

ALL ABOARD!

FOR MEDIATION MEADOWS

Every railroad man who reads this page can and should attend the Third Annual Conclave of Mediators, to be held July 14 to 19, at Mediation Meadows, that beautiful rural spot in northern Ohio, where history is made every summer. Mediation Meadows has both its feet on the map. To its 1913 Tent City will flock workmen and employers from a majority of the states of the Union for a notable industrial peace conference, a huge harmony meeting. There will be no chips on the shoulder. The biggest problems before industrial America today will be threshed out, for the promotion of greater harmony, understanding, and co-operation between masters and men. The eyes of industrial America are on Mediation Meadows.

If you cannot drag yourself away from your job long enough to mingle with the Mediators at the Meadows, you may go to the Conclave in another way. You may do so by reading the story of the great gathering. It will be vividly told in

The Mediator for August

Send in your order today for this great issue of a great magazine. The story of the Conclave will be fully illustrated. Send ten cents with your order. The August issue will be quickly exhausted by a wide demand. Order it TODAY.

Meanwhile, THE JULY MEDIATOR is just off the press. It is loaded to the gunwales with corking articles that wideawake railroad men can't afford to miss. William Marion Reedy, the greatest essayist of our time, tells of "The Frisco Tragedy," and pays a wise and glowing tribute to B. F. Yoakum, king of the empire builders of the Southwest. "Weary of the Fight" is a startling article by J. K. Turner, in which he pictures in telling strokes how the grizzled warriors of labor and capital are retiring worn-out from the battle line, having waged mistaken warfare. It is an article to make every reader think. Fairfax Harrison, head of the Monon Route, asks the question, "Are We Ready for Industrial Co-operation?" and answers in the affirmative in a progressive and powerful argument.

Governor Sulzer of New York contributes "Why I Signed the Full Crew Bill," and Governor Cruce of Oklahoma tells why he vetoed the full crew bill. Here are two big and significant arguments for and about railroad men.

George W. Sweeney's plan for a nation-wide group of hospitals for the correction of deformities of children of the poor is explained for the first time. It is a true story of profound human interest for both fathers and mothers.

New angles on the need of true mediation are contributed by C. B. Bartlett, A. G. Williams, E. F. Cilley and J. W. Kittle, THE MEDIATOR'S practical experts.

Ten cents in stamps will bring this fine issue romping to your door. Or send a dollar and get it for a whole year. You ought to get this great industrial magazine regularly. Get into the most intelligent circle of today's industrial thought. Keep up with the procession. THE MEDIATOR army grows steadily.

THE MEDIATOR, Cleveland, Ohio



Vol. VII, No. 7

SAINT LOUIS, MO.

July, 1913

I am saying good-bye to Frisco and its army of fine fellows with real sadness.

We have won many a fight together because officials and men stood shoulder to shoulder.

No line in the Southwest has enjoyed a better growth of traffic than the Frisco, and no employes have made more strenuous and self-sacrificing efforts to handle it well than those who represent this property.

I am leaving the organization here intact; the same generals will command, and I know they will receive the same splendid support. Good luck to all of you.

B. Finckel

St. Louis, July 14, 1913.

An Economy Idea

Wichita, Kans., July 2, 1913.

THE FRISCO-MAN:

Noting a cut on page 17, May issue of THE FRISCO-MAN, showing the manner in which other divisions are economizing in the use of envelopes, I thought it might be interesting to know that the Kansas Division is also practicing "economy in little things."

Under date of March 20, a circular was issued to all section foremen from the office of the roadmaster at Wichita, Kans., instructing them to discontinue sealing envelopes, except in cases where they contained important matter, and the correspondence to the foremen has been handled in the same manner. As result, since above date, 1080 envelopes have been saved.

Not only have we economized in the use of envelopes, but in other stationery as well. At least seventy-five per cent of the correspondence—since the date the circular was issued—has been written on paper that has been used before. Thus it can be seen we are getting double service from paper and triple and quadruple service from the envelopes.

M. J. NELSON,
Clerk, Roadmaster

Reports to Lovett

The following circular issued by R. S. Lovett, chairman Executive Committee, Union Pacific System, will be of interest to all Frisco men:

Mr. B. L. Winchell is appointed Director of Traffic of the Union Pacific System, effective July 15. His office will be at 112 West Adams Street, Chicago, Illinois.

"Dick" for Short

He is called "Dick" for short, but the real name of the baby shown in the accompanying picture is August Wilbur Fritz Newman.



"Dick" is the five-months-old son of Richard Newman, machinist at the New Shops, Springfield, Mo.

M. P. 121

Section Foreman C. M. Willis is shown in the accompanying reproduction lining track near M. P. 121, north of Bainbridge, Mo., together with his



men. Right to left are: C. M. Willis, section foreman; C. M. Black, laborer (standing just back of Mr. Willis); Albert Knight and Fred Brockmeier.



As train No. 11 was approaching Pawnee, Okla., recently the photograph herewith reproduced was snapped from the east end of the depot.

The crew in charge of the train at the time were Conductor John Bernard and Engineer M. S. Cartright.

Telegraph Tolls

In an effort to bring about a further reduction in our Western Union telegraph bill, the following circular has been issued by General Manager W. T. Tyler:

In order to reduce our Western Union telegraph bill to the lowest possible minimum, all Western Union wires should be brief. Each wire should not contain more than ten words, which is the minimum number of words that can be sent for the same charge. A charge of so much per word is made for each word over ten; for instance, messages addressed to California points, the charge is 4 cents per word over ten words.

All hyphens, quotation marks, dashes, commas and periods, which are counted as words, should be eliminated.

The same symbol system that is used on railroad wires should be used in writing our own employes by Western Union, whenever an answer is required, so that it can be made very brief. As an illustration, Traffic Representative at Detroit may wire Mr. Levy to divert a car, giving full particulars as to how the diversion should be made and quote his file letter and number—all that it would be necessary for Mr. Levy to do would be to quote file reference and say O. K.

By all concerned watching Western Union telegrams we can bring about a

very material reduction in our telegraph bill.

Please put this system into effect at once.

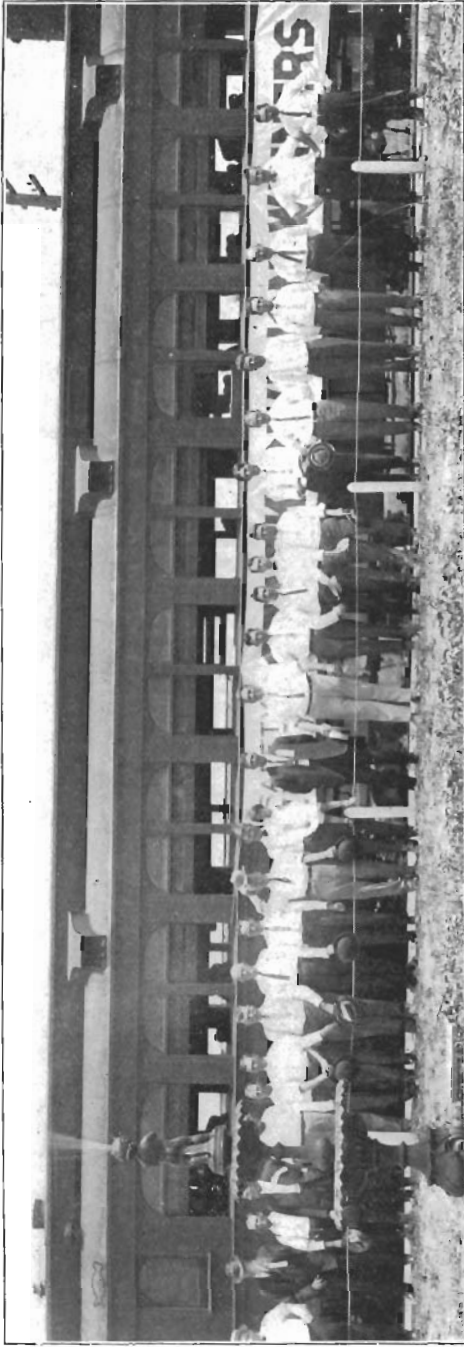
Little Leta

Miss Leta Bell Brown, whose picture is herewith reproduced, is the fourteen-months-old daughter of J. A.



Brown, General Foreman B. & B., Ft. Worth, Texas.

Little Miss Leta is quite a favorite among the boys of the Ft. Worth West Yards.



OZARK SAFETY FIRST SPECIAL.

Ozark Division New and Retiring Safety Committees. To the left of Superintendent Baltzell (standing in center) is the retiring committee, as follows: R. J. McGilvary, fireman; C. P. Jacobs, engineer; F. D. Thayer, conductor; T. E. Sams, conductor; D. L. Forsythe, assistant master mechanic; H. M. Shipley, car inspector; C. A. Bache, agent; E. S. Stone, switchman; T. J. Warren, roadmaster; Ray Ballard, engineer; W. T. Tooley, roadmaster (not a member); J. O. Smith, brakeman; James Joslin, chief clerk to superintendent (not a member).

To Mr. Baltzell's right is the new committee, as follows: R. C. Holmes, conductor; W. B. Holmes, engineer; Fred Masters, visitor; J. B. Smith, switchman; J. A. Langford, brakeman; W. N. McKenzie, switchman; H. M. Farquharson, roadmaster; A. A. White, brakeman; B. W. Robertson, general foreman B. & B.; Paul Deckert, secretary to superintendent; W. H. Williams, assistant superintendent (last three parties not members of committee).