

### 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 Rawson of 88 Western Avenue, also his nephews, George H. Nash of White River Junction and Charles A. Nash of Hanover, N. H. He also visited in Windsor and while there called at the railroad station to view the picture, owned by George T. Hazen, station agent, of a locomotive built in the shops of A. Lotham & Co., at West 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 and Mr. Nash immediately left for Chicago and after a short time he was employed as a fireman and then engineer on a railroad running out of Peoria, Ill. About two years later the engine above mentioned 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., Ft. S. and M. Soon after the "Frisco" obtained control of this property, 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 1913, when he was placed on the pension list. Mr. Nash is now 80 years of age and has not made a visit to Vermont for 18 years. He returned from here to his home in Missouri.

### 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 wooder 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.—*Adv.*

### George A. Hancock.

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

Mr. Hancock 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. Hancock spent his time between his summer home in Port Huron, Mich., and Los Angeles. The body was taken to Port Huron for burial.

### 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 engineer on the Chadwick branch.

A representative of James H. Hirsch & Co., 205 W. Monroe St., Chicago, Ill., is making a trip over our lines this month for the purpose of taking measurements of train employes for summer uniforms.

### “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 loading per loaded car mile and congratulating the men 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 reason 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 our patrons, explaining to them that by reason 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 co-operation of employes in getting a better load 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.

Dearborn treatment is made to suit the needs of each district or division, according to analyses of the water supplies.—*Adv.*

### On The Rack.



Raymond Waters, three-year-old son of A. K. 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.

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## THE BOOK OF RULES

- Rule D. Persons employed in any service on trains are subject to the rules and special instructions.
- Rule E. Employes must render every assistance in their power in carrying out the rules and special instructions.
- Rule F. Any violation of the rules or special instructions must be promptly reported.
- Rule G. The use of intoxicants by employes 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 employes, 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 employes 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.

I also quote rule 105:

"Both conductor and engineer are responsible for the safety of their trains and, under conditions not provided for by the rules, must take every precaution for their protection."

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 fuses 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—1st 33 is in side track and engine dead. What has 2nd No. 33 to do?

B. F.

A.—Regarding 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 Sir:—

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 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 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 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 safe-guard 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 employes 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. Mullen, agent, Greenland, Ark.:

A void errors and save time, trouble and money.  
 B alance your accounts daily.  
 C heck your work closely.  
 D emurrage must be collected currently.  
 E xpense way bills accurately.  
 F reight must be marked plainly.  
 G ive your work your best attention.  
 H andle freight as if it were your own.  
 I nspect freight before signing for it.  
 J ustice to everybody and  
 K indness to all should be our motto.  
 L oad freight in station order.  
 M ake all reports in line with instructions.  
 N otify consignee when freight arrives.  
 O rders for cars must be secured.  
 P ractice Safety First and Courtesy.  
 Q ualify yourself by being diligent.  
 R eports must be rendered properly.  
 S ecure signatures for freight when delivered.  
 T ariffs should be kept in order.  
 U se stationery economically.  
 V erify all rates.  
 W eigh all less car load freight.  
 X amine cars before loading.  
 Y ou can aid claim prevention by putting great  
 Z eal into your work.

In the last issue we mentioned that we had a number of cars which were equipped with the Vapor System of Heating, manufactured by the Chicago Car Heating Company.

This is the system which is used in the all-steel Pullman sleeping and parlor cars. In these cars the pipes are divided into several heating units or circuits of pipe and this allows the smoking and toilet rooms to be independently heated.

The heat can be cut out from under the berths at night without interfering with the balance of the car so that warm toilet and smoking rooms with cool berths is the result.

Where cars have staterooms there is provided a separate heating circuit for each room so that the occupant may have the temperature to suit his requirements.

Address Chicago Car Heating Company, Railway Exchange, Chicago, for instruction book giving valuable information on steam heat.—*Adv.*

### On The Job.

*O. R. Marlin, Agent, Burdette Jct., Ark.*

"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 "moped" into Wagner Yards, with the "hog law" ready to grab them. After putting 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 Blane, 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 reads: "weight 4,500 lbs., rate 40 cents per hundred pounds, freight collect \$18.00," but Jones has been reading Western Classification No. 53, 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 Timken, way-bill for four boxes babbitt metal is received, weight 100 lbs. Brakeman Boren working in car, finds only 2 boxes. "Big Jim" thinking Boren near-sighted, decides he will search 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