

General as members of the Railroad Wage Commission. Mr. Wilcox has resigned as chairman of the Republican National Committee.

The duties of the commission are to make general investigation of railroad wages of the United States with the view to determining the wages of the different classes of labor on the railroad. Work will be begun at once and a report giving recommendations in general terms, as to changes that should be made will be made to the Director General who will then make a decision upon it.

The powers of the commission are broad and it will consider not only the compensation of railroad employees, but the relation of railroad wages to wages in

other industries, conditions in different parts of the country, the special emergency existing owing to war conditions, the high cost of living, and the relation between different classes of railroad labor.

President Wilson sent a letter to each member of the commission expressing his appreciation of his acceptance of service on the commission and referring to the importance of the work.

Movement of Coal Urged.

Director General McAdoo urges and directs the officers and employees of the railroads to make every possible effort to move coal and to co-operate to the limit with the Fuel Administration to distribute fuel throughout the country.



Our Duty Now to Move Freight, that Dignity of Our Country may be Upheld.

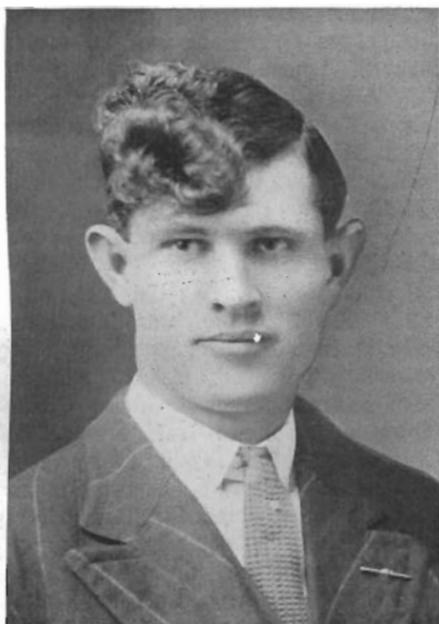
By G. R. Carson.

Since writing my last article on teaching the new men their duties, I have thought a great deal about the short comings, and responsibilities of those of us who have had years of experience in railroad work, and wonder whether or not we are doing all we can to help Uncle Sam and our personal friends who have gone across the water to uphold the dignity of our country.

Are we going to sit idly by, standing on our constitutional rights and say that we will or will not do such and such things regardless of their importance? Are we going to say to those boys who have given up home, positions, and every thing for which they have toiled in the years gone by, that we will do only those things that we are compelled to do? Do we all understand that our position in this world as a nation is critical? and that it requires the united effort of all of us to pull through?

What comparison can there be in our condition here and the conditions existing

in the trenches at the present time, and does any officer of our forces there ever hear one of our soldiers say that he will not do this, or that, when ordered to go over the top, or anything else? Not on your life. The boys in France can't afford to refuse to do all they can for they know too well the situation in which our country is placed. How we who are more pleasantly situated in this country have a duty to perform and that is moving the commerce of this country and as promptly as possible so that those who are fighting for us in France may have the necessities of life. The Frisco Railway, like all other railroads, is up against it for power and men, and it is our duty to help out in every way possible, so that our consciences will be clear, and we can say in after years that we did our best, and while some of us were left here not having the honor to have been called abroad we helped those who were called, by moving the necessary supplies with all promptness.



WILLIAM A. MILLER.

Mr. Miller has been a passenger brakeman on the Eastern Division for eleven years, running between St. Louis and Monett. When not attending to his duties as brakeman, Mr. Miller spends his time studying law, and writing music. His latest musical work is written in ragtime, and entitled "Knock the Germ out of Germany." If any of the Frisco-Man readers would like to have a copy, Mr. Miller will supply it at cost price, six cents. Mr. Miller's address is 4100 Gratiot Street, St. Louis.

Many Local Sunday Trains Annulled.

In an effort to aid in the conservation of fuel, a great many strictly local Sunday trains are annulled beginning Sunday, January 27, and each Sunday thereafter until further notice.

While it will inconvenience some Sunday travel, it is believed that it will not interfere seriously with travel necessities. Through trains will not be interfered with for the reason that they enter into a continuous journey for travelers starting on Saturday and finishing it, perhaps over Monday.

In carrying out the expressed wish of authorities for reductions in passenger

service in order to facilitate the movement of other traffic, it is the desire of our Executive Officers to adopt changes that will be of least inconvenience. Eastern roads have already made startling reductions in service, double trains between large cities, in many instances, have been cancelled.

All employes should learn of the changes affecting their respective points so as to be able to advise persons desiring information.

Appointments and Changes.

E. D. Levy, First Vice-President and General Manager, has resigned, to take effect May 1st. It is understood that Mr. Levy will accept service with the Government.

J. M. Kurn, President of the Detroit, Toledo & Ironton, has been chosen Vice-President, succeeding Mr. Levy. Mr. Kurn was at one time Superintendent of the Western Division of the Santa Fe, at La Junta, Colo.

R. C. Gentry was appointed Passenger Agent, effective January 16, with office at 207 Daniel Bldg., Tulsa, Okla., vice E. H. Young, resigned to accept other service.

H. W. Hale was appointed Chief Dispatcher and Division Operator, effective February 1, with jurisdiction over the Cherokee, Okla., Creek and Sherman Subdivisions, with headquarters at Sapulpa.

Identification of Traingrams.

In a circular letter dated January 1, H. D. Teed, Superintendent of Telegraph, provides that each desk authorized to send traingrams will be assigned a prefix letter which will be preceded by the telegraph call of the forwarding office, and followed by the number of the traingram, beginning with No. 1 on the first of each month.

Each department has been assigned a prefix letter, and each department is instructed to assign an additional letter to each desk, so that the record can be

maintained according to senders. For instance, the Paymaster at St. Louis has been assigned the letters "PM". If the chief clerk in that office is given the letter "B", his first traingram will bear the reference "QN PM-B-1", "QN" being the telegraph call for St. Louis, "PM" indicating Paymaster's Department, "B" indicating Chief Clerk of that department, and "1" indicating the number of the telegram.

This novel plan eliminates to a great extent the possibility of traingrams going astray, and enables the recipient to know at a glance just where the traingram came from.

F. O. E. A. Meeting.

The Executive Committee of the Frisco Office Efficiency Association has selected Wednesday, February 27.

A resume of suggestions submitted to the Executive Committee is given in a letter addressed to all members, dated February 5, which indicates that an interesting time is to be expected by the members who attend this meeting.

The Committee urges all members to be present, and that careful study be given to the subjects included in the docket.

Forty-Four Station School Graduates.

Since the opening of the Frisco Station School at Springfield, September 4, forty-four women have been graduated and placed in various positions along the line, according to a statement by G. E. Whitlam, supervisor of the school.

It is reported that the work and progress of the school, the first of its kind in the United States, is above the expectations of those in charge. At the present time fifty students are enrolled.

Those who have been graduated and who are now holding positions are: Goldie Workman of Springfield, placed as Time Clerk at Tulsa; Mrs. V. Jackson, Springfield, Abstract Clerk, Oklahoma City;

Nell Akard, Springfield, OS&D Clerk, Tulsa; Bess Griffin, Springfield, Claim Clerk, St. Louis; Leland Clayton, Pratt City, Ala., Clerk, Pratt City; Blanche Folsom, Kansas City, Clerk, Kansas City; Esther Miles, Springfield, OS&D Clerk, Oklahoma City; Virginia Nestor, Springfield, Car Clerk, Ft. Scott; Thelma Lewis, Amory, Asst. Cashier, Baxter, Kans.; Iva Miller, Springfield, Record Clerk, Springfield; Mary Sterling, Mammoth Springs, OS&D Clerk, Birmingham; Georgene Yoder, Springfield, Clerk, Springfield; Mae Peterson, Springfield, Agent, Micola; Helen Jones, Springfield, Claim Clerk, Clinton, Okla.; Jessie Craft, Springfield, Report Clerk, Miami, Okla.; Pansy Parsley, Fayetteville, Exp. Clerk, Miami, Okla.; Catherine Kunz, Strafford, Clerk, Baxter, Kans.; Catherine Lyons, Springfield, Record Clerk, Springfield; Vera Riggan, Amory, Asst. Cashier, Vinita; Maude Armstrong, Amory, OS&D Clerk, Springfield; Leona Thomas, Springfield, Warehouse Clerk, Joplin; Una Clay; Greenwood, Demurrage Clerk, Quapaw; Anna Cary, Jasper, Clerk, Augusta, Kan.; Alice Rooney, Wilburton, Clerk, Cordell; Ruby Fox, Fair Play, Mo., R. M. Clerk, Pittsburg, Kan.; Mary Crowder, Birmingham, Abstract Clerk, Birmingham; Mrs. C. J. Greene, Springfield, Abstract Clerk, Oklahoma City; Myrtle Wilson, Lamar, Operator, Kellyville; Mrs. Della Smith, Springfield, Record Clerk, Springfield; Fleta Underwood, Springfield, Gen. Clerk, Ft. Scott; Helen Stevens, Sparta, Mo., Demurrage Clerk, Springfield; Blanche Yowell, Springfield, Claim Clerk, Arkansas City; Mrs. Cora States, Mammoth Springs, Gen. Clerk, Neodesha; Anna Davis, Sulligent, Ala.; Agent, Beaverton, Ala.; Evan J. Northern, Springfield, R. M. Clerk, Rolla; Sylba Shipman, Sparta, Mo., Clerk, Wichita; Mrs. F. Buchanan, Memphis, Comptometer Opr., Memphis; Blanche McFadden, Kennett, Agent, Frisbee, Mo.; Jean Carlin, Joplin, File Clerk, Sapulpa; Veona Endsley, Lockwood, Mo.,

Bill Clerk, Hugo; Marie Markwick, Lamar, Clerk, Arcadia, Kan.; Jessie Chestnutt, Scullin, Okla., OS&D Clerk, Monett; Ollie Goodknight, Springfield, Cashier's Clerk, Ft. Sill; and Mae Worley, Enid, Clerk, Depew, Okla.

Roll of Honor.

F. M. GALLOWAY, engineer, and **H. E. HINTON**, fireman, arrived at Beaumont Junction on Extra 1272 East, and found there was no coal on chute. This was during the extreme cold weather and one of coal chute men was sick. These gentlemen shoveled 5 tons of coal, saving a very serious delay.

JOHN DEIMER, machinist of Hugo, Okla., while off duty assisted in repairing pump and boiler at Kinlock water station. This action avoided loss of time in getting water at this very important pumping station.



A HUSKY INDIVIDUAL.

Gordon Lee Nelson, son of William Nelson, clerk to Assistant Superintendent and Roadmaster, Frances, Okla.

What are YOU doing to help your Uncle Sammie whip the Kaiser?

Springfield "Sammies" Send Savings Stamp Sales Skyward.

Knock the "K" Out of Kaiser.

The battles of the Somme and the Marne were mild affairs compared with the Battle Royal staged by the employes in the Frisco Building at Springfield during the recent Thrift Stamp campaign.

Beside it, Hindenberg's expected "Spring Drive" will appear as a "piker," and for ability to make "drives" he will undoubtedly abdicate in favor of the Dauntless, Daring, Democratic, Destroyers of Modern Autocracy at Springfield.

It was a four-cornered "hit who you can" affair, lead by Gen. C. D. Cooper, chief clerk FL&D Department, of the army of the first floor; Field Marshall F. L. Hoff, chief clerk Superintendent Transportation, of the second floor Death's Head Hussars; Gen. W. C. Rogers, chief clerk, Superintendent Telegraph, of the third floor Don Cossacks; and Gen. E. M. Mohler, chief clerk, General Superintend-

ent, 2nd District, of the fourth floor Expeditionary Forces. W. C. Smith, General Agent, was the Referee-General and Backer-General of the campaign.

During the first three days, skirmishing was reported on all fronts, with occasional artillery duels, resulting in Field Marshall Hoff's second floor Death's Head Hussars taking the most important strategic point. On the fourth day a violent assault was carried out by Gen. Mohler's forces dislodging the Death's Head Hussars from their commanding position. The next two days the third floor Don Cossacks were successful in a raid on the fourth floor forces, gaining valuable territory which they held for two days and at the end of which time a severe gas attack enabled the Death's Head Hussars regain the coveted position. Casualties were heavy. The tenth day of the campaign

was marked by violent artillery duels between the second and third floor forces, with the third floor gaining a shade in the argument.

The heaviest and most destructive fighting of the campaign took place on the eleventh day. All devices known to modern warfare were brought into play, gas bombs, shrapnel, and machine gun fire played the most important part. Some hand to hand encounters, resulting in bayoneting, were also reported.

So fierce and confused was the fighting on this day that at 5:30 P. M., Referee-General Smith called a halt to hostilities, and so great was the damage done that he ordered the combatants to sue for peace. Peace pourparlers were held at once, and it was found that Gen. Mohler's fourth floor forces had waged the most successful campaign, although closely pressed by the third floor. The exact results were as follows:

	Cash	Subscriptions	Total
First Floor	\$ 668.72	\$863.61	\$ 1,532.33
Second "	3,003.27	None	3,003.27
Third "	3,470.89	None	3,470.89
Fourth "	3,720.36	None	3,720.36
	\$10,863.24	\$863.61	\$11,726.85



Section Gang, Aid, Mo. From left to right they are Foreman E. A. Patterson, Ed Stull, M. K. Frank, and D. W. Lifford, laborers.



The Modern Appeal.

Jones. What a splendid library you have! How inspiring it must be to live surrounded by the thoughts of the world's greatest men!

De Pyster. Er—yes—I suppose so. By the way, old man, you haven't the last issue of the Monthly Whoop, have you? I can't wait to finish that "Mystery of the Diamond Dishpan!"



Letters From Our Soldiers.

The following is a letter from Corp. Jordan Lancaster, formerly Section Foreman at Kingston, Okla., who is now in France with the Engineer Corps. The letter dated December 5, was received by William Nelson, clerk to Assistant Superintendent at Francis, Okla.

Was real glad to receive your letters today and the Frisco-Man too. Sure looks good to me. Also the pin money, thanks to you, is certainly nice.

Bill, we have certainly a great railroad system, the unit I am in is operating a division of light railroad up near the firing line. The rail is a 15 pounder, number 5 frog, 28 foot turnout, and 23 3/8 inch gauge. Have stations every mile with passing tracks and ration dumps and other different tracks. We have some 30 and 40 degree curves but do not have the elevation in proportion, for the speed is 6 to 8 miles an hour.

I am running the largest yards on the line and work 8 to 16 men all the time. We can lay a new track half mile long and have them running over

it in a half day. The rail comes in 16, 18 and 24 foot lengths, so you see it is very easily handled. The switches come in three sections, points, intermediates and the frog are all bolted or united to a steel plate. Guard rail and frog are in one piece. We use for rolling stock a regular locomotive (a Baldwin too) and a gasoline tractor. Of course they are miniature to compare to American Jacks, but would surprise you to see how the track holds and the loads they pull with the little dinky.

We have quite a few real Frisco men with us. Mr. Jonah, chief engineer of the Frisco, is Major in the First Battalion, and many others. Our Captain is a real live Frisco booster, was formerly in the Engineering Department, Construction of Bridges. Every foot of our track is ballasted and in very good condition for the winter. We use cinders and a shale rock from some pits we have along the line.

Bill, I know you would be surprised to see the net work of light railway along the firingline, certainly is wonderful. We have some great experiences at times trying to dodge the German whiz-bangs and work at the same time.

Suppose you have noticed the papers of this date that the American railway engineer can fight as well as he can help the Allies in doing real