

The Frisco-Man

meetings. September 28, Dr. Jackson gave an address on "How to Adjust the Youth from Vacation to School Days," that would have done credit to any medical society. The Safety First meetings are going to be so interesting and instructive that Jonesboro must come to the front in this as in her commercial enterprises for no State in the Union has more local pride than Arkansas and her towns can feature and finance any progressiveness when properly understood.

The Springfield League met at Heer's Auditorium as usual on the first Friday of the month and had interesting talks on social betterment. Miss Woodside presided in the absence of the president and gave her interpretation of Safety First to an enthusiastic audience. Loyalty and co-operation is going to work wonders with the Springfield ladies.

Monett organized September 11, with the slogan "Safety First for Our Boys and Girls," and conditions more befitting the new Frisco station.

The St. Louis League has had the picnic spirit during the summer and September 13, found them holding their last out-door meeting in a pine grotto at Meramec Highlands. The effect of the open will be felt when St. Louis ladies go into Tower Grove for the winter.

Fort Scott ladies reorganized at the Y. M. C. A. assembly room September 18, with their usual thoroughness. Nowhere has the Supervisor met with more cordiality and hospitality and you people who have the pleasure of riding on Frisco passes want to watch the Safety First light radiate from Fort Scott.

C. H. Baltzell and his co-workers have made the center of Safety First at Fort Smith and September 20 had a special meeting arranged at Woodman Hall to introduce the new Supervisor. Mr. Morris of the Missouri Pacific, gave as his interpretation of Safety First that it is righteous living. Mr. Baltzell gave a report of the Sixth National Congress

Veteran Frisco Employe.

This is Harve Herring, crossing watchman at Afton, Okla. He has been in the service of the Frisco eighteen years. The



last nine years he has been crossing watchman at Afton, and hasn't missed a day. Pretty good record, eh? The Frisco-Man is indebted to Switchman Arthur Boultinghouse for the photo.

held in New York, September 11-15. He expressed a desire that one of our own Frisco ladies might represent the Women's Safety League at the next World's Congress as ably as did Ida Tarbell, the Industrial Safety First.

September 25, was Tennessee Day at the Tri-State Fair in Memphis, Tenn., but that did not interfere with the Safety League at Grand Central Station where there were new members, old members and visitors and a worth while meeting.

If all Superintendents, their wives and secretaries would co-operate with the Supervisor of Safety as did Mr. and Mrs. J. A. Moran and Keith Allen of Amory, this phase of world's reform would be an assured success. They invited the Frisco

family personally and then came in the meeting and worked enthusiastically. Prophets say Amory will soon be the center of Safety First so other divisions had best watch their laurels.

The Supervisor has a plan for program that is attracting community interest in many towns. A representative citizen is asked to address each meeting. The Physician talks on Health and Sanitation, the Dentist proper diet for bone and teeth building, the Minister on Safety First in every day religion, the Banker on how to conserve the pennies and the Lawyer the cost of unnecessary hazards. The slogan is Safety First as you live, work and have your being.

League Election Results.

Amory's new organization elected the following officers: Mrs. C. M. Davis,

President; Mrs. J. C. Gravelle, Vice-president; Mrs. Frank Dogrell, Treasurer; Mrs. O. E. Bradway, Chairman Membership; Mrs. R. R. Love, Relief Committee; Mrs. E. W. Flinn, Program Committee.

Fort Scott's re-organization put into office the following: Mrs. Harry Hanes, President; Mrs. E. P. Magner, Vice-president; Mrs. G. W. Wood, Secretary; Mrs. Geo. Swearerger, Treasurer; Mrs. Frank German, Chairman Membership; Mrs. Wm. Johnson, Chairman Relief; Mrs. Harry Wines, Chairman Program.

The Monett League put the following ladies in office: Mrs. Dan Guiney, President; Mrs. Jas. Mansfield, Vice-president; Mrs. Geo. J. C. Wilhlem, Secretary; Mrs. Frank Buckley, Treasurer; Mrs. R. Farrow, Chairman Membership; Mrs. R. L. Peters, Chairman Relief; Mrs. T. E. Austin, Chairman Program.

VIEW OF OUR 8 HOUR DAY PARADE



ENDICOTT, JOHNSON & COMPANY

Makers of Leather and Leather Shoes

Endicott, New York

"We make Good Shoes at Reasonable Prices"

Efficiency Committee Doings

Office Efficiency Meeting.

The second meeting of the Frisco Office Efficiency Association was held at Springfield September 13. The meeting was called to order at 9 a. m. by C. J. Stephenson, Chairman, Executive Committee, with 61 members present.

The Reports Committee was the first to report, and ten recommendations were made. These recommendations had to do with various printed form reports, the abolition of some now used, and the installment of new reports and forms.

Twenty-three recommendations were made by the Office Organization and Economy Committee, relating to office correspondence and other matters pertaining to office efficiency and economy.

Meeting adjourned at 12:15 p. m. until 2 p. m. when the recommendations of the Accounts & Timekeeping Committee were heard.

Suggestion was received from J. E. Hutchison, General Superintendent, that in replying to communications, furnish an extra carbon to accompany original, the reply to be made at the bottom of the carbon copy, which will be returned to the office originating. The matter will be taken up with the Central Efficiency Committee.

In order to stimulate suggestions for improving Frisco service and methods, it was suggested that two system annual passes be awarded to employes making best suggestion, one in favor of the employe and one in favor of any dependent member of his family entitled to transportation under the regulations. This matter will also be handled with the management with a view to placing the plan in effect.

The resignation of J. B. Hilton as Chairman of the Reports Committee was announced, and the Chairman of the

Executive Committee appointed J. R. Arrington as Chairman. T. W. Moreland, Ass't. Chief Clerk to Superintendent, Ft. Scott, was appointed member.

The Association was addressed by F. W. Young, Paymaster, E. B. Findlow, Disbursements Accountant, and J. E. Springer, Industrial Agent.

All business having been transacted, meeting adjourned at 6:15 p. m.

Western Division Efficiency Meeting.

The Western Division Efficiency Association met at Enid, Okla., September 27. Meeting was called to order at 2 p. m. with 16 members and two visitors present.

The Observance of Rules-Discipline Committee was the first to report, and the number of items brought up shows that they have been busy.

The Fuel Economy, Train Haul and Engine Miles Committee; Per Diem & Car Efficiency; Roundhouse Efficiency, Terminal Delays and Engine Failures; Safety First; Freight Claim Prevention; Telegraphy; Agency Plan-Solicitation of Business; and Maintenance Committees all reported with criticisms and suggestions for betterments.

A. W. MacElveny, Superintendent, and Chairman of the Association, addressed the gathering, urging the co-operation of all in the work of the Association.

Meeting adjourned at 6:20 p. m.

Eastern Division Efficiency Committee.

The meeting of the Eastern Division Efficiency Committee was called to order at 9 a. m. September 21 in the office of the Superintendent.

Thirty-five members and one visitor were present.

Reports of the various sub-committees were taken up and each had a number of suggestions. All were taken up for action.

The Economy Sub-committee reported a number of labor and time saving devices installed at the new shops during the last two months.

The reports of all the committees were interesting and many good points were brought out.

Meeting adjourned at 5:50 p. m.



Fulton, Kan. Section Gang, taken on Little Osage River Bridge.



A Satisfactory Water Treatment

must convert the water supplies on the division into **good steam water**—that is,—must correct their tendencies to corrosion and foaming—and prevent the incrusting salts from depositing as scale. This must be done without developing any detrimental by-products; scale must

be prevented without creating a foaming condition;—all corrosive salts must be counteracted.

Obviously this is a job for chemists—men with scientific knowledge of the chemistry of water, as well as practical knowledge of operating conditions.

Experience has demonstrated that it is impossible to coat the boiler metal with any substance that will withstand the attacks of the average raw water, in the degree of concentration found in a locomotive boiler.

Scientifically combined reagents for the mineral salts in the water supplies constitute the only satisfactory solution of the "bad water" problem. This is the Dearborn Method.—*Adv.*



Caution.

Do not apply Empire Paint on a Wet or Greasy surface, as it will not penetrate and is liable to scale off, in fact, no paint would stick under these conditions.

When Empire Paint is applied on either wood or composition it penetrates very deeply when the surface is dry; and will not crack or scale off under any circumstances.

When applied on metal the surface should also be perfectly clean, so the paint can be applied directly on the metal. Then there is absolutely no chance for the paint to crack or scale.

If these instructions are followed Empire Paint is guaranteed one hundred per cent efficient.

Printed instructions for the proper application are tacked on the head of each barrel. —*Adv.*



WANTED—Address of good, hustling Frisco or other live boys on or near Frisco towns to handle quick money-making proposition; sells in every house. Sample and terms 2c stamp.

Walter Strong, 1615 Robberson Ave., Springfield, Mo. (With Frisco over 20 years.)



Freight Claim Pointers.

*L. C. McCutcheon, Asst. Supt.
F&D Claims.*

There are a great many things responsible for loss and damage to freight, but underlying it all the greatest factor facing us is carelessness. This costs the Company thousands of dollars a month.



There would indeed be wonderful results if every employe would make up his mind that he would not allow anything to come about that would make him responsible in any way for any claims—say to yourself “This loss and damage may go on just as it has been, but in the future, none of it is going to be chargeable to me.” Put the responsibility up to someone else—if everyone does this, there would soon be no one to put it on and the first thing we would notice, our service would be very attractive.



Remember—freight costs too much now a days to break it up or lose it.



Little mistakes often cost big money. A claim was received not long ago for a considerable amount representing shortage from an LCL shipment of about 50 articles. Agent at destination did not check each article at time of delivery and as a result we are not able to prove that the articles the claimant states are short, were actually delivered him. Instructions are that each and every piece of freight unloaded must be properly checked at time of delivery and a receipt obtained for each and every item billed.



There is no use for anyone to say that cars are not roughly handled in train and in switching—if you do not believe it, read the figures sent out by the Superintendent Freight Loss and Damage Claims.

Cold weather is approaching and we must not forget the instructions with regard to protecting perishable freight. To show you how important this is, the following cases are cited:

“In one instance we paid out \$95.35 and in the other \$99.00 damage to oranges. In one case the shipment moved in winter time in a refrigerator car and moved under billing instructions ‘keep vents closed during freezing weather.’ At some point on our line ventilators were opened and the car moved several hundred miles in freezing weather with the ventilators open. When same reached destination a good part of the load was frozen. In the other case billing instructions were that ‘plugs and ventilators remain closed to destination.’ At some point on our line they were opened and at a division point on our line two rear ventilators were closed and the front ventilators were left open and when car reached destination, it was found that the rear ventilators were open. This resulted in a good part of the load freezing.



A new style of cattle guard is under consideration and it is hoped that same will have a good influence in bringing about a reduction in number of head of stock killed. So far this year the number of cattle on our right-of-way has been very large. Let us all co-operate to reduce these figures.



Remember all our pay comes out of the same treasury from which the money comes that pays the claims.



M. L. Atkinson, Agent at Chadwick for a number of years has not yet had occasion to pay a claim though he handles considerable business. He has made this remarkable record by giving his personal attention to any bad order freight, re-