## Small Economies.

That economy in little things is being put into practice by employes of the Frisco, was strikingly demonstrated in an envelope recently received by *The Frisco-Man*, bearing fourteen addresses.

The envelope was used in correspondence between R. R. Jones, general foreman, Tulsa, Okla., and A. B. Milby, division storekeeper, Sapulpa, Okla., and while it was not one of our new envelopes, Form 3404 Standard, it was re-addressed, as stated above, fourteen times.

*The Frisco-Man* regrets it is unable to reproduce it, but when an envelope has been re-addressed fourteen times it is very evident that all possible service has been gotten out of it.

**Pauline Ediwna and O. J. Harvey, Jr., children of Mr. and Mrs. O. J. Harvey of West Tulsa, Okla.**

## Have You Seen Him?

*The Frisco-Man* is in receipt of a communication from Mrs. Edith Thornton, nee Edith McHill, of Tulsa, Okla., asking us to aid her in locating her uncle, Gus Galligar, "an old time railroad man, who has been railroading for the last twenty-five or thirty years."

The letter states that Mr. Galligar laid the steel from Memphis, Tenn., through Tutwiler, Miss., known as the yellow dog line, which job was completed in 1902.

Mrs. Thornton states that she saw her uncle in 1910, at Memphis, Tenn., where he was foreman of a bridge crew on the Iron Mountain Railroad or the Yazoo Valley, she was not positive which, and she has not seen or heard of him since.

Any information regarding the whereabout of Mr. Galligar will be highly appreciated by Mrs. Thornton.

## Rainey Back.

S. L. Rainey is appointed train rule examiner, effective November 15.

Mr. Rainey will call upon the different employes in train and engine service to undergo examination on train rules and all officers and employes are requested to co-operate with him in the handling of the work.

## Light-McCullough.

Rumor has reached *The Frisco-Man* of the marriage, October 23, of Miss Gladys V. McCullough, clerk in general manager's office, and David M. Light, chief draftsman in the motive power department.

After a honeymoon spent in New York, Mr. and Mrs. Light are now at home in their new apartment, 475 Madison St., Springfield, Mo. Heartiest congratulations are extended.

Master Mechanic Forster may not be a believer in signs, but that he has a good eye for advertising values is born out in the accompanying reproduction, showing the handsome new sign recently erected over the machine shop at Kansas City.

At one of the regular Sunday morning meetings held in Mr. Forster's office about two months ago, the subject of placing a large Frisco sign in a suitable place was discussed and a committee was appointed to look after the matter of erection. The reproduction above shows the result.

The sign is set on four iron legs and the base proper is 3-inch tee iron. One and one-quarter inch pipe is used on outside, top and upright bars, with inch and a quarter angle iron through center. The letters are made of No. 14 steel. Each square is ten feet long by twelve feet high—sixty feet all over. Each letter proper is ten feet high, is connected rigidly by straps, and a coat of white paint makes the whole a very attractive sign that can be seen from a long distance.

James Bruce, foreman-boilermaker, was chairman of the committee appointed to construct the sign.

## John W. Chandler.

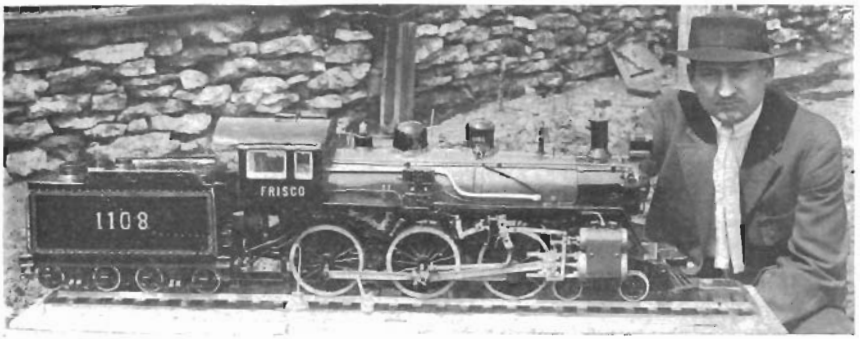
John W. Chandler, general traveling auditor, died after a few days' illness at Kansas City, Thursday, October 22.

Mr. Chandler was born at Cliftonville, Miss., March 31, 1870, and entered the service of the Frisco in the freight accounting department April 15, 1895. He was appointed traveling auditor February 1, 1902, and served in that capacity up to the time of his death.

The body was brought to St. Louis, where funeral services were held from the Alexander Undertaking Parlors, Sunday, October 25, thence to Columbus, Miss., for interment.

Mr. Chandler was a member of George Washington Lodge No. 9, A. F. and A. M., and Forest Park Council, Royal Arcanum.

Mr. Chandler was a most efficient and loyal employe and the news of his death was received with great sorrow by a large circle of friends, especially among railroaders.




The locomotive shown in the accompanying reproduction was built by George C. Thompson, a young mechanic who served his apprenticeship at the Frisco shops, Kansas City.

Shortly after Mr. Thompson began his apprenticeship, he became interested in the anatomy of the locomotive and decided to spend his spare moments off duty building a small engine with all the parts similar to those then in the shops, one of which was No. 1108.

This effort required time, patience and a great deal of energy, but as the work progressed and the parts began to assemble, instead of a laborious task, it gradually changed to a delightful pastime, and after four years he has turned out a piece of work of which he is justly proud.

This engine is not a plaything to pull with a string, but a miniature duplicate of the original pattern. While it will not handle the tonnage of the larger engine, if given a good head of steam it will perform as well in proportion to size.

Mr. Thompson has recently left the employ of the Frisco to accept a position with a leading contract shop and his interest in mechanism as shown in his complete handiwork influenced his present employer in landing him.

What a contrast there is in the work of this young man compared to the hundreds of others serving apprenticeship whose minds are not trained to interest themselves along mechanical lines, but whose sole ambition is to learn the latest slang phrases, talk mushy gibberish over the 'phone, dream of the time when they have served their last days of apprenticeship and wish for the whistle to blow.

It is a peculiar fact that young men in the latter class cannot be advised by intelligent shopmates, who are older and wish to assist them, but will listen to the doctrine of do-little who hates capital and advocates the division of God-given self rights, and after four years of ill-spent time are turned out to tantalize the mechanical world, perhaps little better equipped to enter a shop as a mechanic than the average farmer boy who has spent a few winter months in the manual training school.

Remember the best credential you can have is a clear understanding of your chosen business and a determination to show your employer your ability.

## *CLAIM RECLAMATION*

Figures furnished by the auditing department show a decrease in claim payments for the first three months of this fiscal year, as compared with the same period last year, of 41.6 per cent.

This is indeed very gratifying and is an evidence of what is being accomplished through the efforts of the freight claim preventive committees.

The work of organizing Freight Claim Preventive Committees on all divisions and at all terminals is now completed, and since this has been accomplished record-breaking results are expected.

The dates the various committees were organized follow: Northern Division, May 7; Eastern Division, July 7; Springfield Terminal, July 7; Kansas City Terminal, July 8; Ozark Division, July 9; St. Louis Terminal, July 13; Memphis Terminal, July 14; River and Cape Division, September 3; Southeastern Division, September 5; Central Division, September 9; Red River Division, September 11; Southwestern Division, September 12; Kansas Division, October 2; Western Division, October 3.

A central Claim Preventive Committee has also been organized, composed of the following officers: E. D. Levy, general manager, chairman; J. E. Hutchison, general superintendent; J. A. Frates, general superintendent; P. T. Dunlop, general superintendent motive power; R. W. Schulze, superintendent car department; W. H. V. Rosing, special engineer; T. B. Coppage, superintendent transportation; J. H. Doggrell, assistant superintendent transportation; J. H. Smith, chief special officer; E. C. Lilley, inspector train and station service; W. E. Ogston, superintendent Frisco Refrigerator Line; G. E. Whitelam, superintendent freight loss and damage claims.

The Central Claim Preventive Committee tops off the organization and indicates to the committees, as well as to all employes, that our general officers are back of the movement.

The statement below shows the attendance at the various committee meetings held during the month of October:

| Division. | Where Held. | Attendance. | Total. |
|---|---|---|---|
| Kansas City Terminal | Kansas City | 334 | 334 |
| St. Louis Terminal | St. Louis | 202 | 202 |
| Memphis Terminal | Memphis | 179 | 179 |
| Springfield Terminal | Springfield | 137 | 137 |
| Southeastern | Birmingham | 108 | ... |
| Southeastern | Amory | 60 | 168 |
| Ozark | Willow Springs | 54 | ... |
| Ozark | Thayer | 82 | 136 |
| River & Cape | Chaffee | 60 | ... |
| River & Cape | Hayti | 62 | 122 |
| Eastern | Monett | 54 | ... |
| Eastern | Newburg | 67 | 121 |
| Southwestern | Sapulpa | 50 | ... |
| Southwestern | Oklahoma City | 61 | 111 |
| Central | Ft. Smith | 65 | ... |
| Central | Fayetteville | 35 | 100 |

| | | | |
|---|---|---|---|
| Red River | Hugo | 37 | ... |
| Red River | Francis | 37 | 74 |
| Northern | Ft. Scott | 25 | ... |
| Northern | Pittsburg | 46 | 71 |
| | Total | | 1755 |

It will be noted the attendance was very good, and it is believed it will not be long before all employes will be interested in the proposition, and when this is accomplished notable results are sure to follow.

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Claim Bulletin No. 19, issued by G. E. Whitelam, October 1, 1914, to all station, train and yard employes, published below, cites several cases where the Frisco was obliged to pay out money in claims because proper care was not exercised in the handling of shipments:

Claim for $23.43 due to ten days' delay to car of corn. The delay was all located at one of our largest stations, where cars are received from connecting lines at two points, connections delivering cars to our yards, and cars also moving through a switch terminal, carrier delivering at an outlying point, billing being furnished our agent direct. In this case the car was received through the terminal carrier at the outlying point, agent duly furnished with billing, which was sent to the yard office, the employes at the latter place claiming that they had no record of car and returning bill to the agent. Billing was sent back and forth by the agent and yard office four times. The whole trouble was due to party receiving the car failing to call on the agent for billing, and on the return of the billing from the yard office, agent failing to request record of car.

In the case of claim for $22.43 damage by reason of delay to shipment of meat, it appears that all records indicate shipment checked stained with acid when received at final junction point on our line, where it was transferred and delivered connecting line for movement to final destination. The shipment went astray after supposed delivery to connecting line, later checked over in our possession at our junction point where delivery was reported, evidencing the fact that the shipment had not been delivered as per the agent's records. Investigation showed that this was a very bad case of handling, particularly as to records maintained. A great many claims received are due to carelessness of this nature.

A claim has been received for $135.70 covering car arriving at a terminal and re-icing for a run to next re-icing station, requiring about 18 hours. After this re-icing the car was unexpectedly delayed about 18 hours and forwarded at the end of that time without additional ice; therefore, when car reached next re-icing station, it had been approximately 36 hours without ice. Car should have been re-iced before forwarding, after having been delayed.

My attention has been called to a claim where we were unable to show good seal record, claim amounting to $38.23, covering whiskey short from a merchandise car. Car in question passed two divisions points before reaching break bulk point. On arrival it was found to have had seal on one side charged. Neither division point could advise what seals were on car passing, although each should have maintained a record. In case of defective seal record we are obliged to pay the claim.

We paid $85.49 because of a claim covering car received at destination, a terminal on the Frisco, and seal record on one side given showing the letter prefix without figures. Payment of the claim was based wholly on defective seal record.

Claim received for $300.00 damage to a carload shipment of household goods, original bill of lading not properly made out, as the valuation clause shown in classification and tariff was not properly placed on same, and signature of shipper not secured as per instructions. This failure prevented a settlement on basis of declared valuation, also investigation showed that the goods were not properly stowed in car. Had those present at the time the shipment was loaded exercised due diligence, the claim would have been entirely avoided, or at least a settlement effected on released valuation.

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Claim Bulletin No. 20, addressed to all station, yard and train employes, directs attention to several cases which show how easy it is for a little carelessness to result in the expenditure of large sums in freight claim payments:

In the case of a claim account of damage to a carload of chops moving from a point on this line, investigation developed the fact that while the car was being loaded by the shipper, Car Inspector notified the foreman of the shipper that the car had a bad roof, that it was not fit for loading chops, and that the Frisco