



The above reproduction shows John P. Crow, pumper, Strafford, Mo., with a group of comrades of the Civil War. He may be seen standing at the extreme right in the picture at the point indicated by the arrow.

Mr. Crow entered the service of the Frisco in October, 1887, and was retired on a pension recently, after twenty-seven years of service, at the age of 86 years. Mr. Crow is the oldest pensioner in point of age.



Two of the Frisco's Safety First gangs are shown in the reproduction herewith, at the public crossing, Tuttle, Okla. To the extreme right in the picture is Harry Dyckman, sign painter and foreman, and just in front of him, J. S. Harney, painter. To the extreme left, the 6 feet 3, is Painter W. S. Neeld. J. E. Woodward, standing just to the right of Mr. Neeld, has rounded out thirty-eight years in the service of the Frisco. He is bridge foreman on the Southwestern Division.

Taken From the Original

Say, this thing of being a grouch is a frost. There's nothing in it.

Keep it up and the first thing you know your draw bar comes out while you are pulling up a hill and you land at the bottom—Junk.

Put on the soft pedal and apply the air to this old rough and ready stuff. It don't get you any further than a dead engine.

I know some fellers think it a sign of feebleness to say "please," but believe me, I've found that little word good for anything from a hot axle to a mad "super."

Then, this thing of balwin' out a man so that everybody in the round house knows that you think he is all of the fifty-seven varieties of idiots, should go to the discard. I've found a heart to heart talk, sorter soft and low, went further and did more good than all the finest oratorical cussin' over a lengthy period and longer distance ever did get me.

Of course we all get spells when the mad wells up into our systems until our collar button creaks. But the other fellow can get just as mad and we are a tie with nothin' doin' but a lot of humid conversation. It's a lot better to get him off into an unused corner and go at him something like this:

"Bill, you've got lots of good points and I know you are trying to do the best you can, but you are a little out of line and I want you to help get it right."

Bill swells up and says, "sure," and you have turned up jack.

Then, there's the ignorant public. It's astonishing how little they know. You catch yourself wondering how they make a living anyhow.

This reminds me of Tom Shelton, who was a brakeman on a passenger run. An old lady asked him if the

Ozark Uplift was north or west of where they was.

Tom took off his cap and turned all the way round until he faced her and said,

"Lady, durned if I know."

Tom didn't know it all, even though he had railroaded for thirty years. So we've just got to remember that the public that asks a lot of questions are trying to learn something worth knowin', and it should be our pleasure to help them along.

If one thing more than another gives me the original pip, it is these Smart Alecks who feel called upon to josh everyone that wastes their time talking to them.

This kind of cattle finally wind up wonderin' why it is they can count their friends on the first joint of the index finger of their left hand.

Sure, they enjoy their wit, and maybe some other sap head grins too, but the shudderin' victim remembers it longer than anyone else, only different, and when his turn comes, which it generally does, the wit is walking slow, far behind his job

Then there's the poor fellow that wants to be nice and polite and is playing the wrong system.

He don't know that kind words and dulcet tones are the panhandler friends. He reels off a line of talk with his eyes fixed upon the whole round world and hears nothin' except his conversation, or he uses the counter for an Ostemoor and rests a larger portion of his weary bulk thereon.

It all comes to this. You've got to be attentive, listen carefully to what the other fellow says, cut out the slouch and give a real and timely smile occasionally and then you'll be pretty close to the genuine article.

If you haven't really got it, a little practice will get it.

The poet that said something about "kind words being more than cornets" was on the right track. I don't know much about cornets, but I do know a kind word properly applied will be heard further than any cornet that was ever tooted and will do a heap more towards soothin' the turbulous.

Associate Editor



"The associate editor of the Woman's Department," Conductor Dave Longwell of the Kansas Division calls Section Foreman E. G. Newland of Augusta, Kans., whose photograph

is herewith reproduced.

Mr. Newland is the husband of Mrs. E. G. Newland, who is not only editor of the Woman's Department, but also in charge of the Frisco Women's Safety League.

Cotton at Sulligent.

The cotton platform at Sulligent, Ala., is shown in the accompanying reproduction.

W. T. Springfield, agent, says that



though they have shipped over seven thousand bales of cotton recently and have about one thousand more to move, not a single bale has been lost or misplaced.

How Not to Read

A Mr. Shepherd of the Bronx writes to the editor of the *New York Times* a letter about Gray's "Elegy." He begins by quoting a college professor as saying that the poem is so perfect that "not one word could be subtracted from it and another word substituted." This statement seemed excessive to the Bronxite, who "therefore reread the poem with great care and found two errors in one particular verse, which goes as follows:

Their name, their years, spelt by the unlettered muse,

The place of fame and elegy supply;
And many a holy text around she strews,

That teach the rustic moralist to die.
"The expression 'their name' should be 'their names,' as all the people in the graveyard did not bear the same name. The phrase 'and many a holy text' is singular, and the verb 'teach' is plural. If the poet had said:

And many holy texts around she strews,
That teach the rustic moralist to die,
or,

And many a holy text around she strews,
To teach the rustic moralist to die,

the grammatical form would have been correct." Back to your muttons, Mr. Shepherd; this letter of yours is worth quoting precisely because it is a horrible example of how not to read poetry. You make a Charles F. Murphy of grammar, which is really only a hard-working public servant. The novelist Thackeray teems with sentences which, from a pedant's standpoint, are indefensible. Yet Thackeray stands with the author of "Tom Jones" at the head of English novelists, and is even "some pumpkins" as a stylist. Shakespeare is full of solecisms and redundancies condemned in Hill's "Rhetoric," yet that nowise detracts from Shakespeare's supremacy over the more careful writers of a later day. Grammar is an excellent invention; it corresponds to formal etiquette in social life.—*Collier's*.

CENTRAL DIVISION MEETING

The regular meeting of the Central Division Local Agents Association, at the court house, Fayetteville, Ark., January 8, was full of interest, and it is regretted a larger number of the agents were not able to attend it.

D. L. Ewing, assistant general freight agent, addressed the meeting. He gave an interesting talk upon traffic matters and solicitation in general, urging the agents to continue their efforts to increase tonnage on the Frisco lines.

Mr. Ewing especially impressed upon the agents the necessity for watching the long haul feature on shipments. He cited a case where, in a recent check of the Kansas City yards, the fact developed that eight-five cars of pipe moved from Pittsburg to local points on the Frisco, via Kansas City. This shipment should have moved through Chicago, care of the Frisco at Saint Louis, or at least should have been routed in care of the Frisco Lines at Saint Louis instead of Kansas City.

Agents were requested to watch this feature of this work very closely and to make full report to freight traffic manager on every case where the Frisco is short hauled.

In a brief talk J. T. Hulehan, assistant superintendent, expressed regret that a larger number were not able to attend the meeting and thanked the agents for their co-operation during the past year.

Mr. Hulehan was followed by A. W. McElvaney, assistant superintendent freight loss and damage claims, who addressed the meeting along claim lines.

The regular docket, including a discussion of many of the claim bulletins, letters, and circulars issued from the office of superintendent freight loss

and damage claims, was next taken up.

The following letter addressed to Presidents Local Freight Agents' Associations, from J. H. Doggrell, was read at the meeting. It is self explanatory and agents are requested to note same carefully:

"Recent trips over several divisions, together with numerous investigations made with reference to loss of packages, convince me there is not sufficient attention given to LCL merchandise unloaded at stations, or being unloaded from set-out cars.

"It has been my observation that in view of the expense we go to in loading freight and transportation of it to destination, we are inviting claims by the manner in which same is being handled after it reaches destination.

"Why can't we have more security in the handling of our freight? Consider the question as to whether you would allow your own personal property to be handled as some of you are handling LCL merchandise. The same attention should be given to handling and taking care of this property at all times as if it were your own.

"One thing I noticed in particular was the promiscuous unloading of freight on station platforms by train crews, probably at the direction of our Agents who anticipated that the consignee would call for promptly, this property remaining on the platform exposed to the elements, and without any surveillance whatever.

"In our book of transportation rules, we have paragraph reading as follows:

"Conductors will deliver way freight at way stations on the platform or the freight house, or any other such proper place as the Agent may designate. Agents will not fail to report promptly refusal on the part of conductor's to comply with this regulation."

"This means that you have absolute jurisdiction over the unloading of freight and its subsequent handling at your station, and I am quite sure, if all of you will take more interest in this matter, we will be able to reduce our claims caused by the disappearance of packages and damage to freight at stations, and I am giving you an opportunity to work this out through your Association.

"We do not want to delay our local trains more than is necessary in unloading freight at stations and I do not think it is necessary to unnecessarily delay them. I have made quite a number of trips on local freight trains during the past several months, and we were not unnecessarily delayed. Co-operation on the part of the train crews, our Agents and their Assistants, will eliminate unnecessary delays,

and I have not found any of our train-crews unwilling to handle the freight exactly as directed by the Agent. Therefore it devolves upon you as Agent, to see that merchandise and other freight handled at your respective stations, is given the very best of attention, and after received at your station, properly taken care of, and I desire you, as President of your respective Division Associations to take this matter up at your next meeting, and let the minutes of your meeting indicate my desire in this direction."

The following letter to all superintendents from superintendent freight loss and damage claims, was also read at the meeting, and all agents were requested to watch this matter carefully:

"I have had several instances of late come before me where we have accepted from C/L carload shipments of hay loaded in stock cars. Some of the lines in time of car shortage will furnish stock cars to shippers for hay, with release on bill of lading indemnifying the carriers against damage. This release under the law is not binding upon shippers or receivers of freight, and we must necessarily pay for such damage.

"I wish you would watch this matter on your respective Divisions, and not furnish stock cars for hay loading or any other loading subject to damage other than stock, without special permission to do so, and when stock cars are loaded with commodities which might be damaged by water, are tendered to us in interchange, they must be transferred to box car equipment.

"Please see that this is understood and acknowledge receipt of this letter."

At the request of H. W. Johnson, car accountant, the following letter calling attention to the importance of giving better attention to interchange reports was also read:

"It should be understood that interchange reports are the basis for all per diem settlement and the foundation of our records, as well as one of the most important reports in connection with tracing shipments for our patrons.

"The particular feature that I want given more attention is the accuracy of these reports. An error in car number or initial causes a per diem claim and a great deal of correspondence and very often results in giving erroneous information to one of our patrons.

"One of the important features in this connection is the proper handling of supplementary interchange reports and correction reports. These should be made in the number of copies as the original report and signature of connecting line Agent obtained, and in fact handled in same manner as original report, because the car ac-

counting offices of the two roads concerned must have the same record on supplements and corrections as well as on original reports.

"At your next meeting as an educational matter, I will appreciate it if you will bring this up and request the co-operation of all junction agents."

The agents who attended the meeting were: A. M. Leitzell, Springdale, Ark.; J. D. Parsons, Tahlequah, Okla.; J. H. Layman, Elkins, Ark.; P. W. Furry, Van Buren, Ark.; S. P. Hass, general agent, Fort Smith, Ark.; W. Summers, Summers, Ark.; W. P. McNair, Fayetteville, Ark.; L. L. Ray, Antlers, Okla.; T. V. Griffiths, Clayton, Okla.; V. Phillips, Lowell, Ark.; J. K. Meffert, Rogers, Ark.; E. L. Noble, Avoca, Ark.

The honorary members present were: D. L. Ewing, assistant general freight agent, Kansas City, Mo.; A. W. McElvaney, assistant superintendent freight loss and damage claims, Springfield, Mo.; R. E. Brooks, traveling supervisor, Springfield, Mo.; J. T. Hulehan, assistant superintendent, Fort Smith, Ark.; R. H. Phinney, assistant superintendent, Fort Smith, Ark.; J. H. McMurrey, traveling auditor, Fayetteville, Ark.

Poplar Bluff

More than forty agents and representatives of different departments attended the meeting of the River and Cape Division Local Agents' Association at Poplar Bluff, Mo., January 26.

Upon their arrival at Poplar Bluff, the agents were met by a committee of the Commercial Club, who escorted them to the City Hall. Secretary E. D. Shattuck welcomed the visitors in the name of the club and city, after which the committee left the agents for their discussion of railroad affairs.

Agent W. S. Briscoe, of Blytheville, Ark., president of the association, presided at the business session. Brief talks and suggestions were made by the officials present of great instructive value to the agents.

Immediately after dinner the work of the convention was resumed until about three o'clock when automobiles engaged by the Commercial Club and containing committees and other members of Poplar Bluff organizations,