

The
Frisco-
Man

THE FRISCO-MAN

RAILROAD PAINTS

FOR ALL PURPOSES

Coach and Car (Metal)
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"Metal" Canvas Preserver
"Metal" Canvas Proof
Paint



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St. Louis Surfacers & Paint Co.

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—MAKERS—

NEW YORK

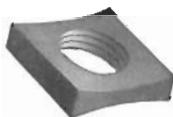
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"BOSS" Lock Nuts

WHEN YOU SPECIFY DON'T SAY "LOCK NUTS"—
BUT WRITE IT RIGHT—PUT IT DOWN THIS WAY:—



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Why not investigate and learn why nearly one hundred Railways,
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Millions of "BOSS" Lock Nuts annually.

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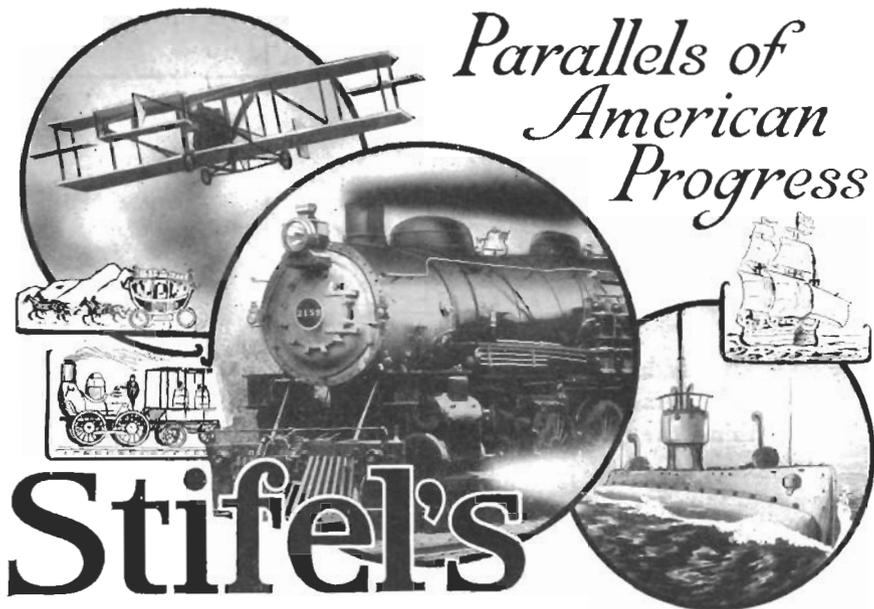
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Standard for over 75 Years



For Overalls, Jumpers & Uniforms
is a typical American progress cloth.

It was born with the railroad and steamboat, and has advanced to the age of the submarine and aeroplane, wireless telephone and telegraph.

¶ **STIFEL'S Indigo** has an unimpeachable record as a *maximum-wear garment cloth*. This record combined with its color-holding habit has made it a close friend of Railroad men.

¶ **When you buy overalls, jumpers, uniforms, look**



REGISTERED

for this little mark on the inside of the garment on the back of the cloth. It's a guarantee of something that can't always be bought—satisfaction.

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EFFICIENCY.

Consider the men whose names mean efficiency, achievement, success. Notice that practically everything they undertake comes out as it should.

The reason is simply that these men have the habit of making good. There is no luck about it. They have acquired a habit.

That habit—the habit of making good—was gained by hard work and the unsparing expenditure of energy.

The successful conduct and development of the railway industry requires the services of thousands of men who are chosen for their fitness for the positions to be filled.

And in proportion to a man's fitness is his career. If a trial proves him to be unfit, he is dropped. If he proves his fitness for a higher post, he gets it in due course.

The opportunities in the railway field are practically without limit. Given a normal brain and the desire and energy to develop it, there is no position to which a man in the ranks may not rise.

It is necessary to the progress of the railway industry that men in the ranks should rise. The industry is not a thing of to-day alone. Means of transportation will always be in demand, and the man most fit will be the man who will lead in supplying the demand.—*Brill Magazine.*



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SAINT LOUIS, MO.

May, 1916

ARE WE FORGETTING?

It's easy to forget.

It would be unreasonable to expect 100 per cent all the time, but instances such as we cite herewith show zero efficiency in Safety First.

These breaches of Safety First were committed "somewhere on one division of the Frisco,"—catch the point, "on one division."

To the many who have taken the Safety First lessons to heart it is discouraging that elementary infringements of its laws, such as these, should have been committed.

Safety First is, after all, a high form of selfishness and the labor being put forth to teach its value should be appreciated, inasmuch as it is a service primarily to OURSELVES.

Let us ask ourselves, officers and employes, if we have been guilty of practices such as these or any similar to them:

On April 12, an air inspector was seen coupling an air hose on train while switch engine was still making up train. When the danger of such a practice was called to his attention, he said he knew it wasn't safe and wouldn't do it again.