

report of personal injuries for the month was read and discussed, the cause of each injury being determined and a remedy suggested. In several cases the sole cause was carelessness on the part of the person injured. The only remedy for carelessness is education in Safety First. We are giving this education to the employes all the time, but the public is harder to reach. In one injury report a man had fallen into a cinder pit at night and received a few bruises and scratches. The committee was somewhat at a loss to find a remedy for this condition. Suggestions were finally offered that the cinder pit be required to flag, or else establish yard limits.

The reports sent in during the month by members of the committee, of the conditions and practices which they deemed unsafe, made a very substantial bundle and proved that the committee was on the job every day in the month. Any one of these things, such as loose grab irons, brakes that were not dependable, broken running boards, bad floors and platforms, might cause serious injury, but because of the vigilance of these men was discovered and repaired before any harm was done. Eternal vigilance is the price of Safety.

The thorough discussion of all the subjects under consideration proved that every member of the committee was a live wire. In fact they were as fine a bunch of men as you could find anywhere, and they are going to make

the other divisions do some mighty hard work, if they keep the Kansas Division from winning the next prize.

It was a pleasure to shake hands with these men and the report of their month's work was an inspiration to me. It certainly is a work worth while to further a cause that protects the lives and makes more secure the happiness in the homes of such men as these.

It was a pleasure to spend a few hours with our Central Committee Chairman, Mr. W. B. Spaulding. His unflinching courtesy and tact makes him an ideal person for this office. He gave a very interesting talk congratulating the committee on their past month's work and predicted greater success for the future.

Dear Editress:

My father is section foreman at Aylesworth, Okla., so I thought I would write a letter about Safety First.

I am so glad the women have a corner in THE FRISCO-MAN, and I want to thank the editor for his kindness.

Let us not sit still and find fault with the railroads, but use our common sense. Some of us would be a long way from home if there were no railroads, so let us have plenty of them and good ones, and may they all be Safety First roads.

OSZINE MOULOCK,
Aylesworth, Okla. Age 17.

Back From Utah

To the right in the accompanying reproduction is D. P. Harbin, paint foreman, Birmingham, Ala. Mr. Harbin has just returned from a trip to Salt Lake City, where he examined the Morman Temple, and is entertaining his friends with some interesting stories. To the left in the reproduction may be seen M. W. Wilson, assistant paint foreman.





Winslow

Operator C. W. Miller is relieving Agent J. A. Winn, who is taking a thirty days' vacation.

The marriage of R. W. Trapp, third trick operator, and Miss Wilson Clark of Fort Smith, Ark., took place recently. The entire office force extend congratulations and best wishes.

First Trick Operator Fred Stauffer is receiving congratulations over the arrival of a ten pound boy at his home.

Operator Miller, who is transferred to Seligman, is succeeded by Operator Roseberry. Operator Whaley of Chester succeeds Mr. Roseberry.

Summer folks are leaving us fast, moving to warmer climes. We miss them, as they have kept us pretty busy. Hope to see them back next year.

Our new desk has arrived and will be put into use immediately.

No personal injuries to employes or the public at this station in a number of years. Pretty good record for our place account of everybody careful and looking out for the other fellow.

Southwestern Division

L. Richards, formerly engine dispatcher at Sapulpa, Okla., is transferred to Oklahoma City.

J. H. Mergan is appointed assistant foreman at Oklahoma City. Mr. Mergan was formerly machinist at Sapulpa, but has been acting foreman at Afton for the last month, during the absence of J. P. Donahue.

M. E. West, general clerk, has assumed additional domestic responsibilities. The honeymoon was spent in Chicago and New York.

W. A. Moore is appointed general agent Tulsa, Okla., succeeding W. B. Craig, who resigned some time ago to accept position with the Sand Springs Railway.

M. W. Richardson, former agent at Altus, Okla., is appointed agent at Sapulpa.

Miss Mae Cardon has taken position as stenographer in the freight office at Sapulpa. Miss Cardon was formerly employed as stenographer to Master Mechanic and is succeeded in that position by Miss Iva Haston.

Mrs. L. Randolph has accepted position as stenographer in superintendent's office.

Cherryvale

Car records show that, during the month of September, 223 foreign cars, 140 system cars and 11 passenger cars were repaired at this point.

Inspector Corum is kept on the run these days hunting flour, grain and cement cars for use at Cherryvale and other points.

A new material shed has just been completed at this point, and we can now keep our material under cover and in good shape. Separate pockets are made for the different kinds of material so it can easily be found when wanted. No scrap or good material is left lying along the repair track, but is returned to the scrap bin or material shed after the work on each car.

W. O. Adams, switch engineer, is laying off to build a new chicken shed.

Francis

Judson L. Bailey, division accountant, has resigned his position at this

point to enter the service of the Rock Island at El Reno, Okla. Mr. Bailey is an "old timer" among us and the news of his resignation was received with much regret. He carries our best wishes for success in his new field.

Victor L. Melvin, who for some time served as M. & I. clerk, but who resigned recently to enter the service of the Katy at Denison, Texas, has returned to Francis. Mr. Melvin is appointed division accountant succeeding Mr. J. L. Bailey.

Birmingham

In the last few months the car department at Birmingham has advanced from a running repair shop to a heavy repair shop, having rebuilt about sixty flat bottom coal cars and some ten or twelve underframes.

A telephone has been installed in the office of general car foreman. Jesse Baker, car clerk, was first to use the phone.

W. T. Wilson, chief joint inspector, has just returned from Dunlop, Tenn., where he accompanied the remains of his father-in-law, Mr. M. E. Farmer, who died September 20. Mr. Farmer was formerly employed as inspector for the Frisco at this point. The family have the sympathy of all the car men.

Mrs. Oscar Martin, wife of car foreman at East Thomas, is visiting friends and relatives at Columbus, Ga.

Joe Higgins, rip track foreman, is again able to resume duties after an illness of two months.

Earl Sugg resigned as timekeeper at this point to accept position in Atlanta, Ga.

Jimmie Rux has returned from an extended honeymoon trip to New York City, Buffalo, Washington and other points in the East.

W. R. Smith, car man, announces the arrival of a baby girl at his home. W. R. is slowly recovering.

D. P. Harbin, paint foreman, has just returned from a two weeks' va-



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BANKERS TRUST COMPANY, New York City

cation spent in St. Louis, Kansas City, Denver, Salt Lake City and Ogden. He reports a fine time.

Kansas Division

J. N. Fountain and crew have just completed the pile driving work on the Kansas Division.

H. N. Searcy, with his bridge gang, is renewing bridge 345.4-H.

J. A. Finkenbinder, with his gang, has just about completed the work of taking out the old buildings on Sixth Street, Joplin, Mo.

J. W. Waterbury and his concrete gang are excavating for the improvement work in the Sixth Street yard, Joplin, Mo.

The foundation for the new section house at Hallowell is being put in by J. Middleton and his gang. This is a much needed improvement as the sec-

tion house at that point was destroyed by fire about three years ago.

We are glad to note that Water Service Foreman Scherman, who has been on the sick list for some time, is improving. Mr. Scherman was injured by a fall at Oswego.

Charles McCollum is appointed section foreman at Blodgett, Section F-25, succeeding William Haden, resigned. Mr. McCollum has been employed on the Kansas Division as laborer and extra foreman for a number of years.

G. G. Harrison is appointed chief clerk to general foreman B. B. & W. S., and division roadmaster at Neodesha, Kans., succeeding P. H. Hamilton, assigned to other duties.

M. D. Gibbs, general foreman B. B. & W. S., is kept busy looking after the many different new jobs going on under his supervision.

The painting of depots, section houses, etc., on the Kansas Division is progressing nicely. Work is now completed as far west as Oswego.

Thomas Egan has charge of a small extra gang now engaged in renewing ties between Augusta and Wichita, Kans.

Engines of the 1100 class for passenger service, and 1200 class for freight are now being used as far west as Wichita.

Kansas City

William Thompson, master mechanic, Cape Girardeau, Mo., formerly of Kansas City, reports a new baby at his home. Congratulations, William, from your Kansas City friends.

John Lowry and Harry Stewart, machinists, are enjoying a trip to California.

James Coler, who has been ill suffering of rheumatism, is again able to report for duty.

Among the fortunate Frisco employees who drew claims in the Montana land opening, were: Alvin Moline, shop timekeeper; Tom Evans, assist-

ARKANSAW COON DOGS
sold on a positive
guarantee. Carter & Burrow, Pocahontas, Ark.

ant roundhouse foreman, and Engineer Gillespie.

The guests who attended the recent moonlight outing of Mr. and Mrs. John Grueninger at Orchard View, presented them with a beautiful chair for their new home, as an appreciation of the delightful manner in which they were entertained on that occasion.

It is with regret The Frisco-Man announces the death recently of Patrick Dougherty, machinist, Kansas City Shops. Mr. Dougherty was one of our veterans in point of service, having been connected with the road for the last thirty years.

Madill

Madill, Okla., Sept. 16.—The citizens of Madill tendered the officials of the Frisco a reception and banquet at the Rock Hotel in this city Monday night, following the formal opening to the public and old-time house-warming given by the company in the matter of the occupancy of the new \$35,000 Union Depot which it has just completed at this point. Among the out-of-town guests at the banquet were J. A. Frates, general superintendent of the Frisco, with headquarters at Springfield, Mo.; C. J. Windsor, general stationer, St. Louis, Mo.; J. H. Doggrell, superintendent of freight loss and damage claims, Springfield, Mo.; C. F. Hopkins, superintendent of the Red River Division; Michael Melvin, road master of the Red River Division, Denison, Texas, of the Frisco people, and Col. Sidney Suggs, state commissioner of highways and a leading candidate for the office of United States Senator; Jake Hamen, president of the Oklahoma, New Mexico & Pacific Railway; Editor Bell, of Woodville, and a number of other prominent southern Oklahomans. Col. David Russell presided as toastmaster and following

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the address of welcome by Mayor Mash, all toasts were responded to in a happy as well as an eloquent vein and washed down in the purest of Oklahoma's native water.

Beaumont Junction

Late rains are helping Beaumont pastures as well as crops.

G. D. Schooler, car repairer, has returned from a trip to Roundup, Mont., where he spent three weeks with relatives.

Jesse Arnold, car repairer, announces the arrival September 24 of a fine baby boy at his home.

Engineer William Kennedy has engine 108, train 608 and 609. The en-

gine is just recently out of the Enid shops

William Allen, section foreman, has just purchased a gasoline car for the purpose of inspecting his track. He expects to have it in service the early part of October.

W. L. Ford is assigned the night job of inspecting, effective October 4.

William Beers is assigned position on the coal cautes, day work. J. J. Norwood has charge at nights.

William Hutton, division foreman, is at present suffering of a carbuncle on his neck.

George McClurg, car carpenter, has purchased a new buggy and says he is going to see some of the outside world.