

non-revenue check to be used only on local baggage within the free allowance—that is, baggage destined to another station on the same railroad. When properly completed by inserting what is called for this check will show issuing station, destination station and state.

The Special or Interline Check, Form GBO-30, a non-revenue check to cover baggage within the free allowance destined to a foreign line station. When properly completed this check will show issuing station, destination station, including state, and in addition all of the railroad lines over which the baggage is to move and the junction points where connection is made with the railroad that is to continue the handling.

The Exchange Check, Form GBO-20, a non-revenue three-part check. The purpose of this check is to permit a passenger whose baggage has not arrived at the station to which it was checked, to travel forward and his baggage to follow. The passenger, after showing valid transportation, will surrender the duplicate check covering his incoming baggage and will receive in lieu thereof a duplicate exchange check. When the baggage arrives at the station to which originally checked, the agent matches up the surrendered duplicate with the string portion on the baggage, then removes the string portion and attaches to the baggage the string portion of the exchange check and starts the baggage on its journey. When properly completed, the string portion of this check will show issuing station of the exchange check, destination station including state and if to a foreign line station, the railroads and junction points where due to be handled. The next part of the check is the agent's stub to be retained by him and when completed will show the same information as on the string portion and in addition the date the check was issued and the date baggage went forward under this exchange check. The third portion is the passenger's

portion or duplicate and contains the same information as the agent's stub except the date baggage went forward. The entire check, excepting date forwarded shown on agent's stub, is to be filled in at the time the transaction is made with the passenger.

The Local Excess Check, Form GBO-61, a revenue check of pink-colored paper stock, is to cover baggage in excess of the free allowance, to be transported between two stations on the same railroad and indicates charges have been collected for the excess service. This check is in three parts; the string portion, the duplicate and the agent's or auditor's stub. When properly filled in, the string and duplicate portions will show date issued, issuing and destination stations and state the kind and numbers on other checks covering baggage, if there be any, to be transported for this particular passenger, the number of passengers having an interest in this lot of baggage, the excess weight beyond free allowance and the amount collected. The agent's or auditor's stub shows same information and in addition gross and net weights, free allowance weight, the rate and the collection specified as by cash or coupons. This stub for accounting purposes, must be sent by the issuing station to the Passenger Accountant with monthly report.

The Interline Excess Check, Form GBO-12, a revenue check of red colored paper stock or outlined in red printer's ink to cover baggage beyond the free allowance destined to foreign line station; the charge on which have been collected. It is a three part check consisting of string, duplicate and auditor's stub. This check is similar to the Local Excess Check, bears the same information and in addition is to show all railroads due to handle and junction points where the connections are to be made. The three parts are practically alike when completed; the string portion to be attached to the baggage, the duplicate given to passenger and the

auditor's stub sent to Passenger Accountant.

The C. O. D. or Collect on Delivery Check, Form GBO-21, on blue colored paper stock or outlined in blue printer's ink is a revenue check to cover baggage beyond the free allowance, charges on same to be collected on delivery. This same check is to be used for this purpose whether baggage destined to local or foreign line station. It is of four parts, the string portion, the duplicate, auditor's notice and auditor's stub. The latter two for accounting purposes must, in addition to showing the same information as on string and duplicate of issuing and destination station, routing and junction points, be filled in with the information called for. On the reverse side the string portion calls for date of issue; the duplicate calls for certain information to the delivering agent and the auditor's notice calls for accounting information practically the same as on face of auditor's stub. This check to be used when for some reason proper charges have not been collected at originating station.

The C. O. D. Check, Form GBO-62, for use by train baggagemen; a revenue check similar in color and appearance to the other C. O. D. check just mentioned, is in two parts, the string and duplicate. It is to be used by train baggagemen and attached to baggage which he may have in the baggage car that is beyond the free allowance requirements or having that appearance but which is under a non-revenue check. The string portion properly filled in by the train baggageman will be attached by him to the baggage and is a notice to destination station to give special attention, weigh up and collect for any excess due. The duplicate of this check to be forwarded by train baggageman to the General Baggage Agent.

The Dog Tag or Check, Form GBO-15, red in color; a revenue check in three parts to cover the transportation of a dog in the baggage car as provided for in the

baggage tariff. Each of the three parts of this check to show the usual information as to date, issuing and destination stations, routing and junction points when to foreign line stations. The duplicate and auditor's stub in addition bear a release to \$25.00 liability of the company to be signed by the owner of the dog. Unless properly crated, dogs will not be checked to foreign line stations.

The Special Canoe Check, Form GBO-54, on pink colored paper stock; a revenue check for special purpose only and only on Frisco Lines as per the special canoe tariff, limited to a few stations between St. Louis and Pacific. This check contains a liability release agreement to be signed by owner of canoe.

This completes the checks under which baggage is transported. We now have:

The Storage Check, Form GBO-67; a revenue check of manila colored paper stock to be applied to baggage that has remained on hand uncalled for at a station beyond the period of free allowance, which is twenty-four hours in all states through which Frisco Lines operate except Arkansas where this period is forty-eight hours. When baggage is received at a station, the date and hour of receipt is noted on back of string check that is attached to the baggage. The baggage on hand is checked over each day and in this manner is determined when baggage is subject to storage charges and when that time begins the storage check properly filled in showing date and hour changes accrue from is attached to the baggage.

The Arkansas Storage Check, Form GBO-67 Ark.; a revenue check, green in color to cover baggage in storage at stations in the State of Arkansas. In as much as Arkansas State Regulation as to baggage in storage differs from such regulation in other states, this particular check is necessary to take care of the differences which are slight. Otherwise, the check is similar to the GBO-67 and its purpose

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Oklahoma Sub-Foremen Meet.

The Section Foremen of the Oklahoma Sub-Division assembled in meeting January 26, in the office of Assistant Superintendent Gow at Oklahoma City. E. Abrahamson, Roadmaster, was chairman of the meeting.

The foremen present were: E. Duncan, Sapulpa; T. S. Pennington, Kelleyville; J. Staiger, Bristow; Frank Hale, Dewey; E. H. Fowler, Stroud; F. M. Pace, Davenport; Lee Aiken, Chandler; Ben Shedd, Wellston; A. Baker, Luther; W. N. Masters, Jones; S. B. McDaniels, Spencer; and George Eastin, South Yards.

The meeting opened with a talk by Roadmaster Abrahamson in which he made special reference to surfacing, line of the track, and curves. The subject was thoroughly discussed.

Mr. Abrahamson also called attention to keeping bolts tight—that they should be tightened at least once a week. Also that switches should be examined every day, thrown and oiled.

The general track condition was discussed and the subject of slow orders was taken up, and foremen were advised to put them out where necessary and to see that they were protected after they were put on, by their regular signals.

The matter of stock on the right-of-way was discussed and the foremen were instructed to do everything possible to prevent stock from being killed, and in

case it was, to save the hide. Right-of-way fires also came up for attention.

The Standard Book of Rules of Maintenance of Way was taken up, and the foremen were asked questions on certain rules. Rules 109, 111, 113, 114 and 119 were read and discussed freely. Foremen were invited to freely ask questions on any thing they did not understand.

The foremen were also instructed to put out a flag whenever it was found necessary to put a jack inside the track, and that scrap should be picked up and carried to scrap bins.

The subjects of hand and push cars, labor, and condition of section houses were taken up by the men, and many suggestions were made.

All foremen were requested to keep a supply of 100 ft. telegraph wire on hand for emergency repairs.

Safety First was taken up and many suggestions were made for the betterment of conditions with a view to eliminating hazards, and each of the foremen were supplied with Safety First cards.

The care of motor cars was taken up, and the foremen were asked to take a personal interest in the care of these cars.

After the subjects to come before the meeting had been disposed of a general discussion of conditions by the men took place, and many ideas were brought out of concealment and thoroughly aired.

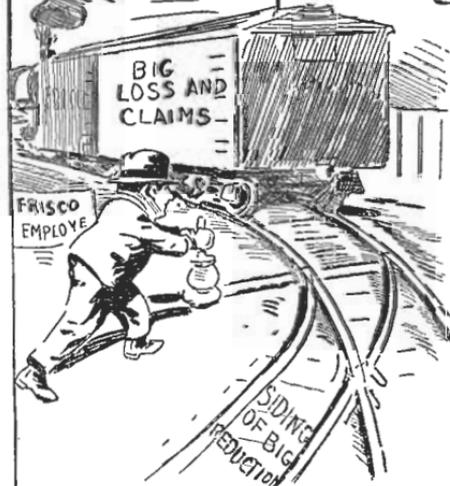
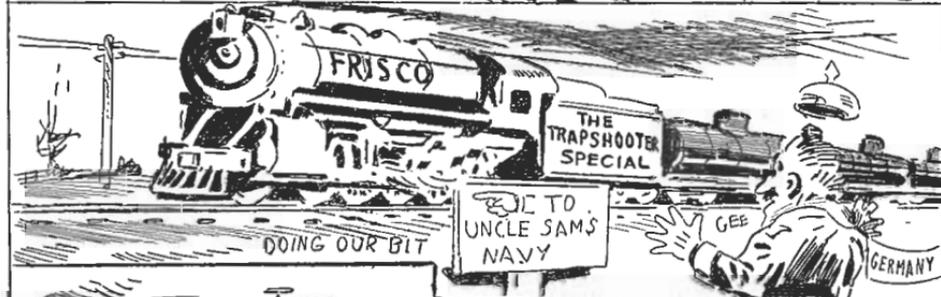
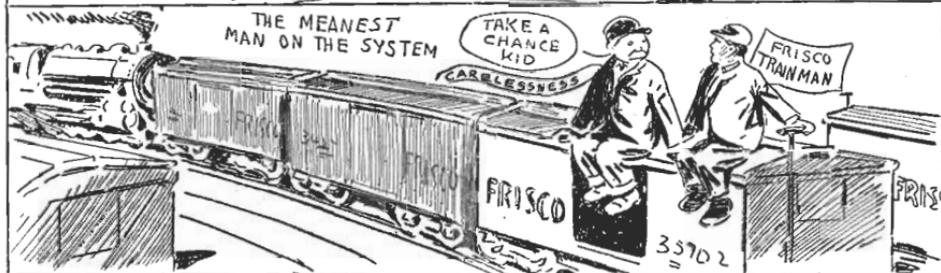
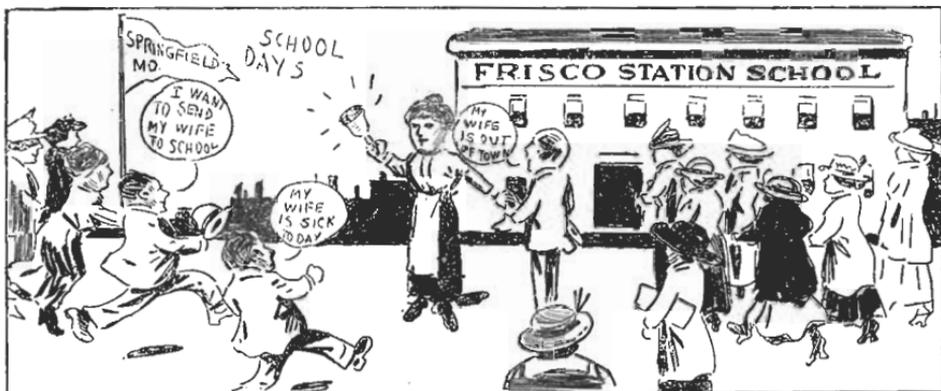
Are you going to grow a Garden?

If you don't know how, don't let that stop you, the Frisco-Man will tell you how.

In the March issue we will feature the Home Garden with an extensive article by the Department of Development. This article will tell you how, when, what and where to plant.

Prepare to plant a garden this Spring, its advantages are many; reduces the H. C. of L., helps whip the Kaiser, and last but not least, is mighty good exercise.

Watch for this article in the next issue.



To keep the wheels going 'round.

LINES FROM ALONG THE LINE

KANSAS CITY

(M. C. Whelan, Blacksmith Foreman)

George A. Oliver has been appointed assistant roundhouse foreman.

W. M. Brown, roundhouse foreman, has lately been having some trouble on account of his family having pneumonia.

John H. Polky, one of our apprentices, has decided to take unto himself a life partner, and since February 5, it is Mr. and Mrs. Polky.

Machinist Peterson has been off duty for the last four weeks on account of sickness.

During the late extreme cold weather a number of the boys were late in the morning, and they often think of Harry Sander, "It's nice to get up in the morning, but it's nicer to lay in bed."

The following have been on time for a whole week during the cold snap: John Swartz, George Picard, Alvin Moline, Al. Clark, and "Skeet," the timekeeper. Might also mention that C. R. Kew, the General Foreman, was on time in the morning and still on the job when the clock struck 8 p. m.

For an example of rugged perseverance and grit combined with a will power to accomplish severe and strenuous tasks which we are called upon to accomplish these times, there is no one better fitted by nature and training than John Forster, D. M. M., Northern Division. The feats performed by him should be observed by our younger men. On the road day and night for a week to regulate matters of importance at division points, then back at his desk working out details or answering correspondence of a technical nature, then out into the shops and roundhouses making suggestions or inquiries to promote the advancement of mechanical parts, all these and more and still no signs of fatigue of mind or body. If Uncle Sam had more like him it would assist in accomplishing more for the good of our country.

Editor's note:—Mr. Whelan, our very able correspondent at Kansas City, advises that as he has held down the job of Frisco-Man correspondent for some time that he feels he has done his bit. He also says that he is so busy that he cannot give it the attention he should. True, Mr. Whelan has done his bit, and done it well, and the editor regrets that he must give up, however, he promises to aid the new correspondent in any way possible. Who will take up the duties of this office? Mr. Price, how about it? Remember all Frisco employes are eligible.



NEODESHA

(L. J. Westerman, Storekeeper)

John Forster, master mechanic, was at Neodesha February 7 on business.

G. A. Ermatinger, assistant superintendent locomotive performance, was at Neodesha February 8 on business.

Fern Allburn, clerk to roundhouse foreman, resigned her position February 2.

W. A. Morgan, car foreman, was a patient at the Frisco Hospital at Springfield a few days the first part of February.

H. H. Brown, superintendent, paid us a visit January 22.

A. W. Nelson, roundhouse foreman, was off three days the first part of February on account of sickness.

Morgan Reddick, boilermaker, was promoted to boilermaker foreman, effective January 19. He relieved Wm. Poore, who was assigned to other duties.

Pat Curran, machinist, has taken unto himself a wife. He was united in holy matrimony on January 15. Congratulations Pat, and may all your troubles be small.

Ed Chick, veteran stationary engineer, has been absent during the past month on account of sickness.

Miss Fern Allburn, clerk to roundhouse foreman, and Miss Scherman, clerk to