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ISSUES the most liberal policies to Frisco employes at the very lowest possible rates of premium.

The Continental has paid hundreds of thousands of dollars to its Frisco policy holders and their beneficiaries.

Are you now carrying one of our policies? If not, please fill out attached coupon and we will be pleased to send you full information or have one of our representatives call upon you.

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I am employed as .....

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I desire information regarding accident and health insurance.

Name .....

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Kansas City, Mo.

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The Oklahoma addition to Fort Smith, Ark. The finest opportunity for investment ever offered in fast-growing city, with all conveniences.

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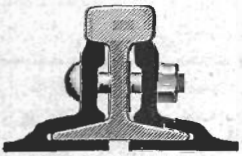

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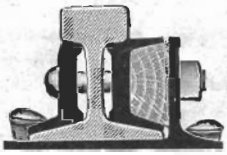
Over 50,000 miles in use



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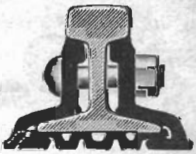

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Makers of Base Supported Rail Joints for Standard and Special Rail Sections, also Girder, Step or Compromise, and Insulating Rail Joints, protected by patents in United States and Foreign Countries.

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HIGHEST AWARDS—Paris, 1900; Buffalo, 1901; St. Louis, 1904.

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The Pittsburg & Midway Coal Mining Co.

Miners and Shippers of Southern Kansas Coal,

MIDWAY, KANSAS

COMMUNICATIONS from employes are desired, and upon application to this office addressed envelopes will be furnished for their use.

Mr. Frisco Employe

Here Is Your Opportunity

IN the past eighteen months you have undoubtedly heard a great deal of the new Frisco Shops at Springfield. You know that three hundred acres of land was purchased in the Northwest part of the city for this great industrial plant, and before the financial depression last year, several hundred thousand dollars were spent on tracks, grading and buildings. You have also read the official announcement that this month a large force of men will begin work, and that it is the intention to complete the plant by next August.

The cost of the entire improvements will run into the millions, and the new shops will be the largest and most complete on the entire Frisco System. The employes will eventually be numbered by the thousands, and all of them must have a place to live. Most of them will want a little home. This means that there will be a great demand for property in the shop vicinity. It means that if you have the foresight to invest a small sum now, it will double and possibly treble before the plant is completed.

We have laid out and will sell exclusively to Frisco employes and their families,

TWO HUNDRED LOTS IN

YOAKUM HEIGHTS

Just across the street west of the property purchased for the Frisco Site, at the uniform price of

$65.00 each, payable $10.00 down, $5.00 a month, without interest.

In case of death after paying one-third of the amount due, we deed the lot to your heirs without further payments.

These lots are closer to the shops and more desirable than others now selling for twice as much. They lie high and drain well, and are within two blocks of the proposed Interurban car line.

We are going to sell the entire addition this month. To do this we have put the price down to $65 00 and if you want a choice lot you must act quickly. Send us your first payment—$10.00 a lot—for as many lots as you wish, and contracts will be forwarded to you by return mail. Subsequent payments, $5.00 a month, without interest.

REMEMBER THE EARLY BUYERS GET THE CHOICE LOTS.

C. J. SHEA

Republican Bldg., :: :: Springfield, Mo.

Bell Phone, 2106

References:—State Savings Bank, Springfield, Mo., or any other Bank in the City.

Vol. III, No. 1 SAINT LOUIS, MO. January, 1909

725 Miles of Block Signals.

The St. Louis & San Francisco Railroad Company has just closed with the Union Switch and Signal Company, of Swissvale, Penn., what is probably one of the largest contracts for automatic block signals that was ever let.

This contract calls for the installation of approximately twelve hundred automatic block signals, covering seven hundred miles of signal track and twenty-five miles of double track, and will greatly increase the efficiency of the train service.

The section of the Frisco to be covered by this installation is the Eastern Division from St. Louis to Monett, Mo.; the Northern Division from Kansas City, Mo., to Springfield, Mo.; the Ozark Division from Springfield, Mo., to Thayer, Mo., and the Southwestern Division from Amory, Miss., to Birmingham, Ala. The traffic on these sections is particularly heavy, and for this reason they were chosen.

The system to be used on the single track is one of the most up-to-date and extensive that has been devised. The signals will not only indicate the presence of a train in the block, but a broken rail or the removal of a rail or piece of it. Also a switch that has been left open or only partially closed; also the presence of a car or cars that are within fouling limits due either to carelessness, or, as frequently happens, a car being blown out on the main line in a storm.

The signals, of course, will give head-on as well as trailing protection, and are to be located so as to give approximately two-mile blocks.

The signals governing the approach to stations are to be arranged as to give advance indication of the train order signals.

On the double track what is known as the polarized wireless system is to be used and the signals will give all the indications that those on the single track do, except the head-on protection, and that is unnecessary where all the trains run in the same direction.

The signals themselves are to be of the electric semaphore three-position ground type throughout, and are to give the indications in the upper right-hand quadrant. The night indications are to

be red light for danger; stop, yellow light; caution, proceed with train under control, expecting to find the next block occupied; and the green light for clear or proceed.

The lamps are to be of a standard make, and to be long-time burners, equipped with prism glass reflectors. Gravity battery is to be used for track circuits and a caustic soda primary battery will form the motive power to clear the signals. All signals will normally stand in the clear position.

The Union Switch and Signal Company will install the system complete and expect to have it all in operation by January 1st, 1910.

As soon as this installation is authorized Mr. R. E. Trout, Signal Engineer, will depart for Swissvale, Penn., to work out the details. Mr. Trout will be assisted in handling the railroad end of the construction by Mr. A. B. DuBray.

It is expected that work will be begun out of Kansas City.

Guess?

As many have informed THE FRISCO-MAN, the guess photograph in the last issue was taken from the top of a car in the Sapulpa yards.

The photograph presented herewith is submitted for "guess work," and further information as to those shown in the photograph will be in line. The photograph was taken by THE FRISCO-MAN with a small kodak, and, therefore, is not as good as it might be. However, unquestionably many will not only recognize where it is, but also who they are.

Those who guessed the photograph presented in the last issue are: W. H. Williams, Yardmaster, Pittsburg, Kan.; J. W. Shuppert, Conductor on the Central Division, Monett, Mo.; Frank DeGroat, Telegraph Office, Monett, Mo.

Our New Cover.

There may be a few employes of the road who do not recognize practically all of the officials shown on the cover page, therefore we give them in order: The topmost one is Mr. B. F. Yoakum, Chairman of the Executive Board; next at the right is Mr. C. R. Gray, Second Vice-President; next, Mr. W. C. Nixon, Vice-President and General Manager; next, Mr. J. A. Middleton, Freight Traffic Manager; next, Mr. A. Hilton, General Passenger Agent; next, Mr. A. Douglas, Fourth Vice-President and General Auditor; next, at the left of Mr. Yoakum, is Mr. A. J. Davidson, President.