

Letters From Our Soldiers.

During the past month several letters from our men now at the Front or in the training camps have been forwarded to the Frisco-Man for publication. It will be impossible, however, for us to publish all of these letters in full. In a letter dated November 1, to the "Office Supt. F. L. & D. Claims," by George Reed, formerly O. S. & D. Clerk in that department, and who is now at Naval Training Station, says:

"Received the notes from various friends in the Claim Dept., and was certainly glad to hear from each of you. Have now been in training two months, and am still at it, although I think our period of training is about over, so far as land training is concerned. They first teach us to be soldiers, then sailors. We have been doing infantry and some artillery drill all the while.

"We have to be up at 5:00 a. m., muster (roll call) at 5:30, breakfast at 7:00, fall in for drill at 7:45 and drill until about 11:00 a. m. Have dinner at 12:00, fall in again at 12:45 for about two or three hours drill. We eat again at 6:00 p. m., muster at 7:15 and have to turn in at 9:00 p. m., with the exception of nights we are out on liberty. We are granted liberty twice a week, one week on Wednesday and Saturday from 7:00 p. m. to 1:00 a. m., and the next week on Thursday and Sunday, same hours.

"While at Secretary Daniels made a trip of inspection to the station. That was an eventful occasion for us rookies. Two weeks ago a regiment of us hiked a distance of nine miles and carried rifles. We are going on the rifle range for target practice in a few days, and like all the rest of them am going to try to make a sharpshooter.

"This life agrees with me fine, have gained 10 pounds in weight since I've been here. I like the Navy line so far and don't regret that I selected that branch of the service."

In a letter to J. Long, John H. White, formerly switchman on the Third Trick Engine at Okmulgee, and who is now a private at Camp Travis says:

"Things are going right along with me and I am getting to be quite a soldier. Also am getting fat and hard as a rock. Get plenty to eat and lots of exercise here. They have been drilling us pretty hard, but that don't bother me a bit, wouldn't mind this life a bit if it wasn't for being away from my wife and that boy of ours.

We have a fine set of officers in our Company. Now are all the boys coming, guess business is pretty good now on the Frisco. We took a 15 mile hike Friday morning. I stand this fine, it don't hurt me at all. Beene stands it better than I thought.

"We have two half days off each week, Wednesday and Saturday afternoons, and then all day Sunday. The soldiers nearly all of them go to San Antonio."

Mr. Long was also in receipt of a letter from Rufus N. Beene, who was a fireman on crew with Mr. White, whose letter is

reproduced above. Mr. Beene is at the same camp, and in the same Company. In part, Mr. Beene says:

"We have Wednesday and Saturday afternoons and all day Sunday off. We spend most of this time playing baseball, football, boxing, foot racing, swimming and almost any kind of other sports you can think. We sure have a fine place to go swimming; the water is furnished by two artesian wells."

The balance of this letter is substantially the same as Mr. White's.

The following is a letter from Guy T. Taylor, formerly ticket agent at Ft. Scott, and now with the Twelfth Engineers in France. The communication is dated September 27, from "Somewhere in France," and is addressed to Mr. E. E. Dix, agent at Ft. Scott.

"This will acknowledge receipt of the good letter from you, which has been read and re-read with pleasure. I look forward to the arrival of our mail more than to anything else, viz. First, it pleases me most to line up to receive my mail; second, line up for our "cats," and third, to sign the pay roll. Money is of but very little value on account of such few things we can buy.

"We are served with British rations, which are fair—the best available I am sure. Never serve coffee. (The Tommies like tea and I suppose they think we do.) Well, sir, I used to think I couldn't drink hot tea, but guess I can say I really like it now. Have almost forgotten how a potato would taste—hope Uncle Sam has some spuds and Java enroute that will reach us soon.

"We are in a bleak country where there is nothing growing but weeds—clear out of civilization. Have not seen a woman or civilian since our arrival. Villages have been shelled and dynamited, almost completely destroyed; all orchards and practically all other trees have been cut down or hacked and stripped of their bark. It makes me sad to see such nice big trees killed in such a manner that I believe is worse than dynamiting the villages. Ditches were dug flooding the lowlands; in fact don't think "Jerry" overlooked anything in the line of destruction when he retreated. I can verify any of the articles you have read in magazines or newspapers describing same. As the Tommy expresses it, "She was a bloody looking sight."

"Gave up my position as supply sergeant, at my own request however, and was reduced to private—under the conditions we had of handling supplies at that time, did not wish to assume the responsibility. I am an assistant train dispatcher on a narrow gauge railroad. It is amusing to us to work on such little dinky "wagons" and engines, but it is surprising how much business is handled and rapid transportation derived. A "wagon" is under demurrage if under load over four hours. Try that in the States and it will relieve the car shortage, I believe. Stations or loading and unloading dumps are three-fourths of a mile to a mile apart. Railroadng would appear easy, but there is a joker in it. The system we use is not up to date and the stations are so close together makes it hard to keep track of the blooming "wagons." We experience "wagon" shortage too—24 hour system is used.

"There are no indications yet of "Fritz" letting up on the bombardment we hear almost every morning. It is quite a sight to see the airplane battles in the air. Have had the pleasure of seeing two "Jerrys" brought down.

"Our censor requests that we be brief in our writing, so must close. Nearly forgot the most important part. Would certainly appreciate if you will kindly send me a half dozen cans of "Prince Albert." Seems I can't get used to the tobacco we have here."



A Suggestion to Roadmasters.

J. S. McGuigan, Roadmaster at St. Louis, recently handed in SF-1 reports of scattered car materials picked up by section men on sections No. 1 to No. 6, inclusive, for the period October 13 to November 13. The total of materials

picked up, as reported on these cards is as follows: Boards with nails 573, Draw Bars 75, Knuckles 82, Draft Timbers 36, Draft Springs 180, Brake Beams 31, Follow Plates 67, Draft Bolts 142, Brake Shoes 167, Car Chains 28, Car Doors 6, Brake Riggins 22, Pin Lifters 20, Knuckle Pins 39, and Brake Rods 12—a total of 1480 pieces.

Roadmaster McGuigan and his men are probably the first on the road to take up this work on so large a scale. This scattered material lying in or near the track often cause personal injuries, and other roadmasters will do well to take this matter up with their men.



SOME FRISCO BOYS WHO WON COMMISSIONS.

Here are five Frisco boys who won commissions in the new National Army. From left to right they are First Lieutenant C. P. Schumacher, formerly transitman in the Engineering Department; Second Lieutenant Fred Warner, formerly clerk in Disbursements Department; First Lieutenant C. E. Ferguson, formerly assistant engineer; Second Lieutenant E. A. Heil, formerly pass clerk in the President's office; and First Lieutenant John C. Miller, formerly assistant engineer.

These boys received their training at Ft. Sheridan, and some of them expect to sail for France within a short time.

What these boys consider an unusual but fortunate occurrence, was the fact that they all came from the General Offices of the Frisco, were sent to the same training camp, assigned to the same company, slept in the same barracks, and all won commissions.



Freight Claim Prevention vs. Conservation.

James D. Turner, Chief Grain & Coal Claim Adjuster.

Conservation, the expression uppermost in the minds of all at the present time, is applicable in many different phases, but as a matter of fact, the country's needs in this respect should be readily turned toward the grain and coal supply. There is, of course, no occasion for laxity to any degree as concerns the production or manufacture of our many vitally important necessities, in truth, it is the time for the cultivation and spread of propaganda, truly American, from which in time, vast results will doubtless be obtained.

Freight Claim Prevention is synonymous with the spirit of conservation and in its accomplishment, a double purpose is served, the reward of which is personal gratification, with full knowledge that not only have you volunteered your aid in sustaining the very life and sustenance of your nation, but at the same time, have rendered a service, without sacrifice, to the Company which is truly proud to number you among its trusted workers.

With respect to losses from shipments moving in bulk, principally grain and coal, much can be said and various methods can be prescribed, none of which, however, are any more important than the proper exercise of care and good judgment, predicated with a view of protecting the Company's interest at all times and to the best of each one's ability. Take for instance, the important function of inspection and preparation of empty cars for loading; the eyes of some can readily detect defects which might to others pass unnoticed. Other existing conditions of no actual consequence at the time of inspection may result directly in the development of leakage in transit, giving rise to enormous losses which might otherwise have been prevented. Considering the

car shortage and conditions at the present time, a substantial increase in grain and coal payments might be foreseen and expected as a circumstance which the carriers were powerless to prevent; nevertheless, the handling of individual cases has clearly shown that many preventable losses are ever present among the increasing list of claims for shortage on these commodities.

Attention is also directed to the fact that the service rendered by equipment in first-class condition is often depreciated by the use of defective cooping or an improper arrangement thereof. Numerous instances can be cited where a poor grade of lumber used as grain doors, or an insufficient amount of burlap between the doors and at the posts, is alone the cause of vast shortages, the aggregate of which, were it available for consumption, would prove to be quite an item toward the fulfillment of our present aim, "Maximum production with a minimum of waste." A similar condition confronts us in connection with the use of open cars for transporting coal, especially is this so with respect to hopper and dump bottom equipment. It is interesting to note that only a small proportion of the losses for which we pay emanate from solid bottom cars. Owing to the nature of construction, the first mentioned class of equipment is more readily susceptible to leakage, consequently great care should be taken to see that the dump doors not only fit tightly, but are properly chained and securely fastened, thereby precluding to a certain degree the possibility of the cars dumping their contents while in transit.

Records are another important feature principally from the carriers' standpoint, which if properly maintained, serve as a safeguard to the Company's interest in

the investigation and settlement of claims for loss. Many apparent discrepancies in weight are the direct result of variations in scaling, however, such conclusions cannot be forecasted unless proper and accurate information is maintained and submitted by the representatives of the operating departments. When you are asked for details relative to your handling of any particular shipment, know that your report is correct in every particular. If you try to answer inquiries from memory, or from a very poorly maintained set of records, the chances are (two to one) that an admission of liability will ultimately result, in event there is a question or doubt of the claim's validity. For example, it has been truly stated that no two scales weigh exactly alike; especially is this true of wagon scales. Cars of coal loaded to capacity, weighed over track or mine scales, and handled to destination without exception invariably show a discrepancy in the amount billed and received, where the out-turn weight is obtained in wagon loads. Various conditions and opportunities exist which as a general rule are given no consideration, when in reality they are to the disadvantage of the carrier. If a car is billed to its visible carrying capacity, particular care should be taken to obtain a definite check of its condition when set for unloading. Know for a certainty if there is any evidence of leakage, partial removal of contents, or indication of settled condition due to movement only.

Let me also state that no less important a feature concerning grain shipments, is

the proper maintenance of seal records. There are only two ways by which losses can occur. The grain must either leak from the equipment or be removed therefrom. A defective seal record, or a change of seals not properly accounted for, will in most cases establish liability, regardless of the condition of the car. On the other hand, a perfect record of seals, together with a dependable inspection record at destination and intermediate points, resulting in no evidence of leakage from any source, is sufficient evidence to warrant the conclusion that there was no loss, regardless of a discrepancy in weights. Watch such cases closely, familiarize yourself with conditions in your locality, and do not hesitate to report situations and circumstances which, in your opinion, it is well that the proper ones have knowledge of.

Much has been said and done in the past; more will doubtless follow in the future, nevertheless there is no time like the present in which to stage the big drive. A practical elimination of such losses is a herculean task beyond the hopes and expectations of any one; in truth it may readily be termed impossible. It is a well known axiom that no railroad can operate without losses in claims, yet the fact remains that conditions should not be allowed to prevail, by means of which abnormal losses will continue to pile up. The spirit of the times should be to co-operate—get together—and stand united for the good of our Country and the Company.



"The Trapshooter Special" oil train which leaves Nendeshu daily for "somewhere in the East."



Safety Results in Figures.

An extensive report showing number of personal injuries to all classes of persons for the fiscal year ending October 31, 1917, as compared to the year before, has just been completed by the Superintendent of Safety.

The total number of Personal injuries for the fiscal year just ended, shows an increase of 10 per cent. The cause of this increase was due to the fact that injuries to Passengers and Outsiders increased, while injuries to Employes decreased slightly, but not enough to overcome the increase in injuries to Passengers and Outsiders. Injuries to various classes of employes show a decrease for the Trackmen, Carmen and Shopmen, while the Trainmen, Switchmen, Stationmen, Bridgemen and Other Employes show increases. The net decrease, however, was 4 per cent.

At the Springfield shops injuries show a 48 per cent decrease, of which the Reclamation Plant ranked first with an 83% decrease, the North Shops second with 53%.

On the Eastern Division, injuries to all classes of persons show a 9% increase, which was due to a 38% increase in passenger injuries, although injuries to employes decreased 15% and to outsiders 19%. The figures on classes of employes show decreases in injuries among the Switchmen, Stationmen, Trackmen, and Bridgemen, while the Carmen, Shopmen, and Other Employes show increases. Injuries to Trainmen were the same this year as last. The net decrease for all employes was 15%.

Personal injuries to all persons on the Central Division show a decrease of 58%, the Passengers leading with a 79% decrease, Employes second with 47%, and the Outsiders third with 42%—a mighty good record. The Employes by classes

all show substantial decreases, with the exception of the Bridgemen and Carmen, which were the same as the year before.

On the Southern Division, injuries to Passengers decreased 62%, but injuries to Employes increased 102%, and to Outsiders 35%, a net increase for all classes of 41%. The Employes by classes all show increases, ranging from 5% for the Trackmen to 2400% for the Bridgemen.

The River & Cape Division pulls up with a 212% increase in injuries to passengers, and 21% to Outsiders, while Employes show a 12% decrease. The Employes by classes show a decrease for the Trackmen of 91%, and for the Stationmen and Other Employes 50% in each case.

The Western Division made an excellent record. Injuries to Passengers, Employes and Outsiders all decreased on an average of 50%. Figures on Employes by classes show the Carmen and Other Employes tied with a decrease of 100%. The other classes all show decreases ranging from 18% to 62%, with the exception of the Stationmen, which did not change.

The Southwestern Division shows a net increase all the way through, Passengers leading with 645%, Employes with 11% and Outsiders 9%, for a net increase for the Division of 106%. The Trainmen with 2%, and the Bridgemen with 59% are the only classes to show a decrease, the others showing increases from 11% to 250%.

At the Terminals, St. Louis shows a net 16% increase in injuries to all persons. Injuries to Passengers increased 33%, to Employes 19%, while Outsiders show a decrease of 50%. By classes, Stationmen and Other Employes are all that show decreases.

Injuries at the Springfield Terminals show an average of 31% decrease to all persons. Passengers injured decreased