefs.

Not a small contribution was the great volume of war business handled over the Frisco Lines during the war. The Frisco was one of the heaviest carriers of troops, and, as we all know, handled them with dispatch and precision. It meant hard work, long hours, and nerve strain, but like the true Americans that we are, we did not flinch, but kept our faces ever toward the front.

On the battlefields Frisco men displayed everything that is included in the qualifications of a good soldier, strength, courage, daring, foresight, bravery, unimpeachable morals, and a full realization of the task in hand. Frisco men were decorated by the potentates of foreign countries, received in the royal courts and dined in royal palaces, ever to the glorification of our great railroad and the men and women in its service.

And now when the hustle and bustle of the task has subsided, it gives us time to muse over the past, and to know that we did ourselves proud in the greatest of all great wars, and to hear our country say, "Well done, thou good and faithful servant."

### FRISCO PHYSICALLY IMPROVED.

DESPITE the wear and tear of war-time usage, it has been observed by practical railroad men that the physical condition of our railroad is better today than ever before. The roadbed, bridges and buildings are in good condition as is the equipment and rolling stock. This condition is made possible largely by virtue of the fact that there is and has been a greater spirit of co-operation between employes

and between employes and the management than has been the case for many years, and exemplifies what can reasonably be expected where harmony and tranquillity reign and where the spirit of co-operation and consideration is brought into play. Such a condition augurs well for the part the Frisco is to take in the new era of prosperity which is predicted on every hand, and for the reconstruction incident to the great war. It is also conducive to that peace of mind which is so necessary to our happiness and contentment. Let this condition continue to become more evident and our railroad will emerge from the war a greater railroad—a greater Frisco—and a greater body of men and women. So might it be.

### BUILD NOW.

THE American Home Owner is the man who has discovered that thrift is something more than the hoarding of money. The family "sock" and the old china teapot may be chuck full of dimes and quarters, or five and ten-dollar gold pieces, and yet thrift may be unknown to the head of the house. He may be only a miser!

Thrift not only saves intelligently, but it puts savings to work; not only does it save a dollar, but it puts that dollar where it will thrive, where it can earn and labor for the welfare and comfort of its owner.

On account of suspended building operations during the war, the United States now needs almost a million homes, and the United States Department of Labor is carrying on an extensive "BUILD NOW" campaign in order to alleviate this shortage and as a means of stimulating business and, therefore, prosperity. This shortage of houses means that rents are high. If you don't own a home you must pay tribute to the hard necessities which have brought about a scarcity of homes. Unless home building gets under way immediately, when our millions of soldiers return to civil life and when our thousands of war workers, who have been living in Government buildings get back to where they must have apartments and houses, rents are going to be higher.

Thrift, of the intelligent, will put sav-

ings to work that future rental expenses may be escaped. Present savings invested NOW in a home will emancipate your pocketbook from the demands of the rent collector. Be intelligently thrifty—BUILD NOW.

### LITTLE THINGS THAT COUNT.

Recently the Stationery Storekeeper examined a quantity of typewriter ribbons that had been forwarded from various division headquarters and reported that 90 per cent of them were in such good condition that they should not have been scrapped. Typewriter ribbons are expensive. It seems quite reasonable to suppose that had those employes who turned in that 90 per cent of serviceable ribbons been required to buy new ones, they would have found that there was a lot of good service still left in the old. Uncle Sam is the wealthiest individual in the world, but he cannot afford waste any more than a poor man. It is not a question of doing without typewriter ribbons, but making them give full service.

This naturally calls to mind that every employe in the service of the United States Railroad Administration has an opportunity every day to save something. If everyone was to undertake to save even one per cent a day, the annual result would run into the millions of dollars. This being true, it follows that with a wastage by every employe of one per cent daily we have an appalling total.

Long before Government operation of railroads, officials, through the Bulletin and other channels, appealed to employes to conserve supplies and practice thrift. Most employes responded readily, and large sums of money may be credited to this willing and sincere effort on the part of all to avoid waste. But where tremendous quantities of material are being used by those to whom the material does not belong, it is easy to understand that some employes may grow lax and thoughtless unless the matter is repeatedly called to their attention.

The United States Railroad Admin-

istration employs the most labor, uses the most capital, and purchases the most material of any industry in the United States. There is therefore the greatest chance of wastage and the greatest opportunity for thrift.

Look about you today and suppose that this business were your own and you had to pay for all the supplies that were being used. Isn't it a fact that you could find a hundred ways of avoiding needless expenditures?

Wouldn't that sheet of carbon paper render a little more service before you crumpled it up and threw it into the wastebasket? Wouldn't it be better to save that wrapping paper and twine for reuse tomorrow? Don't you think it would be advisable to save the rubber bands and keep a closer watch of pens, pencils, stationery, envelopes, bolts, screws, lumber, material of all kinds? Would you let that water run if you were paying the bill? Would you burn up electricity if you really didn't need the light? If you owned that car, would you let it lie idle a day if by telephoning or personal interview you could get a man to use it? If you were paying the salaries of those under you, would you permit them to remain idle by not properly mapping out their work for them? If you are an agent, would you order an excessive amount of printed forms if you were paying for the printing, or would you order only what you needed? If you were an engineer, would you let the oil cup run over? or if you were a brakeman, would you light the lamps before they were needed if it was your money that paid the bill?

The answers to these questions are so obvious that none can fail to heed the lesson they teach. Wastage is a bad habit, and a mark of the careless man or woman. Thrift is a distinguishing characteristic of efficiency. It marks a man or woman as a good manager—a thinker. The railroad is looking for those who show that they

know how to get full use out of time and material. It has better positions for them to fill. Those who hold responsible offices in the transportation field are those who have learned that waste is an unpardonable offense. If they hadn't learned it they would not have risen.

Materials and supplies are still difficult to obtain and cost more than ever. The Director General of Railroads has called attention to the subject, indicating its full importance. Nothing can be accomplished unless the rank and file of railroad workers will bear in mind all that has already been saved and is being saved today, and will redouble their efforts tomorrow. We have been granted liberal increases in pay. An effective way of demonstrating our worth would be to practice thrift as though the business was our own.—The Bulletin, Southern Pacific Lines.

---

A colored man, Sam Jones by name, was on trial for felony. The judge asked Sam if he desired the appointment of a lawyer to defend him. "No, sah," said Sam, "I'se gwine to throw muself on the ignorance of de cote."

---

The dairymaid pensively milked the goat.  
And pouting, she paused to mutter.  
"I wish, you brute, you'd turn to milk!"  
And the animal turned to butter.

---

"Solomon, you know, was considered the wisest man on earth."

"Yes. His wives probably kept him informed concerning all that was going on."

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Father—Oh, say, who was here to see you last night?

Daughter—Only Myrtle, father.

Father—Well, tell Myrtle that she left her pipe on the piano.



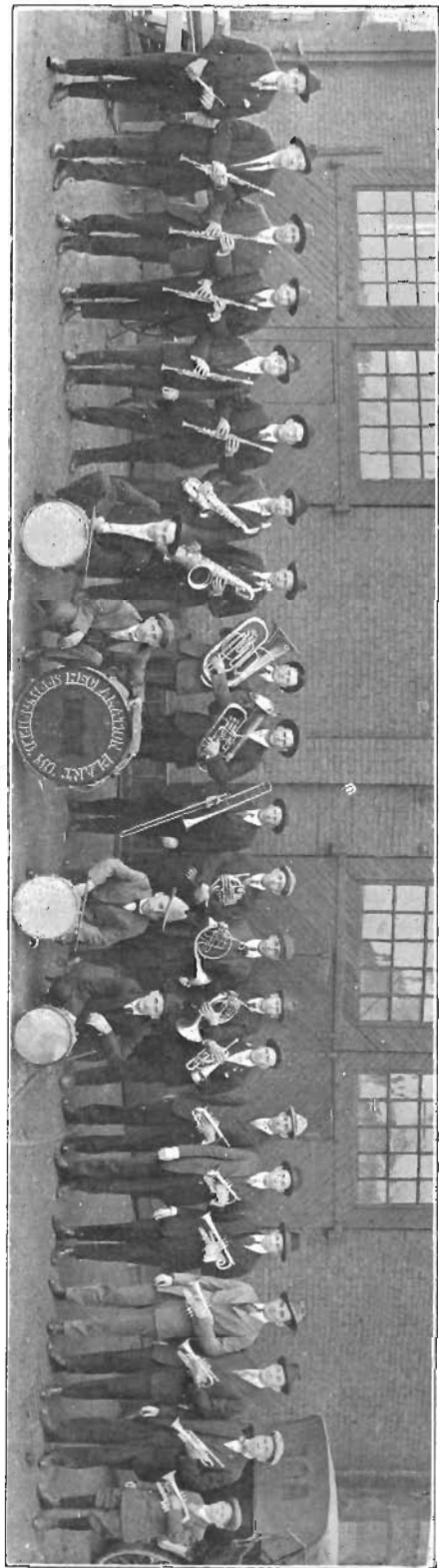
## BAND MUSIC AND BASEBALL BY RECLAMATION PLANT.

In line with its up-to-the-minute activities in other lines, the Reclamation Plant at Springfield "sprang" a new one recently when it sallied forth to greet the returning soldiers of the 35th Division with a thirty-two-piece brass band. The band was organized last November at the Reclamation Plant under the direction of Prof. R. R. Robinson, with H. Webb as Superintendent and Wm. Delo as treasurer of the band. The band has gone through the stage of incubation and is now prepared to furnish the Frisco folks some music that will set the Frisco heart a thumpin', as was demonstrated when it made its first public appearance on May 3, when it participated in the "Welcome Home" celebration held at Springfield. While the band is not supplied with uniforms as yet, they are coming in due time, but that doesn't in any way affect the harmonic quality or volume of the music.

On May 8 the band accompanied the delegation of Victory Loan Workers to the general offices and the shops, where it rendered concerts before and after the Victory Loan workers made their talks. The band has been the subject of much favorable comment at each of its appearances. A photograph of the band appears in this issue; however, only 26 of the pieces are shown—there are thirty-two. You folks out on the line better keep these faces in mind, for they are coming to see you some time, and you must be in position to recognize them when they do.

Besides boasting of a band, the Reclamation Plant boasts of having two of the best amateur baseball clubs on the Frisco. The "Reclaimers," who are well known along the Frisco, are playing in the (Springfield) City Union League under the name of the "Browns," and the Blacksmith Shop Club is playing in the league under the name of the "Blues." Both of these clubs are anxious to play any baseball clubs along the Frisco, and can guarantee to give any amateur club a good run for the money. Anyone desiring games with these clubs may communicate with H. T. Brown or Walter Constance, care of the Reclamation Plant, Springfield, Mo.

RECLAMATION PLANT BRASS BAND



# The Results of Saving Money

By V. K. Hendricks, Assistant Chief Engineer

THE Liberty Loan campaigns during the past two years have done much for the people of the United States in the way of encouraging thrift. Subscriptions to the loans were made largely, or in many cases probably wholly, for patriotic reasons, but a habit of saving money and restricting useless expenditures has been started. Now that these patriotic campaigns are over, the benefits derived should be followed up, and the thrift habit should be continued. This will not only benefit the individual himself, but will also work to the advantage of his employer through increased efficiency of the employee.

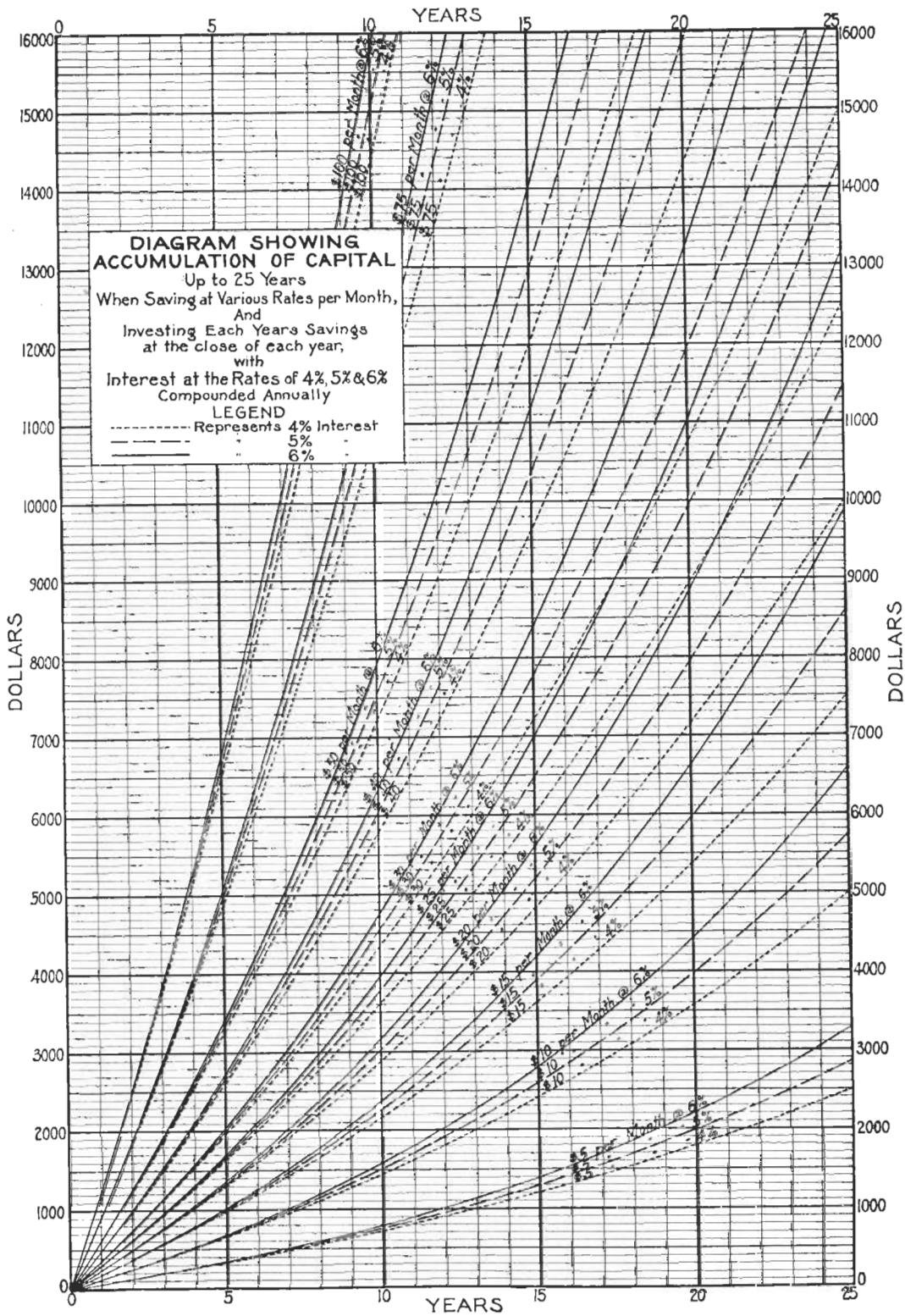
In order to visualize the results of thrift, and at the same time afford a means for anyone to see readily what he may reasonably expect in the future, two diagrams have been prepared showing how money accumulates when saved and invested intelligently and consistently. The smaller diagram gives much more accurate results for smaller amounts, and the larger diagram is included so that the two together will give reasonably accurate results for any amount of wealth up to \$120,000. The larger one also brings out more clearly how rapidly the increase in principal increases as the wealth becomes greater. The first \$1,000 is by far the hardest to accumulate, and subsequent accumulations become increasingly easy.

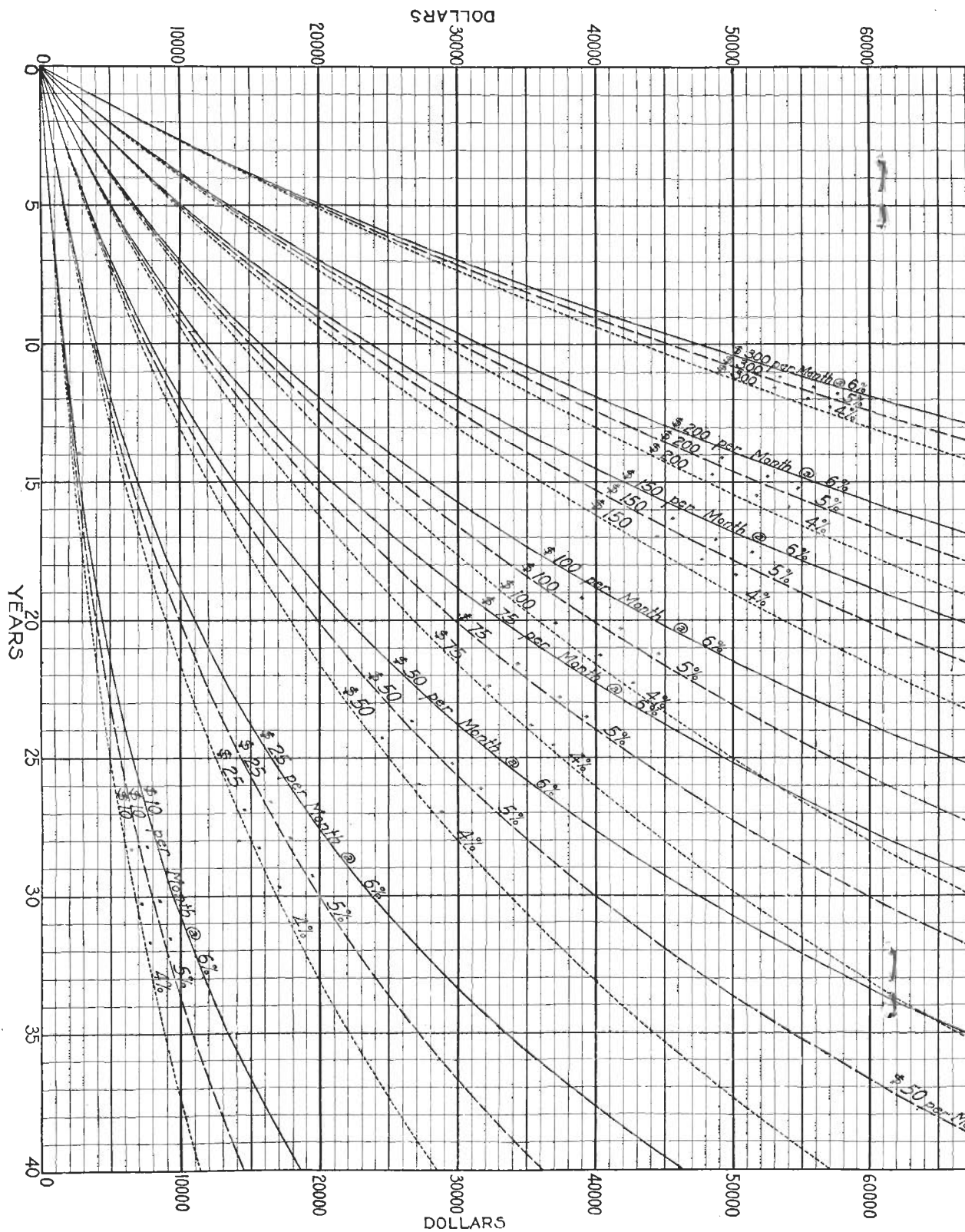
To illustrate the use of the diagram, suppose a young man is started out with \$1,000 to shift for himself at the age of 21, and with a full realization of how money will work for him under wise guidance, and if it is permitted to do so. Assume that for the first three years he saves \$10 a month and invests it to bring an average return of five per cent. On the smaller diagram it is found that the \$1,000 line intersects the line representing "\$10-per-month-at-5-per-cent" at about  $7\frac{1}{10}$  years. At three years later, or at  $10\frac{1}{10}$  years on the diagram, it is found that the

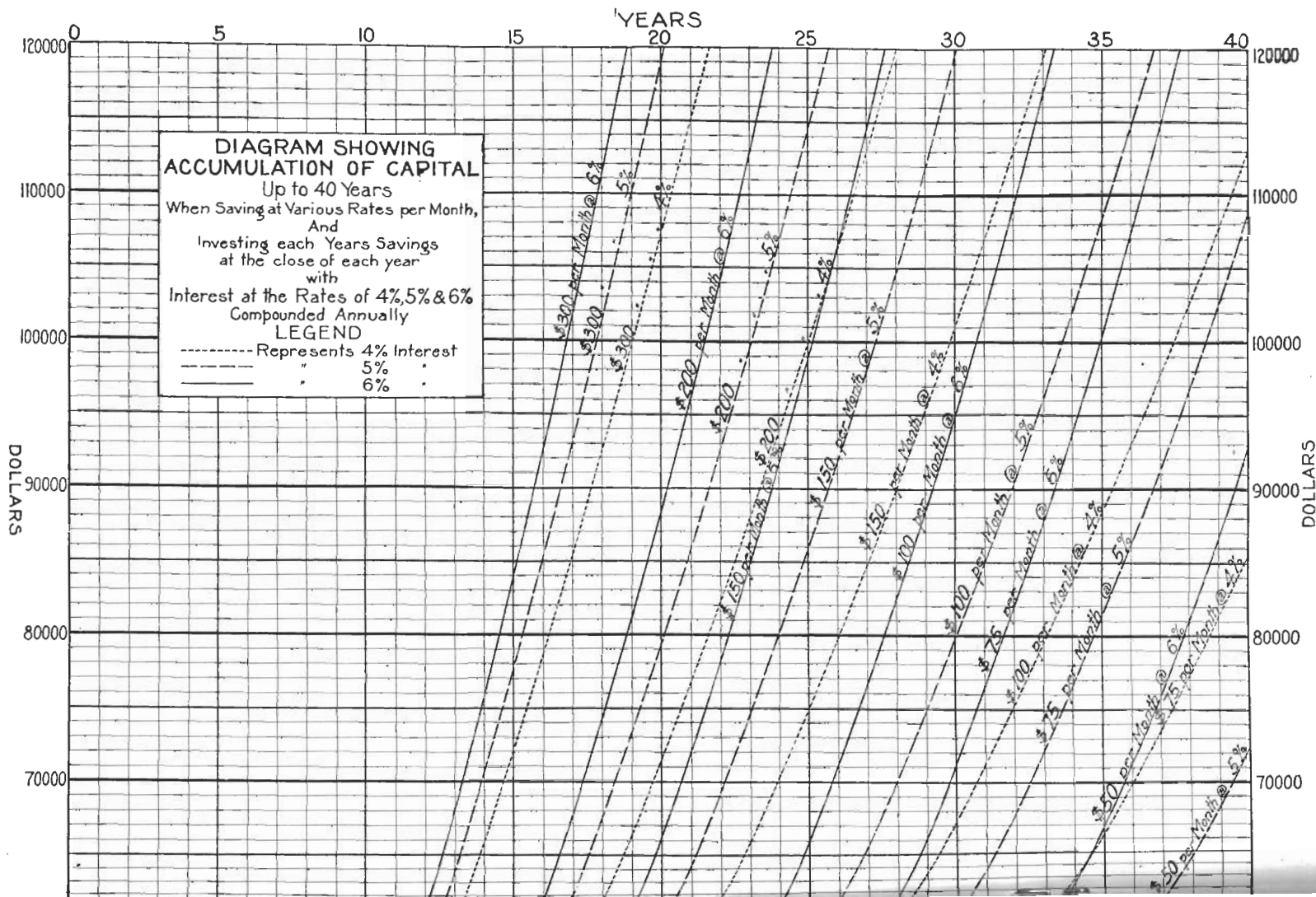
"\$10-a-month-5-per-cent" line represents about \$1,550, which is approximately the amount he would then have. If his returns are then increased so that he saves \$25 per month from his salary or income, other than interest on investments, for the next five years, and his investments still average 5 per cent interest, his principal at the end of the five years would be found in the same way—by noting where the \$1,550 of principal intersects the "\$25-a-month-5-per-cent" line (which is at  $4\frac{6}{10}$  years) and finding where the five-year-later line ( $9\frac{6}{10}$  years) intersects the "\$25-per-month-5-per-cent" line. This amount is found to be about \$3,600. If, for the next six years he saves \$50 a month from his salary, the point is found on the "\$50-per-month-5-per-cent" curve corresponding to \$3,600 (which is at  $5\frac{4}{10}$  years), and the curve is followed up for six years (to  $11\frac{4}{10}$  years), where it is found he would then have about \$8,900 at the age of 35. If he could save \$100 per month for the next ten years, the larger diagram must be used, and it will be found in the same way, but by following the "\$100-per-month-5-per-cent" line for the proper ten-year period (from  $6\frac{4}{10}$  to  $16\frac{4}{10}$  years), that he would have some \$29,500 at the age of 45.

If 4 per cent instead of 5 per cent interest had been used throughout in this case, the capital when he was 45 years old would have been about \$26,600 instead of \$29,500, from which it is seen that the rate of interest is not of such very great moment for moderate amounts. The really important thing is to see that the principal is safely invested.

For the purpose of indicating how increasingly rapidly larger amounts of money make money, assume three cases where a man has \$5,000, \$40,000 and \$70,000, respectively, to start with, and in each case he is saving \$100 per month from his salary, and







averaging 6 per cent interest on his investments. From the diagrams it is found that at the end of five years the principals will respectively have increased to \$13,300, or an increase of \$8,300, or 166 per cent; \$60,000, or an increase of \$20,000, or 50 per cent, and \$100,000, or an increase of \$30,000, or 43.7 per cent.

In each of the cases the man himself worked just as hard and no harder than in the other two cases, but note how much more was accomplished in money accumulated, by having money work for him at the same time. In view of this, is it not worth everyone's effort to save money when young, even though difficult to do so? A realization of results accomplished through saving may help.

Study these diagrams carefully until you understand them fully. Estimate what you can reasonably expect to save, and apply them to your own case. The results may be comforting and encourage you actually to carry out the saving you estimate can be made.

Money compounded annually will, at six per cent, double itself in 11.9 years; at five per cent, in 14.2 years, and at four per cent, in 18  $\frac{2}{3}$  years.

For the benefit of those who have just started their investment experience through the purchase of Liberty Bonds, the following suggestions are offered:

1. Keep your bonds and other securities in a safety deposit box, or have your bank keep them for you, as you cannot keep them safely yourself.

2. Be sure that every investment is secure and not speculative, and that it has a ready market in case you may some time wish to sell it. This safety of your principal is worth far more than a large interest in an insufficiently secured investment. Ordinarily the rate of return on an investment depends largely on the safety of the principal and certainty of the interest. Safe investments yield a smaller rate of interest than is promised on more speculative securities. Well-balanced large holdings may include some securities paying even as high as six per cent to ten per cent, but a man with small means should be

satisfied with a return of four and one-half per cent to six per cent under present conditions, or even three and one-half to five per cent under such conditions as existed prior to our entrance into the war.

3. Before making any investment get the advice of your banker, or some reliable broker, or someone in whose integrity you have absolute confidence.

4. United States Government Bonds are the safest investment in the world, and have a ready market at all times. As a general proposition bonds are safer than stocks, as the former have the value of the physical property of the industry back of them, and they take precedence over the stocks in settlement, but numerous high-grade stocks are safer than many bonds. Many "baby" bonds (bonds in denominations of \$100) are now on the market, so that by their purchase interest can be compounded more rapidly than has been estimated in the diagrams. First mortgages on real estate (especially on farm lands) in amounts not to exceed fifty or sixty per cent of the actual value of the properties, are amongst the safest investments, and should bring a six per cent return.

5. The best and safest investment at present for anyone who is laying aside only a small amount each month is War Saving Certificates, which are in effect a form of U. S. Government bonds. While they pay but four per cent, and interest thereon is collectable only at maturity of the certificates, the interest is compounded quarterly. If sold back to the Government before maturity, the amount received would be as indicated in the table printed on the back of each War Saving Certificate, which would be the original investment plus a little less than three per cent interest.

6. Consistent saving is difficult, and may be made a little more certain by obligating future earnings to a reasonable extent, by such means as taking out insurance, investing regularly in a savings bank or department, or purchasing securities on the Partial Payment Plan (purchasing for so much cash and the balance in monthly or

(Continued on Page 60)

# Frisco Employees Take Almost Two Million in Victory Notes

**F**RISCO employes again demonstrated their loyalty and patriotism in the Victory Liberty Loan campaign by supporting it admirably. While we did not quite reach the quota of \$2,000,000 set before the campaign, this quota was possibly a little too high in view of the after-war conditions, and we can well feel proud of our record. However, 16,858 Frisco employes subscribed for a total of \$1,670,400 in Victory Loan notes for an average of \$101.05 per subscriber, and totaling 84 per cent of our quota. The percentage

of employes subscribing was 63 per cent.

The awarding of the prizes, consisting of German helmets, as announced in the last issue of the magazine, has not as yet taken place. The figures are being scrutinized to ascertain the winners, and the details will be announced in the next issue. Indications are, however, that the contest has been close, and that the committee on awarding the prize will have to have final figures before being able to ascertain the winners.

The results of the campaign in detail, based on the results of the various committees were as follows:

<i>Chairman</i>	<i>Place</i>	<i>Subs.</i>	<i>Amount</i>
F. H. Hamilton.....	St. Louis .....	1,064	\$128,400.00
H. H. Brown.....	Ft. Scott .....	1,524	166,300.00
P. O. Wood.....	Memphis .....	1,736	172,600.00
C. H. Claiborne.....	Chaffee .....	1,088	164,500.00
P. W. Conley.....	Tower Grove .....	567	41,300.00
F. G. Faulkner.....	Springfield .....	554	44,300.00
J. F. Simms.....	Springfield .....	1,528	142,350.00
C. H. Baltzell.....	Ft. Smith .....	1,095	98,800.00
L. N. Bassett.....	Sapulpa .....	1,684	122,650.00
J. G. Taylor.....	Enid .....	726	61,600.00
E. L. Magers.....	Birmingham .....	296	32,000.00
C. C. Higgins.....	Springfield .....	1,857	174,200.00
J. H. Goggrell.....	Springfield .....	931	115,800.00
J. M. Flanigan.....	Kansas City .....	798	66,350.00
O. H. McCarty.....	Ft. Worth .....	1,241	110,550.00
M. H. Rudolph.....	St. Louis .....	169	13,700.00
Frisko Hospital Association.....			15,000.00
		16,858	\$1,670,400.00

Subscriptions by classes of employes, together with the number of employes in the various classes subscribing, and

the per cent is shown in the following table:

<i>Class</i>	<i>No.</i>	<i>Per cent Subscribing</i>	<i>Amount</i>
Officers and Office Employes .....	2,470	65	\$332,900.00
Agents and Station Employes .....	2,463	85	247,300.00
Engineers and Firemen.....	841	43	122,900.00
Conductors .....	387	66	66,250.00
Other Trainmen .....	761	38	67,750.00
Mechanical Dept. Employes .....	4,891	65	440,150.00
Roadway Employes .....	4,058	52	288,600.00
Miscellaneous Employes .....	987	55	104,500.00

The results of the campaign at the Frisco Building in Springfield, given by floors up to May 12, follows. This

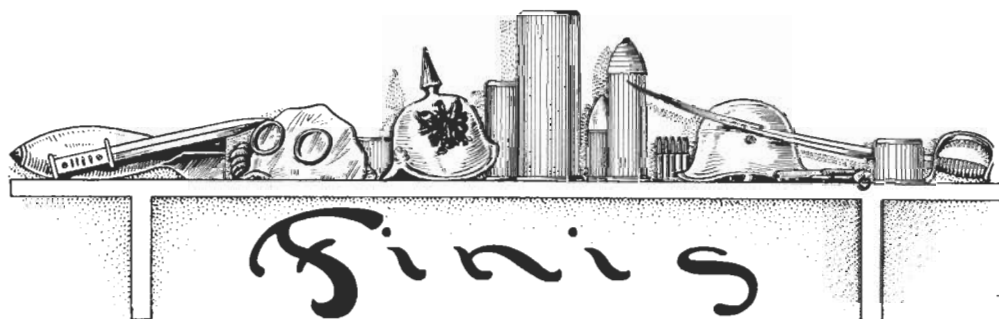
building was handled by Committee No. 13.

<i>First Floor</i>	<i>No. Employees</i>	<i>No. Subscribing</i>	<i>Amount</i>	<i>Average per Subscriber</i>
<i>Department</i>				
Supt. Transp .....	91	91	\$10,300	\$115.18
Claim Dept. ....	85	83	15,800	190.36
Baggage Dept. ....	10	10	1,100	110.00
Mail Room .....	2	2	200	200.00
Total .....	186	186	\$27,400	\$147.31

<i>Second Floor</i>	Number Employees	Number Subscribers	Amount Bonds	Average Amount per Subscriber
Supt. Transp. ....	53	53	\$ 8,100	\$152.85
Statistical Dept. ....	32	30	3,400	106.25
Telegraph Office .....	17	17	2,700	158.82
Fourth Engineers .....	16	16	4,700	293.75
Live Stock Dept .....	4	4	1,050	262.50
Agricultural Dept. ....	8	8	900	112.50
Valuation Dept. ....	2	2	450	225.00
Chief Motor Inspector .....	8	8	900	112.50
FRL .....	6	6	350	58.33
Total .....	146	144	\$22,550	\$154.11
<i>Third Floor</i>				
Mechanical Dept. ....	76	76	\$21,800	\$286.54
Telegraph Dept. ....	24	24	5,450	227.08
Signal Dept. ....	11	11	2,650	240.90
Total .....	111	111	\$29,900	\$269.37
<i>Fourth Floor</i>				
1st Dist. Gen. Supt. ....	15	15	\$ 2,575	\$171.66
2nd Dist. Gen. Supt. ....	14	14	1,825	130.31
Bureau Accounts .....	85	85	16,600	195.29
1st Dist. Engineers .....	19	19	5,700	300.00
2nd Dist. Engineers .....	22	22	3,000	136.36
3rd Dist. Engineers .....	17	17	2,500	147.05
Total .....	172	172	\$32,200	\$187.22
Grand total .....	615	613	\$111,950	181.95
Miscellaneous .....	27	27	3,550	136.00
Porters, etc. ....	8	8	500	62.50
Grand total .....	650	648	\$116,100	\$178.86

Results in the various shops at Springfield, given by departments or shops, are as follows:

<i>Department</i>				
Electrical Dept. ....	57	57	\$ 7,700	\$135.00
West Coach Shop .....	189	166	21,550	130.00
South Coach Shop .....	33	33	3,450	105.00
North Car Shop .....	239	221	24,750	112.00
West Freight Shop .....	93	68	9,500	140.00
North Shop—Locomotive .....	345	261	27,400	105.00
West Shop—Locomotive .....	970	637	63,900	100.00
Reclamation Plant .....	279	123	15,950	75.00
Total .....	2205	1656	\$174,200	\$105.00



# United States Railroad Administration *Washington Information*



## **WANTS EVERYONE TO UNDER- STAND RAILROAD PROBLEMS**

"I am a great believer in the view," declared Director General Hines in his recent address before the American Lumber Congress in Chicago, "that this country is too big for anybody in Washington to know the whole situation, and that the more we can get in touch with the local agencies and understand the local point of view the more we will accomplish our ideal of rendering a proper public service at proper rates.

### **Wage Levels Not to Be Reduced**

"In the last month," he went on to say, "I have had conferences with practically every federal manager of the railroads in the United States. At every one of these conferences the subject has been discussed as to what could be done to get away from the basis of war cost and war methods which were unduly costly under existing peace conditions and the subnormal conditions of business.

"It has been clearly understood in all these conferences that the wage levels are not to be reduced, but that every practice which has grown up during the war is subject to revision in order to avoid unnecessary cost.

### **Against Any Temporary Retrenchment**

"It was better," he said, "not to disturb the general situation by any merely temporary retrenchment which would have to be made up later on by an abnormal amount of work. We have tried to proceed on a reasonable and sensible basis, bearing in mind that under our contracts with the railroad companies we have to maintain the railroads up to the standard of what is known as the test period, the three years which ended on June 30, 1917; so that we have a maintenance program to carry out which is much greater than that which would probably be carried out under private management at the present time.

### **Maintenance Must Be Kept Up**

"The Government has to keep this maintenance up, and it is not our purpose to cut the maintenance to the minimum. We will be doing more work and incurring more cost than the private management, and it will have the advantage of helping to stabilize the industrial situation, which everybody realizes is exceedingly difficult.

"No business in the country is normal at

the present time and none can make a satisfactory showing unless it is in some particular advantageous position. The railroads are experiencing this difficulty just as much as any other line of industry."

In this connection Mr. Hines continued:

"I want to ask you gentlemen to look at this matter in a clear-headed way and to bear in mind, when any discussion is developed as to the present unfavorable showing, that it is a matter that is inevitable, that is perfectly natural. The railroads are going through a drastic readjustment process after the greatest war the world has ever known. It is what anybody might expect. One of the reasons the railroads are retained for a time is in order to take care of this period of readjustment. If the railroads had been under private management they would have been confronted with exactly the same sort of situation. They would have been loaded down with war costs and they would have been laboring along with an inadequate business to take care of these costs."

### **Garnishment of Wages**

An order has been issued rescinding General Order No. 43, which provided that money in the possession of carriers under federal control shall not be subject to attachment, garnishment or like process. This action does not make wages or other money subject to attachment or garnishment if the same is not so subject under the laws of the State. It leaves the matter to be governed by the Act of Congress now in force and to the State statutes where applicable.

### **The Financial Outlook**

Reviewing the financial experience of the railroads during the first three months of the calendar year and outlining what could be anticipated for the balance of the year, Director General Hines recently gave to the press a statement from which the following excerpts are taken:

"I believe it is highly important to keep the public as fully informed as practicable as to the financial results of the Railroad Administration. Practically complete accounting for the calendar year 1918 has just been accomplished and tentative results for the months of January, February and March, 1919, have become available. I take advantage of the first opportunity

after an extensive trip in the West to put a summary of these results before the public.

"The results for the calendar year 1918 show that at December 31, 1918, the deficit incurred by the Railroad Administration for that year, after deducting the rental due the railroad companies, amounted to \$226,000,000. This included the expenses of the central and regional administrations and the operations of the inland waterways under control of the Railroad Administration, as well as the incidental and miscellaneous items which must be taken into account in a complete statement. There remained comparatively small amounts of back pay for the calendar year 1918 which were not charged into the accounts for that year, but which have largely been charged into the three months ending with March, 1919.

"For the months of January, February and March, 1919, the aggregate deficit incurred, after deducting the rental due the railroad companies, was approximately \$192,000,000. This figure includes not only the Class 1 railroads but all other railroads under federal control, the expenses of the central and regional administrations, the operation of the inland waterways under control of the Railroad Administration as well as some incidental and miscellaneous items. In arriving at this figure there has been charged against each of these months one-twelfth of the annual rental for the railroads. Generally speaking, these three months have always earned much less than three-twelfths of the return for the year, so that a substantially less charge of rental into these months would not be inappropriate. Still it seems preferable to charge a full one-twelfth of the rental into each of these months rather than to run the risk of an impression arising that there is any disposition to underestimate the actual results. To a large extent the unfavorable results for January, February, and March are due to the fact that business has fallen off and that expenses could not be correspondingly readjusted so that the loss largely arises in connection with the period of readjustment through which the country is going. Industrial enterprises generally have suffered embarrassment on account of the fact that business has been curtailed so much more rapidly than expenses could be curtailed. The railroad business is probably in its nature less elastic than any other business and shows more unfavorably the embarrassments of readjustment.

"While passenger business for the three months was only slightly less than last year, the loss in freight business was much more pronounced.

"It is impossible on the basis of these three months to predict the results for the year as a whole, although it is believed the results will be very much less unfavorable if, as seems to be generally anticipated, there shall be an important resumption of

business later in the year, especially if the great crops now in prospect shall be realized.

"On the trip to the West which I have just completed I have found the most pronounced optimism on the part of business and agricultural interests generally, which gives a reasonable basis for hoping for an enlarged business that will be relatively profitable to the railroads, since handling it should not correspondingly increase their costs. But while it is proper to mention these factors, it must be admitted that in the midst of the present period of post-war readjustment it is impossible to make any confident statement as to the results of railroad operations for the remainder of this calendar year.

"The present unfavorable results naturally lead to agitation of the question whether there ought to be an increase in rates. My own judgment is that the present conditions are too abnormal to serve as a basis for any general change in the level of rates and that it is preferable to defer action on that subject until there shall have been a fuller opportunity to get a more reliable, and possibly a more normal, measure of the conditions, meanwhile resorting to every practicable economy, studying the situation with the greatest care and keeping the public fully informed as to developments.

"There has not been included in the months of January, February and March the sum of approximately \$6,000,000 per month for back pay on account of wage orders recently issued to put into effect recommendations of the Board of Railroad Wages and Working Conditions which were made upon proceedings pending before it during the war, such wage orders being necessary, as heretofore explained, to complete the war cycle of wages to which the Government was necessarily committed during the war. These amounts of back pay will appear in the next few months and, of course, will result in diminishing operating income for those months.

"One other item needs to be mentioned. Under the contract made between the Government and the American Railway Express Company in the summer of 1918, the Government undertook to assume any operating deficit which the express company might incur during Government control. Such operating deficit for the first year will not be ascertainable or technically chargeable against the Railroad Administration until the end of twelve months from the effective date of the contract, i. e., July 1, 1918. The amount of this deficit, however, should be borne in mind. For the six months ending December 31, 1918, such deficit was approximately \$9,500,000, and for the months of January and February, 1919 (including allowance for back pay to be hereafter paid on account of those months), it is roughly estimated that

such deficit will be approximately \$5,040,000, making the operating deficit now in sight for the first eight months of the year which will end June 30, 1919, approximately \$14,540,000. It can reasonably be assumed that this additional expenditure will have to be incurred by the Railroad Administration on account of the eight months in question, although it will not appear in the accounts until after June 30, next. No estimate can yet be made for the month of March."

#### UNIFORM RULES AND WORKING CONDITIONS FOR TELEGRAPHERS, ETC.

In Supplement No. 21 to General Order No. 27, Director General Hines has prescribed, effective May 1, rules and working conditions to apply to employees herein named in the service of railroads in federal operation where agreements are not in existence, namely, telegraphers, telephone operators (except switchboard operators), agents (except those specified in Article IV of Supplement No. 13 to General Order No. 27), agent-telegraphers, agent-telephoners, towermen, levermen, tower and train directors, block operators and staffmen. The supplement provides in part:

If an appeal is taken, it must be filed with the next higher official and a copy furnished the official whose decision is appealed within ten days after date of decision. The hearing and decision on the appeal shall be governed by the time limits of the preceding section.

At the hearing, or on the appeal, the employee may be assisted by a committee of employees, or by one or more duly accredited representatives.

If the final decision decrees that charges against the employee were not sustained, the record shall be cleared of the charge; if suspended or dismissed, the employee will be returned to former position and paid for all time lost.

Committees of employees shall be granted leave of absence and free transportation for the adjustment of differences between the railroad and the employees.

Employees will be in line of promotion, and where ability and qualifications are sufficient, seniority will prevail.

When vacancies occur or new positions are created, they will be advertised to all employees on that division between the first and tenth of each month (or more frequently if mutually agreed upon), and accepted within ten days thereafter. The position must be permanently filled within 30 days after advertisement.

And employee applying for and being assigned to an advertised position will not be eligible for the position vacated by him until same shall have been declined by all employees upon that division, or is advertised a second time.

Unless otherwise mutually agreed upon, office seniority will prevail for telegraphers

or telephone operators in dispatching, relay and division offices. When vacancies occur in these offices they will be filled by advancing the regular force, and the last trick left vacant will be advertised to all employees on that division.

Regular relief employees will be allowed \$2 per calendar day for expenses while away from their headquarters. This article does not apply to extra men.

Typewriters will be furnished at offices where the railroads require their use.

Controversies arising under the application of this schedule of wages and working conditions shall be referred to Railway Board of Adjustment No. 3, in accordance with the provisions of General Order No. 53.

Employees shall be paid on the hourly basis in accordance with the terms of Supplement No. 13 to General Order No. 27.

The entering of employees in the positions occupied in the service, or changing their classification or work, shall not operate to establish a less favorable rate of pay or condition of employment, than is herein provided.

Where existing payroll classification does not conform to the preamble hereof, employees performing service in the classes specified therein shall be classified in accordance therewith.

When new positions are created, compensation will be fixed in conformity with that of existing positions of similar work and responsibility in the same seniority district.

Eight consecutive hours, exclusive of the meal hour, shall constitute a day's work, except that where two or more shifts are worked, eight consecutive hours, with no allowance for meals, shall constitute a day's work.

Overtime shall be computed at the rate of time and one-half time; even hours shall be paid for at the end of each pay period; fractions thereof will be carried forward.

When notified or called to work outside of established hours, employees will be paid a minimum allowance of two hours at overtime rate.

Employees will not be required to suspend work during regular hours, or to absorb overtime.

When the carrying of United States mail and parcel post by the employees herein specified become unduly burdensome, or interferes with the proper operation of trains, they will be relieved from such work.

An employee disciplined, or who considers himself unjustly treated, shall have a fair and impartial hearing, provided written request is presented to his immediate superior within five days of date of the advice of discipline, and the hearing shall be granted within ten days thereafter. A decision will be rendered within ten days after completion of the hearing.

## WAR DEPARTMENT DESIRES INFORMATION AS TO RAILROAD MEN WITH FOREIGN EXPERIENCE

As a part of the information which the War Department requires in its records, the chief of transportation, rail transportation branch, United States War Department, Washington, has asked for the following information:

(1) Names and addresses of all employees connected with railroads under Federal control who have at any time been employed in operating capacity as engineers, conductors, or higher rating or grades on railroads in any foreign country.

(2) In addition to the names and addresses, information as to the capacity in which employed while on duty with a foreign railroad company, and name of such railroad and its location.

(3) Information as to the qualifications of the persons named for special occupations.

## U. S. RAIL EMPLOYEES SUBSCRIBE \$138,637,250

Officials and employees on railroads under Government control throughout the United States subscribed a total of \$138,637,250 to the Victory Liberty Loan. The returns from the seven Regional Directors were made public recently by Walker D. Hines, Director General.

Out of a total of 1,841,267 employees on the roads under federal control, 1,417,042, or 71 per cent, subscribed to the Victory Loan. Employees on 13 roads showed subscriptions of 100 per cent. One of the largest roads subscribing 100 per cent was the Lehigh Valley, in the Eastern Region, which has 20,295 employees.

Railroad employees and officials subscribed a total of \$184,868,300 to the Fourth Liberty Loan, or \$46,321,050 more than was subscribed to the Fifth, or Victory Loan. Results by regions were as follows:

REGION	Total Amount Subscriptions	Total Number Employees on Roll	Total Subscribing	Per- centage
Eastern .....	\$ 33,584,050	400,219	344,715	86.1
Southern .....	12,545,000	264,804	128,387	48.48
Pocahontas .....	3,346,700	50,365	34,598	68.69
Allegheny .....	24,911,500	382,445	294,417	76.99
Southwestern .....	12,245,700	173,595	119,673	68.9
Northwestern .....	26,504,950	248,057	204,748	82.54
Central Western .....	27,951,050	300,580	266,001	88.5
Pullman .....	1,696,300	21,091	20,759	98.5
Coastwise S. S. Co. ....	181,150	.....	2,364	.....
Mississippi Warrior Waterways .....	9,600	.....	.....	.....
New York-New Jersey Canal Section .....	14,300	141	138	97.87
R. R. Admin. (Ship. Bd. Fund) .....	863,000	.....	.....	.....
Cent. Admin. (Wash. Office) .....	605,250	1,287	1,287	100
Cent. Admin. (Regional Office) .....	168,700	.....	.....	.....
Totals .....	\$138,637,250	.....	.....	77



# Passenger Traffic Notes

## General Change in Schedules

A general change in schedule of passenger trains on all divisions will take place effective June 1. A new train has been established between Kansas City and Ft. Worth, No. 117-118, leaving Kansas City 9:15 a. m. and arriving Ft. Worth 7:35 a. m., leaving Ft. Worth 8:25 p. m. and arriving Kansas City 9:45 p. m. This train is put in service for the benefit of the oil interests in the Burkburnett oil fields.

A new train running between Oklahoma City and Wichita Falls, leaving Oklahoma City 9:45 p. m. and arriving Wichita Falls 8 a. m., leaving Wichita Falls 7:20 p. m. and arriving Oklahoma City 6:45 p. m., via Frederick and W. F. & N. W. This train will be known as No. 407-408.

Effective with change of time, June 1st, the following changes in operation of sleeping car lines will be made:

### *Sleeping Car Lines Discontinued.*

Kansas City-Oklahoma City Parlor Car Line 3425—line discontinued—last cars leaving both Kansas City and Oklahoma City, May 31st.

St. Louis-San Antonio Line 3260, now operated Frisco trains 3 and 4 between St. Louis and Vinita thence M. K. & T.—discontinued over Frisco line.

Last car leaving St. Louis via Frisco, May 31st. Last car leaving San Antonio to be operated via Frisco, May 30th. (See below Monett-Dallas line 3423, extended to operate to St. Louis.)

### *Sleeping Car Lines Changed.*

Monett-Dallas line 3423 to be extended to operate between St. Louis and Dallas, Frisco trains 3 and 4 between St. Louis and Paris, GC&SF trains 62 and 61 between Paris and Dallas.

Last car leaving Monett, May 31st. Last car leaving Dallas for Monett, May 30th. First car leaving St. Louis, June 1st. First car leaving Dallas for St. Louis, May 31st.

St. Louis-Tulsa line 3405—car to be operated St. Louis to Tulsa train 9. Returning: Car to be operated Tulsa to Newburg train 8, Newburg to St. Louis train 10, or leaving Tulsa, May 31st, train 8, to be set out at Newburg, June 1st, for train 10.

St. Louis-Springfield line 3409—car to be operated St. Louis to Springfield train 7, Springfield to St. Louis train 6.

Oklahoma City-Muskogee line 3428 now operated between Oklahoma City and Sapulpa, trains 181-186, which trains are to be discontinued and sleepers are to be handled on trains 403-404 between Sapulpa and Oklahoma City.

Oklahoma City-Tulsa line 3426 now operated on trains 181-186 which trains are to be discontinued and sleepers are to be handled

on trains 403-404 between Tulsa and Oklahoma City.

Oklahoma City-Joplin line 3420 now operated on trains 181-186, which trains are to be discontinued south of Afton and sleepers are to be handled on trains 403-404 between Afton and Oklahoma City, and trains 181-186 between Afton and Joplin.

Tulsa-Ft. Worth line 3390, Frisco trains 417-418 (two cars each direction), now operated via Oklahoma City thence AT&SF-GC&SF, to be changed to operate via Frisco lines between Tulsa and Fort Worth via Sherman trains 117-118. Only one car in each direction to be operated in this line. (Other car operating between Kansas City and Ft. Worth as shown below.)

Last cars leaving Tulsa and Fort Worth via Oklahoma City, May 31st. First cars leaving Tulsa and Fort Worth via Sherman, June 1st.

Kansas City-Sherman line 3416, trains 111-511 and 512-112, to be shortened to operate between Kansas City and Ada.

Last car leaving Kansas City for Sherman, May 30th, to be returned dead-head to Kansas City. Last car leaving Sherman for Kansas City, May 31st. First car leaving Kansas City for Ada, May 31st. First car leaving Ada for Kansas City, June 1st.

### *New Sleeping Car Lines to be Established.*

Kansas City-Ft. Worth sleeping car line, Frisco trains 117-118, between Kansas City and Fort Worth via Sherman.

First car leaving Kansas City and Fort Worth, June 1st.

Oklahoma City-Wichita Falls sleeping car line to be operated via Frisco trains 407-408 between Oklahoma City and Frederick, and W. F. & N-W trains 11-12 between Frederick and Wichita Falls.

First car leaving Oklahoma City and Wichita Falls, June 1st.

The widespread use of automobiles in Arkansas has reduced the passenger traffic on some branch railroads by about fifty per cent, according to a recent statement by B. F. Bush, Regional Director of the Southwestern Region. He said that the automobile traffic had cut into the railroad passenger earnings severely. The traffic on the main lines as well as on branches has been seriously affected. While the figures for Texas have not yet been announced, it is estimated that the showing will be fully as great as in Arkansas, so far as reduction of passenger traffic on branch lines is concerned. With the building of good highways and the restoration of business to normal the number of automobiles and the extent of their use for long distance travel will increase.

# The Lost Paradise

By Geik Turner and T. F. Anderson

EARLY last spring I made up my mind that there was a great call for a novelty in the line of vacations. The present attractions I decided were well enough for women and young people, but to the chastened imagination of middle-aged men the vacation season appeared more in the light of an annual martyrdom, which must be paid to cause of matrimony. What was needed by this most lucrative class of patrons was a complete novelty and an opportunity for an entire rest. In my opinion, a hotel man should show imagination at other times than when making up his bill. Accordingly I considered the matter for some time and finally hit upon an idea which, it seemed to me, would appeal immediately to the most jaded appetite. This I at once proposed to a dozen of the most wealthy of my patrons, who, while skeptical about the possibility of carrying it out, promised to back me to any reasonable extent if I should succeed. Without delay I started to South America to get a floating island.

My idea, in short, was to secure one of those common products of nature in South American streams, and tow it into the ocean for a sort of private reserve. These islands I calculated, being a tough, wiry mass of interlacing roots, would, without a shadow of a doubt, prove entirely seaworthy. Their construction, of course, could be strengthened; and in the worst of storms provision could very easily be made for protection from the action of the waves by a series of oil ducts opening on all sides. In short, I had every confidence that the plan was entirely feasible and that its advantages would include a complete rest for the tired business man, a climate made to order, and every kind of recreation which it is possible for money to buy.

In the beginning I had been led to believe that I should be able to pick up a good island at a nominal price on the Amazon. After a long trip through that river, however, I found nothing but some second-class, marshy-looking concerns

that did not at all answer my requirements. But as my guides assured me that they knew the identical spots where these islands formed and broke away from the mainland, I determined to go there myself, detach a sufficient area of the floating material, and make an island suitable to the wants of my company. Upon reaching the place I was able, with the aid of a large force of natives, to carve out in a few months' time just the article I wished. When it was once detached and floating down the Amazon, I added in every way possible to the advantages nature offered. The groundwork of the island was surrounded and interwoven with steel cables, and braced with heavy beams, and in every way prepared to meet the strain of an ocean voyage.

It was at this point that we met our first obstacle. Our plan being, of course, absolutely new to that part of the world, it had not escaped the attention of the emperor of Brazil. There were rumors that he had complained bitterly to the American consul of what he was said to call a nefarious scheme of land-grabbing. As I had purchased the land of a gentleman in whose grant it lay, at a perfectly satisfactory price, however, I could not believe these reports, and was naturally much surprised when, on the trip down the Amazon, we were "hove to" by a Brazilian man-of-war in the lower waters of the great river. The representative of the emperor on board, a very polite man, spoke at length to me through an interpreter. He was extremely sorry to interrupt the progress of our enterprise, he said, but it was entirely contrary to the policy of Brazil to allow such a precedent as this to be established by us. His majesty, he said, could never feel firm or really settled on his throne while his territory was being sliced off in this manner.

It was useless for me to assure him of the perfectly apparent fact that only a microscopic part of Brazil could be sliced off in this way, and that really the

island was not mainland at all, but mostly roots. Soon I saw, of course, that he had a claim, and set to work immediately on the terms of an agreement, which, when presented, proved entirely satisfactory. According to this, I signed a contract to acknowledge my island—wherever situated—as a dependency of Brazil, and to pay taxes as such. To cover the whole matter, I also took out a navigator's license from Brazil, under which to sail the island, and agreed, wherever possible, to give the preference to Brazilian labor.

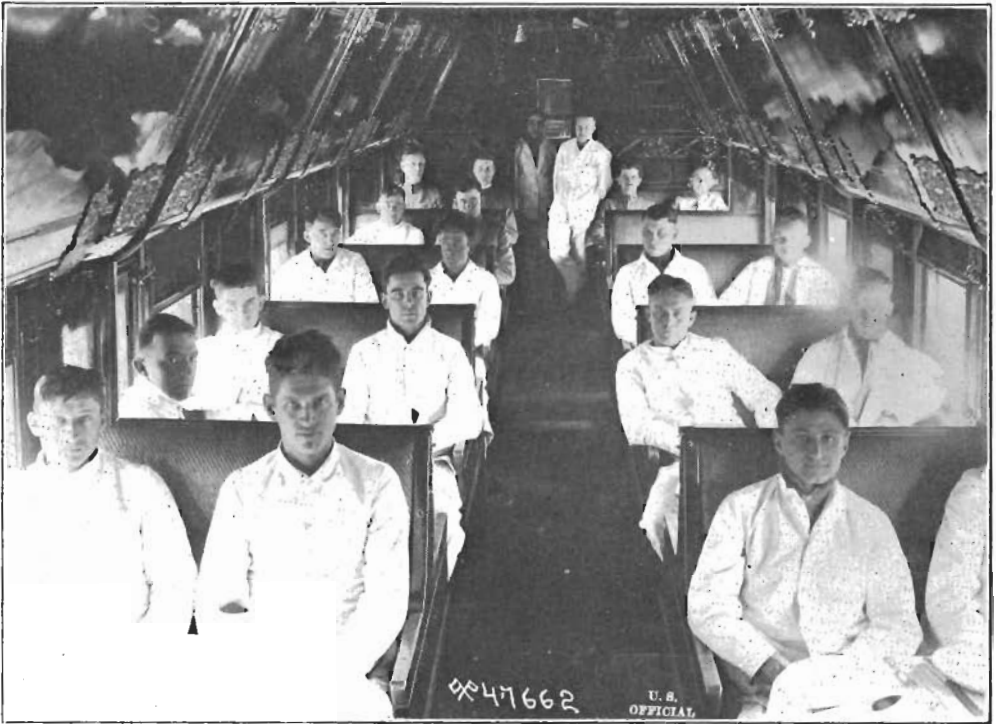
This business completed, we at once proceeded, without other happenings of note, to our first mooring-place, in the central Atlantic, being towed by a convoy of ocean steamers secured for the purpose. Our passage was a comparatively smooth one, and the island behaved even better than we had expected in the ocean. We stopped in a latitude agreed upon, as far as possible out of the course of the Atlantic liners, at a place where we anticipated the climate would be everything we desired. Here, according to agreement, we were to be met on the second of July by the party who were interested in the venture.

By this time, after months of incessant work, we had made the island ready for its occupants. In its fittings we were determined to have everything entirely novel. The buildings, equipped with every convenience of modern American civilization, were made of bamboo, somewhat after the Japanese style, which was perfectly adapted to the needs of such a climate, and at the same time most picturesque. At Trinidad we had stopped and laid an asphalt drive completely around our property, for the benefit of the millionaires who wished to bring their horses, and we had also arranged a necessarily small, but at the same time most complete, porcelain beach for sea-bathing near the buildings. As to the servant question, that was most unexpectedly solved by the discovery, soon after we had started, that we had broken off from the mainland of Brazil, together with the island, a number of natives of the country. At first we were at a loss what to do with them, but finally we decided to train them as domestics, and after some patient work we succeeded

in making very passable ones out of them. They were good natured and fairly quick, and, dressed as they were, only in their breech-cloths, added much to the picturesqueness of the scene. In our search for novelties we even went so far as to secure an iceberg, towing it down from the upper Atlantic, to serve us for refrigerating purposes. We also fitted up, at great expense, a Lovers' Retreat, a Bridal Veil Falls, and a Sunset Rock, in the woods in the vicinity of the house, my experience as a hotel man teaching me that we must make these concessions to public sentiment at any cost.

For several months our life on this island was ideal. My patrons were more than delighted. Most of them came in their own steam yachts, and made our island the headquarters for little tours about the ocean, in much the same way as a man who keeps a span drives out from a hotel in the mountains. The place was christened the Celestial Island, being, as was remarked, about as near heaven as a millionaire could hope to get. The climate was delightful. We lay in the borders of the Gulf Stream, and after a certain time we got in the way of drifting about with the current according to the fancy of our patrons, our idea being to be borne along with the stream. Unfortunately, however, in this we miscalculated, by not reckoning on the influence of the wind, and thus, not having on board any ship's instruments, we drifted entirely out of the stream. One morning we were awakened by a great bumping and scraping, and upon investigation discovered, to our annoyance, that we were on a shoal of some kind. Fortunately the weather was very calm and there was no prospect whatever of a storm, so we did not alarm ourselves, figuring in a short time to draw off, with the assistance of the steam yachts on the floating end of the island. But in some way the rough bottom of the island had become fixed on ground, and our efforts seemed to accomplish nothing. This unforeseen delay proved disastrous to us.

One morning, on getting up earlier than the rest of the islanders, according to my custom, in order to inspect my



#### THE CARE OF OUR WOUNDED BOYS WHEN THEY COME BACK

Wounded, all spic and span, sitting in dining car waiting for dinner to be served. These men have just debarked from a transport and are on their way to a debarkation hospital.



#### THE CARE OF OUR WOUNDED BOYS WHEN THEY COME BACK

Wounded who have just debarked from a transport and been placed on a hospital train on their way to a debarkation hospital. Each train and car has a doctor and orderly in attendance.

property. I was astonished to see a pompous official, in the uniform of the British navy, superintending the work of two able-bodied sailors, who were boring a hole in our front step with an auger. All the persons were entire strangers to me.

"Hey," I said, "what are you doing with my front steps?"

The fat man, after gazing at me disinterestedly for some time, remarked with grave emphasis, "I am about to raise the British flag over this island, and lay claim to it in the name of her sacred majesty, Queen Victoria."

"And who are you?" I gasped.

"I am, sir," he said, "Captain Hobkins, commanding her majesty's warship, the *Horrors*, which you see yonder."

I looked off shore and observed the *Horrors* lying about a quarter of a mile out from the shoals. A boat with its crew lay pounding up against my porcelain-lined bathing beach.

"This is an outrage!" I cried. "This island is mine; I have operated it for months under a sailing license from the emperor of Brazil."

"Your sailing license is nothing to me," said Captain Hobkins gruffly.

The sailors had finished their carpentering and were preparing to erect a temporary flag-staff. "You will at least admit," I said, "that I occupied the island before you did."

"That," said the invader, "has nothing whatever to do with the case. My action is merely formal. This island has been known and claimed by Great Britain for centuries."

Upon my exclaiming that this was impossible, as I had arrived only that week,—

"You are evidently a lunatic, sir," said Captain Hobkins calmly; "but whether you are or not, this island belongs to Great Britain. Its position was first pointed out by Drake and the early navigators, who did not, however, stop to formally lay claim to it. It was then lost sight of till the eighteenth century, when England made her first claim to it. This claim is indisputable. In her majesty's archives there are at least five different surveys, each showing that the island, though

once claimed by the Spanish, is undoubtedly an English possession. In fact, there can be no doubt that the whole of the island is English soil, with the possible exception of sixteen rods on the eastern end, which was conceded by some of the earlier geographers to—"

The sentence was never finished. In the midst of it I had caught a glimpse of two sailors in the act of raising the British flag over my very doorstep, and had rushed upon them. The next moment I found myself under arrest—a prisoner of Great Britain, charged with insulting that country's flag. To the angry protests of myself and my guests that the Celestial Island was a floating island, my own private property, and so out of his country's jurisdiction, Captain Hobkins replied only that at the proper time my plea should be duly investigated. But, he added, until that was proven, the island would be placed under British rule, while I, as a prisoner of the crown, must be deported to England for trial.

Against his British impassivity arguments availed no more than birdshot against an ironclad. That night her majesty's ship, the *Horrors*, sailed for England with me as prisoner, leaving a lieutenant and a detail of men in charge of the island.

Upon our arrival I was at once thrown into prison, the efforts of the American consul counting for nothing in view of the heinousness of my offense. Nor did the united efforts of the consul, my lawyer, and myself better my condition when, three days later, I was summoned for trial.

In vain I recounted the fact that the island was a floating island, belonging to me by right of purchase, and that my mission there was one of peace and enjoyment. In vain the American consul, with convincing logic, argued that, in the first place, I was a free-born American citizen; that, in the second place, I was practically a subject of the emperor of Brazil; and that, in the third place, the progress of my cruise having been arrested by an act of Providence, in this case the Monroe doctrine would apply—or words to that effect. In vain my lawyer, in impassioned language, and with tears streaming from his eyes,

referred his lordship to the various treaties between great powers, that guaranteed to innocent pleasure-seekers free and unmolested travel on the high seas. In vain he insisted that if, as alleged, the island had become stationary, Great Britain alone was to blame for permitting the existence of obstructions that would discourage navigation and imperil human life.

To all these the queen's counsel opposed one overwhelming fact: I had insulted the British flag, on an island situated in the exact latitude and longitude where Great Britain had, in former years, claimed a dependency.

I was, therefore, adjudged guilty of a crime on the high seas against the crown, a crime whose maximum penalty was death at the masthead, and whose minimum punishment was confiscation of all property and imprisonment for five years. And it was only the fact that at this point the case was reopened by new and important testimony that saved me from languishing in a British jail—or from worse. For just as the judge was about to pronounce his sentence, there rushed into the room a crowd of haggard, excited men, who proved to be my guests of the Celestial Island, and who now testified that the case against me no longer held, as that island had disappeared!

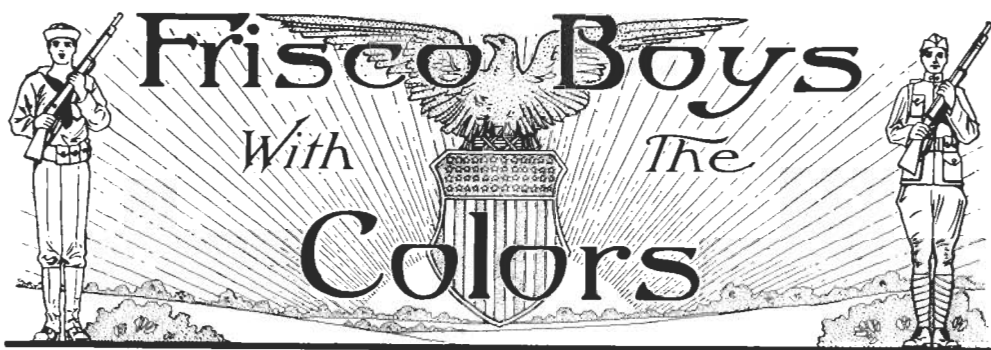
From the testimony of their spokesman it was learned that two days after my departure the island had been visited by a distinguished New York statesman, Mr. Dennis McTammany, who, while cruising in his private yacht, had been attracted by the sight of the British flag. It appeared also that upon hearing their story Mr. McTammany had become greatly incensed, and had shown so strong a desire to take up his residence with them that he was assigned to a state apartment in the hotel. Further, it was related that upon the next morning the inhabitants of the island had been awakened by a terrific explosion, and upon rushing out had found that their cherished resort, with all its improvements, had been rent asunder as though by some mighty earthquake and was rapidly sinking. Indeed, they had barely escaped to their craft when what

remained of the Celestial Island disappeared beneath the sea.

Realizing the tremendous bearing of this catastrophe upon my trial, they had made all haste to England, stopping only in an attempt to rescue two of their refugees from the iceberg which had been domesticated as one of the attractions of our lost paradise. From these unfortunates, who proved to be no other than one of the South American natives and the Honorable Dennis McTammany, they had learned that it was Mr. McTammany's attempt to remove the Celestial Island from British jurisdiction, by blowing it off the rocks with dynamite, which had brought on the appalling catastrophe. What had become of the statesman they could not report, however, for their offer to take him aboard had been sharply declined by this distinguished gentleman, who declared that he preferred even a floating iceberg to the hospitality of the British crown; delicately intimating that he was not unprepared for the future, since one of the natives who had taken refuge on the iceberg had already died of congestion of the lungs, and had been put on ice by him with a view to certain emergencies.

At this stage, proceedings were interrupted by the arrival on the scene—pale and emaciated, but still bearing the tattered remnants of his country's flag—of the official left by Captain Hopkins in charge of the Celestial Island. Only through his corroborative, home-made testimony that the island had been blotted out of existence did I obtain my release, which, however, was not granted until his lordship had declared that if ever the island, or any part of it, should reappear in British waters, such reappearance would be adjudged as evidence of my guilt, and that I should be liable to immediate arrest for treasonable conduct on the high seas.

These are the facts of my connection with the Celestial Island. And it is because I live uncertain as to when, or where, or how that fatal fragment of South American soil may come to light again, that I never go to sleep without the roar of the British lion sounding in my ears.



**S. E. ARNOLD.**

The following is a letter from S. E. Arnold, trainman, well known around Monett. His friends will probably enjoy a perusal of the letter:

Tours, France, April 6, 1919.

Editor FRISCO-MAN:

Would be very thankful to you if you can find space in the FRISCO-MAN for my letter; also am enclosing a photo of a French (American) built locomotive I am running. I left the U. S. A. March 14, 1918, to somewhere in France. On March 26 I landed in Bordeaux, and from there went to Nevers. There we took the examination from Lieut. Lee, who was road foreman of engines of the Chicago & Northwestern, for locomotive engineer, passing a very good examination. From here we went to Tours to go running. This was in April, about the 10th. Then the French required another examination before they would let us go to work, so we got by O. K. and went to work, and have been in the game ever since. Railroadng is lots harder over here than at home, because you can hardly tell what to do until we learned French, so everything is homelike now.

We are still working hard and don't know when we will have a chance to come home. I have worked as high as eighty hours without rest or much to eat. We are working from ten to thirty hours now, handling French trains. Most all the engineers in the A. E. F. are buck privates working for \$33 per month.

I entered the service of the Frisco April 23, 1907, at Monett, Mo., and enlisted into the re-enforcement of the 13th at Camp Grant, Ill. On arriving at Tours, was placed in the 59th Engineers, and now I am in the 90th Company Transportation Corps. Hope I will soon be able to come back to my old job on the Frisco.

With best wishes, I am,

CORP. S. E. ARNOLD.

90th Co. Transportation Corps, A. P. O.  
717, A. E. F.

#### THE FRISCO BOY IN GERMANY

The following is a letter from Pvt. Guy L. Tucker of the Second Engineers, who is now with the Army of

Occupation in Germany, and will probably be appreciated by his Frisco friends:

Engers, Germany, "On Der Rhein,"  
April 15, 1919.

THE FRISCO-MAN:

Just a few lines from an old Frisco



**LEREOY HENSHAW**

Former Frisco general office employee who enlisted in the army June, 1917, as field clerk A. G. D., but has since been made chief clerk, Headquarters, El Paso Dist., El Paso, Texas. Mr. Henshaw spent his first furlough, during his two years' service, with friends in Springfield recently.

"Sniper." I've been in France and Germany most 20 months, and a few days ago I received a copy of your February issue, although I've been trying to get them regularly,

but war is war, and I've only received one copy, and that through the courtesy of Mr. Chas. Spalding, Mathews, Mo., River & Cape Division.

Although at the time of my enlistment I was not in the service of the Frisco, the old spirit is there, and expect upon my discharge to go home to the Frisco. I am afraid, however, that it will be some time yet, as I understand the Army of Occupation will be maintained for some time yet, and being a regular in a regular division, only expect to stay until the finish.

I've seen all five of the great battles, namely, Chateau-Thierry, May 31 to July 8, 1918; Soissons, July 18 to 21; St. Mihiel, September 12 to 20 (all American); Champagne (Blanc Mont), October 2 to 10; and the great Argonne-Meuse, from October 31 to November 11; Germany, December 1, and God knows how long, and not a scratch. In case there's a doubt of anything, look up the record of the Second Division. Best in the A. E. F., "barring none."

Wishing all the best of good wishes, I am,  
PRVT. GUY L. TUCKER,  
"D" Co., 2nd U. S. Engineers,  
A. P. O. 710,  
A. E. F., Germany.

### CLARENCE W. KIRKEY.

Clarence W. Kirkey was formerly employed as a carpenter at the Reclamation Plant, Springfield. He enlisted June 23, 1917, at the age of 20, in Old Truck Co. No. 5, which was later known as 110th

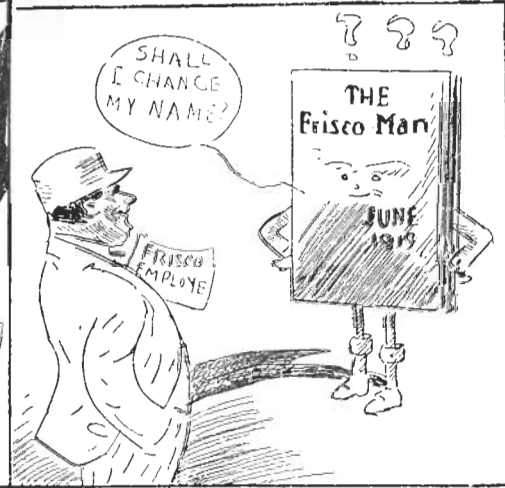
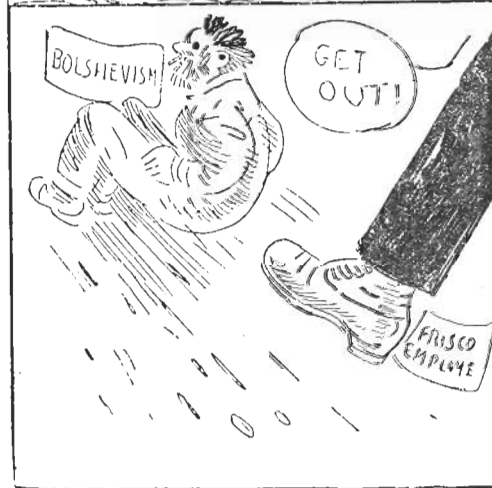
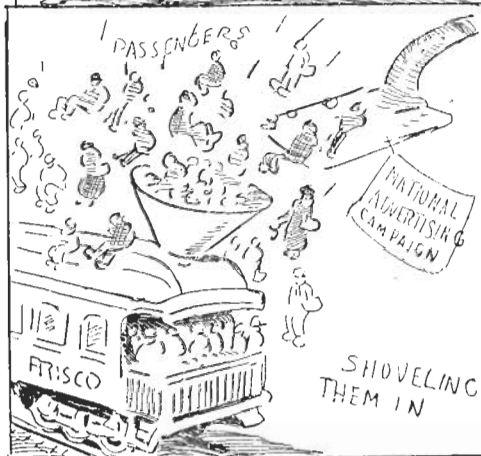
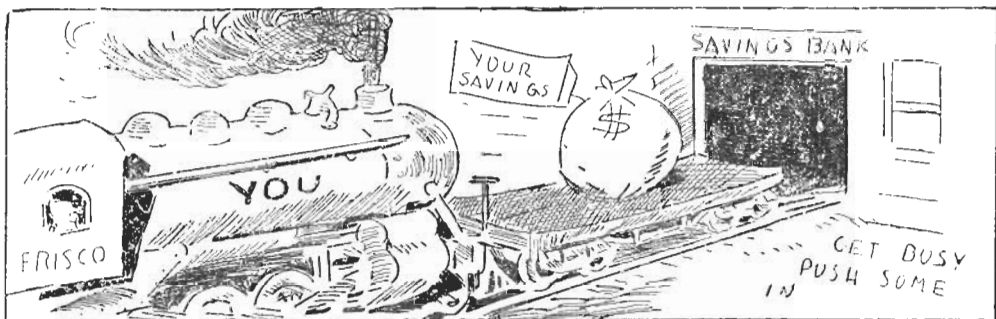


CLARENCE W. KIRKEY

Motor Supply, Co. E, 35th Division. He received an honorable discharge May 7, after having served in France for one year. He expects to return to work at the Reclamation Plant soon; however, is now taking a vacation visiting friends and relatives.



CORP. S. E. ARNOLD AND HIS ENGINE



# What I Would Do

Editor's Note: The purpose of this page, "What I Would Do," is to afford a medium for the interchange of ideas on the duties of those in the various departments, with a view to disseminating "hunches" that may prove valuable to those engaged in the work to which the subject alludes. It is to be a regular feature of the magazine, and all employees are asked to contribute.

## IF I RODE ON A PASS

I would be very careful to remember that transportation is the stock in trade of my company, and that as a "dead-head" passenger I should be considerate of the comfort and convenience of the pay passengers before I insist upon availing myself of all the conveniences afforded. I would gladly give up my lower berth to a pay passenger if the necessity arose. I would not make myself a nuisance to the conductor and train crew by continually bawling them out because of little inconveniences suffered through no fault of theirs. I would be kind to all on board, and if it were found necessary for someone to stand I would feel it my duty to be that one. I would try to be of as little trouble to the crew as possible, offering my assistance in any way consistent with reason. In this way I would make friends for myself and friends for my company.

## IF I WERE A DIVISION SUPERINTENDENT

I would make it one of my duties to become personally acquainted with as many of my men as possible; learn to know them by their first names. I would become personally interested in their personal welfare and would encourage them to advise me of anything that might reduce their efficiency. I know that men often have outside matters that prey on their minds, and have an injurious effect upon their work, not to mention their happiness and pleasure. I would be quick to notice exceptionally good work on the part of my men and would let them know that I appreciated it, and I would be just as quick to notice a failure to do good work and take the necessary steps. My men would do more for me and do it easier if I adopted this policy, and 99 out of every 100 of them would be my friends, and friends is what I need and what the world needs. I would also make friends with the public along my division by taking a sincere interest in their social and business activities, thus inspiring a more kindly feeling toward my company, by virtue of my manifestations of co-operation and interest in their welfare.

## IF I WERE IN TRAIN SERVICE

I would cultivate the habit of courtesy at all times in dealing with the public. I would an-

swer all inquiries as to service, connections, etc., with thoroughness and a smile on my face. I know that at times some of the traveling public make themselves nuisances by continually finding fault and "growling," but I know that it does not help the situation for me to assume a similar attitude. "Have a smile for everyone you meet, and they will have a smile for you," is the case in the majority of instances, and if a traveler addressed me in gruff terms I would do my utmost to maintain control of my temper, and in return would answer him in a kind manner which would, in most cases, have the effect of making him reflect upon his surly and unbecoming conduct and cause him to change his attitude. Kindness, courtesy and consideration will get me to the end of my run quicker and in better condition than if I adopt the opposite policy, and will do a heap towards teaching the grouchy individual who travels on trains that courtesy is to be considered at all times.

## IF I WERE A RAILROAD EMPLOYEE

I would strive to perform my duties in a quiet and thorough manner, and would learn and preach the art of co-operation. I would be ever mindful of the feelings of my fellow workers and would treat them with kindness and consideration at all times. I would not always be finding fault with my superiors or subordinates, but would always look for their virtues, and in case it became necessary for me to "call" a subordinate for some error or breach of discipline, I would not rail out loudly against him but would quietly and firmly tell him what was expected of him, and show him how all concerned would be benefited had the occurrence been otherwise. I would gain the confidence and friendship of both superiors and subordinates.

## IF I WERE A FRISCO EMPLOYEE

I would take an interest in the social and welfare demonstrations given by the management and the employees. I would eagerly read and devour all matter regarding the Frisco or Frisco Company which might come to my attention. I would read each issue of my magazine from cover to cover and acquaint myself with such happenings on the Frisco as might be chronicled therein. I would not be content with merely reading this magazine, but I would do my share toward making it better and more representative of my great railroad. I can do this by keeping the editor informed of the matters coming to my attention which would be of interest to my fellow-workers, and by writing an occasional article on a suitable subject for publication. I would insist upon receiving my copy each month and would keep a file from month to month. I would make it MY MAGAZINE in word, thought and deed.

# Freight Claimisms

Various estimates have been made of the increase in the prices of products. Probably as accurate a one as any is that of the New York Labor Bureau. It puts the general advance in prices between June, 1914, and October, 1918 (the changes between 1910 and 1914 were slight), at about 55 per cent. In food the advance was 71 per cent. (From the New York Tribune.)

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Saving money is the same as **raising** money by borrowing, except you avoid interest.

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Loss and damage on the railroads increased tremendously last year. We can **raise** a few thousand dollars very quickly without interest, except personal interest in keeping away from bad handlings, errors, etc.

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Chicago, April 23.—“A new high record for hogs at \$21.10 per hundred weight was established at the stock yards today.” What does that mean to the railroads? Just this: Proper supervision of loading, not permitting crowding of cars, etc., maintenance of schedules and watering in transit so there will be none of this pork that we will have to pay for.

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There are a great many ways in which loss and damage to freight may occur, but, underlying all, the greatest factor is carelessness.

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What happens when a piece of freight is lost?

Agent makes a short report, sending to the Freight Claim agent.

Freight Claim Agent sends to the agent at loading station, who states, “Loaded as billed,” etc.

Freight Claim Agent sometimes receives an over report from another station, showing that the shortage “was **not** loaded as billed.”

In about 50 per cent of the cases of the kind, the Freight Claim Agent doesn't receive an over report and finds that the shortage is due to an error in billing, an error in checking, or marking, or something of the kind, and, sad to relate, in a great many cases the shortage is never accounted for. When happens then?

The Freight Claim Agent receives a claim, and he pays it.

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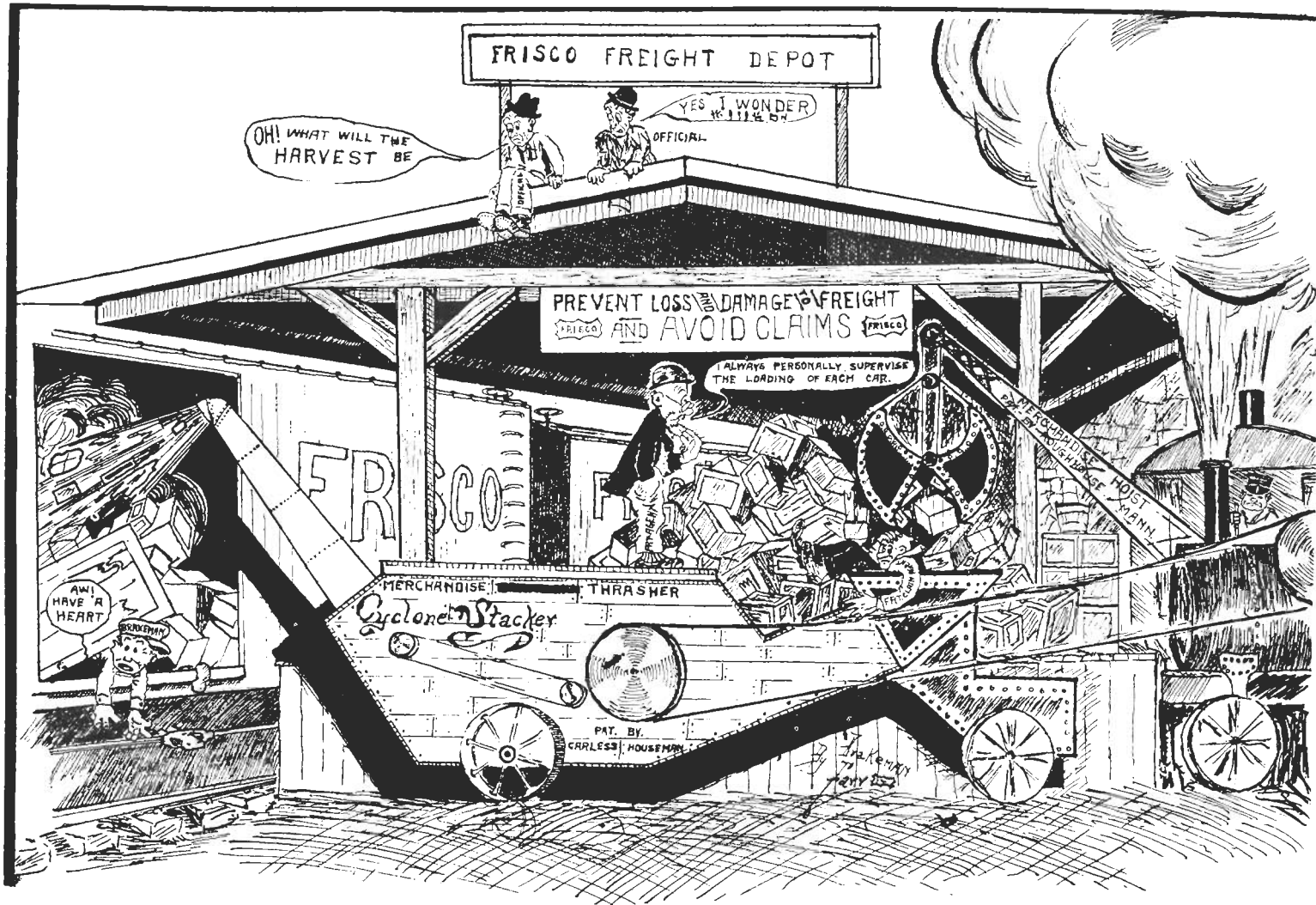
Last year the Frisco Railroad billed and hauled or participated in the transportation of 38,876 cars of grain. There is every likelihood of a heavy movement on this season's business. We should handle it with a minimum of loss. This means good cars properly prepared with grain doors and burlap.

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To attempt to eliminate entirely loss and damage would be a herculean task and beyond the expectation of anyone, but periods of good transportation in the past have shown what might be termed a reasonable limit for claim payments compared with the amount of tonnage handled; yet the fact remains that a good or bad state of transportation of freight is quickly reflected in a like manner in loss and damage claims. We should not allow any condition that would cause claims to continue without making every effort to correct it.

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It has been said that there is no branch of human effort where the principles of efficiency may be better applied than in railroading. Certainly there is nothing where there is larger opportunity for wastage of material, freight, power, time, money. Let's measure up to our duty and make the Frisco the best operated railroad in the country.



## ITEMS OF INTEREST TO ALL

William H. Williams, whose election as president of the Wabash Railroad was recently announced, succeeding Edward F. Kearney, deceased, was formerly connected with the Frisco as Superintendent of Freight Transportation. This was in 1904.

Samuel M. Vauclain, senior vice-president of the Baldwin Locomotive Works, was elected president of the concern at a special meeting of the Board of Directors on May 9, succeeding Alba B. Johnson, resigned.

An additional sleeper has been established between Memphis and Birmingham in Memphis and Birmingham Line 3418, same consisting of 12-section drawing room type. First car left Memphis May 14, and the first car left Birmingham May 15, trains 103-104.

The Brotherhood of Railroad Trainmen opened its triennial convention at Columbus, Ohio, on May 14. The convention is expected to last a month, and it is planned to give consideration to the reconstruction work among members who have returned from active service with the army and navy.

The Brotherhood of Trainmen recently subscribed for \$250,000 worth of Victory Bonds "as a wreath in the form of a \$1,000 bond on the grave of each of the almost 250 of our men buried in France," according to W. G. Lee, president of the organization.

The St. Louis Assembly of the American Train Dispatchers met at Hotel Statler, St. Louis, recently to transact business and complete plans for the annual convention of the organization, which is to be held in Chicago, June 14-21. Thirty-two delegates from ten Mississippi Valley States attended the meeting.

A. A. Nowakowsky, formerly private secretary to F. A. Wightman, at that time Superintendent of Safety of the Frisco, has been discharged from the military forces and is visiting friends and relatives at Springfield and St. Louis. Mr. Nowakowsky served about eight months in France in the Headquarters Company of the 92nd Division. He is well known among Frisco employes, having been connected with the road for some twelve years.

At a meeting of the stockholders of the Frisco held on May 13th, presided over by

W. F. Evans, general solicitor, in the absence of the president and vice-presidents, the following directors were elected: Frederic W. Allen, New York; E. N. Brown, New York; David T. Davis, New York; Frederick H. Ecker, New York; Thomas D. Heed, New York; Jesse Hirschman, New York; J. W. Kendrick, Chicago; Sam Lazarus, St. Louis; Henry Ruhlender, New York; Charles H. Sabin, New York; Lorenzo Semple, New York; A. L. Shapleigh, St. Louis; Frederick Strauss, New York; Eugene V. R. Thayer, New York; Festus J. Wade, St. Louis; J. N. Wallace, New York, and M. L. Wilkinson, St. Louis.

William B. Schaefer, president of the Cape Girardeau Bank, of Cape Girardeau, who attended the convention of Missouri bankers recently held in St. Louis, has conceived a novel scheme for maintaining thirty miles of the Kingshighway which passes through Cape Girardeau county. He is chairman of the township special road committee, and proposes to plant 30,000 cherry trees in the parkway of the road, the fruit to be sold and the proceeds to be used for the maintenance of the road. The idea is copied from a plan used in France and other European countries. We'll bet the cherries he would collect, after the small boys and others of the countryside "got theirs," would keep a full grown jay bird a week, not to mention maintaining 30 miles of roadway. However, we wish him luck.

Director General Hines, on his tour through the Southwest, visited St. Louis on May 19 where he addressed the Order of Railway Conductors and the Order of Railway Telegraphers, both of which are holding their conventions here. The Conductors present at the convention number in the neighborhood of 6,000 at the time of going to press, and it is predicted that before the session is over the first week of June that the delegates will total 10,000. The convention of the Conductors was opened May 12. During their stay in St. Louis they were entertained in royal fashion with a big night at the "Big Place on the Hill," or Forest Park Highlands. Then the St. Louis Shriners entertained those of the Order who were members of that body. The Conductors also made a flying trip to French Lick Springs, Ind., where they were the guests of Col. Tom Taggart, millionaire sportsman and hotel owner, and the business men of Indianapolis, who are making an effort to obtain the next convention of the order.



# WIT AND HUMOR



## SCARCITY EXTRAORDINARY

"Why do you call Wombat a Napoleon of finance?"

"Because he had his salary raised six months ago and his wife hasn't found it out yet."—*Town Topics*.

## QUITE SO

"John, before we were married you always engaged a cab when we went anywhere."

"True enough, but now we can do our hugging at home." *Kansas City Journal*.

## WHY

Judge—Why did you marry two wives?

Bigamist—I married one for love and the other for money; you know, Judge, that you can't get everything in one woman. *Town Topics*.

## HEADING HIM OFF

"This law is a queer business."

"How so?"

"They swear a man to tell the truth."

"What then?"

"And every time he shows signs of doing it, some lawyer objects." *Detroit Free Press*.

## KNEW HIS CLIENT

Client (just acquitted on burglary charge)—Well, goodby, I'll drop in on you sometime.

Counsel—All right; but make it in the daytime, please.—*Sydney Bulletin*.

## HE MENTIONED IT

Mrs. Bacon—Do you ever speak of my cooking to other men, dear?

Mr. Bacon—Oh, yes.

"I'm glad of that. What do you say, dear?"

"Oh, I don't remember just what I say; but, of course, I have to tell the doctor what ails me!"—*Yonkers Statesman*.

## CONCRETE ILLUSTRATION.

Physiology Teacher—Robert, you may explain how we hear things.

Bobby—Pa tells 'em to ma as a secret and ma gives 'em away at the bridge club. *Boston Transcript*.

## RECOVERING

"What did I say when I was coming out from under the influence of ether?"

"You swore terribly."

"I guess that was a good sign, eh?"

"Your surgeon seemed to think so. He said, 'Wheel the old reprobate to his room and bring in the next victim.'"—*Birmingham Age-Herald*.

## THREE GRADES ONLY

"Instead of going without beef altogether, why don't you accustom yourself to eating the cheaper cuts?"

"There are no cheaper cuts. There are only the expensive, the more expensive and the unattainable."—*Boston Transcript*.

## THE GLUTTONOUS TEUTON

"I guess we'll have to feed the Germans."

"It looks that way."

"Call me vindictive, if you like, but I'm unalterably opposed to putting them back on their former basis of seven meals a day."—*Birmingham Age-Herald*.

## RESIGNATION

"What'll you have?" asked the waiter.

"I'm not predicting," replied the weary citizen. "I'm going to order a cup of strong coffee with fresh cream and a steak done rare. Then I'm going to eat what you bring me and say no more." *Washington Star*.

## NO GREAT LOSS

"Got goldbricked, hey?"

"Well, it's a question as to who got goldbricked," said Farmer Whiffletree. "I took that brick in exchange for summer board."—*Kansas City Star*.

## TURNING THE OTHER EYE

Her (sighing)—Oh, I met such a lovely, polite man today.

Him—Where was that?

"On the street. I must have been carrying my umbrella carelessly, for he bumped his eye into it. And I said, 'Pardon me,' and he said, 'Don't mention it—I have another eye left.'"  
—*Cleveland Leader*.

## HER SUPERSTITION

"Is your wife superstitious?"

"Very, but in a one-sided manner only."

"I don't get you."

"The signs she believes in are all bad ones. There seems to be no good luck whatever in her superstitions."—*Detroit Free Press*.

## HER SIZE

"How do fish come?" faltered the young wife.

"In various sizes."

"Then give me a pair of sevens. That is the size of my glove."—*Louisville Courier-Journal*.



# Safety Movement in Its Infancy

Says Roundhouse Foreman Schellhardt, of Salem, Mo.

IN looking over some old papers I happened to find a memo I had written, dated April 11, 1917, intending to read same at one of our next Safety First meetings, but at that time, as you all know, the meetings were so poorly attended that they were suddenly dropped altogether. However, as the memo expresses my sentiments now as it did then I will read it to you:

"If every man will take enough interest in the Safety First movement to prevent accidents or to remove causes of same where in his power to do so, he will accomplish more good results than by merely sending in Safety First cards. If you see an obstruction or stumbling block or dangerous condition that you can remove—better remove than merely report it, and still leave the dangerous condition exist. Delays are dangerous. You may be the next one to get hurt. Follow the Golden Rule."

This is my idea of promoting safety. The Safety First movement is still in its infancy in the industrial world, and the fact that it is being handled by our Government is proof of its importance and usefulness. I am not informed as to who started the movement as it is going today, but I do know that it was taught long ago to each of us by our first Safety First teacher, our mothers, the most zealous teachers of safety first we ever had.

Safety First is composed of many essential factors, and in order to be a successful movement all these must be observed. One of the prime factors is self preservation, and as this is a

law of nature, it dates back centuries, and is observed even by the animals. Another factor is brotherly love, the essential quality that raises men above the plane of self preservation to the protection of others. On this and co-operation depends the success of our Safety First movement. Safety First as well as charity, begins at home. We must first of all practice Safety First before we preach it. We must also study it before we attempt to teach it. We should not condemn a corporation for existing dangerous conditions, while we are at the same time practicing carelessness. Our railroad company has given us the privilege without discrimination of sending in Safety First cards for the purpose of bringing before them existing dangerous conditions so that the same may be remedied or removed. This work is being handled by the company as rapidly as possible, but considering the number of cards sent in, and the expense resulting therefrom, this work will take considerable time, and, of course, the company is criticised by the employees, and many of these critics are not even doing their bit for the movement. To be successful in this work the promoters of Safety First must learn to interest their fellow workers in such a manner that they will make promoters of them also. Unfortunately, this is not always being done. Show a man that you are interested in his welfare and not knocking on him.

I believe with proper handling and co-operation we can improve conditions to such an extent that "Safety First" cards will no longer be needed.

# **"NO ACCIDENT MONTH" RESULTS.**

A statement of accidents for the first ten-day period of the "No Accident Month" campaign, shows a decrease of 62 per cent compared with the same period of last year.

For the ten-day period ending May 10, inclusive, the Eastern Division reports one accident, occurring on the 7th; the Central Division had one on the 3rd; the Southwestern reports eleven, only two days, the 4th and 8th, on which there were none. The Western Division reports a clean slate as does the St. Louis Terminal, Kansas City Terminal, West Shop Springfield, North Shop Springfield, South Shop and Reclamation Plant, New Freight Shop, Texas Lines, and the Sherman Shop. The Northern Division had five accidents during the period, the Southern three,

River & Cape two, Springfield Terminal five and Birmingham Terminal one.

The above are distributed as follows: Injuries to employes, 19; to passengers, 3; trespassers, 2, and non-trespassers, 2; trespassers killed, 2, and non-trespassers killed, 1.

## **SMILE—SMILE.**

Start the day with a smile, not with a frown. Smile on the world each morning and it will smile on you. Don't let the acid of ill-humor eat up your soul. If you start the day with blood in your eye and a scowl on your face, in addition to destroying your own happiness, you will spoil the pleasure of those unfortunate enough to be near you. The way to be happy and give happiness is to exchange smiles—not glares. Cultivate the smiling habit. It may come hard at first, but it is worth while. Every time you start to glower, smile instead. It will avail you more.—*Exchange.*

## **Thought for the Month**

Section foremen must have a copy of the time table of the division upon which they are employed with them on duty, understand its use, and know the time of all trains at the point of their work. They will see that each gang of workmen have the necessary signals always with them while at work, and that they understand the use of such signals. They must provide themselves with reliable watches and compare time daily, if practicable, with clocks at telegraph or telephone offices, or with conductor on the road.

Casualties among employes in train, yard, station, track, bridge, and shop service, April, 1919, compared with April, 1918:

Division	Trainmen		Switchmen		Stationmen		Trackmen		Bridgemen		Carmen		Shopmen		Other Employees		Total	
	1918	1919	1918	1919	1918	1919	1918	1919	1918	1919	1918	1919	1918	1919	1918	1919	1918	1919
Eastern.....	7	3	1	4	.....	.....	4	1	.....	.....	1	1	2	3	.....	.....	15	9
Central.....	3	16	.....	4	4	4	14	9	1	.....	1	.....	3	1	.....	1	18	35
Southwestern.....	10	12	4	1	.....	1	1	10	1	3	2	2	2	3	.....	.....	40	37
Western.....	1	7	1	2	.....	.....	1	5	14	.....	1	5	1	10	.....	.....	11	6
Northern.....	.....	11	9	1	3	3	12	9	24	5	.....	1	1	11	5	1	8	41
Southern.....	12	9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	42	44
River and Cape.....	2	1	.....	.....	1	.....	1	5	1	.....	.....	1	.....	2	1	2	7	9
St. Louis Terminal.....	.....	.....	.....	1	.....	2	.....	1	.....	.....	.....	1	.....	.....	1	1	3	6
Springfield Terminal.....	1	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	1	2	3	4
Kansas City Terminal.....	.....	1	1	8	.....	.....	.....	2	.....	.....	1	2	3	.....	.....	.....	6	10
West Shop.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2	.....	4	15	.....	.....	6	15
North Shop.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	3	3	2	.....	.....	4	5
South Shop and Reclaim Plant.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	.....	.....	.....	3	3
New Freight Shops.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	.....	1	2
Total.....	35	52	11	17	12	15	42	65	10	4	11	17	34	49	7	7	162	236
Increase.....	.....	.....	.....	.....	.....	.....	.....	.....	6	.....	.....	.....	.....	.....	.....	.....	.....	.....
Decrease.....	17	.....	6	.....	3	.....	23	.....	.....	6	.....	15	.....	.....	.....	.....	64	.....



### PERSONAL MENTION

B. F. Bowes has been appointed Assistant General Passenger Agent with headquarters at St. Louis, vice J. W. Nourse, assigned to other duties. The appointment was effective May 1.

J. W. Nourse, Assistant General Passenger Agent, has been appointed Passenger Assistant in the Regional Director's office at St. Louis.

J. L. Harvey has been appointed Assistant Master Mechanic, Northern Division, with headquarters at Monett, Mo., vice G. R. Wilcox promoted to Master Mechanic at Memphis, as announced in last issue.

W. F. Brandt has been appointed Roundhouse Foreman at Hugo, Okla., vice J. L. Harvey promoted, as noted above.

### MERITORIOUS SERVICE

H. D. Dietz, Section Foreman, St. Clair, Mo., on April 23 found nine-inch piece of broken wheel flange at west switch, St. Clair, and immediately reported same to dispatcher, who stopped train No. 33 at Anaconda and the car with broken wheel was set out. The section foreman's action probably forestalled an accident.

L. D. Carner, Brakeman, Springfield, is commended for his action, on April 28, in assisting in hand-firing engine No. 10, Lebanon to Springfield, when stoker became inoperative. This action made it possible to handle train without reducing and prevented delay in train and traffic involved.

### SPRINGFIELD

(C. E. Martin, F. C. Dept.)

Looking over last and best issue of the Family magazine, it looks like the women are doing most of the Family talking. But what could a poor mere man expect but they should do so. It is therefore with fear and trembling that I start a little family talking on my own part. The only way to keep the ladies from doing it all is just to out-talk them. Who ever heard of doing such a thing?

In scouting around the General Office Building, at every turn I bump into one of our family who has returned from a long visit, both long in time and distance. Oh, boy! but the boys are coming back! Wonder if it would not be a good scheme to remove a star

for each as he returns and leave the one star we have in our flag to grace the white field alone, our golden star for the one who won't come back?

How glad we all are to have them back, and did we not have to be merciful with white paper, we would try to mention all who come to fill the niche they vacated. There is Mess Sergeant Chas. N. Thompson, late of Co. E, 110th Supply Train, 35th Division, who returned to take up his work in the office of Mr. Higgins just recently. He says Otis Carter and Harry Fowler, two others of the family, were in the same company as he. We got a glimpse the other day of Chas. Soper, a new-old tar, and hear he will be at work in the Claim Office soon. Having mentioned the Mechanical Department, reminds me that W. J. Craig, President of the Springfield Clerks' Union, is in Cincinnati attending the National Convention of the Order. The convention met from the 13th to 17th, inclusive.

The conquering heroes came, saw, conquered and has "went," but they are precolating back. We refer to the grand welcome given the boys of the Ozark regions, May 3rd, when they stopped on their way to being mustered out at Camp Funston. Most everybody saw the big doings from start to finish and no small number of the Frisco Folk were in the parade. And oh! that Frisco Band! They did not have the bright, shiny uniforms—yet—but they had that tantalizing patriotic music. (The yet thrown in above to indicate the uniforms are forthcoming directly.)

No doubt, Ed, you will have a lot in the next issue about the Liberty Loan, with the real cold, actual figures. But aside from the cold and said actual figures, there was a lot of heat and fur flying around the General Office Building during said campaign which don't necessarily show in the figures. Of course, it had to be conceded to the autocrats and aristocrats on the third floor that they won, possibly in a walk, but the bottom floor is secretly rejoicing that they in the windup were not in the position the floor is in the building, that is in the cellar, so to speak. Just as they came around for the last half quarter with a steady but certain burst of speed they nosed past the wire a nose or two ahead of the second floor. Am I right or am I wrong, Mawruss? At any rate, latest statistics doped out showed the first floor's

# MURINE

FOR YOUR EYES

Have  
**Healthy,  
Strong  
Beautiful  
Eyes**

Oculists and Physicians used Murine Eye Remedy many years before it was offered as a Domestic Eye Medicine. Murine is Still Compounded by Our Physicians and Guaranteed by them as a Reliable Relief for Eyes that Need Care. Try it in your Eyes and in Baby's Eyes—No Smarting—Just Eye Comfort.

Twenty years of honorable success have firmly established Murine "In the World's Eye" as the "Standard of Eye Remedy Quality." Autoists—Golfers—Tourists—Mechanics—All—should have Murine handy by as First Aid in Emergencies.

Ask your Dealer for Murine—accept no Substitute, and if interested write for Book of the Eye Free.

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Chicago.



batting average a little ahead of the second and that that floor gets the booby prize, whatever that is. Walter Letsch works on that second floor. It must be awful, Walter, to be in the cellar.

Sure is nice to have a vacation, so sayeth Z. M. Dunbar, Gen. Supt. Office, having spent some time looking at the tall buildings in St. Louis and having Mrs. Z. M. D. show him the latest things in the way of ladies' clothing. Also, Robert Evans of the same office is where we envy him for the good time he should have, Flagstaff, Arizona, where he can get chummy with the San Francisco peaks that are a little different and send a little finer thrill than most mountains. While up on the fourth floor, learned R. M. Rawles and wife had spent the week-end at the old famous Eureka Springs—great place, also. And Flossie and Coila Melton also "took" an extended trip to Willard, not to fish for fish, but it is asserted Flossie nearly caught a beau. But we bet Mrs. Page Kelso is having the best time of any of the fourth floor folk, for her husband has returned from France and she is away teaching him to talk English after he has been with nothing but French so long.

You know, Ed, some wise dub said—at least they accused him of saying—that brevity was the soul of wit, and, honest, when I started this I intended it to be perfectly funny—it should be so brief. But now I see all the wit has been extracted, so I will just go on and spoil it all by making it longer. I merely want to tie this little bouquet onto the end. (This not for the Editor to read, but you folks out on the line.) Get me? Did you notice that column in last issue headed Brickbats and Bouquets? I say, did you? Well, did you see the Brick Bats? Nix; I guess he ditched the Brickbats into the Editor's Safety Valve—the Waste Basket. Nope, it is my opinion he was honest enough to publish the whole batch and there just wasn't any such animal as the B. Bats. Which leads me to remark before shutting up, so the ladies can do the rest of the talking, that most everyone that has been saying anything around these parts about our Frisco-MAN have been talking like they thought him a pretty decent man and getting "decenter" continually and already.

As Billy Shakey says, "What's in a name?" There's a lot, and all the folks on the Frisco seem more or less interested in the name that "Maggie" shall wear. Quite a lot of interest has been shown here relative to changing the name of the FRISCO-MAN, and here is hoping the best name wins.

Ed, we will let you hear from us again next month and tell you all the family gossip. We are glad to see so much interest among ourselves all over the system.

## CLAIM DEPARTMENT

W. A. Cripps comes to the O. S. & D. Department. He was formerly connected with the M. & N. A. at Harrison, Arkansas. Previous to that with the C. R. I. & P.

At last Carl Smith has decided Springfield



Pat.  
#-8-15

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venience and safety. They  
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**JOHNSTON &  
LAKIMER MFG. CO.**  
Desk 5      Wichita, Kansas





is a very decent place to live and has moved his furniture from Indianapolis. He was away several days, doing the strong-arm work of packing up.

R. C. Gilbert and wife have been visiting home folks at Piggott, Arkansas.

J. C. Highberger, another of those Texas boys, is our new Claim Investigator.

Has anyone heard Robt. Tisdale telling any fish stories since his vacation? Must have been something wrong with the fish biting.

Vida Whitsett and Lucy Whittenburg have returned from vacations spent in Arkansas and Iowa, respectively. Edna Whetstone is visiting in New York and Washington at the present time.

Gertrude Whittaker has been off three weeks on account of illness. She is now back to work.

### SPRINGFIELD Transportation Department (N. M. O'Brien)

Misses Anna Dunbar, Helen Deckert and Mary Lynch spent Sunday, May 4th, in St. Louis. They explained that looking at the high buildings and things caused the trouble with their necks. Well, maybe, but there was a soldier or two down there that Sunday.

The latest sensation in the dancing world is that Geo. B. Butts has learned to Shimmy. "Now, hain't that a sight?"

Maud Beard has a new beau, but folks hain't supposed to know, 'cause Carl still reads the FRISCO-MAN and she is likely to get her business all in a jam.

Mr. A. T. Silvers is spending his vacation in Cincinnati. More details about "things" when Albert returns.

Miss Sprohs gets a wire, gets all excited and rushes madly down to Lebanon, May 14th. Nobody known but the words allowed to guess.

Mr. John Quinn has returned from a vacation in Drew, Miss. He has not said a word, but he must have had a wonderful time—his wife was not with him.

Anyone who might be interested in a yellow-headed, brown-eyed blonde living in a brand-new bungalow out in the country, where there are good-looking porch swings and no electric lights, get in touch with Sallie Murphy.

If you have anything to say, say it quietly, 'cause Mr. Letsch objects to the noise. We can't decide if Walter's nerves are bad or if he is just a nice girl.

Miss Hallie Walsh entertained the members of her force at 1 o'clock dinner, May 3rd. Covers were laid for 12. Some very interesting pictures were taken but seem to have mysteriously disappeared. Everyone had a good time and the occasion proved very beneficial to Miss Dunbar, who learned the difference between table d'hote and a la carte and to eat with her fork before she started to New York, May 10th.

If a fellow has a pass to go to Joplin to see a pretty girl, has a date with a prettier girl in the home town, and then decides that the



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

*Thomas Edison*

## Edison is Right!!!

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

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

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

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

TEAR OUT HERE

### INTERNATIONAL CORRESPONDENCE SCHOOLS

BOX 8640, SCRANTON, PA.

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

- ☐ LOCOMOTIVE ENGINEER
- ☐ Locomotive Fireman
- ☐ Traveling Engineer
- ☐ Traveling Fireman
- ☐ Air Brake Inspector
- ☐ Air Brake Repairman
- ☐ Round House Foreman
- ☐ Trainmen and Carmen
- ☐ Railway Conductor
- ☐ MECHANICAL ENGINEER
- ☐ Mechanical Draftsman
- ☐ Machine Shop Practice
- ☐ Boiler Maker or Designer
- ☐ Stationary Engineer
- ☐ Gas Engine Operating
- ☐ CIVIL ENGINEER
- ☐ Surveying and Mapping
- ☐ R. K. Constructing
- ☐ Bridge Engineer
- ☐ ARCHITECT
- ☐ Architectural Draftsman
- ☐ Ship Draftsman
- ☐ Contractor and Builder
- ☐ Structural Engineer
- ☐ Concrete Builder

- ☐ TRAFFIC MANAGER
- ☐ BOOKKEEPER
- ☐ R. R. Agency Accounting
- ☐ R. R. Gen'l Office Acct'g
- ☐ Higher Accounting
- ☐ Stenographer and Typist
- ☐ Mathematics
- ☐ SALESMANSHIP
- ☐ ADVERTISING
- ☐ Railway Mail Clerk
- ☐ CIVIL SERVICE
- ☐ ELECTRICAL ENGINEER
- ☐ Electrician
- ☐ Electric Wiring
- ☐ Electric Lighting
- ☐ Electric Railways
- ☐ Telegraph Engineer
- ☐ Telephone Work
- ☐ WIRE FOREMAN OR ENGR
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- ☐ Auto Repairing
- ☐ Good English
- ☐ FRENCH
- ☐ AGRICULTURE
- ☐ Poultry Raising
- ☐ Spanish
- ☐ French
- ☐ Italian

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Occupation \_\_\_\_\_

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

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

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A MONTHLY INCOME

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of Detroit, Mich.

R. R. Dept., H. C. Conley, Supt.

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

THE BALDWIN  
LOCOMOTIVE WORKS

PHILADELPHIA, PA.

prettiest girl in St. Louis needs him, and all on the very same day, don't lie awake nights trying to arrange matters—just ask David Le-Bolt. It can be done; he got by with it.

If anyone has anything to sell, would suggest they interest Mr. Hoff in it. That man could sell celluloid in Hades, and then, after that, come back and say, "Don't you want to buy another bond?"

Miss A. B. Glenn, of Ada, Oklahoma, made a visit in Springfield recently. She noised around the Transportation Department some. We liked it—could stand a lot more.

Sister Hindman nearly chewed off my ear because her picture appeared in last month's FRISCO-MAN. Think she objected 'cause someone said it flattered her. The next one to appear will be taken in her bathing suit. YOU BE THE JUDGE.

Someone in the Transportation Department says that the other soldier in the picture with Robin DeRossett, which appeared in the May issue, was Ed F. Merritt, Company A, 12th Engineers, formerly with the Second Engineering District, Springfield, and is some "maughn."

Bertha says she has enough work 'N-everything to keep her warm without wearing a coat or sweater all the time.

Miss Freda House went to St. Louis to welcome home the 110 Supply Train. She says the BOY-S all looked fine and that she should rather see "THEM" smile than hear everyone else talk.

If anyone has a remedy for CRABISM, think it could be tried out effectively in the Typing Bureau, and the funny part of it is they are not all old maids, either.

Hain't it funny (just between me and you) that folks always want to know just how the other fellows play—just what the other fellow has to say. But believe me, there sure is—when I start to tell who is who and why. So after this don't look for something clever—'cause my subject will be the WEATHER.

### REGARDING SUPPLEMENT No. 7

The following is a letter from Mr. J. A. Franklin, Assistant Director, Division of Labor, U. S. Railroad Administration, to Mr. C. M. Wilson, of the Bureau of Operating Accounts, Springfield, replying to a petition sent in by Frisco employees for back pay under Supplement No. 7. The letter, which is self-explanatory, is published at the request of Mr. Wilson:

March 7, 1919.

File E-38-13.

Mr. C. M. Wilson,  
c/o Bureau of Operating Accounts,  
Springfield, Mo.

Dear Sir:

This will acknowledge receipt of protest dated Feb. 28, signed by employees of the St. Louis-San Francisco Railroad.

With reference to Paragraph (3) of General Order No. 8, to which you refer, this related to investigation that was being conducted on or about Feb. 21 by what is known

as the Railroad Wage Commission, the results of which investigation were embodied in General Order No. 27, which was retroactive and did apply to all classes of employes in the railroad service.

Paragraph (3), General Order No. 8, did not promise back pay under any subsequent wage orders. The reason Interpretation No. 1 to Supplement No. 7 quoted Paragraph (3) of General Order No. 8 was in order to elucidate the question of overtime, and limit the application of a punitive rate for overtime.

In conclusion, I can assure you definitely that it was not the intention of the Board of Railroad Wages and Working Conditions to make Supplement No. 7 retroactive; nor was that the thought of the Director General.

Yours truly,  
J. A. FRANKLIN.



FRANK BURK

Co. D, 314th Ammunition Train. Formerly assistant chief clerk, Merchandise Bureau, Springfield, now in Germany.

### ST. LOUIS Freight Traffic Department (L. Meyer, Chronicler.)

Friday came on a Tuesday for Al Bardgett when three of the fair sex thought it was fish day and visited Al in the office. Al was feeling awfully flattered until they explained that they were so flat that they could walk under a bed with a silk hat on without bending their knees, and so Al was compelled to amputate one bone from his pocket-book with a sigh and a kiss and bid it and the girls a fond adieu.

Whatcha think? Jimmy Friel, formerly of the Navy, signed up to become a lifelong member of the heroes that never won a fight when he promised to love, honor and support Miss Ward on May 1, 1919.

"High Tension Red" Thomas of the 110th

### SAVE SHINGLE ROOFS

Every dollar saved is a dollar made, so why not repair and paint those shingle roofs before it is too late?

It will take a very small amount to repair and put them in first-class condition, then a coat of Empire Paint will double the life of the roofs.

It is only necessary to remove the split shingles, the paint will straighten all of the shingles that are warped; and they will not warp again in the future. This will prevent blowing off also, as the shingles will hold down tight.

Sweep out the gutters and valleys and paint them also, as Empire Paint will give absolute protection against rust on metal for 5 years from date of application.

The life of composition roofing also can be renewed with one coat of Empire Paint, as it refills the fabric and makes the roofing as good as new.

Read the printed instructions which you can get from your General Foreman, or write to Empire Paint & Contracting Co., Birmingham, Alabama, and have them sent directly to you. —Adv.

### DEARBORN SERVICE.

Is just as important an aid to economical railway operation in this time of reconstruction as during the most strenuous months of the war period. The railways must use the best in every line of supplies, in order to maintain the standard of service required. Dearborn Water Treatment has proven its value and is now in use on more than 100 railways in the United States. A satisfied user is the best recommendation of the quality of the product.

Our organization of chemists and mechanical experts is at the service of the railways at all times in the solving of bad water problems.—Adv.

### CONCERNING MURINE.

Murine is said to allay irritation, caused by smoke, cinders, alkali, dust, strong winds, reflected sunlight and eye strain. It has been recommended for all eyes that need care. These suggestions will likely appeal to men in all branches of railway service. See the Murine Eye Remedy Co. advertisement in this issue and write for their Book of the Eye.

Supply Train is home after 12 months over there. Red is as lively and popular as ever.

"Pop" Hoyt, one of the original members of our department, left the service to engage in business for himself on the farm. We'd like to see some sleek station agent try to fool "Pop" on any rates when he starts to ship his stuff.

Miss Mable Hart returned to our department, much to the delight of the younger members of the force.

Mr. George Washington Michaels, the lady-killer of our force, has a new diamond ring. The anti-tobacco movement is causing Mike much worry, as cigarettes afford him such a wonderful opportunity for displaying the ring, and, also, he only needs 250,000 more coupons to receive a handsome mahogany piano, with inlaid strings and three-gear foot control.

### MEMPHIS

(Effie DeVue Yancey.)

Correspondent has been vacationing, and could not keep in touch with all happenings around Memphis shop. However, it is noted that our correspondent kept in touch with ONE Frisco employe during the vacation.

Have sad news for you Memphis employes, our good looking timekeeper is going to take a vacation, too. Alabama is the lucky state. There's a reason, someone has told her those Alabama boys certainly know how to make love to Tennessee girls. Shame on you, Tommie, Memphis shop boys have Alabama boys beat a country block. I know.

Private Robin A. DeRossett, formerly axle light foreman at Memphis, has returned to the U. S. A. after two years' service overseas. Gee, "Sky," but we are anxious to see you.

### A SOLDIERS' PRAYER

Our father, which art in Washington,  
Wilson be thy name.  
Our pay days come in a very small sum  
After our Liberty Bonds are paid;  
Give us this day our daily bread and beans  
And forgive those that prevent us from getting them.  
Keep us not for ever in the army  
But deliver us to our homes in God's country,  
For Christ Sake. Amen.

### THE RESULTS OF SAVING MONEY

Continued from page 32

other installments). Insurance pays a small return as an investment, but the "insurance" feature is valuable. A savings bank is ordinarily very safe, but pays a return of only 3 per cent or 3½ per cent.

7. Keep your money "working" constantly, retaining only enough for cur-

rent expenses to insure having an adequate working fund. If money can be started "working" each month as it is invested, it will compound more rapidly than provided for in the diagrams.

8. Do not speculate in oil, mining, etc., unless you already have a large income and can afford to lose the amount put into the speculation. Far more people lose than make in such speculations, even though they may think at the time that they have a "sure thing." The slow-but-sure method is generally the best in the long run.

### TWENTY YEARS AGO.

Ladies wore bustles.  
Operations were rare.  
Nobody had seen a silo.  
Nobody swatted the fly.  
Nobody had appendicitis.  
Nobody sprayed orchards.  
Nobody wore white shoes.  
Cream was five cents a pint.  
Cantaloupes were muskmelons.  
Milk shake was a favorite drink.  
You never heard of a "tin lizzie."  
Doctors wanted to see your tongue.  
The hired girl drew one-fifty a week.  
Farmers came to town for their mail.  
Nobody "listened in" on the telephone.  
Nobody cared about the price of gasoline.

You stuck tubes in your ears to hear a phonograph, and it cost a dime.—*Master Mason.*

### The United Iron Works Company,

manufacturers of varied lines of machinery and castings, appreciate thoroughly the opportunity of proving their services to the Southwest.

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KANSAS CITY, MO.

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Of New and Improved Patterns.

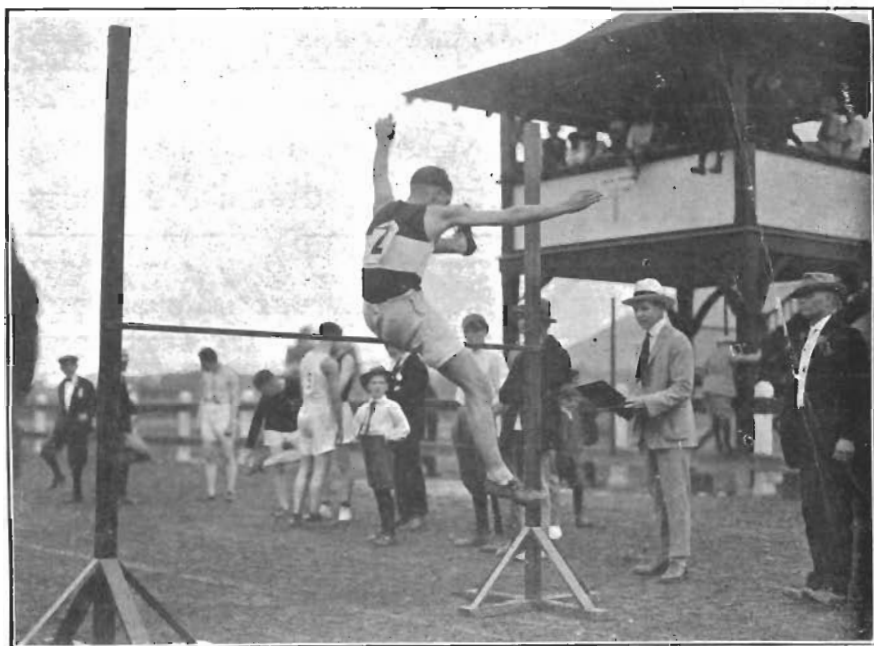
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Bridle Rods, &c.

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For piston rod and  
valve stem use only machine  
finished packing.

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NEW YORK :: CHICAGO

## Our "Big Family" at Play



Our workers enjoy clean sports at Ideal Park, Endicott, N. Y.

Situated on the banks of the Susquehanna River, Ideal Park has all the amusement features of the Johnson City playgrounds.

In addition, there is boating and bathing; baseball and football grounds; skating; a picnic ground with necessary equipment, including hot water; a race track and stables; dancing pavilion; club house; in fact, everything that contributes to outdoor enjoyment in both summer and winter. Band concerts a popular feature.

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EVERYWHERE

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