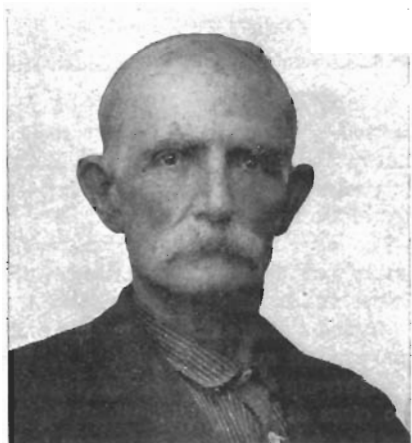


### *The Vet of Veterans*

It is doubtful if there is any rail-roader in the country who can compete with Harry D. Taylor in his record of long and continuous service under one employer.

Mr. Taylor—or “Uncle Harry” as he is known to Frisco men—has served the company faithfully for half a century, and as a reward of his long and loyal service he was retired on a pension July 1, 1913.

In spite of his seventy-eight years “Uncle Harry” is erect and apparently



as active as ever, and is a better man physically today than many of his younger associates.

“Uncle Harry” began his railroad career May 5, 1865, as brakeman out of Pacific, Mo., and continued in that position until January 10, 1884. From January 11, 1884, to May, 1907, he was employed in the North Springfield shops, as car repairer, when he was promoted to bolt machine operator, remaining in that position until the date of his retirement.

### *Miss Duncan's Snap*

Train No. 3, engine 1030, preparing to leave Springfield, Mo., for Fort



Smith, Ark., was snapped by Miss Maud Duncan, December 19, 1913.

At the time the picture was taken the engine was in charge of Engineer Frank Gano and Fireman N. H. Iracy.

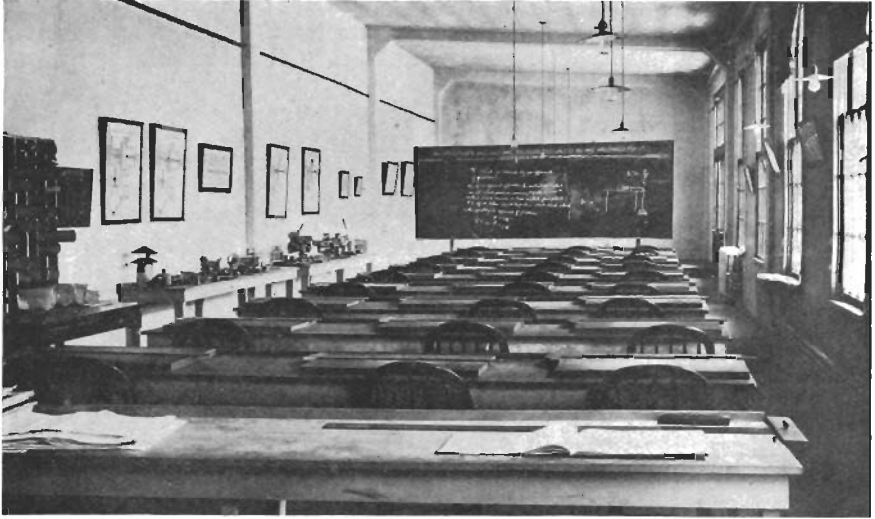
### *No. 150*

Combination car No. 150, at the time the picture herewith reproduced was taken, September 8, 1913, had been out of the shops just two years, and has been in service every day, never miss-



ing her turn. During that period the car covered 185,000 miles, her run covering 212 miles a day.

Picture of the car was snapped at Hugo, Okla., by J. Herron Westbay.



The accompanying reproduction shows the class room of the Apprentice School at the New Shops, Springfield, Mo., in which apprentice classes, pointing to a high degree of success, are conducted.

The purpose of the school is, by means of class instruction and home study, to give the apprentices at the New Shops, North Side Shops and South Side Shops, a thorough practical education along mechanical lines.

Sketching, drawing and designing

are taught the apprentice boys and they are instructed in such mathematics and mechanics as are best calculated to make them efficient at their respective trades.

The apprentice boys are to be the future foremen and mechanics of the Frisco and no effort is being spared to train and educate them along the most modern and up-to-date lines.

Eighty-six boys are now enrolled in the class at Springfield, which is under the supervision of Instructor A. B. Kerr.

### ***Hayti Depot***

A new depot recently constructed at Hayti, Mo., was opened to the public



February 2, 1914. The new structure replaces the old depot which was destroyed by fire some time ago. It is electric lighted and is equipped with every modern improvement and convenience.

Through the courtesy of the Herald, Hayti, Mo., The Frisco-Man is able to reproduce herewith a photograph of the depot.



The accompanying reproduction shows the "conservatory" in the basement of the power plant at the New Shops, Springfield, Mo.

The warmth of the engine room, the moisture in the air, and the convenience for watering, as well as the abundance of light, probably makes this space one of the most desirable green houses to be found.

Everyone, of course, remembers the artistic manner in which the flowers, kept in this room during the winter, are arranged about the Springfield shops in summer.

### **Bulletin No. 14**

*J. H. Doggrell, Superintendent, Freight  
Loss and Damage Claims*

Shortages of entire packages and discrepancies in checking freight can be prevented, to a certain extent, if dray tickets and waybills, as well as expense bills, are legibly written and the description of the items made plain.

An agent has called attention to the trouble experienced by him when shipments of canned goods are not designated as to kind. If an agent is short a case of canned goods, and does not know whether it is a case of pineapple or a case of pumpkins, this company might easily be forced to pay for the value of the more expensive commodity. Look this up and see if your billing is above criticism.

A claim was paid recently for a shipment which our agent knew was short from connection but for which he had, in error, issued a clear receipt. Such errors are the result of failure to properly check shipments against billing, or dray ticket, and the practice of some agents to receipt for shipments before in their possession and to deliver shipments without getting signature on expense bill, is a cause, in some instances, of our having to pay claims.

The foreman of a switching crew recently placed a car containing oil, which was leaking, on an industry track and informed the manager of the industry of the condition of the car. Later this manager approached the foreman and asked him to make a notation of the condition of the car on an expense bill, which he produced at

the time. The foreman endorsed the expense bill, "leaking when placed," and signed his name. It developed later that the notation had been placed on the wrong expense bill and claim was filed for a shortage on two cars instead of one.

A conductor placed an old system furniture car at a non-agency station for a carload shipment of sunflower seed. When the shipment reached destination every sack was wet and consignee refused to handle. After negotiating with consignee for several days, he was induced to accept and handle the shipment to best advantage. A claim for about \$200.00 resulted. The conductor should have known the equipment furnished was not fit for the lading, and his knowledge of equipment would have enabled him to decide for the benefit of this company.

Follow, in your imagination, some of the shipments that originate at your station through to destination, and you will find some surprising improvements can be made in loading, stowing and handling freight, as well as in the matter of furnishing proper equipment.

Not everything called to my attention is the result of failure of some employe of the company to properly perform his duty. In fact many cases brought to my attention, show that we have many live agents and other employes.

An agent recently found a small quantity of ore in a bad order car. He saw that the ore was properly taken care of and reported his find to office of superintendent freight loss and damage claims for disposition. The company will be able to realize a considerable sum of money from the sale of this salvage. While the agent was only doing what he should have

done when he protected this company's interest, someone before him had evidently passed the matter up without reporting it, or it would not have reached the station where it was found. You can make money for the company every day by taking care of something someone else has overlooked.

Recently an agent had a damaged shipment of chops refused. It was necessary to dump part of the shipment. Nevertheless, the agent found the market on chops had gone up, and he sold that part of the shipment in good condition, at a figure much better than the invoice, with result, the company's loss was considerably reduced.

Let me suggest that you broaden the knowledge of your clerks and helpers and increase their value to you and to the company by keeping up their enthusiasm in the record you are trying to make. You can make the man under you bigger than his job and in so doing you will make a better job for yourself. The greatest asset this company has is the knowledge and experience of the men who move the freight, while the greatest drawback and the greatest loss to the company are the results of lack of knowledge, initiative and enthusiasm on the part of the man on the ground, whether he be an agent, operator, check clerk, conductor, switchman, engineer or other employe of this company.

### ***Whelan-Bedford***

A miniature railroad train carrying a telegram was the unique method of announcing the engagement of Miss Mary Whelan to William J. Bedford, city passenger agent, St. Louis, at a five hundred party, January 14. The date of the wedding has not been decided.

### Example vs. Talk

If we were to choose between two school teachers, Mr. Example and Prof. Conversation—Mr. Example would get the job.

At this time of the year, mottoes, precepts, "wise saws and modern instances" are apparent everywhere, from the maxim on the pay check to the Christmas card on the parlor table.

It is true that a drop of ink may make a million think, but it is equally true that many drops of ink have been uselessly expended in a futile effort to make a few think.

This brings us back to the choice between Mr. Example and Prof. Conversation, and this is directed to Mr. Example, who occupies the position of foreman, yardmaster, assistant superintendent, superintendent, general superintendent, and all others in authority.

By circular, personal letter and through the pages of *The Frisco-Man*, all have been repeatedly impressed with the importance of Safety First, but this vast amount of printed and written material is of practically no avail—unless Mr. Example—occupying one of the positions heretofore named—shows the men under him that he appreciates and follows the precepts of Safety First. The careless or reckless foreman can render sterile the field where the safety seed has been sown with unsparing hand.

Those under him, seeing him do something in violation of the rules of Safety First, will argue on two theories: One, that this Safety First talk is nothing but talk; the other, that he will criticize them if they do not take the same chance that he does.

Therefore, it is of the greatest importance that the official—no matter what his position—be doubly cautious

in adherence to the Safety First articles of faith, for if he is not and does something reckless or careless, it is extremely probable that the maiming or injuring of some man under him can be laid at his door as the fruit of his bad example.

This argument may seem, to some, far-fetched, but a little thought given to the matter and a little consideration as to what effect the example of those above us have on us, will prove that it is as true as the laws of cause and effect.

The rank and file of Frisco men, in a large majority, appreciate the importance of Safety First, and one in authority who, by word or example, disregards it, will find just to that extent the regard the men have for him lessened.

### Where's the White Horse?

In cleaning out his desk the other day an agent on the Western Division came across the following communication, dated March 8, 1905:

"I hav two gils. Oldest beaing married has a right to govw wher she pleas. The youngest beaing only 12 years oald wil want tickets over your line, road some wher in Arknses. Doo not sell the youngest girl a ticket, as it is a gaalnst my will for her to leav home. She is read headed and blue eyd."

Our agent informed *The Frisco-Man's* correspondent that the "Read-headed" girl has never been found, and that he is of the opinion she slipped one over on him, as he has been looking for her ever since the above communication was received.



Train 715 crossing the Frisco Fort Smith-Van Buren Bridge.