

steel mill or any concern employing a number of people has its rules. We railroad employes know it as the "Book of Rules." These rules were drawn up by men who have spent their lives on the various railroads and it is dedicated to us by them in order that we may be benefited by their experiences. We should know this little book from beginning to end so that we will be able to sell our employer something that he can use. I plainly remember when I started my railroad career that I studied the "Book of Rules" just enough to let me slide by in the examination. My next move was to find out what I didn't have to do. I got more information from the fellows regarding what I didn't have to do than I did on the "Book of Rules." Well, it wasn't very long until I told the yard master that I didn't have to do something and he moved those below me one notch higher on the seniority list. I didn't approve of this. I was discharged for something that was unjust, nevertheless, I was away for more than a year and I had plenty of time to think the matter over. The more I thought about it the more I agreed with the yard master and I have thanked him since for teaching me this lesson. You see I hadn't been selling him good stuff and he was glad to get me off his list. He gave me enough rope and I hung myself. Each time you study the schedule study the "Book of Rules" and before long you will know them both.

The proper make-up of trains is an item that must not be lost sight of. See that each car goes forward in the proper train. When a car of explosives or an inflammable load is on hand see that it goes forward in the proper train and that it is placed the required distance from the engine and caboose. It is a good idea to get these commodities to destination as soon as possible as an explosion or fire from either of them means death and destruction to everything in its path. A train properly made up will reach its final destination on time, but if it is simply thrown together it will have to be handled at each division point. This will cause the train to reach its



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INVENTION ALLOWS AIRPLANE TO FLY
STRAIGHT UP.

Peter Cooper Hewitt, famous American inventor, has developed a new machine which he claims will rise straight into the air without a preliminary run and will land in a space 30 feet square. He also says his machine will do this and may be reversed while in flight without reversing the engine, and will leap up or drop with the suddenness of a flying bat. This is made possible by a propeller that may be pointed in any direction and its direction changed at any time during flight.

final destination several hours late and also cause your employer a lot of worry and expense. You all know how long it takes to handle the average train of today and, as I have before stated, that it costs about 20 cents per minute to operate a switch engine, you can figure what the expense of reswitching this train will be. Don't forget that a train passes through a number of division points before reaching its final destination.

Coal is one of the most expensive things a railroad company has to purchase, but I have never seen an article or heard a lecture on coal conservation in which the switchman was mentioned. It is my opinion that the switchman can save a lot of coal for his employer by making up trains properly at initial terminals, thereby eliminating reswitching at intermediate points. He can save coal by handling short "cuts." Most experienced switchmen know they make better time by handling short "cuts," but few realize how much coal and water they are saving their employer when they do it. Short "cuts" not only save coal and water, but, in addition, they save the fireman's back, the engineer's temper and the draw bars. The whole crew is in better spirits when the work runs smoothly. The switchman can save coal by having the trains ready on time and by having a clear track for inbound trains. When the road crew is standing around the yard the engine is consuming coal very rapidly. The road crew is getting uneasy because of this delay. They want to get started for the other end of the road or home, whichever the case may be. You only work **eight** hours and the road man very **often** works sixteen. Make a special effort to get him started either toward the other end of the road or toward home. He has a family at home the same as we have and he thinks as much of them as we do of our family.

All of you have had occasion to use the "frogs" and switch chains, but how many of you have left them in the ground when the wreck was cleared up? How many times have you needed the frogs and cursed because there were none on the engine? How many times have you stumbled over a pair of "frogs" lying on the ground and then remembered when you left them there a menace to the safety of yourself and others? These supplies cost lots of money and we must take care of them if we are to be good switchmen.

Have you ever stood before the bulletin board and criticised your superior

for putting out such a bulletin? In your mind it is all wrong and you may be right about it, because you are probably concerned in it as much as anyone else. I want to say to you that even though you know the condition is wrong you are not doing yourself or employer justice by criticising him. Make it a point to go to him and have a talk with him about the subject. Make a suggestion to him. If you are right the bulletin will be changed, but whether you are right or wrong you will be thanked for the interest you displayed. Suggestions made in the right spirit are always welcomed and an official who holds his head too high to listen to a suggestion from one of his men is about done. One of our superintendents told me that a man who couldn't take a suggestion had reached the end of his string. Since then I have not been backward in offering a suggestion and I have always found an attentive ear to anything I had to offer. Some of my suggestions were made use of, many of them were not, but they were all given due consideration by my superiors. Remember, kind reader, that you are a cog in the wheel of a big machine and if you fail the whole machine may stop. There are many things that I could write about; in fact, I could write continuously on this subject, but I am going to close this article by mentioning three more items that are on my mind.

Self-education is one of the items. A man these days who has a poor education has no one to blame but himself. Go to night school or take a correspondence course. If you don't feel able to do either of these, read some **good** magazines. Do not read all **fiction**, but get something that will stick to the ribs. Read such magazines as the Literary Digest and The American. Use your dictionary when you come to a word you do not understand and before many days you will have a number of new words on your list and you will know how to use them. If you are a fellow who thinks he is not doing well read "The American" and find out why you are not succeeding. There was an article in the American Magazine a few months ago in

which Daniel Willard told how he went from a fireman on a little Vermont railroad to president of the B. & O. If he did it you can. Don't be satisfied with your job, but work for a better one. A man who is satisfied is "on center" and he has every one behind him blocked. If there is a man ahead of you who is "on center" try to run around him.

We often wonder why we have been left in the same job so long and many times we think that we are being held up by some one who has a grudge against us. This may sometimes be true, but in most cases we are not worthy of promotion. We have been selling our employer the wrong kind of switchmanship and he has not made a fair profit out of the money he invested in the labor we sold him. He has been "done" once and he is not going to be "overdone" by promoting us.

Last, but not least, I will mention temperance. What is better to look at than a well fed, well clothed and happy family? What is better than a happy family? How can you have happiness and prosperity if "booze" is to be paramount? "Booze" will rob you of your family. It will rob your family of its food and clothes and also take away the love and respect others have for you. You don't want your son to be a drunkard, yet you set the trap for him. There is a slogan going the rounds that runs on like this: "No Beer, No Work." I will show you how weak it is by adding a few words. I say it should be "No Beer, No Work—No Work, No Pay—No Pay, No Beer." Now, my friend, you were without beer when you started and you were without beer when you stopped. Between beers you had no money to supply yourself and family with the necessaries of life. What do you gain? Nothing but a harvest of barren regrets.

A few days ago, you might say yesterday, the switchmen were classed as a kind of beast. Even any "railroader" was looked down on. If some fair lady stooped low enough to marry a "railroader" she disgraced her family.

After a long fight we have gained a firmer footing in the world, but it has taken some time. We have always been intelligent, but we have not been handling the right brand of goods. Let each one of us try to improve our line so much that our employer and the public will be unable to get along without us. Let us try to make a better place for ourselves in the world now that we have a start. If we stop "on center" we will be set on the siding and then backed up to the shop. After the repairs are made we will start out again to the other end of the ladder. We may make the top of the ladder this time, but we will be late. Perhaps too late, because the yard may be blocked by those who ran around us when we broke down.

In conclusion let me say that my object in writing this article is to help the switchmen and other employes as well as the Illinois Central. I sincerely hope that my efforts will be of some benefit to both.

TWO KINDS OF PEOPLE.

"There are two kinds of people on earth today;
 (Just the two kinds—no more, I say);
 Not the saint or sinner, for 'tis well understood,
 The good are half bad and the bad are half good.
 Not the rich nor the poor, for to sound a man's wealth
 You must first know the state of his conscience and health.
 Not the happy or sad, for the swift flying years
 Bring to each man his laughter and to each man his tears.
 No; the two kinds of people on earth today,
 I mean,
 Are the people who lift and the people who lean.
 And where'er you go you'll find the world's masses
 Are always divided into just these two classes.
 And, oddly enough, you'll find, too, I mean,
 There's only one lifter to twenty who lean.
 In which class are you? Are you easing the load
 Of overtaxed lifters who toil down the road?
 Or are you a leaner who makes others bear
 Your part of the labor and worry and care?"

Calmness of Twelve-Year-Old School Girl Saves Lives of Three Small Children.

ONE of the most brilliant acts of heroism in the annals of the Frisco lines was the saving of three small children from death under the wheels of a locomotive by twelve-year-old Agnes Standifer of Albion, Okla.

On Sunday, November 2d, as Frisco train No. 5, rounded a curve one mile east of Albion, Okla., Engineer W. A. Davis saw several children playing on a bridge only a short distance ahead of the engine. The engineer immediately applied the air in the emergency and did everything in his power to check the train, but he was so close to the children that it was impossible for

him to stop. Just at this moment Miss Agnes Standifer, age twelve, appeared on the bridge and got one of the children off the track, returned and grabbed the other two, one under each arm and jumped off the bridge just before the locomotive reached the spot.

In response to a letter from Supt. C. H. Baltzell, of the Central Division, Miss Standifer wrote as follows regarding the matter:

"I received your letter yestarday and you wanted me to tell you all about the rescue of the three children, dear sir, it is hard to do as I was scired but the thought came to me that it was death if I did not get them so I

maid for thir rescue got one off and I saw that my time was getting short so I ran back and got one under each arme and jump off of the end of the bridge about 5 or 6 feet just before the train struck us. I thought the

little girl was killed but when I got out and saw her I was so overjoyed that I could not keep from crying. I hope the ones that reads this letter will take warning and stay off of the railroad. The names of all them, the little girls name is Vernie Crawford, 4 years old, the little boys one named Roland Standifer, my cusin 5 years old, the other was Milburn my brother 4 years old, and

my name is Agnes Standifer age 12 years old. As ever yours frind your very truly. Write to me soon good by, P. S. in close you will find my picture. Miss Agnes Standifer."

Engineer Davis, in speaking of the matter to Mr. Baltzell, was overjoyed in the fact that he did not strike the children, and to use his own words, stated that he could "feel the children being ground to death under the wheels of the engine," when he was doing everything in his power to stop his train.

The remarkable presence of mind of this little twelve-year-old school girl



AGNES STANDIFER.

saved from a horrible death three small children under six years of age. Mr. Baltzell expects to present Miss Standifer with a medal properly inscribed, as a token of thanks and a reward for her heroic act.

Mr. Baltzell, who is a most ardent safety worker and a lover of children, is loud in his praise for little Miss Standifer. For a number of months Mr. Baltzell and his Safety Committee has been meeting with the school children at different points on his division where the monthly safety meetings are conducted, in an effort to impress upon the children the danger of walking and otherwise trespassing upon railroad tracks. He feels that this incident should be a lesson and a warning to others who might not be so fortunate in escaping with their lives should an incident of this kind occur.

The heroic act of Miss Standifer gave impetus to, and was the basis of much discussion at the monthly safety meeting of the Central Division held in Fort Smith on December 5 in the High School Auditorium. More than 1,100 school boys and girls attended and signed pledges thereby becoming members of the Central Division Auxiliary Safety Committee, which brings the total membership up to 2,200.

As the principal speaker of the afternoon, Superintendent Baltzell gave a detailed account of the little girl whose presence of mind and quick decision saved the lives of the three children. Later he introduced Engineer W. A. Davis of No. 5. Davis modestly declined to give full details of his own efforts, but the superintendent added that "Davis recalled that in the excitement he would have turned his engine bottom side up if he could to prevent the eminent tragedy.

Safety Supervisor Gaines and Mayor Monro, of Fort Smith, were others who made talks, each of whom appealed to the students to pledge that when riding in any automobile about to cross a railroad or dangerous city street crossing, or which was being driven at a dangerous rate of speed, to demand that the car be driven more

slowly and to stop before making railroad crossings.

Here's to Miss Agnes Standifer.

OF SPECIAL INTEREST TO HOLDERS OF U. S. LIBERTY BONDS

Carter Glass, Secretary of the Treasury, issued the following statement under date of November 15, 1919:

"The 4 per cent coupon bonds of the Second Liberty Loan, which were issued in temporary form, like other 4 per cent and 4½ per cent coupon Liberty Bonds, have no interest coupons attached for interest payable after Nov. 15, 1919, and will therefore become exchangeable for permanent bonds with all subsequent coupons attached. Holders of these bonds are reminded, however, that the bonds are convertible into 4¼ per cent bonds as well as exchangeable into permanent bonds, and that the Treasury has already prescribed regulations, set forth in Treasury Department Circular 158, dated September 8, 1919, calculated to provide for both exchanges and conversions with the minimum of inconvenience and expense to both the Government and the bondholders.

Under these regulations there will be no exchanges whatever of temporary for permanent bonds until approximately March 15, 1920, the preparation of permanent 4 per cent coupon bonds having been subordinated, in view of the extension of the conversion privilege, to the preparation of the permanent 4¼ per cent bonds of the several loans.

Holders of temporary 4 per cent coupon bonds of the Second Liberty Loan are therefore urged either to present their bonds for exchange into registered bonds, which are already in a permanent form or refrain from presenting them for exchange into permanent bonds or for conversion until approximately March 15, 1920, when it is expected that the permanent 4 per cent and 4¼ per cent coupon bonds of the Second Liberty Loan and the Second Liberty Loan converted will be ready for delivery.

All 4 per cent coupon bonds of the Second Liberty Loan presented for exchange into permanent bonds on or after Nov. 15, 1919, will be deemed to be presented also for conversion into 4¼ per cent bonds unless otherwise indicated by the holder in writing, and with the 4¼ per cent coupon bonds issued upon such exchange and conversion special 4 per cent interest coupons will be delivered to provide for the 4 per cent interest accruing after Nov. 15, 1919, which would be payable May 15, 1920. In the meantime, it is understood that the

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