

drove up and took the agents for a "joy ride."

After the ride the Frisco men were taken to the Elks' Club, where they were "turned loose" for an informal social gathering. At 7.30 o'clock the agents were guests of the Commercial Club at a banquet at the Wright Hotel.

President Ashcroft of the Club acted as toastmaster and delivered an appropriate address of welcome to the railroad men, in which he paid them a high tribute as agents for the development of Southeast Missouri.

A. W. McElvaney, assistant superintendent freight loss and damage claims, was the next speaker on the program. He explained the object of the creation of his office, how his department had organized the agents into their present association in order to get their united ideas in regard to improving the service and eliminating loss and damage, and what the gratifying results of this organization had been.

Mr. John Greason, assistant highway engineer of Butler County was next called on for an address. He chose as his subject "The Young Man and His Opportunities." He gave

some interesting facts and figures concerning Butler County and spoke of the opportunities for the young man right in that section.

Robert E. Lee, representing the Business Men's League of Saint Louis, also addressed the meeting. He stated that he brought the greetings and good will of the business men of Saint Louis, urged consolidated effort on the part of the people of Poplar Bluff in building up the city, and in addition paid a glowing tribute to the possibilities of the iron industries in that section of the country. Mr. Lee stated that he intended to bring about seventy-five St. Louis business men to Poplar Bluff some time in May to see the city and meet its business men. The humorous stories told during the course of Mr. Lee's address kept his hearers in an uproar of laughter.

Among the representatives of the Frisco who attended the meeting were, C. R. Jordan, assistant superintendent; J. A. Mann, assistant superintendent; H. W. Johnson, car accountant; A. W. McElvaney, assistant superintendent freight loss and damage claims, J. G. Binnington, supervisor of car service.



New Passenger Depot, Afton, Okla.

Reclamation.

One of the new things on the Frisco is "reclamation." Now reclamation, to a Missouri ear, means the taking of lands that have lain foul and dank under water for many years and making them useful by drainage and flood protection for the first time in their hitherto worthless lives. Reclamation on the Frisco is even more wonderful than this. It consists in taking things that have already served through a lifetime of use, been worn out and discarded, and making them as good as new. "New lamps for old," chanted the magician under the windows of Aladdin's palace, and the offer seemed wonderful to those within. The Frisco does what the magician did not even attempt. It makes new things out of the old ones.

The visitor to the Frisco shops at Springfield sees the reclamation policy of the road everywhere in evidence. Here, for example, is a broken "bolster;" one of the two heavy steel castings just above the trucks which carry the weight of the body of a car. But yesterday a broken bolster was just so much scrap metal. Today a workman comes along with an insignificant looking metal rod in one hand and an oxy-acetylene torch in the other. He puts on a pair of amber-colored glasses and turns the fierce heat of the torch upon the fissure. The metal on either side grows soft; the rod of iron or steel melts and the white drops fall on the seam—presto! the bolster is as good as new, and the saving over the value of the scrap and the expense of the repair is something like \$20.

Here is a pile of broken shovels—handles shattered, blades—do shovels have blades?—worn out and broken off. The good handles and the good metal parts are united and an expenditure of 10 cents in working over

scrap has resulted in a good-as-new shovel worth five or six times as much.

Here a workman is sitting before a very simple press and straightening railroad spikes; there is a locomotive casting in place and the engine is being repaired with the "oxweld" torch, the quick repair saving the running time of the locomotive as well as the heavy labor and material expense of taking the machines to pieces, fitting a new casting, and putting it together again. Over on yonder sidetrack a gigantic magnet is unloading scrap-iron from a flat car; it is the old material coming in to be made new.

Nothing is too small and nothing too large to receive attention. We have all seen a tangle of twisted iron rods beside the track where freight cars had been wrecked and burned. On the Frisco this hopeless looking material is hauled to Springfield, straightened under a drop hammer, cut into suitable lengths and made into bolts. A nominal expense makes scrap worth perhaps \$6 a ton into bolts worth \$30 to \$40 a ton.

When all-steel equipment was first introduced the wise shook their heads and asked what would become of cars racked, strained and wrenched in wrecks in which nothing was broken but everything bent out of shape. The Frisco has answered the question triumphantly. It has a sort of strait jacket for cars strained past the elastic limit, where a system of powerful screws brings the whole structure back into "square" in a few minutes of irresistible persuasion.

It is a source of justifiable pride to St. Louisans that the Frisco, a St. Louis railroad, operated by men who are our neighbors and fellow townsmen, is leading American railroad advance in the matter of reclamation of material rejected by the practice of a few years ago.—*St. Louis Republic.*

SAFETY FIRST

*Pat Nelson, Section Foreman,
Conway, Mo.*

*Address before Eastern Division Safety
Committee, Rolla, Mo.,
January 13, 1914.*

About three years ago the work of the Interstate Commerce Commission conclusively proved that the great majority of railroad accidents were not due, as was formerly believed, to derailments and collisions but in eighty to ninety percent of the cases to some failure of the human element; to some little thing left undone; to some unnecessary chance taken by the men themselves.

It became apparent that the only way to prevent these accidents was to educate the men to do things in the safest possible way and not take unnecessary risks. To accomplish this it was necessary to get the men personally interested; to make them feel that they were doing the work of preventing accidents to themselves and to their fellow employes.

It was explained to the men in different departments of railroad service that accidents were not inevitable but avoidable; that it was the employes and not the officers who were killed and injured and left widows and orphans, and that if these accidents were reduced it would be the men themselves who would be benefitted; that what was needed was safety men more than safety devices; that only by co-operation could improvement be brought about.

The matter was so effectively presented that co-operation was secured, and safety committees were appointed.

When it is realized that 10,000 peo-

ple were killed and 163,000 were injured on the railroads of the United States during the last year, it is easy to see the field for safety organizations. This should inspire every safety organization to greater effort. Inspiration is the fruit of loyalty, and love for and loyalty to our work invites ideas for improvement. It is the interest that we put into our work that counts. Life is not, we may say, for mere passing pleasure, but for the higher unfoldment one can attain, the noblest character one may grow, and for the greatest service one can render for all mankind.

The life that goes out in love to all is the life that is full of riches and continually expanding in beauty and power. We should grasp the truth of the great law, that we will find our own life only in losing it in the service of others; that the more of our own life we give, the fuller, the richer and the greater and grander, the more beautiful and the more happy, our own life will be.

It has been said that service is a measure of greatness, but service is not only a measure of greatness, but of happiness as well. Man enjoys life in proportion as he invests in it his energy, his thought and his sympathy. As our lives are measured by what we put into the world, we, as members of this Safety First movement, should put forth our best efforts to make the new year more valuable than the previous by rendering a greater service.

The larger our capacity for service and the more complete our willingness to serve, the more abundantly will be the fulfillment of the proverb that it is better to give than it is to receive.



RECLAMATION PLANT EMPLOYEES, S

In the lower portion of the reproduction, those indicated by the numbers, one to fourteen, are: 1, [unclear]; 2, [unclear]; 3, [unclear]; 4, J. A. Houston, air-room foreman; 5, H. E. Brown, timekeeper; 6, C. R. Busch, chief clerk; 7, [unclear]; 8, [unclear]; 9, [unclear]; 10, Ignatz Schaluber, machine foreman; 11, David Hines, brass foundry foreman; 12, S. [unclear]; 13, [unclear]; 14, [unclear].





EMPLOYEES, SPRINGFIELD, MO.

...teen, are: 1, H. N. Webb, accountant; 2, F. A. Starr, general foreman; 3, R. F. Whalen, superin-
 chief clerk; 7, R. E. Foresman, stenographer; 8, William Aton, checker; 9, Walter Constance, black-
 emar; 12, S. E. Butler, tinner foreman; 13, Joseph Newkirk, gang boss; 14, Joseph Twilling, scrap

