

selective device, which is conceded to be the greatest step in the advancement of the telephone in its application to railroad service that has been made

in the past fifteen years, and without it the telephone remained inapplicable for train dispatching and its field very limited for message use.

The Reward of Vigilance.

The catastrophe herewith related happened at Monett. Those taking part may be recognized by the following illustrations, and it is hardly necessary to give names and titles.

sack had stolen it from some other car and was trying to hide it for a short time in the empty, the vigilant official sought an officer, but being unable to locate one related the circumstances to



It seems one of the parties, while passing through the yard near the roundhouse, saw a mysterious stranger throw what he supposed to be a sack of merchandise into a car and run. Presuming that the person throwing this



another representative of the Frisco. It was finally agreed that they would go to the car and examine the package. The sack seemed to be animated from within and the contents are shown in illustration No. 2.

Woman Wins, Of Course.

Of the numerous responses received regarding the initial guessing contest in the last issue of THE FRISCO-MAN, the prize goes to Miss Anna Willigan, stenographer in office of W. T. Tyler, General Superintendent. The correct names for the initials in order are as follows:

B. F. YOAKUM
W. T. TYLER
W. B. DRAKE
B. F. BOWES
J. E. HUTCHISON
W. B. BIDDLE
W. F. EVANS

W. C. NIXON
M. C. BYERS
F. H. HAMILTON
J. A. MIDDLETON
C. R. GRAY
B. L. WINCHELL
A. HILTON

Changes on the Frisco.

W. H. VAN HORN.

Looking backward today, thinking of the changes time has wrought, I happen to recall those that have been made on the Frisco since I entered the service in 1884, and thought these changes might interest some of the younger employes of the Frisco.

In 1884, the Frisco was commonly called by all the boys "The Cow Path," and only extended through Missouri, Kansas, Arkansas and Indian Territory. Now it enters ten States and extends from the great lakes to the Gulf of Mexico, and is an important trunk line.

At that time, on the Eastern Division, now known as the Rolla District, there were four passenger engineers in through service, one in suburban service, nine in through freight, and two in yard service—one working during the day and one at night.

Today we have ten passenger engineers in through service, four in suburban, twenty in freight and sixteen to twenty in yard service, eight or ten for the day and the same number for night work.

There is also a marked difference in the equipment of engines. The passenger engines in use in 1884 were very small, having eighteen-inch cylinders, carrying 135 pounds of steam, 2,700 gallons of water, and tank holding six tons of coal. These engines were able to handle five cars, and made the time from St. Louis to Newburg in five hours, and we were very proud of the fast time we made.

Now our engines weigh 226,000 pounds, carry 200 pounds of steam, tank holds ten tons of coal, and we carry 8,100 gallons of water. These engines handle seven to nine cars and we make the

trip from St. Louis to Newburg in 3.23 to 4 hours.

Train No. 1, which was the finest and fastest train on the Frisco in the early days, consisted of three coaches, a small baggage car and a combination mail car and smoker. One of these coaches being somewhat finer than the others was known as the "ladies' coach." All were lighted by coal oil lamps or sperm candles and heated by coal or wood stoves.

Now we carry seven to nine cars, with coaches heated by steam and lighted by electricity or gas. We have many steel coaches and carry diners on all the through trains, a luxury or extravagance then unknown to the Frisco.

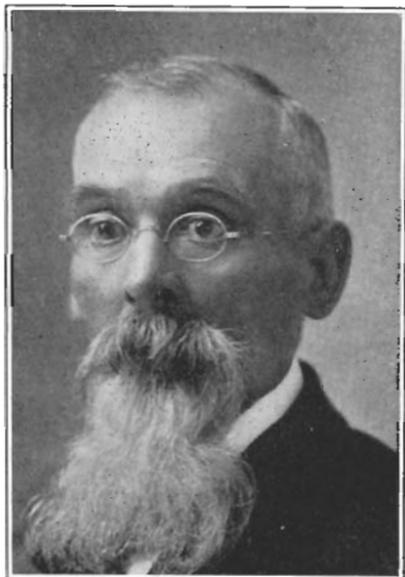
In the early 80's, on leaving a terminal the engineer and conductor went into the office together and both signed any orders that were issued their train. After leaving we stopped at any station where the operator had out a red flag, gave him the number of our train, and asked if he had any orders for us. If so, he gave them; if not, we proceeded according to the time card and with nothing but the operator's word to go on.

According to the rules of the present day the engineers do not sign any orders, this being done by the conductor only. The conductors now bring orders and clearance cards to the engineers. Then, too, we have the automatic block system from St. Louis to St. Clair, and the manual block system from St. Clair to Newburg. What would we have said to this twenty-five years ago, or even in 1896, when the Frisco was sold at public auction at Chouteau Avenue?

The greater part of this development has been made since then, until now the little "Cow Path" has become one of the trunk systems equal to the needs of the vast territory through which it runs, and is responsible for the settlement and development seen everywhere "along the Frisco."

Veteran Passes Away.

It is with the deepest regret we announce the death of E. Y. Emmerton,



foreman of the South Side blacksmith shop at Springfield, Mo., at St. John's Hospital, June 30. The funeral took place from his home, three miles east of Springfield, on July 3. The burial was in Maple Park Cemetery.

Mr. Emmerton's record shows that he served in the capacity of blacksmith foreman at Springfield for the last twenty-four years. He began his railroad career as an apprentice in the blacksmith shop of the Great Northern at Toronto, Canada, later went with the

C. B. & Q., thence to the Kansas City, Fort Scott & Memphis at Kansas City. He served at Kansas City until October, 1886, when he was transferred to Springfield, Mo., in charge of the blacksmith shop, in which position he remained until the time of his death.

Mr. Emmerton is survived by a wife, a son and a daughter, to whom sincere sympathy is extended. He was a faithful and loyal employe and was held in high esteem by his associates and fellow shopmates. He leaves a host of friends among the railroad people and the citizens in general in and around Springfield, to whom the news of his death came as a sad message.

Death of Mrs. Gibson.

We regret to announce this month the death of Mrs. Frank A. Gibson, which occurred at El Paso, Texas, July 11. Mrs. Gibson will be remembered as Miss Belle Murray, daughter of the late Thomas Murray, of Springfield, Mo., who was well known all over the Frisco lines because of his many years of service as engineer.

Mrs. Gibson was afflicted with tuberculosis and had been ill for some time. The body was brought to Springfield for burial.

Leased Equipment for the Frisco.

The American Car and Foundry Company has undertaken to build for its own account and to lease to the Frisco lines a considerable lot of equipment, comprising 500 box cars, 500 dumping stock cars and 250 tank cars. Delivery will be made of this equipment as soon as the builders can construct the cars. The Frisco lines will pay a fixed rental to the car company, the railroad retaining all the earnings.

Railroad Baiting

“**R**AILROAD BAITING” has become a habit with the American public. Years ago certain railroad builders were pirates and buccaneers. They looted public treasuries, bought legislatures, corrupted Congress. The public's present attitude toward the railroads is a remnant of the spirit of right indignation toward such reprehensible tactics.

But such tactics have been swept into the discard. Today there is a set of strong, honest, and righteous men at the head of the great railroad systems. They stand for the **SQUARE DEAL**. They are making the word “corporation” synonymous with the word “Co-operation.” They are working hand-in-hand with the Brotherhoods, and both are serving the public as never before.

In a recent issue of

THE MEDIATOR

A Magazine of Industrial Economy

J. K. Turner presents a strong, sane, and vigorous article, entitled “Railroad Baiting.” He shows wherein the public and the government have been treating the railroads unfairly. A copy of this issue of **THE MEDIATOR** will be sent you **FREE** on request. Every railroad man should read Mr. Turner's article.

THE MEDIATOR is not a muck-raker. Its editorial policy can not be bought or corrupted. Every railroad man, from section hand to president, should read it. Many are subscribers. Are you?

A magazine full of timely discussions of vital questions at issue between employers and employees, and of the relations of both toward the public.

The columns of **THE MEDIATOR** are open at all times to exponents of both sides of railroad questions.

WANTED—Representatives and correspondents in every town. Liberal inducements. Write for particulars. Live hustlers can earn big sums of money.

Subscription price: One Dollar a Year. A special six months' subscription to readers of “**The Frisco Man**” for twenty-five cents.

THE MEDIATOR

ROCKEFELLER BUILDING

CLEVELAND, OHIO

Station Agent Changes.

Mingo, Mo., is opened as a ticket station; Mrs. Lilly Mary Withington appointed agent, effective July 23.

R. D. Sublett succeeds C. S. Bell as temporary agent at Hallett, Okla., effective July 22.

M. W. Laymon succeeds J. J. Hood as temporary agent at Terlton, Okla., effective July 22.

Pirtle, Okla., is opened as a ticket agency, J. W. Briggs appointed agent, effective July 20.

R. T. Poplin succeeds L. O. Pitts as permanent agent at Butterfield, Mo., effective July 20.

P. M. Rasmussen succeeds E. Jackson as permanent agent at Hayward, Okla., effective July 19.

W. W. Redmond succeeds C. K. Willis as permanent agent at Holmes, Mo., effective July 19.

R. L. Drury succeeds T. J. Hopkins as temporary agent at Biggers, Ark., effective July 18.

C. Y. High succeeds J. W. Whittington as temporary agent at Edward, Kan., effective July 18.

J. F. Mayo succeeds W. L. Dunkin as permanent agent at Warwick, Okla., effective July 16.

C. F. Lester succeeds I. L. Yarbrough as permanent agent at Covington, Okla., effective July 14.

S. W. Metcalf succeeds W. O. Bradshaw as permanent agent at Arden, Ark., effective July 14.

O. E. Raffety succeeds C. E. Huxenbaugh as agent at Asbury, Mo., effective July 12.

V. A. Gendron succeeds B. R. Crouch as permanent agent at Arapaho, Okla., effective July 12.

H. M. Miles succeeds W. A. Simco as temporary agent at Fort Towson, Okla., effective July 10.

W. R. Boone succeeds O. H. Collins as permanent agent at Cold Springs, Okla., effective July 10.

W. C. Hyde succeeds H. A. Rice as permanent agent at Scullin, Okla., effective July 8.

A. D. Mills succeeds W. H. Fryer as temporary agent at St. Clair, Mo., effective July 7.

M. Steeter succeeds H. E. Gilbert as permanent agent at Garland, Kan., effective July 7.

A. L. Gieger succeeds A. A. Whitaker as permanent agent at Merriam, Kan., effective July 6.

J. M. Hunter succeeds T. A. Hopkins as agent at Minden, Mo., effective July 6.

C. A. Hardee succeeds W. C. Hyde as permanent agent at Troy, Okla., effective July 6.

J. J. Cunningham succeeds F. A. Maier as temporary agent at Kennett, Mo., effective July 5.

J. W. McPherson succeeds J. M. Hunter as agent at Opolis, Kan., effective July 5.

W. A. Jones succeeds A. L. Geiger as permanent agent at Iantha, Mo., effective July 5.

J. R. Johnson succeeds A. D. Mills as permanent agent at Weableau, Mo., effective July 5.

W. R. Jackson succeeds D. C. Farrington as agent at Winfield, Kan., effective July 1.

J. G. Sarius succeeds W. W. Gyles as permanent agent at Cape Girardeau, Mo., effective July 1.

L. Minton succeeds J. M. Harrison as permanent agent at Taneha, Okla., effective July 1.

R. R. Rowden succeeds C. L. Sweet as agent at Swedeberg, Mo., effective July 1.

A. G. Ward succeeds R. R. Rowden as agent at Franks, Mo., effective July 1.

J. M. Noonan succeeds L. Minton as permanent agent at Bushyhead, Okla., effective June 30.

C. E. Hoover succeeds R. E. Walden as agent at Wister, Okla., effective June 30.

M. R. Bailess succeeds R. M. Lain as agent at Arbyrd, Mo., effective June 30.

N. G. Julian succeeds W. R. Jackson as permanent agent at Perry, Okla., effective June 29.

W. A. Moore succeeds A. C. Jones as permanent agent at Sherman, Miss., effective June 28.

M. W. Neff succeeds N. C. Julian as permanent agent at Mannford, Okla., effective June 27.

J. Oran succeeds C. F. Lester as temporary agent at Wilmot, Kan., effective June 23.

C. E. Holbrook is appointed permanent agent at Huntington, Ark., effective June 21.