



Perhaps no man on the Frisco can boast of furnishing as many railroad men from his family as Section Foreman Andy Howard, in charge of Section K-41, Davidson, Okla.

Besides himself, seven members of Mr. Howard's family are now in railroad service, six in the employ of the Frisco. Two sons-in-law are section foreman for the Frisco and two laborers, one son is foreman at Fisk, Okla., another foreman at Bebee, Okla., while a third son is working for the Santa Fe in Texas.

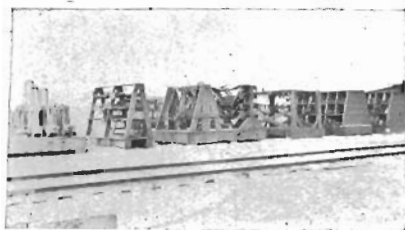
Mr. Howard began work for the Frisco at Rolla, Mo., in 1874, and has been connected with the road most of

the time since, except for three years' service with the Santa Fe, seven months with the Rock Island, and a short while with the M. K. & T. He has been in charge of the section at Davidson since December 15, 1910.

Mr. Howard is very proud of the gasoline engine on his car, a three H.P., and states that he can make a mile in three minutes with it, even against the strong winds he encounters in his vicinity.

Mr. Howard and his gang may be seen in the accompanying reproduction standing around the section car; also those of his family who are now at home, standing in front of the section house,

Claim To Be Cleanest



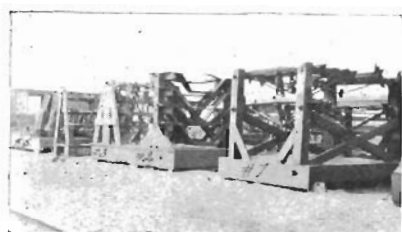
Material Racks.



New Round House.



Rip Track.



Material Racks.

The Southwestern Division claims to have the neatest and cleanest terminals on the Frisco Lines—A place for everything and everything in its place. A visit to any point on the division, it is believed, will prove this assertion and will show the same sys-

tematic neatness.

The accompanying views of Afton, Okla., show the new brick round-house, rip tracks and material racks. Not a piece of material of any kind can be found lying on the ground at any time. Can any division beat it?



Train No. 408 at Tuttle, Okla. Conductor Earl Witt, Agent Frank Hillard and wife, Porter W. R. Cook and Pumper W. H. Williams.

Star Station

Agents particularly will be interested in the following communication from J. H. Doggrell, superintendent of freight loss and damage claims, regarding the record made at one of our stations:

As a matter of information for the readers of THE FRISCO-MAN, I want to say that at one station handling a business of \$6,008.23 for six months, we did not have a single claim.

I consider this a very good showing and the agent deserves **great credit** for the manner in which he **supervised** and handled the freight received at his station.

Claim Economy

J. H. Doggrell, superintendent of freight loss and damage claims, is issuing a series of bulletins giving illustrations of the various sources that cause the road heavy cost each year in freight claims, and it is hoped that the issuance of these bulletins will prove beneficial to those engaged in the handling of freight:

Many claims are received for damages, due to freight having been improperly loaded. It is well known that the heavier packages in our merchandise cars damage the lighter ones and make holes in the loading, permitting the lighter packages loaded on top to fall and become damaged. Properly blocking shipments prevents shifting and will avoid damages caused by rough handling in yards and in transit. The shifting of freight in cars is what we must overcome, and this can be done by those who have to do with the loading of freight using proper judgment in loading and blocking heavier packages.

Our claim payments account concealed loss and damage have been heavy. The majority of our losses of this character are on shipments returned to St. Louis, Kansas City and other merchandise centers from our smaller stations in second-hand or partially damaged containers improperly sealed. The classification requirements must be followed out closely on such shipments and agents at St. Louis and Kansas City have instructions that where packages show indications of pilferage or insecure sealing and tying, same are to be invoiced. This means quite an expense, and the best way to better conditions in this respect and minimize our claim payments is to carefully watch the conditions of such shipments when offered at your platform, and if in your judgment the container is not sufficient, cause shipper to put same in good condition, explaining why we so desire it.

An agent on this line accepted a shipment of poultry in barrel for a point in New York, to move locally by freight, necessitating transfers. Ship-

ments of this character, moving this distance, should be shipped by express, and had the receiving agent done so in this instance, we would have avoided a claim for \$75.00.

Attention is called to the fact that one of the sources of our claims is in the handling of trunks. Care should be used in the loading of this commodity, it being better to load them, commencing on the bottom of car floor so that they have an even foundation, and pile on top of each other to the roof of car, loading other freight against them rather than to stow them indiscriminately on top of other freight. Our classification requirements at the present time are not very stringent relative to the packing of trunks, and until such time as we are able to secure a change in classifications in this respect, we must use the greatest care in the loading and handling of this freight.

A case recently causing the payment of claim was where a box of notions arrived at one of our stations and was delivered the consignee's drayman and his receipt taken in the usual manner, except that a rubber stamp bearing the drayman's name was used. While this practice had been going on for some time and nothing wrong been developed, in this case the consignee concluded, when the invoice fell due four or five months later, that he had not received the case and made an affidavit to that effect. The drayman swore he did not receive it, did not sign a receipt for it, and did not authorize anyone to sign a receipt for him. The agent said he was sure the case had been delivered, but he could show no signature except the rubber stamp that had been placed on the expense bill by himself, he having had in his possession the stamp in question. Result: We paid for about \$75.00 worth of notions because the agent failed to secure proper receipt.

Recently at a station where there is employed an agent, an operator and helper, a shipment of household goods was delivered us and a bill of lading issued by the operator, who accepted the shipment "collect" account a local shipment. The agent found the goods on hand and ruled they must be pre-

paid and ordered the transfer company to prepay them or take them away. They took them but kept the bill of lading which had been issued. After the transfer people had arranged with the owner of the goods for prepay, they returned some of them and took out a new bill of lading, issued by the helper. Claim filed for the goods lost by transfer company, and this Company could do nothing but pay, because the agent ordered the removal of goods for which a bill of lading had been issued and failed to take it up, saying afterwards that he did not know one had been issued.

Freight Claim Rule No. 64 requires that cars shall be inspected before loading, and, if necessary, properly cleaned and placed in good condition, so that loss of or damage to freight may not result from defects in car, filth, waste, oil, grease or other substance or from anything liable to cause loss or damage to freight. Loss or damage resulting from failure to comply with this rule shall render the carrier at fault liable for claim. In reporting damages due to causes above mentioned, agents must necessarily be very explicit when rendering Bad Order reports, to show full circumstances surrounding each case.

Regulation Changed

Postmaster General Burleson has issued an order amending Section 1354 of the new edition of the postal laws and regulations so as to provide, where the holding of a train for loading of mail from a delayed connection would seriously delay the train, that the department may authorize its departure when the letter and daily newspaper mails have been loaded, if a subsequent available train is due to depart within a reasonable time. It is also provided that, at points where trains are held for mails from connections during the weighing

period, upon the results of which adjustments of pay on the routes are based, the railroads will be required to maintain the conditions with respect to holding the trains that obtained during such weighing periods.

This change of the regulations has been advocated by the railroad companies for a number of years and only a few months ago the matter was presented to the department by a committee representing several of the railroads, but no action was taken until recently when it was brought to the personal attention of Mr. Burleson by Mr. Guy Adams, manager of mail traffic, Frisco and C. & E. I. R. R., who represented that the schedules of passenger trains throughout the country were being seriously interfered with because of holding trains at certain points for the loading of all the mail, on account of the enormous quantities of parcel post packages.

After careful consideration of the matter, the regulations were changed, thus removing restraints upon the expeditious operation of passenger trains and at the same time duly subserving the best interests of the postal service.

The parcel post service has now been in operation nine months. For the first six months the department figures an increase of income from this business of \$14,000,000 in round figures, a very large part of which is net profit.

A part of this profit has been made at the expense of the express companies. Most of it has been made by inflicting a positive loss upon the railroads, in two ways.

They have lost the revenue which the express companies divide with them; and they have been required to do a lot of work for which they have not been paid at all, and will not be, unless Congress should pass a relief bill.—Chicago (Ill.) Inter-Ocean.

No. 99064

Pile Driver No. 99064, was snapped September 22, 1913, while at work driving piling on Yellow Creek Bridge, Arkansas.

The engine and train crew consisted of Charles Van Buskirk, en-



gineer; B. M. Anderson, fireman; H. Doyd, conductor; J. E. Dofforn, brakeman; H. W. Ling, brakeman. The driver crew consisted of C. B. Harrison, foreman; H. C. Bradley, engineer; J. C. Chase, fireman; W. T. Kinlock, signalman; D. A. Nix, hose tender; N. Richards, leadman; Fatty Sorgam and Bill Swink, heavy men.

O. G. Cox is appointed chief dispatcher and division operator, Springfield, Mo., succeeding M. D. Ross, promoted; effective November 15.

A. H. Moll is appointed night chief dispatcher, Springfield, Mo., succeeding O. G. Cox, promoted; effective November 15.

John H. Heim

John H. Heim, one of the oldest engineers in point of service on the Red River Division, died at a sanitarium in Sherman, Texas, after a brief illness.

Mr. Heim was a devoted husband and a kind and loving father; he was a true and loyal employe and was held in high esteem by his friends and railroad associates.

News of his death was received with deepest regret and sincere sympathy is extended the bereaved family.

A Heavyweight

Agent G. H. Turner of Blue, Okla., is very proud of his little daughter



Martha Louise, whose picture is herewith reproduced.

Martha Louise is just eight months old and weighs twenty-four pounds.