

The  
**Frisco -  
Man**

**NOVEMBER 1917**



# Stifel's Indigo Cloth

Standard for over 75 years

For Men's Overalls, Jumpers and Uniforms

## Miss Stifel Indigo Cloth

The kid glove finish fabric for

Women's Overalls and Work Clothes

Look for the boot trade mark on the back of the cloth inside the garment before you buy, it is your guarantee of the genuine.



J. L. STIFEL & SONS  
WHEELING, W. VA.

260 CHURCH ST., NEW YORK



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The best "First Aid" in construction work is this novel and practical **Lock Nut**. Whatever way you pick it up is the right way. For simplicity and efficiency nothing equals the

## "BOSS" LOCK NUT

*Write it  
Right—*

**"BOSS"  
LOCK  
NUT**

Nothing but a wrench can loosen its powerful grip. That is the only tool needed—no special instructions are necessary. Used again and again. *Write for handsome new catalog.*

### BOSS NUT COMPANY

Railway Exchange Building

CHICAGO

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# Con. P. Curran Printing Co.

Printers, Designers, Engravers,  
Lithographers, Blank Book Makers

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Bell, Main 5191  
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**EIGHTH AND WALNUT STREETS  
ST. LOUIS, MO.**

Mention the Frisco-Man when writing to advertisers, it will help us both.

# KIRBY-BONNER LUMBER COMPANY

EXCLUSIVE SALES AGENTS

## KIRBY LUMBER COMPANY

Largest Producers of Long Leaf Yellow Pine in the World

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OF  
RAILWAY PAINTING

REVOLUTIONIZES this line of work in

## Time Saved and Durability

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### CHICAGO VARNISH COMPANY

CHICAGO, 2100 ELSTON AVE.

NEW YORK, 50 CHURCH ST.



# ONE MOMENT PLEASE!



**M**ANY of your friends and associates have followed our suggestion to buy Accident and Health Insurance from us and those who have suffered disability have congratulated themselves many times upon the benefits received from having "THE TRAVELERS" protection.

When you buy from us you get The Best. There is no time like the present. Make your application now.

## *The Travelers Insurance Company*

HARTFORD, CONNECTICUT

St. Louis, November 1, 1917.

TO ALL FRISCO EMPLOYEES:

Below please find copy of letter from Mr. Herbert Hoover urging care in the handling of foodstuffs.

“To Employes of Transportation Companies:

Gentlemen:

In the interest of conserving the foodstuffs of the country by the elimination of waste, it is urgently requested that employes of the carriers engaged in the transportation of foodstuffs, exercise such care and diligence as will minimize the damage to this class of freight when in carrier's custody for transportation and lessen the economic loss.

We appeal to all railroad employes, particularly those engaged in station, yard and train service, as a patriotic duty to the nation, to exercise such precaution in providing proper refrigeration, ventilation, protection from the weather, and care in loading, switch and train handling of carload and less than carload shipments of food products, as will eliminate waste.

Observe the slogan ‘EFFICIENT, MAXIMUM SERVICE,’ and in so doing you will render an enduring service to your country.

THE NATION IS COUNTING ON YOU.

HERBERT HOOVER,  
U. S. FOOD ADMINISTRATOR.”

It is hoped that each and every employe will lend his support to this most worthy cause.

(Signed)

E. D. LEVY,  
First Vice-President and General Manager.



## THE FRISCO-MAN

Published Monthly by the St. Louis-San Francisco Railway Company  
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### Hoover Machine To Regulate Country's Food Consumption.

*Reprinted through courtesy of New York Times.*

(Copyrighted)

The next big step by the Hoover machine in its wartime regulation of the country's food business will be directed straight at the pantries and dining-room tables of the American people for the purpose of reducing for the householders the cost of supplying those pantries and tables. It is going to be a long step. Tangible results are looked for. It will put all manufacturers of food supplies, all jobbers, wholesale dealers, commission men, and big retail dealers in the food business under close Government supervision by means of the new licensing system, which will go into effect next Thursday.

And supervision will be supplemented by power on the part of the Government to put an extortioner or other offender out of business.

It is true that the vast majority of the retail dealers, with whom the bulk of the people must deal in the vital daily business of getting food, are exempt by law from the licensing provision. But there are two ways by which the small dealer may be held within the limits of reasonable prices, as a direct result of the regulation of the big concerns. Furthermore, the retailers themselves have voluntarily resolved within the last week to co-operate in the matter, so there may be three ways, all told, for keeping the corner grocer within bounds, for it is safe to place some dependence upon the resolutions.

A long time Andrew Carnegie or Croesus or some other prominent person in that group, said he would consider it a disgrace to die rich. What the Government would now like to have every man in every branch of the food business, big

or little, say to himself and his neighbors is that he would consider it a disgrace to come out of this war any richer than he would be at the end of the same interval of time under normal conditions. But all of them won't say it.

Here and there throughout the country there is a dealer in or maker of some sort of food commodity who would be less moderate than Croesus or Carnegie if left to his own devices.

That has been shown already, and the practical hardheaded idealists in the Hoover outfit who are working out the various problems of feeding the world take note of sordid facts and allow for them and combat them as an essential part of the task of bringing about a situation in which excess profits will be sacrificed in America as automatically as lives will be sacrificed in France. They know that present prices of some are due, only in part, to unavoidable economic conditions of war, and that, in part, they are to be charged against greed and extortion and exploiting. They know that mass meeting promises and resolutions have got to be transmuted into concrete acts that are fair by means of strict regulation, that the dealer on the platform sitting with other dealers under the Stars and Stripes and the flags of the Allies, and listening to the band playing the national anthem, is inclined to be a much more reasonable patriot than when he is alone behind his counter, selling a loaf of bread or a dozen eggs or a pound of calf's liver, with nobody looking or listening except the customer.

Hence the putting into effect of the licensing provision for the big fellows next Thursday, Nov. 1, and the determination to ask for similar legislation from Congress for the little fellows in the business, if more law is found necessary to control them. Even as the law is now, the retailer, no matter how small his business, can be prosecuted for hoarding

or for wasteful practices in the handling of his stock in trade.

Previous acts of the Food Administration have been, in the main, directly for the benefit of the peoples of the allied countries, and indirectly for the benefit of the people of the United States. In other words, stripped of all their legal technical phrases and the formalities of the proclamations and promulgations of President Wilson and Mr. Hoover, the efforts of the United States have been to be generous to millions of people whose needs were greater and more pressing than our own.

Even that generosity, however, has had a background of intelligent selfishness, based on the axiom of the war that if France and England go to pieces because of lack of food, the United States will have to go on fighting this war alone.

This is becoming better and better understood by a constantly increasing body of Americans who may be described as having international minds. It is only necessary to tell them that our normal export of wheat of 77,000,000 bushels must be increased to more than 200,000,000 of bushels to keep our allies from starving. Tell them that, and they will take to eating cornbread, eating fish instead of meat, and doing other necessary things as a matter of course, not as a fad or pleasant wartime diversion for a week, but so long as the need shall last. But it is not claimed that such people are a majority of the population.

On the contrary, the apparent looking out for the feeding of other countries first has caused resentment and bitter questioning from various groups in all parts of this country. These people think, or pretend to think, that the only answer, at least the first and chief answer, to the food question should be more food for America at lower prices. Statistics of wheat exports are meaningless figures to them.

There are many others, not so selfish,

who resent the ceaseless reiteration of propaganda to save and to eat less than they needed, both in peace and in war. They are asking now, not for poster epigrams on the merits of saving, but for prices that will enable them to live more nearly in accordance with that vague thing called the American standard. The Hoover administration sympathizes with these people as keenly as the head of that board sympathized with the people of Belgium and Northern France at the outset of the war. It is going to help them by the licensing system about to be undertaken. The campaign to save is for the education of those whose habit it has been to waste.

It has to be persistent and dramatic, even spectacular, because there are so many wasters.

As already intimated, however, the work of licensing to begin this week is much more directly for the benefit of the people in this country than any of the previous moves of the Administration has been. It is intended to straighten the line between producer and consumer, which has been a very crooked line, and to get rid of many of the wasteful and price-increasing defects of the present methods of distribution.

It does not directly fix prices of food, to answer a question that comes into everybody's head the minute the Food Administration is mentioned. Unlike the fuel law, the Food Act of Congress does not permit the fixing of prices. It was not intended that it should, for neither the President nor the Food Administrator wanted that power, because the actual fixing of food prices had failed in Germany and wherever else it had attempted.

There is a widely held but mistaken notion that the Government has fixed the price of wheat for this year at \$2.20 a bushel. The Government has merely said that it considered that a fair price, that it would pay \$2.20, neither more nor less, through its own grain corporation; and

the millers, co-operating with the Government, have agreed to pay the same price. The growers may sell at that or not, as they see fit. They can sell for less if they want to, for more if they can get it. The only absolute price fixing that has been done has been by the action of Congress in declaring that next year wheat shall be \$2 a bushel. It is a fact, not very relevant to the matter of licensing food men but interesting, that many farmers are now holding back their wheat and the millers are not getting it as rapidly as they should. Car shortage is one cause of this. Hope on the part of growers that the Government will revise upward its opinion of what a fair price is and their certainty that at least \$2.20 will hold until next year is another cause for there need be no hurry to get to market to obtain the price. Undoubtedly another cause for the holding back of wheat is to be found in the efforts of the German agents in certain grain-growing sections of the West to persuade the growers that they will do better to hang on.

But that is digression. The licensing device, while it does not provide for fixing the selling price of any given item of merchandise, does provide that no person in the food business shall charge more for any article than will give him a reasonable percentage of profit over what he actually paid for it. This percentage, in every case, is to be based on what the seller actually paid for the thing sold, regardless of any increase in its cost subsequent to his purchase of it. That is, if John Smith buys something for \$5, his percentage of reasonable profit on selling must be based on that \$5, even if the cost of the thing goes up to \$10 before he sells.

Another provision is against resale of contracts for delivery of goods a long time in the future. This strikes at one of the chief causes of the unnecessary increase in the price of goods to the consumer, regardless of the original cost of

(Continued on Page 30.)

### Thanksgiving.

President Wilson in his Thanksgiving Proclamation makes no attempt to recount the specific things for which the Nation at this time has cause to be grateful. Had he particularized doubtless he would have given the result of the Second Liberty Loan a prominent place among those things for which the Nation should be thankful.

For the great result of the Second Liberty Loan campaign, with nearly 10,000,000 Americans rallying to the financial support of the Nation and subscribing over four and a half billion dollars for the purchase of Liberty Loan Bonds, is a cause for deep thanksgiving in the heart of every loyal American.

President Wilson says the Nation should be thankful that we have been given the opportunity to serve mankind as we once served ourselves in the great day of our Declaration of Independence by taking up arms against the tyranny that threatened to master and debase men everywhere.

So, too, can all subscribers to the Liberty Loan be thankful that they have been given an opportunity to aid in this great mission of America and have done their part toward giving to the world liberty and justice and security from the tyranny that threatens to master and debase all nations and all men.

Every purchaser of a Liberty Loan Bond has struck a blow for human liberty and for civilization and humanity. Let them remember this on Thursday, the 29th day of November, and be thankful.



### Mail Xmas Packages Early.

The Postoffice Department and the railroads are co-operating in plans for the prompt handling of an enormous increase in Christmas parcels sent by mail, in addition to those sent by express.

The railroads and the Postoffice Department are anxious to handle this great volume of Christmas mail so as to avoid disappointment to senders and receivers

of packages; but "a rabbit must be caught before it can be cooked", and Christmas packages must be mailed before they can be forwarded.

It is, therefore, the patriotic duty of all railroad people not only to send their own packages early, but to do everything possible to induce the public to "Ship Christmas Parcels Early, Pack Securely and Address Properly."

Let's all get behind this movement, each doing his bit, and we will lessen the strain on our Government, our railroads, and ourselves.



This good looking young lady is Eula Mae, one year old daughter of W. E. Richardson, Chief Clerk in Agent's Office, Sapulpa.



Success comes to those who take advantage of experience and seize opportunities, building upon a solid foundation of service.

## Reminiscences of an Old Timer.

G. R. Carsons, Asst. Supt.

I wonder how many men now on the Frisco were working here 35 years ago. November 6, 1882, I commenced to work for the KCFtS&GRR at Kansas City, and see very few men here now that were working at that time. Jersey Hendershot, Passenger Agent at Kansas City, told me a short time ago that the first man he had any remembrance of was ADAM, and I was the next man. My first Superintendent was P. F. Clinton, E. J. Perry was Train Master, H. C. Bell was GYM at Kansas City, J. S. McCrum was Master Mechanic, Ed Davis, Tom Toohey, George Hobson, "Cranky Smith," were engineers pulling passenger trains, Ben McCrum came a little later, Bill Miller, Sid Hibbard, Roundtree, and Bill Ware, were passenger conductors.

Forgot to include Anse Clark as a passenger engineer, who spent his last days in the "Soldiers' Home" near Leavenworth, dying about two years ago.

I helped make up the first train of meats, whiskey and other necessary commodities that went through to Memphis after the road was built south of Springfield. We took the train out near where

the KC Belt now is and had it photographed all cars being not over 30,000 capacity, some of them only 24,000 cap.

Could write a very amusing article on my first experience on a passenger train if any body wants to read it, how a news boy on the first train I rode on got my last cent for bananas, oranges, etc.



### Doing Their Bit.

One of the features of the sales campaign of the Second Liberty Loan Bonds by Frisco employes, was the enthusiasm displayed by the men of the Car Department at Hugo.

Not satisfied with subscribing heavily themselves, they contributed to the cause by placing a large advertisement in The Husonian of that city, appealing to others to subscribe for bonds.

The wording of the ad was as follows: "Would You Allow a Man to Thrash You? Insult your wife, ruin your business, ill-treat your children? Germany threatens to do these things. What are you going to do about it, stand idly by, or buy a Liberty Bond."

## Death of a Veteran Pumper.

David W. Johnson, a veteran Frisco employe, died suddenly October 21, at his home near Fulton, Kansas, at the age of 73 years.

Mr. Johnson was born in Idaho July 9, 1844, and entered the employ of the Frisco in 1873, working continuously for 33 years, and without missing a day, except in case of sickness.

For 15 years prior to September 15, 1914, when he was pensioned, he was employed as pumper at Cherokee and Fulton, Kansas.



At the age of 70 he was pensioned by the Company, and retired to his farm, one mile north of Fulton, where he lived until his death.

He is survived by a widow and five children, one of whom, A. W. Johnson, is at present employed by the Frisco, as pumper at Fulton.

Mr. Johnson had many friends among Frisco employes who join the Frisco

Man in extending sympathies to the family.

## Veteran Employe Passes Away.

Albert Wagner, who since 1780 has been in the employ of the Frisco, died November 5 at the Frisco Hospital, St. Louis, at the age of 81 years.

Mr. Wagner was born in Bavaria, Germany, October 31, 1836, and when nine years of age, came to America with his parents. They settled in Wisconsin where Mr. Wagner obtained work as water boy for the Milwaukee & La Crosse Railroad, and where he later homesteaded 160 acres of land.



engineer, serving in this capacity until 1900. From 1900 to 1907 he held various positions as foreman for the company, and in 1907 entered the employ of the Frisco Employes' Hospital Association at St. Louis, as engineer, residing at 4932 Finkman Ave. In 1913 he adopted Miss Frances Goebel, who was then assistant chef at the Hospital.

Mr. Wagner was a member of the B. of L. E., the badge on the lapel of his

coat, in the picture being a 40 year

membership badge.

In 1870 he came to the Frisco as



## A Boost for Frisco Service.

In looking through some old files a few days ago, G. E. Whitelam, Inspector Transportation & Maintenance of Way, discovered a letter from a patron at Fayetteville, dated April 24, 1916, which expressed appreciation of Frisco service. The letter says in part: "Did you ever go into a place with a hesitating air and be knocked over with surprise? Well, at any rate, I did. I had some books that I did not need in school here and decided to send them home. Sent them to the depot, there I asked the gentleman (kindly notice that word) in charge of freight (not the Agent, a workman) if he would be so kind as to tell me where I could get a few nails to finish the job and for a tag.

"If you will wait a moment," he said, 'I will fix your box for you, sir.' Well the blow was too hard for my delicate constitution, my tongue stuck out, the air reeled. After a while I recovered. That box was fixed as if it contained Government Bonds. The man did it without telling me that perhaps I would

find some 'over there,' pointing indefinitely nowhere, or with the usual look or answer. 'Why don't you fix your shipment up before bringing it here? What do you think this is, a supply house?' And I found out that it has become customary.

"I don't know how this idea of courtesy started, but I do know the Frisco has sold two tickets over their route, that would not have happened, had this not happened."



## Official Photographer.

The Frisco-Man is indebted to O. J. Poupney, photographer and draftsman of the Engineering Department at St. Louis, for the photos used on the cover page for the past few months. Mr. Poupney has very cheerfully made use of his Saturdays and Sundays in order to furnish better cover plates for the magazine. We take this opportunity of thanking him for his interest and efforts. More power to you, Mr. Poupney.

## Nearly Ten Thousand Frisco Employes Take Over Half Million in Liberty Bonds.

At press time nearly ten thousand Frisco employes—nine thousand four hundred sixty-nine to be exact—had subscribed to the Second Liberty Loan, subscriptions in the aggregate amounting to \$583,550. Subscriptions, however, were not all in when we went to press, and it is estimated that the total amount will approximate \$600,000, with approximately ten thousand employes subscribing, when all are in.

This is indeed, a splendid showing, and illustrates the loyalty of the railroad people especially those of the Frisco Lines. These returns prove beyond all doubt, just where railroad men stand, and that they can be counted on to do their share, and more, in the prosecution of the war.

This splendid showing on the part of Frisco employes will make our former comrades in the service, who are now enlisted in the fighting forces of our country, feel better, and convince them that we who are at home, are putting our shoulder to the wheel, as one man, all pulling for a victorious peace.

Incomplete returns show that subscriptions from employes of the Reclamation Plant at Springfield totaled \$9,300; at the North Shop, \$30,550; New Shop, \$32,600; South Shop, \$1,650; Springfield Offices, \$49,050; Springfield Terminal, \$20,750; St. Louis Terminal, \$25,950; Kansas City Terminal, \$35,350; Eastern Division, \$25,700; Central, \$34,450; South-

western, \$22,000; Western, \$18,300; Northern, \$66,350; Southern, \$106,550; and the River & Cape, \$46,500. To the time of going to press, we were unable to obtain figures for the General Offices at St. Louis, but indications were that they would make a showing on par with other points.

F. A. Wightman, Superintendent of Safety, organized the forces outside of the General Offices in St. Louis, for the campaign, and deserves much credit for the good work he accomplished.

The Chairmen of the committees at various points were: L. N. Bassett, Springfield Terminals; J. E. Henshaw New Shops; George C. Hughes, North Side Shops; C. A. Bodman, Reclamation Plant; A. Woodson, South Side Shops; O. G. Cox, Assistant Superintendent; D. P. Edmundson, Sapulpa; J. F. Liston, Joplin; W. G. Oldham, Enid; E. L. Magers, Memphis; J. J. Joslin, Chaffee; P. W. Conley, St. Louis Terminals; J. W. Skaggs, Kansas City; E. W. Wooldridge, General Offices Springfield; W. H. Bevins, Fort Smith.

Each of the foregoing chairmen had many sub-chairmen and sub-committees working under them, all of whom did excellent work.

The co-operation of every employe of the Frisco made this campaign the brilliant success that it was, and deserves the credit due a victor.

**Teamwork is what wins. Grandstand plays are for single-handed games only. You are not playing solitaire—you are playing in a big game where your success rests with the success of the organization as a whole.**

## Maj. Jonah Describes Life in France.

In a letter dated September 15, to L. O. Williams, Assistant Treasurer, Major F. G. Jonah, Chief Engineer of the Frisco, who is now a member of the Twelfth Engineers, tells of life near the fighting line in France. He says:

"We are building and operating railroads in the devastated section of France, and any picture you ever saw of ruined villages and cities you can depend upon as being correct. We are in that section of the country where the Germans cut down the fruit trees when they retreated last spring. There is more or less fighting going on in our immediate front all the time in which the British seem to be getting the best of the argument. We have seen batches of German prisoners on several occasions. Our men find, in talking to them, that they will not believe we are Americans, but insist that we are Australians. You know our uniform is very much like the Australians' and also almost identical with the New Zealanders'. The Germans say American soldiers cannot get over here on account of their submarine activities. They have been told this until they really believe it. It looks as though we will have a colder winter than we have been used to at home as the weather this time of the year is considerably colder than it is in St. Louis.

"We are getting along well and the health of the troops is very good. There are numerous English and Canadian soldiers in our sector and our men fraternize with them very freely."



### Poem From Soldiers.

The Frisco-Man is sorry that it will not have space to publish a poem contributed by the boys of the Freight Traffic Department at St. Louis, who are now at Camp Doniphan. However, we like to hear from these boys with letters explaining camp life, and with photos of themselves.



A snapshot of Serg. Guy D. Cox, now with Maj. F. G. Jonah in France. Cox was an operator on the Birmingham Subdivision, and is the son of F. L. Cox, engineer on the Birmingham Sub., Southern Division.



### Through Sleeper to Ft. Sill.

Through daily sleeping car service, consisting of twelve sections and drawing room, has been inaugurated between St. Louis and Lawton, Okla., according to announcement by A. Hilton, Passenger Traffic Manager. The schedule is as follows:

No. 9		No. 10
2:15 pm	Lv. St. Louis	Ar. 7:59 am
12:03 pm	Ar. Fort Sill	Lv. 8:14 am
12:15 pm	Ar. Lawton	Lv. 8:00 am

Dining car service on this train St. Louis to Monett, serving supper, and Sapulpa to Oklahoma City, serving breakfast. Returning, diner Sapulpa to Monett, serving supper.

### Another Frisco Man Enlists.

Dennis R. Akers, car clerk at Altus, Okla., resigned effective September 30, to enter the army as a volunteer in the Auxiliary Remount Department at Camp Doniphan, Ft. Sill, Okla. Claud A. Houser took Akers' place as car clerk.



### Looking Ahead.

Advancement in any profession or occupation depends almost entirely upon being prepared to assume positions of greater responsibility. Many boys grow to manhood who have not had the opportunity of preparing themselves for a successful business life, while others afforded every opportunity to fit themselves for big things, have squandered that opportunity through indolence and a desire only for pleasures.

It is the man who, through sacrifice and hard work, acquires knowledge that appreciates his training, and makes the most of what he has gained.

The Frisco has a number of these men, who, in spite of difficulties, are looking ahead and acting. These men are obtaining excellent results, and have been certified by the International Correspondence Schools as having successfully passed the examinations in their respective studies. These men are: Erbest C. Sperry, Ft. Smith; C. O. Clifford, Springfield; Con. McClain, Lawton; C. F. O'Connor, Memphis; D. K. Dobbs, Memphis; J. L. Casey, Joplin; Wm. Hutchison, St. Louis; F. D. Stoops, Neodesha; Ira Tanner, Malden; F. W. Monroe, Desloge, Mo.; E. W. Siebel, Ft. Scott; Dollie Brownfield, Monette; R. E. Estes, Ft. Smith; W. P. Bewley, Enid; B. F. Piper, Jr., West Plains; Alfred Fiessmann, Billings; Jesse Dodson, Joplin, and J. R. Turney, Kirkwood, Mo.



When you approach a railroad crossing, every heart-beat may bring you nearer eternity unless you stop, look and listen.-- *M. A. Dow.*



These are the children of Ben H. Lamp, Car Foreman at South Yard, Kansas City. Ben is very proud of his beautiful children, and when not telling his fishing stories, or bothering the young ladies by looking up buried records, amuses himself by telling of the disposition and traits of his boys and girls.



### Kraemer-Thomson.

Louis W. Kraemer, for 11 years clerk in the Passenger Accountant's office at St. Louis, and Miss Fern Thomson, also of St. Louis, were married November 10.

A. A. Nowakowski, chief clerk to Superintendent of Safety at Springfield, served as "best man".

The ceremony over, a wedding supper was tendered the "bride and groom" after which they departed on a honeymoon trip to Chicago.

Lou, as he was familiarly known, has many Frisco friends who wish him and his wife a happy and successful voyage through matrimonial seas.



**SAFETY**

**FIRST**



### Safety First Picture Praised.

Results and impressions of Superintendent of Safety Wightman's safety motion picture, "The House that Jack Built", which has been shown at various points along the Frisco, are made known in numerous letters of congratulation received by Mr. Wightman.

"This picture should leave an everlasting impression with everyone who sees them, whether they be employes of the railroad or not," is the way one writer puts it. Another says, "I am a switchman in the yards here, and the entertainment and picture were a great help to me personally, and likewise to all my fellow workmen."

Many letters were received from all points where the picture was shown, and some from places where it has not been shown. The writers, in many instances, are outsiders who were inspired to the point of an open expression of their appreciation. In fact, it is the opinion of everyone who has had an opportunity to attend one of these Safety First shows that much good is being accomplished, and that the influence for good will be increased with a continuance of the exhibitions.



### Designs New Safety Appliance.

C. A. Bodman, Superintendent of the Reclamation Plant at Springfield, has his inventive genius at work again, this time it is a "Safety First" appliance, in the way of an automatic brake for baggage trucks.

It is well known to station agents and others who handle these trucks, their tendency to "run away" at the slightest provocation, often resulting in serious personal injury to employes and patrons, and damage to baggage.

Mr. Bodman, however, believes his invention will soon make "run away" trucks a thing of the past. The brake is

applied by simply raising the tongue of the truck, locking the front wheels while the tongue is suspended in the air.

The brake is worked by a "ratchet and dog." As the tongue is raised the ratchet is caught by the dog and held in place, setting the brakes. To release the brake, a small pedal at the base of the tongue is pressed by the foot, and the ratchet released.

The brakes may be set at any angle on the front wheels. If a heavily loaded truck becomes unmanageable by the truckman, all he has to do is to raise the tongue, applying the brakes and bringing the truck to a stop.

A patent has been applied for by Mr. Bodman, and he expects it to be granted within the next few weeks.

One of these appliances has been installed on a truck at the Reclamation Plant, and has proved efficient in every respect.



The accompanying is a view of the Section Gang at Barnhart, Mo., taken just after trimming the "Safety First" flower bed. From the left, those in the picture are E. J. Ward, Foreman, Walter Rachel, Avery Ward, and Louis Naes, track workmen. Mr. Ward has been foreman at Barnhart more than five years, and always remembers "Safety First."

## Co-operation Pays.

*Says C. A. Bodman in explaining reduction of personal injuries at Reclamation Plant*

I have been requested to explain what methods were used to produce what appears as an unusual record made by the Reclamation Plant in the reduction of personal injuries during the last fiscal year. This decrease, according to statistics, is 44% less than the preceding fiscal year. This decrease of personal injuries was accomplished even in the face of increased number of working hours and the addition of a working force of green men unfamiliar with conditions around a scrap plant, which at the best are none too good. This performance only goes to bolster up the old deep rooted theory that "Co-operation Pays"—not only if applied to commercial enterprises, but also in fostering the "Safety First" movement, as well.

This co-operation or education of co-workers can only be accomplished when the "get together" spirit prevails as a unit. No special inducements were held up, only the fact that we wanted the Reclamation Plant to be the safest shop to work in on the Frisco and with that object in view, we started.

The monthly "Safety First" meeting at the Reclamation Plant is an institution that has come to stay. This meeting is held regularly the last Friday of each month in the Superintendent's office. The foremen of each department are its permanent committee and at each meeting we have one or two representative workmen from each department selected by

their respective foremen. These men are varied from month to month until every man in the plant, some time or other, will have served as an active member of the "Safety First" committee.

Each member is instructed to turn in reports of unsafe conditions and bad practices and to name specific cases so that an intelligent investigation can be made with the object in view to correct them. After these reports are turned in and read by the secretary, we invite discussions from all, with the results that all take a personal interest and some very good suggestions are made to eliminate hazards and correct bad practices.

Every accident that has happened during the month is discussed and ways and means are provided to prevent a similar accident occurring.

If the accident is one that after discussion and investigation, conclusively shows that the man was injured through his own carelessness, he is personally cautioned and instructed as to proper methods. If he persists in his careless methods, he is dismissed from the service as we cannot afford to have careless men working at the Reclamation Plant.

The slogan for the Reclamation Plant is "Keep the ambulance out of the plant" and our record, which we do not consider unusual from the fact that we are going to beat it this year, has been made only by co-operative efforts to keep it out.

Let's help the new man on the job—we were once new on the job ourselves.

# FRISCO WOMEN'S SAFETY LEAGUE

Nova Stuart Woodside  
SUPERVISOR

810 Woodruff Building  
SPRINGFIELD, MISSOURI



## “United We Stand—Divided We Fall” Teach Patriotism.

*By the Supervisor.*



“I pledge allegiance to my Flag and to the Republic for which it stands; one nation indivisible, with Liberty and Justice for all.”

The youngest patriot I have met is a twenty-month old girl of Rolla, Missouri, who salutes the picture of the flag every time she sees it.

Those of us who have been averse to recognize Safety First for women as an important factor, and have been slow in taking up the kindergarten steps must now think, act and work by leaps and bounds, for

Safety First is with us in its largest sense, that of Patriotism; the ten women for each boy in the trenches, the food conservation and better yet the food substitution.

Mothers and teachers why not take ten minutes of your work time and ten minutes of your play time each day to teach the youth patriotism and Americanism? Every unpatriotic thought, word and deed sacrifices one more American boy.

If the Frisco Women's Safety League trails in the dust, lags behind or seems to fail it is a blow to every cause espoused by womankind.

In the order of October League meetings the east shall come first because of the hearty response and quick interpretation of the Supervisor's every suggestion as to plan of program and work.

**Fort Scott** had a mid-month get-together with twelve Leaguers present to discuss ways and means and when the town gave a Patriotic Day for the soldiers leave taking the Safety First float was the most attractive in the whole parade. The officers worked socially and conscientiously and the result was a splendid program on their meeting day Oct. 29, at Y. M. C. A., where the citizens address was Safety First from a lawyer's point of view given by Prosecuting Attorney Jackson. President Mrs. Harry Hanes message was the presentation of flags with speech on our constitution, colors and national flag. The League federated with City, District and State and adopted for the year's slogan “Safety First on Conservation in Fort Scott.”

**Fort Smith** deferred her regular meeting and attended the Arkansas Federation of

Women's Clubs when there was a wealth of learning to be gained from State and National lectures on Safety First in its highest sense. The Supervisor of Safety was introduced from the platform and brought greetings from Missouri to Arkansas.

**Amory** had her regular meeting at Masonic Hall, October 25th, with a good attendance of enthusiastic workers, presided over by the gracious President Mrs. C. M. Davis. An informal program was rendered and plans made for a Frisco social affair on Thanksgiving Day.

**Memphis** held its meeting at Grand Central Station, Tuesday, October 25, Mrs. Reese, vice-president, presiding, and an excellent program was rendered to an enthusiastic audience. Mrs. David Dierdorf, a food conservation speaker, gave the citizens address, outlining Safety First

from the child at home through to American Patriotism. The Frisco-Man will probably want to print this excellent speech so we will not spoil the whole with details in this synopsis of League work done in October.

**Jonesboro** League met October 26, at Y. M. C. A., the Supervisor presiding in the absence of the President, Mrs. A. D. Anderson. School Safety First items were ably discussed by the League after which the audience was greatly benefitted by an able speech given by Rev. W. Sherman on "How is cleanliness akin to Godliness?"

**Hugo** League meeting was held at Engineers' Hall, October 17, with a magical number to do business and each one promised to bring something very worth while to the November meeting.

**Monett** Leaguers met at Y. M. C. A., October 15, with Mrs. Dan Guiney presiding. Mrs. Mary McCaleb Smith of Springfield was the prominent speaker and she talked on the subject dear to the Monett ladies' hearts—Safety First for our boys and girls and a matron in the railway station. Monett plans to be hostess to neighbors and officials at her November meeting.

**St. Louis** ladies met in the office of P. W. Conley at Tower Grove, October 11, with Mrs. Riggs ably presiding. Much business and a good program amply repaid the St. Louis Frisco family who braved the elements and responded to the roll call. Mr. Conley made an encouraging and enthusiastic talk to the ladies and welcomed them back to their most comfortable quarters. Mrs. Conley and Mr. Baltzell are the only officials who have dismissed their office girls to attend our Safety First meetings.

**Springfield** League met at the usual place, Heers Auditorium, Friday, October 5, with the President, Mrs. Chas. West in the chair. Business, music and speeches was the order of the day and all present considered the hour on Safety First for

Springfield well spent. Past President Mrs. Bear's work as chairman of Program Committee certainly has results in the program. She never fails to give us good music and in the environment of Mr. Leavitt's beautiful pictures the League has a taste of the Fine Arts so necessary to keep the womanly poise.

**Thayer** ladies are honored in having a place of meeting with an ownership name. They held their October meeting the first Monday of the month in Safety First Hall with the Vice-President, Mrs. Maggie Beck in the chair. The physician who was to give the citizen's address was unavoidably detained and the following program was carried out.

- Music—America.
- Psalm—Twenty-third.
- Business—Reports of Committees.
- Frisco-Man greetings from Supervisor.
- Ten Safety First points in Yard—Mrs. Piper.
- Is Thayer large enough to fight tuberculosis?—Mrs. Fisher.
- Live a Little Longer and Better—Miss Woodside.
- An informal discussion on sanitation of City and Railway.

So many secretaries are doing their reports promptly, neatly and efficiently, we want the Frisco to know all about it and perhaps names, pictures, etc., will appear in our official organ in due season.



The Supervisor *needs* the reports and good papers within five days after meeting.



The Southern Division Leagues plan an interchange of visits for the next two months as the Safety First prize may not come to them the sixth time with the many other divisions working so hard for it. Thayer is to be hostess to Jonesboro the first of the month and Amory is hostess to Frisco officials and neighbors the last of month with Memphis and Birmingham inviting folk in between. A few visits within the Frisco family will promote cheer, sociability and good fellowship and bind together more closely the wonderful cause of Safety First.

The St. Louis Frisco Women's League at the regular meeting held at Tower Grove, October 11, 1917, voted two dollars from the League treasury for the War Library Fund.



The Springfield Frisco Women's League at the November meeting voted to appropriate ten dollars to be given to the local Y. M. C. A. War Relief Fund.



### War Revenue Tax.

In a circular letter issued under date of October 27, by the Accounting Department addressed to the Officers, Agents, Conductors and Employes, attention is called to the War Revenue Act of 1917, approved October 3, 1917. This Act imposes certain obligations upon the railroads and their patrons with respect to the payment of the war taxes as set forth in the law.

All employes, especially Agents and those having to do with the collection of revenues should become thoroughly familiar with the provisions of this Act, and be

able to explain to patrons just how it affects them in purchasing transportation of any kind.



Most men do not realize the hazard of their occupations, and for that reason do not use due precaution.



Avoid walking on any tracks and before crossing ANY TRACK, "Stop, Look and Listen!"



It is the careless, thoughtless and indifferent men who contribute to the support of the undertaker.



### 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.



## Roll of Honor.

**ED TOMIA**, engineer, **J. W. THOMAS**, conductor, **G. PHIPPS**, fireman, **JOHN CONLEY** and **RAY BEHEE**, brakemen, crew of train 345 running between Neodesha and Wichita, October 11, stopped their train and put out fire at Beaumont. Fire had already burned up close to stockchute.

**B. E. LUTZENBERGER**, brakeman, Salem, while flagging for a work train at Cuba, October 4, discovered a broken arch on C&NW 69777, loaded with iron ore. This discovery no doubt prevented a serious accident as the car in question was very heavily loaded.

**GEORGE R. BERGER**, engineer, and **J. G. WIRTH**, fireman, repaired air pump on engine 1324 at Valley Park, September

5, thus enabling them to take the train to terminal instead of giving it up and calling for another engine.

**C. C. DECKER**, section foreman, Rolla, on October 24, discovered a car in train No. 35 was off center, and notified the conductor, and with his men assisted the train crew in placing car back to center.

**J. E. CRANER**, engineer, **W. CAMPBELL**, fireman, **J. D. FOUNTAIN**, conductor, **ROBT. SADLER** and **R. L. WILLIAMS**, firemen, crew of Extra 562, Eastern Division, October 20, discovered fire in corn field adjoining right-of-way. Stopped train and fought fire until it was entirely extinguished.



## Freight Claim Pointers.

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

Present day conditions are a sure test on the ability of railroad employees to render efficient services. Extreme shortage of cars has made it necessary to load equipment with merchandise and other classes of freight to full capacity and this means that more care must be used in stowing on the part of loading forces, also, every effort should be made by trainmen to overcome properly, the conditions arising in the loading and unloading at way-stations, breaking down freight, et cetera. By making the best of the situation we simply increase the number of available cars and at the same time prevent unnecessary loss and damage to freight.

The second-hand package has become a serious problem—not only should we be careful in seeing that the second-hand containers used are in good shipping condition, but special care must be exercised to see that all old marks are erased or thoroughly obliterated before accepting for shipment, as same might cause shipments to go astray.

The winter months bring to mind the standard ventilation instructions:

“(When temperature below freezing, 32 degrees), **PUT IN ICE-PLUGS, CLOSE HATCHES AND OTHER VENTILATORS WHEN TEMPERATURE FALLS BELOW FREEZING.**

“(When temperature above freezing, 32 degrees), **OPEN HATCHES AND VENTILATORS AND TAKE OUT ICE-PLUGS IMMEDIATELY THE TEMPERATURE RISES ABOVE FREEZING.**”

Unless billing carries special instructions, conductors, agents and yard people

should see that the Standard Instructions are complied with in every case of carload perishable. Always remember that if we cannot produce a good record in this respect and there is damage, it is a hard matter to avoid a claim.

This is a time of sacrifice—unusual things must be accomplished—our Government must prosecute the war to a successful conclusion. The railroads, and this means everyone they employ, must strive to give the best possible service—we must utilize to the fullest extent every available facility—especially is it to be seen that it is necessary to conserve the power and equipment, these are hard factors to duplicate; also, in avoiding the destruction of property whether it be the Company's or a piece of freight belonging to a patron, or a cow or some other kind of valuable animal belonging to someone living along the right-of-way, we are supporting the interests of our Government in that we are conserving the supplies.

Our ratio of freight loss and damage claim payments to gross freight revenue is the highest now that it has been since May, 1914—has any one any practical suggestions to offer towards reducing this loss?

Do you know that cotton brings a record breaking price for that commodity—that cotton seed is worth around \$68.00 per ton? Agents *check your cotton* and against billing—see that you get what you sign for and bill it properly, retaining proper records. Let's don't fall down on this year's business. In loading cotton seed we must use the best cars available.

When it comes to a question of figures shown covering our operating expense, whether same represent right-of-way fire, stock killed on right-of-way, or short or damage freight losses, if you are an agent, trainman, yardman, trackman or in some other capacity, stop and think what part you might have played in the making of these figures.



## Their Vacation.

Frisco employes enjoying vacation on Goat Island, Niagara Falls, N. Y. From the left they are "Father" Bidwell, Con-



ductor K. C. Sub; J. F. Hall, Fireman, Ft. Scott yards, and N. H. Waters, Conductor A. & P. Dist.



## Conserve the Coal.

"Provide water that is free from scale" urges the Committee on Coal Conservation, to steam boiler operators.

There is no more efficient or economical means of doing this than by the use of Dearborn Treatment. A small quantity per thousand gallons of water evaporated

keeps the scale from forming and full heat value is obtained from the coal burned.—*Adv.*



## Economy of Empire Paint.

One coat of Empire Paint is all that is necessary on either wood, composition or metal, to thoroughly protect against fire and weather conditions.

Fence posts or any timbers which come in contact with the ground should be painted with Empire Paint, to protect them against rot and insects. The sills and frame work of your water tanks would also be protected against the constant leakage and overflow, as it would also be protected against fire.

A great saving can also be made on each division by properly repairing and painting those old roofs.

Empire Paint is used on composition and metal roofs also, with as good results as on shingles.

Try it on some of those repair jobs and see how economical and efficient it really is.



"For a dollar bill, we will send, postpaid, 100 neatly printed cards, bearing your name, title, address, telephone number and Frisco trade mark. A nice present for yourself or friends. Something that is needed and will give you prestige and individuality.

The Printery, 412-421 Standard Trust and Bank Building, 105 West Monroe St. Chicago, Ill."—*Adv.*



## TYPEWRITER SENSATION

**\$2<sup>50</sup>** A Month Buys **L. C. Smith**  
a Visible Writing

Perfect machines only of standard size with keyboard of standard universal arrangement—has Backspacer—Tabulator—two color ribbon—Ball Bearing construction—every operating convenience. **Five Days Free Trial.** Fully guaranteed. Catalog and special price sent **free.**

**H. A. SMITH, 378-231 N. Fifth Ave., CHICAGO, ILL.**

# Mail, Baggage and Express.

## Collect Baggage Revenue.

*By H. T. Mason, Mgr. Mail Traffic, Gen. Baggage Agent.*

There should not be any hesitancy in going after and getting all baggage revenue. It is a legitimate earning of the railroad and a part of the only thing we have to sell—transportation. Storage charges are related to and an incident of transportation. The excess and storage rates applicable are legal and the regulations governing transportation and storage of baggage are very liberal to the traveling public and collection must be made for service in excess of the allowance permitted. The cost of all items—men and material—in connection with the operation of the railroad has increased enormously, while we have not been permitted to increase the selling price of transportation, making it necessary that we get all.

Every agent should interest himself. The result will be surprising even at what is considered a small station. At the larger station this baggage revenue will run up quickly into real money.

Recently we transported 740 pounds excess baggage with a show troupe, the owners having taken advantage of two local ticket rates to defeat the interstate rate. Thus the excess baggage got by three of our stations. The employee at junction point where party re-bought and re-checked baggage, claimed time was too short between trains to weigh the baggage. If he had applied a C. O. D. check it would have signaled the destination station where the baggage would have been weighed and charges collected clear through from originating point.

Do not fail to make record of all baggage checked. It is of the greatest importance and as important is the necessity for weighing all baggage. The eye may deceive, so may the owner of the baggage if you leave it to them to advise you their excess.

When handling duplicate check, after it is made out, to the passenger, call off to the passenger the destination as you have it on the check. It helps to avoid wrong destination.

We frequently find under baggage checks, boxes containing apples, pumpkins, vegetables of all kinds, preserves, bed clothes, household goods, in fact everything but real baggage. Where this is being permitted, the agent who is receiving commission from the express company is losing money; so does the express company and so does the railroad company. In addition it is illegal, inasmuch as we are transporting a commodity and not making proper charge therefor.



### R. R. B. Mail.

It is desirable that all envelopes show department or station from which it is sent out. It is not economy to print envelopes for each department or station, and a simple plan that answers the purpose is the use of a rubber stamp, the imprint to be placed close under the system emblem in upper left-hand corner. This permits undeliverable mail to be returned to originating source in same envelope and makes it unnecessary for someone to open the envelope in order to ascertain origin. This does not apply to the 3404-Standard which is for re-use several times. In using the 3404-Standard envelope, the first one addressing should begin at the first space under the emblem in the upper left-hand corner. Then others can, and are requested to follow in the consecutive spaces.



### Postage Rates Changed.

Effective November 2 the rates of postage on U. S. mail of the first class will be increased.

The rate on letter mail to be 3 cents an ounce, or fraction thereof, and on post and postal cards the rate will be 2 cents each card.

Drop letters will remain at present rate of 2 cents an ounce, or fraction thereof. (A drop letter is one for delivery at the office of mailing.) This applies to letter mail only—not to post or postal cards.

This increase of postage on letter mail will mean that where 2 cents postage, or multiples thereof, is now applied, under the new rate 3 cents postage, or multiples thereof will be applied.

Agents and others using the several forms of postal card notice to consignees, shippers and others, which card has printed thereon a Government 1 cent stamp must apply an additional 1 cent postage stamp. Where the use of post cards (cards without a Government stamp printed thereon) obtains careful consideration should be given to economy whenever practicable by enclosing two or more cards for the same addressee in an envelope and apply the letter rate.

As the increase of postage rates will increase our postage account very materially, each and every one concerned should appreciate this fact and wherever possible and permissible utilize our R. R. B. mail service and give it such attention as will increase the efficiency.

### That "Somewhere."

The geography lesson was about to begin and the subject of it was France. Accordingly, the teacher started off with the question: "Now in this present terrible war, who is our principal ally?" "France," came the answer from a chorus of voices. "Quite right," said the teacher. "Now can any of you give me the name of a town in France?" A small boy in the back of the class almost fell over in his eagerness to tell: "Somewhere," he said, breathlessly.—*Pittsburgh Chronicle-Telegraph*.



Foreman E. W. Segraves and pile driver gang, building 360 feet of trestle on Dillman Egg Case Spur track at Caruthersville, Mo.

### Just So.

"Incarcerating offenders is the wrong idea. We ought to try to prevent crime."

"Just so," said the old-fashioned judge. "And you can prevent lots of crime by putting the right people in jail."—*Louisville Courier-Journal*.

### "Just Twenty Years Ago" Sterlings

were furnishing refrigeration and making ice, and each succeeding year the "Frisco" haul an increasing number of them from the factory of the

**United Iron Works Company,**  
Springfield, Missouri.

WHAT YOU ARE GOING TO DO  
PUTS NO MONEY IN YOUR PURSE;  
IT IS WHAT YOU ARE DOING  
THAT PROVIDES THE DOLLARS.

What you put into your Savings  
Account today influences what  
you will be and have tomorrow.

**The Central National Bank**  
Tulsa, Okla. —Adv.



# WITH THE AGENTS



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

## Suggestions From a Veteran.

G. A. Lightner, Agent at Olustee, Okla., a veteran in point of service, makes a number of suggestions with a view to cutting down our stationery bill. As Mr. Lightner is an "old head" at the business, and has had ample opportunity to learn by experience, his suggestions should be tried out by all. He says:

"While we are making this world safe for democracy we can do our bit in the saving of stationery. The time was when we could not entertain the idea of a common employee offering a suggestion to his superior officer, it would have been less majesty. Today the Frisco wants any suggestion we can make, that is, for the betterment of all. To us older employes, we feel that we are part and parcel of this company. We should feel toward our road just as if it were ours, and towards one another as brothers.

"As a suggestion on the use of envelopes I hope the general offices can assist, we take a large sized envelope, make a large

address across the face of it. I feel that we could use one end of it and if contents not of a private nature simply tuck flap inside or tip the middle enough to hold it. To open, simply roll a pencil under the flap. For this station we hardly ever use over 25 new envelopes per month. When carbon paper gets dull take it by the edge, walk over to the hot stove pipe, draw carbon back and forth two or three times over pipe, it will refresh it good as new.

"For the smaller stations, get an old catalogue the size of your bills lading, use every other page and paste your ladings in them. It makes a permanent file you can get a lading in one minute when after reference. If all of us will tighten up on this we can just about put our worthy stationer out of a job. It gets to be a delight to do this way if you are a patriotic employe. Let's get the habit, study out some new and useful idea and put it up to your boss. It will make him feel good. The world is looking for useful ideas."



## Shifts.

L. E. Pittman installed temporary agent Mead, Okla., October 31.

S. Ockerman installed permanent agent Middleton, Okla., October 22.

J. L. Hernage installed permanent ticket agent Keyes Summit, Mo., effective October 25.

A. G. Ellingboe installed permanent agent Clarksdale, Ark., October 29.

J. W. Barton installed permanent agent Turrell, Ark., October 30.

Miss M. Cox installed permanent agent Clifford, Okla., October 22.

Art Ward installed permanent agent Southard, Okla., October 27.

I. J. Fuller installed permanent agent Peckham, Okla., October 31.

H. G. Jackson installed City Ticket Agent, Ft. Smith, Ark., October 31.

B. P. Melton installed temporary agent, Brickeys, Mo., October 30.

J. W. Wasson installed permanent agent Beaumont Jct., Kans., October 29.

Miss G. F. Garlock installed permanent agent Horine, Mo., October 29.

J. J. Cunningham installed permanent agent Malden, Mo., October 22.

S. W. Herren installed temporary agent Terlton, Okla., October 18.

E. W. Chambers installed permanent agent Dodge, Okla., October 19.

E. A. Morsani installed permanent agent Ft. Towson, Okla., October 27.

Effective October 23, 1917, Taft, Mo.,

opened as ticket only agency, Wm. S. Casebolt installed ticket agent.

Effective October 26, 1917, Greenbrier, Mo., opened as a ticket only agency, Nathan Lloyd installed ticket agent.

J. A. Price installed permanent agent Nettleton, Miss., October 22.

R. Smith installed temporary agent Bono, Ark., October 18.

F. B. Taylor installed permanent agent Rush Tower, Mo., October 19.

C. E. Heath installed permanent agent Marion, Ark., October 17.

L. B. Matthews installed permanent agent Diggins, Mo., October 15.

W. D. Twohig installed permanent agent Pomona, Mo., October 16.

H. O. Proffer installed permanent agent Swinton, Mo., October 17.

J. H. Leasure installed permanent agent Carmen, Okla., October 15.

W. S. Wight installed permanent agent Pettigrew, Ark., October 25.

M. Forrester installed permanent agent Narcissa, Okla., October 26.

R. Nelson installed permanent agent Yarbro, Ark., October 15.

J. L. Sullivan installed permanent agent Ardmore, Okla., October 8.

J. P. Nolan installed permanent agent Drummond, Okla., October 6.

A. J. Hampton installed temporary agent Lucien, Okla., October 9.

J. O. West installed permanent agent Middleton, Okla., October 12.

C. E. Kilby installed permanent agent Midland, Ark., October 13.

G. R. Pamplin installed permanent agent Northview, Mo., October 12.

F. J. Husted installed permanent agent Osceola, Mo., October 8.

W. D. Wilson installed permanent agent Christie, Okla., October 11.

A. Lindsey installed permanent agent Kewance, Mo., October 10.

W. H. Lohnes installed permanent agent Black Rock, Ark., October 8.

Geo. Gill installed temporary agent Turrell, Ark., October 12.

V. V. Sullivan installed permanent agent Combs, Ark., October 8.

C. M. Rice installed permanent agent Tuskoehoma, Okla., October 11.

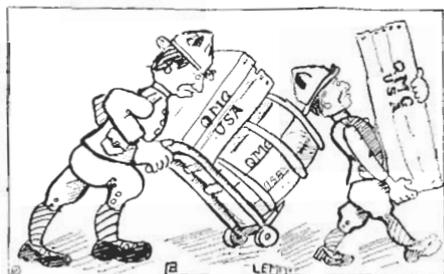
Effective October 15, ticket only agency opened at Pickett, Ark., J. V. Glasgow installed ticket agent.

V. E. Lindabury installed temporary agent Leflore, Okla., October 13.

Effective October 21, 1917, Clifford, Okla., station is closed as telegraph station. Clifford is still being operated as non telegraph station.

New spur is being constructed on the Afton Sub Division at MP 162.8 to serve Ontario Smelting Co. This spur track will be known as "Ontario".

**"To the men who run the railroads of the country, whether they be managers or operative employes let me say that the railroads are the arteries of the nation's life and that upon them rests the immense responsibility of seeing to it that those arteries suffer no obstruction of any kind, no inefficiency or slackened power."—Woodrow Wilson.**



Little George (Optimistically): Well, one good thing about the Quartermaster's Department, we stand no chance of getting shot.

Joe (Sadly): Yes, and since prohibition hit this camp we can't even get half shot.

### Her Idea.

"I saw some wild turtle doves in market."

"They must be very convenient," remarked Mrs. Newlywed.

"Why so?"

"I suppose you can serve them as turtle or as dove."—*Louisville Courier-Journal*.

### Curious.

"I have called again, sir," said the collector.

"I suppose you want money," snapped the man.

"No, I merely dropped in out of curiosity to learn just what your reason would be this time for not paying this bill."—*Detroit Free Press*.

"Aggravating, I call it."

"Eh?"

"To run for the elevator and then have 'em wait for a man who walked."

"Hubby, do you love me?"

"Why, certainly, my dear. Just refer to the letters I wrote you during our courtship days."—*Kansas City Journal*.

### Just a Little.

"Matt sure has got nerve, hasn't he?"  
 "I guess yes. The other day he asked an automobile salesman for a sample."  
 —*The Lamb*.

### Impressed on The Features.

Lola—She says her mind is made up.  
 Lulu—She needn't have mentioned it. You can see the make-up on her face.—*Philadelphia Bulletin*.

### Off With The Dance.

Him (learning to waltz). Is it hard to reverse?

Her—No; just take your foot off my right one and put it on my left.—*Tiger*.

### Just Like a Girl.

"Sod you'd like to see a ball game?"  
 "Yes, a good, long one. Take me the next time they advertise one of those twelve-inning games."—*Kansas City Journal*.

### Put Yourself in His Place.

Burks—"He's the meanest man in town."

Smirks—"And why?"

Burks—"I told him that I bossed my wife, and he went and told her."—*Everybody's Magazine*.

### Poor Boy.

"Mrs. Briggs is dreadfully worried for fear her boy will have to go to war."

"Oh, well, it's only natural that a mother should dread the thought of her son's life being sacrificed."

"That isn't what is worrying Mrs. Briggs. She has heard so much about the funds being raised to send cigarettes to the boys in the trenches that she is mortally afraid her son is going to learn to smoke."—*New York World*.

### Party of Sixty-Five Wins.

The gayly painted pleasure steamer was just putting off from Margate pier when a stout gentleman came tearing along, flourishing his stick and shouting excitedly:

"Stop! Put her back—put her back! There's a party—between 60 and 70—wanting to go."

The captain, seeing that there were very few passengers aboard, thought it worth while to "put back."

The old gentleman thereupon stepped on board and collapsed into the nearest deck chair and wiped his steaming brow.

The captain waited, his eyes scanning the pier.

"How long are they going to be?" he asked. "Where is your party of sixty or seventy?"

The heated gentleman looked up in mild surprise.

"Oh," he said. "I'm the party. I'm 65 today, sir."—*London Answers.*

### As to Hotel Guests.

Friend—Do you ever have any trouble with your patrons?

Hotel Proprietor—Very seldom. Occasionally however, one of the guests forgets he is stopping at a hotel and behaves as if he were visiting in a private house.—*Life.*

### The Chance.

"Ah wants the day off, boss, ter look fo'a job fo' mah wife."

"Will you be back tomorrow?"

"Yes, ef she don't git it."—*Boston Transcript.*

### Didn't Give Her a Chance.

"You'll have to pay fare for that child, madam," said the conductor.

"But he's only eight years old."

"We collect for all children over seven."

"Well, why don't you have your silly old rules put up where people can see them?"

## BAKER VALVE GEAR



### HOW TO HANDLE THIS GEAR

This is the subject matter of a little pamphlet telling what to do in case of failure.

One of these booklets should be in the hands of every engineer on the Frisco.

*Mailed free on request.*

**MUDGE & COMPANY**  
RAILWAY EXCHANGE, CHICAGO

*Western Representatives for*

**THE PILLIOD COMPANY**  
30 CHURCH STREET, NEW YORK

# Efficiency Committee Doings

## Central Efficiency Committee.

The Central Efficiency Committee held its regular meeting in Springfield, October 22, with 32 members present.

The first report heard was that of Sub-Committee No. 1—Observance of Rules and Discipline. This matter has been given special attention during the last two months, and the accomplishment of much good is reported. The subject of surprise tests was brought up, and a change in blank forms and instructions was deemed necessary for the carrying on of this work.

It was also decided to send a competent person to Terre Haute, Ind., to study the methods used by the Pennsylvania Railroad in handling this matter. Mr. Trout was chosen as delegate.

Many other questions regarding the observance of rules were brought up for discussion and action.

The report of the Sub-Committee on Fuel Economy, Train Haul and Engine Miles, of which G. H. Schleyer is chairman, was very interesting and many suggestions for betterment and improvement were made, which will no doubt, result in much good.

The Per Diem and Car Efficiency Committee had much to report, indicating that excellent results may be expected from this committee.

The Roundhouse Efficiency, Terminal Delays and Engine Failures; Safety First; Freight Claim Prevention; Telegraph Agency Plan -Soliciting Business, and Maintenance Committees each made extensive reports on the work being done and results being accomplished.

One of the features of the meeting was a paper by Mr. G. L. Ball, Superintendent of Insurance, on Fire Prevention. He pointed out that with the nation doing everything to increase its supply of food,

and materials for the proper conduct of the war, we should not overlook the matter of preserving that which we already have. Mr. Ball explained in detail just what should be done to prevent destruction by fire, and the duties of everyone with a view to eliminating as far as possible, losses due to fire. He urged that measures be taken to guard against fire, that fire fighting apparatus be kept in shape at all times.

The next meeting of the Committee will be held January 28. All chairmen were urged to have a very complete report. Meeting adjourned at 6 p. m.



## Eastern Division Meeting.

The Eastern Division Efficiency Committee held its regular meeting in the office of the Superintendent at Springfield, October 19. The following members were present: J. F. Simms, F. C. Pearson, L. N. Bassett, C. T. Mason, M. D. Ross, J. Daugherty, F. A. Denton, N. H. Kruse, J. Eib, A. S. Abbott, J. E. Rosenbalm, J. D. Heyburn, W. J. Kelsey, W. E. Belter, E. P. Hogan, W. P. Gustin, W. H. Samuels, G. C. Hughes, J. J. Schuster, T. J. Sullivan, W. C. Smith, H. L. Bornbeak, C. J. Drummond, W. B. Simpson, J. A. Woodson, J. R. Dritt, W. W. Aton, W. M. Delo, and B. Phillips. Visitors: F. A. Wightman, H. W. Johnson, W. A. Young, C. P. Lloyd.

The report of the committees was immediately taken up, with the Rules and Discipline Committee first. This committee recommended to the Central Committee to handle with the Train Rules Committee with a view to providing a rule in book of rules covering matter of trains pulling in one passing track. First, requiring conductor leaving cars on passing track to notify assistant superintendent from first open telegraph station or



VIEW OF OUR 8 HOUR DAY PARADE AND CELEBRATION, OCTOBER 28, 1916

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 NEW YORK  
**ENDICOTT-JOHNSON & CO.**  
 MAKERS OF LEATHER AND LEATHER SHOES  
 "We make GOOD  
 Shoes for  
 RAILROAD MEN"

from first emergency telephone where same are in use and requiring train dispatcher to immediately notify trains. But trains pulling in on passing tracks be required to do so under control and not relieve from responsibility if strike cars on passing track.

The Fuel Economy, Train Haul and Engine Miles Committee report an increase on through passenger trains in pounds of coal consumed per car mile this year compared to last, while local and branch passenger shows a slight decrease.

The report of this committee was very thorough, giving figures, and making recommendations for improvement.

In the way of economy, Sub-committee No. 5 reports that the roundhouses of the Eastern Division have done much in the reclaiming of coal by cleaning out that that falls thru grates while engines are being fired up, picking up coal around chutes and roundhouse tracks and watching all cars that have been unloaded to see that no coal is carried out in supposedly empty cars.

The Safety Committee made an exhaustive report, in which it is shown that good work is being done as the members are becoming more familiar with their duties in this line. Cards received since last meeting were 14, conditions handled and corrected 23, and cards being handled 9. A number of recommendations were made at meeting, which will be taken up.

The F. C. P. Committee reported that the general increase in claims on all commodities was due partly to the increased value, this being especially true of meat and packing house products. The Claim Prevention Committee made an exhaustive report covering many subjects.

After all Sub-committees had been heard, Mr. Wightman requested that a few minutes be delivered to the Liberty Loan Campaign. He read a letter from Mr. Carr urging the employees to do

their bit by subscribing. Blanks were passed among the members of the committee and 21 bonds were sold, aggregating \$1050.

Mr. Johnson made a short talk on freight claims and poor movement of stock, and Mr. Young read several articles commending the railroads as a whole on their good handling of troops.

Meeting adjourned at 5 p. m.



Engine Watchman, Willis B. Norris, and the 806, Arcadia Puller.



**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 ablations.

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.



# LINES FROM ALONG THE LINE

**SPRINGFIELD**—Mr. and Mrs. Alonzo Morrow are the proud parents of a son, born October 26. Mr. Morrow is a fireman.

R. S. Clark, wife and daughter, Wilma, returned recently from a ten days' visit in western Kansas. Mr. Clark is clerk in the office of A. S. Abbott, division master mechanic.

J. A. Pullar, machinist inspector, expects soon to take a two weeks' vacation, and will visit in Birmingham, Atlanta, Knoxville and other points in the south.

Frank A. Wightman, Superintendent of Safety, has recently been confined to his home on account of illness; however, he is reported much better at the present writing, and will be able to be about again soon.

A. A. Nowakowski, chief clerk to Superintendent of Safety, has made several trips to St. Louis recently, visiting relatives, attending weddings, etc.

Springfield made an excellent showing in the recent Liberty Loan Campaign. There was much excitement, and quite a rivalry between the general offices and the shops, and between the various shops. When the dust cleared away it was found that a total of \$113,900 had been subscribed by Frisco employes at this place.

Superintendent of Safety, F. A. Wightman, and A. A. Nowakowski, his chief clerk, had charge of the campaign, and deserve much credit for the success attained by the entire system in the matter of subscriptions to the Liberty Bonds.

The F. L. & D. Claims Department, and the Safety Department, are the only ones at Springfield furnishing the Frisco-Man with any news. Gentlemen of the Frisco of Springfield (and elsewhere), don't you know the Frisco-Man can't supply you with up to the minute news unless you and your Frisco friends take a hand.

**KENNETT**—Miss Ruth Baumblatt has accepted a position as ticket agent and stenographer here. She has just completed a course in stenography at the Gem City Business College, Quincy, Ill.

Mrs. B. A. Lipscomb and little son joined Mr. Lipscomb in Cape Girardeau October 22. Mr. Lipscomb is now first truck operator at that place.

**HUGO**—Miss A. B. Glenn, train dispatcher, is relieving dispatcher Brennan at this place.

Hugo was all astir during the recent Liberty Loan campaign, and "everybody did it". We made an excellent showing.

**STE. GENEVIEVE**—J. W. Ellis, roadmaster, has J. E. Rigdon purchased a new home at this place, and has brought his family here. Success to you Mr. Ellis, we want all good people to stay with us.

Mr. Wrench, of Brickley, Mo., watchman on Section 8, is on the sick list.

**KANSAS CITY**—E. J. Price, store keeper recently M. C. Whelan withdrew from the Safety movement and assisted in handling material while short of laborers. Result a very painful injury to finger which developed into serious case of blood poisoning and he is now through bouquets and compliments to our efficient emergency treatment expert, Thos. C. Curry, mill foreman. *Moral*—Keep inside your own line of business and perform labor in accordance to your weight.

Alvin Moline wandered away from the Frisco reservation, spent two weeks sojourning in California and has fooled all the boys here by coming back alone. Well, Alvin, we have some delightful young ladies in K. C. and I expect there is one

among them who thinks you look at matters in a sensible light.

We were honored during the past month with visits from H. W. Jacobs, E. Cordeal, Supt. Hutchinson, Asst. M. M. Ferguson, Gen'l Storekeeper Price, Asst. Supt. M. P. H. Honaker and the paymaster again.

After a most patriotic and educational address by Judge Latham of the Criminal Court, Gen. Foreman C. R. Keen and Mr. Skaggs, assisted by the foremen of the departments, sold Liberty Bonds so fast that it was necessary to call for volunteers as clerks. The mechanics receiving back pay could afford to assist Uncle Sam and did so. Most of the foremen also invested.

Bert Melville, road house machinist, is acting as assistant road house foreman in place of Mr. Reynolds, resigned.

On account of the energy used by our city officials in ferreting out crime and preventing gambling, some of the light fingered gentlemen recently attempted to use the Company premises for a crap game just over the hill in a secluded spot but the noonday meeting held here some time back had done its work well and the Frisco boys protested so hard that the officers swooped down and captured the enemy without a struggle. Some gave the name Slim Dago, etc., and have now reformed as far as attempting to break the laws and also the rules of the Frisco.

A good many of the boys are drawn on jury service and Mr. Foster is kept busy getting acquainted with the Judges so as to get them off on account of business.

**ST. LOUIS**—It has just been learned that the stork visited the home of C. E. Tackett, of the Traffic Department, August 3, bringing a bouncing girl. Said stork returned on September 1 to the same department, this time visiting H. P. Norden, and presenting him with a young man assistant.

Marcella H. Berne, infant daughter of A. B. Berne, of the Traffic Department, died November 6 at 11:50 p. m., at age of 14 days, and was buried November 8. We extend our deepest sympathy to Mr. and Mrs. Berne.

Billy Miller, Walter Wist and Buddy Seavers, all of the President's office, spent Sunday November 3, in Memphis.

Charles E. Watson, Traveling Demurrage Clerk, was a recent visitor at the St. Louis offices.

A. A. Nowakowski, Chief Clerk to the Superintendent of Safety, at Springfield, was called to St. Louis November 10, to perform as Best Man for Louis W. Kramer of the Passenger Accounting Department, whose marriage to Miss Fern Thomson of St. Louis, took place on that date.

The past month has been an exceedingly busy one for the St. Louis offices. When not performing duties pertaining to our work, we have been busy subscribing for Liberty Bonds, and Hooverizing, that is, signing the Food Conservation Pledge.

**PITTSBURG**—Charles Wright, the traveling storekeeper, was here recently reshelving the new storeroom.

Clifford Mintz took up his duties as Assistant Storekeeper, Monday, October 15.

E. C. Fisher has just returned from Moundville, where he attended the funeral of his brother-in-law, who was killed in a mine cave-in at that place.

A new storeroom is being erected here to replace the present buildings, which have become insufficient for holding the necessary car and engine supplies. Construction of the building and installation of supplies is under direction of C. E. Price, Division Storekeeper of Kansas City, and direct

# The Frisco Man

supervision of Traveling Storekeeper Charles Wright.

Pittsburg made a good showing in the recent Liberty Bond campaign.

G. S. Donahey, Agent, recently took a short fishing trip to Carthage, Mo., where he visited his brother O. C. Donahey.

**NEODESHA** — C. L. Price, Division Storekeeper, L. J. Westerman paid us a visit October 12, on his inspection trip. Mr. Price is always welcome to our city.

E. H. Price, Traveling Storekeeper, was at Neodesha, October 12 on business.

Chris Nelson, general car foreman, was a visitor at Neodesha, October 20, on business.

Bruce, boilermaker foreman at Kansas City, shops, was at Neodesha October 29 on business.

W. A. Morgan, car foreman, was at Springfield, October 21 attending car foreman's meeting. It does Willie good to get back home once in awhile; he resided at Springfield before being transferred to Neodesha.

F. R. Mohnk, who has been stationed at Neodesha for past three months as round house foreman, has been transferred to Sapulpa. We wish him much success in his new position.

A. W. Nelson was appointed round house foreman at this point effective September 15, vice F. R. Mohnk, transferred. Mr. Nelson was foreman at this point for ten years prior to 1917. He has been working as machinist during past year.

Ed Chick, veteran stationary engineer at this point, returned to work October 21, after an absence of a couple weeks spent on his farm near Chanute. He reports everything looking fine.

John Forster, division master mechanic, was at Neodesha, October 30 on business.

Jack Burke, assistant master mechanic, was at Neodesha, November 1 and 2 on business.

Steve Milton, general B. & B. foreman, paid us a visit November 1. He was inspecting work being done on turntable by foreman Swickard.

E. E. Carter, assistant superintendent, was at Springfield November 2 on business.

The Second Liberty Loan proved to be a great success at Neodesha. Everybody is wearing a Liberty Loan button and the housewives have all promised to Hooverize.

Blanche Coleman, chief clerk to assistant superintendent, spent a couple days at Wichita, last of October on business.

W. A. Morgan, car foreman, attended car foreman meeting at Joplin first part of November.

Neodesha is experiencing a great shortage in water. Unless we have some big rains within the next week it will be necessary for the Standard Oil refinery to close down and the railroads will be compelled to haul water.

H. L. Whitaker, night roundhouse foreman, has moved his family from Wichita.



## Appointments and Changes.

A. W. MacElveny, Superintendent Western Division, was appointed Superintendent Southwestern Division, effective November 1, with headquarters at Sapulpa.

E. C. Lilley, Superintendent Southwestern Division, was appointed Superintendent Western Division, effective November 1, with headquarters at Enid.

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to a full understanding of how he (or she) can qualify for advancement and success in the position before which is marked X.

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| <input type="checkbox"/> Travelling Engineer      | <input type="checkbox"/> R. R. Conducting            |
| <input type="checkbox"/> Travelling Fireman       | <input type="checkbox"/> Bridge Engineer             |
| <input type="checkbox"/> Air Brake Inspector      | <input type="checkbox"/> Architect                   |
| <input type="checkbox"/> Air Brake Repairman      | <input type="checkbox"/> R. R. Agency Accounting     |
| <input type="checkbox"/> Round House Foreman      | <input type="checkbox"/> R. R. Genl. Office Ac'g'ing |
| <input type="checkbox"/> Trainmen and Carmen      | <input type="checkbox"/> Bookkeeper                  |
| <input type="checkbox"/> Railway Conductor        | <input type="checkbox"/> Stenographer and Typist     |
| <input type="checkbox"/> Mechanical Engineer      | <input type="checkbox"/> Secularship                 |
| <input type="checkbox"/> Mechanical Draftsman     | <input type="checkbox"/> Advertising Man             |
| <input type="checkbox"/> Machine Shop Practice    | <input type="checkbox"/> Civil Service               |
| <input type="checkbox"/> Boiler Maker or Designer | <input type="checkbox"/> Electrical Engineer         |
| <input type="checkbox"/> Steam Engineer           | <input type="checkbox"/> Telegraph Expert            |
| <input type="checkbox"/> Steam-Electric Engineer  | <input type="checkbox"/> Practical Telephony         |
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(Continued from Page 5.)

production. For example, a man would buy a lot of goods at a certain price for delivery six months hence on contract. He would sell that contract at an advance before delivery. The buyer of the contract would sell it to a third person at another advance, and so on. By the time the goods were delivered to the last purchaser of the contract, the price would have been increased many times beyond that originally fixed by the producer. The consumer would have to pay the last price plus the profit of the last purchaser of the contract. That is the devious route of costly and absolutely unnecessary speculation by which food has been going from producer to user. Now it is to stop. Resale of contract is forbidden. To clinch the matter, the terms of contracts themselves are to be limited to thirty or forty-five days.

Hoarding and waste and wanton destruction of food to keep up prices, something that has actually been indulged in since America went into the war, are prohibited by other portions of the food laws which have been put into operation already.

Now, the license to do business at all is the lever by which the Government is going to make all this machinery work. In the words of law, every manufacturer of food, every supplier of hotels and institutions, every wholesaler or jobber, every commission merchant, every food-stuff broker, every food auctioneer, every retailer doing a business of more than \$100,000 a year, and every warehouse, elevator, or cold storage operator must immediately apply for a Government license to do business, without further notice, also without cost to himself, and hereafter he will not be allowed to do business in the United States without such license, and that license will be revoked for violation of any of the rules and regulations to be put forth from time to time by the Government, such as those

prohibiting resale of contract. Licenses will also be revoked for selling for more than a fair profit, and the Government is to determine what a fair profit is for any given commodity under any given local conditions of business.

It will arrive at its decision as to what a fair profit is by a study of all the cost factors entering into the business for the different classes of food. Material on which to base this study must be furnished in each case by the applicant of a license. Furthermore, his books will always be at the disposal of the Food Administration for examination, and his general manner of doing business will be under supervision.

There are sixty-four articles of food within the scope of this licensing law, and each applicant for a license must state specifically which of them he deals in and in what one or more capacities he does business; wholesaler, retailer, supplier of hotels, and so on. He (of course this "he" applies to firms and corporations as well as to individuals) must tell all about his business, as to its volume in a year, his storage capacity for carrying reserve stock, the locations of all branches, the character of each, the names of managing agents as well as of officers of corporations, the average amount of each commodity handled yearly, and many more things that will enable the Food Administration, through its agencies in each State, to keep track of every concern and to determine what would be a fair profit for it to make on the food items under consideration.

All this is going to react on the small retailer in two ways. In communities in which there are licensed retailers who do a business of more than \$100,000 a year, the prices of all retailers will be more or less influenced by the regulated profits at which the big concerns may sell without losing their licenses.

In small towns and villages and at the four-corners hamlets, remote from the

big stores and the chain establishment branches, it is hoped to control the small dealer by publicity. It is not within the power of the Government to tell him that he must sell at a reasonable profit and to fix the percentage for him. But the Government will know just what he pays for every article he sells, because of its control of the wholesale or jobber with whom he does business, and, if necessary, the Government will let it be known in that village or town just what the grocer or butcher is paying for his stuff. There will be an end to the practice of retailers taking advantage of every vague rumor of increase of cost or shortage of supply to fool his customers into thinking that he has to charge more whether he wants to or not.

The country may have an illustration of this moral suasion by the Food Administrator in the near future in the matter of sugar. It is true that there is a serious shortage of sugar. It will continue until the winter crop comes in at least, but the refiners have promised the Government not to take advantage of the shortage to increase prices. So, no matter how scant the supply may become, the retail grocer will not have to pay more for sugar than he is paying now. The Government wants the public to know that. It urges the public not to pay more for its sugar, no matter what excuses the retailer may give. And the Government also wants the retailer to know that the public knows.

Bread is not on the list of sixty-four articles which you must be licensed to deal in, but wheat and wheat flour, rye and rye flour, and corn, corn flour, and all other corn products are on the list. The question of bread is to be taken up and handled as a separate problem later. The price of bread is now too high to be fair, according to the Government's estimate of fairness. It offers an example of the difference between prices that are high because of economic conditions of

war, and therefore reasonable, and prices that are excessive because some commercial or manufacturing group seized upon the war as an opportunity to gouge the public. The price of flour to the consumer is also under suspicion. When wheat was \$1 a bushel, flour sold around \$6 a barrel. With wheat at its present price, \$11 or \$12 would be a fair price for flour, but the householder is paying \$13 or more.

It was only a few days ago that the representatives of the National Retail Grocers Association and the independent and chain-store proprietors, representing all told 360,000 retailers throughout the country, met in Washington and indorsed the efforts of the Food Administration. They promised co-operation whether they were licensed or not. They pledged themselves as follows:

To the end that the country's industries and their workers may be maintained at the greatest efficiency, and that any unreasonable profits or speculation in food staples may be eliminated, we pledge ourselves to the United States Government not to sell any of the fundamental necessities (as announced by the President of the United States in his Licensing Proclamation of Oct. 8, 1917), at a margin of profit over the delivered cost to the merchant that will yield to him more than a reasonable living profit, irrespective of the market conditions at time of resale; and we pledge ourselves to urge other grocers, whether under the licensing plan or not, to the end that margins of profit by retail grocers throughout the country over the cost to them shall not be greater than prevails under normal conditions. We urge that each retail grocer act individually, and that he sell the staple foods at no greater profit than is reasonable in accordance with their cost of doing business, as sanctioned by the United States Food Administration.

Among the economies recommended by the retailers were the limiting of deliveries to one a day to any one family or on any one route; the co-operative delivery system wherever possible; the selling of nutritious substitutes for white flour and meat; the urging of customers generally to use cheap but wholesome foods in place of high-priced staples; to sell all food products by weight and for cash and in reasonable large quantities; to promote the present selling of potatoes, and to reform store management wherever needed to save in time, light, fuel, equipment, and man power.

# HONEYCOMB



Honeycomb--or flue sheet clinker—is due primarily to the presence in the coal of iron and sulphur impurities known as iron pyrites, or brasses. Contributing causes are lack of air in firebox, and insufficient time for the complete burning or oxidization of these impurities.

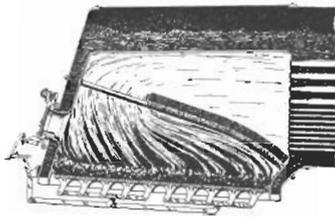
Eastern coals contain from 1 to 3 per cent. and Western coals as much as 10 or 12 per cent. of this iron and sulphur mixture. Screenings and the finer parts of Run-of-Mine coal contain more of this substance than lump coal, and honeycomb trouble is most prolific when firing finely crushed coal.

When Coal is thrown into the firebox the draft catches up the finer particles; and, if burned at all, they are burned in suspension while whirling through the firebox. If iron pyrites is present, it is decomposed by the heat at a temperature of 900 deg. F., giving off part of its sulphur and leaving a residue known as ferrous sulphide.

If this ferrous sulphide is brought into contact with sufficient oxygen and has time to burn completely, an infusible ash results; but if the oxygen supply is deficient, or the time available is not sufficient, a highly fusible substance known as ferrous oxide is formed. This is driven against the flue sheet in a pasty condition and sticks there. The building up of a slag on the flue sheet is accelerated by the fine particles of cinder and ash, which strike the sticky mass and adhere. It is then only a question of time until the

clinker covers sufficient flues to cause a steam failure.

When the clinker first forms it still contains some sulphur. Under the influence of the high firebox temperature, this sulphur volatilizes; and, bubbling out as a gas, causes the "honeycomb" appearance which is responsible for its name.



Security Sectional Arch

It is impossible for most railroads to pick and choose coal that does not contain clinker-forming impurities. They must use the coal that is on or adjacent to their lines, regardless of its defects. If it contains honeycomb-forming impurities, it must be

burned in such a manner as to overcome this difficulty.

Ample air supply must be maintained in the firebox. Large grate area is needed, in order that the rate of combustion be kept low and the draft light. Thin fires and large nozzles should be used. All of the coal possible should be burned on the grates. Large air openings should be provided through the ashpans and grates.

Arches should be used to hold down and deflect the fine particles of coal and until they ignite and burn. These particles of coal and clinker-forming impurities must be thoroughly mixed with air and given time to burn. The arch forces this mixing to take place and gives a longer flamework and higher temperature, to facilitate the burning. Combustion chambers are also necessary; and when used with the arch and sufficient air supply, will do much to eliminate honeycomb troubles.

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## Thanksgiving.

*John G. Whittier.*

Once more the liberal year laughs out  
O'er richer stores than gems of gold;  
Once more with harvest song and shout  
Is nature's boldest triumph told.

Our Common Mother rests and sings  
Like Ruth among her garnered sheaves;  
Her lap is full of goodly things,  
Her brow is bright with autumn leaves.

Oh favors old, yet ever new!  
Oh blessings with the sunshine sent!  
The bounty overruns our due  
The fullness shames our discontent.

Who murmurs at his lot today?  
Who scorns his native fruit and bloom,  
Or sighs for dainties far away,  
Besides the bounteous board of home?

And by these altars wreathed with flowers,  
And fields with fruits awake again--  
Thanksgiving for the golden hours,  
The earlier and the later rain.