

# Resolution Adopted by the Third Annual Conclave of Mediators

WHEREAS, The public press of the country has the confidence of the reading public; and,

WHEREAS, The hostile attitude of public opinion toward railroads in particular has caused the passage of numerous ill-advised and burdensome legislative enactments against the railroads of the country; and,

WHEREAS, The railroads have thus been driven into tight straits by unreasonable legislative interference and find it increasingly difficult to gauge their expenses to fit their income; and,

WHEREAS, The correction of this situation lies in the hands of the public which gathers its information from the public press; be it therefore

RESOLVED, That it be urged upon the public press to exercise impartial and diligent care in the publication of facts concerning railroad matters; and,

RESOLVED, That the Third Annual Conclave of Mediators, consisting of delegates from 31 states of the Union, the majority of whom obtain a living from the railroads, and whose future depends upon the prosperity of their employing concerns, pledge ourselves to render all possible assistance to newspapers and their representatives for the carrying out of the policy suggested herein, and to give all possible information to our immediate legislative representatives and railroad commissioners so they may be fully informed regarding these matters, to the end that they may be enabled intelligently to deal with this momentous problem in the future which vitally affects not only our personal interests, but the general interest of the whole public, and that the communities may receive all the advantage they are now being deprived of through a lack of facilities due to the present harassment which we deplore.



THE MEDIATOR FOR AUGUST begins the story of this great conclave. It is a thrilling narrative for railroad men everywhere. It includes a report of the great speech of Governor James M. Cox of Ohio, on Agricultural Day. Send ten cents in stamps for the August issue. Better still, send one dollar for a whole year's subscription to this great magazine, the leader of modern industrial thought.

**THE MEDIATOR,** CLEVELAND,  
O H I O



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## Let Us Try for the Medal

All Frisco Men and Frisco Women:

Some time ago Mrs. E. H. Harriman wrote the Trustees of the American Museum of Safety as follows:

“To stimulate a direct effort for the conservation of human life, it gives me pleasure to place at your disposal the E. H. Harriman Memorial Gold Medal, founded by me, to be awarded annually by your board to the American steam railway making the best record in accident prevention and industrial hygiene affecting the public and its own personnel during each current year. The conditions of competition shall be formulated by your board, who shall appoint a Jury of Award to pass upon the merits of the various competitors.”

The following committee has been appointed by the Museum and is now formulating the conditions of competition, notice of which will be given you as soon as received, the first award to be made in 1914: Mr. Arthur Williams, Chairman; Mr. W. F. Allen, Secretary American Railway Association; Mr. Samuel O. Dunn, Editor Railway Age Gazette; Hon. Charles P. Neil, former Commissioner of Labor, and Hon. Edgar E. Clark, Chairman Interstate Commerce Commission.

The gold medal will be awarded to the railroad making the best record in accident prevention.

A replica in silver to the member of the operating department of the winning road who has done the most to bring the winning conditions about.

A replica in bronze to the employe of the winning road who was most conspicuous in the promotion of safety, by suggestion or otherwise.

The undersigned knows of no railroad in the United States that made a better showing in personal injury prevention than was made by the employes of the St. Louis and San Francisco Railroad during the 12 months ending June 30, 1913.

WE WANT THESE MEDALS—and if we will co-operate and work in harmony, we ought to get them. I trust every member of the safety committees and every employe of the SAINT LOUIS AND SAN FRANCISCO RAILROAD will do all he can to bring about this result.

It is important that the Friseo employe most conspicuous in the promotion of safety, by suggestion or otherwise, be kept track of in order that the medal mentioned above may be awarded him or her in event the Friseo wins. Of course, all Friseo employes hope that it will win.

Very respectfully

W. B. SPAULDING,  
Chairman, Central Safety Committee.



### Promotions and Changes

W. C. Nixon, chief operating officer, and W. B. Biddle, chief traffic officer, are appointed receivers of the St. Louis & San Francisco Railroad, succeeding B. L. Winchell, resigned; effective July 14.

The headquarters of General Manager W. T. Tyler are removed, effective August 1, from Springfield to St. Louis, Mo. General Manager Tyler has issued a circular announcing that, effective August 1, general superintendents will report to assistant general manager upon transportation matters and to general manager upon all maintenance and improvement matters.

P. T. Dunlop is appointed general superintendent of motive power with headquarters at Springfield, Mo., vice George A. Hancock, resigned; effective August 1.

The following promotions and appointments in the mechanical department are effective at once:

C. J. Drury of Fort Smith, Ark., is appointed general foreman North Side Shops, Springfield, Mo., succeeding M. Kearney, retired.

Harry Bissett succeeds his father, James Bissett, who has retired, as foreman of the South Side Shops, Springfield, Mo.

D. L. Forsyth, assistant master mechanic of the Ozark Division, Thayer, Mo., is appointed master mechanic of the Ozark Division and the Memphis Terminal. Mr. Forsyth will have supervision of all employes at Memphis with the exception of the shop employes.

R. H. Briggs, formerly master mechanic, Memphis, Tenn., is retired and the position held by him is abolished.

L. J. Leysaht, transferred from Birmingham, Ala., is to be general foreman of the Memphis shops. G. R. Wilcox succeeds Mr. Leysaht.

H. C. Hughes of St. Louis, is appointed foreman of the Fort Smith, Ark., shops, succeeding C. J. Drury.

Thomas Long is appointed mechanical foreman at Salem, Mo., succeeding G. McRoberts, deceased; effective July 29.

### Quick Weld

The stand pipe of the water crane at Mcnett, Mo., which had flange of pipe broken off and flange itself broken in two pieces, was sent to the New Shops, Springfield, Mo., April 29, for repairs.

An east-bound freight dropped it off at the Park Avenue crossing, which centers the shop yards from the south, at 5:35 P. M., and an acetylene weld



was made on the pipe by Mr. Champieux—one of the welders at the New Shops—in four hours' time.

This was a great saving to the company, as it would have taken considerable time to have gotten a new casting, have the machine work done on it, and have it returned to Monett.

Springfield, Mo., July 29, 1913.

**FAREWELL GREETINGS!** to my many fellow-workmen and acquaintances of the past thirteen years on the Frisco. Am leaving the service with the best of feeling toward all employes, and fully recognize the assistance, willingly extended by all, to make a success of the Mechanical Department; this, I have at all times appreciated. If we have failed, it was not on account of indifference or lack of loyalty to our superior.

My health for the past year or so has not been such as to warrant continuing under a strain, but



Hancock Cottage on Lake Huron.

am pleased to say am at the present time nearly "myself" again, which will go a long way toward enjoying a long rest at my summer home on the shores of Lake Huron—until the cold breeze of late fall compels returning for a short stay at our home at Springfield; thence, to the ever-clear sky of New Mexico or Arizona—but later on hope to be near by, where I may have the pleasure of an occasional chat with those kind associates on the road and in the shops whom I, at all times, am pleased to meet.

Very sincerely,  
GEO. A. HANCOCK.

## No. 7

Passenger train No. 7, Ellsworth bound, was snapped at Buhler, Kans., June 7, 1913.

At the time the picture was taken the train was in charge of Conductor



Weidman of the East End, who was relieving Charley Nickel, the regular man on the run. Engineer Walker and Fireman Whaley were in charge of the engine.

## McClain Motoring

Lineman J. E. McClain and his motor car were snapped recently while on a trip between Clinton and



Arapaho, Okla., as shown in the accompanying cut.

Mr. McClain's headquarters are at Clinton, Okla., and his territory extends from Avard, Okla. to Vernon, Texas.