

September and December, and in line with resolutions adopted, each Division will work out to conclusion any recommendation that might be made, and after same has been sanctioned by your Association, and there is any necessity of taking it up beyond each Division Association, it will be referred to me for final handling. I want you all to continue in your good efforts to make our Association a success, have your dockets in good shape so that at each meeting we can go right through with such subjects as are presented and handle such matters as they are put up to each Division Association, so that recognition will be taken of same and credit given the Association as a whole for result. Present officers will continue until the September meeting, when you can have your annual election.

J. B. Wood, Agent, Pawnee, Okla.: "The agents can be of untold benefit to the 'Safety' movement which is being so strongly aggitated throughout the land, if he will ever have in mind 'Safety First,' also get the habit of Safety First. We should endeavor to instill 'Safety' in the minds of our fellow-workers as well as others we may come in contact with.

"There are numerous items I might cite you to that seem trifling, while they might prove to be of more worth than we might think for; for instance, you find old loose rotten boards in your station platform, trucks and such places as might have them. This is not a hard job. Get your hammer, nails and a grain door and make temporary repairs to the platform. Nail a board over the hole in your trucks or put in a new board. This may save some one an injury. Let's all put our shoulders to the Safety Wheel and help make her win."

When you read the above letter, don't say "Oh, that's old!" but remember that inattention on your part to safety first may cripple some man for life, leave some woman and babies to battle with life's problem alone, and that man might be **you**, and that woman and baby might be **yours**. **DON'T FORGET.**

Part of Force

Part of the night force at the roundhouse, Fort Scott, Kans., are shown in the accompanying group. In the front row, left to right, are Harry Zimmer-



man, front end inspector; and Will Meadows, front end inspector. Back row, left to right, Claude Downing, machinist helper; and Tom Makinson, pipe fitter.

Both Interested

Alma Lee Bentley, shown in the accompanying reproduction with her dog



Tiny, is the thirteen-months-old daughter of L. C. Bentley, boilermaker helper at the New Shops, Springfield, Mo.

19 **19**

W.C. F.S. & M.R. L., C. & S. RY. C.R.R. CO.

Train Order No. 207 th Sept 17 1901

To Mountain Grove Mo At Mountain Grove

Op'r. H.M.G.

All trains will stop at hour
12 o'clock noon & remain
standing still until twelve
ten 12:10 p.m. today out
of respect to our late President
McKinley

CONDUCTOR AND ENGINEER MUST BOTH HAVE COPY OF THIS ORDER.

Made at Mountain Grove time 12:10 P.M. Sept 17 Op'r. H.M.G.

C. M. George, engineer, Thayer, Mo., sent to THE FRISCO MAN the train order herewith reproduced.

The order, dated September 17, 1901, was issued out of respect to our late President McKinley, that all trains on the Frisco Lines were to stop at twelve

o'clock noon, and remain standing still until twelve ten.

Mr. George advises that the day the order was issued he was engineer on first 255, engine 101, and that the time caught him at mile board south of Mountain Grove, Mo.

The "New" Old North Side Shop

When, some five years ago, the New Springfield Shop was completed and put in operation, the shop at the North Side at once became known as the "Old" North Shop, and such it remained until a few months ago. Now the Old Shop has been rejuvenated and the name which it has borne for these years becomes a misnomer. True, the shop is "old" in years, but it is "new" in its undertakings and accomplishments.

As we gather inspiration for the future from the experience of the past, just so the "New" Old North Side Shop is building upon the firm foundation of years of fruitful operation of the Old Shop and is displaying a new aspect of progressiveness. The physical appearance of the shop properties as well as the condition and arrangement of the inside of the shop buildings, has been noticeably improved; both of which are the outcome of a renewed spirit on the part of the foremen and workmen alike. No longer may the North Shop be fittingly designated as "Old." Therefore, the new appellation, the "New" Old North Side Shop.

The first indication of the re-awakening of the "Old" Shop which meets the eye of the approaching visitor is the large new sign embellished with the Frisco emblem and the motto "SAFETY FIRST," which now adorns the south end of the main building. In keeping with the progressiveness of the shop as a whole, the workmen generally have an increasing regard for human life and accordingly have adopted the slogan of the Central Safety Committee as the safeguard in their shop. They find this motto up-

lifting enough to emulate, at the same time practical enough to work by—and as effective as it is brief.

Every step nearer discloses further improvements in the "old" place—the newly painted buildings, the reglazed windows, and the clean yards and surroundings and the newly erected steel car jacking stall. The old brick stack for years abandoned, has been razed and from the bricks of its ruins has sprung up a new building which houses the oxy-acetylene plant.

Inside the shop, the visitor notices that things have correspondingly changed. Worn floors have been repaired and relaid. Machines which had become antiquated in the service have been rebuilt to meet modern requirements, and all shop machinery given a coat of paint. In the "Old" Shop the men used to perform their nightly ablutions from a bucket filled at the hydrant. Now wash-rooms are provided at both the machine and blacksmith shops, where clean, warm water in clean, white basins awaits the men at the quitting hour. Even the foreman's office has been enlarged, more conveniently arranged, and refurnished, in keeping with the improvements in the shop itself.

In its rejuvenated state this plant practically ceases to be a locomotive repair shop and becomes a factory for the finishing of locomotive and car parts, for use at smaller points on the system not so well equipped to perform expeditiously and economically this class of work. While the North Side still turns out its five or six engines per month, and about seven hundred repaired cars, not including the light repair yard, the real busi-



Panoramic view of North Side Shops, Springfield, Mo., showing flower parks and the main, this is the old force that manned the "old" shop—the old the "old" shop into the "new."—The



and the shops' force of 775 men, the number employed October 25, 1913. In the
—the old force with renewed spirit which has transformed
z."—Photo by B. F. Edmondson.