

Pay Precedes Pass.

President Winchell, of the Frisco lines, has issued instructions, or rather suggestions, to all on the pay roll of that company that they make way for paying passengers. By this is meant that the employes are not to engage the choice berths in sleeping cars and the best seats in parlor cars at the expense of passengers who pay fare. While those connected with the Frisco lines do not offend in this line any more than the average railroad employe, still the management of the company desires to impress further upon the men the fact that the public must be served first, that is, the man who pays his fare is entitled to consideration above the employe who is traveling on a pass. This is a right of the passenger and one that should not be denied by the railroad man.

Speaking of the condition President Winchell said: "I think the average railroad man recognizes fully the rights of the traveling public or the man who pays, but all men are human, and here and there you will find one who will take the best berth in a car on a pass, and allow a paying passenger to be sidetracked for something less desirable. It is true also in coaches and many times it is the members of families of employes who harbor these mistaken ideas of rights. On some trains we will not reserve berths on employes' passes. This is true of the midnight trains between Chicago and St. Louis. In other instances we have orders that reservations on passes will be made only after paying passengers have been accommodated. We desire particularly to take care of unaccompanied women and children and old persons. It is conceded, of course, that women desire lower berths in sleeping cars, yet it often happens that they are crowded

into uppers, sometimes those women being accompanied by children. While the average man, if he knows it, will exchange berths with a woman under these circumstances, still there is a percentage who are selfish, and further a percentage of this percentage are railroad men. This condition we intend to remedy and in the future we hope that no employe of the Frisco lines will attempt to occupy preferential berths or seats in coaches as against paying passengers.—*Exchange.*

Fishing Snap.

An enjoyable fishing party was given by a number of Frisco men on June 20,



near McKay, Mo., where the accompanying picture was snapped. About seventy-five pounds of bass and fifty pounds of perch were caught during the day.

THE FRISCO-MAN thanks the party for their kind invitation to prove this fish story and hopes at some time to avail himself of the pleasure of a day at "real sport."

In the photo may be seen the following: Conductors Brownfield and Wilson, both in charge of trains 821 and 822, Kennett to Memphis; Brakeman F. G. Eagle, Fireman S. F. Hill, Fireman Dortch and O. C. Sparks.

1407 on Trial.

The accompanying reproduction shows engine No. 1407, with the "break-in"



crew of the South Side shops, Springfield, Mo.

Engineer John Moffitt may be seen standing at the end of pilot beam and Fireman Will Carson in the cab window. The picture was taken just as the men were ready to break engine 1407 in for the road after having undergone repairs.

Sheehan Celebrates.

Roadmaster J. P. Sheehan, of Wichita, Kan., celebrated his forty-seventh birthday, July 1, and his photograph can be seen in the group on page 9.

Mr. Sheehan has been connected with the Frisco for thirty-two years, having entered the service as a section hand, at Stoutland, Mo., in 1879. After serving three years as a section hand, he was promoted to section foreman in 1882, and five years later was appointed assistant roadmaster, with headquarters at Vinita, Okla., relieving William Williams, who was then roadmaster of what was known at that time as the A. & P. Division, extending from Seneca to Sapulpa. Mr. Sheehan remained at Vinita for three months, when he was transferred to Rolla, relieving Hans Tyson, whose territory extended from Newburg, Mo., to Chouteau Avenue,

St. Louis, Mo. He was later transferred to Lebanon, his territory extending from Newburg to Springfield, this last transfer was made in the spring of 1888.

The late Mr. B. Thrall was at that time in charge of Mr. Sheehan's present territory, with headquarters at Augusta, and in October, 1888, Mr. Sheehan was given the Arkansas Division, which extended from Monett, Mo., to Fort Smith, Ark., and in addition to this he had charge of the Mansfield branch.

In 1897 Mr. Sheehan was transferred to the Ninth Track Division, with headquarters at Burrton, Kan., but since that time the headquarters of that division have been moved to Wichita.

Many incidents of pioneer days of the Frisco, which we believe would be of interest to our old timers, we hope to secure from Mr. Sheehan for publication in THE FRISCO-MAN at an early date.

A Strong Washer.

The front view of our round house at Beaumont, Kans., reproduced herewith, shows William Hutton, car foreman at that point, with wash-out hose in his hand.

It will be seen from the picture what a stream of water can be thrown with a No 9 monitor injector attached to water tank pressure and a 70-pound stationary pressure. This apparatus was made to wash boilers with, and it



surely does the work. H. L. Richardson, division foreman, was the inventor of this piece of work; H. E. Rowe, night handy man, being the erector.

Suggestions.

THE FRISCO-MAN:

Seeing the article headed "Suggestions," on page 12, June FRISCO-MAN, I have decided to offer a plan which would very much lighten the work of agents, clerks and operators, and save the company considerable money each year.

Instead of the present form of waybill used by the Frisco I would use the Mani-bill, making the four sheets at one writing by use of carbon sheets; the top copy for accounting department, to go in with the daily "P" report; the second copy to be retained for forwarding agents record; the third copy to be filed for receiving agents permanent record; and the fourth copy "freight delivery receipt" or consignee's receipt.

As stated above the forwarding agent keeps second copy which is sufficient record, and the other three copies accompany waybill to destination.

This would cut out the daily work of expensing bills, which is one of the meanest jobs at any station, and saves the company the expense of putting out the expense bill.

There is, of course, some extra expense over the present waybill to add the three extra copies, but I believe this extra expense will figure out light in comparison with present output of expense bills, and result in a big saving in the difference.

I further wish to present the idea of putting forms B, BS, BX, BA, CD, CDC, CDX and CDF into book form, each two sheets throughout the book reading original and duplicate, thus making these reports by carbon process also, which would not only save a great deal of labor at stations, but save the loose sheets from being damaged or lost so easily. Also, save the labor of copying these numerous sheets in a tissue impression book at the close of each

month's business, and in addition would save a big expense in furnishing tissue impression books. In this case it would require no extra sheets of any of above named reports.

C. A. VINSON,
Agent, Patterson, Kan.

THE FRISCO-MAN:

In your June issue you speak of receiving suggestions from anyone that will tend to advance the interests of the Frisco.

I speak only from a conductor's standpoint, but one way we can increase our revenue is to make ourselves soliciting freight passenger agents. I have gotten many a shipment, both carload and L. C. L. from personal friends of mine whom I meet in my regular duties. We all have friends among the traveling men, and I think it is a good idea to speak to them about their shipments. The same in the passenger line. If we know of some friend going some place impress upon them that our ornamental department is the finest in the country.

C. R. CARSON.

Promotions and Changes.

F. C. Reilly is appointed general freight agent of the Frisco and continues as general freight agent of the C. & E. I., effective July 15, with headquarters in St. Louis. E. K. Voorhees is appointed first assistant general freight agent.

James H. Smith, who for four years served as chief of detectives of the City of St. Louis, succeeds Samuel E. Allender as chief special agent of the Frisco, effective July 1.

A. S. Dodge is appointed general agent of the traffic department, effective July 1. Mr. Dodge will have charge of such matters as traffic solicitation that may be assigned to him by Vice-President Bidde.



The photograph herewith reproduced was taken by F. L. Padgitt, of Springfield, Mo., and shows a portion of office of general superintendent of motive power, including most of the clerks employed in that department.

Reading from left to right, bottom row: LeRoy Prater, C. C. Cox, S. Clay Harkness, F. L. Padgitt, L. P. Parks.

Second row: W. J. Craig, G. T.

Chaney, P. J. Walsh, M. J. Cleary, S. P. Tobias, C. W. Cresson.

Third row: W. E. Beckley, H. H. Jacobs, G. M. Duck, A. S. Abbott, S. F. Routt, S. E. Baer, P. C. Freeman, F. G. Collar, C. M. Wilson, W. W. Shackelford, A. M. Rice, W. A. Primm, A. Chase, J. A. Fowler, L. R. Elkins, H. W. Pigg.

Top row: C. P. King, J. S. Breckenridge, M. Kennedy, William Bruce, porter.



Cherokee, Kans., Station Force.

Reading from left to right: C. L. Payne, bill clerk; F. E. King, operator; D. F. Overdyke, weighmaster; L. F. Sewell, apprentice; I. R. Lewis, yardmaster, W. N. Martin, agent; C. H. Pate, caller; W. Gracey, operator; T. P. Hunter, operator.



The First Twins.

The coming Frisco man and his sister presented herewith are the first twins whose picture has been reproduced in THE FRISCO-MAN. A. R. Vanzant, terminal roadmaster, Memphis, Tenn., is the proud father of the babies, who were born December 24, 1910.

At West Fork.

H. Bayless, section foreman at West Fork, Ark., sent to THE FRISCO-MAN the photograph herewith, showing himself and gang. The picture also shows a piece of track on the Central Division, near mile post 3.61, which was just put up by Mr. Bayless and his force.



Veteran Flagman.

Albert Harmon, flagman at Main and Mill Street Crossing, just east of the passenger station at Springfield, Mo., is another one of our veterans in point of service.

Mr. Harmon began service with the Frisco in 1882 as a round-house employe, and was appointed to the position he now holds March, 1911.