

loaned them a few reliable men to help out. Jim Shea, Tom Sherry and others were sent to Fort Scott and had hardly landed before we had a wreck at Fulton—we call them derailments now.

When they arrived at Fulton with Mike Lyons and the wrecker, the trainmaster instructed Mike to make fast with the ropes, but Mike says:

"I'll have nothin' to do with destroyin' thim cars; they can be put on the track, and Mr. McCrum, the car foreman, will have a fit if we damage his equipment."

But, the trainmaster says:

"Then you'll please get out of the way,"—and they sure spilled cars over the right of way and in a short time the track was clear and the trainmaster went to the station to notify Mr. Nettleton, the general manager, who was very anxious about moving the President's special.

The answer came back at once: "I congratulate you and your men on such quick work. Please return to

Fort Scott and take personal charge of the movement of the President's special."

But I'm leaving the right of way again.

While from the old foreman I learned the proper way to work—and as I have said before, it was one of the luckiest things in the world that I started under him—still I sometimes feel that I learned even more from this foreman than the old man, because I not only saw the unfortunate results of shiftlessness and of doing things wrong generally, but the effect it would have on the men who were allowed to do things in this way.

Of course, if I had not had my experience with the old foreman, it would probably seem all right to me, but the contrast nicked my mind with certain elementary facts more effectively than in any other way.

After all, we learn only by comparison and certainly the comparison in this instance was startling not to say vivid.

(To be continued)



Superintendent's Office, Thayer, Mo.



Oxy Acetylene Generator Plant, Kansas City, Mo.

# LET'S LAUGH

*There are lots of funny things along the Frisco and THE FRISCO-MAN wants to hear about them in order that it may print them in this department.*

## Pat Kept the Job

One of the bosses at Baldwin's Locomotive works had to lay off an argumentative Irishman named Pat, so he saved discussion by putting the discharge in writing. The next day Pat was missing, but a week later the boss was passing through the shop and he saw him again at his lathe. Going up to the Irishman, he demanded fiercely:

"Didn't you get my letter?"

"Yis, sur, Oi did," said Pat.

"Did you read it?"

"Sure, sur, Oi read it inside and Oi read it outside," said Pat, "and on the inside yez said I was fired, and on the outside yez said, 'Return to Baldwin's Locomotive Works in five days.'"

## Unpromising

A retail dealer in leather goods, doing business in Baltimore, wrote to a firm in Southern Massachusetts ordering a carload of the merchandise. The firm wired him:

"Cannot ship your order until the last consignment is paid for."

"Unable to wait so long," telegraphed the leather merchant. "Cancel the order."—*Norristown Herald.*

## The Brand of Shame

When the donkey saw the zebra, He began to switch his tail;

"Well, I never," was his comment;

"There's a mule that's been in jail."

—*Philadelphia Ledger.*



An Every Day Occurrence at the New Shops.

### ***In Public Eye***

"Somehow," said the genial station official as he seated himself beside the traveler, "there are some things which lead people to appreciate our wonderful improvements for their convenience and comfort."

"Oh, don't worry," laughed the jolly traveler. "There are some things about your line that are always in the public eye."

"I'm glad to hear that, sir. And would you mind naming them?"

"Cinders, sir--cinders!"—*Ex.*

Governor O'Neal of Alabama at one time shipped a carload of curios to relatives in a Southwestern town. The collection consisted mostly of boxes of furs, Indian blankets and oranges; with them went a Mexican burro intended as a pet for a friend's child.

When the car reached its destination the freight agent, in checking up the contents of the car, misunderstood the word "burro," and thinking that it was the phonetic attempt of some illiterate railroader to spell "bureau," was unable to find any piece of furniture among the contents of the car to fit the bill of lading. According to railway customs in the matter of irregularities he immediately telegraphed back to the shipping point:

"Car 47345 Mariendale, consigned O'Neal, arrived, minus one bureau, plus one jackass. Please trace and notify."

Governor O'Neal himself dictated the reply:

"Change places with jackass."

Hobson—"Are you in favor of the curfew law?"

Dobson—"Yes; I'm in favor of any law that reduces the number of dogs." *Judge.*

### ***The Peace Maker***

General Yardmaster—"What are you running for, Teddy?"

Teddy—"I'm trying to keep two fellers from fightin'."

General Yardmaster—"Who are the fellows?"

Teddy—"Bill Brown and me."

### ***Tit For Tat***

Standing by the entrance of a large estate in the suburbs of Dublin are two huge dogs carved out in granite.

An Englishman going by in a motor thought he would have some fun with the Irish driver.

"How often, Jack, do they feed those two big dogs?"

"Whenever they bark, sir," was the straightforward reply.—*Exchange.*

### ***Common Enough***

"I should like to see some spats," said the precise gentleman.

"Well, stick around," suggested the new floorwalker. "The salesladies are starting 'em all the time."—*Puck.*

### ***May Do So Later***

Agent—"Would you like to get rid of your old typewriter, sir?"

Boss—"Not just yet. I only married her last week."—*Judge.*

### ***All Off***

A man very much out of breath ran into the railway station and made a wild rush for the ticket-seller's window. A few moments later he came back and sat down with an air of dejection.

"So you missed your train," remarked his neighbor. "I suppose there was a woman at the ticket-window hunting for her pocket-book?"

"Worse than that," replied the disappointed one. "There was a fat man trying to get through the turnstile."

*Lippincot's.*

### Route Right

The following from General Western Agent Hall of San Francisco, Calif., upon the subject of raisins, prunes and other dried fruits, nuts, beans and canned goods shipments should be of interest to all traffic solicitors:

Judging from present prospects California will enjoy the largest tonnage, consisting of the above commodities, in the history of the State during the ensuing season; shipments to commence with August first and continuing throughout the season. The true conditions surrounding the routing of these commodities are substantially as follows:

Owing to loading facilities, location of warehouses, etc., in California the shippers invariably reserve the right to use any originating line they may elect. They, however, are disposed to respect consignees' wishes as to the intermediate and delivering line, provided consignees' original orders plainly show such routings; otherwise consignees' specific routings are very apt to be ignored, as after the original orders are received by shippers they are routed and sent to the various packing houses of the shippers, who seldom, if ever, make any changes in their original routings as a result of railroad or letter-head routing orders being subsequently furnished by consignees, hence you can readily understand the importance of consignees routing our way at the time they mail their orders to the shippers.

Many of our competitors here have already gotten out letters to their representatives throughout the country, informing them as to the necessity of their vigorously soliciting and securing routings from consignees on their original orders, which action on their part necessitates our doing the same, and as these commodities carry with them 60,000 pounds per car maximum weight and a very handsome rate in cents per hundred pounds the traffic is indeed attractive to any carrier; so much so, in fact, that we should feel fully justified in making special efforts to secure same to our line, which I feel confident you will do.

During the season just closed the Frisco Line handled more of these commodities than in any two previous years. Our thorough tracing system and the most excellent time record we made enabled us to deliver the goods to consignee without a solitary complaint or claim. With this excellent record we should be able to secure our full share of any business that may offer.

Consignees throughout the country are already placing their orders with our shippers, hence prompt action on your part is quite necessary.

In acknowledging receipt of this letter kindly reply generally. On specific instances, as developed by you, please issue Advice Letters in the usual manner; being particular, according to our instructions, to see that but one consignee and shipper appears on each Advice Letter, greatly obliging.

### Bully Bowlers.

The group shown in the accompanying reproduction represents the "Mechanical Store Department Bowling Team," Southwestern Division, Sapulpa, Okla.

The team was challenged by a team from the superintendent's office and in the first clash won three straight games. In the return match they took two out of three by top heavy scores.

Considerable interest is being displayed by the Frisco boys in the con-



tests between the teams and large crowds witness the bowling.

The Mechanical Store Department Team would like to hear from other organizations of this character among Frisco employees.

Left to right, those shown are: Fred Morgan, distribution clerk, master mechanic's office; E. E. Brown, time-keeper, master mechanic's office; S. Clay Harkness, division store-keeper, captain; L. B. Fitzhugh, clerk store department; P. F. Padden, clerk store department.

### **Traingram Service.**

A traingram service was inaugurated on the Frisco, May 1, under the supervision of the telegraph department. Superintendent of telegraphs is authorized to issue such instructions covering this service as he may deem necessary from time to time.

General Manager Levy issued the following circular upon the new service:

It is the intention to have this service supplement or act as an auxiliary to the telegraph service and it will be restricted to communications that require more prompt handling than can be had through the regular railroad mail. The superintendent of telegraph will exercise a strict censorship, and report any infractions of the rules governing this service.

Traingram blanks and envelopes will be provided and their use will be confined strictly to the purpose for which they are intended.

No attachments to Traingrams will be handled. Communications requiring attachments or enclosures must be forwarded through the regular mail.

Messengers will pick up Traingrams at the various offices and carry them to a consolidating office where they will be stamped with a time-and-date stamp, consolidated, enclosed in envelope, and forwarded on the first available train. At consolidating stations all Traingrams will be sent to the consolidating office open. At other than consolidating stations, Traingrams will be enclosed in Traingram envelopes and addressed by the senders. The pick-up and delivery service will be performed by regular telegraph messengers where such messengers are employed; at other points special messengers will be provided as far as necessary. Traingrams should not be allowed to accumulate in the offices but should be placed for delivery to the consolidating office as soon as written. Train baggagemen will tie up all Traingrams and messenger will meet the trains at receiving stations so that there will be no delay in delivery. Traingrams for local stations will be handled as ordinary mail but necessary instructions will be issued that will result in their being given preference.

To enable the Telegraph Department to maintain a delivery record, it will be necessary that each Traingram bear a prefix letter and number separate from the file reference. Each desk authorized to send Traingrams will be assigned a prefix letter, which will be preceded by the telegraph call of the forwarding station. Following the prefix letter will be the number of the Traingram, beginning with No. 1 on the first of each month. For example: assuming the Chief Clerk in the office of Superintendent Transportation is assigned the letter F. His first Traingram would bear

the reference "S-F-1." A record of this number will be kept at the forwarding office and it will be entered on a delivery sheet at the delivering office and a receipt obtained from the addressee if required. No delivery record will be maintained at local stations.

Consolidating stations and messenger service will be maintained at the following points subject to change, and Traingrams destined to these points will be consolidated in one envelope and addressed as shown.

Manager and Wire Chief: St. Louis, Springfield, Ft. Smith, Sapulpa, Ft. Scott, Memphis, Birmingham.

Division Operator: Newburg, Hugo Francis, Oklahoma City, Enid, Neodesha, Thayer, Jonesboro, Amory, Chaffee.

Agent: Moutt, Kansas City.

Traingrams for stations not listed above will be addressed individually.

It will be necessary that a proper distinction be made between Traingrams and ordinary mail. The former should be considered second only in importance to telegrams.

With proper supervision and co-operation the Traingram can be made to correspond with the commercial telegraph companies' night letter or deferred service, and should effect a reduction in telegraph business with a resultant improvement in the telegraph or preferred service.

### **W. U. Information.**

The following circulars containing instructions and information regarding messages chargeable to Western Union Franks, issued by H. D. Teed, superintendent of telegraph, are well worthy of the careful consideration of all who have to do with the handling of telegrams. The co-operation of frank-holders is earnestly solicited in this campaign to reduce telegraph expense:

There seems to be some misunderstanding as to just what messages should be shown on Form 1211 Local. The following will assist in making the matter clear:

Show on report all messages chargeable to your St. L. and S. P. frank. This includes:

1. All messages exchanged on any subject originated by you including answers as well as messages filed by you.
2. Messages received by you which are answers to your letters.
3. Messages received collect which you deadhead under your frank.

Do not show on report:

4. Messages sent by you which are answers on subjects originated by someone else.
5. Messages sent Dead Head Answer to other railroad or transportation compan-