

reticent and converse only among themselves.

"There are no women or children in this part of the country. In fact, there are no natives here at all, because they have been sent to other parts of France.

"To date we have seen no actual fighting, although some of the boys of the company have been working in the trenches, while shot and shell were bursting over their heads. We have not experienced any accidents, and I hope such good fortune attends us all through our campaigns."



### Letters from "Our Soldiers."

Letters from "Our Soldiers" are always of interest to Frisco-Man readers. If you get a letter from one of our boys, at the training camp, or at the front, send it to the Frisco-Man for publication, thus giving all a chance to read and enjoy the interesting letters they can write. The letter will be returned in good order to the recipient if desired.



### Promotions And Appointments.

Harry Allard is appointed Chief Claim Agent, effective October 1, with headquarters at St. Louis. He succeeds J. W. Rogers who resigned to engage in private business.

H. F. Burnie is appointed Claim Agent at St. Louis, effective October 1. He will have jurisdiction over personal injury, miscellaneous and baggage claims arising on the St. Louis Terminals. He succeeds Harry Allard, promoted.

C. T. Rogers is appointed Marketing Agent at St. Louis, effective October 1.



### Lucky Guy.

"What does your son expect to be?"

"From the hours he keeps, I should say he is naturally cut out to be a milkman."—*The Puppet.*



Calvin Ellsworth, 22 months old, son of Fireman J. C. Chun, Marked Tree, Ark.



### The Brakeman Poet.

A brakeman poet? Never. Well, here's an exception to the rule. Perhaps the most noted, if not the only brakeman-poet in the United States is C. J. Byrne, who officiates as brakeman for the Northern Pacific in the St. Paul yards, but who in his spare moments reels off line after line of poetry.

Mr. Byrne possesses the rare gift of being able to write poems that are full of meaning as well as metrical effectiveness. His poems have found their way into many prominent publications.

These poems have been neatly printed in a little book entitled "Rhymes of the Rail," which contains his "The Dead Engine," "The Message I Read in the Tower," "The Rip Track Boss," "The Switch Tender," and many others.



### Our Soldiers.

Frisco men who have enlisted in the Government service and whose names have not appeared in previous lists are as follows:

Name	Occupation	Location	Enlisted
Geo. Ballinger	Car Insp.	Ark. City, Kan.	Army
Wm. W. Hicks	Mill Man	Enid, Okla.	Army
Wm. Kroft	Firebldr.	Enid, Okla.	Army
C. H. Kirby	Engineer	Enid, Okla.	Army
Wm. Egan	Clerk	7th St. St. Louis	E. Cp.
J. M. Croak	Clerk	7th St. St. Louis	Army
A. Kersting	Clerk	7th St. St. Louis	Army
Wm. Kroft	Firebldr.	Enid, Okla.	Army

## R. R. B. Mail.

By H. T. Mason, *Mgr. Mail Traffic.*

Expedite your mail and assist in efficient handling by good addressing. This is of supreme importance. Dictation, typing, writing and signing your mail comes to naught unless the envelope or wrapper enclosing it is properly addressed. Be as interested in good addressing as in good dictation, typing, and writing, it is the pilot that guides to destination.

The salient points of an address are: The title of addressee; the railroad with which addressee is connected; the city, town or station; the state.

The name of addressee is of secondary importance if he has a title; no objection to including the name.

The railroad with which addressee is connected should be spelled out if the line is of lesser importance or if initials might prove confusing in rapid handling. C&NW and O&NW look very much alike when written hurriedly or carelessly, likewise others. Do not be hurried in the addressing. Use typewriter if possible; next, pen and ink—discourage the use of indelible pencil, it's use means lost motion when mail is handled under artificial light.

Appreciate the extent of our business handled through R R B mail channels, it's big, it's important and every one connected with the railroad is directly interested.

We have slipped back a notch or two in the handling of baggage, resulting in a very unsatisfactory condition. This traffic is very heavy just now but it is of importance that our efficiency increase with the increase of traffic.

To a large extent baggage is of a personal nature. It is part of our passenger service and is next in importance to the handling of passengers. Mishandled and delayed baggage is conducive to a dissatisfied patron of the railroad. Proper attention to the checking of baggage is as necessary as the selling of tickets. The passenger may forgive and forget that he was delayed or missed a connection but when he gets to destination he wants his baggage.

Mismatching checks and checking the wrong baggage is increasing at our stations and contributes largely to the unsatisfactory condition. This is something within our control and should be diminished if not entirely eliminated.

There is also some "slacking" in regard to baggage revenue. Too much is getting by. It is a part of the source of our meal ticket, let's get all of it, for excess weight, size and storage and don't reduce our freight and express revenue by checking and thus transporting free, traffic that is not properly baggage.

## Khaki and Overalls

Perhaps you have no choice.

Your age, your family, your health may hold you in the ranks of the great industrial army.

But although you cannot be with the boys at the front you need not be a "slacker."

You can "do your bit" in the shop with hammer and saw, with caliper and gauge, and in cheerful service.

Stand firm. America First.

Be true to Liberty.

Protect your health.

Be Cheerful

Avoid unsafe practices and habits.

A Prayer for Soldier and Worker: "Oh, Lord, Keep My Courage High."



## Superintendent Baltzell Addresses Safety Council.

*Superintendent of Central Division tells big New York gathering his Safety methods.*

The Frisco added to its fame in New York September 13, where the National Safety Council held its sixth annual congress. Superintendent C. H. Baltzell of the Central Division, one of the most enthusiastic Safety First workers on the Frisco, addressed the convention on "Prevention of Accidents Due to Employes Getting on and off Moving Cars and Engines."

"The subject that we are now discussing," he said, "is one that, in my estimation, has never been given proper consideration by division officers and other employes. We are very careful to coach a student brakeman in transportation rules and regulations, but we neglect training men to properly get on and off of moving cars and engines.

"We have assumed that the man understands this feature of his work when, as a matter of fact, there are very few men in train or yard service that make it a custom and habit of properly getting on and off moving cars and engines."

Mr. Baltzell explained in detail various practices of men in railroad service which are dangerous and which often result in personal injury and death.

He also pointed out the danger of unloading material too close to the track, which often causes injury to unmindful employes.

Other dangerous practices of railroad employes, which Mr. Baltzell brought out are the use of the oil box as a step, riding on coupler, or in catching an approaching car by stepping on the brake beam or hanging on the brake staff, catching the front end of a caboose, and hanging from the side ladder when it is unnecessary.

"I want to emphasize the importance of division officers taking more interest

in safety first work," he says. "Get the habit of calling attention to every violation or irregularity noted, not only in safety first work but in the violation of transportation rules. I do not mean that superintendents, assistant superintendents and other division officers should in a harsh manner correct the men, but talk to them in a business-like way earnestly and sincerely."

The excellent work of the women in connection with safety first was also brought out by Mr. Baltzell. He says, "I am strong in my belief that the women folks can and do use their influence to see that the employe takes advantage of the time off duty to rest properly and prepare himself for the next trip or next working hours, by being wide-awake and alert."

In conclusion he spoke of the good results of physical training as it relates to safety first; that by keeping physically fit the employe was less liable to injury.



### Reclamation Men Reduce Accidents.

Statistics just issued by the Superintendent of Safety, showing accidents at the Reclamation Plant during the last two fiscal years are gratifying.

These figures show 72 accidents during the fiscal year ending June 30, 1916, and 40 for the year before, making a reduction of 32 or 44%. This is especially gratifying when we compare the number of accidents each year to the number of hours worked. During the fiscal year ending June 30, 1917, the Reclamation Plant worked 666,829 hours with 40 accidents, or 16,671 hours to each accident, while during the fiscal year ending June 30, 1916, 614,287 hours had 72 accidents, or

8,532 hours to each accident. Thus the Reclamation Plant worked 8,139 more hours to each injury during the fiscal year ending June 30, 1917, than during the year ending June 30, 1916.

This is an excellent showing, and is the result of strict co-operation on the part of the men and the foremen at the Reclamation Plant, with a view to reducing accidents. They are to be congratulated.



Engineer Stanley and Condr. "Grouchy" Jones, Engine 2006 taken at Beaverton, Ala.



### Comparative Personal Injury Statistics, 1916-17.

Comparative figures on personal injuries during fiscal years ending August 31, 1917 and August 31, 1916, have just been made public by Frank A. Wightman, Superintendent of Safety.

Figures for the entire system show a 17% decrease in injuries to passengers for 1917, and an increase of 9% in injuries to employes and a decrease of 9% in injuries to outsiders.

By Districts, the First shows an increase of 15% in injuries to passengers, while injuries to employes and outsiders decrease 8% and 27%.

The Second District shows a decrease of 54% in injuries to passengers and an increase of 79% and 13% to employes and outsiders respectively.

On the Eastern Division injuries to passengers decreased 57% and 65% to

outsiders, while injuries to employes were the same as in 1916.

The Western Division shows a decrease of 40% in injuries to passengers, 56% to employes and 71% to outsiders.

Injuries to passengers on the Southwestern Division increased 311% for the year, and to employes 22%, while injuries to outsiders decreased 13%.

The Central Division shows a decrease of 85% in injuries to passengers, 61% to employes, but an increase of 43% to outsiders.

The Southern Division shows an increase in injuries to passengers of 50%, to employes 309%, and to outsiders 50%.

The River & Cape Division reports an increase of 44% in injuries to passengers, and a decrease of 31% and 50% to employes and outsiders.

The Northern Division shows a decrease of 72% in injuries to passengers, and a 14% and 50% increase to employes and outsiders.

Of the terminals, Kansas City shows an increase of 60% in injuries to employes, and 200% to outsiders.

St. Louis shows an increase of 50% and 13% in injuries to passengers and employes respectively, and a decrease of 50% to outsiders.

Springfield shows an increase of 29% in number of injuries to employes in 1917 as compared to 1916.



### Apples for N. Y. Newsboys.

Apple growers of Benton County, Arkansas, gave the newsboys of New York a treat when they sent several barrels of choice Jonathans to be distributed by C. H. Baltzell, Superintendent of the Central Division, while attending the National Safety First Council held in that city September 13 to 15.

The distribution was made through the Newsboys Club of New York, and needless to say those little fellows were made happy.

# Woman's Department



## Miss S. F. McGuigan Weds.

After more than six years as Roadmaster's Clerk in the office of Roadmaster McGuigan at Tower Grove, Miss S. F. McGuigan has resigned to become the bride of James Harrison Reenan, of St. Louis.

Miss McGuigan is well known in Frisco Women's Safety League circles, having been connected with the St. Louis League in official capacity since its organization.

She has many friends on the Frisco who regret to lose her, but all of whom wish her a long and happy wedded life.

A sister, Miss Gladys McGuigan, has taken up the duties of Roadmaster's Clerk at Tower Grove.



## Forestry.

"What is your favorite tree?" asked the romantic girl.

"Yew," promptly replied the gallant young man.—*Judge.*

## Work of the Safety Leagues.

*By Nova Stuart Woodside.*

Conservation of the earth's rich harvest and general preparedness for the world struggle has kept us busy during September but the Frisco Women and their neighbors have had time to do some good work along educational lines for our League organization. The community spirit is growing and we are slowly but surely realizing the duty, pleasure and privilege of working in a reform where we are so vitally concerned. The men are blazing the trail and it behooves us as mothers, wives and daughters to get into training for efficiency.

It is my ambition for the Frisco Women's Safety League to be well represented at the next World's Congress of Safety First. Will you good workers at each Terminal co-operate with me in this dream of good things to be done within the year?

Federated Club work is considered the middle aged woman's university, the busy housewife's opportunity to keep abreast with husband and children in the education necessary to be a personage among women.

Thayer started the Safety First ball rolling for September with a small but enthusiastic meeting at Safety First Hall, Monday the third. In the absence of the president and vice-president the treasurer Mrs. H. R. Piper presided and did it with parliamentary knowledge. The citizen's address, "Contagious Diseases and How to Prevent Them," was ably given by Dr. H. W. Maloney, the newly appointed Frisco physician. He dwelt upon precaution's for smallpox and typhoid as being the most common among his listeners.

Jonesboro got together twice during the month in the cause of Safety First and had some interesting speeches at both