

That would include pride in the company, desire that it should get all the business and all the prestige that it can accumulate; that the freight man should give the passenger man information with regard to the business to be moved, and vice versa; and that the accounting man should voluntarily co-operate with the traffic people in all grades of the service in improving results.

Intelligent interdepartmental communication is a prime necessity of the railway service, and loyalty to your company emphasizes this need. A very prominent railway man, who is now president of the New York Central, gained his first notice by working in a stock yards to keep a lot of cattle from freezing, one cold winter's night, many years ago. He was a train dispatcher. It was not his line to do what he did; no one would have censured him for refusal, but being loyal to his company, and realizing the great danger that existed if this service was not performed, he stepped into the breach and thus gained the prominence which his subsequent career has justified. Is not this the necessity of all of us in our respective spheres? For loyalty to our employers should make it necessary for us to exert everything at our command in their service, whether in our particular specialty or not.

The next phase of loyalty to which I draw your attention is loyalty to the state; that is, to the municipality; to the constituted authorities. Railway men do not, as a rule, take up their public duties as they well might. A high order of intelligence characterizes the average railway employe, therefore, if such employe accepts his proper place and fills the office as he should, the standard of city and state government would be measurably advanced.

More railroad men should be officials of municipalities; they should improve themselves and improve the public service by accepting these responsibilities. In other words, railway people should feel the responsibility, with other citizens, in the intelligent exercise of their political rights and duties, and railway men should be elected in great numbers to fill offices in cities and towns, and the fact of a man being in the railway business should be a recommendation towards the filling of such offices, rather than a bar, as some seem to feel at present.

Loyalty to the state in the part of the railroad employe demands that he shall take his proper part of these duties and not shrink from them because of the business he is engaged in.

Finally, the last aspect of this all pervading phrase loyalty, which I wish to bring before you, is loyalty to the home.

We, all of us, know that there are a great many people in the railway business that when we were young and aspiring, thought ought to be presidents or general managers, but somehow as time went on they did not seem to exactly reach that goal. And that may be so with us. The rewards, material in nature, of this business are not always distributed as we think we would like to have them, but if loyalty to the home pervades, we can be assured that there is one place where we will be estimated above our true value, and that is by our fathers, mothers, wives and relatives. These dear people will always feel, no matter what we have done, that it is not enough to adequately reward our merits, and if we, in our station in life, adequately fulfill the sentiment of loyalty to home and home influences, we can know that, when the time comes for us to pass on, we will have the approval of our own conscience; that we have done the

best we could to be loyal in every relation of life, because we have been loyal to home influences and environments.

The essence of success in any business is the approval of a satisfied conscience, therefore the feeling that we

have done our duty and have been loyal in every relation of life is in the last phase the best reward for us—who are devoting our lives to public service in an arduous and too little appreciated business and profession.

Cover Page.

On our cover page is reproduced this month a scene near Carthage, Mo., taken by Herron Westbay, of Monett, Mo., January 29, 1911. The bridge shown in the picture is the Missouri Pacific bridge

over the Frisco's tracks, and Spring River may be seen at the right of the picture. The photograph was taken at Mile 313-17 poles just west of Carthage station.



Noting write-ups from time to time of fast runs, swift work, etc., accomplished by the different departments, Chief Line Repairer S. B. Musgrave, of Sapulpa, Okla., sends to THE FRISCO-MAN the picture herewith reproduced of the telegraph department's floating gang, under Foreman A. H. Williams, with the following record recently made by them:

This gang of five men covered a distance of 182 miles between Oklahoma City and Quanah on a Rockford motor

car in nine and one-half days, making the following repairs to telegraph line:

Set 55 new poles; reset 98 old poles; put on 8 sets double arms; put on 25 single arms; put on 200 glass; guyed 4 poles.

The photograph was taken at Quanah, Tex., and the men shown in it, reading from left to right, are, H. Simonds, E. Solomon, Chief Line Repairer S. B. Musgrave, Division Lineman J. L. Seay, Foreman H. A. Williams, George McGee, and L. Short.

South Side Men.

The men shown in the accompanying reproduction are employes of the South



Side, Springfield, Mo., shops. Front row, left to right, L. E. Bates, machinist helper; E. E. Nixon, machinist. Second row, left to right, Machinist Helpers W. E. Oliver, F. A. Hanson and John Belew.

Henryetta Station.

C. F. Manning, agent, sent to THE FRISCO-MAN the photograph herewith reproduced of our station at Henryetta, Okla. Reading from right to left the men shown in the picture are: C. F. Manning, agent; R. L. Holt, operator;



J. W. Jacobson, operator; J. H. Robson, switchman on yard engine; F. R. Ryland, cashier; J. N. Berry, operator; W. F.

Byrd, check clerk. The others are not employes of the company.

Car Clerk V. H. Ryland is not shown in the picture, as he was tacking empty slip bills on cars at the time it was taken. Neither is the switch crew shown, as they were putting a bad order on the rip track for Car Inspector "Dad" Baker.

Conductor Dillard.

News of the death of Conductor Marion Dillard and his wife, Mrs. Mary Dillard, brought the deepest sorrow to their many friends.

Mrs. Dillard's death occurred at Excelsior Springs, Mo., where she had taken



her husband for his health, March 15, and Mr. Dillard passed away only a few days later, March 18.

Mr. Dillard was a conductor on the Frisco at Springfield, Mo. He entered the service of the company as freight brakeman in 1874, and was promoted to freight conductor in 1879. He was later promoted to passenger service, but at the time of his death he was employed as freight conductor, running between Springfield and Monett.

Double funeral services were held from Sacred Heart Church, Sunday, March 19.



W. C. NIXON.



W. T. TYLER.

A Veteran's Lament.

"Carl Gray goin' to leave us!"

*Why, say, that can't be so;
Durn it, he's been with us
Since—ever so long ago.*

*Why, he's held the Mercy chair,
Since I started with this road,
And we fellows have made his hair
Take his name from the load.*

*Somehow, it wouldn't sound familiar
When things are looking mighty blue
Not to hear, sorter supercillicier,
"I'll go to Gray, he'll see me through."*

*You see, he knows us from a pup,
Spent the days in our caboose,
And we watched his growing up,
But never thought to turn him loose.*

Senior Vice-President C. R. Gray leaves the Frisco to assume the presidency of the Spokane, Portland & Seattle Railroad, and the Astoria & Columbia River Railroad, including the electric and steamship lines, with headquarters at Portland, Ore.

Mr. Gray's railroad experience has been entirely with the Frisco, entering the service in 1886, and he has been steadily promoted in both the traffic and operating departments for twenty-five years, until he reached the helm of the

operating administration as senior vice-president in 1909.

A circular issued by President Winchell is as follows:

"C. R. Gray having resigned to accept service with another company, Vice-President W. C. Nixon will from May 1, 1911, have charge of operation and maintenance, with office in St. Louis."

Mr. Nixon came to the Frisco as vice-president and general manager from the Gulf, Colorado & Sante Fe. He gained

his early experience with the Burlington, and was appointed superintendent of terminals for the Santa Fe in Chicago in July, 1896. He became general superintendent of the Gulf, Colorado & Santa Fe in 1900, and general manager of that property in 1902.



E. D. LEVY.

E. D. Levy is appointed assistant general manager, effective May 1. In addition to duties heretofore performed by him as superintendent of transportation, he will have other

duties as may be assigned by the general manager. He will have headquarters at Springfield, Mo. Office of superintendent transportation is abolished.

The jurisdiction of J. E. Hutchison, general superintendent Second District, is extended to cover the Third District, effective May 1.



J. E. HUTCHISON.

W. T. _____ appointed general manager, headquarters Springfield, Mo., effective May 1.

J. A. Prates is appointed general superintendent First District, with headquarters Springfield, Mo., effective May 1.

W. H. V. Rosing is appointed assistant to vice-president and general manager, headquarters Frisco Building, St. Louis, Mo., effective April 1.

He will be especially charged with mechanical engineering duties and other matters which may be assigned to him.

William Henry, division master mechanic at Sapulpa, Okla., is transferred to Monett, Mo., as master mechanic in charge of the Kansas and Western Divisions, succeeding Frank Burns, transferred to Fort Smith, Ark., in charge of the Central and Ardmore Subdivision of the Red River Division.

A. S. Abbott, master mechanic at Fort Smith, is transferred to Sapulpa, in charge of the Southwestern Division and the Creek and Sherman subdivision of the Red River Division.

"Beyond the Job."

C. C. Mills, one of the oldest passenger conductors in point of service on the Frisco, commencing when the old link and pin was in evidence, delivered a lecture at the Sapulpa Railroad Y. M. C. A., March 17, upon "Responsibility Beyond My Own Job."

In his talk Mr. Mills very forcibly

brought forth the fact that all employees of every company or corporation, should not only obey orders, but enter into the spirit of the thing and take such interest as to make the work profitable to employees by each man trying to save or prevent any loss in each and every department.