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KNOW HIM WHEN YOU MEET HIM
H. W. Johnson, Car Accountant
A SUGGESTION.

We work together, why not play together?

Now is the time to form a Frisco Baseball League. Points like Newburg, Springfield, Thayer, Monett and, in fact many others, could organize teams and have a hot race for the Frisco Baseball championship this summer.

It's a good time now to form a league along these lines. The Frisco-Man is at the service of all for challenges, correspondence and the work of carrying out schemes of that sort.

This is only a suggestion, but there is considerable Bush League talent on the Frisco and its safe to predict that, if we get into some systematic baseball on the Frisco, there will be more than one big league scout in the benches, and, ultimately, some big league players who started on the Frisco.

Of course, there are good teams at Newburg, Springfield and other points now, but this suggestion is made that they line up a series of games this summer, and on a definite schedule to include at least six teams.
A Little History.

The article below, clipped from an Eastern paper, regarding James C. Nash, a Frisco veteran, who had charge of both engines and enginemen on the old Kansas City, Fort Scott and Memphis, will be especially interesting to "old timers."

Mr. Nash was retired on a pension in 1913, and recently visited relatives in the east.

James C. Nash of Springfield, Mo., recently visited his only living sister, Mrs. Mary Houseman of Western Avenue, also his nephews, George 11. Nash of White River Junction and Clinton A. Nash of Hanover, N. H. He also visited in New York and also Ohio, calling at the railroad engine in the employ of the Pennsylvania Railroad, also at the railroad station again. A photograph is in the hands of A. L. Nash & Co. in White River Junction about the year 1854. At the age of 15, Mr. Nash entered the employ of the Lotham Company to learn the trade of machinist. Just as he had completed his apprenticeship the shops were closed out, but Mr. Nash immediately left for Chicago and entered the employ of the Chicago, Rock Island and Pacific Railroad Company. He worked on and then as a railroad engineer running out of Peoria, Ill. About two years later he was employed as an engine fireman in the employ of the railroad company for which Mr. Nash served as the engine was sold to the railroad company for which Mr. Nash was running an engine, and he was given the same engine to run that he had helped to build in White River Junction. After some years in the employ of several roads, including what is now the Rock Island and Burlington, he entered the employ of the Kansas City, Fort Scott and Memphis Railroad as road foreman of engines and had the entire charge of both engines and enginemen of that company, until the "Frisco" system purchased the K. C., F. S. and M. Soon after this Mr. Nash was obliged to give up road work because of a severe eye trouble, but was made a special examiner for that company and served in that position until 1013, when he was placed on the pension list. Mr. Nash is now 80 years old and has not made a visit to Vermont for 18 years. He returned from here to his home in Missouri.

T. B. McLain.

In the death of T. B. McLain, at the Employes Hospital, Springfield, Mo., Friday afternoon, January 21, the Frisco loses one of its veteran engineers.

Mr. McLain had been ill several months. He suffered a severe paralytic stroke about January 15th, and was removed to the Employes Hospital from his home, 1037 Berlin Street, but his condition was not regarded serious until a week later when he became suddenly worse.

Mr. McLain was 67 years old. He was retired about a year ago, after forty years of continuous service. His last run was out of Springfield as engineman on the Chadwick branch.

How to Get the Best Results

From Empire Fireproof Paint

On shingle roofs, first remove all decayed or split shingles, then repair and paint the roof. Be sure paint is always hot when being applied, as it will then penetrate. On wooden trestles, be sure that no surface is left unpainted. In some instances it will be found advisable to use 4-inch hand brushes, and in others 4-knot brushes. For painting composition or metal roofs, 4-knot brushes can be used exclusively as you can cover more surface each day. --An. George A. Hancoek.

George A. Hancoek, for many years superintendent of motive power, died at Los Angeles, Calif., Tuesday, February 8th.

Mr. Hancoek began his railroad career in 1881 as machinist for the Santa Fe Railroad in New Mexico, later becoming foreman at El Paso, Tex. While at El Paso he coupled the first locomotive for service on the Mexican Central Railroad and was on the first engine which ran under steam from the United States to Mexico. He was appointed superintendent motive power on the Frisco in 1901.

After his retirement from the Frisco in 1913, because of ill health, Mr. Hancoek spent his time between his summer home in Port Huron, Mich., and Los Angeles. The body was taken to Port Huron for burial.
"Load 'Em Up."

Superintendent C. H. Baltzell has issued a letter to all agents and local conductors of the Central Division, thanking them for the co-operation extended in increasing the average weight per loaded car mile and congratulating them upon the splendid showing made during the month of January, 1916.

The Central Division shows an increase per car of 5.11 tons, as compared with January, 1915. This increase has been brought about by reports of agents, local conductors, shippers and division officers all pulling together.

Mr. Baltzell requests agents and conductors receiving a copy of the circular to show it to their patrons, explaining to them that by respect of their help we have been able to handle more tonnage in less cars, which is the big factor in avoiding car shortage. Not only that, but it is the foundation of true economy.

Mr. Baltzell has set the Central Division figures at twenty-eight tons per car, and it is believed with continued cooperation of employees in getting better loads and in handling the cars more promptly, this result will eventually be attained.

Keep the Boilers Clean.

Clean boilers increase locomotive earning capacity, save fuel, and make train movement better and more reliable generally.

Dearborn treatment keeps locomotive boilers clean, no matter what mineral salts the feed water supplies contain. It eliminates scale formation, corrosion, foaming, priming, and other feed water troubles that effect boiler tubes and plates.

The treatment may be used at terminals only, for scale prevention, while in cases of alkali or foaming water it should be applied to the engine tank each time water is taken.

On The Rack.

Raymond Waters, three-year-old son of A. H. Waters, air brake man in car department, Sapulpa, Okla., is shown in the accompanying cut.

Raymond was snapped while standing at a test rack of "daddy's own construction."

The Reason.

A sickening crash—
A pause—a scream;
A blinding flash—
The rush of steam.
A life has been taken
To quench death's thirst.
Someone's forgotten,
Neglected "Safety First."
R. COATZ.
Persons employed in any service on trains are subject to the rules and special instructions. Employees must render every assistance in their power in carrying out the rules and special instructions. Any violation of the rules or special instructions must be promptly reported. The use of intoxicants by employees while on duty is prohibited. Their habitual use or the frequenting of places where they are sold is sufficient cause for dismissal.

I have tried to explain to the men on the road that there is no open season for the violation of rule "G." I quote a paragraph from the general notice: "Obedience to the rules is essential to the safety of passengers and employees, and to the protection of property." Rule 99 reads: "When a train stops or is delayed under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals a sufficient distance to insure full protection." We have had accidents recently on account of employees not properly protecting the rear of their train. Rule 99 is one of the most important in the book and the men who fail to regard it as such are not carrying out the provisions of the general notice, as quoted above. No member of the train crew has performed all the duties that are required of him until he has done everything in his power to properly protect his train.

The use of reckless is not confined to night. They can and must be used during the day time when, by such use, they can add, in any way, to the safety of train movement.

Q.—Please give me ruling on the following:
1st No. 33 passes "C" with plenty time to make "A" for No. 610. 2nd 33 arrives at "C" and has not time to make "A" for No. 610, and was given order No. 10 at "C.",
2nd No. 33 has right over No. 610 "C" to "A" when 2nd 33 arrives at "B"—a blind siding. Is 33 in sole track and engine dead. What has 2nd No. 33 to do?
B. F.
A.—Respecting second No. 33 having right over No. 610, overtaking first No. 33 without orders and with a dead engine, I could not pass upon a case of this kind because it is not based upon rules. Rule 94 is supposed to take care of all such matters and, in conjunction with Rule 105, would do so, however, the red flag is the highest authority in Railroading and it might be advisable to resort to this expedient in order to keep safe.

Q.—Should orders notifying trains of bad places in track be dated same date they are delivered to trains.
B. F.
A.—Rule 220 covers this and explains that orders once in effect continue so until fulfilled, superseded or annulled. Therefore, the date would cut no figure in the matter.

Dear Sirs—
Rule 81.—Conductors will register arrival and departure of trains in books kept for that purpose at stations shown in FULL-FACED TYPE on the face of the book.
the time table. If carrying signals, register SIGNALS AND KIND, and if not carrying signals register NO SIGNALS."

On some parts of the road, a practice seems to exist requiring train men to actually see the engine when giving an order to meet an extra train, although it may be at registering station. For example, engine 1220 runs extra Sapulpa to Francis to meet extra 1220 North at Sapulpa.

The conductor is not permitted to take the register for the arrival of this train but it is required to go and see the engine for himself. This is not in accordance with the rules and should be discontinued. For example, engine 1219 runs extra Sapulpa to Francis to meet extra 1220 North at Sapulpa. The conductor is not permitted to take the register for the arrival of this train but it is required to go and see the engine for himself. This is not in accordance with the rules and should be discontinued. If the engine is making more than one trip or turn, it is the duty of the train dispatcher to surround the movement with every safeguard either by trip number or time limitation as the register is for the purpose of identification, and if it can be accomplished by a regular train it should be just as safe to accept it for an extra train and it is the duty of the dispatcher that every movement is made safe.

Rule 96.—"When signals displayed for a section are taken down at any point before that section arrives, the conductor will, if there be no other provision, arrange in writing with the operator, or in the absence of both, with a flagman left there for the purpose, to notify all opposing inferior trains or trains of the same class leaving such point that the section for which the signals were displayed has not arrived."

Under this Rule, when a conductor carries signals to a non-registering station, he is required to leave proper notice but the operator or other employees are called upon so seldom to perform such duties that it is likely to be overlooked, and instructions should be given to the dispatcher to surround such practice with a better safe guard, that is, by putting out an order that will protect the movement.

A-Z.

The following, entitled "Agents' Alphabet of Success," was submitted to the Frisco-Man by Henry J. Mullin, agent, Greenbriar, Ark.:

A. Avoid errors and save time, trouble and money.
B. Balance your accounts daily.
C. Check your work closely.
D. Demurrage must be collected currently.
E. Expense way bills accurately.
F. Freight must be marked plainly.
G. Give your work your best attention.
H. Handle freight as if it were your own.
I. Inspect freight before signing for it.
J. Justice to everybody.
K. Kindness to all should be our motto.
L. Load freight in station order.
M. Make all reports in line with instructions.
N. Notify consignee when freight arrives.
O. Official orders for cars must be secured.
P. Practice Safety First and Courtesy.
Q. Record yourself by being diligent.
R. Set limits properly.
S. Secure signatures for freight when delivered.
T. Tariff is an important commodity.
U. Use stationery economically.
V. Vow to improve yourself.
W. Write all errors by hand legibly.
X. Write cars before loading.
Y. You can get along perfectly by putting great
Z. On the right way.
The Frisco-Man

On The Job.


"Big Jim" Camps is a local freight conductor on the Royal Gulch Railroad. From terminal to terminal his run is over a stretch of 80 miles, on a single iron.

"Big Jim" and his crew had fought the day under trying conditions to get their train into terminal. They "mopped" into Wagner Yards, with the "hog law" ready to grab them. After pulling their train away they had "one good minute left," so the man with "authority" let them pass. TOMORROW morning they are to be called on time. TOMORROW is to be "Claim Prevention Day."

Now, we are not going to specify any certain kind of claims. Claim prevention is claim prevention, whether it be prevention of freight claims, passenger claims, or other claims. Neither is "Big Jim" Camps going to be any greater hero than the other parties concerned in this story.

To have effective claim prevention, the whole "gang" has got to work together. So "Big Jim" is mentioned as a starter.

On January the third, train number 87 left Wagner Yards at 7:15 a.m., for Yale, 80 miles south. Number 87 is a local freight train, "Big Jim" Camps, conductor, Grey, James and Boren, brakemen, Thomas, engineer, and Blaine, fireman. A healthy bunch to be sure.

Between Wagner Yards and Yale there are ten open stations and a few blind sidings. Now, let it be understood that the writer does not profess to know what happened on any other division of the Royal Gulch Railroad, nor on any other train, nor at any other stations than those mentioned, on this "Claim Prevention Day." All that is known is that all employes of the Royal Gulch had instructions to not only "try" to prevent claims—but to prevent them.

Number 87 pulls into Dodge City at 8 a.m. Dodge City is the first stop south of Wagner Yards. Frank Jones is agent there. Among the freight unloaded are fifty kegs of iron nails, billed from Granger to Ruff Brothers, Dodge City. The way-bill says: "weight 4,500 lbs., rate 40 cents per hundred pounds, freight collect $18.00." but Jones has been reading Western Classification No. 51, and remembers something like this to be found on page 248, Item 34: "iron nails in kegs taken at actual weight, but not less than 108 lbs. per keg, L. C. L., 4th class." Jones knows that 40 cents is the correct rate, but weight is wrong. So he corrects way-bill to read as follows: "weight 5,400 lbs., rate 40 cents, charges collect $21.60."

Did Jones prevent a claim? Yes, he prevented a claim from the auditor’s office that he is not watching the Company’s revenue. Not only does he prevent the claim, but he increases the Company’s revenue $3.60.

At Cushing the first open station south of Dodge City, "Big Jim" reports that two horses are on the right-of-way at mile post 137.5. Pat O’Connor, section foreman, goes to the scene and discovers that private farm gate is open. Pat drives horses into field, closes and fastens gate securely. The horses’ lives are saved.

Farther south at Timlon, way-bill for four boxes babbitt metal is received, weight 100 lbs. Brakeman Boren working in car, says only 2 boxes, "Big Jim" thinking Boren near-sighted, decides he will check car himself. He does, but to no avail. Coming out of car "Big Jim" grumbles about being short on "Claim Prevention Day." but brakeman James has a suspicion that some error in billing is the trouble. He asks Agent Clark for weight shown on way-bill. Clark advises him 100 lbs., shown. To help relieve "Big Jim’s" grumbles, James suggests they weigh the two boxes. The two boxes weigh exactly 100 lbs. "Big Jim" gives Clark a 316. Clark calls on consignee for copy of invoice. Consignee’s invoice reads: "Babbitt Metal 100 lbs." Clark
The Frisco-Man

9

on making delivery to consignee, re-
weighs the shipment in the presence of
the consignee, the consignee is satisfied.
Clark gives consignee expense bill for 2
hundreds babbitt metal 100 lbs., then he
pitches short report, attaches "Big Jim's"
33rd, and a letter of explanation, forwards
30 claim department. A claim is pre-
vented.

Silver City and Dowds are passed
without any unusual happenings. Pull-
ing into Mohawk, about 11.30 a.m.,
"Big Jim" feels a hungry spot, but
decides to do the unloading before going
to dinner. The first thing unloaded is a
barrel of bleeding powders, with the
head bursted in. The shipment is from
Wagner Yards to Brown & Co., at
Mohawk. Mr. Brown saw barrel with
head bursted in, makes a "howl" for dam-
age notation on expense bil. Agent Bliss
suggests Mr. Brown to bring over his
invoice for a count. Bliss has noticed
that powders are in metal cans. The
count checks with consignee's invoice.
Bliss decides to check rate. Turning to
page 130, item 11, of Western Classifica-
tion No. 33, he finds: "Bleaching powders,
not otherwise indexed by name, in metal
cans, packed in barrels, L. C. L. takes
first class. In bulk, in barrels L. C. L.
Third class."

Way-bill reads: "1 barrel bulk bleeding
powders, weight 250 lbs., rate 15 cents,
freight collect 28 cents." Bliss corrects to
read: "1 barrel bleeding powders in metal
cans, weight 250 lbs., rate 22 cents,
freight collect 55 cents." The first and third
class rates are 22 and 15 cents respectively,
from Wagner Yards to Mohawk. Brown
makes howl against increased rate, but
Bliss shows him extract of section 10 of
the Act to Regulate Commerce, as shown
on page 1 of Western Classification.
Brown reads the false billing clause, talks
to himself, pays the bill, signs up, and
takes out his powders.

"Big Jim" returning from dinner is
feeling good, and feels better when Bliss
tells him he need not make any 316 for
the barrel of bleeding powders. Two
claims are prevented, consignee grumbles,
Company's revenue increased 17 cents,
and "Big Jim" feels good. Big doings
at Mohawk—Bliss on the job.

Fossil is next station south of Mohawk.
Bill Border is agent at Fossil. Bill
receives way-bill for 10 barrels fresh
apples from Granger. Way-bill reads: "10
barrels apples, weight 1,500 lbs., rate 70
cents, charges collect $10.50." But Bill
notices that five of the barrels have cloth
tops. Turning to page 180, item 15, of
Western Classification, he finds: "Apples
in barrels with cloth tops L. C. L. take
first class, in barrels with wooden tops
third class.

The first class rate from Granger is 90 cents.
The third is 70 cents. Bill corrects way-bill to
read: "5 barrels apples with cloth tops, weight 750 lbs.,
rates 90 cents, charges $6.75; 5 barrels
apples with wooden tops, weight 750 lbs.,
rates 70 cents, charges $3.25, total collect
$12.00."

Consignee calls for apples, pays bill, signs up,
then he notices difference in rate. He
makes kick, Bill cites consignee tariff
quotations. Consignee then "bets" the
next time he buys apples from that
shipper, the shipper will put them in
barrels with wooden tops. Bill thanks
him, wishes him good luck, and tells him
that is what the railroad company wants,
to get shippers to pack their freight in
stronger containers, and prevent loss and
damage claims. Another step toward
claim prevention.

At Arrowhead "Big Jim" is advised by
dispenser to prepare for zero weather
tonight. He remembers he has car-load
of potatoes in his train. He arranges his
work to make Yale. Fireman Blane feeds the
"Brute". Engineer Thomas handles the
"Brute's" lungs. The "Brute" is
the engine, it helps prevent claims. Yale
is reached in good time, potatoes are
placed in round-house to prevent freez-
ing. A large claim is prevented.
SAFETY FIRST AND CLAIM PREVENTION.

KANSAS CITY TERMINAL MEETING.

The Safety First-Freight Claim Preventive Committee met in regular session in office of Superintendent of Terminals, Kansas City, January 24th.

The morning meeting was devoted entirely to Safety First, and the afternoon to Claim Prevention work.

After the meeting was called to order the first thing up for discussion was the 29 cards reporting improper and unsafe conditions and practices received by the committee since its last meeting.

The SF-1 reports were read and discussed after which the following paper entitled "Get the Habit" was read by C. R. Keveh, general foreman shops:

I have been an enthusiast on the subject of "Safety First." Although I believe the Committee the wrong member to write a paper on the subject. I believe the Safety First habit has become deeply imbedded in the minds of all our employes. You will also agree with me, after hearing Mr. Wightman, Superintendent of Safety address the employes and explain his views on the question, there's not much remaining to write about. However, I want to tell all the employes who have not got the Safety First habit, get it.

Don't kid about Safety First, you might be the goat. If somebody gets your goat by saying Safety First when you are not practicing it, don't get mad and hot like the business end of a hornet. Just look around a while and get some other fellow's goat when you see him not practicing Safety First. There's no end of stray goats when the question of Safety First is involved.

The success of every institution is built upon a combination of individual selves. No man can help make an organization greater, better, more successful and more efficient without making himself the same.

The Safety First movement is a good habit we must all acquire. Habits were born in us, habits we have cultivated and habits we don't know we have. A prouch is a habit, harmful to yourself and distasteful to others. Knocking is a habit, born to discontent or envy. Forget these habits when approached by an employe who has been kind enough to warn you of danger when you did not think Safety First yourself.

Cultivate enthusiasm politeness, consistency, boosting and smile at Safety First, get your favorite habit. Practice it while at your work, on your way to and from work and at your home. Always remembering, do unto others as you would have them do unto you.

Don't neglect reporting or correcting anything you may see that is liable to cause injury to yourself or fellow employes. Keep in your mind that beautiful motto: "It is better to be safe than sorry."

The management don't ask its employes to take chances. Try to do your best. You will perhaps remember the bulletin which reads, "The chance taker is the accident maker."

Now let us all obey the rules which are made for our benefit and do not take chances. In my opinion 90 per cent of the injuries could have been avoided if the above motto and rules had been followed.

The committee then adjourned to the machine shop and held a meeting with the employes of the shop. Master Mechanic Forster made an interesting talk on Safety First, after which Mr. Wightman addressed the employes. About 200 employes attended this meeting. Following this the committee adjourned to office of general car foremen and held a meeting with the yard forces. Mr. Flanagan made a brief talk and Mr. Wightman closed the meeting with an interesting talk on Safety First. There were 34 present at this meeting.

The afternoon session was called to order at 2:30 p.m. and opened with the reading of the postal cards received by the committee since the last meeting. Eighteen cards were handled and in addition sixteen cards turned in on cars received from connecting lines without seals, 11 cards on pin seals, and 12 cards on various matters.

T. J. O'Brien, switch foreman, next read the following interesting paper:
Since the inauguration of this move, the railroads have saved thousands of dollars and have been largely instrumental in preventing many accidents which yearly claim the lives of their employes.

At the beginning, many employes were skeptical of this move, fearing that the Company had started something for its own benefit and to the detriment of all others. After being convinced that the move was a harmonious one and a 50-50 proposition, the employes have become as much interested as the officials and are willing to lend every effort to perfect a more thorough understanding. The fact that the move has the endorsement of the majority of the employes can readily be seen by the decrease of money expended by this Company.

All have done well—we have won honors and now have annual transportation for our wives as well as ourselves. Let us try and make the coming year more profitable than the past and recommend that the Company hire only experienced men when available, especially in the yards where cars must be handled so many times and where efficiency alone can prevent more damage than any one thing.

Mr. Whitelam next read various statistics and commented on same, also talked on the various advertising gotten out, requesting that the committee-men send in any suggestions they may have along that line, assuring the men that their ideas would have due consideration.

After a general discussion by all members on freight claim prevention, during which several good things were brought out, the meeting adjourned.

Regular meeting was held at the Freight House, Kansas City, from 12.15 to 12.45 p.m. Mr. Whitelam made an interesting talk and explained what brought about the big decrease in freight claim payments, also what we are expected to accomplish during this fiscal year through careful handling of freight.

For the six months period of this fiscal year Kansas City leads the principal stations in number of tickets billed to error and Kansas City is going to try to keep at the head of the list. There was an attendance of 135 employes at this meeting.

The committee also held meetings with yard men at yard office at which a forcible talk was made by Mr. Whitelam which was heartily received by the 34 men present.

ST. LOUIS TERMINAL.

The St. Louis Terminal Safety First—Freight Claim Preventive Committee held its regular bimonthly meeting Thursday, February 10, 1916.

The morning session, which was devoted to Freight Claim Prevention, was called to order at 9.00 a.m., at the Seventh Street Station. H. M. Robinson presided in the absence of Chairman P. W. Conley.

The first matter taken up was the postal cards. Since the December meeting 218 postal cards have been turned in by employes. Sixty-seven communications received from other divisions were handled to conclusions, but twenty still remain open.

The matter of handling correspondence pertaining to Freight Claim Prevention was brought up and so far as we could ascertain it is being given the proper handling at these terminals. General Foreman Nelson suggested that the cards be more specific, especially in cases where improper loading is the issue, that is, improper station order loading, as in some cases the nature of the freight does not permit strictly station order loading and if the cards are specific the information they contain can be handled with better result.

At the adjournment of the morning session a general meeting was held at Seventh Street, which 68 station and office employes attended.

L. C. McCutcheon, chief clerk to superintendent freight loss and damage claims, made an interesting talk upon what has been accomplished along the lines of claim prevention, giving the employes credit for the assistance they have rendered and urging their continued cooperation.

The Committee then went to the Broadway Station, where Mr. McCutcheon addressed 112 station and office employes.

The following paper, contributed by H. Palmier, chief clerk, Broadway Sta-
tion, was then read:
Next on the program was the reading of the postcard reports, after which the following circular issued by Foreman A. A. McCormick, was read, regarding the "Blue Flagging Outfit."

**TO ALL CONCERNED:**

There is a box kept in the tool room marked "Blue Flagging Outfit," that consists of two holders made of 1/4-inch pipe, a blue flag and a lantern with blue reflector for each holder. When you have any work to do on engines or cars, you should use this outfit. You will find it very useful when you are working in any way that involves danger, whether at day or night, to keep one set of this equipment secure in the ground between the rails near each end of the engine or car that you may be working on.

After you are through with the work, you are expected to remove the outfit and replace it in the tool room where it will be ready for the next time it is needed.

This is a very important measure of safety, more so in the winter than in the summer. Be sure that you learn how to use it properly.

The outfit should be kept in the toolroom at all times. There is one outfit for each engine at Valley Park and Pacific.

The subject of headlight failure was referred to the Chairman by General Foreman A. McCormick, who in turn put out the following instructions to the employees:

"There have been several cases brought to my attention for failure to use headlight, when another engine happens to be on the road at night. Failure to use the headlight will result in our being unable to see each other. Both engines will be in danger of collision."

This subject will be discussed at the next meeting of the Committee.

In closing, Mr. Wightman stated that the question of legible dray tickets have been brought up a number of times. He felt that this was the most important part of Claim Prevention.

Next, see that all packages are properly marked. This part of the question also is very essential in all railroad work.

It is very important that the train crew have the note book, leather covered, with the name of each committee member burned in gold on the inside cover. Mr. Wightman presented each of the committee men with a note book, leather covered, with the name of each committee member burned in gold on the inside cover. This was very much regretted.

Now comes a very important part of freight claim prevention. In order to prevent claims we must all know what to do, and how to do it also so that we shall have no question as to the proper destination.

The main object in freight claim prevention is to increase the net revenue for the railroad, and to prevent all losses on the road. This is a very important part of the work, and the more efficient work we do, the more revenue we make for the railroad.

The following instructions to the postals were given: There are times when a committeeman is not in position or not so situated as figures show. Of course, when an engine is in a switchyard, it is necessary to flag out. This is very much regretted.

Next, see that all packages are properly marked. This is very important in all railroad work.

When you have any work to do on engines or cars on the switching tracks or switchers, the switchmen should keep a flag out, also a lantern with blue reflector. This will prevent accidents and save the troops from danger. When you have any work to do on engines or cars, you should use this outfit. You will find it very useful when you are working in any way that involves danger, whether at day or night, to keep one set of this equipment secure in the ground between the rails near each end of the engine or car that you may be working on.

When you have any work to do on engines or cars, you should use this outfit. You will find it very useful when you are working in any way that involves danger, whether at day or night, to keep one set of this equipment secure in the ground between the rails near each end of the engine or car that you may be working on.

After you are through with the work, you are expected to remove the outfit and replace it in the tool room where it will be ready for the next time it is needed. This is a very important measure of safety, more so in the winter than in the summer. Be sure that you learn how to use it properly.

The outfit should be kept in the toolroom at all times. There is one outfit for each engine at Valley Park and Pacific.

The subject of headlight failure was referred to the Chairman by General Foreman A. McCormick, who in turn put out the following instructions to the employees:

"There have been several cases brought to my attention for failure to use headlight, when another engine happens to be on the road at night. Failure to use the headlight will result in our being unable to see each other. Both engines will be in danger of collision."

This subject will be discussed at the next meeting of the Committee.

In closing, Mr. Wightman stated that the question of legible dray tickets have been brought up a number of times. He felt that this was the most important part of Claim Prevention.
The following interesting addresses, delivered by employees at the United States and Pigeon Claim Prevention meetings, are well worthy of the consideration of all employees.

T. F. Gannister, Conductor, Southern Division.

It is the custom of us to speak in other employments of the personal injuries and their relation to the general body of employees, but members of the Safety Committee have certain amount of authority that employees do not. This is the day to watch for the fellow who in the normal argument process, is normally won by some other citizen and a word well spoken in time may mean the difference between a life and a limb, or a dead railway office and a live one.

As a general thing we become so used to the things we have that we lose sight of their value, and do nothing to improve the situation.

I want to emphasize two, two, two, every employee in the road with each other, there are many other employees in the other road and they are the workmen who will not lose sight of their value and do nothing to improve the situation.

"A photo" entitled "Stove Hill's Awning" will be given.

J. H. Livingstone, Asst.
Mountain Gage, Mo.

Safety F. G. S. C. was much admired by many, both old and young. He was a real gentleman and done the right thing for the company. The rule of the road is that every employee in the road and his employes must be treated as human beings and do something for the prevention of the loss and injury of individual animals, and the benefit of the whole. But, this is not the only, but it is what the people do for the benefit of the road.
leaving whole gates of stock open, endanger
the lives of crossing riders on the sides of
the cars.
These gates should be closed and locked.

There has been much said and written by the Safety First department about the condition in which the cattle yard is kept, there seems to be no
special instructions, wc oftcn hcar of personal
injuries. This starts the freight on its journey In
the effort to advance Safety First.
Another item I wish to call attention to is that
personal injuries, occurring on the job, are
caused largely by slow unloading of cars, which is
caused by these very holes. The ground is covered
with nails, which are not removed to any extent.
A careful survey should be made
by some of the crew before the cars are coupled
together or moved. While this and the proper flagging of
the cars, is loading or unloading freight from acar on one
side track, there should be no cause for delay.

Another item that should also be given to
the proper attention of Hathcock and elsewhere, as well as
the siding of cars loaded in terminal cars, together
with the flagging of cars containing
flammables, is loading or unloading freight from a single
freight train. This should be looked after carefully by some
of the crew before the cars are coupled

Once more I wish to call attention to the
of lint at every freight and passenger station. The
ailments, and are loyal; he is the active man, the one
with many employes who are
earnest in this particular movement. It is said
also said earnestness will cure the habit of forget-
ning what we have learned, and the same will make it
possible to advance Safety First.

I cannot close without saying a word in favor of
the Southern Division eliminate I can't and
make it possible to advance Safety First.

In order that the Southern Division may
be more practical in the effort to advance Safety
First and Claims Prevention work, not only for the
convenience of the employees, but the customers as well,
it is desirable to have a system similar to the
method of freight which has been in force
since the old days, and the trouble will be kept
its nose up on every railroad doing business in the United States.

I promise that we received for transporta-
tion, rests with the receiving clerk, when the car leaves the yard. When the
orders for transportation, rest with the receiving clerk, when the car leaves the yard. When the

While we receive this train from the Seaboard
Air Line, we are in a hurry to get it moving, as if none of the cars are cut open and
pulled apart, as we get from the Seaboard Air Line. The
process at the Southern Division is the same, the
freight claim prevention is a big item today on
numbers and freight claim prevention is a big item today on

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First department about the condition in which
of freight wants his goods to move, via the same
route he knows has an army of employes who are
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possible to advance Safety First.

I cannot close without saying a word in favor of
the Southern Division eliminate I can't and
make it possible to advance Safety First.
THE FRISCO-MAN

A financial standpoint it has proven more than a success not only for the railroad but for the rank and file of employees too. I tell you it's a paying investment. It means loyalty, efficiency and morale. The railroad company is proud of the word its employes have made in reducing personal injuries and claims for loss and damage to freight. Safety First for employees is a hundred to one day, freight claim prevention in the same way, the safety of the public. The employes are working so unusually together that nothing can prevent or accomplish more than the Whitelam report.

Good Work.

The number of freight claims received by the Frisco has been decreased at the rate of more than a thousand a month, through the claim prevention campaign inaugurated about eighteen months ago. This is the essence of a statement recently compiled by G. E. Whitelam, superintendent freight loss and damage claims, and should convince even the most sceptical of the effectiveness of the campaign.

The statement also shows that, with practically the same freight revenue, freight claim payments have been reduced 44.5 percent, a reduction made in the ratio per thousand dollars gross freight revenue of 47.2 percent, and a decrease in the number of claims filed of 21.8 percent.

This showing is especially gratifying to the management, for not only is it an evidence of how the employes are cooperating to check this needless drain on the road's revenue, but of more value, because it demonstrates the efforts being put forth to create satisfied customers. The public forms its opinion of a railroad chiefly from the services rendered by its employees, and freight claim prevention has done more, perhaps, than any other movement, to impress upon the employes the need of care in handling of traffic over our lines.

Unless we make good, as we can and should, we ought to go back to the moods;

For the fellow who stays

In these modern days,

Is the man who "delivers the goods."

This Is What Safety Work—"Being Careful"—Means.

"And the end is that the workman shall live to enjoy the fruits of his labor; that his mother shall have the comfort of his arm in her age; that his wife shall not be unmanned a widow; that his children shall have a father, and that cripples and helpless wrecks who were once strong men shall no longer be a by-product of industry."

The statement below, issued by the freight loss and damage claim department, February 3, 1916, shows the errors made by divisions and terminals on special claim prevention days, October 20 to 23, 1915, and December 27 to 31, 1915:

<table>
<thead>
<tr>
<th>Division</th>
<th>October 20-23</th>
<th>December 27-31</th>
</tr>
</thead>
<tbody>
<tr>
<td>Springfield Storehouse</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>Northern Division</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Springfield Station</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Southern Division</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>Broadway Station</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Eastern Division</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>River X</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Cape Division</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Kansas City Station</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>O. K. Street Station</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Central Division</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Memphis Station</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Memphis Freight Station</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>TOTAL</td>
<td>162</td>
<td>27</td>
</tr>
</tbody>
</table>

A splendid showing was made for the week ending December 31st, only 27 errors being recorded in the five day period. The River and Cape Division, it will be noted, shows a clean record, as well as the Springfield Storehouse, Springfield Freight Division and the Memphis Station.

MAKE YOUR DOLLARS HELP YOU EARN A SALARY

Make the dollars you earn work for you and bring in other dollars which cost you neither time nor effort.

Every dollar deposited in our Savings Department earns 4½% interest, compound-
For the fifth time Springfield and Hugo have captured the “Best Record Freight Errors” pennant for accuracy in handling freight in groups Nos. 1 and 2, while, for the second time, Paris wins for group No. 3.

General Agent Hans of Wichita has been instructed to forward the pennant to Agent Bennett at Paris.

Below are statements of the January record:

**ERRORS AT ST. LOUIS, SPRINGFIELD, KANSAS CITY AND MEMPHIS TERMINALS JANUARY, 1916.**

<table>
<thead>
<tr>
<th>Stations</th>
<th>Error Handling</th>
<th>Error Checking</th>
<th>Failure Load</th>
<th>Unload Waybills</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>St. Louis</td>
<td>26</td>
<td>7</td>
<td>0</td>
<td>0</td>
<td>33</td>
</tr>
<tr>
<td>Springfield</td>
<td>22</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>26</td>
</tr>
<tr>
<td>St. Louis, Bdwy.</td>
<td>23</td>
<td>5</td>
<td>0</td>
<td>0</td>
<td>28</td>
</tr>
<tr>
<td>Kansas City</td>
<td>23</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>27</td>
</tr>
<tr>
<td>Enid, Okla.</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>TOTAL</td>
<td>102</td>
<td>18</td>
<td>1</td>
<td>0</td>
<td>121</td>
</tr>
</tbody>
</table>

**SUMMARY.**

<table>
<thead>
<tr>
<th>Stations</th>
<th>Error Billing</th>
<th>Error Handling</th>
<th>Failure Load</th>
<th>Unload Waybills</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eastern</td>
<td>167</td>
<td>36</td>
<td>0</td>
<td>0</td>
<td>203</td>
</tr>
<tr>
<td>St. Louis</td>
<td>233</td>
<td>57</td>
<td>0</td>
<td>0</td>
<td>300</td>
</tr>
<tr>
<td>Kansas City</td>
<td>222</td>
<td>31</td>
<td>0</td>
<td>0</td>
<td>284</td>
</tr>
<tr>
<td>St. Louis, Bdwy.</td>
<td>253</td>
<td>48</td>
<td>0</td>
<td>0</td>
<td>309</td>
</tr>
<tr>
<td>Southern</td>
<td>54</td>
<td>13</td>
<td>0</td>
<td>0</td>
<td>70</td>
</tr>
<tr>
<td>TOTAL</td>
<td>660</td>
<td>130</td>
<td>7</td>
<td>0</td>
<td>800</td>
</tr>
</tbody>
</table>

**STATEMENT SHOWING NUMBER OF ERRORS MADE AT STATIONS JANUARY, 1916.**

**GROUP ONE.**

<table>
<thead>
<tr>
<th>Stations</th>
<th>Error Billing</th>
<th>Error Handling</th>
<th>Failure Load</th>
<th>Mis-handling Waybills</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Springfield</td>
<td>186</td>
<td>31</td>
<td>0</td>
<td>2</td>
<td>221</td>
</tr>
<tr>
<td>St. Louis</td>
<td>127</td>
<td>27</td>
<td>0</td>
<td>1</td>
<td>155</td>
</tr>
<tr>
<td>Kansas City</td>
<td>110</td>
<td>18</td>
<td>0</td>
<td>1</td>
<td>137</td>
</tr>
<tr>
<td>St. Louis, Bdwy.</td>
<td>156</td>
<td>31</td>
<td>0</td>
<td>1</td>
<td>198</td>
</tr>
<tr>
<td>Southern</td>
<td>49</td>
<td>14</td>
<td>0</td>
<td>0</td>
<td>73</td>
</tr>
<tr>
<td>TOTAL</td>
<td>390</td>
<td>72</td>
<td>7</td>
<td>4</td>
<td>473</td>
</tr>
</tbody>
</table>

**GROUP TWO.**

<table>
<thead>
<tr>
<th>Stations</th>
<th>Error Billing</th>
<th>Error Handling</th>
<th>Unload Waybills</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hugo</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Ft. Smith</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Muskogee City</td>
<td>10</td>
<td>2</td>
<td>0</td>
<td>12</td>
</tr>
<tr>
<td>Lawton</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Sapulpa</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>TOTAL</td>
<td>14</td>
<td>2</td>
<td>0</td>
<td>16</td>
</tr>
</tbody>
</table>

**GROUP THREE.**

<table>
<thead>
<tr>
<th>Stations</th>
<th>Error Billing</th>
<th>Error Handling</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paris</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Muskogee City</td>
<td>10</td>
<td>2</td>
<td>12</td>
</tr>
<tr>
<td>Lawton</td>
<td>2</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Sapulpa</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>TOTAL</td>
<td>12</td>
<td>2</td>
<td>14</td>
</tr>
</tbody>
</table>

Unload and mis-handling waybills are not included in the above averages.
**A Hurry Cane.**

"I want to see some canes," said Swan-
ker to the shop proprietor, "and I'm in
a hurry."

"Yes, sir, very good sir," responded
the shopman in a fluster. "Here, Wil-
tiams" (to his assistant), "show the
young gentleman some hurricanes."—
Tit-Bits.

**The Latest.**

Guest (in restaurant in the war zone)
—"Bring me two hard-boiled eggs and
some grape nuts, and set that electric fan
going."

Waiter (to cook)—"Two cannon balls
and some grape shot, and start a raid
with the Zeppelin."

**Nothing Personal.**

"I have often stood in a slaughter
house," observed the man from Chicago,
"while the butchers were idling hogs on
all sides of me."

"Oh," exclaimed the tender-hearted
girl, "weren't you dreadfully afraid?—
*Puck.*

**Take That.**

They say that Cupid strikes the match,
that sets the heart aglow.

But where does Cupid strike the match,
is what I'd like to know.

Dan Cupid who you speak about,
is up-to-date, you ox.

Me uses Safety Matches
And strikes them on the box.

**Got Him.**

He (as the team goes by)—"Look!
There goes Ruggles, the halfback. He'll
soon be our best man."

She—"Oh, Jack! This is so sudden!—
*Harvard Lampoon.*

**The Question Drawer.**

"Dear Editor, what is a best seller?"
—Reader.

You spell it wrong. It is one with the
oldest wine.

*Question Dept.—What was St. Vitus
noted for?*—Student.

He was the inventor of the modern
society dances.

Information Editor—My boy refuses
to go to school and I cannot get him
educated. What had I better do with
him?—Puzzled Parent.

Why see make him an editor?

"My Editor, please tell me what this
war is all over?"—Annamese.

It's all over Europe.—The Courier.

**Trying to Signal.**

"What did you tell that man who
asked you if he could marry your daugh-
ter?"

"I acted as grouchy as possibly," re-
plied Mr. Comrose. "I couldn't tell him
right out that Gladys has a sharp temper,
but I thought I'd sort of hint to him
that she might have inherited one."

"Aunt Chloe, do you think you are a
Christian?" asked a preacher of an old
negro woman who was smoking a pipe.

"Yes, bredder, I 'pects I is."

"Do you believe in the Bible?"

"Yes, Bredder."

"Do you know there is a passage in
the writings that declares that nothing
unclean shall inherit the kingdom of
heaven?"

"Yes, I 've heard it."

"Well, you smoke, and there is noth-
ing so unclean as the breath of a smoker. So
what do you say to that?"

"Well, when I go dere, I 'spect to
leave my beard behind me."
Listen! Young Man.

The achievements of youth startle the world. Experience is oftentimes the worst teacher. Her rebuffs dampen ardor and deaden ambition. Youth is not fettered by a knowledge of limitations, so it rushes in where angels fear to tread and performs miracles. Not knowing the impossible, youth has faith in achieving it.

Raphael painted the Madonna of St. Anthony at twenty-two years of age, the Sistine Madonna at twenty-seven. Shelley wrote his sublime drama "Prometheus Unbound" at twenty-seven. Alexander Hamilton wrote two of the most influential political pamphlets of his time at seventeen; and at twenty he joined Washington's private staff. John Calvin published his "Institutes of Theology" at twenty-seven. Beethoven wrote three of his greatest symphonies at the same age. William Pitt was Chancellor of the Exchequer at twenty-three; at twenty-five he was one of the foremost men of his time. Clive was held of the English forces in India, distinguished himself at Arcot and was called a "heaven-born" general by Pitt at twenty-five.

Mozart composed an opera for the Opera House at Milan when fifteen years old; at twenty-one he had written three hundred compositions; at thirty he was the greatest composer of Europe. Keats won an immortal place among English poets and died at twenty-six. Edison at twenty-two received $40,000 for a telegraphic invention. Isaac Newton ignored all the authority and tradition of time, and discovered the law of gravitation at twenty-seven. Bell didn't know he couldn't talk from Denver to Boston, so he invented the telephone at twenty-nine.

Napoleon rebuked an officer for saying "Impossible" in his presence. Napoleon said: "There are no Alps," and led the French Army into Italy at twenty-seven. Had Joan of Arc been older and experienced she would not have attempted to lead the French into Orleans and drive the English beyond the Loire. At seventeen she stood victorious beside Charles when he was crowned King in the Cathedral. So close is youth to our dust. So mar is God, why should you doubt. Why should you pronounced "no" to the Youth you replies. "I can." The world owes much to the audacity of youth. Youths will undertake and accomplish big tasks. Youth has blazed its trails into undiscovered realms and brought back a new law, a new song, or a new machine.

An army of men can run a cotton gin, but it took Eli Whitney, a youth of twenty-seven, with unerring faith, to invent it. There are a thousand men who can send a wireless message, but it took Marconi, a youth of twenty-four, with unquenchable faith, to discover the law. There are a host of men to play the March, but it took Mozart, a youth of twenty, with unsuppressed enthusiasm, to compose it.

In the executive's chair and around the director's table of successful business enterprises are many men scarcely turned thirty. They are not demagogues; they have not sat idle in the market places bemoaning the inequality of fortune. Sad will be the old age of youth who forgets his father's struggles, his father's thrift, his father's God, and lets the morrow take care of itself.

The world owes no man a living, but every youth owes the world a life.

--Fron Leslie.
Railroad men have the right to demand absolute reliability in a watch.
Many thousands, who do so, find their demands met by the accurate Hamilton.
It's the kind of watch you need.

Write for the Hamilton Watch Book, "The Timekeeper"
It pictures and describes the various Hamilton models.
The Hamilton Watch is made in all standard sizes and sold by jewelers everywhere.
For Time Inspection Service, Hamilton No. 940 (19 size, 17 jewels) and No. 992 (21 size, 21 jewels) are the most popular watches on American railroads and will pass any Official Time Inspection. For general use you can let a Hamilton Watch from $12.25 for movement alone (in Canada $13.00) up to the superb Hamilton masterpiece at $150.00 in 18K heavy gold case. No extra charge for Safety Numerical Dial on new railroad grades of Hamiltons. A Hamilton movement can be fitted to your watch case.

HAMILTON WATCH COMPANY
Dept. 41, Lancaster, Pennsylvania
Safety and the Office Man.

"Have you ever stopped to think that the Safety Movement applies to the office man as well as to the workman? There is merely a difference in the chance of accident. The possibility of an injury to an office man is not as great as to the workman, but this difference is offset in other ways. The office employee is indoors day after day, year after year. His mind may be active but his muscles become soft—he does not get proper exercise or sufficient fresh air. Without exercise and without fresh air the body is weakened; it cannot resist the disease germs; it is more liable to cold, pneumonia, etc. Therefore, SAFETY-FIRST to the office man means that he must keep his health—he must get exercise, sleep with his bedroom windows open. Without health he is unable to produce and his job gradually gets too big for him.

Everybody should think and practice Safety-First, there are no exceptions. The sooner this is done the sooner will the number of accidents decrease and healthful living conditions exist."

"Stung" is the inscription on the reverse side of a card first gotten out by G. E. Whitelam, superintendent freight loss and damage claims, announcing the amount paid out by the Frisco for lost and damaged freight for the period July to December 1915, inclusive. And "stung" tells the story briefly for every dollar of this amount represents a dead loss. Get the habit of preventing claims.

No. 1. The Hewitt Company primarily sell metallic packings, but also sell service; the latter being free. If in trouble get in touch with our Service Department, whether you use our packings or not.

No. 2. Machine Finished Metallic Packings fit vibrating cups closely when the cups are made right, therefore inverting good results. Service Department — The Hewitt Company.


No. 4. Do not expect metallic packings to carry the weight of pistons and crossheads and also pack rods successfully. Attention to these parts will make for better service. Service Department — The Hewitt Company.

No. 5. Keep your packing equipment up to standard, especially vibrating cups. Close attention will ensure proper results. Service Department — The Hewitt Company.

No. 6. See to it that ball joint rings are properly ground to a nice joint. Much metallic packing is removed when it's the ball joint ring that's leaking. Service Department—The Hewitt Company.

No. 7. A good swab that has been kept soaked in a tank or pail of valve oil and cut as required is a big help to any metallic packing. Service Department—The Hewitt Company.

T. A. H. Please Note.

Following the idea carried out in our Form 3001 standard envelopes, a Form 3417 standard has been forwarded to The Frisco-Man, which has been re-addressed twenty-three times. The envelope was used to carry books between section foremen and roadmaster's office at Lawton, Okla., on track division 42, and traveled in all 1014 miles. This demonstrates another way in which a saving in the use of stationery supplies can be accomplished.
"Casey Junior"

The picture above shows a hand speeder which has been converted into a motor car with our new 2½ HP "Casey Junior" engine. The process of attaching is so clearly shown in the picture that the manner of attaching is hardly necessary. As the engine weighs only 80 lbs, it adds very little to the weight of the car, and, therefore, the handcar platform can be used as before. The engine, when running, develops 2½ M.P.H. brake test, and will propel a speeder at a rate of 15 to 35 miles an hour, with a gasoline consumption of 40 to 50 miles per gallon. Price with complete equipment ready to install on hand car, $60.00 cash, or $65.00 with monthly payments of $5.00 each.

Write for 1916 Catalog.

"Casey Jones"

This engine is so well known that description is hardly necessary to the railroad public. Over 10,000 are now in service, and, therefore, there is no necessity for an elaborate description of this engine. It is the only engine of its kind in existence that starts, stops, and reverses, like an automobile, without getting out of the seat, and can be thrown into low or high gear, or neutral, by simply shifting a lever. Will run on low gear so slow that you can walk along and pick up material on the Right of Way; or thrust into high speed and escape the express train.

Price with complete equipment ready to install on hand car, $55.00 cash, or $60.00 with monthly payments of $5.00 each.

To Convert a Speeder is almost as easy. Sometimes requires a new driving axle which can be had from any machinist or blacksmith, but unusually the driving pulley can be attached in place of sprocket.

NORTHWESTERN MOTOR COMPANY
300 Spring Street
EAU CLAIRE, WISCONSIN
DON'TS FOR CAR REPAIRERS AND TRAIN YARD MEN.

Chris Nelson, Car Foreman, St. Louis

DON'T go on a scaffold board before you examine it for cracks—You may fall down and get hurt.

DON'T turn angle cock handle when there is air in train line before you see that men are out from under the car.

DON'T stand too close to the tracks when the switch engine is moving cars—Get at a safe distance.

DON'T leave nails or screws on top of cars after you have repaired the roof.

DON'T loaf in the blacksmith shop where blacksmiths are working—A scale may fly off the hammer and hit you.

DON'T jack up all four corners of a car at the same time—The car may lose its balance and fall on you.

DON'T put your hand between the two center plates to raise king bolt when car is jacked up. Use a wrench of some sort to raise the center pin.

DON'T use a piece of iron on top of a jack for a shim—it is liable to slip and the car will fall on you.

DON'T throw the roof of a car off on the north side where your fellows are working if you can do it just as easily on the south side where no one is around.

DON'T hang around the mill shop—you may get hurt by some of the machinery. The men employed in that capacity will look after the mill shop work.

DON'T wear your jumpers outside of your overalls. Keep them inside so they will not get caught in machinery.

DON'T make a habit of crawling under cars on any other track but the rip—you may get caught.

DON'T smoke while you are working—Wait until after quitting time.

DON'T, under any circumstances, go under or between cars on yard tracks to do any work, unless your blue signal is up at both ends of the string or your helper is stationed as lookout for you and does nothing else until you come out.
Woman's Department

MRS. E. G. NEWLAND, Augusta, Kansas, Editor

The following article, written by Mrs. G. W. Beelerly, president of the Frisco Woman's Safety League, Pittsburg, Kansas, while interested in her own particular branch, well applies to leagues established at other points around the Frisco:

I know as the new year opens we are all planning better things for our Safety League and our community. We want things to be better in 1916 than they were in 1915, and the way to make them so is to get busy and work harder to promote Safety First than we did last year.

The Safety First League can be made a source of much good to a community and to the individuals of that community, if all the members will attend the meetings and take some part when requested to do so.

The only way we can improve mentally is through using the talents God has given us to the best advantage, and what better way can we find to use them than by attending the meetings of the Safety First League and taking some part in them? It is a law of nature that nothing stands still, and if we do not use our talents, they will surely deteriorate. Don't allow yourself to be relegated to the mental junk pile. Whatever we put into an organization—our time, our talent, etc.—just so much will we get out of it.

I hope every member will work hard for the League and that many more will add their names to our roll and work for the good of Safety First in 1916.

The meeting was called to order by Mrs. T. W. Morris, president, at 2:30 p.m., followed by prayer by Mrs. Tamquary, chaplain.

Delegates from branches of the League from all over the line will hold a meeting at Springfield, February 24th, to adopt a universal constitution and set of by-laws. Miss S. F. McGuigan, secretary, was elected delegate to represent the St. Louis branch.

The following program, which could not help but please even the most fastidious, was next read:

Instrumental Solo.................. A. A. Nowakowsky

Address.................... Mrs. E. G. Newland

"Fort and Peasant" (violin solo). R. Henlscher

"Rose in the Bud" (song). Mrs. J. U. Mentzer

ST. LOUIS MEETING.

W. B. Spaulding, father of the Safety First movement on our lines, surpassed all his previous efforts to enlist the cooperation of the women in the Frisco's campaign, when he entertained fifty-two members of the St. Louis Chapter of the League at luncheon at the Westminster Hotel Thursday afternoon, January 20th. The affair was one of the most profitable and enjoyable in the history of the organization.

The meeting was held at the home of Mrs. T. W. Morris, president, at 2:30 p.m., followed by prayer by Mrs. Tamquary, chaplain.

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"Rose in the Bud" (song). Mrs. J. U. Mentzer
THE FRISCO-MAN

Address: "Safety First"........ Mrs. A. Lincoln
"A Little Bit of Heaven" (song)......... Mrs. O. Smith
"Safety First"........ A. A. Nowakowsky
"Safety First"........ Miss Varareta Harncy
Recitation........ Mrs. F. J. Metz
"Macushla" (song)........ George Jehle

At the conclusion of the program lunch was served during which the ladies all joined in extending a vote of thanks to Mr. Spaulding for the enjoyable time had.

In responding Mr. Spaulding urged the members to have little social meetings rather than the plain business sessions in order to make them both interesting and enjoyable, emphasizing that this would do more than anything else to attract new members.

The next meeting of the chapter will be held in office of Superintendent P. W. Conley, Tower Grove Station, Thursday afternoon, February 17th, and the wives, mothers, sisters, daughters of Frisco employees, as well as women employees, are invited to attend.

MEMPHIS LEAGUE.

The Memphis Chapter of the League was entertained by Mrs. C. C. Carey at her home, 1479 Walker Avenue, January 25th.

The rooms were beautifully decorated with carnations and ferns. The early part of the afternoon was devoted to the usual business session and the annual election of officers, which resulted as follows: Mrs. Grace Andrews, president; Mrs. A. F. Foster, vice-president; Mrs. F. Z. Stunk, secretary; Mrs. E. L. Mages, treasurer, and Mrs. J. E. Harncy, reporter.

Mrs. Harncy was elected as delegate to represent the Memphis Chapter at the meeting at Springfield, February 24th.

At the close of the business session two vocal selections were rendered by Mrs. Charles Birk, accompanied by Mrs. J. W. Patterson. Her numbers were, "Some where a Voice is Calling," and "Absent."

Later the guests were invited to the dining room where dainty refreshments were served at a table decorated with the Frisco colors, carrying out the idea of a railroad yard.

In the center of the table was a vase filled with ferns, beneath which was a miniature railroad track bearing a tiny engine and a tender filled with coal, while around the sides of the table were flat cars, filled with bright colored cream mints. A prize was offered to the member guessing nearest the number of lumps of coal in the engine tender. Mrs. C. J. Meadows was winner of the first prize, a hand painted plate, and the consolation favor, a toy engine, was won by Mrs. J. W. Patterson.

Mrs. Carey was invited to entertain by Mrs. E. G. Newland.

SPRINGFIELD LEAGUE.

The Springfield League met in regular session in office of General Manager E. D. Levy, February 5th.

After the roll call and the minutes of the previous meeting were read and approved, a letter of greeting from Mrs. E. G. Newland was read. Three new members were admitted.

Mrs. John Beckerleg was elected delegate to represent the Springfield League at the reorganization meeting, at Springfield on February 24th.

Plans for the formation of a social club were discussed and not with approval, but action on the matter was deferred until the March meeting.
THE FRISCO-MAN

PITTSBURG LEAGUE.

The Pittsburg League met at the home of Mrs. D. McGuire, 404 W. Park St., Friday afternoon, February 4th.

The meeting was called to order by Mrs. G. W. Bentley, president, and after the minutes of the previous session were read and approved a general discussion of the topics of particular interest to the chapter followed.

Miss Lena King, secretary, was elected delegate to represent the Pittsburg League at the general meeting at Springfield, February 26th.

After the regular business was disposed of a luncheon was served by Mrs. McGeire.

As stated in a previous issue, the Frisco-Man proposes to publish in the Women's Department from time to time, bulletins issued by the College of Agriculture and Department of Home Economics of the University of Missouri, which should prove not only interesting but beneficial to Frisco women. Below are those recently received:

Meat Substitutes.

Health and High Cost of Eating Demanded

Eye of Lean Meat.

Many of us are eating entirely too much red meat, according to Miss Addie D. Root, Missouri College of Agriculture. Most animal proteins, which is so important in regard to health and state of energy of our women, are now excessive and cost over two and one-half cents per pound, and (2) it is very likely to continue in the words of nutrition and price situation.

The best and most nutritious meat substitutes with other proteins which are suitable for the lean meat, are (1) rice, beans, peas, and lentils, generally grown in our own borders and cost not over one cent a pound, and (3) it is very likely to continue in the words of quantity and price situation.

Rice is an ideal substitute, but it has two great objections: (1) it costs more and (2) it is very likely to continue in the words of quantity and price situation.

As stated in a previous issue, The Missouri and Home Economics Department of Agriculture has carefully tested the bulletins issued by the Missouri Department of Agriculture and Department of Home Economics of the University of Missouri, which should prove not only interesting but beneficial to Frisco women. Below are those recently received:

Buttonhole That Last.

"If we are not eating entirely too much red meat, according to Miss Addie D. Root, Missouri College of Agriculture, no one would be interested in the topic of meat substitutes. Yet, according to the Missouri College of Agriculture, 'there is no substitute for the meat, but a substitute for the meat substitute is needed.'

To make a good buttonhole, begin the slit about a quarter of an inch from the edge. Cut a slash in the desired length and shape. Place the edge of the buttonhole on the face of the material, the back edge of the buttonhole along the edge of the material, and the edge of the buttonhole on the face of the material. Place the buttonhole on the face of the material, the back edge of the buttonhole along the edge of the material, and the edge of the buttonhole on the face of the material.

In making a buttonhole, first put in two or more straight stitches at the edge of the buttonhole. Then put in a diagonal stitch the length of the buttonhole. This stitch should be about the same length as the buttonhole. Then put in a diagonal stitch the length of the buttonhole. This stitch should be about the same length as the buttonhole. Then put in a diagonal stitch the length of the buttonhole. This stitch should be about the same length as the buttonhole.

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Honey Breads.

New Uses of Honey Taught by Missouri College of Agriculture.

Brown Bread.—One-half cup of honey, one and a half cups of sour milk or buttermilk, three cups of flour, fifteen minutes baking. Nuts and raisins may be added if desired.

Soft Gingerbread.—Half a cup of sugar, one cup of extracted honey (or sorghum), half a cup of butter, one cup of flour, one teaspoon of soda. Nuts and raisins may be added if desired.

Soft Gingerbread.—Half a cup of sugar, one cup of extracted honey (or sorghum), half a cup of butter, one cup of flour, one teaspoon of soda. Nuts and raisins may be added if desired.

Promotions and Appointments.

W. S. Shirk is appointed assistant superintendent of the Oklahoma and Chickasha Subdivisions, with headquarters at Oklahoma City, succeeding J. M. Chandler, promoted, effective February 6th.

A. Lewis is appointed roadmaster of the Sherman Subdivision, with headquarters at El Reno, Okla., succeeding F. Mitchell, transferred, effective February 5th.

Which Coppage?

Considerable comment has been going on recently among officials of this and other lines having headquarters in a large southern city, regarding a certain train order sent out many years ago which read something like this: "No. 17 at Emory Gap. Train No. 2 will wait at Rockville until 7:25 (or No. 17). (Signed) J. E. W."

It is believed that T. B. Coppage, superintendent of transportation, can come across with some valuable information as to this particular order, especially as to who the chief dispatcher was, the occasion for the message, and how long ago and to whom it was sent.

Don't Pump Your Life Away on a Hand Car or a Velocipede when you can ride in an Automobile.

The No. 2 Rockford Car is a light, serviceable runabout for the road. It is easy to operate. It is easy to pay for.

There is dignity in gathering together your forces, in facing misfortune and woe with what stoicism you can must. There is some show of human intelligence in facing irritation with unmoved calm and composure.

There are things which are only half done are badly done. Either we must be blind, or if we see, we must act accordingly.

Fame.

The heights by great men reached and kept, Were not allained by sudden flight: But they, while their companions slept, Were toiling upward in the night.

Men with shaking nerves are easily rattled.

A lot of men expect the bread they throw upon the water to come back to them in the form of cake.
Changed His Mind.

A NOW high official was agent at a small station many years ago. One cold day the general manager happened along the line and finding no fire in the waiting room, called the young agent's attention to it and suggested that he build a fire for the comfort of the traveling public.

The young agent, not knowing the general manager from "Adams 0f Os," carelessly informed him that he was too busy.

The general manager waited around for a short while and again suggested that there be a fire made in the waiting room, but the agent again snily informed him that he hadn't time.

By this time the high official was thoroughly riled up and hastily writing a telegram that another agent be sent to take charge of the station, to which he signed his name with the official abbre-viation, he took it to the ticket window and asked the agent if he had time to send that.

The agent looked up and glancing over the message said, "No, I'm too busy, I've got to build a fire."

Two tramps, sitting by the roadside at dusk, were indulging in an imaginary game of poker, in which pebbles played the part of lucre. One of them was a down-and-out college graduate; the other was just an ordinary tramp, named Pat.

Said the latter: "I'll just bet you a thousand dollars as an opener."

The college graduate replied: "I'll raise you a million."

"Make it billion," said Pat.

"Two hundred billion," said Pat.

"Seventeen quadrillion." Pat searched his head for a minute. Then—"take the pot, you educated son-of-a-gun.

Never Mind How Strong You Are—What d'ye KNOW?

"Today it's a battle of wits—and brains. The great question now is "What d'ye KNOW"—it draws the line between defeat and victory between you and the brain. Could YOU "make good" in front of any apostle? Follow, the International Correspondence Schools can show you how-you CAN.

For more than 23 years the I.C.S. have been teaching men how to do better work and earn bigger salaries. They can do the same for YOU.

No matter where you live, what hours you work, or how limited your education—if you can read and write—the I.C.S. can teach you right in your own home, during your spare time, for a better position.

Mark and mail the attached coupon—this will give you complete information about the simple, easy methods. Mark the Coupon NOW.

International Correspondence Schools

Employer—Position.
New "STIFEL'S Indigo Cloth"

The comfort of quick, legible writing is not to be had for under $50. "Reliance Visible Typewriter" has been the standard; now the comfort of quick, legible writing on a new $48.50 typewriter—sold by us for only $48.50. And the privilege of 30 days' free trial also. Earn enough money during the trial time to pay for the machine. You will usually get from 30 to 50 words from a page out of a machine that reads you will be glad to get worse.

"Written by the.Tests in your own office. Read and return if not satisfactory.

"Reliance Visible Typewriter"

A Frisco Trio.

On the Southern Division, between Springfield and Memphis, are three brothers who have been in active service on the Frisco more than twenty years. They are J. H. Livingston, agent, Mountain Grove; Lou Livingston, agent, Cabool; and "Rob" Livingston, agent, Willow Springs.

J. H. Livingston has a record of thirty-two years active railroad work, and has been in charge of the station at Mountain Grove for the last twenty-four years.

Lou Livingston of Cabool began work for the Memphis line twenty-nine years ago. He has been in charge of the station at Cabool for twenty years.

"Rob" Livingston has been agent at Willow Springs for two years, but has been engaged in railroad work for 21 years.

"Will you have anything on your face, sir, when I am through?" asked the barber.

"You might leave my nose there," answered the man in the chair.

"It wears like leather and its color is "everlasting." Standard for over 75 Years.

Stifel's Indigo Cloth

Overalls, Uniforms and Jumpers

Look for the trade mark on the back of the cloth on the inside of the garments to be sure you get the one and only Stifel's Indigo.
DO THIS FIRST
Before you buy accident insurance, compare our policies with those of other companies.

THEN YOU'LL SEE WHY

This company is authorized by the Frisco System to write insurance on its employees.

THE STANDARD ACCIDENT INS. CO.
of Detroit, Mich.
H. C. Conley, Supt. R. R. Department

BE A BOOSTER.

"If you see some fellow trying,
To make Claim Prevention go,
You must boost it up a little;
That's your cue to help him know
That you're not going to knock it,
Just because it ain't your 'shout'.
But you're going to help a little
Because it's the best thing out."

A SWIFT UPPERCUT.

"I see you have your arm in a sling,"
said the inquisitive passenger. "Broken, isn't it?"
"Yes, sir," responded the other passenger.
"Meet with an accident?"
"No, broke it while trying to pat myself on the back."
"Great Scott! What for?"
"For minding my own business. —Rum's Horn."

PANTASOTE
The National Standard for Car Curtains and Car Upholstery

AGASOTE HEADLINING
WATERPROOF
HOMOGENOUS in its Composition; will not warp, blister or separate.

SEND FOR SAMPLE

THE PANTASOTE COMPANY
11 Broadway, New York
Peoples Gas Bldg. 101 Monadnock Bldg.
Chicago, Ill. San Francisco, Cal.

Cut Over Pine Lands For Sale to Actual Settlers

Industrial Lumber Co., Elizabeth, La.
The Travelers Insurance Company is the largest Accident Insurance Company in the world and has paid over 654,000 accident claims, amounting to over $43,000,000.

It offers to Frisco employees the most liberal Accident and Health policies issued.

Our agents on the Frisco are EX-RAILROAD MEN. Their names and addresses are:

M. A. Waters, Third National Bank Bldg., St. Louis, Mo.
O. H. Lane, 601 North Moffett Avenue, Joplin, Mo.
T. P. Fahs, 702 West 21st Street, Oklahoma City.
M. Haslup, Birmingham, Alabama.

Let them explain to you the merits of our policies.

Fill out and mail us the blank below, and we will send you a circular.

---

Name ____________________________
Address __________________________
Occupation ________________________

The Travelers Insurance Company
HARTFORD, CONN.

RAILROAD DEPARTMENT

Moral: Inwrc in The Traveler
OXWELD RAILROAD SERVICE COMPANY

Complete Oxy-Acetylene Equipments for Railroad Shops installed under service contract

Railway Exchange
Chicago, III.

OFFICES
30 Church St.
New York

THE VARNISH THAT LASTS LONGEST
Made By MURPHY VARNISH COMPANY

HIPOWER (Reg. U. S. Pat. Off.)
NUT LOCKS

PATENTED
The "double kink" in HIPOWER Nut Locks has FOUR to FIFTEEN times more Spring than the old style Plain Spiral.

This pressure is necessary to force splice bars continuously in place. In doing this, HIPOWER naturally reacts, cushioning each bolt against the flow of traffic, and additionally making each bolt of joint carry its share of load.

On new rail HIPOWER Nut Locks should be tightened frequently until angle bars have worn to a true bearing. After that the bolts will require little further attention.

If further information is desired, address
The National Lock Washer Company
Newark, N. J. --- Chicago, Ill.

Firebox Facts

1. Big locomotives have long wheel bases.
2. Long wheel bases must be covered by long boilers.
3. Long boilers mean excessive flue lengths.
4. Excessive flue lengths represent investment in heating surfaces of low evaporative values.
5. Shorter flues mean longer fire boxes. Longer fire boxes (with combustion chambers of radial stay type) are dangerous and introduce added stay bolt troubles.
6. The Jacobs-Shupert sectional fire box (and combustion chamber when required) supplies the means for designing locomotive boilers of correct economic proportions and at the same time for reducing maintenance problems to a minimum.

"Youra for Better Boilers"

Jacobs-Shupert U. S. Firebox Co.
30 Church Street
New York, N. Y.

Worthington Firebox Co.
Centerville, Pa.
A GREAT SWEEP
for the
Remington Typewriter
at the Panama-Pacific
International Telegrapher's Tournament

Carnegie Diamond Model World's Championship—won by T. S. Brickhouse on a Remington—standard model.

Press Receiving Contest—won by T. S. Brickhouse on a Remington—standard model.

Railroad Receiving Contest—won by G. W. Smith on a Remington—standard model.

Commercial Receiving Contest—won by H. E. Barfield on a Remington—Premier model.

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