

superintendent; J. Nelson, general foreman B. & B.; A. Sherry, roadmaster; M. Curry, roadmaster; J. H. Goodwin, roadmaster; Jas. Keough, roadmaster.

SOUTHWESTERN DIVISION—C. F. Hopkins, superintendent; D. A. Bowersock, general foreman B. & B.; H. Campbell, roadmaster; J. Healey, roadmaster; A. Lewis, roadmaster.

RED RIVER DIVISION—J. M. Chandler, superintendent; W. L. Whitenac, general foreman B. & B.; John Ladin, roadmaster; M. L. Melvin, roadmaster; F. Hinkle, roadmaster; M. Duncan, roadmaster.

WESTERN DIVISION—C. T. Mason, superintendent; H. V. Kengle, general foreman B. & B.; D. C. King, roadmaster; X. H. Kruse, roadmaster; A. Powell, roadmaster; A. Russell, roadmaster.

NORTHERN DIVISION—O. H. McCarty, superintendent; S. E. Melton, general foreman B. & B.; W. I. Elliott, roadmaster; Wm. Johnson, roadmaster; H. W. Cooper, roadmaster; S. B. Peter, roadmaster.

OZARK DIVISION—C. H. Baltzell, superintendent; B. W. Robertson, general foreman B. & B.; H. M. Farquharson, road-

master; W. T. Tooley, roadmaster; T. J. Warren, roadmaster.

SOUTHEASTERN DIVISION—J. H. Doughty, acting superintendent; J. C. Pentecost, general foreman B. & B.; A. Smith, roadmaster; J. A. Rollen, roadmaster; G. W. Preston, roadmaster.

KANSAS DIVISION—H. H. Brown, superintendent; W. D. Gibbs, general foreman B. & B.; P. Herd, roadmaster; B. Holland, roadmaster; J. P. Sheehan, roadmaster.

RIVER AND CAPE DIVISION—C. H. Claiborne, superintendent; W. H. Brooke, general foreman B. & B.; J. W. Ellis, roadmaster; F. W. Reich, roadmaster; L. Ramey, roadmaster; J. F. Lambert, roadmaster; J. J. Phayer, roadmaster.

KANSAS CITY TERMINAL—J. M. Flanigan, superintendent terminals; F. T. Folsom, roadmaster.

MEMPHIS TERMINAL—E. L. Magers, superintendent terminals; P. H. Hamilton, roadmaster.

ST. LOUIS TERMINAL—P. W. Conley, superintendent terminals.

SPRINGFIELD TERMINAL—L. N. Bassett, superintendent terminals.

Drafts For Claims.

An innovation, put into effect on the Frisco May 1, is announced in Circular No. 53, covering instructions regarding payment of claims by draft, issued by G. E. Whitlam, superintendent freight loss and damage claims.

Formerly agents had authority to pay claims of certain character and for certain amounts under what was called the 75-A plan, which necessitated carrying the amounts through the agent's accounts and involved considerable work and detail.

Under the new plan agents are furnished with draft books and the 75-A plan is abolished. All agents are required to do under the new arrangement is to see that claims are properly supported with the necessary documents, satisfy themselves that the claims are just and should be paid, then issue draft, observing carefully the instructions set forth in Circular No. 53.

It is believed the new plan will not only obviate considerable work on the part of the agents, but will make a hit with patrons of the company.

Superintendent of freight loss and damage claims is provided with authority to pay claims for certain amounts by draft, instead of voucher as heretofore. When a claim is ready for payment, draft will be issued by superintendent of freight loss and damage claims to cover, and will be mailed direct to the claimant with a letter calling attention to the circumstances.

The circular follows:

Effective May 1, 1914, Joint Circular, Assistant General Manager's No. 14, Freight Claim Agent's No. 40, Auditor Freight Accounts' No. N-190, is hereby cancelled, and the following system will be adopted for the payment of freight loss and damage claims by Agents:

(A) Agents will be furnished with a book of drafts, limited to authorized amounts, WHICH MUST BE KEPT UNDER LOCK AND KEY.

(B) When claims are presented they must be fully supported with the following documents:

(a) Original Bill of Lading, or shipping receipt, or Bond of Indemnity in lieu thereof.

(b) Paid Freight Bill.

(c) Bill of Claimant.

(d) Original Invoice or certified copy thereof.

(e) Copy of O&D Report.

(The absence of any of said documents should be explained.)

(C) Agent must satisfy himself of the invoice price, and also satisfy himself that proper credit is given for the salvage, if

any, or that same is turned over to this Railroad.

(C) On shipments of flour damaged by wet, the actual damage is usually very small; when the sacks become wet the flour on the inside forms a paste impervious to water. Claimant should be requested to order new sacks from the mill and re-sack the flour, and you will pay claims only for the net loss after this is done. If in doubt as to the proper amount of damage or salvage, do not pay claims for wet damage to flour, but send them to the Superintendent Freight Loss and Damage Claims in the usual way.

(D) Agents must not pay freight loss and damage claims covering the following, but should forward them promptly to Superintendent Freight Loss and Damage Claims at Springfield for attention:

- (a) Perishable Freight,
- (b) Grain or Coal,
- (c) Live Stock,
- (d) Sewer Pipe or Clay Products,
- (e) Carload freight.

(E) Agents must not pay freight loss and damage claims due to fire or to act of Providence or when same are not presented within four months' limitation clause as set forth in Section 3, Paragraph 3, of the Uniform Bill of Lading, but submit same promptly to the Superintendent Freight Loss & Damage Claims.

(F) After satisfying yourself that a claim should be paid, (with the above restrictions carefully observed), fill out draft, showing complete and correct information in proper space as to date, year, Claimant's name or if through Claimant's Attorney, in care of Attorney, (name), amount, Station Claim number, Claimant's number, if any, cause, (loss or damage), character of shipment, waybill number and date, point of origin and destination. Agent's stub and advice stub must be filled out to show date, amount, claimant's name, address, Station Claim Number, and nature of claim adjusted. Agent must place station stamp in place provided on advice stub and draft, and agent or his authorized representative must sign the draft and advice stub with pen and ink. The draft must be delivered to the claimant, or his attorney if one is employed. Advice stub must be attached to face of claim papers and forwarded by first train mail under registered cover to Superintendent Freight Loss and Damage Claims, Springfield, Mo. Agent's stub must be retained in proper file for future reference.

(G) If in doubt as to the proper manner of handling and payment of claims under this circular, apply to Superintendent Freight Loss and Damage Claims or Superintendent for information, or if you cannot get the matter straightened out do not pay the claim, but send to the Superintendent Freight Loss and Damage Claims in the usual way.

(H) Agents in paying claims by draft, as per these instructions will understand that neither the draft nor the payment of the claim is to be taken up in any manner in their station accounts.

TO OUR PATRONS:

As another step in our movement toward a more prompt payment of claims, we have established, effective May 1, 1914, a system of payment by draft which will be extended and include all agents who have heretofore had authority to make payments. Their authority will be for the same amount that they have had and the only difference is an increased convenience for our good friends.

This office, also, will make payments by draft of claims for amounts not exceeding ten dollars, such drafts to be mailed to claimants direct, instead of being passed to the Accounting Department for audit and mailing as before. This also means more prompt remittances as drafts should be received from three to five days earlier than under the old plan.

We shall from time to time make such improvements as circumstances will permit in further practical demonstration of our motto, PAY IT NOW.

Respectfully,

G. E. WHITELAM,
Supt. F. L. & D. Claims.

Watch For Rau.

In response to an invitation from his former fellow-workers, Gustave Rau, formerly general foreman car department, Saint Louis, met with them April 15, at the noon hour.

The car men on this occasion presented Mr. Rau with a handsome gold watch and chain, as a token of their esteem, with a note expressing regret at his departure and conveying their best wishes for success in his new field of labor.

Mr. Rau had been in the employ of the Frisco for over twenty-seven years and resigned recently to accept position of Assistant to Chief Interchange Inspector.

Grain Movement

Superintendent of Transportation Coppage, returning from an extended trip over the Western, Southwestern, Kansas and Red River Divisions, reports crop conditions A-1, and expressed the belief there will be a heavy movement of wheat and alfalfa from that territory.



CLASS NO 3, APPRENTICE SCHOOL, SPRINGFIELD, MO.

Reading from left to right: Louis Frizzell, coach carpenter; John Etzell, coach carpenter; William Charles, coach carpenter; Allen Harrington, coach carpenter; Gilmore Goerke, coach carpenter; Oren Forrester,

coach carpenter, North Side; Earl Cummins, painter; Emmett O'Bryant, coach carpenter; Henry Keller, coach carpenter; Frank Bockhorst, upholsterer; A. B. Kerr, instructor; Julius Murphy, painter, and James Penland, painter.

SECTION FOREMEN MEET

The Section Foremen's Progressing League, composed of foremen who report to Roadmaster J. F. Lambert, met at Campbell, Mo., Sunday, April 5, with twenty foremen in attendance.

Different topics regarding maintenance, ditching, handling men, repairing fences, picking up scrap, piling and burning of all old ties, and taking care of tools and company material, were thoroughly discussed, and many ideas and suggestions were made that are to be tried out by the men.

In opening up the meeting Roadmaster Lambert addressed the assembly on practical track work and brought out many interesting points which should prove of benefit to those in this work.

He was followed by Section Foreman O. B. Davis, who dwelt at length on the scrap question, pointing out to

the foremen the saving that could be effected if each trackman would do his duty in picking up and caring for scrap and tools which are entrusted to his care.

Section Foreman A. A. Miller next addressed the meeting. He took his hearers back to the time he entered into track work, thirty-five years ago, and brought out forcibly to the younger foremen the advantages they now have over conditions which existed in the early days.

He was followed by Section Foreman H. Behr, the oldest man in point of service on the Branch Division, who has spent forty-three years in the service of the track department. "Daddy" Behr, as he is generally called, was born in Germany, and the boys enjoyed a rare treat in hearing this veteran trackman discuss track maintenance so interestingly and

thoroughly. His address was full of information for old and young alike, and elicited much applause.

Roadmaster's Clerk Copeland called the attention of the League to the fact that the Superintendent's office had been considerably inconvenienced on account of foremen neglecting to handle correspondence as promptly as they should.

Agent T. C. Clayton, of Campbell, Mo., addressed the League in regard to handling stock reports, emphasizing the need of having stock properly appraised by disinterested parties, calling the attention of the foremen to the fact that they should answer all questions in full. This would re-

lieve the agent of a great deal of trouble in settling claims.

Section Foremen E. P. Virgin and Charles Keith also addressed the meeting bringing out good points on maintaining track, general cleaning and the renewing of ties.

Those who attended the session were: Roadmaster J. F. Lambert, Roadmaster's Clerk W. F. Copeland and Section Foremen O. B. Davis, A. A. Miller, E. A. Barnett, H. Behr, J. N. Sheppard, E. P. Virgin, Charles Keith, F. Kutz, J. L. Virgin, M. W. Johns, W. J. Phillips, T. W. Neely, James Ewer, T. H. Day, R. M. Edwards, J. F. Miller, L. L. Pritchett, J. O. Burklow, W. E. Daily and D. F. Winters.



Old and New Timers.

"Old Timers" particularly will be interested in the reproduction herewith of name plate which has been removed from the old bridge at Van Buren, Ark., giving date of erection as 1885-1886.

Those standing are: Charles Tupper, foreman, Kansas City Bridge Company; Ben Hennessy, steel bridge inspector; Leslie Koontz, timekeeper, Kansas City Bridge Company; Charles Russell, B. & B. foreman, and Joe Ellison, conductor on work train at Van Buren bridge.



