

The League will meet again the fourth Tuesday in September in the assembly room of the Grand Central Station, when the subject for discussion will be "Safety First in Civics and Health in the Home," and a substantial crowd is anticipated.

At the close of the business session Mrs. Magers served water melon to her guests on the lawn.

### Springfield League.

The Springfield League met in Heer's Tea Room at 2:30 P. M., August 4, with a good attendance.

The Lord's Prayer was repeated after which the President Mrs. Chas. West disposed of the business. All members rejoiced that their recent efforts had netted about \$50.00 for the treasury.

Mrs. Nowakowsky, mother of Mr. Wightman's popular secretary, was a very welcome visitor from the St. Louis League.

Mrs. David Smith, Safety Inspector, was the orator of the occasion, explaining rules and instructions for the Maintenance of Way and Structures.

After a pleasant and profitable hour the meeting adjourned to meet at the same place Friday, September 7, 1917.

### Thayer League.

The Safety First League of Thayer was re-organized at Safety First Hall August 14, with twenty-six members. Three honorary members and four visitors present.

The meeting was presided over by our new Supervisor Miss Nova Woodside, who gave a very interesting talk on "Safety First."

Miss Woodside having been a former member of the League and a resident of Thayer, the promotion is greatly appreciated.

The following officers were elected:

Mrs. Phil Trussler, President; Mrs. Albert Beck, Vice-President; Mrs. Chester Frommel, Secretary; Mrs. George L. Johnson, Treasurer; Mrs. Firl White, Reporter; Mrs. Lewis Lohnes, Chairman

Relief Committee; Mrs. Harry Kirkpatrick, Chairman Membership Committee; Mrs. John Fisher, Chairman Entertainment & Program Committee.

The meeting adjourned to meet September third.

Mr. Will Croom furnished excellent music which was highly appreciated by the League.

### St. Louis League.

The St. Louis Frisco Women's Safety League met at Meramec Highlands Thursday, September 13, with 20 members and visitors.

The meeting was called to order and Miss Woodside read the Club Women's Collect.

Mrs. Willi appointed secretary pro tem.

Several communications were read, also Safety Items from the men's league. The resignation of Mrs. Rose as secretary was read and accepted with regrets. Mrs. Willi was elected secretary. The resignation of Mrs. Willi as vice president was read and accepted and Mrs. Dickerson was elected to fill her place.

After quite a discussion as to what to do to stimulate interest in the League, it was agreed to have a thought exchange, and for each member to bring a new member to the next meeting, and at roll call to have safety first items that have happened around our homes or that have been observed elsewhere.

Mrs. Willi and Mrs. Rose were appointed delegates to the Eighth District Meeting of the Federated Clubs of Missouri.

Mrs. Lynch was appointed chairman of the program committee and Mrs. Frye chairman of the membership committee, they to select two others to work with them.

The secretary was instructed to send a letter of sympathy to Mrs. Chivvis on account of the death of her husband.

Meeting adjourned to meet in Mr. Conley's office in October.



## Faithful Employes.

Some of our freight crews are certainly on the alert—I know of a crew handling a car of oil in barrels—the conductor noticed one of the barrels of oil near the door of the car in such a way as it might be lost—he and his brakeman opened the door and straightened up the barrels of oil: in so doing they saved the company quite a claim because several barrels had turned over. These men were watching out for the company's interests.



## Doing His Duty.

An employe in one of our larger terminals while going to work one morning noticed that our tracks at Springfield which lead into the Missouri Pacific connection were strewed with white corn, also down the track as far as he could see, corn was along the side tracks. He took note of cars and finally noticed SF 34929 leaking—his action in reporting the car caused it to be coopered and weighed on our track scales. The company was saved some money.



## Stock Claims Big.

Do you know that the claim payments for the twelve months' period July 1, 1916 to July 1, 1917, covering loss and damage to live stock, amounted to 6.2% of the total revenue on live stock and an average of \$1.95 per car? In this connection, it must be admitted that the claim payments on live stock have gone up in the last year. We must plan on getting our stock over the road on proper schedules.



## Give Attention to Grain Loss.

Do you know that the claim payments on account of loss of grain for the twelve months' period July 1, 1916, to July 1, 1917 inclusive, amounted to \$21.30 paid

out, out of every \$1000 taken in, in revenue on grain? Closer inspection must be made of equipment and special effort put forth to see that same is properly coopered with sufficient burlap, and so forth, when to be used for grain loading.



## The Slacker.

In this day of National emergency, any man who is not loyal to the railroad that he is working for, is a slacker—this is no time for slackers. Let's do what we can to conserve our Company's interests and increase its efficiency so as to enable the proper handling of the business. Whether or not the money paid out on loss and damage, is large or small as compared with previous years, is a good indication of the good or bad degree of the efficiency of our transportation. Let's all see that freight given to the Frisco is put over the road in the best possible shape, avoiding any loss to it and preventing any damage.



## Shop Efficiency.

*M. C. Whelan, Blacksmith.*

The efficiency methods advocated by John Forster, master mechanic, not only saves for foremen of the departments time and trouble, but also is of great advantage and more satisfactory to the men. When possible, and that is in nearly all cases, the department head confers on best possible means to make repairs, make new parts and fit same.

When any of the working parts, such as valve motion, does not fit, the part or parts not in alignment shall be altered, and no other.

Verbal orders shall be obsolete or discontinued when possible and written orders issued on slip from one department head to the others. The practice of Jack telling Bill to tell Tom to tell Hank that a blade on Engine 1097 wants to be offset 17.32" to the right, should be a thing of the past.

Or a mechanic telling a department head to make some article and charge it to shoporder 341 and afterward it is found this should be account 314, must be discontinued.

This system allows the workman to focus his mind on his work and eliminates to a great extent, the amount of traveling he may do in the course of a day's work. The foreman keeps in closer touch with the movements of his men and by a mutual understanding and fair dealings, one toward the other, the workman, the foreman and the Company are all benefited.

Along these lines I sometimes think that men to be of benefit to the Company as overseers or foremen, should first take a thorough course in the study of human nature, the various dispositions and temperaments of men, the course to pursue in successfully overseeing men, and last but most important, the tricks of the trade whereby by having this piece slotted or drilled or that piece forged while the man is busy on other parts, he will feel that his mind is satisfied that a day's work has been accomplished when he is through for the day.

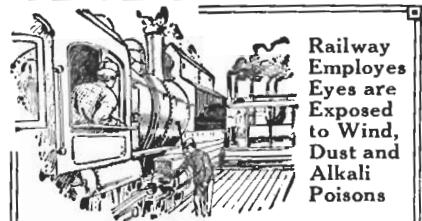
A little foresight and assistance, in the advancement of the duties to be performed, by the foreman to his men will be appreciated always by a thorough mechanic, or any other man of principle, and thinking power. How often have we seen in our time a foreman give a man a job such as taking down a broken frame finder and replacing with another. The man received orders to finish the job. On taking down the broken one he found he would have three hours fitting on the new one and all this time was loafing or hiding out, and at night he feels that he has not accomplished much. A foreman of this kind is no friend of the men or much less the company. A knowledge of men and the means of accomplishments gained by intelligent experience is of far more value than the introduction of some of the later day in efficiency, and sometimes sailing under the banner of efficiency.

The older school of leaders in mechanical lines of forty years ago is in like manner to the rule of force in vogue in some of the governments in Europe, now obsolete and not in favor, but the man who has studied the past and lived up to or kept abreast of the times is far ahead of the one who simply lives but the present.

Without the experience and knowledge of the past, we cannot intelligently live the present, and our little world becomes a diminutive spark in this broad intellectual, mechanical or other sphere.

## Murine Eye Remedy.

Murine Allays Irritation Caused by Smoke, Cinders, Alkali Dust, Strong Winds, Reflected Sunlight, Eye Strain and in fact should be used for all Eyes that Need Care. These suggestions most surely appeal to Men in all branches of Railway Service. See Murine Eye Remedy Co. adv. in this issue and write for their Book of the Eye.—Adv.



Railway  
Employees  
Eyes are  
Exposed  
to Wind,  
Dust and  
Alkali  
Poisons

The Rush of Air, created by the swiftly-moving train, is heavily laden with coal-smoke, gas and dust, and it is a wonder that trainmen retain their normal Eye-sight as long as they do.

Murine Eye Remedy is a Convenient and Pleasant Lotion and should be applied following other ablutions.

Murine relieves Soreness, Redness and Granulation.

Druggists supply Murine at 50c per bottle.

The Murine Eye Remedy Co., Chicago, will mail Book of the Eye Free upon request.





# WITH THE AGENTS



This department is for matters of interest to Agents. All Agents are welcome to contribute.

## Shifts.

Miss L. P. Gann installed permanent agent Cold Springs, Okla., Aug. 24.

I. McNair installed permanent agent Ada, Okla., August 29.

M. E. Gleckler installed permanent agent Wellston, Okla., August 31.

F. O. Haile installed permanent agent Haverville, Kas., August 22.

T. H. Setzer installed permanent agent Butterfield, Mo., August 30.

S. J. Howe installed temporary agent Black Rock, Ark., August 30.

C. C. Sweet installed permanent ticket agent Kullituklo, Okla., Aug. 28.

C. M. Whirlow installed permanent agent Bennington, Okla., Aug. 27.

Miss Jessie Griffin installed temporary agent Pennsboro, Mo., Aug. 29.

R. H. Haley installed permanent agent Andover, Kas., August 17.

G. B. Bristow installed temporary agent Roosevelt, Okla., August 22.

C. P. Honnell installed permanent agent Mineral Wells, Miss., Aug. 29.

L. O. Jestice installed temporary agent Terlton, Okla., August 19.

L. Haynes installed permanent agent Tyronza, Ark., Aug. 15.

J. K. Van Dover installed permanent ticket agent Deicke, Mo., Aug. 27.

H. S. Harper installed permanent ticket agent Noxall, Mo., Aug. 16.

Effective August 9th agency at Beaty, Ark., closed.

W. F. McKinney installed permanent agent Golden City, Mo., Aug. 22.

B. C. Williams installed permanent agent Netherlands, Mo., Aug. 23.

A. M. Thompson installed temporary agent Oronogo Jct., Mo., Aug. 23.

Miss Erna E. Koepel installed permanent ticket agent Bainbridge, Mo., August 24.

C. C. Tucker installed permanent agent Zeta, Mo., August 15.

G. L. Henson installed permanent agent Garvin, Okla., August 22.

J. W. McCoy installed permanent agent Frenchman's Bayou, Mo., August 12.

A. Perofio installed permanent agent Bessie, Ala., August 18.

C. M. Whirlow installed permanent agent Bennington, Okla., August 27.

C. C. Sweet installed permanent ticket agent Kullituklo, Okla., August 28.

R. A. Kenting installed temporary agent Zeta, Mo., August 9.

A. Ward installed permanent agent Clifford, Okla., August 4.

W. A. Stamper installed temporary agent Bridge Jet., Ark., August 6. St. L S. W. withdrew from joint agency June 27, 1917.

H. J. Long installed temporary agent Wellston, Okla., August 6.

G. W. Higgins installed permanent agent Darrow, Okla., August 10.

R. F. Reeve installed temporary agent West Plains, Mo., August 9.

H. Haynie installed permanent agent Pearl, Mo., August 10.

P. L. Penner installed permanent agent Troy, Okla., August 8.

Effective August 10, 1917, Dodge, Okla., opened as a freight agency, J. E. West as agent.

Effective August 8, 1917, Wherry, Kas., station closed.

Effective August 14, Kirk, Mo., opened as ticket only agency, Bedford F. Brewer installed ticket agent.

F. E. Lawless installed permanent agent Lela, Okla., August 13.

H. R. Conley installed permanent agent Cheltenham, Mo., August 16.





# LINES FROM ALONG THE LINE

KANSAS CITY—T. L. Russell took a flying trip **M. C. Whelan** to Philadelphia September 1 for a two weeks' stay with his son who is in the U. S. Navy, and temporarily layed up there while repairs are being made on ship.

James Young, who has been layed up for the last three months with rheumatism, is back again operating the wheel lathe.

Wm. Westerman who held various positions in offices here for the Frisco before embarking in the grocery business, is now employed in the Store Department.

J. M. Flannigan, Superintendent of Terminals here, recently underwent a couple of very painful operations, and while he is chairman of the Safety First Committee, and extremely careful of how he handles others, seems careless of consequences to himself. While still undergoing repairs to his non-chewing teeth, and while cranking his machine he received a very severe blow on the arm, from which he is still suffering.

Arthur Disseldorf, our 230 pound engine inspector, is sojourning in Cincinnati and sampling some of the good things to increase his "adiposus."

George Sams, shop timekeeper, has accepted a position with the transportation department at West Tulsa. F. Howard has taken up the duties of shop timekeeper.

T. J. Haunings, boilermaker, has returned from a visit to his old home in New York. He was accompanied by his wife.

Mrs. Dr. Dan has resigned her position as stenographer in Car Department.

Mrs. Dave Craig, wife of blacksmith at Reclamation Plant went through Kansas City September 5 to visit her sister in Takoma, Wash., who is sick.

Among the arrivals here during the past month was the paymaster. Come often, Mr. Young, the freedom of the shop is extended to you to distribute your "circulars" and call us names.

**FREDERICK, OKLA.**—B. W. Carley, agent at **E. E. Penfield** Davidson, went to the Springfield Hospital several days ago.

R. D. Stephens has again returned from the Hospital, and is now on his job as ticket clerk here. G. B. Bristow is acting agent at Roosevelt, Okla., account C. E. Wright enlisting in military service.

Brooks Sinnett, former ticket clerk here, has been selected as first man on draft list in military service, and will leave for Fort Sam Houston September 5. Sinnett volunteered early after war was declared, but was rejected.

**DRUMMOND, OKLA.**—Agent J. P. Nolan of this place is laid up for 30 day or more for repairs. He is being relieved by A. J. Hampton, who has been with the Missouri Pacific at Potosi, Mo.

**MERAMEC HLDS, MO.**—Mrs. Della Snyder, agent at Meramec Highlands has resumed work after a two months' vacation visiting her son Roy and family at Springfield, and Kansas City friends.

Roy Snyder has resigned his position as Secretary to Mr. Coppage and accepted a position as Court Reporter under Judge Arch Johnson of the Springfield Courts. Roy was with the Frisco nine years.

**PITTSBURG, KANS.** A number of the men here have been taking their vacations, their places being filled by extra men. Among those who were on vacation recently were Fireman E. Wills, of the second yard engine, engineer J. A. Spofford of the east end run, brakeman W. J. Thompson, of the Afton local, and fireman Clyde Kerley of the Arcadia freight-passenger run.

Engineer Joe Buckley, who was formerly on the Arcadia-Cherryvale passenger, has bid in a run on the branch passenger pool out of Fort Scott after looking over all the division offered.

Several new mines are slated to be sunk in the north field soon.

The Cherokee mine run out of Pittsburg has been pulled off owing to a shortage of cars. The other crews are able to handle the work at present. It was said that the change is only temporary and that the run would be restored as soon as cars become more plentiful.

In future conductors on freight trains must notify the yardmaster's office at Pittsburg, not only the number of coal cars they have in their trains, but the type of cars, according to a recent order from the Superintendent's office. This is said to be the result of the coal operators-railway officials' conference here recently. At that time complaint was made that the yardmaster's office was often unable to tell the mines how many flats they would be able to let them have for the following day.

**NEODESHA**—Chris. Nelson, General Car Foreman, was at Neodesha August 18 on business.

C. E. McKenzie, chief clerk to Master Mechanic Forster, was at Neodesha August 22 on business.

G. R. Wilcox, assistant master mechanic was at Neodesha August 21. Mr. Wilcox was showing Jack Burke around the premises. Mr. Burke is to succeed Mr. Wilcox as assistant master mechanic, who has been promoted to Master Mechanic with headquarters at Sapulpa. We hate to lose him, but we all wish him much success in his new position.

Maurice Spaulding, car clerk in agent's office, resigned August 20 to accept position with the Missouri Pacific at this point.

E. E. Carter, our assistant superintendent, is some busy man these days, they keep him on the go all the time.

John Forster, Master Mechanic, was at Neodesha August 20 on business.

W. A. Morgan, car foreman, attended car foremen's meeting at Joplin August 16.

F. R. Mohnk, roundhouse foreman, attended roundhouse foremen's meeting in Joplin August 17.

J. E. Burke, assistant master mechanic, was at Neodesha September 4 on business.

Wm. Eubanks, machinist, spent a few days this month on the farm near Wichita.

Wm. Crook, machinist, returned recently from a week's vacation. He was at St. Louis, Topeka, and other places.

Earl Petri, machinist, left September 4 for St. Louis where he entered the hospital.

Lem Haskett, night roundhouse foreman, has been relieved by Mr. Whitaker from Wichita.

**Let every man stand loyal to the United States, the land of liberty, where we have lived and prospered.**