

The Frisco- Man



JANUARY 1918

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The following is a letter by President W. B. Biddle addressed to the St. Louis Globe-Democrat, congratulating that paper on its views on Government control of railroads, as expressed in an editorial which appeared in the edition of January 3, headed, "Maintain Railroad Organizations". This letter also brings out Mr. Biddle's view on the matter, and will, no doubt, be of interest to all Frisco employes.

St. Louis, January 4, 1918.

Editor of Globe-Democrat:

I have read the editorial in your paper of yesterday with a great deal of interest and desire to congratulate you on the very clear and fair-minded view taken of the change from individual to government direction of railroads.

I am particularly impressed with the suggestion that the present organization of the American railroads, built up through a long period of active effort through strenuous and difficult problems in the past, should not be disturbed at this time.

Naturally, with all railroads unified under government direction, with a guaranteed basis of earnings, solicitation of traffic will be unnecessary. Many vacancies created by enlistment and the first draft have already been filled from the ranks of the soliciting forces. The second draft will, without doubt, call many more railroad employes to the colors, thus making it possible to find employment for all.

It must not be forgotten by the public, and I am sure will not be overlooked by the government, that the employes of American railroads have secured employes' rights by long years of faithful and loyal service to their companies. Largely because of economic reasons this service has not received the recognition, in all cases, that it deserved, but at all times there has been a deep-seated feeling in the minds of railway executives that an obligation existed on the part of the railway companies to give continuous employment to the men who had served them faithfully. The government has long recognized the plan of civil service and we know that government employes are not released from employment because of changes in administration or temporary upheavals in organization. Again we have in effect pension plans on many of our larger systems, pension rights being based on continuous and faithful service. No fair-minded man will take the position that the rights of employes under this system should be cast aside and have years of service go for naught. If such rights were ignored at this time it would discredit the employers of labor and widen the breach between the employer and the employe.

While the railroads are united under the control of the director general of railroads, it does not seem to me that it is necessary, at this time, to decide on a wholesale release of employes simply because it is found wise to suspend present methods.

The policy of the Frisco company will be to respect the rights of all its employes and utilize their services to the best advantage in carrying out the plans and principles of operation laid down by the director general of railroads.

W. B. BIDDLE.



THE FRISCO-MAN

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Secretary Wm. G. McAdoo Assumes Control of Railroads

Appeals to All Railroad Employees.

IN pursuance of the proclamation of President Wilson at midnight of December 31, Secretary McAdoo of the Treasury, as Director General of the Railroads, took possession and assumed control of the railway systems of the country.

The Director General has ordered that all the officers, agents, and employes of the systems taken over may continue in the performance of their usual regular duties, reporting to the same officers and remaining on the same terms of employment. The usual reasonable notice is required for severance of employment.

The systems taken over are to be operated as a national system of transportation, the common and national needs to be held paramount to individual, corporate advantage. All the facilities of all the systems are to be fully utilized to

carry out the national purpose without regard to ownership.

Speed and efficiency are to be promoted by disregarding, when necessary, the designation of routes by shippers and traffic agreements between carriers, and by the establishment of through routes.

In assuming control of the railroads of the United States, the Director General realizes that his task is a stupendous one, and that he must have the co-operation of every railroad employe if maximum efficiency and results are obtained. This co-operation is sought in an appeal recently issued by Mr. McAdoo addressed to all railroad officers and employes, which reads as follows:

"The Government of the United States having assumed possession and control of the railroads for the period of the present war with Germany, it becomes

more than ever obligatory upon every officer and employe of the railroads to apply himself with unreserved energy and unquestioned loyalty to his work.

"The supreme interests of the nation have compelled the drafting of a great army of our best young men and sending them to the bloody fields of France to fight for the lives and liberties of those who stay at home. The sacrifices we are exacting of these noble American boys call to us who stay at home with an irresistible appeal to support them with our most unselfish labor and effort in the work we must do at home, if our armies are to save America from the serious dangers that confront her. Upon the railroads rest a grave responsibility for the success of the war. The railroads cannot be efficiently operated without the wholehearted and loyal support of every one in the service from the highest to the lowest.

"I earnestly appeal to you to apply



Are We Doing Our Share?

By G. R. Carson.

Since writing article for the December number the question has arisen in my mind as to whether or not we are all doing all we can not only to help the Frisco but our Government as well, and in thinking this matter over have come to the conclusion that we are not all doing our best.

In looking over the list of patriots from the roll in the Frisco-Man I find a great many men gone from the ranks of train-men and station forces, and it occurs to me now as never before, to take more than a casual interest in the inexperienced new beginners, and teach, teach, teach at every opportunity.

We are now taking on boys in the train and engine service from the age of eighteen years up, and with a little care mixed with patience on our part, these boys may become experienced railroad men in the years to come.

yourselves with new devotion and energy to your work, to keep trains moving on schedule time and to meet the demands upon the transportation lines, so that our soldiers and sailors may want for nothing which will enable them to fight the enemy to a standstill and win a glorious victory for united America.

"Every railroad officer and employe is now, in effect, in the service of the United States, and every officer and employe is just as important a factor in winning the war as the men in uniform who are fighting in the trenches.

"I am giving careful consideration to the problems of railroad employes, and every effort will be made to deal with these problems justly and fairly and at the earliest possible moment. There should be a new incentive to everyone in railroad service while under government direction to acquit himself with honor and credit to himself and to the country."

It is better to start them out right in the beginning than to start them out wrong with the expectation of correcting them later on. I think this is especially so while our country is at war and needs all the assistance we can give it in this hour. I point with pride to some of the men who are now conductors on this Division who were students of mine in days gone by, and they will agree with me that I did all I could in the way of instruction. Below are the names of some of these men, and whom I think have no superior.

C. Wagoner, F. Mertz, Frank Heaton, Claude Ballah, E. L. Monroe, Wm. Mertz, H. E. Jameson, J. I. Portorff, and some I have forgotten.

So let's put our shoulder to the wheel and help Uncle Sam by helping others.

The Blinds on the Horse's Bridle and Those on the Front End of a Locomotive.

By An Observer.

We can all remember of days past and gone, when we were out buggy riding with our best girl. When the old horse looked around on either side, how embarrassed we were to find he was not blinded by blinds on his bridle. The scenes he was privileged to see were not those we see "along the Frisco." Then again we are reminded that "horses carry tails."

The writer is using the above to illustrate the comparison of locating the classification lamps on the front end of a locomotive and the use of blinds on a horse's bridle. In the case of the latter it is used to prevent it from seeing behind, while in the former the lamps, or blinds, prevent the engine crew from having an unobstructed view ahead. It is absolutely necessary from a "Safety First" point of view, that the necessary equipment be placed so the engine crew can have a clear view of the track and right of way.

While we are discussing the location of signals, the question might be asked, are those in the drafting room and those who select the color of paints which are used on signals, cars, tool houses, water tanks, section houses and depots, qualified to

choose their position and colors? We think not. First, signals are located in such a way that they can not be plainly seen from the engine cab. Second, the color of red and its different shades as used on signals, etc. For example, red order boards are located so they are in direct line with red box cars on side tracks, or water tanks. Switch targets are located in a similar position. Automatic block signals are often located in direct line with other signals and other obstructions that prevent a clear view from the engine cab.

The above service has been bought and paid for. Why not be more efficient in locating signals and the color of paints for depots, etc. Red is a danger signal and should be used for that purpose only. Its intimate shades should not be used any place on the railroad where they are liable to conflict with other signals. It is evident that signals which are to be viewed from the engine cab, must be located from the same.

If there is any thing better than efficiency, it is more efficiency, and if there is any thing better than "Safety First," it is more "Safety First" along the lines the writer has mentioned.

Statistics show that there are few safer places than a railroad train. In 1916 railroads whose lines totaled 139,000 miles transported 60 per cent of the country's entire passenger business and 67 per cent of its entire freight business without losing a passenger in a train accident. The mileage controlled by these roads equals that of Germany, France, Austria-Hungary and Russia combined.



TWO MARLINS.

These young ladies are Mazie and Virginia Marlin, daughters of Fred Marlin, machinist helper at the North Shop, Springfield, and granddaughters of Ezra F. Marlin, who has been in Frisco service many years.

F. O. E. A. Meeting Postponed.

C. J. Stephenson, chairman of the Frisco Office Efficiency Association, under date of December 26, made the following announcement:

"Owing to the most unusual conditions which have prevailed, it was decided as advisable to postpone the regular meeting of the Association until sometime in January, exact date to be announced later.

"The delay on the part of the chairmen of the various committees in submitting report to the Executive Committee was to some extent responsible for the postponement. I am informed by the chairmen that the delay in submitting reports was occasioned by reason of late receipt of suggestions or recommendations from members. One chairman made special mention of the fact that very few suggestions or recommendations had been re-

ceived by his committee. I wish to impress upon all members the fact that the success of the Association depends absolutely upon the interest and enthusiasm manifested by individual members, as well as results accomplished by the membership as a whole.

"The Executive Committee appeals to the membership to bring about increased enthusiasm in the purposes of the Association, and to request that everyone do all they possibly can in this direction."

Katy Installs Frisco School Plan.

After watching the experiment of the Frisco in operating a training school for women in Springfield, the Missouri, Kansas and Texas has opened a similar school at Dallas. This school will be operated along the lines of the Frisco school, with a view to training women to take the places of men called to the colors.

The Frisco was the first road in the United States to establish such a school, and many railroads throughout the country have been watching the progress made by the Frisco institution. All branches of station work are being taught, and many students have been graduated, and are now holding various positions along the line.

Appointments and Changes.

H. B. Wilson was appointed Chief Dispatcher at Joplin, effective January 1, vice George Bailey, assigned to other duties.

G. L. Schneider was appointed Traveling Fireman, Southwestern Division, effective January 1, with headquarters at Sapulpa.

F. L. DeGroat was appointed Division Operator, Southwestern Division, effective December 15. Mr. DeGroat succeeds J. W. Cleary, assigned to other duties, and will have headquarters at Oklahoma City.

Effective January 1, G. H. Bennett was

appointed Auditor of the P. & G. N. with office at Paris, Texas, vice E. W. Summer-skill, resigned.

J. W. Hannum was appointed Super-intendent Birmingham Belt Railroad, effective January 1, vice H. W. Emrick, resigned.

Track constructed to serve Goodeagle Refining Company MP 161.5 Afton Sub-Division will be known as "Goodeagle."

New side track on Cherokee Sub-Division at Mile Post 400 will be known as Salsman.

New side track at Mile post 622 on Chickasha Sub-Division will be known as Odell.

On account of the ill health of his wife, J. E. Rosenbalm was granted leave of absence, commencing January 10. C. E.

Teeter will act as General Foreman B & B at Springfield, during his absence.

Coal Conservation.

W. B. McEvilly, Agent, Grandview, Mo.

There is a great waste of coal at nearly all of the Stations on the Frisco due to stoves not having dampers. The heat goes up the flue as well as the coal. A bucket of coal will last one hour in a stove without a damper, and from three to five hours and may be more, in a stove with a damper.

There is more heat derived from a stove with a damper than one without, so I believe the Company should see that every station is furnished with a damper and in a short time they will notice a decrease in future requisitions for station coal.

Roll of Honor.

W. I. VICK, brakeman on train 745, pulling out of Jenson, December 13, discovered lower arch bar broken on car loaded with flour. He stopped the train and placed car to rip track for repairs.

J. E. TUCKER, brakeman on train 1st 735 December 22, volunteered to fire engine from Monett to Winslow, when fireman gave up engine.

L. L. O'DELL, conductor, **W. E. ROBINSON**, brakeman, and **E. L. PRUITT**, switchman, did excellent work in re-railing engine 981, December 13, under difficult conditions due to blizzard.

J. W. FITZJOHN, engineer extra 989, December 17, is to be commended for his action in keeping train moving when inexperienced fireman gave up engine. This man fired the engine from Fayette Junction over Brentwood hill, without reducing train and without doubling, thereby avoiding a very serious delay.

EARL COLVIN, switchman on train No. 10, December 10, coaled engine at Newburg, when round house man failed to appear, thus avoiding delay. His action

was very patriotic and commendable.

FRED HAMILTON, conductor, while passing switch to coal chute at Newburg, December 12, noticed that switch had been run through, and promptly flagged No. 9, which was approaching, very likely preventing a derailment.

C. M. HAWLEY, engineer, **GEORGE MILLER** and **J. M. McCLAIN**, brakemen, and **B. S. CAHA**, fireman, stopped train and put out fire in a field which had been set on fire by passenger train, October 20.

C. F. CLARK, conductor, **G. W. SAUNIER**, engineer, **H. R. VANCE**, fireman, **W. E. STRINGER**, **L. A. HAWKINS**, and **G. C. TRIBBLE**, brakemen, put forth extraordinary effort in loading a wheel which had fallen from car in train 647 near Perry, Okla., September 11.

B. FOX, conductor and **R. M. SHAW**, brakeman on freight pulling out of Winfield, Kansas, January 6, noticed unusual noise. Investigation showed that car S. & M. 73643 had broken arch bar. Car was set out, probably avoiding a serious accident and delay.

First Frisco Man to Die in the Service of U. S.

Andrew A. Aubuchon, 26 years old, of Company F, 12th U. S. Engineers, formerly a fireman on the Frisco out of Chaffee, was killed in accident December 22, with his regiment in France.

Mr. Aubuchon is the first Frisco employe who has given his life in the service of his country. He was born at Lawrenston, Mo., June 11, 1891, and was reared at Bonne Terre, Mo. For a time he was employed in the lead mines at that place, and on February 5, 1911, entered the service of the Frisco as fireman on the River & Cape Division, where he remained until June 25, 1917, when he enlisted with the 12th Engineers, and sailed for France about July 26.



Mr. Aubuchon is survived by his mother and father, Mr. and Mrs. T. F.

Aubuchon of Chaffee, also three brothers and three sisters. The surviving brothers are A. W. and F. G., Frisco engineers at Chaffee, and L. J., a brakeman at Chaffee. His sisters are Miss Veronica Aubuchon, and Mrs. C. H. Rongey of Chaffee, and Mrs. G. T. Pence of Portland, Oregon. The deceased was a member of the B. of L. F. & E., Lodge No. 569, Chaffee. Funeral services were held at the St. Ambrose Catho-

lic Church at Chaffee, December 29, conducted by the Rev. Father J. M. Clooney.

The Frisco family shares the loss with the relatives, and extends to them its sincere sympathy.

“Frisco Came Through O. K.” Says U. S. Officer.

That the Frisco gives service that serves and satisfies, even in these strenuous times, is emphasized in an incident related by J. M. Flanigan, Superintendent of Terminals at Kansas City. The fact that this bit of praise came from a U. S. soldier makes the assertion even stronger, for their ability to recognize service when they see it, since they are amply qualified to judge due to their recent extensive travels over the railroads of the United States, all will agree.

As Mr. Flanigan puts it, “We recently received from the Rock Island three sections of the Engineers for movement down our line.

“The first section of this train arrived here about 5 p. m., and Colonel, who was in charge, requested us to hold the train until 10 p. m., which was granted. The Colonel came into the office and

stated that previous arrangements had been made to furnish the first section with a dining car out of Springfield. He was informed that we would arrange for this service. He made the remark that he did not think it would be necessary, as by leaving Kansas City at 10 p. m. there was no question in his mind but what he would take breakfast about 75 miles north of Springfield, although it might be well to line up the dining car so they could have dinner at Springfield.

“C. D. Toler, Assistant Superintendent at Fort Scott, who was going to ride this train, was in the office at the time, and stated to the Colonel that he would have him in Springfield in time for breakfast. The Colonel treated this as quite a joke and stated he would wager \$1 that he would take breakfast several miles this side of Springfield. The wager was made

and the following letter from Colonel is the result.

Mr. Flanigan: Will you kindly hand the enclosed to our esteemed friend who gave us the good run. I was asleep when we went through Springfield at about 6:30 a. m., and when I lined up for breakfast at about 8:30 a. m. the diner was

with us. The Frisco System came through O. K. Yours, Col. J. J. M.'

"I might add," says Mr. Flanigan, "that this train left the Union Station at 10:10 p. m., or just as soon as all the men were aboard, arrived at Springfield 6:30 a. m., and out of Springfield at 6:58 a. m."



Letters From Our Soldiers.

The following is a letter from Alfred L. Bardgett, formerly of the Freight Traffic Department at St. Louis, and who is now in training at Camp Doniphan, Okla.

Camp Doniphan, Okla., Jan. 3, 1918.

Editor Frisco-Man:

It has been a long time since I saw a copy of "The Frisco-Man" and having nothing to do this evening, it might be a good idea to write you a few things concerning this camp for the benefit of the Frisco employees.

I enlisted May 13, 1916, at St. Louis in the old 1st Missouri Infantry and served on the Mexican Border under Captain (now Major) Carmack. When the call again came in March, I served at the water works at Baden and then at Maxwellton Park, also at Flat River in August. At that time we, that is Company "I" and "E" relieved Battery "A" there. In September we went to Nevada and from there to Camp Doniphan. In October I was transferred to the Ordnance Department and am serving as Corporal.

I have met quite a few Frisco boys here: J. F. Foshage, Frank Gissler, W. B. Thomas, W. Hartman, W. Norton and J. Lane—all Frisco men.

The Ordnance Department is called the "Army behind the Army," because we furnish all fighting equipment to the army. It is quite interesting work as we handle machine guns of all kinds, 3-inch cannon and 4.7 and 6-inch guns, also gas masks, steel helmets, fencing bayonets and 38 and 45 caliber pistols. We also have 3-inch shells and 3-inch shrapnel.

There are 85 men in this Department or Company. We are quartered in tents, six men to the tent. These tents are half way boarded and have sibley stoves. Each tent is allowed one cord of wood per month, and we easily use that, and lots more.

For sanitary reasons, we have to take the canvas tops off nearly every week and they stay off for six hours. We have all the comforts of home, electric lights, hot and cold water. Tent inspection every Saturday at 1 o'clock.

Have regular Frisco hours, half day off on Saturday. Although we don't make much money, we have a good time.

Would appreciate it if you will send me a copy of The Frisco-Man regularly.

Best regards and wishes to the Frisco and the "Frisco-Man".

ALFRED L. BARDGETT.

Below is copy of letter from Guy Taylor, former ticket clerk at Fort Scott, and now with the Railway Engineers "Somewhere in France." This letter was ad-

ressed to Mr. E. E. Dix, agent at Fort Scott, and has been forwarded to The Frisco-Man for publication.

December 6, 1917.

My Dear Mr. Dix:

We were somewhat disappointed when our turkeys did not arrive in time for Thanksgiving—same did not reach here until the following Tuesday. However, the day was observed with us and all that was possible were relieved from work. Tuesday for dinner we certainly had a feast—turkey with dressing, cranberries, sweet potatoes, figs, butter, bread and coffee. Can you imagine such a spread out here in what I might say a God-forsaken country? Believe me, Uncle Sam is a dear old man. He has given me more clothes than I ever had before at one time in my whole life. Ha! ha!

Jerry must have thought our Thanksgiving came on Friday this year, on account he remembered us that day with about a dozen H. E. (high explosive) shells. One came within 300 feet of our hut, two nearly as close; in fact they all came close enough to suit me. Makes one a bit nervous from the time you hear them coming (perhaps 30 seconds) until they light; then it's all over. It's fine sport when you get used to it, but that's the trouble. The Tommy who has been here three years will frankly admit he has not gotten used to them yet. This is about the wickedest thing Fritz has.

We are equipped with the latest helmets for his gas shells, or his cloud gas, same is carried with us wherever we go, and in case the "Gas alert" signal is given, carry them in position so we can put them on in six seconds. Also equipped with a steel helmet (tin hat) for shrapnel, which gives you a possible chance for only a slight injury, or a "blighty"—but oh, you H. E.

I stated in my last letter that we were having it easier than the "other kind of chaps," which is true. However, we stand ready to meet any emergency that might exist. Just the other day we received word that the enemy was likely to make an attack on a weak point (considered weak to the size of the army he had behind him) before the British could bring up their reinforcements. Orders were given to make our blanket rolls immediately, ammunition was issued us and for 36 hours we were prepared to leave—under heavy marching orders, with emergency rations for a day—on ten minutes' notice, and take a position in the reserve line trenches.

Fritz must have had a hunch that we were coming. Ha! ha! Any ways, thanks to fate, it did not happen. This was the first time I was proud of my old souvenir (rifle). I thought to myself: "Now, if I could only get four Huns to my credit, then two for you, two for John and two for Tommy Cooper, let come what may, I'm ready."

The Frisco-Man

By the way, I should hear from Tom on the strength of this; but no joking, it would surprise you how cool the boys took it. I made special note of this and you can't tell me that Sammy has not got the same spirit his forefathers had. At any rate I would gamble he would run them a close second.

Tell Mr. Ryan I see his nephews quite often, as they are camped with us right now. They are enjoying good health and are certainly fine boys. Also many thanks for the treat. I suppose it would be very intelligent information for him to say: "They have moved from where they were to where they are now," etc.

I have mailed you some Paris newspapers and also John some post cards, and hope they will reach you in due time. Sincerely yours.

GUY.

The Frisco-Man is in receipt of the following letter from James C. Lee, a former Frisco employe at Kansas City, which may be of interest to other employes.

Somewhere in France, 12-13-17.

The Frisco-Man:

By request of some Frisco employes, I am writing a few lines for the benefit of the boys "back home." We are members of the Twelfth Engineers, organized in St. Louis, and have been here for some time operating light railways, handling rations, supplies and ammunition to the front. Fritz makes things exciting at times, but

we don't mind that. The huts we live in are as comfortable as can be expected, and we eat "hard tack" and "bully beef" like old timers.

We don't get to see much of the bright lights, except that of artillery and star shells at night, but I don't think there is a man willing to return until victory is ours. The old timers of the link and pin day have nothing on us, but we get supplies on good time, we are anxious to get Fritz's iron rations to him on time. It takes a good bit of work and noise to get them to him, but we don't want to neglect him, you know.

At the beginning of the war the German wanted a "place in the sun," so they said. "I don't see why they want to stay here if that is all they want." No one that has never been out here can realize the tremendous amount of material and men it takes to carry on a war of this kind. We keep busy all the time. The time goes fast, and we are hoping this time next year will see us back on native soil and the Germans back on the other side of the Rhine, making kraut instead of ammunition.

While I write this the hut rattles every few seconds, and its not from wind either. We are used to that by this time.

We are just doing railway work, but are always ready to fight, just as the occasion demands.

Well as it is late and the bugler will soon call "Taps," a call we all like to hear after a busy day and I better get ready for it. I send my best regards to the Frisco—there are many Frisco employes with us, both from St. Louis and Kansas City.

JAMES C. LEE.



Howard P. Harding, formerly statistical clerk Auditing Department, now with Hospital Corps in France.

Fred A. White, formerly bag-gageman on Rich Hill Branch, now in training at Camp Doni-phan.



James H. Coke, formerly Frisco fireman out of Memphis, now Air Pilot in 126th Aero Squadron.

Have You Helped?

In the December issue of *The Frisco-Man* a special appeal was made for subscriptions to the **Frisco Soldiers' Tobacco Fund**, which fund is to be used to buy "SMOKES" and other little luxuries that the Government does not furnish, for the boys now in the service of Uncle Sam.

To date a good showing has been made, a full report of which will be given in the next issue, however it is desired that all Frisco employes be given an opportunity to subscribe to this fund, therefore it will be kept open for an indefinite period.

It is felt that once this fund is given due publicity among the employes, subscriptions will be forthcoming sufficient to supply the "makin's" to the boys "out there."

Remember, almost one thousand of our former fellow employes, and hundreds of thousands of other boys have joined the colors. "Out there" it is practically impossible to obtain tobacco and other luxuries, so it is up to us to supply them.

We want to send these boys all the tobacco they can use, and we want every one of you to help pay for it.

L. O. Williams has been appointed Treasurer of this fund, all donations to which will be acknowledged in the next issue of *The Frisco-Man*.

Any amount is appreciated. Make all checks or money orders payable to

L. O. WILLIAMS, Treasurer,
Room 912 Frisco Bldg., **St. Louis, Mo.**



Freight Claim Pointers.

By J. L. McCormack, *Traveling Adjuster.*

When the movement to reduce claims was started, it was a business proposition and the Company asked of its employes no more than it had a right to ask and expect, a condition existed which was causing an expenditure that could be and was materially reduced, the result could be and was estimated and determined in dollars and cents, the saving meant profit, profit meant dividend, and dividend money for the stockholders and investor. In other words, it was a dollars and cents proposition, which after all was the only object of all business at that time.

Conditions, however, have changed in so short a time that when we reflect upon it we can scarcely comprehend its meaning. Our country, yes, practically the whole world, has become involved in a war, the greatest and most disastrous of all wars. More than seven hundred and fifty employes of the Frisco have left the engine, cab and cabooses, the yard, station, shops and offices, to do and perhaps to die for eternal right. Many times that number are preparing to and will go. One troop train after another is being rushed over the main lines, some taking the boys from their homes and places of enlistment to the Army Schools and Cantonments, others are carrying them from the Schools and Cantonments to the Seaboard where they are embarking for the Battle Fields and Trenches of war stricken Europe.

How long the war will last no one can tell, how soon the call will come for us to go no one can say. All that can be said is that two mighty forces or theories of government so diametrically opposite, that both cannot survive, are at war. Democracy and Militarism can never become reconciled and the war will continue until right triumphs and the last

vestige of Militarism is crushed to the earth to rise no more.

Soldiers and munitions of war alone will not win the war. Our armies must be clothed and fed as well as armed, not only our own armies but those of our associates in the war and their dependents and families too must be clothed and fed. The war has devastated their countries and they look to us to supply them. Therefore, in order to meet the obligation that is placed upon us, it becomes necessary to sacrifice and conserve.

The enormous funds raised by subscriptions for the Red Cross and Army Y. M. C. A., the generous subscription for Liberty Bonds, and the voluntary establishment of Wheatless and Meatless days demonstrate how nobly the American people have responded to the agonized cry of Freedom to prevent her assassination.

Therefore, while claim prevention, which after all is nothing but conservation, was always a duty, it should now be a religion, the real value of food stuffs and raiment is no longer a matter of dollars and cents but one of human life and perhaps of National existence. Therefore, we appeal to you all in a spirit of earnestness and patriotism to work with redoubled vigor and determination to protect and conserve. Think when you are preparing a car for loading with flour that a protruding nail which one stroke of a hammer would remove, will perhaps result in a loss of one-half or more of a sack of flour, that it is not the money alone that the Company will have to pay for it that is lost, but that our Country's and our associates' in the war resources are reduced just that much.

Remember when inspecting a car for live stock loading that a defective door or hole in the floor may result in the loss or death of one or more head, that a pro-

truding nail may cause the death of a horse or mule being shipped to the Government for cavalry or artillery use, that the payment of the resulting claim may appease and satisfy the shipper but that it cannot restore to our Country's resources that which it had taken from it.

See that stock cars are properly bedded, that the stock in mixed loads are properly separated and partitioned, that a partition in exact accordance with the provisions of the live stock contract is installed by the shipper. Do not permit cars to be overloaded, even though the shipper agrees to assume the loss or damage resulting therefrom.

For the same reason, enginemen and trainmen should use every possible effort to prevent striking live stock upon the right-of-way, and when it does happen, which it will sometimes, remember section foremen and men that the price is higher and leather more scarce than ever before known. The day may be cold and your fingers may ache with pain while skinning the animal, but the hide will make the leather which is needed for boots, shoes and leggins, gun straps, saddlery and harness, all of which are necessary to help win the war.

Remember agents and warehousemen that a rat or a mouse can destroy enough food stuff in one night to save a human life in Belgium, that perhaps had you gone over the platform or through the freight house the evening before and placed the sacks or packages susceptible to damage by rats and mice upon the top of goods that could not be damaged in that manner, or had secured a mouse or rat trap or poison, that loss could have been prevented.

There are so many ways in which losses can be prevented and property conserved that it is impossible to enumerate or even conceive of but a few. The only suggestion that we can offer is to resolve firmly and promise yourself that you will put forth every possible effort to prevent the

loss or destruction of property from any act of commission or omission on your part, and that you will use your influence towards others to make themselves the same promise, keeping in mind the first paragraphs of Mr. Biddle's letter appearing in the last issue of the Frisco-Man:

"Our Railroad like all others is operating under great disadvantages. We feel keenly our obligations to give the best possible service to our country and to the public.

"There are many things that we can do aside from the performances of our regular duties."

And, when it happens that we are called upon by our Superiors in Authority, or through a realization of the circumstances making it necessary to do things outside of our regular duties, let us do them because they are necessary and it is right that we should. Let's do them without feeling of resentment or hope of personal reward. In these turbulent and troublesome times we should be willing to do more than our share, and the satisfaction of knowing that we have done our duty should be sufficient reward. Whether we shall do much or little for our country and our Allies may depend upon circumstances and opportunity, but we can all make a conscientious effort, and no matter how small the benefit from the service rendered, it will help.



The -----Less Days.

Submitted by M. J. Kinneburg, Afton.

My Tuesdays are meatless,
My Wednesdays are wheatless,
I'm getting more eatless each day;
My home it is heatless,
My bed it is sheetless,
They are all sent to the Y. M. C. A.

The bar-rooms are treatless,
My coffee is sweetless,
Each day I get poorer and wiser;
My stockings are feetless,
My trousers are seatless;
My God! how I do hate the Kaiser.

Mail, Baggage and Express.

Baggage and Mail Service.

By H. T. Mason, Mgr. Mail Traffic, Gen. Baggage Agent.

Arrangements have been made for distribution of THE FRISCO-MAN to train baggagemen as the magazine is issued. A sufficient number of copies will be sent the depot Agent Express Company at St. Louis, Kansas City, Ft. Scott, Springfield, Alton, Monett, Aurora, Rogers, Fayetteville, Ft. Smith, Hugo, Salem, Cape Girardeau, Hayti, and to Messrs. J. B. Christensen at Oklahoma City and H. C. Tubb at Memphis.

The magazine is a news disseminator to the Frisco family of the doings of the Frisco family as well as other interesting news. It is full of interest from cover to cover. Be sure you get and read your copy. It is supplied gratis and we trust you will be interested in the reading.

BAGGAGE.

Lost, damaged and astray baggage is increasing, consequently an increase in claims and payment of claims and we are experiencing endless difficulty in tracing due principally to failure to make and keep proper records. Don't neglect this important feature. Supply all of the information called for on all the forms as well as on baggage checks and above all place the check on the right baggage and take every precaution to prevent crossing of checks. Appreciate the value or liability of the Company for each check issued. They are worth practically \$75.00 and \$150.00 each, as they may cover baggage checked on one-half or full fare. Good station and train baggage records are invaluable to the Company and saves money. Take the time to get a good record of everything checked. The employe that has good records and can swear by them is the kind of man the Company wants to keep on the payroll and he is sure to progress.

Plain, legible writing on baggage checks gladdens the eye of every one due to

handle and prevents costly errors—it is of equal importance to the address you put on your mail and is for the same purpose. Waybill your baggage to the train and waybill baggage from the train and get a signature. Both station and train baggagemen should check these waybills after train has left the station and if any errors discovered take prompt and proper action as per general instructions.

The baggage thief is evidently abroad in the land. All interested must guard baggage closely and try to make baggage stealing an unprofitable calling on Frisco Lines.

It is urged that a more conscientious effort be made toward the securing of baggage revenue. We are hauling a large amount of excess weight baggage under non-revenue checks. During a short period 123 pieces of baggage, totaling in excess weight over the free allowance 5,300 pounds, went into or through St. Louis and Kansas City without any revenue collected or assessed, and this baggage was all checked at Frisco stations.

Help the new man at the station and don't leave him to work out his own salvation through the errors he makes—start him right and you double his value to yourself and the Company.

R. R. B. MAIL.

We get a bouquet now and then in the shape of favorable comment on the R. R. B. Mail service on Frisco Lines and it is noted with a sense of appreciation the interest taken in handling this mail by a number of stations and train baggagemen. It is a very important and interesting factor in railroad business. We are striving towards increased efficiency but it cannot be secured unless each and everyone puts the heart as well as the hand into the work. Our R. R. B. Mail service

should be as efficient on this railroad as the service of the Post Office Department as each and every employe has an interest in every piece of mail to be handled. It is desired that information be given wherever inefficiency is noted or the service can be improved.



West Plains Prohibits Trespassing.

One by one the towns and cities on the Frisco are coming to realize the dangers of trespassing on the rights-of-way of railroads, and are passing ordinances prohibiting this evil. The latest city to get in line is West Plains, Mo. This ordinance, as passed by the Commissioners of West Plains makes it a misdemeanor for any person, unless authorized, to trespass upon the private right-of-way of any steam railway within the corporate limits of that city.

The Ordinance reads:

Section 1. It is hereby declared unlawful for any person to trespass upon the private right-of-way of any steam railway within the corporate limits of the city of West Plains, except where such right of way crosses a public highway of the city of West Plains.

Section 2. Any person violating the provisions of Section 1 of this ordinance shall be deemed guilty of a misdemeanor and upon conviction in the Municipal Court shall be punished by a fine not to exceed one hundred dollars or by imprisonment in the city jail for not more than sixty days.

Section 3. This ordinance shall go into force and effect from and after its passage, an emergency existing within the meaning of the law governing cities of the Second Class, this ordinance being necessary for the immediate preservation of the public safety.

Sometime ago the City Council of Springfield passed a similar ordinance. These ordinances are probably the result of the thorough Safety First policies of the Frisco. We hope others will follow the lead of these wide awake cities.



The best Safety device is a careful man.



LOOSE HAND HOLDS.

Many trainmen and switchmen falling from cars by reason of loose hand hold have sustained serious injuries, and the accompanying photograph shows in what a dangerous position a man can be placed by having hand hold give away. In order to avoid accidents of this kind carmen should be careful in making a thorough inspection of all hand holds and train or switchmen who find these hand holds loose should tag them so as to avoid possibility of some other employe being injured because he did not notice it and should also report such defect immediately to proper person for remedy.

FRISCO WOMEN'S SAFETY LEAGUE

Nova Stuart Woodside
SUPERVISOR

810 Woodruff Building
SPRINGFIELD, MISSOURI



Two Triple Alliances.

CAREFULNESS
SAFETY
HAPPINESS

CARELESSNESS
INJURY
GLOOM

ON WHICH SIDE ARE YOU?

On which side were you in 1917? Which alliance is yours for 1918? We sometimes say we do not belong to Frisco Women's Safety League. Stop and consider, we do belong if father, brother or husband receives a pay check from the Frisco and anyone can co-operate in the cause for Safety First if only a neighbor of employes.

At a recent joint meeting of a large number of railroads at Chicago a comparison of accidents during 1917 compared with 1916 indicated that the Frisco record was equaled by none. Who has won that honor? How much did we assist in the work of bringing about the reward of which every woman is proud? Let's band together and do team work with heart, hand and head in the largest conception of Safety First and Safety Last.

Women of the Frisco family what are you thinking about our new merit passes? I know you are all so pleased you are wondering how to make your best thank-you bow.

The Superintendent of Safety is asking that all Division Superintendents send in suggestions as to a good substitute for our recent Safety First passes. The Supervisor of Safety asks for fifty good suggestions from the League women during January. This is an excellent opportunity for Frisco women to go on record as progressive, wide-awake, up-to-date citizens of America.

Thayer's December 3, Safety meeting was called to order by the efficient President, Mrs. Phil Trusler, and the following program arranged by Mrs. C. Frommel was the most patriotic of all yet rendered by the Leagues:

America.
Psalm.
"Children's salute," introducing Supt. J. A. Hylton's address, "What a Patriot Is."
Vocal solo—Mrs. A. Marcia.
Safety First in Patriotism—Miss Nova Woodside.
Safety First on Colds—Mrs. F. Bauer.
Red Cross in Oregon County Today—Mrs. C. E. Davis.
Reading—"A Friendly Visit"—Mrs. Trusler.
Allegiance to Flag—League.

Springfield League met in Heer's auditorium December 7, with Mrs. Dailey presiding in the absence of the President and Vice-President. Mrs. Swindler's good address on "Loyalty," was the only part of a well prepared program not blown away by the blizzard. Conservation of Frisco railroad ties and worn out furniture was urged by members to help relieve the fuel situation.

Mrs. Bear held the mid-month social meeting at her home December 21, for the purpose of open discussions and to promote sociability among the League members.

Oklahoma City League met at the home of Inspector Morrison, where a small crowd planned and discussed the future work during a low pressure of gas and high pressure of cold weather.

Memphis held her mid-month social meeting at the home of Mrs. Fazzi, December 11, in place of the regular meeting at Grand Central Station because the regular time fell on Christmas Day. Knitting and sewing were the order for the day and such days should count for much in the grand total of work.

Newburg lined up in the good cause December 12, in her usual excellent way in organizations. Miss Haas, Red Cross

Field Secretary was given a place on the program and greatly assisted the Supervisor in interesting the Newburg ladies in all of the phases of world's work at hand. This town has a reputation with federated clubs in doing among the best, so much is expected from Newburg all along the Frisco. Officers are as follows:

President, Mrs. J. A. Harpe; Vice-President Mrs. J. J. Shaw; Secretary, Mrs. A. E. Canary; Treasurer, Mrs. Chas. Ray; Press Reporter, Mrs. E. E. Higby; Program Committee, Mrs. Henry Fisher, Mrs. Ed. Fuller, Mrs. J. J. Freeman; Relief Committee, Mrs. J. J. Swift, Mrs. P. D. Hawkins; Membership Committee, Mrs. E. E. Kingdom, Mrs. Frank Fulton, Mrs. C. Wilkenlough.

St. Louis League met as usual at Tower Grove station with the President in the chair and the acting Secretary, Miss McGuigan, turning off the usual routine of business.

Mrs. Riggs seemed oppressed with the great responsibilities assumed by the St. Louis League's big enrollment and small membership of workers. She needs encouragement and co-operation from the fine body of St. Louis women who have comprised such a strong League as to be looked up to by Leagues all along the line.

Chaffee reorganized December 14, in Supt. C. H. Claiborne's office with glowing prospects for future work.

The bright intelligent faces of officers certainly bespeaks a prosperous League of good quality in Chaffee. Officers:

President, Mrs. Sarius; Vice-President, Mrs. Lippard; Secretary, Mrs. A. M. Townsend; Treasurer, Mrs. Loyd; Press Reporter, Mrs. Thackery; Membership, Mrs. Frazier; Relief, Mrs. C. H. Claiborne; Program, Mrs. M. R. Stokes.

Fort Scott League met with the President Mrs. Harry Hanes, December 17, with a goodly number of enthusiastic Leaguers in their places. At the close of an interesting program and open discussion the flag salute was adopted, as was the prayer for the boys at the front. Prayer:

"God save our noble men,
Send them home again,
God save our men.
Keep them victorious,
Patient and chivalrous,
They are so dear to us,
God save our men."



C. C. GORSUCH.

This young man has been appointed Safety Inspector, effective January 1, succeeding P. H. Hamilton, who was appointed Roadmaster on the Southwestern Division.

Monett's regular meeting was December 21, but the ladies were so engrossed with the wonderful work they were doing on the Red Cross Christmas drive the Supervisor did individual work with the members and was glad to give up the meeting at the Y. M. C. A. for anything so vital to the League's interest.

Ft. Smith has called for an election of officers early in January. **Memphis** will also elect officers in January.

Hugo, Amory and **Jonesboro** did not hold their regular meetings because the dates were so near to Christmas Day it was practical to postpone the work to the January meetings.

The Supervisor sent out December 25, a personal greeting to each League, either through the President or Secretary and mentioned date of January meeting and twenty or twenty-five of the faithful workers at each town are expected to greet the Supervisor on her itinerary of January, 1918, with renewed energy and wonderful purpose for the New Year.

Mrs. Walter Holmes, nee Rose Boughnow, wife of engineer Holmes departed this life December 11, 1917, at her home in Thayer. The Boughnow family have been honorable and worthy members of the Frisco family since the railroad was built from Springfield to Memphis and lost a workman worthy of his hire when the father, Mr. Harve Boughnow died November 11, 1917, one month preceding the daughter.

In the death of Mrs. Holmes the Thayer Safety League lost one of her most precious members and the community a valuable citizen. Rose was a joy and a pleasure to her family, teachers and companions from birth until death and the little bereaved daughter can find no better pattern for her daily walk through life.

Bridge Carpenter J. E. Shipman's seventeen year old son, Dale Shipman, of West Plains, met with a painful accident during

the big snow of December, when seven people were seriously injured while coasting. Dale's left leg was broken in three places and was amputated below the knee.

The latest addition to our Reciprocity Bureau is a paper on France by Mrs. Alice Higby of Newburg. We are anxious for copies of any good papers written by our League members pertaining to our work.

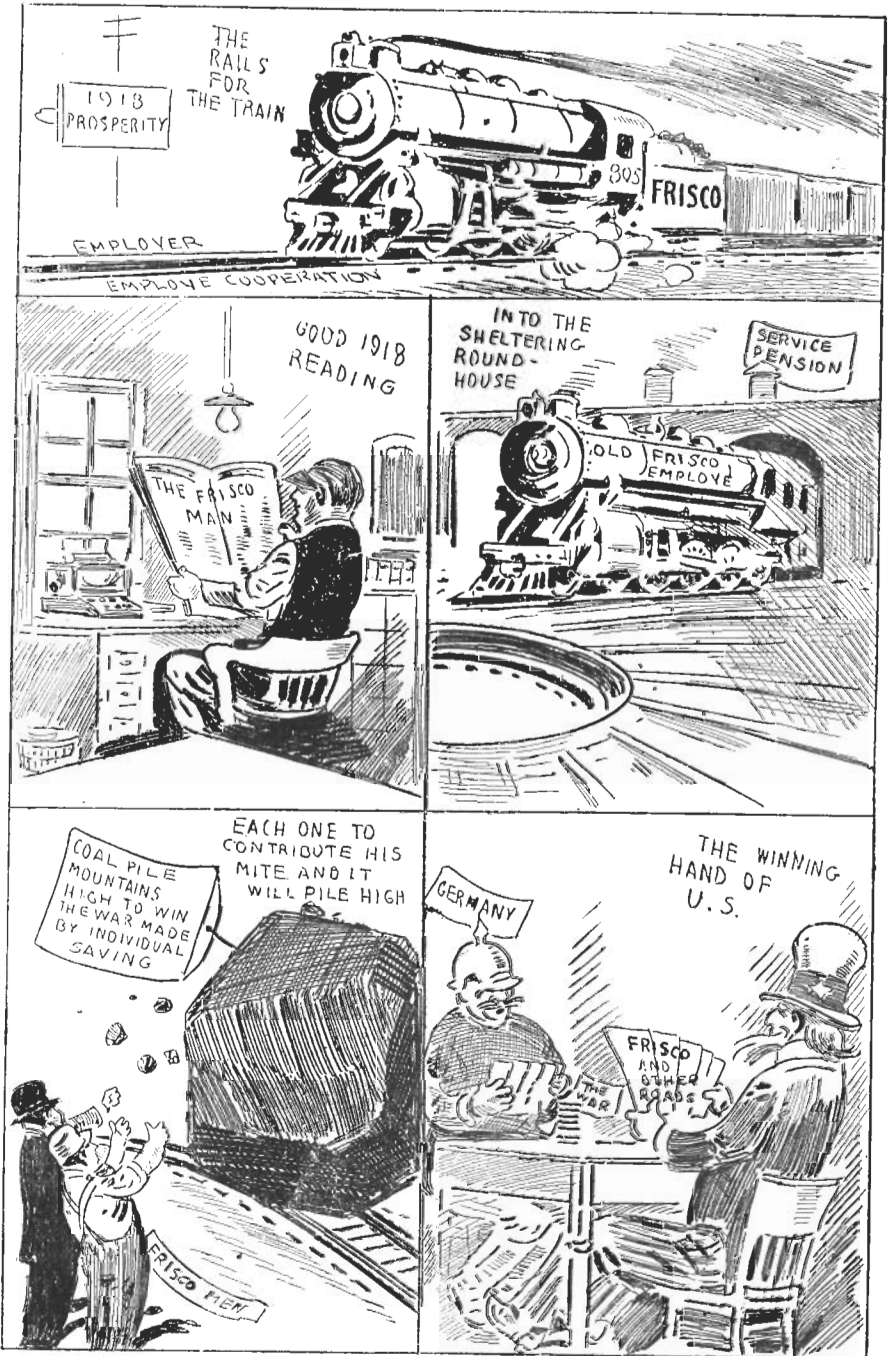
Murine Eye Remedy.

Murine Allays Irritation Caused by Smoke, Cinders, Alkali Dust, Strong Winds, Reflected Sunlight, Eye Strain and in fact should be used for all Eyes that Need Care. These suggestions most surely appeal to Men in all branches of Railway Service. See Murine Eye Remedy Co. adv. in this issue and write for their Book of the Eye.—*Adv.*



HOW MUCH FOR HIS CHANCES?

The accompanying photograph shows a violation of rules 631 and 637 of the Transportation Department Book of Rules which state that employes must not go between cars while in motion to uncouple them. The picture shows the man stumbling, which will cause him to fall across the rail immediately in front of the moving wheels with the inevitable result of loss of life or loss of some valuable members of the body. It does not pay to take such chances.



As seen by the Cartoonist.



Stood By Her.

"Congratulations! I hear your daughter is engaged."

"Yes. It came as a surprise."

"Well, now that it is really so, I want to tell you that there was never a moment when I gave up all hope for you."

Catching On To Dad.

Eddie—"Let's sneak 'round behind the barn an' smoke a cigarette."

Sammy—"Too likely to get caught. Ever since Dad swore off New Year's Day, he's been sneaking around there to smoke his own."

They Mostly Do.

She (recalling college days)—"What became of our man of might?"

He—"Oh, he married the woman of mustn't."

Time to Move.

"Bronks wants to sublet his apartment."

"Why, he called it the ideal place."

"I know, but the janitor doesn't like the way he parts his hair."

Diplomatic Procedure.

"What are you carrying home?"

"A box of candy for the wife. We had a spat this morning. It's a peace offering."

"I see. Do you think it will prove acceptable?"

"Oh, yes. Pourparleurs were conducted over the telephone."—*Exchange.*

Too Willing.

Dora—"I wonder why Harry broke his engagement with Miss Peckem."

Jack—"According to my information, her father offered to lend him money enough to get married on."

The Thermometer.

To gaze upon it now you stop
With terror in your soul,
Since every time it takes a drop
It costs a ton of coal!

—*Washington Star.*

Winning Out.

Mrs. Crawford—"Why doesn't she get a divorce if they're fighting all the time?"

Mrs. Crabshaw—"Why should she, when she always gets the best of it?"

Too Late.

Mother—"They are going to have an orchestra play the 'Meditation from Thais,' at Harold's wedding. Won't that be beautiful?"

Father—"Huh, it seems to me that then the time for meditation will be past."

Love is a game, and he who cheats loses in the end.

Nowadays.

They used to say of a married man, "He has tied a knot with his tongue that he cannot untie with his teeth," but nowadays he can untie it with the jawbone of any lawyer.

Amateur Work.

He—"You are the first girl I ever kissed!"

She—"I knew it before you told me!"

Modus Vivendi.

"How did you come out?" asked his friend. "Will she have you?"

"Her answer," replied the diplomatic attache, "is partially satisfactory. Enough so to continue negotiations. She says if she ever does marry, it will be a man of good looks, courage, and ability."

The New Era and Co-operation.

By Geo. H. Herring.

As the gray dawn of Nineteen-Eighteen is pierced by the diverging rays of that golden celestial orb which lights the pathway of man, it is to be hoped that a new era of good will and co-operation will have sprung up between the management of the railways of this country, their employes and the public. These harmonious relations are necessary and essential if the carriers are to attain and maintain the high standard of efficiency necessary to a vigorous and successful prosecution of the present war.

If the present rates accorded the carriers by the Interstate Commerce Commission are inadequate, they should be increased; if the earnings of the employes are not in keeping with the prevailing high cost of living they should likewise be increased by the management; and if there be any employe who is not giving to the service a good, honest measure of toil—in fact, the best there is in him—he is not honest with himself, his employer, his fellow man nor his country's flag, which gives him protection, liberty and freedom.

Our hearts go out to the Khaki-clad lads who are now in the front lines over across the submarine-combed Atlantic fighting for you and me. They are dear to us—each of them some mother's son—but some of them will not return. They are making a sacrifice—giving something—even as you and I, the public, the management and the employes, must give

something. We must all co-operate and give service, good service.

The part transportation has played in this war—is to play in it—is too apparent to the casual observer to occasion any elaboration thereon. Napoleon aptly said, "Three things are necessary to carry on war," adding, "money, money, money." But a little paraphrasing, using the word "Transportation" instead of "Money," would not be amiss at this time. And summarily we find that transportation—successful, efficient transportation—can only be had through the medium of co-operation.

The public, the management and the employes have heretofore resolved themselves into three factions. Each, as a body, have waxed eloquent in defense of their respective positions (and no doubt honestly and rightfully so), but the time is at hand when all family quarrels should be relegated to the dim and distant past and nothing of minor importance permitted to hinder or cripple the service. In the vernacular of the sailor, all should "Turn to and do their watch."

Having done this, by and through the medium of co-operation, they can then drift back through the years and stand beside the immortal "Rail Splitter" at Gettysburg in sixty-three and repeat with him "That this nation, under God, shall have a new birth of freedom; and that government of the people, by the people, for the people, shall not perish from the earth."

Whether there will be another wartime New Year for the United States depends largely upon your efforts and mine. Make every day a Food Saving Day and an efficient, well-fed army will win the war for us.



WITH THE AGENTS



This department is for matters of interest to Agents. All Agents are welcome to contribute.

Shifts.

I. S. Lane installed temporary agent Sturdivant, Mo., January 4.

B. I. Greene installed temporary agent Naylor, Mo., January 5.

Mrs. M. E. Alexander installed permanent ticket agent Oakland, Mo., effective January 1.

J. T. Merchant installed permanent agent Portia, Ark., January 5.

Mrs. M. I. Tidwell installed temporary agent Wallerville, Miss., effective January 1.

E. A. Stacy installed permanent ticket agent Stacy, Ark., January 1.

M. L. Presson installed permanent agent Leachville, Ark., January 2.

W. H. Ball installed permanent agent Reeds, Mo., January 2.

W. R. Marsh installed permanent agent Liberal, Mo., January 3.

B. C. Morgan installed permanent agent Ardmore, Okla., January 3.

J. W. Thomas installed permanent agent Truman, Ark., January 7.

Lon Haynes installed permanent agent Bono, Ark., January 5.

W. G. Smith installed permanent agent Headrick, Okla., January 1. (Mr. Smith has been in charge of station since Oct. 25, 1917, but no formal transfer made until Jan. 1.

Previous notice in error in showing E. R. Abbott installed agent at Stanton, Mo., correct initials are "R. E."

S. M. Mills installed permanent agent Mead, Okla., December 1.

B. H. Nicks installed permanent agent Dudley, Mo., December 17.

C. R. Nolen installed permanent agent Boynton, Ark., December 12.

D. L. Schroeder installed permanent agent Paulding, Mo., December 12.

C. W. Haynie installed permanent agent Pearl, Mo., December 12.

Mrs. L. A. Marquitz installed permanent agent Allenton, Mo., December 24.

Effective December 29 Amagan, Ark., ticket agency closed.

B. R. Crouch installed permanent agent Arapaho, Okla., December 12.

A. S. Guinn installed temporary agent Arden, Ark., December 29.

J. F. Guyton, Jr. installed temporary agent Bono, Ark., December 31.

G. W. Malone installed permanent ticket agent Canady, Mo., December 29.

L. Stricklen installed permanent agent Hackett, Ark., December 21.

Effective December 12, ticket agency Keyes Summit closed temporarily.

J. E. Caldwell installed permanent agent Keystone, Okla., December 20. (Caldwell been handling station since July 10, but formal transfer not made until above date.)

W. R. McLin installed permanent agent Northview, Mo., December 21.

J. E. Mabry installed permanent agent Plantersville, Miss., December 31.

E. R. Abbott installed permanent agent Stanton, Mo., December 19.

Refer to "Joint Agencies," page 97, and eliminate Rogers, Ark., as a joint ticket agency with the K. C. & M., that company having withdrawn from Frisco depot October 1, 1917.

Refer to "Joint Agencies," page 96, and show Bridge Junction as Joint or ticket only with the C., R. I. & B., and Mo. Pac., Frisco only maintaining freight agency at that point.



DOING HIM JUSTICE.

First Editor. Here's one of the most learned men in the country—Prof. Skimmerton—just passed away. What shall I say about him?

Second Editor. You might refer to him as a finished scholar.

Lebanon Sub. Track Men Meet

Meeting of the Lebanon Sub-Division track men was held at Lebanon, Mo., November 8, 1917, in Lebanon Hotel parlor.

The meeting called to order by F. A. Denton, roadmaster. F. M. Parsons, extra gang foreman, was elected chairman, and Maud C. Snyder was appointed clerk.

The following were present: F. A. Denton, division roadmaster; Maud C. Snyder, D. R. M. clerk; Louis Burke, foreman sec. 19, Newburg; G. F. Smith, foreman sec. 20, Jerome; O. Rench, foreman sec. 21, Franks; A. Anderson, foreman sec. 22, Franks; A. Harmon, foreman sec. 23, Dixon; J. C. Manes, foreman sec. 23½, Hancock; F. C. Gordon, foreman sec. 24, Crocker; W. B. Carroll, foreman sec. 25, Swedeborg; Tom Turner, foreman sec. 26, Stoutland; J. R. Walton, foreman sec. 27, Sleeper; R. R. Harrison, foreman sec. 28, Lebanon; Toy Payne, foreman sec. 29, Phillipsburg; I. A. Hendrix, foreman sec. 30, Conway; S. P. Hendrix, foreman sec. 31, Marshfield; J. A. Honey, foreman sec. 32, Northview; Fred Kunce, foreman sec. 33, Stafford; F. M. Parsons, extra foreman sec. 49, Stoutland; W. W. Morris, extra foreman sec. 5, Jerome; J. W. Carroll, extra foreman sec. 18, Lebanon; A. Parsons, extra foreman sec. 21, Dixon; Charley Cole, extra foreman sec. 16, Northview.

F. M. Parsons, chairman, made a brief talk stating that the object of the meeting was for educational purposes, for exchanging views on methods on maintenance of track, safety first, and right-of-way claims, in way of fire and stock claims, also how to get best results from motor cars.

Roadmaster F. A. Denton then made a brief talk on track maintenance at the close of which he asked each foreman to give his method of maintaining track.

A general discussion followed in which it was decided that the best method of

renewing cross ties was: First, to pull the spikes from the ties to be removed, then to loosen up the ties, and use the jack to raise the rail, and then remove the old ties. In this way the old road bed is not disturbed. Pull the new ties into place by sticking a pick into the side of the tie, then spike the tie into place, and give the jack one or two notches, and then tamp the tie well, allowing it about one-half inch to settle. It was agreed by all that ties applied in this manner would hold up the same as the old ties on either side and would not have to be raised the first time train passed over.

Drainage—All agreed that the best way to cure and drain the soft spots in cuts is to dig a ditch at the end of the ties full width and length of soft spot, digging below the soft mud that pushes out from under track filling this ditch with boulders, also ditch is dug about half way between the shoulder of the track and the back of the track ditch to a point where the water will drain from the track or soft spot to a point out on our right-of-way. This ditch is also filled with boulders and is called a blind ditch.

Each foreman promised that they would cure or drain in the next thirty days two or more places and keep up their other work as heretofore.

Fencing Right-Of-Way—W. W. Morris, fence gang foreman, spoke on "How to obtain the best results in building fences." He said that in putting in fence posts he got better results in setting them than in driving them, especially on curves. A post which is driven in the ground will lift out much quicker than one set and tamped down; also, by setting posts on curves get much better line than by driving.

Mr. Morris stated that there is but little difference in cost in driving posts and setting them. This was not agreed to by all. Roadmaster Denton appointed

a committee composed of I. A. Hendrix, Fred Kunce and Thomas Turner, to build 10 rods of fence on each side of track, driving posts on one side and setting on the other. Each to keep an itemized account of cost to do this work, and report at next meeting.

To get best results a fence gang should be composed of one foreman and eight men; using two men to clear right-of-way, two to dig holes, one to tamp, one to put in the posts, and two to stretch the wire. If building fence on both sides of the track at the same time you would get better results with sixteen men and one foreman.

A general discussion followed as to the life of a fence post. J. A. Honey stated that by setting the post the way the timber grew, post would last at least 10% longer. He explained this in the following manner: that the pores in timber grew down, that they have very fine fibers with holes similar to a sponge, only much finer, by placing these pores down the water cannot penetrate so easily; thus the life of the post is prolonged.

ROADMASTER F. A. DENTON'S INSTRUCTIONS.

One thing that I want especially to warn you about is the feature of keeping your main line full bolted. In other words you are to keep every bolt hole full at all times, and while I think of it, I made an inspection about three months ago and found about 20 bolts out on the division in the main line. The Foremen's excuse was that they had no bolts, which was a fact, but bolts had been ordered. They were received shortly after this inspection, and I found later that they had been applied. This is a very poor excuse for every foreman should keep as much as half a keg of bolts on hand at all times, and should never let their supply of bolts get lower than this. If a bolt is found missing or in bad order the thing to do is to replace it immediately—don't wait. This matter of taking care of small things of this kind as they show up, and

as quick as you see them must be given just as much attention as other important matters, although at the time it may seem trivial. This applies to picking up a piece of scrap iron for instance when you are going in, in the evening. It might throw you a minute late at the car house, but if the plan is followed it is a system that will work out better than any other system that I know of. On the second Thursday of each month I want each of you to tighten bolts.

Applying Drainage on Public Crossings

—The drainage of track through public crossings or private crossings. Dig a ditch a foot and a couple of inches below the bottom of the ties right at the end of the ties, parallel with the track. Through the approach of the crossing, filling this ditch with rock or small boulders, which will allow the water to drain out from under the planks, and run out at one end or the other. I notice that several of our public crossings are now sloppy after rains which causes swinging track through the crossings. From now on until the crossings are properly taken care of, on the second Tuesday in each month I want each of you to work at this until every crossing has been gone over on your respective sections. If anything important should interfere on this date do it the next day.

Shortage of Material—Again I want to call your attention to the matter of exchanging material between two or more sections. I refer particularly to the shortage of a few bolts, a few spikes, or something of this sort. There is no reason why there should not be a free exchange of tools or material between our different foremen, and especially those joining each other, but it need not be confined to adjoining sections alone. All of the material necessarily comes from the same source, and we must equalize it, if necessary. In other words we must work together, and in doing this we not only further our own interests, but those of the company. I

am afraid we have not gone as far in this direction as we should. Any material that is important to your use is important to the company, it may be surplus on the adjoining section, and you should ask the foremen each way from you for it, if you do not have it on hand. This refers to the exchange of tools as well as material. If you cannot get it in this manner we will endeavor to get it in some other way. Aside from other benefits derived, it will also save the necessity of writing my office and my office in return issuing the necessary instructions to fill your order, as well as the delay in filling it. Again this refers to, for instance, bad track or some class of work which you might not be able to take care of without the assistance of another gang. If you are advised by an engineer of some bad track on the section adjoining don't hesitate, but immediately take care of it, and if it is necessary to get assistance call on the adjoining section foreman or other gangs. I don't mean by this the ordinary run of work, but I mean work more in line of emergency, something to save slow orders, or to keep down derailments, or something that cannot be handled by one gang. In other words, there should be a free exchange of material, tools and labor and close co-operation to get the best results.

Ties—In distributing ties I want you always to make your distribution just the same as if they were the only ties you were going to get that year, unload them immediately where you want to put them in, distributing them from the car as you move. In other words, I don't want any trucking to take place except where you have a fill where ties will roll to foot of fill. When unloading from car at such points you may unload them in piles at end of fill, as it is cheaper and easier to truck ties where needed, than it is to unload on fill and carry them back up. In connection with your tie distribution, I want them distributed where needed,

even if it is necessary to back the train up to get them where you require them. In cuts you should see that they are layed across the ditch or handled so as to avoid obstructing the ditch.

When car is set out at your station for distribution I want the foreman in charge of that section to open car and take out 50 ties or a sufficient number to break the load, so that there will not be any time lost in breaking down the load after the car is in the train, and on the main line at the point where it is desired to distribute the ties. This as you know will not only save considerable time to the gang and the train unloading, but it will also be a means of avoiding personal injuries. The ties which you unload at the station may be used for the yards.

Extra Foremen—We have not been treating our extra foremen right. As an instance of this I sent one foreman to relieve a regular foreman. He worked one day and was out \$1.50 for board and room and considering the train service, he was compelled to lose two days from home, and only got one day's work. Hereafter when a foreman comes to relieve you I want you to notify him as to when you expect to go to work, or sufficient time in advance for him to get the first train out, and lose the least amount of time. It is only right and proper that we should do this.

Claims—Roadmaster F. A. Denton asked the foremen how many claims of personal injuries, stock and fire they considered they had prevented in the past 60 days, and if any of them had made a special effort to do so. There were 21 foremen present and among them they had prevented to their knowledge twenty-five stock, four fire claims and two derailments. They were asked to explain how they considered they saved these claims. One foreman stated that after he had retired, his dog woke him by barking, and when he looked out saw 20 head of cattle on right-of-way across the track

from section house. Foreman got up and drove stock off where he was sure that they would not return. Another foreman explained how he saved a soldier train from being derailed, by removing a large bar of iron which had fallen from back end of a car that was being handled back of the caboose of a freight train, on account of one draw bar having been extracted from this car. This bar of iron was part of the rigging of the draw bar that had been extracted and left hanging to the car, but shook loose and dropped down on rail after train had gotten into motion, and possibly run ten or fifteen miles.

Other foremen explained they considered that they had made extra effort by stopping their cars and putting out fires, fixing a piece of fence, or driving stock off the right-of-way after working hours, making them late getting into headquarters. They were instructed by Roadmaster Denton at any time they had a case similar to these to stop and prevent the claim if possible, regardless of time day or night, and if they spent enough time to consider, to allow their men enough overtime to cover same.

We are not nagging you at all about any cost that may accrue from your stopping to protect the company's property or protect anyone else's property from it. Therefore, as long as I have known you foremen and the confidence that I have in you, I would be badly disappointed to know that you would overlook anything of this kind.

I consider a section foreman or any other employee that takes as much interest in preventing claims of all characters, as he does in his track work or other work, a first class man, as this work all belongs to us, and should be given attention at all times when necessary.

If you see one of your men handling tools, rail or ties wrong and awkward, you should stop and speak to him right then, showing him the danger, also show

him how to do the work and handle in a safe manner. In this way you will soon educate your men in a proper and safe way, besides after he is shown that he is wrong he will think more of you, for more than likely he can see that you have saved him a limb or possibly his life. I want every foreman on my division as well as the laborers to make a study of how to do the work in a safe and workmanlike manner.

I want my foremen to understand that these instructions above are backed up by our Superintendent, Mr. Simms. For in conversation with him at different times, his talk to me was in line with the above instructions. I am sending a copy of these minutes to Mr. Simms, for his approval, and if he criticizes any part of them I will cancel same and notify you.

Motor Cars—We have experienced quite a bit of trouble in different ways installing section motor cars on division. Foremen have not shown the interest they should in keeping their cars cleaned, and tightened up. In several instances we have had our cars put out of commission, and without same from one week to thirty days, on account of section foremen not examining car, and keeping all parts tight. This will not take more than five or ten minutes of foreman's time each day, and it is my desire that each foreman examine his motor car just as closely, if not closer than any other part of his work.

Since our last meeting we have had three or four personal injuries, which I consider carelessness and neglect on part of foreman. For instance, we have had two men get their toes mashed by getting off and starting the car at the side, getting their foot caught between wheel and crossing plank, causing the toes to be mashed very badly. This way of starting a motor car is positively against instructions, and I certainly will be surprised if we have another accident of this kind on my division. Motor cars

should be started by two or more men from the back of car as per instructions.

Another very serious accident was caused by foreman losing his head when gang was on motor car running at the rate of fifteen miles per hour. Foreman seeing work train, exclaimed flag the train, one of the men jumped off to obey the orders, fell breaking his jaw, and receiving many other minor injuries. Before I would have my men take a chance like this, I would slow car down so that all could get off with safety, if I had to let the train hit the car.

In running motor car run slowly around curves, through cuts and over crossings, thus avoid running into another car or train or into some vehicle or automobile at crossings. Do not place your motor car at a public or private crossing in way of anyone passing or so close to the road that it might scare a team. Keep all crossings clear at all times as we are having a good many accidents on crossings at the present time.

Raising Track Approaching Stock Pens.

—At points where we have stock pens, and where the grade is such, as to make it hard matter to pinch the cars in order to spot them at the chute, I want you to raise your track about four inches beginning about five cars length either east or west from stock pen, whichever may be the proper direction and let it gradually slope to the stock pens. After this has been done tell your agent just what you have done, so that he together with the stock men may take advantage of it and get the stock loaded in time to avoid delay to the trains. Of course if the track already has too much elevation or is on too heavy a grade it should be modified.

Flooring Stock Pens—Sometime ago I put out a circular about flooring our stock pens with old ties. The practice does not seem to be followed as it should be. I wish you would arrange to do this: working to it as fast as you get your old ties

assembled in sufficient number to warrant laying them.

Bank Widening, Ditching and Making Standard Road Bed—Now in regards to bank widening, ditching and making a standard road bed, as I can't be on the ground all the time with the grading gangs, it is my desire that each foreman on the division watch this work very closely, and see that the bank of the cuts and fills are made a standard, which is one and a half to one slope.

In renewing the fills where they are ten feet or higher, and placing a good deal of dirt on same I want the fills at these points when dirt is leveled down to a foot below the bottom of the ties, made twenty-four feet wide, or twelve feet from center of track to outer edge of fill. You all understand that twenty feet is a standard road bed, but when placing a great deal of dirt it is inclined to settle and naturally will wash quite a bit the first two or three rains we have after dirt is placed. By having plenty of dirt placed on the fills we can line our fills down to twenty foot crown, or ten feet from center to outer edge of fill, giving us a foot or two on outer edge to brace or back up the standard crown.

There are about as many cuts on this division as fills, or in other words, there is a cut at each end of the fill which will furnish plenty of dirt to make our fill the way I have described and not add any extra expense for the moving of the dirt, and make a much better job. I figure this is a great deal better than to drag the dirt out of the cuts and scatter on right-of-way.

Where the fill is not ten feet high and not very much dirt to be placed on them we can handle it as above described, with the exception of making the fill only twenty-two feet or eleven feet from center to outer edge.

I want the foremen to pay particular attention to this work, and see that it is carried out per instructions to the letter.

Of course you understand that the ditches are to be dressed up and made standard same as fills. The finishing up of this work should be kept up close to the grading gang, as at this time of the year bad weather is liable to set in at any time, and if this is not kept up close to the grading gang, will cause quite a loss by not being finished up. In other words, I don't want team gangs to break into a cut, or on right-of-way to build fills or ditch any further ahead of dressing gang than possible. I am going to hold you section foremen strictly responsible for this work when I am not on the ground.

Most Important Tools—The question was brought up by Roadmaster Denton as to which was the most important tool on a section. It was decided by all present that the level board and gauge were the two most important. The Roadmaster instructed the foremen that they should use their gauge on every tie that was applied, and to try the gauge often around all curves, switches and turnouts, also that they should never raise a piece of track without using a level board. All curves on the respective sections should be gone over as often as once a month, with the level board, in order to find out just where your track lays.

Final Instructions—Finally, don't forget the dates for your bolt tightening, drain-

ing public crossings, and dates for other work, two days putting in ties, two ditching, and two days general track work during the week, cleaning around station grounds and bolt tightening comes under general track work. I am particularly anxious that you shall ditch two days in each week, in fact, I expect to have this work done just as I have instructed. As I stated before I want you foremen and your men for that matter, to make every effort to co-operate, not only among yourselves, but between the different departments, in other words, let all work together. I want to again remind you of the necessity as well as the benefits derived from not only doing your work in a neat manner, but at the same time doing it in a systematic way.

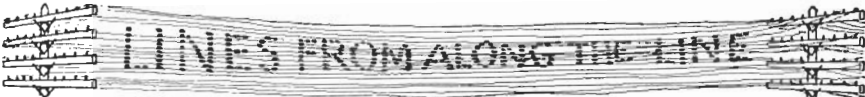
Roadmaster's clerk, Maud C. Snyder called the attention of the foremen to the fact that the office had been considerably inconvenienced on account of the foremen neglecting to send in reports on time and handling correspondence promptly. Having to be traced to get the required information, not only causing delays, but also a waste of stationery and time.

The meeting was adjourned by order of the chair. The next meeting will be February 8, 1918.

Officers' Training Camps.

America is fighting to make the world safe for democracy and many officers will be needed. Thousands of young men are flocking to the officers' training camps.

There is a place in a training camp for each of us who cannot go to the front. Armies must be fed and clothed and supplied with ammunition. The industries of the Nation must go on and we must do our part as industrial soldiers.



LINES FROM ALONG THE LINE

KANSAS CITY

(M. C. Whelan, Blacksmith Foreman)

Two 75 horsepower motors are on the way to take the place of Westinghouse engine in the planing mill.

Mr. Murphy, boiler maker, and son of M. Murphy, engineer on Browning Hoist, left December 17 to enlist in the Navy.

Wm. B. Hammer, aged 69 years, who has worked in the Car Department for some 28 years, departed this life on December 18. He was a drummer in the old veterans' drum and fife corps.

Walter Largent and wife, have returned from a very pleasant trip to Indiana.

The high cost of living is shown in the fact that it cost F. L. Russell five dollars to have a few letters delivered to him. A porter whom he so kindly assisted by loaning him a five, departed without saying good bye. Frank does not 'cuss,' but he thinks out loud.

In the recent Red Cross drive the shopmen did their part fine. At a noon meeting, which was addressed by Mr. Haywood and Master Mechanic Forster, volunteers came forward to collect for each department. Those who volunteered were Mr. Picard, machine shop; Mr. Haungs, boiler shop; Mr. Hines, roundhouse; Mr. Mahoney, blacksmith shop; Mr. Moline, store department; Mr. Armstrong, mill room; Mr. Curry, car department; Messrs. McKenzie and Watkins, office; and Mr. Monticello, tin shop. The blacksmith and office force was there to the tune of 100% in memberships.

The car department recently built a new office for Thos. C. Curry, mill foreman. He calls it Uncle Tom's Cabin.

Ervin Russell, son of F. L. Russell, spent the holidays here. He has been in the U. S. Navy for past two years.

The writer would like very much if someone would send in a few items to the Frisco-Man from some of the along the line points, and let us know if a few of our old friends are still in the land of the

living, such as Thos. Payne, Memphis; Wm. B. Thompson, Cape Girardeau; Thos. Morgan, of Sherman, Texas; Wm. Branstetter, Pittsburg; Mr. Jakeway, Fort Scott; and numerous others. Those mentioned may not have enlisted, nor were they drafted, but they are still worth their weight in precious metals to the Company that employs them. Let's hear from you.

Doc Bohn, employed in blacksmith shop, took a few days off duty and came back with a very valuable Christmas present which he introduced as Mrs. Bohn.

NEODESHA

(L. J. Westerman, Storekeeper)

W. A. Morgan, car foreman at this point, attended car foremen's meeting held at Kansas City, December 22 and 23.

Fred Walters, machinist at this point, went to Joplin December 18 to do his Christmas shopping.

William Crook, machinist, and John J. Jefferson, supply man, were in Joplin, December 18.

Miss Fern Allburn, clerk to roundhouse foreman, was presented with a beautiful la valliere by the boys of the shops as a Christmas token of appreciation, which is a pretty good sign that the boys know a good time keeper when they see one.

William Eaubanks, assistant roundhouse foreman, and family spent several days visiting relatives in St. Louis, during the Christmas holidays.

Several of the boys at the roundhouse have been receiving their questionnaires, and it is keeping our Notary, Miss Fern Allburn, busy swearing them in.

William Harris, who has been employed at this place for several years in the water service department, has enlisted in the Engineers Corps of the army.

Henry Whitaker, night roundhouse foreman, spent a few days in Wichita, during the holidays.

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L. E. Waggoner, machinist, has enlisted in the aviation corps of the U. S. army.

John Forster, master mechanic, and G. A. Ermatinger, assistant superintendent locomotive performance, were in Neodesha December 27.

Fred Goodnight, cashier in agent's office, has taken an extended leave of absence and has gone to Arizona where he will try to regain his health. The boys all wish him a speedy recovery.

Jack Burke, assistant master mechanic, was in Neodesha, January 2, on business.

John Forster, master mechanic, was here January 8.

Mrs. Cooper has been appointed cashier in the agent's office during the absence of Mr. Goodnight.

Mr. Cooper has been appointed third trick operator at this point. He is relieving Douglas Garrett, who has joined the army.

F. L. Street, veteran engineer, left January 9 for St. Louis Hospital to undergo treatment. Mr. Street was injured sometime ago. We wish him a speedy recovery.

BIRMINGHAM

(Miss Glennie P. Simmons, Care Ass't Supt.)

Letters and cards have been received from conductors Ralph Connell, F. E. Pearson, brakemen Albert E. Simmons, Luther S. Smith, fireman D. C. Ogletree, switchman Tom Hopper, engineer W. D. Hopper and operator Guy Cox (Somewhere in France), advising that they are enjoying the best of health and wishing all their former fellow workmen a prosperous, happy New Year.

A number of the transportation men have married during the past few months. Among them have been conductor F. E. Pearson, who married Miss Lois Starbuck, of Birmingham; brakeman Albert E. Simmons, who married Miss Bolding, of Amory; brakeman W. H. Wallace, who married Miss Barnard, of Amory, and brakeman R. B. Smith, who married a



TRAIN CREW ON BIRMINGHAM SUB.

From the left they are: George P. Hunnicut, conductor; E. W. Fennell and Frank P. McConnell, brakemen; R. P. Mattison, fireman, and James P. O'Dell, engineer.

pretty young woman from Winfield. There are several of the men on the Birmingham Sub-Division who will marry in the near future.

Mr. "Bob" Vanderford, clerk in the Chief Dispatcher's office, has returned from a delightful visit to friends and relatives in St. Louis and Springfield. "Bob" claims that he married while away, but as yet has been unable to make anyone believe him.

Mr. H. L. Worman, the master mechanic with a smile, was in Birmingham a few days ago.

Conductor Fred Glines has returned from a visit to his parents in Arkansas. He tells us that his father has sent him a bill from the doctor for breaking his mother's and sisters' ribs while embracing them. The question is, "Was it his sister or some other man's sister?"

Engineer T. P. Kelley expects his son, Andy Kelley, who is in active service in the U. S. Navy, to visit him in the near future.

Engineers Munn, King and Jennings have returned from a business trip to Springfield. Engineer Jennings wants to know if it is any colder at the North Pole than in Springfield.

Mrs. F. G. Faulkner, wife of Assistant Superintendent Faulkner, is visiting her daughter in New Mexico.

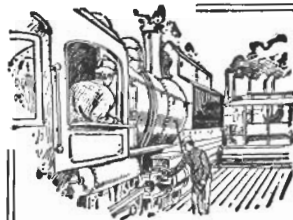
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CHICAGO

Conductors H. A. Phillips, L. Booker, M. K. Dacus and engineer L. M. Delosier, who have been ill in a local hospital, are improving.

Engineers George Ives, LeRoy Jones and J. W. Littlefield, have moved their homes here permanently.



SAPULPA

(George Miller, Transportation Clerk)

George Crawford, tank car man, spent Christmas with his mother in Tennessee.

Miss Mary Jane Muchmore, stenographer, spent the holidays in St. Louis and points east.

W. J. Sullivan, chief dispatcher, was confined to his room for several days with the lagrippe.

Miss Ruth Garlick, file clerk, spent Christmas with relatives in Springfield.

Have several new faces in the Dispatcher's Office. Mr. Dunn, formerly dispatcher at Oklahoma City, is now working the West end.

Miss Virginia Ware, tracer clerk, spent New Year's in Stillwater.

Miss Ethel Davis, stenographer for chief dispatcher, spent Christmas with her parents and friends in Bonham, Texas.

Chester Elliott, clerk in roadmaster's office, spent holidays with his mother in Mulberry, Kansas.

A. B. Strain, operator, spent Christmas with his family in Springfield. His son, formerly clerk at Tulsa, now located at Camp Bowie, Fort Worth, Texas, also was at home for the holidays.

Tom Bingemer, former O. S. & D. clerk in superintendent's office, spent several days in Sapulpa while away from Fort Riley on furlough.

George Miller, transportation clerk, spent holidays in New Orleans visiting friends.

Miss Nellie Shannahan, former stenographer in freight office at Tulsa, has taken Mrs. Aaron Morgan's place as stenographer for assistant superintendent Swartz.

Miss Buster Brown, stenographer in the superintendent's office, was called to

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CHARLES MILLER, President

until Saturday, January 5, to get on a skate. Several members of the "Jazz Band" were among the crew who attended the Palladium Skating Rink. B. W. LaTourette, the ardent church worker, skated like a true Christian, that is, straight and upright, and Pete Kintzele, who is noted for his back sliding ability, could skate every way except forward. Sam Inkley, viewing the floor, was so reminded of a dance floor that he attempted a fox trot with dire results. Bill Delling, to whom Saturday night skates are a habit, was right there, while Chas. Pratt was cutting rings around the hall, R. R. Lethem and M. R. Slee were agreeing that the only thing hard about skating is the floor. Mr. R. Slee, the afore mentioned cornetist, was disgusted with the condition of the floor, as it repeatedly flew up and hit him in the back of the neck.

Colored glasses are now being worn in the Freight Traffic Department to meet with the glorious conglomeration of in-harmonious colors displayed by way of Xmas ties, hosiery, to say nothing of a new suit being worn by a Mr. Flynn.

The smokes we all received from Con P. Curran compared favorably with Xmas ropes and cabbage camouflaged in fancy boxes and bands, as cigars.

As our former Chief Clerk, Carl Giessow, now at New Orleans and F. T. Borwald of Tulsa up visiting us, were slightly out of practice, Mr. A. B. Berne tried to shove one over on them at bowling, but as Bobby Burns once said "Never can tell," Mr. Berne was trounced twice.



SPRINGFIELD

A. A. Nowakowsky, chief clerk in Safety Department, spent Christmas with his parents in St. Louis. We hear Mr. Nowakowsky is applying for enlistment in the Aviation Corps.



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