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A Thought for 1915

NCESSARY and beneficial as some of our railroad laws may be, Congress and State legislatures may enact laws until their combined tonnage would block traffic; officials may go on issuing rules, bulletins, and notices until every caboose looks like a circulating library; and you may keep a factory inspector in every shop, and we will go on with this string of preventable accidents, until you men, as you stand before the machine in the shops, as you repair equipment in the yards, as you work upon the track, as you run your engines and handle the cars, begin to think earnestly how you can make this move and do this work in the safe and proper way; until you become convinced, and with a firm determination act upon the conviction, that you can and you will do your work without these accidents.



Vol. VIII, No. 12

SAINT LOUIS, MO.

December, 1914

St. Louis, December 25, 1914.

Employes, St. Louis &
San Francisco Railroad:

In wishing you and those dependent upon you a Merry Christmas and Happy New Year, I couple with it my appreciation of the efficient and loyal services of the Frisco employes.

Our operation has shown a steady improvement in efficiency since last Christmas, and it is a pleasure to acknowledge the results of these efforts.

Receiver and Chief Operating Officer.

KEEP UP THE GOOD WORK.

As result of the Interstate Commerce Commission rate decision, we can at least smile on the eastern part of our face, perhaps allowing a little of it to trickle over to the center; also some of the severe lines on the western and south-western sections of our countenance may be modified, but for the present those sections cannot join in the general genial appearance of the eastern and central.

Unquestionably, the public appreciates that the railroads need money; that the lack of money to the railroads ultimately means lack of money to the public; that lack of money to the public means slowing down of enterprises and industries, which is a hardship upon thousands dependent upon them for a livelihood.

The work of securing a fair attitude of the public towards the railroads has really just begun; it can be easily changed and the utmost tact, good-sense and courtesy is necessary, not only to gain in the favor of the public, but to continue.

It is difficult to realize, but nevertheless true, that the thoughtless action of some agent, or some employe, the neglect of some official or the carelessness of some clerk, will frequently provoke the most bitter enmity of a citizen towards an entire railroad.

We who realize what a small portion we represent in railroad structure, oftentimes overlook this very essential fact.

The Frisco-Man is even recently in receipt of a letter from a farmer violently attacking a railroad of many thousands of miles in extent, condemning it from the highest to the lowest, because an agent of that road treated him discourteously.

It will take time and an infinite amount of patience and tact to make the public realize that, in a business employing so many thousands of men, it is very diffi-

cult to stamp upon all the imprint of courtesy and fair dealing, which the Frisco wishes all of its employes to possess.

The following letter, of which we give the substance, from Superintendent Claiborne, speaks volumes on this text. It states:

I have found a freak railroad agent and I want to tell you about him. I was forced to ask some information from him and imagine my surprise when, instead of looking all over the office two or three times, rearranging all his records and freight bills, spending two or three minutes fooling with the telephone instrument, then coming over to the window and asking me what I said, he got up very promptly and gave me the information desired. * * * * You want to keep an eye on this man for he is a good agent or crazy, I can't tell which.

This is rather an extravagant illustration, nevertheless it is safe to assume that if the gentleman who wrote this letter had been treated discourteously, instead of being a good friend, he would have been a bitter enemy to the Frisco railroad from round house to general office.

It further demonstrates how easily friends can be made, and, in view of the conditions, there never has been a time in the history of railroad service that the public is as receptive to give the railroads a square deal as now. Therefore it behooves all who have the interest of the company at heart, to overlook no opportunity of making a good impression upon the public, and, if this is done, miracles can be accomplished in 1915.

If the railroads could avail themselves of the libel laws, as can the citizen, and bring suits and gain judgment against the thousands who misrepresent and distort facts regarding them, the lack of money would not be so evident.

A large percentage of the unfair, untrue and incorrect statements regarding railroads are born of hear-say evidence, which is not admitted into any court as testimony.

The public have been in the past greedily absorbing salacious gossip regarding the railroads, repeating it with liberal embroidery, until it would be very difficult to convince many honest and fair-dealing men that what they have heard for so many years is untrue.

The time has come, though, for railroad men to equip themselves with more definite information regarding the service in order to deal with these misinformed people and to prove the fallacy of many statements which they make.

The following large sized facts may be of interest and of service to railroad employes:

To quote from an eminent statistical authority, between 1907 and 1913, the receipts of the railroads were reduced by ninety million dollars.

Between and including the same period the pay rolls of the railroads were increased more than 160 million dollars. Add these two items together and you have a cool quarter of a billion dollars going out.

Take a well-known eastern railroad as

an example, on which in 1907, its employes, exclusive of general officers, worked 11,231,231 days, for which they received \$23,754,807.00. In 1913, they worked 11,301,980 days (practically the same time as in 1907) and were paid \$27,793,112.00, an increase of \$4,038,305.00 for practically the same period of work.

These items with a reduction in rates caused a loss in net revenue of \$6,341,305.00.

The net operating income of the railroads in the United States for the year ending June 30, 1914, is the lowest recorded in eight years, except for the panic year. Further, the mileage in 1914, was 253,230, against only 227,454 in 1907.

These are a few statistics which may be of interest and, if further information is desired, The Frisco-Man is at the service of its readers.

These conditions can only be overcome by strong, steady pull all together; by gaining the confidence and assistance of the public.

Cumins' Boy.

News has reached The Frisco-Man of the arrival of a new boy October 23, at the home of J. J. Cumins, assistant superintendent, Northern Division, Fort Scott, Kans.

It is rumored James John, Jr., has entered the service of the Frisco as student brakeman and is about to go to work, but, of course, this statement will have to be verified by the proud parents of the baby.

Time knows no prejudices, makes no promises, keeps no records and asks no questions. You are here for a purpose and each moment you spend foolishly or frivolously is lost for all time simply thrown into the waste-basket of indifference.

"Johnny" Costly Youngster.

Misrepresentations by which "Johnny" rides for half-fare after having passed the age limit entitling him to travel in this class, and free when half-fare should be paid for him, are estimated to deprive the American railroads of \$1,250,000 a year, which they are entitled to under the law.

In the midst of our happiness, let us not forget those about us who may be less fortunate than ourselves. There may be some who are in adverse circumstances, with whom the battle has gone hard, and who may be making a desperate struggle for bare existence. Let us seek them out and share with them from our abundance, bringing to ourselves the joy of giving--for "it is more blessed to give than to receive."

COUNT THE CHANGE.

By G. E. Whitlam

Should a friend of yours want to buy a ticket, would you sit in front of the depot and tell him to go in, get one out of the case and then hand you the money? No it would not be right and the Bonding Company would soon be telling the Frisco to find another man.

There are no **storekeepers** in your town selling **eggs, cigars** and other commodities, who would allow their customers to do the counting and take the goods away without knowing the count is correct. It would not be **business-like**.

Then why should an agent allow a drayman, or anyone else, go into the freight room, or in a set out car, and help himself,

doing all his own checking; it is practically the same thing.

Do you know that the amount paid out for loss of entire packages represents about 15 per cent of our total claim payments?

Our station forces are often not as careful as they should be in checking freight offered for transportation and in making delivery of freight.

Each agent should see that proper attention is given the handling of freight at his station.

Think of the amount we have paid out covering loss of entire packages and answer in your own mind the question, "were you responsible for any part of it?"

Credit Sign.

The Frisco-man has gotten hold of a circular issued by Master Mechanic John Forster, to all foremen at Kansas City, directing attention to articles on pages 10 and 11, November issue of The Frisco-Man.

Page 10 contained an article regarding an attractive sign recently erected over the shops at Kansas City, concerning which Mr. Forster says.

"A good deal of credit was given me for that sign, but it was gotten up by more than one party and I would like to see the credit given to the parties to whom it belongs. Credit for the sign is due more than one and names should be mentioned."

Information has just reached The Frisco-Man that M. C. Whelan, foreman of the blacksmith shops, and Foreman Grueninger of the tin shops, were also on the committee appointed to erect the sign with Mr. James Bruce, foreman of boiler shops.

Stub Contest.

In practically every department of the Frisco it is the custom of employes to use their pencils as long as they can, in order that all possible service may be gotten out of them but in the interest of economy, things have been reversed in the office of superintendent transportation and employes in that department are asked to use their pencils as short as they can.

And that this theory is being put into practice by employes of the transportation department, was clearly evidenced in the stub of a pencil received recently from Mr. Coppage, measuring just one-half inch from stem to stern.

Back of every successful institution, no matter whether it is a mercantile establishment or a flourishing manufacturing plant, back of the prosperity to which men point with pride, are certain fundamental laws—the law of right thinking, the law of self-denial, and the law of perseverance.—From the *Railway Age Gazette*.

FROM A VETERAN ENGINEER.

I read the other day where the Czar of Russia stuck his head out the parlor window and called for one of his numerous ministers whose name I'll gamble ends in "itch" -and told him to come in a minute he wanted to talk to him.

After the hired hand had entered the Czar's parlor and put his hat on the whatnot, the Czar told him that, effective at once, all vodka, -which as I understand it is a peculiarly bad thing to apply to the insides -was to be abolished in Russia.

Somehow I never lost much time worrying about the Czar of Russia -he's too far away and where he lives is too cold and there's apt to be too many light and heavy explosives lying around; but it sort of made me gasp to think that one little man could cut out booze or what stands for booze -by a few words in a country bigger than the United States.

I'm not a temperance crank -though I'm strong for prohibition -but there are many thousands of us who could get along a whole lot better if there wasn't anything in the nature of alcohol at hand, and I sometimes wish, for the sake of those who I see so often, that we had a Czar that could do something of that sort.

The article I read went on to explain that Russia would lose many roubles - which is the dollar of that country - by cutting out this vodka stuff but that evidently didn't "feaze" the Czar; he

got on the prohibition platform and when he got there he intended to ride it for all it was worth.

There are good and bad things in everything; there are even good and bad things in our form of government and we all agree there's lots of bad things in autocratic form of government, but when a man can do what the Czar did in an off-hand sort of way and "put it over," it's a bigger thing than raisin' armies, building battle ships and kicking up a ruction generally.

It means that a lot of poor thoughtless devils on this Christmas won't have an opportunity to get drunker than usual. It means, though, that the Russian dollars will **stick in their pants**-if they wear pants **and I don't know whether** they do or not -a little longer than they did before at this time of the year. It means there will be less hang-over's about New Year's day in Russia and more money per capita; that there will be more money to spend, and that **there** will be many Russian women **gargling** their national hymn with more **feeling** and patriotism than they ever did before.

In fact, it's a pleasant panorama to think about and it's a good thing for us to remember at this Christmas **that one** little man, whatever else may be said of him, had the backbone to tackle total prohibition in a nation in which a large proportion of it's people have not been trained to hold their liquor properly.

Three-fourths of the mistakes a man makes are made because he does not really know the things he thinks he knows. *James Bryce.*

Prevent Loss and Damage to Freight and Avoid Claims

MY AIM IS IMPROVEMENT OF THE SERVICE BY

LOADING—No defective cars that would result in damage.

STOWING—Packages properly, giving consideration to weight, shape, size, nature of contents and station order.

TRUCKING—With trucks not loaded too high or too wide so that they are liable to lump against warehouse door or car door and topple over, making certain the freight is so loaded that it will rest secure until it reaches car or warehouse, as the case may be.

CHECKING—Freight carefully to see it is properly marked and packed in accordance with classification requirements, and that shipping ticket or bill of lading is legible and complete.

BILLING—Legibly all articles shown on ticket or bill of lading.

HANDLING—Cars carefully, avoiding carelessness in starting and stopping trains and in switching.

DELIVERING—Freight only to authorized persons, using care to safeguard the Company's interests.

PREVENTING—Loss and damage to freight, thereby avoiding claims.

REMEMBERING—That better transportation means better pleased patrons and more business for the Frisco.

"YOUR CO-OPERATION IS REQUIRED IN ORDER TO REDUCE CLAIM PAYMENTS \$100,000.00"

In its vigorous campaign to reduce freight claim payments to the lowest possible mark, the freight loss and damage claim department has brought into play every conceivable means of interesting the employes in claim preventive matters and of educating them regarding the proper manner of handling freight.

Claim preventive committees are at work on every division of the road and at every terminal; circulars, letters, bulletins, statements, flyers, and literature in every form, has been issued upon the subject, not only as a means of educating the employes in the proper manner of handling their work, but as a reminder of the necessity for constant care in the performance of their duties.

The latest move in this connection was the issuance of the card reproduced above containing rules regarding the handling of freight, the careful observance of which will be of material assistance to all trainmen, enginemen and station employes.

The freight loss and damage claim department has called for the co-operation of all to bring about a decrease of \$100,000 this year. That employes all along the line are responding to this call is shown in the material decrease noted in the statement covering the first five months of this fiscal year as compared with the same period last year.

G. E. Whitlam, superintendent freight loss and damage claims, is receiving a number of communications from agents and other employes daily, instancing where through alertness and watchfulness

of those handling freight, claims have been prevented.

Employes are giving more attention than ever before to the subject of claim prevention and a few of the cases where exceptional interest was displayed are cited in the following paragraphs:

A carload shipment of shorts arrived at Tupelo, November 30. In unloading the car consignees found seventeen 100-lb. sacks so badly damaged and contents wasted on car floor that they absolutely refused to accept them. Clerk Tanner cleaned up the wasted shorts from the car floor, resealed securely all the 17 sacks, and by putting them in such good shape was able to make delivery of the entire lot, no claim being filed.

Very recently, in a shipment of several stoves consigned to Flemington, Mo., damage was noted to one of the stoves, as a result of which the consignee refused to accept same unless we paid him an amount which did not look reasonable to Agent Hill. Agent advised the consignee that we could not allow the amount of damage asked for, and promptly told the consignee that we would pay him the invoice price of the stove and take it off his hands. Agent, by careful handling, was able to dispose of same for the full amount of the claim, resulting in no loss to this road.

Agent Dritt at Springfield received a claim charging us the invoice price on a shipment of rugs. Mr. Dritt took the papers to the claimant's place of business, inspected the invoice, and found that the consignee had been allowed additional discount of \$2.75 on each rug. He promptly secured a reduction of \$5.50 in the original amount of the claim. It is very important that agents watch this closely and determine as far as consistent whether or not the price charged us in a claim is the same as charged the claimant.

A shipment consisting of 12 sacks of bran and 7 sacks of shorts, weight 1900 lbs., arrived at Imboden, Ark., in a wet and damaged condition, apparently worthless. Agent was offered only \$5.00 for the salvage. He, however, instead of recommending sale of the shipment for that amount, or selling without authority, with the assistance of station helpers, completely separated the damaged portion from the undamaged. By handling as outlined, Agent realized \$19.90 from the sale of this shipment, thus resulting in a total loss of only \$1.70, whereas had the offer of \$5.00 been accepted and no effort made to prevent an excessive charge, we would have been compelled to pay out \$16.60. This is the second instance

of this kind where the Agent at Imboden has saved the railroad money.

I have report that Car Inspector George Keary at Newburg found SF-31881 leaking wheat. He immediately reported the matter to Agent Vandivort, also the fact that a quantity of wheat could be secured from the ground. I understand that they very easily gathered up the wheat, and that same was sold to a local dealer, 60 cents being realized, and special remittance made to treasurer covering. This may appear on the face of it to be a very small matter, however it is just such interest displayed in watching the little things that is going to assist materially in bringing about a \$100,000 reduction in freight claim payments this year.

A recent statement issued by G. E. Whitlam, superintendent freight loss and damage claims, shows a decrease of 41.5 per cent in our freight claim payments for the first five months of this fiscal year as compared with the same period last year.

This statement should prove not only interesting but gratifying to all employes, particularly those who have to do with the handling of freight.

This decrease in freight claim payments should continue, and if the good performance of claim preventive committees, which are now established at all terminals and on all divisions of the Frisco, is kept up, we have every reason to believe that the \$100,000 reduction aimed at will have been reached by February 1.

Another report, itemizing the charges to loss and damage freight account, shows a large decrease in claims caused by loss of entire packages, wrecks, defective equipment, improper loading and stowing, delays and unlocated damage.

The statement covers the first four months of this fiscal year as compared with the same period for 1913.

The only increase of any consequence noted in the report is that of rough handling of cars. This, however, has been materially reduced in the last month, and it is believed by the time the year draws to a close will show a decided decrease.

The three principal items upon which employes should concentrate their efforts, in order to bring about the desired decrease in claim payments, are, loss of entire packages, defective equipment and rough handling of cars. These are the largest items, therefore need special attention.

The statement below shows the attendance at the various Freight Claim Preventive Committee meetings during the month of November, also the number of postal cards received from employes. The November attendance exceeded the October attendance by 373.

Division	Where Held	Attendance	Total	No. Postal Cards Rec'd
Kansas City	Kansas City	279	279	314
Southwestern	Sapulpa	193	239	230
	Tulsa	46		
	7th Street	112	239	109
St. Louis	Broadway	82		
	Chouteau Ave.	45		
	Lebanon	211	211	157
River & Cape	Chaffee	54	161	148
	Poplar Bluff	107		
	Springfield	159	159	80
Memphis	Memphis	141	141	87
Central	Ft. Smith	67	111	101
	Talihina	44		
	Thayer	80	106	90
Southeastern	Jonesboro	26		
	Birmingham	75	100	115
	Amory	25		
Kansas	Joplin	48	97	51
	Neodesha	49		
Red River	Hugo	31	79	236
	Francis	48		
	Ft. Scott	28	65	81
Northern	Pittsburg	37		
	Enid	57	57	61
Memphis	Memphis	81	81	
Total			2128	1860



Trade for Massey?

Massey Lee Fitch, fifteen-months-old son of George V. Fitch, blacksmith apprentice, New Shops, Springfield, Mo., is shown in the accompanying cut.

Mr. Fitch has not yet decided whether he will make a blacksmith or a ball player out of the little fellow.

Baltzell Watched.

Superintendent C. H. Baltzell of the Ozark Division, was the guest of honor at a banquet given by the Citizens of Thayer, Mo., at Hotel Augusta, December 12, in appreciation of the many good things he has done for Thayer and the community generally.

The program, especially prepared for the occasion, consisted of addresses by J. H. Banks, Missouri State Secretary Y. M. C. A., St. Louis; D. L. Forsyth, Master Mechanic, Thayer, Mo.; E. E. McGuire, Chairman Brotherhood of Railway Trainmen, Springfield, Mo.; Dr. D. G. Latshaw, International Secretary Y. M. C. A., New York; H. A. Clark, hardware merchant, Thayer, Mo.; James Hailey, assistant chief clerk, Thayer, Mo.; Prof. W. F. Lynch, State Normal, Springfield; A. B. Adams, Secretary

Y. M. C. A., Thayer, Mo.; George M. Durst, lawyer, Thayer, Mo.

At the close of the banquet a handsome gold watch was presented to Mr. Baltzell as a token of appreciation from the citizens for his interest in their behalf.

Thayer Y. M. C. A.

Campaign Week, November 19 to 26, resulted in sixty new members for the Thayer Y. M. C. A. and ten renewals. This gives the Association a total membership of 342, an increase of 105 per cent over last year's record.

In preparing for the Campaign a careful list was compiled of the railroad men in the town, and men engaged in other branches of work, who might be prospective members.

This list totaled 500 names and of this number 68 per cent now hold membership cards in the Association; 83 per cent, or 166, being men engaged in road service; 80 per cent, or 80, being men engaged in shop, yard or office service, and 48 per cent, or 96, men and boys not employes of the railroad.

Frisco Force at Mulberry, Kans.



Reading from left to right: H. T. Jarrett, bill clerk; C. Crafton, cashier; G. H. Gilbert, agent. Mr. Gilbert has been connected with the Frisco for the last ten years.

WORTH THINKING ABOUT.

J. M. Hart, Agent, Spaulding, Okla.

Railway employes, as well as the public, are face to face with a situation which greatly concerns their welfare. Any delay in the matter will mean disaster. The time is long past due when it should have been solved and the remedy applied.

Look at the vast army of railway employes, car workers, etc., who are jobless today and the many more that will be jobless in the near future, also at the extra duties of the men who are still employed because of a reduction in force.

Whose fault is it? Certainly not the railroads. They are sorry to have to reduce their working forces, for they know that a reduction in force means poorer roadbed, poorer equipment and poorer service.

The management of the railroads would certainly be glad to know they were operating over a first-class roadbed, with all modern equipment, had in effect all the modern safety appliances, and plenty of skilled workmen to handle them efficiently.

As things are today, the railroads are curtailing expenses to the last dollar.

Wrong, yes, radically wrong. Any man that stops to think the matter over can tell you exactly what the trouble is. The fact of the matter is they haven't got the money. Why? Simply because their earning capacity is destroyed. The great railway systems are **exactly** like the man that tamps the stone under the ties to keep up the roadbed. **The earning capacity of each is the only asset they have. Deprive them of that and they are worthless.**

Nearly every railroad in the United States is experiencing great difficulty financing itself. The reason is very clear. They are not making expenses, or are barely making operating expenses. No one wants to put their money into rail-

road stock, for the reason that they do not see returns in sight. Therefore, men with capital are looking for something more safe in which to invest their money.

Now, Mr. Jobless man, the manless jobs are getting very scarce, while it's a fact the railroads need your service and would gladly give you employment, so you could earn that much needed dollar, to be frank with you, they haven't got the money with which to pay you. With this state of affairs existing when rates both passenger and freight are lowered, the earning capacity of the railroads is also lowered **-AND WHO DOES IT HURT?**

First of all, the workers. Not only railroad employes exclusively, but all factory, steel work, and foundry employes, and all who help to supply the great railway systems.

When their earning capacity is cut, naturally the railroads must curtail expenses to meet the reduction in earnings. This throws thousands of men out of employment. **Second to the workers the public suffers**—their service goes down and their chances of injury while traveling go up.

You may ask any business man, any farmer, in fact, any man that uses the railroad, and he will tell you that cost is a second consideration to good service and safety.

The public has a right to demand service and **safety**, and they expect to pay for that service. The farmer will tell you that the more money he pays for his equipment the better service he gets from the purchase. The implement factory will tell you that they can't sell a vehicle for forty dollars that it cost ninety to produce and I know of no concerns that are compelled to sell their product under the cost of production.

Neither can the railways sell service and safety under cost of production, and they should not be asked to do so. And I would say to the workers who would insure their bread and butter, figure out where the trouble is; and to the public, if you want service and safety, figure out where the trouble is.

There is no need, nor is there any excuse for the want and idleness that stalks abroad in this blessed United States today. It would look quite different if on one side many people were profiting by the conditions, but such is not the case.

A decrease in railroad rates works a hardship on the railroads, the employes and the public.

Ready for Prosperity.

The bell has rung. The clock has struck. The people of this country, in every industrial center, have voted for a return of prosperity. From this time on trust busting and railroad smashing will not be as fashionable as they have been.

The result of the elections will encourage the investment of capital in new enterprises, discourage attacks on our railroads and industries and lead to a more conservative sentiment among lawmakers at Washington and at state capitals.

This is the first victory for conservatism and prosperity that we have had in years. Republican as well as Democratic administrations have made the mistake of believing that the people wanted big business smashed and the captains of industry exiled.

The people now have spoken for themselves. They want prosperity more than anything else, and they propose to have it. The new federal reserve banks will help. President Wilson's earnest words of encouragement to business will help, if he will emphasize them in his coming message to congress.

From this time on business will pick up everywhere. Bankers will feel better, business men will be encouraged, workmen will be more hopeful.

We have seen the swing of the pendulum to the low point. From now on it will move upward and forward. Get busy! — *Leslie's.*

Statistics of Pleasure.

He owned a handsome touring car,
To ride in it was heaven;
He ran across a piece of glass
Bill—\$14.97.

He took his friends out for a ride,
'Twas good to be alive;
The carburetor sprang a leak,
Bill—\$40.95.

He started on a little tour,
The finest sort of fun;
He stopped too quick and stripped his
gears,
Bill \$90.51.

He took his wife down town to shop,
To save carfare was great;
He jammed into a hitching post,
Bill \$278.

He spent all of the coin he had
And then in anguish cried;
"I'll put a mortgage on the house
And take just one more ride."

—*Chicago Journal.*

A man may get by with rough-shod methods for some time but his incivility will be discovered and he will not only cause the company embarrassment, but will bring much unnecessary trouble on himself.—*W. J. Brewster, Passenger Trainman.*

Isn't it about time the "safety first" movement should be directed toward the man who reaches into the medicine cabinet in the night without first turning on the light?

REMINISCENCES OF AN OLD TIMER No. 8.

"This is a sermon not a reminiscence," said the Boss.

"The season for sermons is here," I said.

"But you're a rough neck, and not a preacher," he said.

"My neck may have been a trifle roughened by some of the collars I've been made to wear," I replied, "and there is a lot more preaching done by those that ain't than those that are—and that goes for all three sexes."

"Three sexes?" he asked.

"Yep," I said, "at this time of the year there are three sexes men women and children."

Coarse, common work has recently draw-barred me from the primrose path of literature, and I hope my army of readers have missed me but I doubt it.

However, this Christmas season—wherein the older we get the less we enjoy it and the more it costs us—puts me in a reminiscent mood wherein past Christmas days flash by like red lights on a caboose.

But, somehow, it seems to me I remember the Christmas Eves of my youth far more distinctly than Christmas days. The jocose incidents of Christmas Eves are painted in my memory with a stencil the medium used at that time was what the druggists called "spiritus frumenti". As result Christmas days were always blurred, not to say confused.

I recall one Christmas Eve that I was breaking the cardinal rule of Safety First in several places, but chiefly by walking down the center of the track through the yards just at dusk. I suppose I kept to the center of the track because I could guide myself more clearly by the rails on each side.

However, as I rambled along, at peace with myself and the rest of mankind, I had a hunch that something was about to happen to me unless I happened first. This hunch increased as I walked and I finally glanced back to see if it was coming from behind, to witness the kind, gentle face of a box car ambling slowly towards me.

The jump I made has never been equaled since but it wasn't a second too soon. If I hadn't had that Christmas hunch these eloquent series of reminiscence would have been lost to the world.

Among the many reminiscences with which I could illumine these pages, one occurs to me that happened many years ago, which will probably be of interest and value to some of us.

At that time I was authorized to do considerable purchasing and I made a contract the year before for some supplies, with a firm, running up into considerable money.

A few days before Christmas a representative of this company called at my office and, after the usual preamble, said that he had heard we were considering making a change on the supplies which he was selling. He then said that he appreciated the order and felt that I should share in the general prosperity and that every month a bunch of money would be sent to my house.

"That's all right," I said, "I don't believe you intend to insult me. I believe that those things are being done and that you haven't picked me out as any more crooked than the rest. Now, I'll tell you this, your goods are very satisfactory. I hadn't thought of making any change and the price suited me. I was perfectly satisfied, but from what you say I feel convinced that I can get your goods a

little cheaper, and I'll investigate and take bids from other companies."

He squirmed considerable and said his price was as low as he could make it, but I stood pat, took bids, and finally forced him to give me his goods, on a contract, at a price less than we had been paying.

I don't think he had a very Merry Christmas, but I do know he had a very good lesson.

Christmas, as I have always noted, is never but a week before New Years and New Years is the period of good resolutions which are to be made over again next New Years.

However, I have become slightly cynical upon the subject of Christmas and I suppose that's because I'm gettin' old. I generally found that it was a case of 'gimme' and the things I have got didn't stack up well along side of the things that I gave.

There's one thing I notice, though, that makes me feel much better than anything else and that is the old idea of Christmas is not what it used to be among rail-rodgers—a signal for a big drunk.

Each one had got it into his head that he was not having a good time unless he was annoying himself by a lot of tangle-foot and everybody else by what the tanglefoot was doing to him.

The result was that there were a lot of brokes and hang-overs soon after Christmas, who probably made resolutions on New Years, but who didn't have the money nor the nerve to keep any of them. Nowadays you don't see it. A railroad man on a spree is about as rare as a zebra in Springfield and he is about as popular as a hang nail.

Let the grouchers say what they please but the Christmases of the present day are far better than they used to be. People enjoy themselves much more like human beings—and that's a good sign.

This thing of enjoying yourself, after all, is one of the biggest matters of taste that I know. There's an official of our road that enjoys railroadin'. Every minute that he railroads he's enjoying himself. It's all play to him.

Other men like their work at the proper time, but if they had their say they'd spend most of the time doin' something else—and there are a lot of good men of that sort too.

As for me, I like to see things go on and putter around and take part in it myself, to a limited extent, and on Christmas days and holidays when I go around through the yards and shops and see them vacant and empty it sort of depresses me. I feel like there's a lot to be done that ought to be done. It don't seem natural and looks like things are out of joint generally. It's like going down to the business section of a big city on Sunday morning, with a great big lot of space lying around not being used by anyone.

The street cars boom by, like those big German cannon, and the store windows aren't worth fifteen cents.

But we have got to have breathing time. It's necessary. We get stale without it, and the only thing to do when holidays do come is to make the best of them. Sorter take a check up and see what you have done, what you have been doing, and consider whether you are really entitled to a holiday, or if you shouldn't sneak back, get on your overalls, and catch up on something which you have slighted.

When you have done bad work you are in debt. You are in debt to the man who hired you. You can't dodge that fact. It remains until you have made good, and when you are in debt, and don't try your level best to pay, you're a mighty poor excuse of a man. This is true of money, work, or obligations of any kind. The other man fulfills his part and you have to fulfill yours.

That's the trouble with this railroad business, but a lot of us don't realize it. We are all paid to do good work, we are paid to do the best we can and when we don't do it we are cheaters, or we are in debt, and a man of that sort never can amount to much.

We have got too much in the habit of recognizing a debt only as a financial transaction. That's the least part of our obligation, summing it all up. Our biggest debt is what we owe our neighbor and owe our bosses, and we only worry about our cash debts.

However, this Christmas idea of giving, without an obligation on the other side, is fine in theory. It takes us out of the present scheme of business wherein you do something for me and I'll do something for you which is a cold and callous rule. It's got as its principle, I'm going to give you something because I like you; I'm going to give you something to make you happy and if you feel happy you have repaid me.

But it's mighty hard for most of us to get that into our system and until we have got it, we are foolish to give or receive gifts of any kind.

There's a lot of talk about loyalty to the company, loyalty to the Frisco and loyalty to the boss. It's all right, but shouldn't be necessary even in the most sordid meaning. A man should be loyal to himself and he is not loyal to himself and is not looking out for his best interests unless he is doing the best he can all the time. If he is doing that, he can't help being loyal to the Frisco.

So, after all, loyalty to the Frisco is nothing but a form of self-interest, or even selfishness and I'm sure, as far as the Frisco is concerned, the best Christmas gift it could ask from any of its employes would be that each and every one of them would do their best to earn what they are paid.

On the other hand there will be no obligations on either side as result of this, but the benefit to the employes should be far greater than the benefit to the Frisco.

You get in the habit of doing the best you can and keep your brain working and you'll find it's like physical exercise which strengthens the muscles -it strengthens the moral muscles.

This is A B C talk, I know, it's commonplace and its the common place things we don't think of often enough, though I'm not strong for high-brow stuff anyhow.

I find this high-brow stuff, after it is all boiled and simmered down, is very much like a conversation two men had years ago as to how long a man's legs should be. They argued it from every point, maybe in Greek, maybe in Latin and maybe in French, but they couldn't decide until a man came in by the name of Abraham Lincoln, and they asked him how long a man's legs should be, and Abe says that he thought they should be long enough to reach from his body to the ground - and the argument bogged down right there.

I never hear of this deep sea thinking that I don't think of this story, and feel there is some little common sense way of handling it so as to make it as simple as two and two are four, but we let ourselves get caught up, as it were, fanning the air, making a big dust, until we are all milling around in a circle and the little horse-sense proposition of it all is in the center, far away from where we are running.

These are a few choice Christmas sentiments culled from observation and worry.

I want to wish Bud Turner, Bob Holland, Jim Shea and John Forster, as well as lots of my younger friends on the Frisco, a very Merry Christmas, a very Happy Christmas and a very Happy New Year.



BALLAST

- ☞ A Christmas Sentiment—Happy is the friend of a railroad purchasing officer who does not smoke.
- ☞ “Move Forward” is a slogan applied to bigger things than street cars.
- ☞ Energy gets, as well as moves tonnage.
- ☞ It is astonishing how a little economy will often prevent a large waste.
- ☞ 1914 was in many instances a series of warnings of things to avoid in 1915.
- ☞ This is the time we add, subtract and try to balance and then try to justify the net result.
- ☞ Telling why you did it is not always telling how you did it.
- ☞ Giving is the atonym of receiving—combined they spell Christmas for most of us.
- ☞ It has been discovered by railroad experts that the greatest lubricant is courtesy.
- ☞ Peace nowadays seems to be in piecemeal.
- ☞ The confident man is not necessarily a confidence man.

A BIG COON HUNT.

The second annual coon and 'possum hunt of the bill desk was held in the Famous Big Timber of Shawnee, Kans., just eight miles out of Kansas City, Saturday night, November 21. The bill clerks forgot all about "OS&D'S," errors in rates and classification, cast all trouble to the wind, and sallied forth for one blessed night, care free and joyous, to commune with mother Nature. The night was ideal for the sport, and the master of hounds (Lon Ivory, the porter), predicted that we were going to get some game.

He proved to be a good prophet, for we had hardly entered the timber before the dogs treed. The tree was "shinned" and a big fat 'possum was shaken out and put in the game bag. We were very proud of him, for he was not a common "'possum", but the real Irish article, the kind that do not drop their O's.

We hear old "Drum" giving tongue about a quarter away, and when the rest of the pack chimed in, a symphony orchestra wasn't in the running. His deep baying told us he had treed, and then the scramble to get there first. It was soon found that he had a big coon up a good sized hollow tree. We cut the tree, which was no job (as all the bill clerks are skilled in woodcraft), and then came the battle royal, with honors even between old "Drum" and "Rusty". We placed Mr. Coon in a good strong sack and started for more game, when some one shouted the tree was a bee tree. Sure enough it was, and when we split it open we got two galvanized iron pails of the finest comb honey you ever saw.

In the meantime the dogs had treed again, and we picked up a couple of 'possums more. It was getting to be a habit. The dogs treed another coon and we got him, and were arguing about who was the best hand with an axe, when the

dogs treed another 'possum. To settle the argument we decided to cut the tree instead of climbing it.

When the tree fell and the bird was put in the sack, we forgot all about who was the best man with an axe, for we had cut a persimmon tree that was simply loaded with the finest persimmons we ever saw. We gathered a bushel and decided to make camp, for the score so far was four 'possums and two coons, and a bushel of persimmons, and we each had about as much as we could carry around.

Two of the boys went to the creek to get water, and took a large galvanized iron pail with them. One of them crawled out on a big log so as to get the clear water, and he dipped the bucket in the creek at the same time a big bull headed catfish was going up stream with a wagon load of produce for the early morning market. Well, the catfish got his head wedged in the bucket, and in trying to back out, he ran his fins through the side of the pail, and we had a fine forty pound catfish without even ruining the pail, for the holes were right up at the top.

We built a rousing big fire, and had a swell feed after which we started for town. Just got to the edge of the timber when we heard a terrible commotion behind us, stopped to see what it was, and out came a strapping big 'possum, mad as a hornet. Wanted to know what kind of a bum bunch of bill clerks we were that would make him run his legs off to catch up with us, when we should have called on him. Oh, he abused us something scandalous, and one of the boys, (Estes Quirk), said no 'possum could talk to him like that, and live happy afterward. While he was shedding his coat, the 'possum walked up and untied the sack and crawled in, so what else could we do but take him with us. My, but he he had a

grouch for we could hear him grumbling and mumbling to himself all the way into Kansas City.

Now comes the best part, the banquet following the hunt. We had the four 'possums prepared by an old negro "mammy", and when the twenty invited guests assembled around the festive board, and the covers were raised, the bill clerks felt mighty proud of the feast they had prepared. Did you ever have the good fortune to attend a 'possum supper? You remember how luscious they look, swimming in nice brown gravy, and nestling among the sweet potatoes, the whole forming a picture that can not be described, but has to be tasted.

Gee whiz! 'possum, sweet potatoes, corn

pone and cider just hard enough to give zest, besides the trimmings. A man is indeed a fortunate critter to get in on such a combination, and the guests voted the Bill Clerks as royal entertainers, and the best coon and 'possum hunters on the system.

The Kansas City bill desk always gives a good account of itself, but when it comes to coon and 'possum hunting, we do claim (in all modesty), to be in a class all to ourselves, for this is a true account of the hunt we PLANNED,

but

what we Got was a bad cold apiece, and some experience.

ONE OF THE BUNCH.

C. W. FUNK.

Ozark Records.

Superintendent C. H. Baltzell of the Ozark Division has issued a letter to trackmen on his division congratulating them on the splendid manner in which the work of laying eighteen miles of 90-pound rail, from Mile post 300 to 318, was accomplished.

The work of laying this rail was begun October 6 and was completed November 25. Two hundred men, employed on the job, worked every day except Sunday during the entire period and not a single injury to any of them was noted on the Safety First reports.

This is an evidence of the close supervision the work received from those in charge of it and proves conclusively that Safety First principles were firmly instilled in the minds of the laborers.

There are various kinds of snobbery, but one of the worst is that which affects to despise common things.

Abraham Lincoln, who had not a shred of the snob in his makeup, once said, "The Lord must love the common people; he made so many of them."

One Way of Helping.

The chairman of the Georgia Railroad Commission has notified the railroads operating in Georgia that because of a realization of the decrease in operating revenues of the various lines the commission will not impose on any of the roads subject to its jurisdiction any expenditures for new stations, warehouses, terminal facilities and the like. The chairman sets forth that the commission is thoroughly cognizant of the dilemma confronting the carriers in their present crisis and will hold in abeyance such orders as would further add to their financial embarrassment.

Which commends itself to the man who is an advocate of fair play and not inclined to "hit another when he is already down". The action could be followed profitably in all States.

N. H. Kruse is appointed roadmaster of the Springfield Sub-Division, including the Monett and Springfield terminals and the Chadwick Branch, with headquarters at Springfield, Mo., effective December 2. Mr. Kruse succeeds H. Aaron, transferred.

LET'S LAUGH

Objected to the Statement.

"We all make fools of ourselves at times, your worship," said a man who was charged at the Lambeth police court with insulting behavior.

"You can only speak for yourself," retorted Mr. Biron. *London Tit-Bits.*

In Memoriam.

"My word, Jacob," said Steinberg, "that is a beautiful diamond you have in your pin. How much did it cost?"

"I paid \$1,000," replied Jacob.

"One thousand dollars! Good gracious," exclaimed Steinberg. "Vy, I did not know you ver vorth so much money."

"Vell, you see," explained Jacob, "ven der old man died he left \$1,000 for a stone to be erected to his memory, and dis is der stone." *Kansas City Star.*

Lost Too Much Ground.

The chief was berating a patrolman.

"Why did you let that crook get away from you?" he demanded. "You saw him enter the house."

"Yes, chief."

"And you saw him come out?"

"Yes, chief."

"Then why didn't you dance right after him?"

"I did dance after him," protested the patrolman, "but you see he was doing the tango and I was using the hesitation." *Judge.*

Once Too Often.

Parson Black (sternly) "Did you come by dat watch-melyun honestly, Bruddeh Bingy?"

The Melon Toter " 'Deed I did, pah-son; ebry day fo' nigh on two weeks!"

Puck.

Wise and Otherwise.

Miss Green "I suppose you adopt a special diet when you are writing."

Popular Author- "Quite so! I eat oat meal when I am writing a cereal story, and so on." *Boston Transcript.*

When your wife says she has nothing more to say, pick out an easy chair, take off your coat and vest and shoes, and prepare for a two-hour session while she says it.

His Better Half.

"Here my dear," said the husband, producing his purse. "here is \$50 I won playing cards over at Brown's last night. You may have it to buy that dress you wanted."

Reluctantly the conscientious wife took the money; then said, with an expression of rigid rectitude:

"I simply shudder at the thought of using money gained in such a way. Henry, promise me that after you have won enough for me to buy the hat to go with the dress you will never touch those awful cards. I don't want my husband to become a gambler."

He Meant Well.

A man who had married his cook was giving a dinner party, and between the courses the good lady sat with her hands spread on the table cloth.

Suddenly the burr of conversation ceased and in the silence that followed a young man on the right of the hostess said pleasantly:

"Awful pause."

"Yes, they may be," said the old-time cook with heightened color; "and yours would be like them if you had done half my work."

Ft. Smith, Ark., December 21, 1914.

TO ALL FOREMEN:

I wish you and your family a Merry Christmas and Happy New Year, and many, many more years of joyful happiness to come.

Looking over the past record of the year 1914, I feel duty bound to extend to you my sincere thanks for your hearty co-operation and good service rendered.

I trust that you continue in this spirit and with even a more determined effort to return this just courtesy to the St. L. & S. F. R. R.

You can show your best appreciation of your employment by increased good service.

Yours truly,

A. SCHERREY,

Division Roadmaster.

Springfield, Mo., December 22, 1914.

**AGENTS, TRAINMEN, ENGINEMEN and
OTHER EMPLOYEES:**

The co-operation you have extended along claim preventive lines during the past six months, which has resulted in a \$95,000.00 decrease in freight claim payments up to and including December 21, is very much appreciated. I wish each of you a Merry Christmas and a Happy and Prosperous New Year.

Yours very truly,

G. E. WHITELAM,

Supt. F. L. & Claims.

SAFETY FIRST

A. L. Howard, Brakeman, Tupelo Sub-Division, Amory, Miss.

What railroad service really is and should be, in my opinion are described in the one word - "Prudence."

Prudence would suggest the doing of the best possible things in the best possible way. It forecasts for danger and avoids it. Every fellow-employee is respectfully asked to duly consider the value of this one word in the performance of our varied duties and see the results that will follow. Prudence suggests proper construction, proper operation and proper co-operation.

In order to promote Safety First, prudence would suggest the most scientific construction of everything and every part of everything from the smallest even to the greatest parts. It suggests that nothing be done grudgingly or stinted but that proper allowance be made that all construction work of every class may well and truly be done with Safety First in view, which appeals first to Officials and follows all along down the line.

Prudence suggests Safety First in operation along every line. Every one in the service of the Frisco Lines is a unit of great value, operating within his own particular sphere, learning and performing to the best of his skill and knowledge in order to bring out Safety First in each operation. Looking well to cars of lumber, that they are properly loaded that none may fall along the right-of-way, so as to endanger section men or any person along the lines. Looking well to see that all car doors are properly secured so they will not fall while trains are in motion, calling attention to the great danger of going between cars while in motion, and should you see any one going between such moving cars, call

their attention in kindness to their great danger which will be remembered in after time.

In co-operation prudence suggests that each individual working in harmony and agreement with every other individual for Safety First, first of all will learn to perform his part in a way and manner so as to fit in perfect harmony with all that is performed by every other operator, appreciating life and limb and the general well-being of every one with whom we come in contact. One particular thought that I wish to advance is the special care that passenger train crews should exercise in the interest of passengers, in giving them correct information along all lines, caring for the dependent and helpless, showing politeness to the aged, thus making the thought of Safety First the first thought of construction, operation and co-operation.

Birmingham Meeting.

An enthusiastic audience of Frisco employes and their families gathered at the Y. M. C. A. Auditorium, Birmingham, Ala., Monday evening, November 30, for a Safety First Rally.

The meeting was presided over by F. G. Faulkner, assistant superintendent, who opened up the program with a few well-chosen remarks explaining the object of the meeting, bringing in the history of the Safety First movement.

W. B. Spaulding, chairman of the Central Safety Committee, next entertained the audience with stereopticon views illustrating the proper and improper way of handling work in the different departments. This lecture was not only entertaining, but instructive as well, and unquestionably much good will be derived from it.

SAFETY FIRST

Short addresses were also made by M. J. Murphy, of Springfield, Division Freight Agent Snooke and others.

Unfortunately Superintendent Carr, who is chairman of the Southeastern Division Committee was called out of town and was unable to attend the meeting.

The program was thoroughly enjoyed by all those who attended, which included a large number of employes and their families from out of town.

Aside from other benefits, meetings of this kind are bound to promote a spirit of good fellowship as they are a means of employes and their families getting better acquainted with each other.

This club, which was organized September, 1913, has for its motto "good fellowship, fraternity and safety to one another," and these social affairs are given to afford the members opportunity of getting better acquainted.

After the grand march four prizes, which were donated by Rock Springs merchants, were awarded to the parties most handsomely dressed and those wearing the most comical costumes.

The Safety First idea was not overlooked in the masks of those in attendance, as will be seen from the accompanying reproduction showing the mascot of the Club. The little one is the daughter of Mr and Mrs. Max Hosang, former president of the Club, and incidentally it might be mentioned that a representative of The Frisco Man certainly "spilled the beans" when he asked Mr. Hosang the name of his little son.

At a recent business meeting of the Club the following officers were elected: Earl Petri, president; E. P. Norris, vice-president; Claude Stroupe, financial secretary; P. Lang, corresponding secretary, and William Bomparte, treasurer.



Club Dance.

The annual masquerade ball of The Frisco System Club of St. Louis, at the Rock Springs Turner Hall, November 14, was a decided success in every way and was largely attended by the club members and their families.

Circular No. 524, issued by Superintendent C. F. Hopkins, of the Southwestern Division, advises that the spur track recently put in at Mile Post 450 will be known as Lozier Spur.

Superintendent C. H. Baltzell was "Master of Ceremonies" at the swimming match recently pulled off at the Y. M. C. A., Thayer, Mo.

The match consisted of a 40-foot dash, 40-yard dash, 80-yard relay, fancy dive, long distance plunge, barrel-punting match and water base-ball game.

Woman's Department

MRS. E. G. NEWLAND,



Augusta, Kansas, Editor

A CHRISTMAS MESSAGE.

Somehow, at Christmas time we like to hunt up that beautiful story by Dickens, "The Christmas Carol", and read again of Marley's Ghost and Scrooge and Tiny Tim, and feel like saying with Tiny Tim "God Bless us every one."

We have so much cause for gratitude this year, if we but compare our peaceful prosperous land with war blackened countries across the sea, and it should make us earnest and thoughtful as the time draws near of "peace on earth, good will towards men". We should be filled with a desire to help in every way possible to lessen the sum total of suffering and sorrow in the world.

Let us get away from our four walls, find a mountain top and get a vision of life. Look down upon the world in all its need, like Carlyle in Sartor Resartus when he describes thus, a great city at night: "These fringes of lamp light struggling up through smoke and thousandfold exhalation some fathoms into the ancient reign of Night, what thinks Bootes of them as he leads his hunting dogs over the zenith, in their leash of sidereal fire. That stifled hum of midnight, when traffic has lain down to rest; and the chariot wheels of vanity still rolling here and there through distant streets are bearing her to halls roofed in and lighted to the due pitch for her; and only vice and misery, to prowl or to moan like night birds, are abroad; that hum, I

say, like the unquiet slumber of sick Life, is heard in heaven. Under that hideous coverlet of vaporers, what a fermenting vat lies simmering and hid! The joyful and the sorrowful are there; men are dying there, men are being born, men are praying—on the other side of a brick partition, men are cursing; and around them all is the vast void Night. The Grandee reposes within damask curtains; Wretchedness cowers into truckle beds, or shivers hunger-stricken into its lair of straw; while Councilors of State sit plotting and playing their high chess-game, whereof the pawns are men. The Lover whispers to his mistress that the coach is ready; and she, full of hopes and fears glides down to fly with him over the borders; the Thief still more silently sets to his picklocks and crowbars or lurks in wait till the watchmen first snore in their boxes. Gay mansions are full of light and music and high swelling hearts; but in the condemned cells, the pulse of life beats tremulous and faint and bloodshot eyes look out through the darkness for the light of a stern last morning. Six men are to be hanged on the morrow; comes no hammering from the Rabenstein? Their gallows must even now be o' building. Riot cries aloud and staggers and swaggers in his rank dens of shame; and the Mother, with streaming hair kneels over her pallid dying infant, whose cracked lips only her tears now moisten. All these heaped

and huddled together, with nothing but a little carpentry and masonry between them, crammed in, like salted fish in their barrel, or weltering like an Egyptian pitcher of tame vipers, each struggling to get its head above the other. Such work goes on under that smoke counterpane."

What an awful, yet beautiful picture. Much of this sorrow we cannot reach but we have no idea how much we can prevent if we but try. We can stop the chariot wheels of Vanity by using the God-given time and talent we possess for the good of our neighbor and our families, instead of frittering it away in gossip, card parties, dancing, etc. If only the time that is being killed and the brain and energy that is being wasted by women everywhere could be gathered up like wheat or oats, and be put to a good use.

We can relieve the wretchedness which shivers hunger-stricken into its lair of straw. By noble example, careful rearing and education of our children and a sympathetic interest in those of our less fortunate neighbors, we could prevent much of the condition shown in the picture of the Thief and of those in the condemned cells, who look for the light of a last morning. The mothers and wives who are bearing burdens so heavy they almost faint beneath the load: can we not aid them by sympathy, cheer and love?

I have not yet mentioned Safety First or the prominent part it takes in human uplift. I shall leave you to figure that out and will dwell upon the fact that we are a League of Sisters and we want love and fellowship, courage, cheer and mutual helpfulness to be the ideals of the League.

At this time, of all times, when we celebrate the birth of Him who said, "Love one another. Bear ye one another's burdens," let each sister resolve to make her life count for more in the coming year, for the proper training and education of children, the promotion of clean living and clean thinking, for everything that will make for a clearer and more

optimistic view of life, than it has in any previous year.

Rabindranath Tagore, the philosopher and poet of India, quotes from the Upanishad: "In the midst of activity alone wilt thou desire to live a hundred years," and says further: "When a man cuts down the pestilential jungle and makes unto himself a garden, the beauty that he thus sets free from within its enclosure of ugliness is the beauty of his own soul. Without giving it this freedom outside, he cannot make it free within. When he implants law and order in the midst of the waywardness of society, the good which he sets free from the obstruction of the bad is the goodness of his own soul. Thus is a man continually engaged in setting free in action his powers, his goodness, his beauty, his very soul, and the more he succeeds in so doing the greater does he see himself to be, the broader becomes the field of his knowledge of self."

Thus we see the inevitable happens: the love we pour out comes back to enrich our own lives, our vision is clearer, our outlook broader, our whole nature expands and grows until we are transformed from idle, thoughtless butterflies to earnest, useful, lovable women.

Let us take a long breath and square our shoulders for the responsibilities of the coming year. Take a good look at them and we will find them to be blessed privileges of usefulness, opportunities for growth of soul.

Sisters all, my heart goes out to you this Christmas tide. Join with me in Tiny Tim's immortal Christmas prayer: "God bless us every one!"

Kansas City.

The Frisco Woman's Safety League met at the home of Mrs. Frank Reber, November 16. They report a good meeting at which plans were made for future work. The next meeting will be held December 14, at the home of Mrs. Morgan, secretary.

Fort Smith.

Mrs. H. Gunn presided at the meeting of the Frisco Women's Safety League, Friday afternoon, November 6, Woodman Parlors, Fort Smith, Ark.

Excellent papers were read by Mesdames W. G. Koch, George Daniels, O. B. Willis; also a letter from Chairman W. B. Spaulding, of the Central Safety Committee, and one from Mrs. Geo. Green.

Short talks were made by Mrs. J. T. Wilkerson. Musical selections by Mrs. Gorman completed the afternoon's program.

The ladies have decided to meet on the first Friday of every month in future, and for each of the meetings two of the vice-presidents elected when the branch was organized will prepare papers, or have someone from their department prepare them, to be read at the meetings.

The meeting was pronounced a decided success and the afternoon was thoroughly enjoyed by all who attended.

"Appreciation."

That little attentions attract notice and add materially to the reputation we are building up for the Frisco, was strikingly brought out in an article published in the November issue of the Railway Journal by R. R. Jester, entitled "From My Observation Car." The portion of interest to Frisco men is quoted below:

I believe railway employes are habitually courteous; in fact, I know they are. Personally I have found them not only courteous, but also go out of their way to assist the public.

A few weeks ago I was traveling on the Frisco system through the Southwest, and in my trip got separated from a piece of baggage I had checked. The Frisco agent at Piedmont, Kans. W. Byrd, got it located soon and took the trouble to deliver it to me out in the country several miles from the station. His duties as an agent did not require that extra service, but his courteous obliging disposition prompted him to go out of his way to assist a patron of his road. Similar instances are often cited in the experiences of patrons of the railways, with the employes. For my part I never find a better class of people to do business with than the average railway employe.

Editor Woman's Department:

Being an advocate of Safety First, I am greatly elated with the opportunity afforded us through the Woman's Department.

Now that we women have the opportunity, we should use every chance to do good, not only by using our influence with our loved ones employed on the railroads, but with the general public, who it seems so hard to convince of the dangers of trespassing.

Living as I do, close to the Frisco tracks, I observe this daily and reading some of the convincing addresses published in last month's Frisco-Man, prompts me to comment on how splendidly such true facts brought forth conditions as they really exist.

Dear league members, let us try to advance and always use our best efforts for the good of Safety First.

Mrs. Annie Lincoln,

7316 Lansdown Ave.,

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ALONG THE LINE

Ozark Division.

The Ozark Division Safety Committee held its bi-monthly meeting at Memphis, Tenn., November 21.

The employees of the Ozark Division are glad to learn that James J. Joslin is rapidly recovering from an operation performed at the St. Louis Hospital recently. Mr. Joslin is chief clerk to superintendent.

The F. C. P. C. work on this division is being taken hold of in a lively manner by the employees.

Passenger train movement over this division for November was very satisfactory and we hope to make a first-class showing on passenger trains during the holidays.

Kansas City.

The Frisco-Man joins with other employees in extending sincere sympathy to Edward Nagle in the loss of his son, whose death occurred November 28. Mr. Nagle is machine foreman at Kansas City and is one of the oldest employees in point of service at that point.

Kansas Division.

J. A. Finckenbinder, B. & B. foreman, is repairing and remodeling the roundhouse at Joplin, Mo.

J. N. Fountain, B. & B. foreman, has just completed driving twenty-one bridges between Ellsworth and Pierce City.

H. N. Searcy, B. & B. foreman, is renewing 1911 bridges in the vicinity of Medora.

J. W. Waterbury, concrete foreman, is renewing tile openings with cast-iron pipe between Sherwin and Columbus.

E. G. Caskey, paint foreman, and men are painting highway signs between Pierce City and Baxter.

Bridge Inspector B. O. Coleman has just completed his monthly bridge inspection on the Kansas Division.

C. E. Murphy is appointed section foreman at Piedmont, Kans., succeeding H. White resigned. Mr. Murphy has been in charge of Section F-17 at Brooks, for the last three years.

Track forces on the Kansas Division are making fence repairs and doing considerable ditching.

The Kansas Division Safety Committee met in the office of Superintendent H. H. Brown, Neodesha, Kans., November 28, for its regular monthly session. A good meeting was reported.

Yard Foreman Beaugardner, of Neodesha, Kans., has been making some changes in track for the Standard Oil Company, locating a loading track. When completed this will be quite an improvement.

The Kansas Division has in the neighborhood of 50,000 ties distributed and piled over the division for early spring work. Track and roadbed are going into the winter in better shape than ever before and it is hoped the spring will find it in as good condition.

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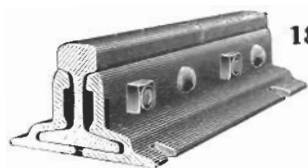
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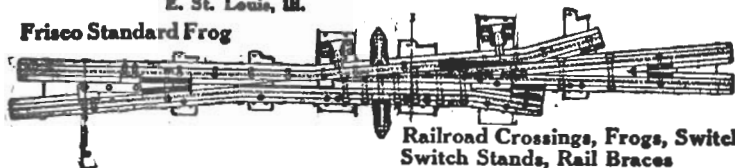
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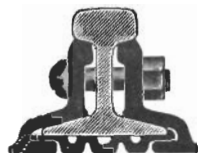
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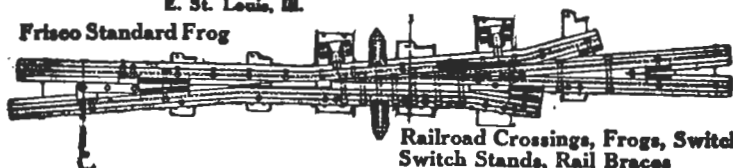
☞ “In good times the weaklings succeed, but the strong know that it is not in holding a good hand, but in playing a poor hand well.” — *Thompson*.

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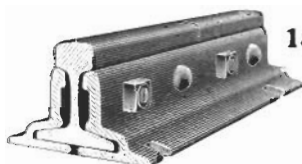


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