

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

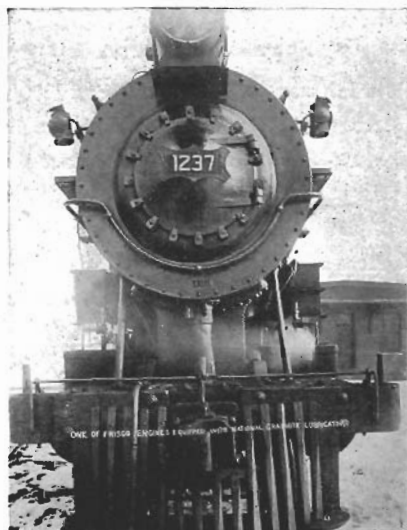
employees under them. Probably in order to get adequate supervision of station and train service most roads would have to incur some additional expense. But isn't it worth while? There is no better asset of a business than pleased patrons; and there is no worse liability than disgruntled patrons.—Railway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

We Make
Any style
or design of
punch to
your order.

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.