General Foreman Whitenack again instructed all concerned regarding the unloading of material close to bridges where work is to be done and impressed upon them the importance of this procedure and the saving it meant to the company.

The question of having local crews do construction work such as unloading material, came up and it was decided that the foreman and local conductor should work together just as much as possible in this respect, especially where there is no telegraph office.

General Foreman Whitenack made the following comment in this connection: "I believe all local conductors should be instructed to take orders from foremen to handle cars to be unloaded, as often the foreman is not in position to get his order to the dispatcher on account of there being no telegraph office or operator on duty. Of course, this would have to be limited to a certain extent for various reasons, but in many cases conductors could do work without instructions from dispatchers and save lots of time. I believe the company business is just as important as any other business and there should be some arrangement made to overcome serious delays."

General Foreman Whitenack instructed foremen that a new standard park fence had been adopted, the fence at Monett being a sample. This fence is built of boulders from the size of a hen's egg to 4 inches square. The wall is about 8 inches wide, 10 inches above the ground and three or four inches in the ground. These plans are to be followed until otherwise advised.

Makes Them Hurry.

"Nothing will make a person walk so quickly as good, sharp weather," said the thin boarder.

"I don't know about that," said the thoughtful boarding-house keeper; "there's the dinner bell, you know."—*Yonkers Statesman.*

Letters - Caution.

Only about one man in a thousand can write a "call down" letter without trying to be either witty or sarcastic and thereby leave a stain which benumbs loyalty.

A plain recitation of what a man has done, in letters of this character, and a polite request that he explain why he did it, is all that is necessary and sometimes even that is not essential.

By far the best plan is not to write at all but await an opportunity to have a quiet talk with the wrong-doer and, if he is the right kind of man, he will appreciate this treatment.

In this age of progress and development it is gradually being learned that there is a vast amount of literature written which retards, rather than develops. Foremost in literature of this character are the so-called "taking the hide off" letters.

The International Correspondence School, in its "Report of Lessons Passed During the Month of May, 1916," gives the names of the following Frisco employes:

C. H. Perry, engineer, Joplin, Mo.; W. E. Blakely, fireman, Oklahoma City, Okla.; Gilbert Cutsinger, light tender, Neodesha, Kans.; E. H. Baxter, fireman, Fort Scott, Kans.; J. E. Morrison, fireman, St. Louis, Mo.; J. J. Blackwell, fireman, Memphis, Tenn.; H. G. Golden, helper, Memphis, Tenn.; R. F. Williams, clam shell engineer, Oklahoma City, Okla.; D. C. Shellhorn, St. Louis, Mo.; C. O. Hufford, chemist student, Springfield, Mo.; G. H. Collins, fireman, Pittsburg, Kans.; H. M. Walters, pumper, Chaffee, Mo.; Geo. Rains, steel car repairer, Fort Smith, Ark.; O. H. Richardson, painter, Amory, Miss.; H. V. Spencer, fireman, Memphis, Tenn.; T. F. O'Connor, engineer, Memphis, Tenn.; J. S. Walker, fireman, Memphis, Tenn.; Lucile Reed, Amory, Miss.; Chas. Ruh, boilermaker helper, Cape Girardeau, Mo.; D. R. Mouser, fireman, St. Louis, Mo.; F. O. Mason, agent, Monmouth, Kans.; I. O Conner, fireman, Carbon Hill, Ala.; J. C. Smiley, fireman, Salem, Mo.; R. A. Walker, fireman, St. Louis, Mo.; Linus Beswinger, fireman, Salem, Mo., A. J. Roberson, Salem, Mo.; Carl Utter, boilermaker apprentice, Monett, Mo.; J. L. Dillon, car truck man, Newburg, Mo.; G. T. Allison, fireman, Newburg, Mo.; E. D. Mead, fireman, Springfield, Mo.; O. G. Mayer, machinist apprentice, Springfield, Mo.; Frank McCormic, clerk, Newburg, Mo.; Oliver Copeland, fireman, Springfield, Mo.; J. L. Casey, fireman, Joplin, Mo.; Wm. Hutchison, fireman, Chaffee, Mo.; Wm. Carpenter, fireman, Springfield, Mo.; Gordon Robertson, carpenter, Memphis, Tenn.; J. T. Linebarger, boilermaker, Monett, Mo.; A. E. Rinker, engineer, Joplin, Mo.; Ira Way, section hand, Hayti, Mo.; G. R. Troxell, fireman, Sapulpa, Okla.; Clyde Sellers, fireman, Sapulpa, Okla.; E. J. Tolver, hostler helper,

Safety First Prize Winners.

The Southern and Eastern Divisions and the Kansas City and Springfield terminals have won the annual Safety First prizes.

The Southern Division showed a ratio of casualties to the number of employes of 14.88 per cent; the Eastern Division, 8.7 per cent. What was formerly known as the Memphis Terminal is now included in the Southern Division.

The Kansas City Terminal on the ratio of casualties to the number of employes was first with 13.9 per cent; the Springfield Terminal second with 8.22 per cent; the River and Cape Division was third; Central Division fourth, and the other divisions in order ranked as follows: Northern, Southwestern and Western.

Superintendent of Safety F. A. Wightman states that the casualties to passengers has been reduced 8 per cent, and 9 per cent to employes; while there is an increase to trespassers of 13 per cent.

The greatest decrease to employes was made by the bridgemen, who gained 34 per cent; switchmen were next with 18 per cent; and the trainmen next, with 17 per cent. This is based on the ratio of casualties to the number of employes.

The prizes were awarded on the divisions upon the ratio of casualties to the number of employes and passengers; on the terminals on the ratio of the number of employes.

As has been frequently stated, this prize consists of a semi-annual pass to the female heads of the families of employes of the winning division and terminal.

Lazy Officer.

Sergeant (at drill)—Company! two paces forward, march!

Old Countrywoman (looking on)—That's just like them officers! Couldn't he take two paces farrard 'isself, instead o' moving the whole regiment?—*London Opinion.*

"Don't tell me you never had a chance!

"Four years ago you and I worked at the same bench. I realized that to get ahead I needed special training, and decided to let the International Correspondence Schools help me. You had the same chance I had, but you turned it down. No, Jim, you can't expect more money until you have trained yourself to handle bigger work."

Are *you* a "Jim"? Wake up! Every time you see an I. C. S. coupon your chance is staring you in the face. Right now over one hundred thousand men are preparing themselves for bigger jobs and better pay through I. C. S. courses. You can join them and get in line for promotion. Mark and mail this coupon, and find out how.

I. C. S., Box 8606, Scranton, Pa.

TEAR OUT HERE

INTERNATIONAL CORRESPONDENCE SCHOOLS
Box 8606, SCRANTON, PA.

Explain, without obligating me, how I can qualify for the position, or in the subject, before which I mark X.

☐ Locomotive Engineer	☐ R. R. Agency Accounting
☐ Locomotive Fireman	☐ R. R. Gen'l. Office Acc'ting
☐ Traveling Engineer	☐ Bookkeeper
☐ Traveling Fireman	☐ Stenographer and Typist
☐ Air Brake Inspector	☐ Higher Accounting
☐ Air Brake Repairman	☐ Mathematics
☐ Round House Foreman	☐ Good English
☐ Trainmen and Carmen	☐ Salesmanship
☐ Railway Conductor	☐ Advertising Man
☐ Mechanical Engineer	☐ Civil Service
☐ Mechanical Draftsman	☐ Railway Mail Clerk
☐ Machine Shop Practice	☐ Electrical Engineer
☐ Boiler Maker or Designer	☐ Electrician
☐ Steam Engineer	☐ Electric Wiring
☐ Steam-Electric Engineer	☐ Electric Lighting
☐ Civil Engineer	☐ Telegraph Expert
☐ Surveying and Mapping	☐ Mine Foreman or Engineer
☐ R. R. Constructing	☐ Metallurgist or Prospector
☐ Bridge Engineer	☐ Chemical Engineer
☐ Architect	☐ Agriculture ☐ Spanish
☐ Architectural Draftsman	☐ Poultry Raising ☐ German
☐ Contractor and Builder	☐ Automobiles ☐ French
☐ Structural Engineer	☐ Auto Repairing ☐ Italian

Name_____

Occupation & Employer_____

Street and No._____

City_____ State_____

If name of Course you want is not in this list, write it below.

SAFETY FIRST AND CLAIM PREVENTION.

RIVER & CAPE MEETING.

The fourth bi-monthly meeting of the River and Cape Division Safety First-Freight Claim Preventive Committee was held at Memphis, Tenn., and en route train No. 846 from Turrell to Hayti, May 11 and 12, 1916.

The following members were in attendance:

L. A. Lowry, roadmaster; G. A. Beinert, carman; C. S. Pawkett, conductor; J. H. Gold, brakeman; C. O. Deen, switchman; J. C. Burner, switch-engineer; E. J. Fish, engineer; H. Hamby, engineer-fireman; O. N. Watts, agent; E. A. Paris, switchman—proxy, W. C. Morris; W. H. Pryor, foreman water service; F. W. Rieck, roadmaster; C. J. Davidson, agent; W. H. Baker, machinist; W. H. Williams, general yardmaster; J. A. Moran, assistant superintendent; W. W. Moguin, conductor; A. M. Morris, fireman; J. J. Phayer, roadmaster; C. R. Jordan, assistant superintendent; S. J. Frazier, assistant superintendent; E. S. Burgess, brakeman—proxy, E. H. Smith.

The meeting was called to order at the Memphis platform, by Assistant Superintendent C. P. Jordan, who acted as chairman in the absence of Superintendent C. H. Claiborne who was unable to attend because of other important business.

Mr. Jordan in a brief address outlined the work of the committee for the ensuing day, after which E. L. Magers, superintendent terminals, Memphis, made a short talk. S. L. Oliver, local agent at Memphis, then outlined to the committee briefly the method of handling the merchandise platform at that point.

L. C. McCutcheon, chief clerk to superintendent freight loss and damage claims, in the absence of Mr. Whitelam, explained to the committee in an interesting manner, the intent of the meeting at Memphis in connection with the handling of River and Cape Division merchandise at that platform.

Following a few remarks by other members of the committee, they proceeded over the platform, accompanied by Mr. Oliver, after the following committee was appointed to make special report concerning the handling of Memphis merchandise for the River and Cape Division: Conductor C. S. Pawkett, chairman; W. W. Moguin, conductor; E. J. Fish, engineer; H. Hamby, engineer; J. H. Gold, brakeman.

The afternoon of May 11 was spent in the terminal yards with F. A. Wightman, superintendent of safety, covering the ground from a safety standpoint. Generally speaking, conditions were favorable and indicated that the safety spirit had not been lost sight of.

The committee left Turrell, Ark., the morning of May 12, on train 846 and conducted a general business session enroute.

The consideration of cards received was first on the program. These were handled to final conclusion and represented exceptionally good work on the part of employes on the division in connection with claim prevention.

The afternoon of May 12 was devoted to discussions on Safety First.

Special committees were appointed on leaving Turrell to look after various conditions along the line and around stations and buildings. These committees were supplied with S. F. & C. P. cards which they were instructed to turn in to the chairman at the end of the trip. The conditions noted on the cards are being handled by correspondence for correction.

The personal injuries that have occurred on the division recently were next taken up and discussed thoroughly, after which the postal cards turned in by employes were given consideration.

At 8.30 P. M., a general get-together meeting was held in the Odd Fellows Hall, Hayti, Mo., conducted by S. J. Frazier, assistant superintendent. F. A. Wightman, superintendent of safety, addressed the meeting.

Those who made valuable suggestions and reported improper conditions were:

A. L. Boyles, division special agent; W. H. Brooke, general foreman B. & B.; C. S. Pawkett, conductor, Chaffee, Mo.; H. L. Hillerman, agent,

Harviell, Mo.; A. M. Morris, fireman, Chaffee, Mo.; P. W. Conley, superintendent terminals, St. Louis, Mo.; J. A. Morrow, agent, Gibson, Mo.; J. G. Sarnus, agent, Chaffee, Mo.; L. A. Pickard, agent, Malden, Mo.

The statement below shows the errors made by divisions and terminals on Special Claim Prevention Days, February 28 to March 4, and April 13 to April 23.

	Feb. 28th to Mar. 4th	April 13th to 23rd
Springfield Storehouse	5	2
Northern Division	19	26
Springfield Station	3	4
Southern Division	13	10
Western Division	2	8
Broadway Station	24	13
Eastern Division	20	21
River & Cape Division	11	7
Kansas City Station	22	12
Seventh Street	29	30
Central Division	24	18
Southwestern Division	26	20
Memphis Terminal	25	19
	223	196

The first ten days of June were set aside as Special Claim Prevention Days, and complete figures showing what was accomplished during this period will be published in the next issue of The Frisco-Man.

It has been our constant endeavor so far this fiscal year to hold our ratio per thousand dollars below $9.00. We show to date, June 6, 1916, a ratio of freight claim payments to gross freight revenue slightly above $9.00.

In face of material increased freight earnings, freight claim payments have increased only 2.6 per cent for the period July, 1914, to May, 1915, as compared with the corresponding period this year.

The number of claims received during the corresponding eleven months' period show a decrease of 11.8 per cent.

The owner of a vessel, wishing to consult the mate of the craft, went aboard and spoke to the first man he saw.

"Excuse me," he said, "but are you the mate?"

The answer came in a rich brogue:

"No sir," said the individual, "I'm the man that cooks the mate."

Stifel's Indigo Cloth

Standard for over 75 years.

OVERALLS JUMPERS & UNIFORMS

has a history parallel with American Railroads.

It began its existence at the same time and has kept pace with railroad advancement from past to present.

STIFEL'S INDIGO, the cloth invincible, is the typical railroad man's garment cloth.

Look for the label

STIFEL'S

REGISTERED

on the back of the cloth on the inside of the garment. It's your guarantee of the genuine.

Cloth Manufactured by

J. L. STIFEL & SONS

Indigo Dyers and Printers

WHEELING, W. VA.

NEW YORK, - 260-262 Church Street
PHILADELPHIA, - 324 Market Street
BOSTON, - - 31 Bedford Street
CHICAGO, - 223 W. Jackson Blvd.
SAN FRANCISCO, Postal Tel. Bldg.
ST. JOSEPH, MO., Saxton Bank Bldg.
BALTIMORE, - Coca Cola Building
ST. LOUIS, - - 928 Victoria Bldg.
ST. PAUL, - - 238 Endicott Bldg.
TORONTO, - 14 Manchester Bldg.
WINNIPEG, - 400 Hammond Bldg.
MONTREAL - 489 St. Paul Street

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.*

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, speedy, serviceable runabout for the rails. SIMPLE in construction.

EASY to operate.

EASY to pay for.

No. 2 Rockford Car

Send for Catalogue No. 43.

Address Dept. 00

CHICAGO PNEUMATIC TOOL CO.

CHICAGO 1057 Fisher Building

NEW YORK 50 Church St.

Branches Everywhere.

Long Wins.

John F. Long, general foreman, North Side Shops, Springfield, Mo., received first prize for an article upon Safety First published in the May issue of Safety Engineering. Mr. Long received in addition to a monetary prize, the favorable criticism of the Judges.

In his article Mr. Long emphasized the fact that the best Safety First device in any industry is the careful man.

Safety Chains.

A thorough investigation of the condition of baggage and express trucks at every station on the line has recently been made in the interest of Safety First.

Safety chains, which lock the rear of trucks when not in use, are being applied to avoid possibility of a train accident by reason of trucks rolling on to the tracks from station platform, or being moved by small children when not in use.

Money Flows To Workers

but what good does it do anyone if it flows right on past? The money you *keep* is the only bit that is really *yours* out of all you earn.

Those who stop a part of their income from going on past, can receive 4% interest on every dollar at this bank.

The Central National Bank

Tulsa, Okla. —*Adv.*

H. H. HEWITT President

W. H. CROFT Vice-President

MAGNUS COMPANY, INCORPORATED

JOURNAL BEARINGS

AND

BRASS ENGINE CASTINGS

New York St. Louis Chicago