

tice Safety First in everything we do, even at the sacrifice of a few moments of time. MRS. W. B. WHITAKER,

Cape Girardeau, Mo.

I received your letter of February 17, also the pin, for which please accept my thanks.

I hope this little pin may be an incentive to all who wear it to give their very best efforts to the Safety First cause.

You ask me to write you something that may be of interest to Frisco people. This is a broad subject you have given me, but there is one thing that has always interested me to such an extent that it has become an anxiety and that is speed, haste, hurry—or call it by whatever name you will. For instance: To save an extra turn of an engine wheel or one extra stop, a switchman will step in between the moving cars and keep pace with the trains motion, whether it be fast or slow, and lift the pin so that the cars can be uncoupled. One slip of the foot, one catch of the toe, and that man would be in eternity. Think of it!

If we could impress upon every man Mr. Richard's Golden Rule, "Remember it is better to cause a delay than to cause an accident." Safety First would go into oblivion.

Now sisters let us all think safety, talk safety and act safety and it will become so infectious that everyone will get the habit.

MRS. L. L. LEFFLER,

Fort Scott, Kans.

I received the league pin and am very proud of it. When I think of what it represents it grows very beautiful to look at.

Circumstances do not permit me to meet many persons who need encouragement in Safety First work.

but I talk it to my husband, and I feel that at least some of that influence goes forth with him.

One of the things retarding the progress of the movement is the indifference of a great many of the employes, to movements started by the company. But that will be overcome as soon as the men can be made to realize that the greater percent of accidents arise from little careless acts, or failure of someone to observe the company's rules.

I wish you would have a notice inserted in *The Frisco-Man*, requesting every man in the service to take a copy of the magazine home with him each month, for I am sure there is always a message in it for wife, mother or daughter.

Let our motto for 1914 be—talk for, work for and pray for Safety First.

MRS. A. L. BEEMAN,

Monett, Mo.

In my opinion, one of the ways in which the women can aid in the Safety First movement is by being in the home when the men return from work, seeing to it that everything is neat and clean, preparing good meals, and by keeping their clothes in good shape. Never let the men leave home without reminding them of Safety First.

I always try, in every way possible, to make things comfortable for my son and husband and to impress upon them the need of care in the performance of their daily work.

My husband has been foreman of water service for twenty-five years, for the last ten years with the Frisco.

I think Safety First is just a splendid work. Now dear sisters, you can always depend on me to look after the safety of my brother railroad boys.

MRS. E. C. WHITNEY,

Enid, Okla.

As the wife of a section foreman, I am greatly interested in the Safety First movement. I am glad, indeed, that the time has come when we can be a help to our railroad boys.

I hope the time is not far off when we can see the league fully organized and having regular meetings, for it seems to me we could accomplish so much more that way.

Safety First is surely the slogan of the hour; even the ministers are preaching on the subject.

The Christian minister of this city preached a beautiful sermon upon Safety First recently in which he pointed out that "An ounce of prevention is worth a pound of cure," and how true this is. If we would always consider the safest plan, though it take more time, how many accidents could be prevented.

MRS. ANNA FROST,  
Arkansas City, Kans.

### ***Frease's Gang***

The section force at Garland, Kans., are the Frisco men shown in the reproduction herewith



At the extreme left in the picture may be seen Foreman N. T. Frease, who has been in the service of the company for the last twenty years.

### ***Author Operator***

Roadmaster F. D. Denton and Operator W. B. McEville of Lebanon, Mo., were snapped recently as they were walking up to the station, by Cashier



Wallace Martin, as shown in the accompanying reproduction.

Mr. McEville was the author of the article in the March issue entitled "To All Operators."

### ***D-25-24-23***

In the accompanying reproduction may be seen, reading from left to right, Foreman Sidebottom, in charge of section D-25 and his men; Foreman George Lunceford, in charge of sec-



tion D-24 and his men; and Foreman Nathan Prince, in charge of section D-23 and his men.

The picture was taken recently after the men had finished unloading cinders at Bridge 1571.

# Along the Line

## Central Division

Roy Snyder has resigned his position as secretary to Superintendent Koch of the Central Division to become secretary to General Superintendent J. A. Frates at Springfield, Mo.

B. P. Paine is temporarily transferred to office of Supervisor of Efficiency, H. G. Behmfohr is handling Mr. Paine's work during his absence.

The new passenger station at Rogers, Ark., is now completed.

Foreman Jim Sharon and his extra gang are transferred to Muskogee, Okla., where they will lay new steel for the new passenger and freight station at that point.

Roadmaster's Clerk Spaulding of Fayetteville, Ark., is away on a vacation.

F. H. Berry has resigned his position at Fort Smith, Ark., to take position at Rogers, Ark.

S. P. Haas assumed the duties of general agent at Wichita, Kans., effective March 1.

The whisperings of late concerning C. E. Patrick, chief clerk to master mechanic, have come true. Mr. Patrick departed recently on an extensive honeymoon, which will be spent in the east.

## Springfield—New Shops

P. E. McSweeney, air room foreman, spent the month of March going over the line inspecting gauge testers of stationery boilers, also locomotive repairs.

E. B. Schofield, who has been employed at the New Shops, is transferred to the South Side Shops in charge of coach work. J. H. Gimple of the North Side Shops is transferred to the New Shops in charge of the coach work. He will also oversee the coach work at the South Side Shops.

Lester B. Peck, office boy in the machine department, has decided to take up the mechanical end of the work, and has begun serving his time as machinist apprentice.

The flower garden at the New Shops is beginning to come to life and promises to be more beautiful than ever before. About two hundred rose bushes have been set out and are doing nicely, and other plants have been started in the hot beds.

Thirty-five engines were turned out of the New Shops during the month of March, and because so many of these engines were in for heavy repairs, this is considered a good report. It is believed that the engine routing system is responsible for such a good output.

## Springfield—North Shops

P. C. Freeman, Chief Clerk, Shop Superintendent.

Sherman Barclay, formerly stenographer to shop superintendent, is transferred to office of superintendent, Eastern Division, as stenographer. J. A. Edmondson, stenographer in general car foreman's office, succeeds Mr. Barclay.

Casper Story, piece work checker, has returned from Hugo, Okla., and says he is well pleased to be back in Springfield.

Cleo Wilkins has taken position as clerk and stenographer in general foreman's office.

H. M. Shular of Memphis, Tenn., is appointed general foreman of the car department succeeding J. H. Gimple, transferred to the New Shops.

A baseball park has been laid out on the grounds at the North Shops and the employees at that point state "we have lined up a winning team that will clean up on any team that cares to line up against them."

Percy Brandon, formerly car clerk at the North Shops, but recently traveling M. C. B. clerk, is appointed foreman of car inspectors at Monett, Mo. S. P. Euslen, M. C. B. clerk in office of general superintendent motive power, succeeds to the position made vacant by Mr. Brandon's promotion.

Otis Crocker, accountant in shop superintendent's office, has purchased a new motor cycle.

## Southeastern Division

L. E. Michaels, chief dispatcher, Tupelo Sub-Division, died at Amory, Miss., Saturday evening, March 14.

As a token of their affection and esteem, employes of the Southeastern Division presented J. H. Jackson, former superintendent, with a handsome purse containing several crisp new hundred dollar bills, on his retirement from the service. The presentation speech was made by J. H. Doughty, general agent.

## Kansas City

M. C. Whelan, blacksmith foreman, has invented a switch stand, which he says is not only a dandy, but is simple, durable and cheaply made.

James Kiser, machinist, was called to Topeka, Kans., March 25, account of the death of his father.

A baseball club has been organized at this point "To beat the Drury Kids." Uniforms, it is expected, will be ready

about two weeks, when the team will be open for engagements.

Sincere sympathy is extended Foreman Grueninger of the tin shops in the loss of his mother, whose death occurred April 3.

The checking system has been established at this point and is appreciated by all concerned.

### Arkansas City

Engineer Frank Rigg and his bride returned to Arkansas City from their honeymoon trip, March 5. Mr. Rigg took charge of the switch engine at this point March 9.

### Ozark Division

Extensive improvements are now in course of progress on the Ozark Division in the way of new ties, chat ballast, etc. The work between Turrell and Memphis is progressing rapidly and when completed will make this stretch of track the best and smoothest in the country.

The new dining car service on trains 103 and 104 is proving very popular.

The round house at Thayer, Mo., is rapidly approaching completion.

The selector telephone system was recently installed on the Memphis Sub-Division and is proving a great success.

Mammoth Spring is getting ready for the summer resorters. Hotel Nettleton has been greatly improved and renovated, newly furnished throughout, and is now under new management. This hotel is strictly first-class. A fleet of pleasure boats are to be installed on Spring River near this hotel and everything possible will be done to make the place attractive.

With the approach of the warm weather the Y. M. C. A. swimming pool at Thayer, Mo., is becoming more and more popular, and every evening you will find ten or twenty in the pool.

The marriage of A. J. Adams and Miss Mary Good of Farmersville, Texas, took place at Fort Worth, Texas, April 8. Mr. Adams is the Y. M. C. A. secretary at Thayer. The employes of the Ozark Division wish them a smooth and happy voyage on the matrimonial sea.

### Red River Division

The next meeting of the Red River Division Safety Committee is to be held at Sapulpa, Okla.

James F. Robertson was obliged to lay off a few days recently because of illness.

Jack Hutt and family of Sherman, Texas, are contemplating moving to Sapulpa, Okla.

R. E. Blythe was off duty a week recently because of a severe attack of grippe.

Clarence Warren, machinist apprentice, is going to Springfield in the course of a few days to finish his apprenticeship.

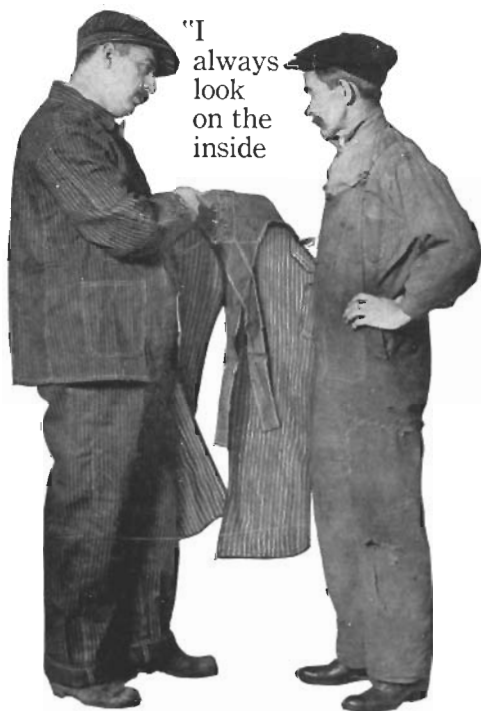
The under dog gets a lot of sympathy, but what he wants is help.

# It's the cloth in your overalls that gives the wear.

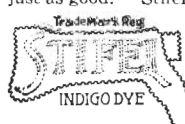
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### A Light Fancy

A new departure in the safety first movement is being tried out on the A. & A. Division of the Frisco between Hope, Ark., and Ardmore, Okla., in line with a suggestion made by Machinist W. A. Fitzjohn of Hugo, Okla.

The "Safety First" motto, in lettering about two inches deep, now appears on the headlight glass of all engines on that division. These letters



follow the diameter of the headlight glass near the rim at the top and it is said the lettering will not interfere in any way with the reflection of the light at night.

The accompanying reproduction shows the headlight of engine 2236 equipped with the lettering.

### Ceremonies at Wichita

The opening up of the New Union Station at Wichita, Kans., with ceremonies of two days duration, marked an important event in the city's history.

The celebration began with a banquet served in the main waiting room of the station, which was beautifully decorated for the occasion with ferns and potted plants. Covers were laid for six hundred guests.

A number of prominent Kansas men were among the after dinner speakers, as well as representatives of the four railroads which the station serves—the Santa Fe, Rock Island, Orient and Frisco.

After the speeches the concourse was turned into a ball room and the tango, castle walk and the ever popular waltz beguiled the time until the "Wee sma' hours."

On Saturday morning, March 7, the guests were taken for a joy ride through the city and later the ladies were entertained at a luncheon at the Wichita Club.

At three o'clock the station was thrown open to the public for inspection, and a program of speeches and music was rendered in the concourse.

Wichita is proud of her new station. It is an up-to-date building in an up-to-date, pushing city, boasting of a population of 65,000.

### Joplin

Mrs. William Demerley, wife of Conductor Demerley, spent a week in Tulsa, Okla., recently, the guest of friends at that point.

Mr. and Mrs. Porter Carrithers, who have been visiting Mrs. Carrithers' parents at Berkley, Calif., returned to Joplin, April 1.

F. W. Davis, city passenger agent is the proud father of a ten pound girl, who made her debut at the Davis home in Fort Scott, April 5. She was christened Mary Elizabeth. Mr. and Mrs. Davis will soon move to Joplin and make their home at that point.

Brakeman Charles Keller has made a trip to Florida where he joined Mrs. Keller, who is spending the winter in the South for the benefit of her health.

Len Mumma, formerly operator at this point, but now serving in the same capacity at Oronogo, is one of our frequent visitors.

Carl H. Hobart, chief clerk to division passenger agent, spent a week recently with his parents at Independence, Mo.

Lee Long, of the freight department, is making an extended tour of the West. He intends to take in points in California, Oregon and Washington.