

home is more liable to make the mistakes so often fatal to himself or his fellow employes.

So, my dear Mrs. Newland, if it is the intent of the league to inculcate and encourage the wife and mother of the railroad man into assisting their bread-winners to go to their work in a happy frame of mind, free from domestic care and worry, I bid you God speed in your noble work and subscribe myself as your friend and sister.

"Hello, Mother, when did you join the Safety First League," was the greeting from my husband as he returned from work the other day, when he espied first thing my Frisco Women's emblem pin, says a member of the league in a communication to Mrs. Newland. Then I showed him the letter which accompanied it, and he was well pleased.

The good book says, "It is better to give than to receive," but here I must contradict as I cannot think your pleasure was as great as mine, for the little token assured me that someone besides myself was watching and praying for the welfare of my loved one.

My husband has been with the Frisco in yard service for almost nine years. I asked him for a full explanation of the Safety First movement and this is the answer he gave me: "A soldiers' life, even in time of war, as against a railroad man's life, is one to three in favor of the soldier for statistics tell us that it takes a thousand rounds of ammunition to kill a soldier, but one wheel will do for a railroad man.

One misstep or slip of hand,
and there is a brand new face
in the promised land.

Mother, I have been switching cars a good many years and I find that Safety First as an investment pays large dividends. It is good policy too. Think Twice, Look Thrice—then move once, but do it quickly."

Mrs. L. Galloway of 1305 Kentucky Avenue, Joplin, Mo., entertained the Frisco Embroidery Club with a two course luncheon on Washington's Birthday. Table decorations were in keeping with the day, the place cards being red hatchets and the napkins decorated with flags. The guests were: Mesdames C. C. Power, Roy, Baney, Jerome and Pratt. The members present were Mesdames Hall, Demerly, Kelly, Parmeley, Carrithers and Niswander.

Mrs. Mamie Baxley, wife of section foreman Fremont, Mo., writes:

The badge of the Frisco Women's Safety League was received this afternoon and I thank you for same. I believe this league will accomplish great good if we will all join forces and do our best in all things. I am very much interested in the league and will aid it in every way possible.

Fewer accidents and economy in little things will help the company financially and we will all be benefitted thereby. I wish the league success.

To be successful in rearing children who are to take the coming responsibility of being their brother's keepers, mothers must not nag without feeling, but should teach these little ones patiently to watch and care for others. This must be taught at home, in the school and until care-taking becomes a second nature. This can be impressed upon the children by instructing them that they must help

care for the smaller and weaker ones. In Holland children are taught from infancy to watch the dyke and when there is the least sign of break the children go and report to their parents for they know should the water break through the wall the whole sea would come in upon them.

LEONETTE N. DOWDEN,
Newburg, Mo.

Some misunderstanding seems to exist regarding the Frisco Women's Safety League emblems which are forwarded under separate cover instead of enclosed in the letter of transmittal.

As result, Mrs. E. G. Nowland, director of the league, is in receipt of communications from women all along the line, in which they state the pins have not reached them. In some instances this is followed by a later communication that the pins have been received, but others fail to give further notice.

If, after a reasonable length of time, the pins are not received by those requesting them, kindly notify Mrs. Nowland and she will look into the matter.

Street Returns

Engineer Frank L. Street, of the Kansas Division, has just returned from a trip to Biloxi, Miss., where he accompanied his wife, who has been in ill health for several weeks. The change of climate was very beneficial to Mrs. Street and she returned to Neodesha much improved.

But aside from the mild climate and other attractions of the South, the trip had another charm for Mr. Street. It recalled the old days when he first put foot on a (wood burning) locomotive, out of Mobile, Ala., in January 1872, on the road Biloxi is on, the New Orleans, Mobile and Texas Railway—now owned by the L. & N. Mr. Street had in his possession the original time card, which was given him to study when he made his first trip, and it proved a great curiosity to several of the men to whom Mr. Street showed it while in the South.

Two Kirks

The children shown in the accompanying reproduction are Burleson and Sylvia Kirk, son and daughter of Section Foreman R. L. Kirk of Lancaster, Ark.



The photograph of the children was taken while they were feeding their chickens in the section house yard.

Mosley Wins

M. B. Mosley, machinist, Springfield, Mo., was again awarded a prize in a contest "Safety Engineering" is conducting for the best article upon the subject, "The Man on the Job." This time Mr. Mosley has won the second prize, and up to date he is the only man who has been awarded a prize twice.

Spontaneous Results

Employees of the office of Superintendent freight loss and damage claims met in the time card room of the Frisco Building, Springfield, Mo., March 10, for the purpose of organizing the Freight Claim Department Efficiency Association.

The object of the association is to promote efficiency through education, co-operation and mutual helpfulness and to afford opportunity for the interchange of opinions and ideas. The idea is to secure efficiency from the spontaneous interest of employees rather than from outside pressure of officials in charge of other departments. The association is something new along lines of education and it is believed will result in much benefit to the department in bringing about greater efficiency in the various lines of work.

The work of improving the efficiency of the freight loss and damage claims department is now practically in the hands of an organization of employees. The officers of the association are employees and no officials will be present at its deliberations.

The association proposes to hold meetings every sixty days, when a full and frank discussion of the affairs of the department will occur. Committees are now at work on suggestions for the improvement of the department, and any ideas produced by the organization which seem practical and workable will be given a trial. Frequently efficiency experts and higher officials will be asked to make addresses before the association.

G. E. Whitelam, superintendent freight loss and damage claims, is enthusiastically in favor of the new venture and feels confident that the committees elected will be able to advance

some mighty good ideas for the improvement of the organization and for the handling of all matters effecting the freight claim department.

In his address at the organization meeting Mr. Whitelam stated that he believed some scheme could be worked out whereby, members submitting the most suggestions that are practicable and can be used in a beneficial way in increasing the efficiency of the department, would be rewarded by suitable prizes.

Constitution and by-laws were drawn up and adopted and the following officers were elected to guide the association through its pioneer stages:

President, G. E. Johnson, Claim Investigator, first vice-president, J. L. McCormack, claim investigator; second vice-president, Mrs. I. Dickerson, claim file clerk; secretary, Miss Eva Wilby, chief typist; Executive committee: Chairman, L. C. McCutcheon, chief clerk; F. E. Adams, carload refused and unclaimed freight; O. A. Smith, claim investigator; H. S. Bowman, claim investigator; F. L. Pursley, claim investigator. Reports and Forms committee: Chairman, R. H. Love, claim investigator; R. N. Brooke, claim investigator; L. E. Barrett, claim investigator; W. L. Houseman, claim investigator; F. M. Payne, assistant voucher clerk; Miss Workman, record clerk; Mrs. Bowen, record clerk. Transportation committee: Chairman, T. W. Kirkpatrick, claim investigator; R. L. Truitt, claim investigator; W. G. Clement, claim investigator; C. L. Stewart, claim investigator; R. H. Kattner, claim investigator. Office Organization and Efficiency committee: Chairman, J. L. McCormack, claim investigator; W. B. Peregoy, claim investigator; W. I. Wikoff, claim investigator; R. D. Jones, L. C. L. tracer clerk; George Reed, checker; R. H. Rhett, claim investigator; Miss Toon, file clerk. Correspondence and Files committee: Chairman, C. F. Smith; claim investigator; Miss Hindman, file clerk; S. H. Brown, D. R. clerk; Miss Schenck, file clerk; Miss Widmeyer, file clerk; L. W. Whetstone, clerk general; Miss Kniffen, file clerk.

What It Means

Hip—What does it mean to say that a girl is as pretty as a picture?

Hop—Merely a frame of mind.—
Michigan Gargoyle.

LET'S HEAR FROM OTHER CLUBS

C. J. Drury, Shop Superintendent.

Frisco-Man:

We held a meeting of North Shop employes March 14, the purpose of which was to organize a ball team for the North Springfield Shops. We perfected the organization, electing myself as president; Mr. P. C. Freeman, Secretary; Mr. E. A. Noblitt, Treasurer, and Mr. A. C. Swineford, Manager. Mr. Fred Walters and Mr. James Leitwein were selected to get two teams together and try them out, the purpose of which was to make a selection of one team from the two. We have arranged for the purchase of suits which we will have ready in a few days. These suits will bear the "Frisco Safety First" emblem.

It occurred to me that organizing a Frisco Base Ball League, consisting of teams from six to eight places, to be a good idea, and I offer this suggestion that we could arrange for a team at North Springfield Shops, at the Springfield New Shops, Monett, Fort Scott, Fort Smith and Newburg with probably two other places in the league. In this way, if it was properly handled, we might have some very good ball games this season.

I am writing this for the purpose of having you start this league and have it handled by the *Frisco-Man*. There can be some little trophy hung up as a prize for the winner at the end of the season. I believe this should be perfected so as to commence playing by April 15. There will be several Saturday afternoons and Sundays that we can meet at different places and play the games under the rules gotten out by the *Frisco-Man*. As a suggestion, I believe the rules should be run something like this: First, each player shall be in the employ of the Railway, and must be in the employ thirty days prior to participating in any game. Second, for the number of games to be played to be a percentage kept the same as any league. Third, the expenses of the visiting team to be born by the home team. Fourth, all gate receipts taken in to belong to the home team. And what other rules you would care to put in effect, or any one else would care to suggest.

I would like to hear from you, as our team will be open for business April 1st.

Along the Line

Joplin

S. L. Baney, General Baggage Agent.

Conductor and Mrs. W. P. Carrithers, together with their sons Clay and Max, are spending a month in Berkeley, Calif., the guests of Mrs. Carrithers parents, Mr. and Mrs. Clay.

Frank Davis, city passenger agent, was called to Atoka, Okla., the early part of March by the serious illness of his sister.

Mrs. Frank Parmely, wife of Engineer Parmely, accompanied by her son Stanford, spent a week in Girard, Kans., recently as the guest of her parents, Mr. and Mrs. Elder.

Engineer Frank Parmely was off several days because of getting a cinder in his eye.

Mrs. E. G. Newland, in charge of the Frisco Women's Safety League, spent March 15, 16 and 17 in Joplin, Mo., as the guest of Mrs. L. S. Baney of 822 Pennsylvania Avenue. Mrs. Newland made the trip to Joplin from Fort Scott, Kan., where she lectured before the Safety Committee in session at that point, March 14.

F. W. & R. G.

D. Hall, of Bluff Dale, Texas, succeeds A. Roberson as operator at Menard, Texas. Mr. Roberson resigned to accept agency with the express company at Comanche.

V. E. Lynn, operator, Comanche, Texas, has returned from a short visit with his parents at Fort Worth, Texas.

T. C. Settle, agent, Cresson, Texas, has resigned to become assistant city passenger and ticket agent at Fort Worth, Texas. He is succeeded by J. H. Mayes.

E. L. Fitzgerald is appointed second trick operator, West Yards, Texas.

E. L. McMurry is appointed operator at Dublin, Texas, succeeding J. H. Lodle, who resigned to accept position with the St. L. & S. W. Railway at Dallas, Texas.

Forty-four cars of live stock were shipped to market from Comanche during the month of February.

T. C. Kelley relieved Operator Wallace of Stephenville, Texas, during his absence because of the illness and death of his son.

T. B. Craddock, formerly agent at Bluff Dale, Texas, is appointed cashier and operator at Dublin, Texas, succeeding L. R. Cross, resigned.

J. M. Stanfill, extra gang foreman, who

has been at work improving track conditions at Granbury, Tex., is now at Marietta doing general repair work, surfacing line and ditching.

Yard Foreman Oran of Fort Worth has just bought a new gasoline engine for his hand car. Switch engines will have to take notice when "Red Wing" approaches the curves.

George White, section foreman, Hebron, Tex., is transferred to Carrollton, Tex.

The track foremen of the Frisco Texas lines are talking of having a trackman's reunion in the early spring. Let every trackman of the "Lone Star" state talk that way.

D. E. FITZGERALD

Daniel E. Fitzgerald was one of the victims of the Missouri Athletic Club fire in Saint Louis, March 9, 1914.

Step by step Mr. Fitzgerald had risen in the ranks until he was appointed assistant superintendent of motive power in 1908.

On the first of March he left the service of the Frisco to accept a responsible and important position with a large corporation.

Everyone on the Frisco who knew Mr. Fitzgerald liked him. They were sorry to see him leave the road, but pleased at his advancement. Whether with the Frisco or not the road has lost a loyal friend, and all who knew him have suffered a personal loss.

The remains were taken to Springfield, Mo.