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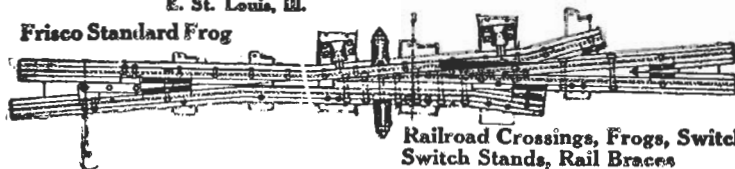
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Has paid over 562,000 accident claims.

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Vol. VII, No. 3

SAINT LOUIS, MO.

March, 1913

Tell Everyone Everything About Development Plans.

Newspapers along the Frisco have for some time contained notices of the work which the Department of Development is conducting in establishing demonstration farms whereupon products will be grown which are suitable to the place and climate and from which the farmers can derive the greatest commercial benefit.

The Department of Development also has other plans in view, such as a market bureau, to assist the farmer in obtaining the best prices for his products.

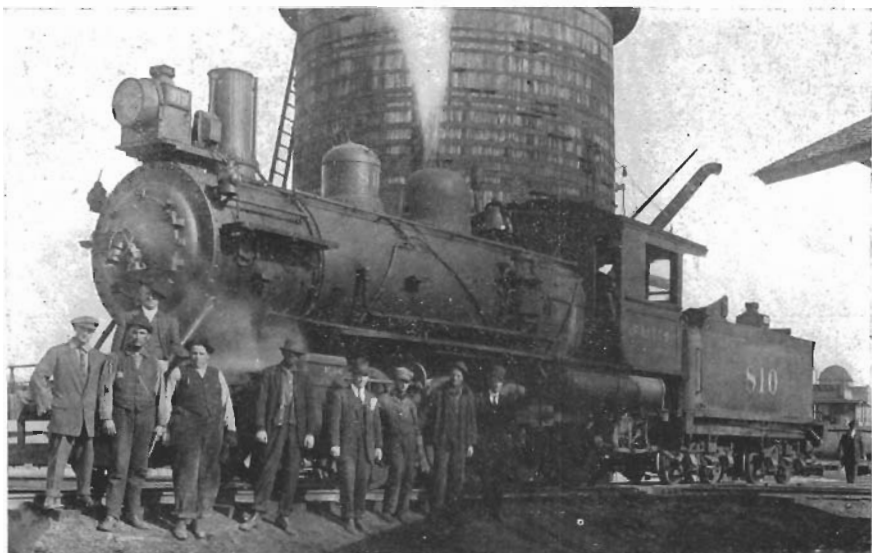
It is obvious that this work means the betterment of conditions in the Frisco's territory and it is equally clear that all public-spirited citizens will co-operate.

At the same time, it is essential that the details be laid before everyone as lucidly as possible in order that they may have a clear understanding of what is being done and in this work the local agents can be of great assistance.

The editor of the local newspaper should be fully informed upon this matter and it is essential that his earnest co-operation should be secured.

This letter is addressed to all agents and other employes of the Frisco with request that they will lose no opportunity of bringing the plans of the Department of Development before everyone in their community.

Better farming methods plus better market facilities is a slogan of vital interest in all Frisco communities.



Hugo. Yards Switch Engine and Crew. Left to right: Charlie Griffith, clerk in agent's office; Ed. Simpson, switchman; Ed Miles, way master; Charles McDaniels, switchman; Ben

Grady, switchman; Charels Gearhart, yard master; H. Powell, fireman; A. T. Butler, engineer; and F. T. Coffin, agent.

S. F. at Sapulpa.

Sixty-five employes of the Southwestern and Red River Divisions attended an informal meeting at the Y. M. C. A., Sapulpa, Okla., February 18, at 2:30 P. M.

Chairman W. J. Wallace, who presided, stated that the object of the meeting was to give every man attending an opportunity to express his views regarding Safety First, the idea being to draw the fire from any who had objections to the movement, also to discuss methods of furthering the Safety First cause.

A number of speeches were made in favor of the movement, but no opposition was in evidence.

In the evening 250 men and a number of ladies gathered at the Y. M. C. A. for a general Safety First rally. The meeting was opened with a prayer by Engineer J. A. Counts, followed by speeches by Superintendent Hopkins, Master Mechanic Long, G. E. McElveny, assistant superintendent freight loss and damage claims; Conductor C. C. Mills, W. J. Wallace, and others.

The Y. M. C. A. has been co-operating with the Safety First movement since its introduction on the Frisco and has tendered the use of the building for future meetings of the committees.

Christen It.

A new club, not yet christened, which has for its chief purpose the promotion of efficiency and good fellowship, has just been organized by employes of the Frisco's South Texas lines.

The first meeting of the club was held Tuesday afternoon, March 4, in the office of Vice-President J. S. Pyeatt, with representatives of several branches present.

Superintendent C. O. Yoakum, of the N. O., T. & M., was elected temporary chairman; E. L. Clark, chief clerk in the fuel department, was made temporary secretary. A committee was appointed to draft by-laws.

Invitations are to be extended to all members of the St. Louis, Brownsville & Mexico Railroad to become members of the organization, and everyone connected with the club is to do all in his power to promote its interests.

The employes of the general offices are enthusiastic over the organization and feel that it will result in much good, both to the company and its employes.

It is planned to have the club somewhat along the lines of the Frisco Office Efficiency Association, organized at Springfield, Mo., some time ago, and in speaking of the benefits to be derived from the association, J. E. Anderson, chief clerk to Vice-President Pyeatt, said:

"By bringing the employes together in this organization we will become better acquainted with each other, as individuals, and be brought in closer touch as we would not be simply in the discharge of our respective duties of routine work.

"We want to cultivate the social relationship and to a greater extent wipe out the aloofness between superiors and subordinates. While this will not to any extent lead to insubordination, it will, on the other hand, create a

better feeling between the men at the heads of the various departments and the employes along down the line that will infuse greater interest into the work.

"There is many a good idea locked up in the mind of some clerk who feels that it would be presumptuous for him to suggest it, which might be the solution to some more difficult way that is being practiced of doing a thing. In the meetings of the club free speech will prevail and the advancement of new ideas and greater familiarity with approved methods will be freely discussed.

"The officials will know their men better and the men will come to find out that there is not that imaginary chasm between themselves and the officials which is often a barrier to the best service."

Some Class to This.

"The Governor," running from Muskogee to Oklahoma City and return, has made the best record of any train on the Frisco during 1912 according to reports recently compiled. During the 366 days of 1912, the train was late only twice and these delays were unavoidable.

Well Worth Seeing.

The National Railway Appliance Association will hold an exhibition at Chicago, Ills., March 15 to 21.

At this will be exhibited railway supplies of all characters and it will unquestionably be well worth visiting by many in the operating service of the Frisco.

This will be the Fifth Annual Railway Exhibition and will be at the Coliseum and Armory, as before stated, March 15 to 21.

Mr. A. P. Van Schaick is president; Mr. Tom R. Wyles, vice-president, and John M. Reynolds, of the Railway Age Gazette, treasurer.

A Story With a Moral.

He was only a brakeman, but loyal to the company from which came his daily bread.

His crew had finished a hard run, arriving at the terminal on a dark cold night. The brakeman was tired and hungry after his hard trip and was anxious to turn in for some needed rest.

As he made preparations to leave the caboose, an elderly stockman from Texas, who had made the trip with this crew in charge of a car of blooded horses, asked the brakeman if he could direct him to some one who would assist him in opening the car to see that the horses were all right.

“Sure,” the brakeman would be glad to go himself and he proceeded to pilot the stockman to the car, helped him open it and see that the horses were in good shape.

This done the stockman inquired where he could get supper and a bed. After supper at the Harvey House, the pair headed for the R. R. Y. M. C. A., and were assigned to a bed.

As the stockman made ready to proceed on his journey the next morning he was heard to say, “These Frisco fellows are the most accommodating lot I ever ran across. The Frisco for me hereafter when I have freight to ship.”

Moral.—Frisco men, “go thou and do likewise.”

Street Snapped.

Several days ago as engine 204 was standing on the side track opposite Union Depot, Wichita, Kans., waiting to take out No. 8 for St. Louis, two young ladies, awaiting the arrival of the train, asked permission of Engineer F. L. Street of Neodesha, Kans., to take a snapshot of the engine and crew, which of course, was most cheerfully given. The crew consisted of Engineer F. L. Street and Fireman



A. E. Bach, both of whom may be seen in the picture.

Though the names of the young ladies are not known, they were kind enough to mail Mr. Street two of the snapshots they had taken, one for himself and one for his fireman, Mr. Bach, one of which is herewith reproduced.

Mr. Street is an old timer in the service, as he has pulled a throttle on the Frisco for almost thirty-three

years. He is an enthusiastic advocate of Safety First, and was one of the first members of the Kansas Division Safety Committee at Neodesha.

Promotions and Appointments.

M. I. Crawford is appointed general foreman mechanical department, Monett, Mo., vice T. F. Underwood, promoted; effective February 16.

W. O. Lewis is appointed traveling freight agent, with office at Memphis, Tenn., vice A. C. Carper, resigned; effective February 1.

W. L. English is appointed supervisor of agriculture, in charge of all agricultural development work, with headquarters at St. Louis, effective February 21.

M. C. Byers, chief engineer operation, having resigned to accept service with another company, that office is abolished. F. G. Jonah, formerly chief engineer construction, is appointed chief engineer, with office at St. Louis, and the office of chief engineer construction is abolished, effective March 1.

P. H. Hamilton, who has been roadmaster's clerk at Pittsburg, Kans., for several years has gone to Neodesha, Kans., to take position in the B. & B. Department at that point. Mr. Hamilton is succeeded by G. W. Ferguson.

V. K. Hendricks is appointed assistant chief engineer, with office at Springfield, Mo., effective March 1.

A. F. McCool is appointed assistant purchasing agent and stationer of the New Orleans Texas and Mexico Railroad Company; the Beaumont, Sour Lake & Western Railway; the Orange & Northwestern Railroad; and the St. Louis, Brownsville and Mexico Railway, with office at Houston, Texas, vice J. L. White, resigned; effective March 10.

Railroad Legislation.

To one who desires to see Oklahoma grow, it seems about time for our law-makers to cease harrassing the railroads. Let's make Oklahoma different from Kansas. In the latter state the railroads have been "regulated" to the stage where they would gladly take up their rails and leave if they could. There is a demand for more railroads in Oklahoma and there is no demand for the additional laws that are proposed.

We all know that Jones pays the freight and Mr. Ultimate Consumer pays the expense of the operation of any business and the profits of the owners of the business. No law can compel railroads to operate in Oklahoma at a loss and every measure that unnecessarily increases the expenses of the railroads will increase the rates. If they do not increase rates they will decrease efficiency. There are several bills before the Oklahoma legislature which would greatly increase the expenses of the railroad companies operating in this state.

One of the measures about which the railroads complain is the so-called full crew bill, providing for a small army of extra brakemen on freight trains, at an outlay of \$750,000 annually. There seems to be no public demand for the employment of extra brakemen, and the only interest the public has in the bill is in knowing how the railroads would get the money to meet the additional expense.

The courts have held uniformly that a public utility corporation is entitled to earn a fair return on its investment. A single bill that would consume three quarters of a million dollars of railroad income every year would tend to impair the earning capacity of the companies. Are the people of Oklahoma willing to assume so

heavy an additional transportation charge, that extra brakemen may be employed on freight trains? It would seem that this is a problem of considerable gravity for the solons at Oklahoma City to consider.

The "full crew" bill was killed in the Texas legislature on the petition of 100,000 farmers who declared that they did not want to be assessed to pay the additional expenses.

Another bill in the Oklahoma legislature to add to the expenses of the railroads requires the companies to pay employes twice a month—a burden of \$40,000 a year. Still another—a burden on the employes rather than the railroad companies—prohibits the companies from handling the monthly assessments levied by the employes' hospital associations to provide for the care of sick and injured employes. Sick and injured railroad employes now have the best possible care, and the present arrangement is satisfactory to the employes. The pending bill would work a hardship on the employes, with no benefit to the public.—Bartlesville Enterprise.

Section L-12.

Section L-12, Northern Division, is in charge of the employes shown in the accompanying reproduction. Read-



ing from left to right, they are: S. G. Croft, foreman; M. E. Baker, trackman; W. Croft, trackman.



Train No. 782 has become so noted for being always right on time, that it is claimed employes along the portion of the Frisco it traverses set their watches by it.

Needless to say she was right on

time the day the accompanying picture was snapped at Westville, Okla. Engineer Dutton may be seen on the ground, just in front of the engine, while Fireman Duncan can be seen in the gangway.



SNYDER, OKLA., DEPOT.

From Mrs. Newland.

I have been pondering lately over the significance of Safety First, and I find in it so much more than has ever been brought out in THE FRISCO-MAN.

I am going to tell you a few of the thoughts that have come to me in my application of this principle, and if you can use them in any way, you are welcome to them. It may be that some of the ideas may be new to some one.

There is no law of nature, no condition or situation in life, to which the principle of Safety First is not applied, but only occasionally do we realize the fact.

"Self preservation is the first law of nature," this axiom requires no comment. "Seek ye first the kingdom of God, etc." The man or woman who is brought face to face with his sin and accepts the conditions of salvation, is obeying the law of Safety First. It may be only the desire to be saved from committing sin, but the underlying thought is the same.

The man who toils daily for his family is doing so to keep them safe from want and misery. He educates his children to save them from ignorance and a life of drudgery, the latter being usually the result of insufficient education and training.

The mother illustrates Safety First when she studies carefully the values of food stuffs, their medicinal and muscle-building properties and regulates the family menu accordingly. She watches Johnny to see that he does not run out of doors without his coat or get his feet wet, for she knows that an ounce of prevention is worth a pound of cure, and Safety First is her watchword. It is easier and cheaper to cultivate health than to cure disease. I wish everyone could

read the article entitled, "What is the Matter With Your Brain?" by Stoddard Goodhue, in the March issue of Cosmopolitan. He points out in the article how much better it would be to prevent insanity by clean living, than it is to attempt to cure it, and tells us that there are about 200,000 persons in insane asylums in the United States. The greater percent of these are paying the price of drink and unclean living.

If these persons had the idea of Safety First fixed in their minds, would it not have prevented some of the follies which led to their mental ruin?

May not Safety First be applied to the lives of the Frisco employes in a much broader sense than it has been? Should it not make them stop and think before taking a social glass or allowing themselves to be drawn into other indiscretions when the danger signal is so easily discernible?

Safety First is the very corner-stone of our existence and upon it are built all of the real things of life, from the army and navy, for the safety of our country, down to the least transaction of our daily lives, the idea is born out of Safety First.

I have been surprised at the scope of this subject and have touched here upon only a few of its applications.

Step Lively.

C. R. Kew, general foreman, Kansas City, Mo., asked that the following motto be given space in THE FRISCO-MAN:

"The best rule in the world will not work unless the worker endeavors to enforce it. The rule for good service is to STEP LIVELY. Stepping lively helps all along."

"Harmony and Safety."

E. G. CUMMINS.

The article entitled "Harmony and Safety," by H. G. Gerlach, Fort Worth, Texas, published in the February issue of THE FRISCO-MAN, appeals to me as one of the most suggestive articles that has ever appeared in our publication.

If one would stop to think what might be accomplished by perfect harmony, it would be a surprise worth experiencing—and the smile, it would be worth thousands of dollars to the company we represent, and what a grand railroad we would have.

Perfect harmony among all departments, insuring the adjustment of little difficulties that come up in our daily routine, means that we would all have more time, and what is more, a greater desire to take hold of these little things which are often allowed to pass because of a "grouch" some one is wearing. And these very little things grow into larger ones which sooner or later must be met, and we can in almost every case discern that if handled harmoniously in their infancy the unpleasantness and actual expense to the company could have been eliminated.

Let us all profit by the suggestion of Mr. Gerlach and get our "shoulder to the wheel," and work for peace, happiness and harmony; which means another boost for Safety First.

A Four C. Annual.

A. A. Minor, a veteran employe of the North Side Shop, Springfield, Mo., has the distinction of being the only Frisco employe in this vicinity to be honored with an annual pass over a road not in the United States.

He is exhibiting among his friends

an annual pass over the Cananea Consolidated Copper Company's Railway, of Cananea, Mexico. The road is operated by the Cananea Copper Company in bringing ore to the smelters. They also run passenger trains and carry the mail.

The pass is the same color, and at first glance, would be taken for a "Frisco Annual," but the conditions under which it can be used is in the Spanish language and very few here are able to tell what they are.

Mr. Minor has been an employe of the Frisco for over twenty-eight years, most of which time he has been assistant erecting shop foreman. When the Erecting Department was removed to the new shop, Mr. Minor took the injector work in the air room, which position he still holds.

His son, Eddie Minor, who is superintendent of The Cananea Consolidated Copper Company Railway, is a Springfield boy, and has been connected with the Cananea Company, as a mining engineer, since his graduation from the Rolla School of Mines, several years ago.

Happy Home Club.

The accompanying cut represents a familiar scene in the west end of the New Shops, Springfield, Missouri,



after a good, square meal. The employes shown in the picture are members of "The Happy Home Club."



The viaduct being constructed on the Northern Division, at Mile Post 52, one and a half miles north of Fontana, Kans., was completed February 7.

The viaduct is 185 feet long, 22 feet wide and is 26 feet in height. There are 69,860 feet of timber in the viaduct and it is on an angle of 24 degrees crossing the track.

The county is to make a grade on each end of the viaduct which will

necessitate about 6,000 yards of dirt to complete the road.

Those shown in the picture, from right to left, are as follows: A. N. Matthews, foreman; H. Classen, carpenter; J. M. Price, assistant foreman; J. F. Sheppard, carpenter; C. A. Heinlen, carpenter; C. Wilson, carpenter; A. Heinlen, carpenter; C. C. Walker, carpenter; F. M. Jones carpenter.

A Valuable Economy.

J. C. Windsor, general stationer, in a letter to THE FRISCO-MAN says:

Action taken on a suggestion, made by W. Skaggs in the office of superintendent terminals, Kansas City, Mo., regarding reducing the size of our red and green ball car cards, has resulted in a saving to the road on this particular item of between \$500.00 and \$600.00 a year. This is an evidence of what is being accomplished by the interest stirred up by the Office Efficiency Association.

Remember Sickles.

Charles L. Sickles of the Travelers Insurance Company, formerly connected with the Frisco's passenger department, has been selected by that company as a prospective delegate to represent the St. Louis office at the Fiftieth Anniversary Convention of the company, to be celebrated at Hartford, Conn.

To qualify for the appointment it will be necessary for Mr. Sickles to produce \$500,000.00 Life and Accident insurance during the year 1913.

During Mr. Sickles years with the Frisco he made many friends among us and, of course, we are all anxious to see him win out in the contest.

Agent Leach Sketches - Conductors.



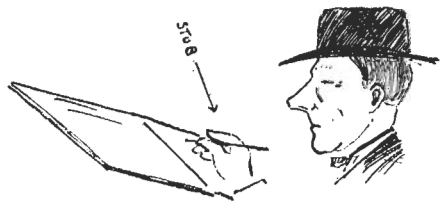
Conductor Theo. W. Weidman, of the Kansas Division, saying: "Is this all there is for the west?"



Passenger Conductor John W. Gettel, of the Western Division. Seventeen years in service.



Conductor Dave Longwill, of the Kansas Division. Always in a hurry.



Conductor J. M. Hall, of the Kansas Division, saying: "T'ell him I'm ready."

To Reduce L. and D. Claims.

In his efforts to materially reduce charges for loss of packages and damaged shipments, J. H. Doggrell, superintendent freight loss and damage claims, has instituted a vigorous campaign, with a view to bringing to the attention of not only our employes but to our patrons as well, the causes leading up to such losses.

One of his latest steps is a circular to our patrons regarding the marking of freight and preparation of shipping orders, which is as follows:

On account of excessive claim payments chargeable to loss of entire packages and damaged shipments during the past few years, this railroad, and a great many of our connections, are taking vigorous steps to remove the causes for such claims, and investigations that have been made recently have brought before us surprising conditions that contribute to such losses, especially with regard to improper marking and packing of freight.

Of course, we realize that we are not entirely blameless for the excessive loss of entire packages, nor for damaged freight, but what we are trying to do now is, bring to the attention of not only our own employes but to our patrons as well, the various causes leading up to such losses.

We find that a great proportion of our errors in billing freight resulting in astray packages and consequent damage, is due to illegible dray tickets and bills of lading submitted by some of our patrons. The dray ticket or bill of lading is what starts the shipment on its journey to destination and very frequently we find that a poor grade of carbon paper is used, and after the document has been handled by various clerks, they become effaced to such an extent that our bill clerks cannot read them, and in their haste the shipments are erroneously billed.

In this regard, I hope each of you will lend us your co-operation toward the proper preparation of your bills of lading and dray tickets, have them made out clearly and distinctly (type-written preferred) so they will not be-

come effaced by the time they reach our bill clerks. Some of our shippers have printed an itemized form of dray ticket, and considerable trouble is experienced by poor matching up of the copies or shifting of the carbons, resulting in endless confusion.

We find at our larger platforms, numerous cases of double, triplicate and quadruple marking of packages, to a surprising extent. Shippers should see to it that their packages are properly marked with such material as will not easily obliterate from contact with other freight, and that all old marks are erased. This is, indeed, most important.

A great many shippers place the name of their firm on packages without the word "From" preceding same. This is important and I am sure can be corrected very easily.

You would be surprised to see the large number of packages offered us for shipment with light paper tags addressed with lead pencil and insecurely fastened to the package. We recommend that linen tags, addressed in ink be used when it is absolutely necessary to use a tag; however, we wish to discourage the use of tags as far as possible, for the reason that they so frequently become detached due to contact with other freight. Also the large number of packages received with marks so small that considerable time must be wasted looking for the marks, and I hope each of you who receive this circular will go into these matters in your respective plants and aid us in our campaign of prevention.

With regard to the packing of freight. During the past few years the use of fibre and pulp-board packing has developed to such an extent that our merchandise cars are almost entirely laden with this character of packing. We endeavor to keep the lighter packages to the top of the load, but this is oftentimes impossible, on account of the large proportion of such packages in cars, and when our cars are unloaded or transferred, we find numerous damages from the weight of the really light packages necessary to load on top. There are certain classes of merchandise that will carry very nicely in

a pulp-board package, but the use of this class of package for breakables we wish to discourage as much as possible.

Our Classification Committees are calling upon us for reports of specific classes of merchandise damaged by reason of improper packing, and photograph samples are being sent them for their scrutiny, and I sincerely hope that our patrons will refrain from the use of this frail packing, especially on breakables.

In our endeavors to check our losses chargeable to the improper preparation of dray tickets, bills of lading, improper marking and packing of freight, I assure you the saving to be effected is secondary to the feature of satisfied shippers and receivers of freight, and with your co-operation a great deal of good can undoubtedly be accomplished, and we earnestly solicit your indulgence.

In addition to sending the above circular to our patrons, Mr. Doggrell has also sent a copy to every agent on the line, together with a letter in which he says:

Our traveling agents are engaged in a campaign of education of shippers and are now located at our larger loading and transfer stations, looking into the defects in the preparation of dray tickets and bills of lading which cause so many errors in billing, errors in checking and errors in loading, the improper stowing of freight in merchandise cars to prevent damage, the improper marking of packages (illegible marks and failure to erase old marks), etc., and the results that we have thus far obtained in this work convinces me that we can extend this supervision to all of our agents as well as each and every employe at our local stations.

It has been found that we are accepting freight in large quantities with duplicate, triplicate and even quadruple marks, which causes the freight to go astray and either become lost, or, on its return movement, so badly damaged that we are required to pay a claim. This is something that we can control, and our check clerks should be equipped with keel and blue crayon that they may obliterate all old marks on packages, and at the same time, handle matter with shippers in order that they

may take steps to correct these defects. See that your requisitions for keel, blue crayon, marking pots, brushes, lamp black etc., are properly filed, and if you do not receive such supplies promptly handle with your superintendent and he will see to it that your requisitions are filled.

Another great evil that I want to call to your attention is the use of paper tags in marking freight. This is a practice that we must discourage as much as possible and we should refuse a shipment for transportation labeled with tag and addressed in LEAD PENCIL, and on such shipments where it is necessary to use tags, linen tags should be used as far as possible, and they should be addressed in ink by all means.

The only way we can accomplish what we have set out to do in this most important field, is by co-operation on the part of every one having to do with the handling of freight, and I am going to ask each of you your earnest support in the conduct of this work of reform in the handling of freight from the time it starts from the warehouse of shipper until it reaches the warehouse of the consignee.

Suggestions will be gladly received.

At Jonesboro.

The group shown in the accompanying reproduction represent the day yard crew, Jonesboro, Ark. Reading from left to right, those shown in the



picture are: William Maxted, engineer; S. P. Gray, switchman; P. E. M. Carthy, engine foreman; W. H. Millender, switchman.

Booster Boost Frisco.

Copy of resolutions passed by Committee on Resolutions of Oklahoma Inaugural Boosters' Special Train, Oklahoma to Washington and return, via Frisco Lines and Baltimore and Ohio Railroads:

Whereas, the Hon. Woodrow Wilson, former Governor of New Jersey, was on March 4th, A. D. 1913, duly and regularly inaugurated President of the United States, amid the plaudits and to the great pleasure and satisfaction of the American people, and;

Whereas, characteristic of its progressive people the new State of Oklahoma, not only contributed its share and aid to this end, but organized a special Inaugural Booster Train and took aboard five hundred brave men and beautiful women from every quarter of the State and journeyed across the plains to the National Capitol, in order to contribute their presence and aid to the success of that National event, and

Whereas, the choice route selected for this journey was over the Frisco System and its connecting lines, the great Baltimore and Ohio Railroad, both of which systems and their clever, courteous and painstaking officials having endeared themselves to us forever by their many acts of kindness shown on this journey, and;

Whereas, we as passengers making said journey, desire to express our true sentiment and feeling toward said roads, its officials and entire train crews, from the highest to the lowest, as well as to make special mention of certain features, the acts of certain individuals and incidents of the trip, to declare ourselves as follows:

Resolved, that we hereby express our hearty appreciation and profound thanks to Hon. Robert Galbreath, Hon. J. Robert Gillam and Hon. C. O. Jackson, for organizing and successfully conducting the Oklahoma Inaugural Booster Train from Oklahoma to Washington and return.

Resolved, that we hereby express our indorsement and approval of the selection of the route made by those in charge, *i. e.*, the Frisco and Baltimore & Ohio Railways, who, have by and through their officials so safely and attentively cared for our comforts and conveniences on said journey; and

we point and commend with pride and say to each of said roads and their officials that the trip was made on schedule time, and according to promises previously made; that every stop-over and convenience promised was faithfully carried out to the letter and every courtesy possible was shown; that it was different from ordinary specials, in this fact, that it was not one of broken promises and disappointments, but one of system and pleasure.

We desire to make special mention and express our special appreciation to Mr. J. P. Rogerman, Western Passenger Agent, of the Baltimore & Ohio Railroad, for his personal presence and his uniform kindness and courtesy throughout the entire journey; also to Hon. C. O. Jackson, Division Passenger Agent, and J. Cobb, Traveling Passenger Agent of the Frisco, for their many acts of kindness; Moreover, we acknowledge indebtedness to F. D. Gildersleeve, Assistant General Passenger Agent of the Baltimore & Ohio, for his many acts of kindness shown.

Resolved, further, that we hereby express our thanks and appreciation to the Tulsa Band and each and every member thereof, who have so delightfully entertained us along the route of said journey and contributed so much to the pleasure of the occasion by the high-grade music furnished; that we also, in a special manner, desire to express our gratitude and appreciation to the Hon. J. Burr Gibbons, President of the Tulsa Press Club, and his assistants, for their successful efforts and novel engineering in issuing and circulating each day the Oklahoma Booster through which medium progress and development of our State was told to thousands of anxious readers along the route.

Last, and by common and universal consent the greatest features of all, we commend with pleasure, pride and approval the splendid, magnificent and successful effort of Hon. Tim Wood, representing the great agricultural and mineral resources of Oklahoma in collecting, supplying and equipping two cars, making such a perfect display of the products and resources of our great commonwealth.

To the Governor of Ohio, the Mayor of Cincinnati, its Chamber of Commerce, as well as to the State and municipal officers of such places as St.

Louis, Louisville, Pittsburg, Zainesville, Mt. Sterling, Ohio; Parkersburg, W. Va., and other cities along the route who extended courtesies, we are profoundly grateful, and shall only long for an opportunity to show our appreciation in a more fitting and substantial way.

These resolutions would be incomplete indeed unless we acknowledge obligations to one Harry Cook of the Skirvin Hotel, of Oklahoma City, for his untiring energy and successful efforts as the prince of entertainers, in making the occasion one continual round of pleasure long to be remembered by us, each and all.

(Signed) JUDGE C. LYNN,
HARRY H. DIAMOND,
Committee.

A Snow Snap.

The accompanying reproduction is from a photograph taken from the window of a chair car, Train No. 3, and shows the train on curve on Dixon Hill, Mile 132, east of Dixon, Mo.

At the time the train was snapped No. 3 was in charge of Conductor H.



C. Parvin and Brakeman T. Hickey, and was pulled by engines Nos. 1259 and 1054, No. 1259 being the regular "hill" engine used as helper on Dixon Hill, between Newburg and Dixon.

Engineer J. J. O'Brien and Fireman J. M. Barton were in charge of engine 1054, and the regular "Hill Crew," whose names could not be learned at the time, were in charge of 1259.

The picture was taken by Herron Westbay, February 3, 1913.

R. H. Edmondson.

R. H. Edmondson, car inspector, died at the Frisco Hospital, Springfield, Mo., February 3, aged seventy-six years.

Mr. Edmondson was an old "Memphis man" and was held in high esteem by all of his railroad associates. From 1882 up to the time of his death, he was employed as car inspector at Springfield, Mo., rounding out thirty-one years of continuous service.

In Mr. Edmondson's death the com-



pany loses one of its most conscientious and loyal employes, and many expressions of sorrow at the news of his death were heard up and down the line from Springfield to Kansas City.

Mr. Edmondson leaves a wife and six children, to whom sincere sympathy is extended. One son, T. H. Edmondson, chief car inspector, Kansas City, has been connected with the Frisco for the last twenty-one years.

"Economy in Little Things."

St. Louis, Mo., March 1, 1913.

To Employes, Frisco Lines

I call your attention to the fact that the cost of many articles in daily use on all railroads has materially increased in recent years, and I request that you aid us in preventing all possible waste.

As the cost of materials and supplies has increased, your effort to help us save now will produce much greater results than it did some years ago.

If each employe engaged in Maintenance of Way, Maintenance of Equipment and Transportation work would save an average of even five cents a day for the company by preventing the waste or misuse of little things, the total saving in one year would be nearly \$400,000.00.

EVERY ONE OF YOU CAN HELP.

The prosperity of the railroad employe is dependent upon the prosperity of the railroad.

To bring home forcibly to you what the waste or misuse of some of the common articles of everyday use costs the Frisco, I invite your attention to the following table showing the amount of service we must render the public to get enough money to buy them. This table gives the distance which the Frisco must haul an average ton of freight to get enough net revenue to purchase the articles mentioned:

	Miles
Track spike	3
Track bolt.....	9
Tie plate	39
Axe	138
Track shovel	171
Spike maul	231
Cross tie—white oak.....	132
Cross tie—creosoted	210
Crossing plank—3x12x10	162
Crossing plank—3x12x16	258
Track jack.....	1275
Tin dipper	30
12-quart Water Bucket.....	69
½-gallon oil can.....	48
1-Gallon oil can.....	72
2-Gallon oil can.....	84
5-Gallon oil can.....	324
10-Gallon oil can.....	414
Track torpedo.....	3
5-Minute fusee	15
10-Minute fusee	21
White lantern globe.....	36
Red lantern globe.....	150

Air hose	360
Steam hose	1161
Pound of cotton waste.....	16½
Engine torch.....	33
Water gauge lamp.....	99
Steam gauge lamp.....	111
Engine hammer	117
Spring engine oiler.....	120
Locomotive scoop shovel.....	138
12-Inch screw wrench.....	120
15-Inch screw wrench.....	201
18-Inch screw wrench.....	255
Engineers' kit box.....	348
Pair engine markers.....	2301
24-inch screw jack.....	3336
16-inch file.....	66
1 Pound of nails.....	6
1 Dozen wood screws (average size).....	6
Machine bolt (average size).....	21
1 Dozen square nuts (average size).....	21
Cast iron brake shoe—freight car.....	105
Cast iron brake shoe—passenger car.....	138
Cast iron brake shoe—engine.....	360
Two sheets carbon paper.....	3
Black lead pencil.....	4½
Copying pencil.....	6
Rubber eraser.....	9
Plain ink-stand.....	15
Stamp pad.....	21
No. 19-order hoop.....	30
Box of pins.....	27
Letter file.....	48
3 Train order blanks.....	3
10 Waybill blanks (½ size).....	3
5 Waybill blanks (full size).....	3
Broom	66
Steel cuspidor.....	117
Grain door.....	66
Warehouse truck.....	2250

The use of all these articles is necessary on railroads. You can not influence the price, but you can aid us by getting the maximum service out of the articles in your charge.

Railroad men as a class are second to none in loyalty to their employers and Frisco men have always been above the average in this respect.

The splendid co-operative spirit you have shown in the Safety First movement can be made to tell in "economy in little things."



Vice-President.

One on Coppinge.

The Pittsburg Headlight tells of this interesting incident in which a Frisco brakeman running out of Fort Scott, and Superintendent Coppinge of this city figured:

There is one brakeman on the Frisco who will not talk so fast from now on, because he made a talk to a certain fellow who happened to be the superintendent. At least that is the story that is going on among the boys. The story is something like this: There was a wreck and the superintendent and the trainmaster came down to look after it. The brakeman knew the trainmaster but not the "super." The wrecker was working and the crane had just picked up the end of a car and the brakeman was out giving signals to the engineer and doing his work in the regular way, when he noticed a man standing in a place where it was dangerous and he called out, "Get away from that, you d—n rube, do you want to commit suicide; you are liable to get killed; hurry up and get out of the way; you'll want to sue the company; get out of the way there. Don't you hear me?" The man moved and hurried and about the time that he got out from where he was standing the crane gave way, and a drop was made at that same place the superintendent was standing and he would have been killed if the brakeman had not called him away. The wrecker got through with its work and was about ready to leave the scene and the brakeman was standing on the platform watching for signals when a man walked up to him and said: "I'm obliged to you for your thoughtfulness."

The brakeman took a side glance at him and answered as he gave his lantern a swing: "Pard, I have not got a cent; hop into that box car if you want a ride into town."

After the train had started out from the depot and was dragging along with as much of the wreck as it could carry, the same man came to the brakeman in the rocking caboose and said: "I did not ride in that box car you pointed out, but I'm glad to meet a man that is always looking out for the common people, to keep them from getting hurt."

The brakeman looked at him for a second and said: "That's all right, pard, and keep the change."

He then went out and climbed the hurricane deck for a few minutes and dropped down in the caboose again and still the same fellow was there. The brakeman walked back to the other end of the caboose and asked his conductor who the man was that was riding.

"Why, he is Superintendent Coppinge."

The bakerman set his light down and pulled off his gloves and remarked to the conductor: "I expect I'll get fired as soon as I get in. But then I don't care about this Frisco route anyway." The train got into Fort Scott and the brakeman walked up to Superintendent Coppinge and began to apologize, when the superintendent took his hand and told him, "I'm glad to find a brakeman who knows what to do at the right time."

"I'm new here on this pike," said the brakeman, "and I did not know you, but then you had no business standing where you were when I first talked to you."

Safety First.

The following letter sent to the Editor of the Oklahoman, Oklahoma City, Okla., will, no doubt, be of interest to many of our readers:

I was interested in your editorial of January 15 on the subject of safety on the rail. The state of New Jersey, where the last fiscal year reported, shows no death of a passenger due to a collision or derailment, was cited as having established a degree of safety on the rail toward which other states should strive.

It occurred to me that you would be interested in the corresponding figures for the state of Oklahoma for the corresponding period of time, and that it would be fair to the railroads operating in this state if their figures also could be submitted for the consideration of the public.

During the fiscal year ending June 30, 1912, no passenger lost his life as a result of a collision or derailment in the state of Oklahoma, and no passenger lost his life as a result of any accident due to fault of any railway company or its employees.

Six persons classed in the accident reports received by the corporation commission as "passengers" lost their lives during the year, but a word as to the circumstances in each case will suffice to show that in no case was the death due to inefficiency or carelessness in the operation of trains.

Iron Mountain: A passenger on depot platform waiting for train stooped to pick up some article as train pulled in, was struck by engine and died from injuries received.

Santa Fe: Passenger on train took poison and jumped through car window on moving train, committing suicide.

Rock Island: Passenger left train, walked into depot waiting room and died of tuberculosis.

Missouri, Kansas & Texas: Holder of passenger ticket jumped on moving freight train, climbed to top of box car, jumped from one car to another and fell to ground beside track, injuries received resulting in death next day.

Frisco: Passenger on train approach-

ing depot jumped from train at street crossing before reaching depot, walked a few steps and fell dead with a broken neck.

Wichita Falls & Northwestern: Holder of passenger ticket about to board train was shot and killed by unknown person.

Thus, in respect to deaths from train accidents, Oklahoma has as good a record for the fiscal year 1911-1912 as has any state.

Several factors should be taken into consideration in a comparison of Oklahoma with New Jersey. New Jersey has only 2,000 miles of road to operate, while Oklahoma has more than six thousand. New Jersey has few wooden bridges or culverts and little dirt ballast, while Oklahoma necessarily has all three. New Jersey lines have block signals, interlocking plants and all known safety devices, while Oklahoma as yet has comparatively little such equipment.

Upon the whole Oklahoma has reason to feel that the men handling its trains, either as officials or employees, are awake to their responsibility, and are giving the public a high degree of security.

You are, of course, at liberty to make any use of these facts that may commend itself to you. Very truly yours,

A. P. WATSON,

Corporation Commissioner.
Oklahoma City.

Show Your Face.

In posing for photographs for the magazine, THE FRISCO-MAN suggests that employees remove their hats, in order to eliminate the shadow which is invariably cast over the face when a picture is taken with a hat or cap pulled down over the head.

There seems to be a habit among Frisco men, when facing the camera, of pulling their caps down over their eyes, and, while the effectiveness of the head gear is not doubted in the least, still it is the faces THE FRISCO-MAN wishes to reproduce above all else.

Office Efficiency Notes.

Seventy-two members attended the second regular meeting of the Frisco Office Efficiency Association, Assembly Rooms, Frisco Building, Springfield, Mo., February 19.

Upon motion duly seconded, it was decided that the reports of the committees would not be read in their regular order, but instead that the order would be changed so that the heavier reports would be handled at the morning sessions and the lighter reports in the afternoon.

The line-up agreed to was, first: Executive Committee's Report, which was read by the chairman of that committee. In this report particular stress was laid on the item relating to chief clerks going over reports with a view to cutting out some of them, or at least copies of the report.

Action was taken on the following subjects as per the report of the committees:

REPORTS COMMITTEE.

Elimination 325-A Report. It was found this could not be done, but the number of copies issued was largely cut down, showing considerable saving, and the subject was passed as read.

Monthly Inspectors' Interchange Report, showing number of defect cards issued, etc. Recommendation of the committee was that this report should not be discontinued, and upon motion, the committee's recommendation was accepted.

Daily Overtime Report, Form 935. Investigation indicated this report to be very important, and recommendation of the committee was that it be not discontinued. The subject was passed as read.

Report of Surplus Turntables on Hand. Committee had already secured authority from Chief Engineer to discontinue, and the subject was passed as read.

Sending in tissue copy of Engineers' and Firemen's pay rolls to General Su-

perintendent Motive Power. Mr. Hancock having agreed to discontinuance of this unless especially asked for, the subject was, upon motion, passed as per recommendation of committee.

Standard sheet for distribution M. of W. and B7B material. Recommendation of the committee was that this be referred to the different Chief Clerks to determine and advise their requirements and views. Upon motion, this subject was passed.

Form 712 Daily Report of Mileage made by Engines in Switch and Work Service. The committee's recommendation was that upon handling with the Car Accountant, the report could not be discontinued, and it was therefore, upon motion, decided that the subject be passed.

FORMS COMMITTEE.

Suggested new form for distribution of labor and material to replace Form MP 2. As the committee had already referred the matter to Messrs. Nixon and Hancock, and had their approval for new form, the recommendation of the committee was adopted as read.

Change in Form 909 Local. Changes having been approved by Mr. Hancock, and printing of the changed form authorized, upon motion, the subject was passed.

Reduction in size of Form MP 120 Standard, committee reported the matter had been referred to Mr. Hancock, who approved the change, making a saving in printing of \$35.00 yearly, and, upon motion, the subject was passed.

Suggested reduction in size of Form 2101 Local. Committee reported the matter had been handled through Mr. Frank Anderson, who, having approved the change, with a saving in printing of \$5.00 per annum, the question was, upon motion, passed.

Reduction in size of Form MW 16 Standard. The committee having recommended change be made with saving in printing of \$21.60 per annum, upon motion, the committee's recommendation was accepted.

Abolishment of Form MP 36 Local. Coach Cleaning Report. As this was in use only at Kansas City, and the matter has been handled by Mr. Hancock, who advised its use could be

discontinued at that point, the subject was, upon motion, passed.

Abolishment of Form MP 105 B Standard, Daily Report of Locomotives. Committee having handled with General Superintendent of Motive Power, who had stated Form could be abolished, upon motion, the subject was passed as read.

Change in wording on bottom of Form P-16. Auditor of Disbursements having approved the change and the committee recommending its adoption, the subject was, upon motion, passed.

Change in Form MW-94 Local. Daily report new rail laid. Recommendation of committee was that form be abolished when present stock was used, which recommendation had been approved by the General Manager, and thereafter form to be mimeographed. Upon motion, the subject was passed as read.

Reducing size of Form CT 84 Standard. Committee having secured the approval of General Superintendents to the suggestion, the subject was, upon motion, adopted as read.

CORRESPONDENCE AND FILES COMMITTEE.

Suggestions that in handling calls where a number of parties have been addressed on a given subject, instead of matching up the file and sending it over as replies come in, it be held until all replies received. The committee recommended against this, but did recommend that all correspondence be handled over the Chief Clerk's desks except as to acknowledgement of circulars. Upon motion, it was resolved that where a Chief Clerk has four or five parties dictating that the practice of all correspondence passing over the Chief Clerk's desk be discontinued, and that acknowledgement of circulars be handled the same as any other correspondence.

Waste of stationery in double spacing letters. In connection with this there was read a letter from Mr. F. C. Pearson of the General Manager's office, suggesting the use of short sheets of paper where letters comprise not more than twelve lines. This subject was thoroughly discussed, and upon motion, it was resolved that instructions be issued by the General Manager to all concerned that letters that could conveniently be written on half sheets

be so handled, Stationer agreeing to furnish half sheets on requisition.

Suggestion that Car Accountant address Agents direct about mis-reporting car numbers and initials on wheel reports. Committee recommended that Superintendent write each Agent at point where train terminates that these reports must be mailed the same date. Upon motion, the subject was disposed of as recommended by the Committee.

Agents giving equal attention to Western Union Telegraph business as to Railroad Company business. Committee having concurred in recommendation that Superintendent so instruct agents, upon motion, the subject was adopted as read.

Monthly Statement of Charges to Additions and Betterments. Committee recommended against elimination of this statement for reasons stated, and upon motion, recommendation was accepted.

Paying expense accounts by Agents. Committee recommended no change in the present form of expense voucher, and upon motion, their recommendation was accepted.

General Offices in issuing instructions to all Agents, furnish sufficient number of copies of their General Circular to handle with all parties interested. Committee strongly recommended this, and upon motion, their recommendation was accepted.

Car Accountant to prepare mimeograph forms in writing conductors for information as to wheel reports. Committee had already handled with the car Accountant, who agreed to put the scheme in effect, and upon motion, the subject was passed.

Matter of arriving at number of cars handled as reported on 504 report. Committee recommended that General Superintendents re-issue instructions bearing on preparation of 2680 report, and upon motion the Committee's recommendation was accepted.

Using check sheet in keeping line on Station Agents' requisitions. This considered in connection with the Correspondence and Files Committee report. Considerable discussion was provoked and motion was made that all divisions use the Check System. Amendment was proposed and seconded that General Superintendents issue in-

structions outlining the plan and putting it into effect at once. Upon motion, the amendment was accepted and upon motion made and properly seconded, the motion as amended was adopted.

Inauguration of loose leaf book in each office containing instructions to clerks. Committee's recommendation that each clerk be required to prepare a detailed statement showing work performed on his desk, and that when new instructions are issued, copies be given to each clerk, was adopted.

Suggestion that better understanding be had between Chief Clerks and subordinates. Subject was adopted as read.

Use of dictaphones in division offices. Considerable discussion was had on this subject, all concerned being of the opinion that economy could be had both in time and possibly in money, and upon motion, it was resolved that the Association request Vice-President Greig for authority to secure machines for test purposes in two or three division offices. This was amended by leaving the matter to Chairman Van Valkenburg to handle with Mr. Greig.

Adoption of mail box at division points where train, enginemen and others may leave mail without addressing envelopes. Recommendation of the committee being that many offices were already doing this and that it be adopted in each division office. Upon motion the recommendation was adopted.

Use of larger blotters between leaves in pay roll impression book. Committee recommended that this be adopted. Upon motion, the subject was passed.

Suggestion as to increasing the size of pay roll impression book, loose tissues and copying cloths. Mr. Lorimer having stated that this had already been taken care of by furnishing larger cloths and the book slightly increased, upon motion, the subject was passed.

Suggesting that check of pay rolls in division offices be performed by some clerk other than the one writing the roll. Committee recommended, and

upon motion, their recommendation was accepted.

Preparation of list of Clerks in each office showing position, term of service, experience, salary, etc. Committee recommended this be done and submitted sample of form and upon motion, recommendation adopted.

Issuance of instructions as to watch deduction orders. Committee recommended that cases differing in some particular, no rule could be laid down, but the Timekeeper use best judgment. Upon motion, the recommendation was adopted.

Vacations for Clerks. Committee recommended each case be handled on its own merits, and upon motion, their recommendation was adopted.

Numbering of requisitions on Storekeeper. Committee recommended that the requisitions from any one division be assigned not to exceed three series and upon motion their recommendation was adopted.

Method of prevention of overlooking bills for detouring. There is a rule now in effect that the Chief Dispatcher furnish the necessary information to the Accountant as well as to the C. T. Timekeeper, and upon motion, it was resolved that the General Superintendent reissue the instructions that Chief Dispatcher so handle.

Method of notifying Auditor of all bills that should be made, discussion developing that there was no particular trouble along this line except in the office of the Car Accountant. It was, upon motion, moved that the Car Accountant thresh out this trouble himself with the Auditor.

Bad Order Report. Committee's final recommendation was that the system recently inaugurated by Mr. Doggrell of sending out these reports twice each week, and then issuing a letter at the end of each two weeks, giving comparison. Upon motion, their recommendation was adopted as read.

Filing and handling of O. S. & D. claims. The committee's recommendation outlined fully a method for filing and upon motion the scheme as outlined therein was adopted.

Some More Reasons Why Railways are Unpopular.

The railways of the United States are more popular than a few years ago. They are so because they have set out to make themselves so. They have tried to popularize themselves by correcting things that are wrong and remediable in their service and rates, and by explaining things that merely seem wrong or are not remediable. But the roads are not nearly so popular as they want to be, and ought to be for their own good and the public's. This is largely because there still exist conditions that need to be changed. More people come in contact with railways as passengers than in all other ways. The way passengers are served, will, therefore, make a road more "boosters" or critics than anything else. And the way passengers are still treated by the roads and their employes in many instances makes thousands of critics.

This paper published a few years ago (Railway Age Gazette, November 19, 1909) an article entitled "Some Reasons Why Railways are Unpopular," in which were given specific examples of the sort of shortcomings of the railways or their employes we now have in mind. Recently many roads have conducted campaigns among their employes on the subject of consideration for and courtesy to passengers. In many passenger cars and stations, placards are tacked up stating that the managements desire their patrons to be given every reasonable consideration and attention, and asking patrons to report to headquarters all cases of incivility, etc. These things have had a wholesome effect. But it is still true that a large part of the employes who deal with passengers are not as civil as they ought

to be and that many are careless or incompetent.

Furthermore, there are serious defects in the passenger service of numerous roads which the managements alone can correct. This is especially true on branch lines. One of the most serious shortcomings is the glaring disproportion between the amount of attention given and money devoted to providing through passenger service and local passenger service. When we observe the kind of local service given on most branch lines and on many main lines we do not wonder that public sentiment in communities outside the cities often becomes hostile to the railways or that the people of these outside communities often encourage the development of electric interurban lines and flock to them when they are opened.

Take, for example, the difficulty that people at towns and small cities often meet in getting proper sleeping car accommodations. Our experience has been that in most cases when the agent at a country station is asked to wire reserving a lower berth he fails to do so, and the passenger has to take an upper berth, or gets none. The passenger in that case criticises the railway management. Why shouldn't he? The agent represents the management; and the management is properly held responsible for his faults of omission and commission. Here is a specific instance which illustrates what often happens: A traveler going from a good-sized city to a small town had to change trains at 3:30 o'clock a. m. He asked the ticket agent at the point of origin to

telegraph for a lower berth for him on the train to which he was to change. When this train came in he hurried, carrying two heavy pieces of baggage, toward the rear where the sleeping cars were. None of the doors of the sleeping cars were open; and he had to carry his baggage back to the chair car and go through the train back to the sleeping cars. He finally found a porter who was awake, but who knew nothing about his reservation. The ticket agent should have wired for the reservation, but apparently did not. And the doors of at least one of the sleeping cars should have been opened, anyway; for the rules require this at every station where a stop is made. In this case complaint was entered, and both the railway management and the Pullman Company took prompt action.

Here is another experience of the same traveler: Desiring to leave New York for Chicago he telephoned for a drawing room on a through sleeping car operating over two lines connecting at Buffalo. When the ticket was delivered it was not for a drawing room, but a section, and it was returned. Then the ticket agent said that the drawing room could not be reserved until the next morning, one hour before the time for the train's departure. Repeated inquiries as to why at last elicited the information that the agent was preparing to sell the passenger a drawing room on a car that went to St. Louis, in consequence of which, without previous warning to him, he would have had to change cars at Buffalo. Naturally, he got angry and went by another route. And if he had gone the way he originally planned and had found he had to change at Buffalo, he naturally would have been indignant. Think of such things happening in connection

with transportation between two such points as New York and Chicago.

Recently an eastern business man who was traveling from one end of the continent to the other reserved a drawing room from one of the large interior terminals to the Pacific Coast. When he got on the train he found the same drawing room had been sold to other persons who were in possession of it and refused to give it up. He stood on his rights, insisted on having a drawing room, and the railway had to put an extra sleeping car on the train and haul it 2,400 miles. That was pretty expensive for the railway. But who ought to bear the expense and annoyance caused by the carelessness or incompetency of railway employes?

The dining car service of the railways of the United States is the best in the world. But things occasionally happen in dining cars that are enough to try the soul of patience. There is a certain railway president who has a disconcerting way of turning up in unexpected places. He turned up for breakfast at 7:30 o'clock one morning recently in a dining car on one of his own trains. He found the car cold and unclean, the cooking poor and almost every feature of the service unsatisfactory. When he finished breakfast he called the dining car conductor and told him to hand in his resignation at the end of his run. The astonished conductor asked for an explanation. The president replied that if that morning's service was a sample of what was being given on that car, and the conductor did not know why he should resign, that was a conclusive argument for discharging him. The result was that the conductor was not discharged, but that he became a chastened and a more efficient employe.

Railway presidents and vice-presidents are mighty busy men. They haven't time to become regular inspectors of dining car service. But the spreading of the news of a few incidents like that over a railway helps a lot.

A short time ago a man and his family had to travel across country on local trains from a station on one main line of a certain railway to a station on another of its main lines. The distance was relatively small, but the circumstances were such that, carrying a good deal of hand baggage, they had to change trains several times. When the ticket agent at the point of origin sold their tickets he said they would have to make three changes and would arrive at their destination at 6 p. m. When they reached the point where they made the third change they found that they would have to make still a fourth change farther on and that instead of reaching their destination at 6 p. m. they would reach it almost two hours later. The agent at the point of origin, without looking the matter up, had carelessly assumed that they would catch a certain train at the point of their third change, when in fact that train was regularly scheduled to leave one hour earlier than their train was scheduled to arrive. There is a good deal of difference between making three expected changes of trains and four changes, one of which is unexpected, and between arriving in a strange place at 6 p. m. and at 8 p. m. A ticket agent who will sell tickets over such a route without making absolutely certain that he is giving passengers correct information is careless or incompetent. And every man who travels much as an ordinary passenger can testify from his experience that such things happen every day on railways all over this country.

We propound the following conundrum: Why is a station bulletin board? Theoretically, its purpose is to give information to passengers regarding the time of arrival and departure of trains. In practice, the number of bulletin boards at country stations that regularly give correct information is small. And when at 9:30 a. m. the waiting, impatient traveler, noting that his train is bulletined to arrive at 9 a. m., inquires of some station employe when it will be along he will in a majority of cases get a curt answer. The answer may not be curt enough to make the basis of a complaint to the management, but it is likely to be quite curt enough to give the inquirer a feeling of resentment that will later manifest itself in some form of antagonism to the railway.

Speaking of bulletin boards brings to mind our old friend, the late passenger train. The muck-raking author of an article in one of the current magazines greatly exaggerates the proportion of late trains in this country and makes their lateness the basis for some bitter and unjust criticism of the managements of American railways. But the facts are, that many trains in all parts of the country are late; that while there are good explanations of this condition there is no good excuse for it and that it does furnish a good text for muck-raking the roads. The best management of the best railway cannot prevent trains from being late occasionally. Any good management can keep them from being late chronically. If a road's trains are chronically late it is a sure sign either that the published schedules are too fast, or that there is not enough effort made to keep trains on time. If the published schedules are too fast, the only fair way to treat

the public is to lengthen them. If the schedules are not too fast, they can ordinarily be maintained.

The main cause of late trains is unnecessary delays at stations. The employes of the roads, of the express companies and of the postoffice department often fail to plan for putting their traffic on and off the trains promptly; they often move with leaden feet while putting it on and off; and in consequence often a train departs late. When one train—especially on a single track line—leaves a station late, the first step has been taken toward demoralizing the whole train service, if the lost time is not made up at once by fast running; and if it is attempted to make it up by fast running there is likely to be an accident that will cause more and greater delays if not something worse. The speed of trains should be strictly regulated according to the character of track and equipment; and such regulation could be carried out and trains ordinarily kept on time if more were done to reduce the many needless delays at stations. Numerous trains that make long through runs and arrive on time at terminals arrive late at many intermediate stations. Every time a train arrives or departs late at any place it makes critics and enemies for the roads. Are critics and enemies so much more to be desired at intermediate places than at terminal points.

There are many roads that make great efforts to keep their trains on time; but there are so many through sleeping car routes over connecting lines that the better managed and equipped roads have to share the odium caused by the shortcomings of their weaker brethren. When will the managements of all American railways get the courage to make slow

schedules for slow trains or exercise the necessary supervision to keep all trains on time except under extraordinary conditions? And how can any management hope to make its railway really popular with its patrons until it regularly does what it promises to do and what they pay it for doing? Some of the state railway commissions recently have been agitating regarding this matter of late trains and threatening to bring suits to have the roads heavily fined for not maintaining their schedules. Can any one say that the public and public officials have not a right to complain when trains are chronically late?

The incidents and conditions mentioned all point to the need for more and better supervision of station and train service. This better supervision should begin with the selection of employes, it should extend over their training, and it should include incessant inspection and disciplining in order to make sure that they are doing, and will do, what they have been instructed to do and what the rules require them to do. This need for more and better supervision is, of course, much greater on some roads than on others. But it exists more or less on practically all. Most of the additional supervising could be done by the present officers if they would constantly keep their eyes open for defects of service and promptly apply the obvious remedies. One trouble is that many railway officers are so used to the existence of conditions which annoy their patrons that they actually do not notice them. Another trouble is that the very fact that a man is an officer of a railway prevents him from seeing some things that others see because employes are all on their good behavior when he is about. Also,

there is a considerable number of men in official positions on railways—as in all other businesses—who have got into ruts and lack the energy or disposition to get out of them and do things that they haven't been used to doing. All of these classes of officers need an awakening as a necessary prerequisite to the awakening of the

employees under them. Probably in order to get adequate supervision of station and train service most roads would have to incur some additional expense. But isn't it worth while? There is no better asset of a business than pleased patrons; and there is no worse liability than disgruntled patrons.—Railway Age Gazette.

Watching 1237.

Enginemen on the Frisco are much interested in the test being made with graphite as a lubricant for locomotives, and are watching results on engine 1237, running between Springfield and Fort Scott, which has been equipped with one of the National

roundhouse, consisting of four sticks, each stick one inch long. It is claimed each stick is sufficient to make a mileage of seventy-five miles, and that it does not require the attention of the enginemen.

It is further claimed that the object of this lubricator device is to save fuel and increase the life of cylinders, valves and packing.



ONE OF FRISCO ENGINES EQUIPPED WITH NATIONAL GRAPHITE LUBRICATOR

Graphite Lubricators. Engineer Brundridge and Fireman Hill, in charge of this engine, are both old men in the service of the Frisco.

This lubricator works automatically, the graphite being applied at the

James H. Smith.

James H. Smith, who has been connected with the bridge construction department for over thirty years, died of pneumonia at the Burge Deaconess Hospital, Springfield, Mo., February 25, after a short illness.

Mr. Smith was seventy-one years old and had been in comparatively good health until attacked a few weeks ago with the malady which resulted in his death.

Mr. Smith was a Union soldier during the Civil War. He was a charter member of Orient Lodge No. 86, Knights of Pythias, under whose auspices funeral services were held at the Second Presbyterian Church. Interment was in Maple Park Cemetery.

Mr. Smith is survived by a son, Oliver J. Smith of Louisiana, and one daughter, Mrs. Roy Lawson.

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THE CLEVELAND STEEL TOOL CO.
CLEVELAND, OHIO

1875 Time Table.

"Old Timers" will unquestionably be interested in the time table shown in the accompanying reproduction,

Drury Promoted.

C. J. Drury is appointed general foreman at Fort Smith, Ark., succeeding M. L. Crawford, transferred, effective March 6.

St. Louis, Salem & Little Rock Rail Road Time Table.



On and after Wednesday, Aug. 11, 1875. Trains on the St. Louis, Salem & Little Rock Railroad will run as follows:

Mail.	STATIONS AND SIDINGS.		Mail.
No. 1.	A. M. Leave	Arrive	No. 2. P. M.
	6:00	Cuba,	4:15
	6:40	Halbert's Siding,	3:35
	6:50	Midland,	3:30
	6:55	Engine House,	3:20
	7:05	Steelville,	3:15
	7:15	Steelville Bank,	3:05
	7:30	Grover Bank,	2:50
	7:35	Summit Siding,	2:45
	7:45	Keyssville,	2:00
	8:10	Wilson's,	1:35
	8:30	Cook's,	1:15
	9:00	Benton Creek,	12:45
	9:35	Howe's,	12:00
	10:00	Round House,	11:30
	10:05	Salem,	11:00
A. M. Arrive		Leave	A. M.

J. W. BLANCHARD, Sup't.

Spaulding Honored.

Chairman W. B. Spaulding of the Central Safety First Committee has been tendered and has accepted position of director of the National Council for Industrial Safety, which has offices at Pittsburg, Penn., and in its membership has some of the most important men associated in industrial enterprises in the United States.

Mr. Spaulding has been one of the hardest and most effective workers for Safety First in the Southwest and has been identified with the movement since it started.

The First Co-Operative Safety Congress was held in Milwaukee, Wis., last October, and the next Congress will be held in New York City in September.

which was clipped from an old Salem, Mo., paper by Agent C. T. Howerton of that point.



Along the Line

We are making constant efforts to better our Notes Along the Line. We want more of them and from more places.

We understand it is rather difficult for a man at the end of a week to sit down and write the happenings of that week, and far more difficult at the end of a month to recall the incidents of that month; therefore, we make this suggestion:

Keep an envelope handy, addressed to THE FRISCO-MAN, and on the upper left-hand corner of the envelope, write the name of your town. Whenever anything is brought to your attention, that you think would be of interest to THE FRISCO-MAN, write it on a piece of clip paper and put it in the envelope, and at the end of the month send us the envelope with all of the clippings in it. We will know from the envelope where the items are from and head them accordingly.

We would also like to have it understood that this envelope is open to anyone in the department who wishes to send news to THE FRISCO-MAN, and if you could place such envelope in your department it would be appreciated.

THE FRISCO-MAN.

Monett.

Traveling Storekeeper Bissell spent March 4 in Monett.

General Traveling Car Inspector Fisher made his usual trip of inspection during February and reported everything looking favorable.

Head Car Inspector F. L. House and family have just returned from a visit to California. He reports a most enjoyable trip.

T. F. Underwood, former general foreman, is promoted to Master Mechanic at Paris, Tex. He is succeeded by M. L. Crawford.

Hugo.

C. A. Maxfield, day hostler, has resigned his position here and has moved to his farm. We all wish him success.

Mrs. A. Rosenbaum, wife of Engineer Rosenbaum, died at the family residence February 25. Mr. Rosenbaum has the sincere sympathy of all of his railroad associates in his great loss.

O. L. Christopher, car clerk, has accepted position at Fort Worth, Tex., to serve in same capacity, effective March 1.

Kansas Division--Neodesha.

J. W. Henry, fuel clerk, made a trip to Monett, Mo., February 16. On his return he looked like a bull dog had come in contact with him, but on questioning him it was learned that he had just been initiated into the mysteries of the Order of Elks.

E. E. Smith, stenographer to Superintendent Brown, resigned February 24, to accept a similar position with the Standard Oil Company at Neodesha.

H. E. Kimball, accountant, appeared at the office with a broad smile and a box of cigars under his arm, which he distributed to the office force, announcing a new arrival at his home.

Miss Lenna V. Wilson, who has been employed as stenographer in the B. & B. department for some time, is transferred to superintendent's office to fill similar position.

The superintendent's office at this point is brightened each day by a large bunch of violets from some unknown source, sent to a young lady stenographer by parcels post. The office force are strong supporters of the parcels post on this account.

Central Division.

Agent Meffert spent several days in Fort Smith the latter part of February.

"Old Safety First" L. Adams, switchman in the Fort Smith yards, who has been ill for some time, is back on the job again.

Transportation Clerk Beimfohr, spent several days in Muskogee, Okla., the latter part of February.

Dispatcher M. F. Brennen, who was on the sick list for a few days, is back on the job again. We are all glad to see Mike able to resume his duties.

Agent A. Errickson has given up the idea of leaving Talihina, Okla. When it came to hand-shaking, it was too much for us. Talihina is getting better every time you look at it.

Guy Keeney is assigned to position as head rate clerk in general agent's office, Fort Smith, Ark. This promotes Orin Ferrier to position of revision clerk, O. H. Gaylord to bill clerk, and Fred Berry to assistant cashier.

Smallpox quarantine has greatly delayed the work of laying the new 90-pound rail on Winding Stair Mountain, Arthur Sub-division. As soon as the quarantine is raised, however, the work will be pushed as rapidly as possible.

Engineer George Daniels spent a few days visiting relatives and friends in St. Louis, as also did H. G. Biemfohr, transportation clerk. Both returned on No. 5.

There was a general feeling of regret among the boys of the Central Division when they learned that C. O. Claiborne, general agent, Muskogee, Okla., was to leave the division. Mr. Claiborne has been with us for a number of years and his many friends wish him the best of success in his new undertaking.

Barnhart.

Mr. and Mrs. Ward are the proud parents of a fine baby boy, which arrived February 5.

E. A. Harbin, agent, is seen out very

early checking cars these days, account of the rush of traffic, which makes Barnhart look almost like a railroad terminal.

J. W. Ellis, roadmaster, passed through Barnhart with a work train, carrying a gang of men, also tie plates, ties, etc., which were to be used on his division for improvement work.

A crossing signal bell is being installed at crossing near Mile Post 31. Section Foreman Ward is assisting with the work.

A new iron bridge is being built over Glaze Creek, just north of West Kimmswick, Mo. The work is being done by Bridge Foreman T. Roséman and J. J. Zimmerman.

Red River Division—Ada.

S. H. Charles, former superintendent of the Red River Division, made the force at this point a short visit recently. Mr. Charles is now division superintendent for the Katy, with headquarters at Oklahoma City.

S. I. Morgan, freight clerk, has purchased a new home in the southern part of town. Suppose he is now ready to entertain his friends.

W. R. Grace, conductor, north end, relieved W. H. Bimmerman on the Ada switcher.

Ticket Clerk R. F. Wright has recently purchased a beautiful home in Capital Heights.

Operator G. B. Neill is laying off because of ill health. He is being relieved by Fred E. Goss.

Operator Allen and wife are visiting friends and relatives in Wisconsin.

R. F. Wright has resumed duty as ticket clerk, and H. J. Huddleston, who relieved Mr. Wright during his absence, is holding down the billing desk.

SECURITY SECTIONAL ARCHES
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 NEW YORK

Jonesboro.

The Jonesboro boys, ever on the alert, are doing all in their power to make the Ozark Division victorious in the awarding of annuals to the wives of those employed on the division.

With the mills all working to full capacity, engine 3664 is a very busy piece of machinery, being used as a relief engine while engine 3650 is undergoing repairs at the Memphis shops.

Since the cording system was established, Jonesboro has made another step to the front along the line of improvements, and the yard boys are pleased with the tryout.

W. N. McKenzie, formerly night foreman, is now holding down duties of yardmaster.

Switchman J. J. Harrington had the misfortune to participate in a runaway accident recently, and was laid up for several days with a sprained back.

F. Reinnig, who spent several days in Springfield, Mo., on business, reports a fine trip.

Night Foreman Reese is back in harness after several days' illness.

Switchman Burrell reports "good dope" in the mining business at Rich Hill, Mo.

C. A. Bache, agent, spent several days at Thayer, Mo., attending the Agents' meeting.

Cute Lohnes and wife (the newly-weds) have returned to Jonesboro, after holding down the Bono agency for ten days.

H. G. Rosser, our second trick man, left for the St. Louis Hospital March 1, to undergo an operation.

Springfield.

Miller H. Tedrow made a flying trip to Chicago, February 15. We were all a little uneasy about Miller, but he came back alone.

Thomas Vernor, who has been in the employes' hospital since last August, suffering from a stroke of paralysis, was in the shop February 23, shaking hands with the boys. He stated that he hoped to be able to return to work

about April 1. Mr. Vernor will make a visit to Kansas City for the month of March.

Archie Ramey, who has been off duty for about fourteen days, because of a mashed foot, returned to work February 25th.

Homer Daggett returned February 24 from a trip to Columbia, Tenn., where Mrs. Daggett was called account of the illness of her sister.

Charlie Harrison has the sympathy of all of his railroad associates in the loss of his wife, who died of tuberculosis February 19. Mr. Harrison is a boilermaker at the New Shops, and through respect and sympathy the boiler shop was closed February 20, so all the boys could have the privilege of attending the funeral services.

R. E. Roe resigned his position at the New Shops to take position of general foreman at Kingsville, Tex. Mr. Roe departed for Kingsville, February 13th.

Mrs. Thomas Donahue and children will visit friends and relatives at Dallas, Texas, during March and April.

Joe McMichaels, machinist apprentice at the New Shops, made a flying trip to St. Louis February 19, and when he returned brought a wife back with him. We all wondered what urgent business Joe could have had in St. Louis, but, nevertheless, let us all wish them a long and prosperous life.

Richard Newman, machinist at the New Shops, was the proudest man that walked into the shops February 25. He had a box of cigars with him, and when the boys asked him what it all meant, he could not say a word. After a while he got the courage to speak and said, "Boys, he is a fine one, and I think that we will name him Richard George Washington Newman."

Bert Moore visited his father and mother in St. Louis, February 22. He reports an enjoyable trip.

H. P. Ellis, machinist, made a flying trip to his home in Kentucky the middle part of February, but he came back safe and all alone, so he said, when asked who he brought back with him.

F. L. Spicer desires to thank his many friends for the kindness and



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HAVE you asked your watch inspector to demonstrate the B. W. Raymond winding indicator? Then do so at once.

When you have once learned the merits of this wonderful watch you will be able to write a prize winning letter. It is worth your while to see this splendid time-keeper whether you win the prize or not. In another week our advertising agents will select the winning letter and the writer's name will be announced in the April Frisco Employee Magazine.

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courtesies shown during the recent illness and death of his mother, and especially to thank the boys of Machinist Lodge No. 233 for their beautiful floral offering.

Fort Worth.

Engineer A. B. Overley and Fireman W. H. Johnson are assigned to pool turns on the Paris Sub-division.

Car Clerk J. T. Walker has resigned to take position in master mechanic's office of the I. & G. N. at Mart, Tex.

Engineer J. W. Swales has returned from an extended trip to California.

Switch Engineer Y. E. Worsham is visiting his family at Tioga.

Switchengine Fireman F. M. Treadway has again reported for duty after spending a year traveling around the country for the benefit of his health.

General Foreman J. L. Harvey has returned from Monett, where he went to make arrangements for the removal of his household goods to Fort Worth.

Machinist A. S. Metzger is transferred to Brownwood.

T. I. Patrick, coppersmith, is laying off because of illness.

Engineer T. B. Stepp, who was removed to the Pest House with a well-developed case of smallpox, is getting along nicely, from latest reports.

Engineer C. M. Rogers of the Brownwood-Menard Local, was a visitor in Fort Worth, Monday.

Machinist Charley G. Hess has purchased a five-passenger touring car. It looks like he intends to enjoy himself during the coming summer.

Stationary Fireman Oscar W. Callo-way is having a new residence erected on Bessie Street.

L. R. Phoenix, machinist helper, is assigned to position of night storekeeper, succeeding E. J. Stubblefield.

Engineer John W. Watson is laying off to rest up.

Night Supplyman Claude Wood is promoted to locomotive fireman.

R. L. Mellown is assigned to position of yard clerk.

Fireman D. Mason is assigned to the Brownwood-Menard Local.

Engineer John W. Littlefield has been making a trip each week to Houston, delivering engines to the South Texas lines.

Fireman Jack M. Hall is laying off because of illness.

Boilerwasher J. J. Pierce is visiting his daughter in Durant, Okla.

Coppersmith J. F. Wall has moved into his new quarters and is all smiles.

Gregory O'Gorman, blacksmith, has the triphammer in operation, and it is quite an addition to the blacksmith shop.

Car Foreman S. B. Ramsey is all smiles over the light list of bad orders at this point.

Engineer J. C. McClain is running between Forth Worth and Sherman.

Engineer T. J. Dean has been on a local run between Sherman and Carrollton.

Engineer Jess Turner has been on the motor car between Sherman and Dallas in place of Engineer C. E. Hamilton.

Arthur Lauterbach, yard clerk, is working nights at present.

Machinist B. H. Cooley has returned to work after being off for several days.

J. F. Wall, manager of the Frisco ball team, has not advised whether or not he has finished signing players for the team this year.

Night Foreman C. P. Smith has again reported for duty, after being off for several nights.

H. McCain of Memphis is appointed assistant storekeeper at this point.

W. F. Ford, night supplyman, is laying off because of illness.

Preparations are being made for the handling of stock during the stock movement, which will begin about the middle of March.

Brakeman Willie Black seems to be devoting all of his spare time to the two-story house on West Seventh Street, while in the city.



The Busy Business Man

HE CANNOT be constantly vexed by the pulling and tugging of a shirt that doesn't fit. His shoulders must be free. The sleeves must be loose and comfortable. The neckband must fit as it ought to fit and give freedom to the muscles of his neck. The shirt itself must be full cut, allowing for free circulation of air around the body.

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Write to us for booklet, "Shirt Knowledge." It tells you a lot about Shirts.

R. L. McDonald Mfg. Co.

St. Joseph, Mo.

Otis Christopher is appointed car clerk, succeeding J. T. Walker. Mr. Christopher is from Hugo, Okla.

Sapulpa.

B. and B. Foreman O. V. Smith and wife are receiving congratulations over the arrival of a little son, born March 1. Of course, the cigars were passed around.

A Frisco Inventor.

The convertible stock and box car, patented, was invented by Fireman A. Mosley of St. Louis, and J. J. Metz, salesman for a local stove concern.

The inventors claim that the car can be used for the loading of any commodity, and that the interior of the car, when properly closed, is safe from all weather conditions, and can be fastened to prevent pilfering, serving the same purpose as box cars now in use.

They further claim that a great many of the stock cars now in use can be changed into convertible cars at a very small expense.

In loading watermelons, potatoes,



coal, etc., they claim, it is not required to nail strips between slats to protect shipment which is another expense saved.

Further, that by dropping the lower section of slides the shipment is protected from pilfering and damage, and also gets the proper amount of ventilation. According to the inventors, it requires only about ten minutes' time to change the slides to load in any way desired.

The car was on exhibition at the International Exhibition of Inventions at St. Louis the week of September 11, 1911, on which occasion Fireman A. K. Page was demonstrator.

The photograph above shows the car open.

F. R. C. at Springfield.

At the regular monthly meeting of the Frisco Railroad Club of Springfield, Mo., February 19, the visiting members of the Frisco Office Efficiency Association, which organization was in session at Springfield, were the guests of the club.

A supper was served at 6:30 P. M., followed by short speeches made by Judge E. P. Mann, George A. Hancock, general superintendent motive power; and J. H. Doggrell, superintendent freight loss and damage claims. After the supper members of the club together with their guests enjoyed a theatre party.

At the business session of the club, D. M. Todd was elected secretary to serve out the unexpired term of W. T. Bissell, resigned.

William Fagan.

William Fagan, one of the most widely known Frisco conductors, died at his home, 713 Gladstone Boulevard, Kansas City, Mo., February 26.

Mr. Fagan was fifty-four years old and had served as conductor on runs between Springfield and Kansas City and Springfield and Memphis, for the last twenty-five years.

Mr. Fagan is a member of the Order of Railway Conductors. He is survived by his wife, two sons, J. W. and Joseph A. Fagan, and a daughter, Mrs. O. C. Loose of London England.

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Over the Arkansas.

The Frisco's bridge, which crosses the Arkansas River at Van Buren, Ark., is shown in the accompanying reproduction.



The picture was sent to THE FRISCO-MAN by Roy Snyder, employed in Superintendent Koch's office at Fort Smith, Ark.



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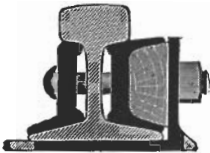
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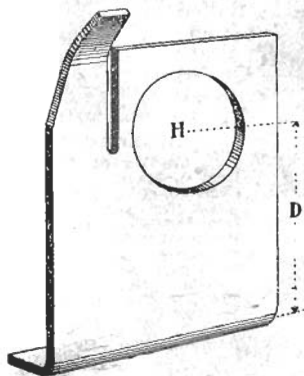
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