

Letters We Like.

The loyal Frisco man would rather receive letters, such as the following than almost anything else. He feels that they are an evidence that he is performing the most important part of his duty, making a friend of the public and securing the confidence of the public:

Denison, Texas, 12-23-15.

Mr. C. F. Hopkins, Sup't.,
Southwestern Division,
St. L. & S. F. Ry. Co.,
Sapulpa, Okla.

Dear Sir:

The Waples-Platter Grocer Company last Friday made shipment of almost a car of oranges, or put in the depot at Denison for shipment, almost a car of oranges on December 17th, and when I got to Tishomingo and Ravia Monday morning, December 20th, my oranges were delivered and in our customers' stores.

I was so forcibly struck by the prompt delivery that it put me to thinking, and I want to take this opportunity to express my thanks for the prompt service rendered us by the Southwestern Division of the Frisco.

I can't help but think that the way the local business is handled now at the Madill Turn that I get from 12 to 24 hours quicker service for points on the Rock Island North of Madill.

When I came into the office, I asked our Claim Clerk to show me the number of claims that he had had in my territory in the past year for points on the Frisco from Troy to Denison, inclusive. We only have five in all, aggregating \$6.49 - two of those were for points originating on foreign lines; the other three shipments were from Denison to places in my territory respectively.

I want to again thank you for the splendid service rendered us and for the good and efficient way my shipments were handled at Madill, and in fact, all stations from Troy to Denison, inclusive.

Wishing you and yours a Merry Christmas and a Happy and Prosperous New Year, I am,

Very truly,
(Sgd.) J. R. Compton.

JRC-LK

Wichita, Kans., Dec. 31, 1915.

Agent Frisco Railroad,
Carthage, Mo.

Dear Sir:

I arrived here all O. K. on time on the 25th. Everything came through in fine shape. I have done a good deal of shipping but always on different roads before, but I never was treated as fine on any road as I was on yours. Your men are uncommonly clever and accommodating, but I am short a good neck yoke for a spring wagon. I must have left it on the platform of the depot where we loaded. If you can find it please send it to me by freight or express which ever would be best and I will pay here. I send postal card for reply.

Yours very truly,
E. Callaway,

Wichita, Kans.

Agent W. E. Lochr of Carthage, advises that the article above referred to was found and forwarded to Mr. Callaway.

RABOK PAINT

"RABOK" Black Gondola Paint is *first* in service and appearance on Frisco Equipment. The most suitable paint for Steel and Wood Coal Cars, Truck and Under Frames, Canvas and Steel Roofs, in fact, wherever black paint is required.

General improvement is noticed wherever "RABOK" Lumisheen Front End Paint is used. Always apply on clean metal. Rub Lumisheen and it has the appearance of Nickel-Plate. Those Memphis Engines "sure do shine". These paints are all manufactured by the RABOK MANUFACTURING COMPANY, ST. LOUIS, MO.—Adv.

SAFETY FIRST AND CLAIM PREVENTION.

Springfield and Hugo again capture the "Best Record Fewest Errors" pennant for group 1 and group 2 for accuracy in handling freight during the month of December, 1915. Wichita wins the banner for group three and Agent Sarius

at Chaffee has been requested to forward pennant won by his station last month to General Agent Haas at Wichita.

Below are statements showing the December records:

ERRORS AT ST. LOUIS, SPRINGFIELD, KANSAS CITY AND MEMPHIS TERMINALS
DECEMBER, 1915.

Stations	Error Loading	Error Billing	Error Checking	Failure Load	Failure Unload	Mis-handling Waybills	TOTAL
Memphis.....	74	17	5	3	..	3	102
Paris.....	1	..	1	..	..	..	2
St. Louis, 7th.....	38	23	10	4	..	5	80
Springfield.....	7	7	9	1	..	..	24
St. Louis, Bdwy.....	28	15	10	3	..	..	56
Springfield S. H.....	2	8	5	1	..	..	16
Kansas City.....	22	35	11	3	..	..	75
TOTAL.....	172	105	51	15	0	8	355

SUMMARY

Eastern.....	128	13	15	9	14	12	191
Western.....	6	6	6	2	5	2	27
River & Cape.....	13	21	15	3	8	0	60
Southwestern.....	51	23	31	8	8	3	124
Central.....	26	38	11	6	12	5	101
Southern.....	9	27	27	6	7	6	82
Northern.....	29	23	21	8	11	3	98
TOTAL.....	262	151	129	42	68	31	683

STATEMENT SHOWING NUMBER OF ERRORS MADE AT STATIONS DECEMBER, 1915.

Stations	Error Billing	Error Handling	Failure Unload	Mis-handling Waybills	TOTAL
GROUP ONE					
Springfield.....	7	17	0	0	24
Kansas City.....	36	39	0	0	75
St. Louis, 7th.....	23	52	0	5	80
St. Louis, Bdwy.....	15	41	0	0	56
Memphis.....	17	82	0	3	102
Monett.....	2	146	0	9	157
GROUP TWO					
Hugo.....	0	6	0	2	8
Sapulpa.....	1	13	1	0	15
Enid.....	2	6	0	1	9
Birmingham.....	6	11	0	2	19
Ft. Smith.....	3	19	0	0	22
Oklahoma City.....	12	35	2	0	49
Joplin.....	5	24	3	0	32
Tulsa.....	8	31	0	1	40
GROUP THREE					
Wichita.....	7	1	0	0	8
Jonesboro.....	0	2	2	4	6
Paris.....	0	2	0	0	2
Chaffee.....	3	5	0	0	8
Ft. Scott.....	0	5	0	0	5
Pittsburg.....	3	6	0	0	9

Failure to unload and mishandling waybills are not included in the above averages.

SOUTHWESTERN DIVISION MEETING.

The Southwestern Division Safety First-Freight Claim Preventive Committee met in the Assembly Room of the Railroad Y. M. C. A., December 20th, for its bi-monthly session. Assistant Superintendent F. C. Gow presided in the absence of Superintendent Hopkins.

One of the first things given consideration at the meeting was the question of boys between the ages five and fifteen hopping trains at Tulsa. It was decided to take this matter up with the Superintendent of Schools at Tulsa to see if something cannot be done to stop the practice.

F. A. Wightman, superintendent of safety suggested that Safety First cards be turned in to chairman before the date of the meeting in order that action to prevent recurrence might be discussed at the meeting. This was considered by all a good plan to adopt. It was also agreed to hold all SF-1 forms until date of meeting in order that all Safety matters could be thoroughly gone over during the meeting.

As a Safety First item Rules 210 and 210-A were brought up and thoroughly explained by Mr. Wightman, with special emphasis on the importance of **READING ORDERS**.

It was agreed that it would be a good idea to renew all bulletins having to do with the "Blue Flag Rule," as it was the opinion of the committeemen that this rule was not being lived up to as strictly as it should.

The reports of the committee upon Safety First matters were then read and discussed, after which the personal injuries which had occurred on the division since the date of the previous meeting were handled.

After this the Safety First and Freight Claim Prevention cards received by the committee were handled.

Among those who made valuable sug-

gestions and reported improper conditions were:

J. Healy, roadmaster, Lawton, Okla.; J. J. Charles, conductor, Sapulpa, Okla.; J. E. Woodward, bridge foreman, Sapulpa, Okla.; Fred Mason, machinist, Sapulpa, Okla.; E. Abrahamson, roadmaster, Sapulpa, Okla.; L. A. Seitz, conductor, Francis, Okla.; C. W. Hardberger, switchman, Francis, Okla.; W. E. Kimbrell; W. M. Coombs; E. L. Gardner, engineer, Sapulpa, Okla.

Job Promised.



If predictions prove true the Southwestern Division is in line for another Al fireman in the person of James Paul Franklin, 11-months old son of Fireman J. L. Franklin of the Southwestern Division.

James Paul has already reported to Master Mechanic Sartori who pronounces him a promising future Frisco man.

SAFETY FIRST

A Retrospect.

J. J. Charles, conductor, Sapulpa, Okla.

When I think or write of Safety First I allow my mind to dwell in retrospect. Let me, if you please, take you a step back to the days when you and I started on our railroad career. At that time hardly a day passed that some of our co-workers were not maimed or killed.

How many of the poor fellows can you call to mind and what would you not give to cail back those days (if possible) that you might do something to stop or decrease the number of injuries and deaths. I think I can answer for you and while starting on the year 1916 wish and hope for the greatest success for the Safety First movement.

When I compare our conditions and results now to those prior to the inauguration of the Safety First movement, I am more than gratified.

When the Safety First movement was inaugurated, many employes were led to believe that the company was trying, by this movement, to show the public that their employes were careless and thereby prejudice the people against them in suits to recover for personal injury. At that time there were some persons (as there always are in such movements) who tried to obstruct the movement from this stand-point. For a time there was some success but I am glad to say (and I think I can speak for the employes of the Southwestern Division) this idea has been exploded. Men are giving the Safety First closer study and I believe understand that the movement seeks to eliminate causes for injuries rather than to take advantage of an employe in a case at law. Employes in all departments are more mindful and are ready to call attention to all conditions that are liable to cause injury.

I have mislaid or loaned my comparative statement of the last fiscal period but I think that it was a 38% decrease on the Southwestern Division over the same period of 1910. We are going to excell that and (if you will excuse my egotism) make the Southwestern Division the best of them all. We can do this by team work and I am sure we will get it. If we do not make the best showing we will at least make an effort.

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“Never remove a safety flag, tag, or sign. The man who placed it there knows why. He will explain if you ask him the reason.”

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A statement issued by F. A. Wightman, superintendent of Safety, shows that there has been a decrease of 21 per cent in the total number of casualties on the Frisco for the six months ending November 30, 1915, as compared with the same months in 1914. A decrease of 51 per cent is shown for the period June 1st, to November 30, 1915, as compared with the same six months in 1910, the period just prior to the inauguration of the Safety First movement on the Frisco.

“Safety First” in Verse.

There is a boy in our town,
 And he is very wise;
 He always stops and listens,
 And uses both his eyes.
 He's never in a hurry,
 To get across the street
 He'll never get run over
 Because he is discreet.

Statistics compiled in office of G. E. Whitelam, superintendent freight loss and damage claims, for the period July 1, to December 31, 1915, as compared with the same months in 1914, show that we have practically cut right of way stock and fire claim payments in two, the total decrease for the six months' period being 46.2 per cent.

The Eastern Division made the best record on the First District with a net decrease of 61.4 per cent; on the Second District the Northern Division made the best showing, with a reduction of 68.9 per cent.

It is understood there will be many repairs made to fences during January and February, which should materially assist in bringing about a further reduction in right of way claim payments.

It is believed we can reduce claim payments this fiscal year \$75,000 and as soon as the \$50,000 saving is realized we will raise our slogan to \$75,000.

During the period July 1 to December 31, 1915, as compared with the same period the previous year, there was a reduction in the number of claims received of 19.9 per cent, and a reduction in freight claim payments of 5.4 per cent, in the face of increased freight earnings.

Who Am I?

I am more powerful than the combined armies of the world.

I have destroyed more men than all the wars of the world.

I am more deadly than bullets, and I have wrecked more homes than the mightiest of siege guns.

I steal, in the United States alone, over \$300,000,000 each year.

I spare no one, and I find my victims among the rich and poor alike, the young and old; the strong and weak; widows and orphans know me.

I loom up in such proportions that I cast my shadow over every field of labor from the turning of the grindstone to the moving of every railroad train.

I massacre thousands upon thousands of wage-earners in a year.

I lurk in unseen places, and do most of my work silently. You are warned against me, but you heed not.

I am relentless. I am everywhere: in the home, on the streets, in the factory, at railroad crossings, and on the sea.

I bring sickness, degradation and death, and yet few seek to avoid me.

I destroy, crush or maim; I give nothing, but take all.

I am your worst enemy.

I AM CARELESSNESS.

St. Louis Car Department Views.



View of Material Platform between Tracks 5 and 6.



View of Choteau Viaduct Reconstruction