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Frisco-  
Man

THE FRISCO-MAN

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SAINT LOUIS, MO.

August, 1916

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### BILLIONS FOR RAILROAD REGULATION.

*The article herewith by Charles Frederick Carter, reprinted from the Railroad Man's Magazine for July by permission of The Frank A. Munsey Company, is hardly a hot weather article, but it is well worth the careful, thoughtful attention of every man and woman employed in railroad service and it is sincerely hoped that the readers of The Frisco-Man will keep their copy until they have read and understood all that Mr. Carter brings out.*

One billion dollars certainly does seem like a lot of money to pay for regulating the railroads of the United States for one year. If distributed *pro rata* among the population of the nation, this would amount to about ten dollars *per capita*; or for the head of the average family, who must pay for the non-producing members thereof as well as for himself, say fifty dollars.

And yet railroad regulation actually does cost more than this almost inconceivable sum—how much more, no one knows—and the bill is growing day by day. And, mark you, this includes but the two items of cash actually paid out under compulsion of law and the arrested development of the railroads due to the same irresistible force. A larger item properly chargeable against railroad regulation, but which is beyond the power of the statistician to express in dollars, is the growth of which the country has been deprived by the necessarily arrested development of its steam-transportation system.

All these costs, tangible and intangible, are borne by the people, who, in the last analysis, foot all bills; for even a railroad company cannot pay out what it does not first take in. If it is compelled by law to divert funds from useful purposes to defray needless expenses, the people are doubly losers; for they must not merely pay into the railroad till the extra amount of these unnecessary expenditures; they must also bear the deprivation of facilities that might have been provided by unrestricted enterprise.

In order to avoid any misapprehension, let me hasten to disclaim any intent or desire to find fault with regulation in the abstract. A man may not peddle peanuts from a handcart unless he complies with certain regulations prescribed by law. The growing of tobacco, its manufacture and its sale are regulated by statutes. The packing of pork, the importation of silk, the sale of securities on the stock exchange—all the activities of life—are regulated by law for the common good.

Moreover, the constitution of the United States specifically confers upon Congress the right to regulate commerce, and this right has repeatedly been upheld by the Supreme Court. One notable decision lays down the broad principle that "when necessary for the common good," the sovereign power retained by the federated States may be invoked "to regulate the manner in which each shall use his own property."

This being the case, no surprise should be occasioned by the assertion that no railroad executive objects to the abstract principle of regulation by law of the corporation whose affairs he administers. He is ready to agree with less interested observers that there always will be, and of right ought to be, a good deal of regulation of railroads. Indeed, regulation has conferred upon the railroads sundry notable benefits that seemed otherwise unattainable, such as the abolition of secret rebates and passes.

#### Have the Railroads Got a Kick?

Yet, after these undoubted blessings have been duly credited, there still remains such an enormous balance on the wrong side of the regulation account that the protests of railroad managers are vociferous and reiterated. Whether these protests, which are directed against the amount and kind of regulation rather than the theory upon which it is based, are warranted or not, let each judge for himself after reading the following dispa-

sionate and unbiased statement of existing facts and conditions.

Before going into details about the enormous cost to the railroads, and through them to the people of the nation, of regulation, it may be well to consider the causes that have led to the piling up of such charges.

The first sensation of an investigator looking up the subject of railroad regulation must be one of bewilderment at the astounding number and variety of laws and of decisions and rulings made pursuant thereto. The United States compiled statutes, including the supplement bringing them up to August 5, 1909, cover 175 royal-octavo pages containing approximately 78,000 words, under the two heads of railways and interstate commerce. This does not include the Sherman Law, nor other laws which, while of general application, also affect railroads.

The railroad laws of the State of New York, exclusive of general statutes that govern all corporations in common, in force at the end of 1906 made an octavo volume of 782 pages, or, say, 329,000 words. In the ensuing three years this total was swelled by the addition of 85,000 words of new railroad laws.

The special railroad laws of Pennsylvania to the end of 1897 made an octavo volume of 699 pages, to which 23,000 words were added in the next ten years. Railroad laws of other States average well up to these examples.

#### 800 State Laws in Five Years.

This, however, is but the foundation upon which the superstructure of railroad legislation has been reared. In the five years from 1902 to 1907 upward of eight hundred State laws regulating railroads were placed upon the statute books. Complete statistics for the period from 1907 to 1910 are lacking; but it is safe to say, from evidence at hand, that the average rate of legislation for the preceding five years was maintained; or about 480 laws for the period.

And meanwhile Congress had not been idle. In the session of 1909-1910 alone 119 bills relating to railroads were introduced, and it will be remembered that some of them of tremendous importance to the roads were enacted into law. At a more recent session nearly two thousand bills affecting railroads were introduced in Congress.

The regulating activities of the various lawmaking bodies had become so great that in 1911 the railroads found it necessary to cooperate in maintaining a standing "Committee on the Relation of Railway Operation to Legislation," to keep track of proposed new laws and notify the companies affected so that they might look out for their interests. Statistics tabulated by this committee show that in the five years from 1911 to 1915, inclusive, 3,592 bills affecting railroad operation were introduced in legislatures, of which 442 became laws.

To this prodigious number of laws must be added the rulings and orders of the Interstate Commerce Commission and the State railroad commissions. Decisions of the Interstate Commerce Commission have all the effect of law unless they are set aside by the courts, a thing which rarely happens. Up to June, 1909, these decisions filled sixteen fat octavo volumes, totaling approximately 5,500,000 words.

In the eventful years since 1909 the powers of the Commission have been greatly extended, and its decisions, from which practically, though not theoretically, there is no appeal, have multiplied in number, while they have become more momentous in character.

#### **Orders and Rulings by the Thousand.**

Finally there are the orders and rulings of the State commissions. All the States, except Utah and Wyoming, now have railroad commissions with wide powers. Nominally, of course, their jurisdiction extends only to their own State lines; but in practice, an order in any given State may affect interstate commerce. As a

matter of fact, these State orders actually do affect the operations of railroads in other States in many cases.

The powers of most State commissions are almost unlimited. The Wisconsin law, which is typical of that in at least fourteen other States, confers upon the railroad commission power to issue mandatory orders in regard to "any regulation or practice whatsoever affecting the transportation of persons or property." It must furthermore be borne in mind that these decisions and rulings are continually being added to, for the Interstate Commerce Commission and all the State boards are in perpetual session for that very purpose. That is what they were created for.

Scarcely secondary in importance to the enactment of laws and the promulgation of orders is the interpretation or modification thereof by the courts. Altogether, the various grades of State and Federal courts far outnumber the lawmaking and administrative bodies, and they grind a perpetual grist. Already a single series of reports of notable railroad cases number upward of two hundred bulky volumes. It is of no avail for a railroad management to attempt to obey laws and orders unless it also takes the precaution first to ascertain how the courts have held on every point that has been raised.

Under these circumstances, is it any wonder that all railroad companies have been obliged greatly to increase their legal staffs, and in many cases to add a new specialist under the title of "Commerce Counsel"?

#### **1,097 New Measures Proposed in 1915.**

So much for the quantity of railroad regulation; now for the character and quality thereof. Beginning with the purely statistical aspect, the Committee on the Relation of Railway Operation to Legislation reports that of the 1,097 new laws proposed in 1915, 52 related to the

## FACTS ABOUT OUR HOSPITAL ASSOCIATION.

*In a bulletin issued by Mr. W. C. Nixon, President, Board of Trustees, Frisco Employes' Hospital Association, he states, "Notwithstanding that 50,000 copies of the By-Laws and the Rules and Regulations of the Hospital Association were printed last year and two separate efforts made to get a copy into the hands of every Frisco Employe, it appears many members of the association have either not secured a copy, or failed to read it."*

*Mr. Nixon states that a copy of the rules can be secured by any employe upon application to the superintendent of the division on which he is employed.*

*Regarding the report of the auditor, treasurer and chief surgeon of the Frisco Employes' Hospital Association, for the year ended June 30, 1916, Mr. Nixon states, "the expense for care and treatment of injured passengers or other persons sent to the Association Hospital by the officers of the Frisco is paid by the Receivers of the St. Louis and San Francisco Railroad."*

*"The Hospital buildings have been kept in first class condition at all times and its equipment equals that of any similar institution in the country.*

*"The income of the Association, economically and providently administered, is sufficient for all the requirements of the service it has undertaken by its character of by-laws to perform.*

*"Every member is earnestly requested to make himself familiar with the By-Laws and Rules and Regulations of the Association, so that he may assist the Board of Trustees in the successful management of the Association and in keeping the expectations of the membership within the limits of these rules."*

The report of Mr. A. Douglas, auditor, shows the present value of the property in St. Louis is \$193,705.65; that at Springfield \$100,820.40; that the property at St. Louis and Springfield has appreciated in value \$30,003.97.

The report of Mr. F. H. Hamilton, treasurer, shows the expenditures of the year were \$143,139.91, with receipts of \$155,214.17 added to cash on hand of \$5,387.16, leaving a balance of \$17,461.42.

The report of chief Surgeon G. W. Cale, Jr., shows that, notwithstanding an enormous increase in the price of all commodities, including food stuffs, drugs and

surgical dressings, the average cost per patient treated during the year, 1916, was thirteen cents less than during the previous year.

The number of patients treated at the St. Louis Hospital was 957, the Springfield Hospital 1650, emergency hospitals 402, a total of 3009.

The number of prescriptions filled at the dispensaries was 46,007. The total number of patients treated for the year ended June 30, 1916 was 30,564 as against 28,154, June 30, 1915 an increase of 2,410.

### Corrosion.

The corrosion of steam boilers, when due to the action of the water, will develop from several primary causes, or a combination of them.

The presence of corrosive mineral salts in the water, such as sodium chloride, sulphate, etc.

The presence of free sulphuric acid in the water.

The use of extremely pure waters, which have a solvent action upon the metal of the boilers.

The use of soda ash for water soften-

ing due to excessive accumulation of the soda salts in the boiler.

The liberation of acid beneath sulphate of lime scale.

Corrosion and pitting are of a more serious nature than scale formation, as they consist of an actual disintegration and destruction of the metal of the boiler flues and sheets.

Where corrosive troubles have been experienced, Dearborn Treatment has effected savings in repairs and renewals and increased life of flues far greater than the cost of the treatment.—*Adv.*

# SAFETY FIRST

## Safety Chains.

The management recently arranged, through the mechanical department, to have Safety Chains put in baggage cars across the side doors so baggagemen will be better protected during the summer months when baggage car doors are open while trains are in motion.

The baggageman works a good deal near the open door while transferring his baggage and doing other work, and, by placing a chain across the door, he has an opportunity to catch hold of same or fall against it should he lose his balance when the train rounds a sharp curve, strikes a bad place in track or makes some unusual movement that is unexpected.

Mr. Sam G. Owen, train baggageman at Memphis running on trains 103-1-4-105 and 106 between Memphis and Birmingham, made the recommendation that safety chains be applied to baggage car doors and because of the practicability of the recommendation as a precaution against accident, it was quickly adopted by the management.

## One of the Thirteen?

Trespassing on railroad tracks has proven one of the most perplexing problems with which the railroads of the United States have to deal in their accident prevention campaign.

Though every conceivable means has been brought into play to combat this great evil, which is claiming the lives and limbs of so many of the citizens of this country, statistics show that THIRTEEN persons are killed every day on the railroads of the United States, because they use the tracks for a highway.

The Frisco's newest move to bring to the attention of the trespasser the danger

of such practice, is the issuance of a leaflet entitled, "Are You To Be One of The Unfortunate 13?" which gives the following warning:

### FRIEND:

Is it safe? Do you know that what you are doing causes the loss of life of about FIVE THOUSAND people each year in this country?

Of course you don't realize the danger you incur walking on a railroad track, or you wouldn't do it.

The railroad trespasser is rarely injured. It is unfortunate, but true, that most of them are killed.

### THIRTEEN

persons are killed every day on the railroads of the United States (about 5,000 per year), because they use the railroad track for a highway.

They didn't expect to get hurt any more than you.

Please understand that I am giving this to you for your own good.

*Your Friend.*

This leaflet has been distributed among employes whose duties are likely to bring them in contact with trespassers, and they are expected to hand one of them to anyone they happen to meet using the track as a highway.

## Hints for Engineers.

*F. E. Bates, Enid, Okla.*

Having been requested to write a letter on safety first and having put in a number of years on a locomotive, it is but natural that I would write on items that came under my observation while on same.

There are a number of things about a locomotive that can easily cause an accident of a very serious nature or a very serious injury, and enginemen and others must always be on their guard while about them.

I remember one case of an old passenger engineer losing an eye due, you might say, to his own carelessness. He noticed the bottom nut on the water glass leaking and tried to tighten it up without first shutting the pressure off and draining the glass. In trying to tighten the nut he broke the glass resulting in

# SAFETY FIRST

his losing an eye; also a good run, as he was not allowed to work after the accident. Enginemen should be very careful to know that the water glass and lubricator glasses have guards on them and should never try to tighten any of the packing nuts on them without first getting the pressure off of them so there will be no danger in case the glass should break.

Men should be very careful in filling lubricators especially when same are hot as the oil is liable to boil out or blow out and scald them. Firemen should notice that the shaker bar fits the grate posts before he attempts to shake the grates. Oftentimes he is obliged to throw his weight on the bar to move the grates and there has been a number of injuries caused by shaker bar slipping off the grate posts.

Care should be exercised in fastening the coal gates before taking coal, as there is quite a strain on them and if not properly fastened, they may break off and fill the deck with coal.

The squirt hose is another thing that has caused a number of injuries. The mechanical departments all over the system have made a campaign on this and the opening in the pipes have been reduced so as not to throw so much water; also where the hose connects on to the pipe, the has an elbow on it and same is fastened securely so if hose should come off, the water and steam is turned in the deck where there is less danger than if pipe delivered the water in any direction. A very close check has been made on the squirt hose and no spliced hose are being used. Firemen and others using squirt hose should be very careful and not scald someone and special care should be used at depot platform, as it is an easy matter for water to splash on someone.

There is more or less danger in the handling of water spouts, they should not be thrown back and let go and allowed to swing and jerk on the chains—the fireman should hold on to the rope or chain and let the spout up easily. Ropes or chains on water spouts and coal chutes should be observed by the fireman and he should not feel backward in reporting them when they are getting badly worn or are in bad shape and apt to cause an injury.

More care should be given to ringing the bell before an engine is to be moved and also while moving about stations and road crossings.

More care should be given by all engineers in the use of the whistle; in riding some trains it is impossible to tell if engineer is trying to whistle for a road-crossing or whistling out a flag. Great care should be exercised at a railroad crossing and enginemen should be sure that there are no trains approaching before they start to cross.

Care should be taken in switching and both men on the engine should be on the look out for signals and should not take a signal unless they know what it is meant for—that is, if a signal is given and is not plain, they should stop and insist that proper ones be given.

In handling orders and keeping check on trains, the fireman can be of great help to the engineer when orders are put out quite a distance from the place where they are to be executed. It is a good habit to mention same in a way to remind the engineer of the order.

## WESTERN DIVISION MEETING.

The Western Division Safety First committee met in regular session in Car 1400, Enid, Okla., July 22, with the following in attendance:

# SAFETY FIRST

I. H. Brown, superintendent; A. D. Lightner, assistant superintendent; W. G. Oldham, assistant superintendent; F. A. McArthur, master mechanic; George Burns, round house foreman; D. C. King, roadmaster; F. Hinkle, roadmaster; F. E. Bates, assistant superintendent; C. O. Fritz, agent, Enid, Okla.; C. M. Story, general car foreman; H. V. Kengle, general foreman B. & B.; Earl Keffler, platform foreman; J. H. Murray, section foreman; R. L. Eaton, section foreman.

Superintendent Brown opened up the meeting with a short talk upon Safety First, outlining the work of the committee for the coming year.

A discussion of a number of Safety First items was then taken up, following which a paper prepared by F. E. Bates, assistant superintendent, was read and proved highly interesting to the committeemen.

Assistant Superintendent Oldham then spoke at length upon safety topics, emphasis being laid upon blue flag protection.

The committee discussed the pro and con in regard to the place to put the blue flag and it was decided to recommend to the Central Safety Committee that because of a car repairer putting a blue flag just in front on the engine and the engineer not being on to his job, or rather not paying much attention to his business, started the engine and almost ran over a car repairer as well as the blue flag. It was recommended that instead of placing this blue flag in front of the engine, that the blue flag be taken by the car repairer and placed on the throttle of the engine, not to be removed until crew were ready to go and the car repairer to be the only party who could remove the flag.

Following this the committee discussed at length different practices that should be discontinued in the interest of Safety First.

Among those who made valuable suggestions and reported improper conditions were:

F. E. Bates, assistant superintendent locomotive performance; T. A. Lambert, machinist; C. W.

Kennedy, conductor; W. W. Harris, conductor; W. R. Wilson, agent, Avar, Okla.; Charley Marsh, section foreman; Mike A. Lambert, switchman; R. Aaron, roadmaster; Paul Hope, agent, Jennings; B. L. Cosmer, conductor; E. T. Logan, conductor; A. Rodgers, engineer; E. D. Lawrence, round house foreman, Vernon; A. Driskill, bridge & building foreman; T. F. Jones, section foreman, E. R. Smith, chief clerk, Enid, Okla.; L. R. Pinix, general yard master; J. J. Bernard, conductor, G. W. Bowers, conductor.

## FAYETTEVILLE COMMITTEE ORGANIZED.

At a meeting in Roadmaster J. H. Keough's office, Fayetteville, Ark., Saturday afternoon, August 5, a Safety Committee was organized at that point composed of the following members: W. P. McNair, agent; J. H. Goodin, roadmaster; Jas. Keough, roadmaster; J. W. Robinson, car foreman; R. P. McRoy, platform foreman; C. E. Fugate, section foreman; R. Alley, cashier.

Members had been notified of time, place and purpose of the meeting and were all present except J. H. Goodin and C. B. Fugate.

Votes were taken and Mr. McNair was elected chairman of the committee, Mr. Alley, secretary.

The opening talk was made by the chairman in which he explained the purpose of the committee and asked for the hearty co-operation of all members in making it a success.

The location and size of a proposed bulletin board, was next discussed. It was decided to erect this at the freight house and that one holding five bulletins would be large enough.

The secretary will arrange to supply the head of every department in the terminal with the Safety First cards, with instructions to notify each employe in his department of their purpose and see to it that they are placed where they will be accessible for use.

Instructions on members' reports, Form SF-1 were given by the secretary and all members were supplied with blanks.

Roadmaster Keough, who was a member of the Central Committee, was called upon for suggestions and a talk upon Safety First. He responded with many good pointers regarding the manner of conducting meetings, which were much appreciated. Mr. Keough also made an interesting talk on the subject which is to be the work of the committee and instanced a deplorable accident to one who was to have been a member of the committee.

A copy of Mr. Whitlam's letter of complaint on the Fort Smith Claim Prevention Association meeting next read together with Mr. Baltzell's appeal to put this division ahead of all others in interest displayed and results both in work and meetings. All present evidenced much enthusiasm, which indicates they are going to do their best.

An interesting closing talk was made by the chairman upon the results accomplished during the few years of the accident prevention campaign.

It was announced that the next meeting of the committee will be held at 2.30 P. M., Saturday, August 19, 1916, in office of District Claim Agent Westbay.

**THE UNITED IRON WORKS COMPANY** of SPRINGFIELD, MISSOURI, manufacture a small **ICE-MAKING UNIT** ranging in capacity from 500 lbs. to 5 tons capacity of ice per day.

There are a hundred towns on the Frisco Railroad where the installation of a plant of this kind would be a profitable investment.

If interested write the **UNITED IRON WORKS COMPANY**, and they will send you full information.—*Adv.*

### Vapor System Eliminates Danger.

The question is often asked: "Why is the heating system manufactured by the Chicago Car Heating Company called the Vapor System?"

This name was given this system because there is never a time when any pressure is contained in any of the pipes or apparatus inside of the car. The outlet of the system is at all times open to the atmosphere.

This feature is important for several reasons. It insures uniform temperature on all the pipes, it eliminates the danger of burning occupants of the car if the pipes are broken in an accident, and it reduces the cost of repairs because there is no heavy pressure to be provided for.

The manner in which this elimination of pressure is accomplished is interesting and is fully described in an instruction book which will be sent to you if you will request it.

Address: Chicago Car Heating Company, Railway Exchange, Chicago.—*Adv.*

### How to Get the Best Results from Empire Fire Proof Paint.

On shingle roofs, first remove all decay or split shingles, then repair and paint the roof. Be sure the paint is always hot when being applied, as it will then penetrate very deeply.

On wooden trestles, be sure that no surface is left unpainted.

When repairing and painting composition roofs, sweep off the surface thoroughly, then apply Empire Fire Proof Paint *boiling hot*. This will renew the life of the roofing and cause it to again become soft and pliable.

Holes may be patched in metal and composition roofs by first painting around the hole, then placing a piece of canvas over same and painting down tight.

Empire Paint is also recommended for use on tanks, tank sills and other sub-structures to protect same from fire, weather conditions and insects.—*Adv.*

**RULES AND REGULATIONS OF PENSION DEPARTMENT.**

*The Frisco-Man has recently been in receipt of many inquiries regarding the rules and regulations of the pension department. It has been decided that these can be answered best by publishing them again in full.*

**ADMINISTRATION.**

1. The administration shall be by a Board of Pensions, with office in St. Louis. Such board shall, until otherwise ordered, consist of the following members: Alexander Douglas, W. C. Nixon, A. S. Greig, W. B. Biddle, F. H. Hamilton.

Any vacancy in the Board hereafter occurring by death or otherwise shall be filled by the President.

**POWERS OF BOARD.**

2. The Board of Pensions shall, subject to the approval of the President, have power:

To make and enforce rules and regulations for the efficient operation of the Pension Department, and to amend or modify these rules and regulations.

To determine the eligibility of employes to receive pension allowances, and the amount of such allowances; and to prescribe the conditions under which such allowances may inure.

They shall make rules for their own government, not inconsistent with these regulations; elect a chairman from their own number; appoint a secretary; and from time to time, as required, make reports to the President.

**ELIGIBILITY.**

3. The benefits of the Pension System will apply only to those persons who have given their entire time to the Frisco Lines, or to these lines and some other railroad or railroads and express companies jointly. In case of such joint employment the Board of Pensions shall decide the amount of the employes' monthly pay that shall be used in determining the pension allowance.

**RETIREMENT RULES.**

4. (A) All officers and employes who have attained the age of seventy years shall be retired.

(B) Locomotive engineers and firemen, conductors, flagmen and brakemen, train baggagemen, yard masters, switchmen, road masters, bridge foremen and section foremen, who have attained the age of sixty-five years, may be retired.

(C) \*Such as have been, at date of retirement, fifteen years continuously in the service, shall be pensioned.

(D) \*Officers and employes who have been twenty or more years continuously in service, and who have become permanently incapacitated, may be retired and pensioned, regardless of age.

(E) In case an officer or employe claims that he is, or should his employing officer consider him incapacitated for further service, under provisions of Sections B and D of this rule, he may make application or be recommended for retirement, and the Board of Pensions shall determine whether or not he shall be retired from the service.

Physical examinations shall be made of employes recommended for retirement, who are under seventy years of age, and a report thereof with the recommendation of the Chief Surgeon shall be transmitted to the Board of Pensions for consideration in determining such cases.

**WHEN EFFECTIVE.**

5. The pension shall begin on the first day of the month following retirement.

**"SERVICE" AND "IN THE SERVICE."**

6. The terms "Service" and "In the Service" refer to employment upon any

of the so-called Frisco Lines, and the service of any employe shall be considered from the day since which he has been continuously employed upon any of such lines, whether prior or subsequent to their control or acquisition by The St. Louis and San Francisco Railroad Company.

7. In computing service, it shall be reckoned from the date since which the person has been continuously in the service, as shown by the pay rolls, to the date when retired, eliminating in the final result any fractional part of a month.

Leave of absence, suspension or dismissal followed by reinstatement within one year, or enforced temporary lay-off on account of reduction of force, is not to be considered as a break in the continuity of service.

Persons who leave the service of these Companies, except as above, prior to retirement, will not receive the benefit of the pension allowances.

#### **ALLOWANCE BASIS.**

8. The pension allowances are authorized upon the following basis:

For each year of service an allowance of one per cent of the average regular monthly pay received for the ten years next preceding retirement. Thus, if an employe has been in the service for forty years, and his average salary or wages for the last ten years was \$75.00 per month, his pension allowance will be forty per cent of \$75.00, or \$30.00, per month; provided, however, that in no case shall the allowance for employes whose entire time has been given to these lines, be made less than \$20.00 nor more than \$150.00 per month.

In calculating the period of service upon which the pension allowance is based, the broken period following the completion of a year when it is less than six months, shall not be counted; when it is six months or more, it shall be counted an additional year.

#### **PENSION FUND.**

9. No regular sum shall be set apart as a pension fund. The amount required will be charged to Operating Expenses.

#### **ALLOWANCES.**

10. When pension allowances shall be authorized, pursuant to these regulations, they will be paid monthly during the life of the beneficiary; provided, however, that these Companies may withhold the pension allowances and payments in cases of gross misconduct, or for other good cause.

#### **PENSION PAY ROLL.**

11. In payment of pensions, a pay roll showing the names of those to whom allowances have been made, and the amount of such allowances, shall be prepared at the close of each month by the Secretary of the Board of Pensions, certified to by him and approved by the Chairman of the Board of Pensions, then forwarded to the Accounting Department, which will, after verification and registry, send it through the usual channels for payment.

12. It shall be the duty of every employing officer to report at once to the Secretary of the Board of Pensions all employes who, in July, August and September, 1913, will have attained the age of seventy years, and thereafter, at least three months in advance of the date of retirement, all employes about to attain the requisite age for retirement.

13. The Secretary of the Board of Pensions must keep himself advised of the addresses of pensioned employes, and may require evidence from each of such, at least once a year, showing that he is within the requirements for pension. It shall be the duty of any official or employe who may notice or receive any advice of gross misconduct on the part of any pensioned employe to promptly notify the Secretary of the Board of Pensions.

**NOT ASSIGNABLE.**

14. In order to preserve direct personal relations between these Companies and their retired employes, no assignment of pensions will be permitted or recognized. **MAY ENGAGE IN OTHER BUSINESS.**

15. The acceptance of a pension allowance does not debar a retired employe from engaging in any other business which is not prejudicial to the interest of these lines.

**AGE LIMIT.**

16. (Revised August 13, 1913.) No person who hereafter shall be taken into the service at the age of fifty years or more shall be eligible to the payment of a pension.

Approved:

Thos. H. West,  
W. C. Nixon,  
W. B. Biddle,

Receivers.

17. Neither the action of these Companies in establishing a system of pensions, nor any other action now or hereafter taken by these Companies or by the Board of Pensions in the inauguration and operation of a Pension Plan, shall be construed as giving to any officer or employe of any of these Companies a right to be retained in its service, or any right or claim to any pension allowance; and these Companies expressly reserve the right to discharge at any time any officer, or employe when the interests of these Companies in their judgment, may so require, without liability for any claim for pension or other allowance than salary or wages then due and unpaid.

All pensions herein provided for are gratuities, and remain the exclusive property of these lines, until actual payment thereof to the pensioner.

18. These rules and regulations shall take effect July 1, 1913.

By order of the Board of Directors.

\*Officers and Employes who between 1903 and 1909 were in the service of the Rock Island Lines and who accepted Frisco Lines employment December 1, 1909, shall be considered to have not broken their continuity of Frisco Service.

**INTERNATIONAL CORRESPONDENCE SCHOOLS**  
Box 8608, SCRANTON, PA.

**Pass** *The Undersigned*

to a full understanding of how he (or she) can qualify for advancement and success in the position before which is marked X.

- |  |   |
|--|---|
| <input type="checkbox"/> Locomotive Engineer       | <input type="checkbox"/> Surveying and Mapping        |
| <input type="checkbox"/> Locomotive Fireman        | <input type="checkbox"/> R. R. Constructing           |
| <input type="checkbox"/> Traveling Engineer        | <input type="checkbox"/> Bridge Engineer              |
| <input type="checkbox"/> Traveling Fireman         | <input type="checkbox"/> Architect                    |
| <input type="checkbox"/> Air Brake Inspector       | <input type="checkbox"/> R. R. Agency Accounting      |
| <input type="checkbox"/> Air Brake Repairman       | <input type="checkbox"/> R. R. Gen'l. Office Ac'g'ing |
| <input type="checkbox"/> Round House Foreman       | <input type="checkbox"/> Bookkeeper                   |
| <input type="checkbox"/> Trainmen and Carmen       | <input type="checkbox"/> Stenographer and Typist      |
| <input type="checkbox"/> Railway Conductor         | <input type="checkbox"/> Salesmanship                 |
| <input type="checkbox"/> Mechanical Engineer       | <input type="checkbox"/> Advertising Man              |
| <input type="checkbox"/> Mechanical Draftsman      | <input type="checkbox"/> Civil Service                |
| <input type="checkbox"/> Machine Shop Practitioner | <input type="checkbox"/> Electrical Engineer          |
| <input type="checkbox"/> Boiler Maker or Designer  | <input type="checkbox"/> Telegraph Expert             |
| <input type="checkbox"/> Steam Engineer            | <input type="checkbox"/> Practical Telephony          |
| <input type="checkbox"/> Steam-Electric Engineer   | <input type="checkbox"/> Chemist                      |
| <input type="checkbox"/> Civil Engineer            | <input type="checkbox"/> Automobiles                  |

Name \_\_\_\_\_

Occupation & Employer \_\_\_\_\_

Street and No. \_\_\_\_\_

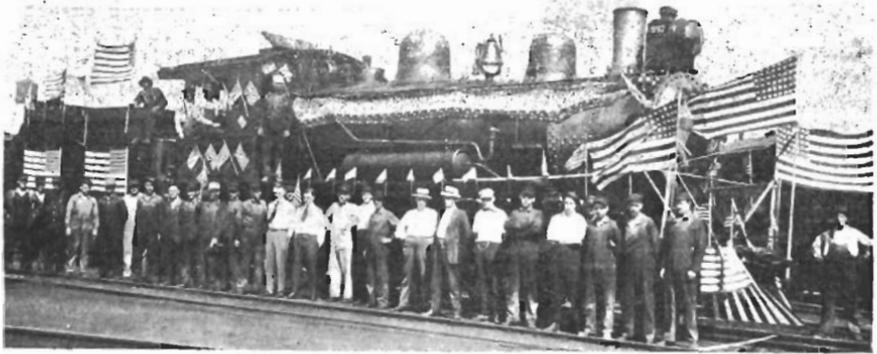
City \_\_\_\_\_ State \_\_\_\_\_

## "Here's Your Pass!"

Have you ever stopped to consider what this coupon may be worth to you? It is the offer of the largest educational institution in the world, having 25 years' experience in qualifying hundreds of thousands of people for better positions, to help YOU to obtain the advancement and promotion that you want and should have.

If YOU really want to better yourself, the International Correspondence Schools can help you, no matter how poor your circumstances, nor what your age, nor how scant your education may be. No time lost from your present work. No books to buy. Pay on terms you can afford. If you realize the worth of this coupon, mark it and mail it to the Schools. It puts you under no obligation. It is simply a free way to find out how to make a success of your life.

**USE YOUR PASS NOW**



TRAIN 78-81-88-89, JULY 4, 1916.

Conductor Frank McDonald, Engineer J. W. Morrill, Fireman Charles I. Mayfield and Baggageman Fred Hulsmith.



Nina Olive Gibson, 11-months-old daughter of Mr. and Mrs. Earle Gibson of Chaffee, Mo., is shown in the accompanying reproduction.

Mr. Gibson, who is employed as B. & B. clerk on the River and Cape Division, has been with the Frisco two years.

The interest you take in claim prevention measures your loyalty.—*Central Committee.*

“A man’s best friend is his job.”

### Appreciation.

Mr. and Mrs. Mack Polk desire to express their sincere appreciation of kindness bestowed upon them by the employes of the Frisco during the illness and death of their little son, Fred, aged 7 years, who underwent an operation for appendicitis, after which he died of embolism, July 26, 1916.

H. H. HEWITT  
President

W. H. CROFT  
Vice-President

## MAGNUS COMPANY, INCORPORATED

### JOURNAL BEARINGS

AND

### BRASS ENGINE CASTINGS

New York

St. Louis

Chicago

### Equal to an Emergency.

Pat got a job in France as a railway porter. He could not remember the French names, but the station master promised to help him. However, when the first express came dashing into the station Pat became so excited that he even forgot the name of the station he was at and roared out:

“Here ye are for where yer goin’ an’ yer in, therefore come out.”—*New York Globe.*

## OUR BOYS AT THE BORDER.



FREDERICH G. EICHE.

Co. H 2nd Kans. Infy., Eagle Pass, Texas.

From all quarters we are hearing of Frisco men who have gone to the Mexican border for their country. Four of the men working under Section Foreman Charles Hunt, of Springdale, Ark., immediately answered the call and this is but an example of what has happened at the offices at St. Louis, Springfield and all along the line,

We want to hear from these boys and will be glad to publish their letters, and of course none of them will be able to resist the opportunity of having their pictures taken in full regimentals and we want those pictures. We will take care of them and return them in as good order as they are received after using them.

We publish a notice in another part of

this issue to the effect that The Frisco-Man will be sent not only to the men who have gone away but to any of the members of their family they may desire.

Elmer A. Heil, pass clerk, St. Louis, Mo.; Wm. Hartmann, clerk, freight accounting department; Alfred L. Bardgett, correspondence clerk, general freight office; Charles A. Blood, draftsman, Springfield, Mo.; W. A. Steele, electrician helper, Springfield, Mo.; Charles H. Johnson, Pawnee, Okla., freight clerk; Jas. A. Foster, extra switchman, Kansas City, Mo.; F. A. Wood, bill clerk, Kansas City, Mo.; Frank Strickland, switch clerk, Kansas City, Mo.; Howard Graham, brakeman, Neodesha, Kans.; Clyde J. Schroll, painter, Sarcoxie, Mo.; C. B. Atwood, section laborer, Springfield, Mo.; Hubert H. Hart, laborer, Springfield, Mo.; Sam B. Thorpe, hostler, Fayetteville, Ark.; William G. Eckhardt, clerk, freight accounting department, St. Louis, Missouri; Eugene R. Field, file clerk, office of Receivers, St. Louis; Ivan B. Williams, transitman, Fayetteville, Ark.; Fred A. Johnson, Efficiency Department, St. Louis, Mo.; Doss H. Reed, Efficiency Department, St. Louis, Mo.; J. C. Swietzer, clerk, freight accounting department; Martin Lechner, stenographer, accounting department; C. J. Hichman, clerk, accounting department; J. O. Hunt, section laborer, Springdale, Ark.; Chas. F. Odell, section laborer, Springdale, Ark.; Clyde Atwood, section laborer, Springdale, Ark.; Ralph Snyder, messenger boy, Springfield, Mo.; Davis E. Arthur, yard clerk, Hugo, Okla.; W. W. Campbell, secretary to superintendent, Fort Smith, Ark.; Charles R. Hall, Agent, Lela, Okla.; J. Wallace Constant, station helper, Blackwell, Okla.; Jack Carlile, B. & B. carpenter, Enid, Okla.; Carroll Caylor, B. & B. carpenter, Pawnee, Okla.; Fred Eiche, section laborer, Winfield, Kans.; L. M. Tallifro, machinist apprentice, New Shops, Springfield, Mo.; Pryor Gideon, night watchman, Monett, Mo.; Alva Swain, truck Springman, Kansas City, Mo.; Oville Johnson, coal shoveler, Wichita, Kans.; James R. Hawkins, car carpenter, Memphis, Tenn.; Will L. Roan, car repairer, Fort Smith, Ark.; Jno. H. Jordan, laborer, Fort Smith, Ark.; W. J. Oliver, machinist helper, Fort Smith, Ark.; Harry Roberts, boiler maker helper, Enid, Okla.; C. Schmierer, stenographer, Kansas City, Mo.; C. D. Carnett, lineman, Enid, Okla.;

## IMPROPER ADDRESSING CAUSES MANY RETURNS.

Too much importance cannot be attached to the necessity of addressing properly all outgoing mail, whether it is railroad business mail or that requiring United States postage.

Incredible as it may seem, the attention of The Frisco-Man has recently been directed to the fact that between fifteen and twenty letters, and frequently as many as twenty-five, have been returned to one department in a day by the St.

Louis mail room because of insufficient address.

The delay that this entails is, of course, obvious and it is hoped those in charge of correspondence will devote a little more attention to this branch of their work.

It is essential that all mail be legibly addressed. That requiring United States postage must invariably show the name and title of the party addressed, city, state, and where available, the street address.

On the major portion of railroad business mail, the name of official or employe addressed can be omitted, but the title of the official or employe as well as the road with which he is connected, must always be shown.

A letter addressed, "Boiler Foreman, New Shops, Frisco Lines, Springfield, Mo.," can be delivered readily, but one addressed, "John Smith, Springfield, Mo.," is certain to be delayed in delivery and possibly lost unless addressee is personally known to the party delivering; moreover, personnel of force is subject to frequent changes.

Where abbreviations of title or name of road or company are made, they must be sufficiently explicit to leave no doubt as to their meaning.

And this leads to the habit which many on the Frisco have of signing notes and memorandas with initials only.

This has proven a source of annoyance to many heads of departments, as it frequently happens that the party receiving a communication thus signed is unable to determine the sender and there is no alternative but to sidetrack the letter until a more explicit communication, or at least, signature, comes to hand.

The Frisco-Man, not once but many times, has wrestled with such communications, only to file them with others of the same nature after a considerable expenditure of time and energy.

"X. Y. Z." may be well known in his own department or at his own particular station, but he must take into consideration the fact that there are more than 23,000 employes in the service of the Frisco and it is more than likely there are many among the number who have the same initials as himself.

This practice cannot be too strongly discouraged. It is a source of annoyance to the heads of various departments, but more than all else, it frequently results in the neglect of important matters and those requiring immediate attention.

**STIFEL'S**  
**INDIGO CLOTH**  
*Standard for  
over 75 years*

**OVERALLS  
JUMPERS  
& UNIFORMS**

**YOU** can "lean on" Stifel's Indigo Cloth. It bears alike the weight of rough wear and grimy, greasy soil; and the brunt of Sun, water and washboard can't take out its loyal blue color. As indestructible as a fabric can be made in weave and color.

Remember, it is the cloth in your garments that gives the wear, so see to it that this little label  is on the back of the cloth on the inside of every garment you buy. It's the mark of the REGISTERED railroad man's garment cloth that in its history of over 75 years has never been successfully imitated.

*Cloth manufactured by*  
**J. L. STIFEL & SONS**  
*Indigo Dyers and Printers*  
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St. Louis.....928 Victoria Building  
St. Paul.....238 Endicott Building  
Toronto.....14 Manchester Building  
Winnipeg.....400 Hammond Building  
Montreal.....Room 500, 489 St. Paul Street

# Woman's Department

MRS. E. G. NEWLAND,

Augusta, Kansas, Editor



## SAINT LOUIS LEAGUE.

The Saint Louis League celebrated the anniversary of its organization with an outing at Grande Vista, a summer resort at Robertsville, Mo., Thursday, July 20, 1916.

Seventy-five ladies made up the party that left Tower Grove Station on Train 14, at 7.40 A. M., and arrived at the resort a little after 10.00 A. M.

First on the program was the regular business session which was called to order by the president promptly at 11.00 A. M. After the roll call, the minutes of the previous meeting were read and approved, following which the regular election of officers was held, which resulted as follows: Miss S. F. McGuigan, president; Mrs. G. Coleman, vice-president; Mrs. E. H. Riggs, treasurer; Miss M. Leary, secretary; and Miss E. Lincoln, reporter.

The retiring president, Mrs. T. W. Morris, then read the following interesting paper outlining the progress of the league during the year:

It is customary for the president of an association as his term expires, to review in a general way

the progress of his association during his term of office and make such recommendations as may benefit it.

Following this line of action I wish to make a few remarks with reference to our Frisco Women's Safety League membership. When you realize that during the last year it has increased from 15 to 125, we can all feel proud of our success in this direction.

With reference to our monthly meetings, I am glad to say that the attendance and enthusiasm displayed speak well for the future of our league and I recommend that we redouble our efforts along this line, so that one year from now we will have an equally good increase to report.

The thanks of our branch are due the Frisco Railroad and its officers, especially Mr. Conley and Mr. Spaulding, for their untiring efforts to promote the things for which we are banded together. Our warmest thanks are also due to all others who in any way contributed towards the same purpose.

I must say a few words regarding the principal object of our league—Safety First. Just common sense—that's all. If anyone thinks that by not being careful he can avoid harm, he has something to learn and may learn that something in a way that he will never forget—that is if he survives the lesson.

I wish to call special attention to our worthy secretary and to the efficient and business like manner in which she has conducted her office. To her, possibly more than anyone else, is our progress due. I wish to thank her for the aid she has given me, also to thank you one and all for having honored me with the presidency of the league and for your kind and considerate treatment during my term of office. I took the chair with no knowledge whatever of its duties—scared to death every time I was called upon to make an announcement, but your consideration encouraged me so that I was able to carry out my part of the program with increasing confidence as I went along. It has been education to me and my association with you has been such that I can always look back to it as one of the pleasant things of my life.

Following Mrs. Morris, short talks were made by Mrs. W. L. Heath, F. A. Wightman, superintendent of Safety; Mr. O'Donnell, Mrs. G. Coleman, P. W. Conley and J. S. McGuigan.

The business session adjourned at noon and in a short while the entire party was in the dining room partaking of a country chicken dinner.

The excursionists left Grande Vista, after a most enjoyable day, on Train No. 12, arriving at St. Louis at 5.00 o'clock P. M.

### Drink Plenty in Summer.

Water is not usually considered a food. Nevertheless, according to Dr. M. P. Ravenel of the department of preventive medicine of the University of Missouri, it plays a large part in our economy and is necessary to the body. The elasticity and pliability of muscles, cartilages and bones are due in large part to the water they contain.

The amount of water required by a healthy man every twenty-four hours is between 3½ and 4½ pints in addition to what we take in with our solid foods, making in all about 5 to 5½ pints a day. In summer this amount must be increased. Every one should drink an abundance of cool, but not too cold, water during the heated term.

Cool water can be taken during the summer months by people of all ages without injury. Especially should mothers remember that babies and young children suffer from thirst just as adults do, and should be supplied with an abundance of cool, pure water.

### Pass Appreciated.

J. F. Simms, superintendent Eastern Division, is in receipt of the following communication from Mrs. Perry Elder, wife of an Eastern Division engineer, which he has asked us to publish verbatim in The Frisco-Man.

Dear Sir:

I am in receipt of complimentary pass for which I wish to thank you.

It is a great pleasure to all of us to know that, after years of reckless and useless sacrifice of human life and property, there has been found through mutual responsibility of employer and employe a prevention, mostly through the attraction and weight of ten small letters—"Safety First," in which I am extremely interested and I think the combination of words is a strong foundation for the future upbuild of home and country.

I hope that the Eastern Division, through your bond of supervision and the employes' close adherence to their duties, will be able to demand first prize next time. "In union there is strength"—let's all work.

### Promotions and Appointments.

L. C. McCutcheon is appointed assistant superintendent freight loss and damage claims, with headquarters at Springfield, Mo., effective August 1.

P. O. Wood, superintendent locomotive performance, is appointed assistant general superintendent motive power, effective August 1.

W. H. Malone, former assistant superintendent locomotive performance, succeeds Mr. Wood as superintendent.

F. E. Brannaman resumes charge as assistant superintendent Perry and Beaumont Sub-Divisions, including Enid, succeeding W. G. Oldham, assigned to other duties, effective July 26.

W. F. McLeod, is appointed general yard master Tulsa, Okla., succeeding F. D. Sheehan, assigned to other duties, effective August 3.

### "CAN YOU DRIVE A SPIKE"?

asked a superintendent of the steel works of a young clerk in a Pennsylvania grocery store.

"I can drive anything," replied the young clerk whose name was Charles M. Schwab.

This kind of young men have constantly growing Savings Accounts.

### The Central National Bank,

Tulsa, Okla.

—Adv.

(Continued from Page 5)

size of train-crews, 116 to hours of service, 64 to terms and conditions of employment, 83 to equipment, 79 to passenger-trains, 48 to freight-trains, 23 to cars, 17 to furnishing cars to shippers, 6 to demurrage, 11 to block and other signals, 9 to clearances, 78 to highway crossings, 17 requiring crossings, still another 35 to the protection of crossings, 35 to grade separations, 64 to maintenance of way, 75 to stations, 13 to hospital and relief departments, 10 to payment of claims, 5 to reports of accidents.

Kansas was first in the number of bills introduced, but California led in the number enacted into law. Only 137 of these bills became laws, to be sure; but, bearing in mind the facts recited about the number of laws already in force, it is probable the railroads thought them quite enough.

The number of new laws per session is increasing, and the facilities for the enactment of them are being improved. The Committee on the Relation of Railway Operation to Legislation says that there is a growing tendency for committees to report bills without approval or with disapproval, instead of letting them die in committee after their uselessness or downright viciousness has been established at public hearings. Thus they are brought for action before the legislature itself, where there is no chance for representatives of the railroads to obtain a hearing.

#### **The Much-Inspected Locomotive.**

The ashpan has always been a favorite subject for State legislation. But Congress has beat the legislatures to it with a locomotive-inspection law whose all-embracing provisions include specifications on ashpans. The rules issued for the guidance of locomotive inspectors define the minimum clearance for ashpans, the exact amount of play that shall be allowed crossheads; the size, quality, and position of chafing-irons, of guides, of spring-rigging, of side and main rods, and

a bewildering array of other technical details that locomotive designers and master mechanics have hitherto supposed they alone were qualified to pass upon.

At frequent intervals locomotives must be withdrawn from service to undergo Federal inspection. The services of this motive power may be greatly needed; for, as will be shown in a subsequent paragraph, all railroads are short of equipment. Self-interest compels railroad managements to maintain frequent and thoroughly efficient inspection and repairs, for engine failures are costly and exasperating, but the law must be obeyed, no matter how much traffic may be delayed, and it is obeyed.

The locomotive-inspection law is a development of the boiler-inspection law of half a dozen years ago. The only comprehensive statistics of boiler explosions are those compiled by the Hartford Steam-Boiler Inspection and Insurance Company. These show 550 boiler explosions in 1909, the year in which the locomotive-boiler inspection law was enacted, of which only 7.5 per cent were of locomotive boilers.

In the five years ending with 1909, 265 persons were killed by locomotive boiler explosions, while 1,354 persons were killed in other boiler explosions. Yet Congress and the various State legislatures—for there are numerous State locomotive-inspection laws—took action on the cause of 16 per cent of the total number of deaths and ignored the cause of 84 per cent.

#### **Headlight Is Solons' Favored Target.**

Another favorite subject of legislation is the headlight. In recent years electric headlights have been introduced on some roads, but railroad men have been unable to agree regarding their merits. Very strong objections have been made by one faction to high-power headlights, for the rays are so intense that they seriously impair the vision of any one who looks into them for about seven seconds. This

effect, experienced by engineers of trains running in opposite directions, is considered serious.

Tests show that the rays of an electric headlight are sufficiently powerful to reflect back from the surface of the roundels of semaphore signals an amount of light large enough to drown the light of the signals themselves. Deceptive effects are thus produced likely at any time to result in a disaster that might cost scores of lives.

In the case of colored signal lights carried on the front of locomotives, there is even a greater possibility of a misunderstanding. In fact, it is so difficult to read signals in the presence of a powerful headlight that a very large proportion of railroad men strenuously object to them. Instead of leaving this highly controversial matter to be settled by the practical men who are in constant contact with it, the lawmakers in a number of States have enacted laws compelling the railroads to install electric headlights, and frequent attempts have been made to induce Congress to enact a similar law.

These headlight laws usually specify that the light shall be sufficiently powerful to enable the engineer to see a man on the track at a certain distance; and this brings up another curious feature of railroad regulation.

#### **Trespassing Is Ignored by Lawmakers.**

Interstate Commerce Commission statistics show that, year in and year out, an average of 53 per cent of all persons killed on railroads are trespassers who have no right to be in the places where they meet their deaths. Yet Congress and the State legislatures consistently ignore the responsibility of the victims for their own deaths, and devote their ingenuity to framing legislation that will prevent the railroads from killing them by providing locomotives with headlights powerful enough to enable engineers to see trespassers on the track in time to stop the trains until the trespasser yields the right of way.

Another favorite way of saving the lives of those who needlessly hazard them is by the abolition of grade-crossings. Railroads entering Chicago have been compelled by law to elevate their tracks for the sole purpose of protecting the lives of citizens on the streets. The total cost of track-elevation will be \$150,000,000 of which \$80,000,000 has already been expended. Yet in 1914 one hundred persons were killed by trains in Chicago, not at street-crossings, but on the tracks that had been elevated at such great expense for the express purpose of saving life!

#### **Carelessness Kills at the Grade-Crossings**

One of the powerful arguments for the elimination of grade-crossings is that in the ten years ending with 1914, 9,479 persons have been killed at railroad crossings and 21,917 have been injured. Some of the railroads have been making observations in an effort to fix the blame for the crossing-slaughter.

For example, the Southern Pacific found that in the two years ending June 30, 1915, 525 drivers of vehicles actually broke through gates that were down to protect crossings. Not only were the gates down, but in every instance warning bells were ringing as a further caution to the reckless.

In one of several similar instances on the Long Island Railroad in 1915, one automobile driver dashed through the closed crossing-gates and actually ran against a moving train, killing three persons in the automobile. Southern Pacific observers counted 17,021 automobiles crossing the tracks. Of this number just 35 were prudent enough to stop before crossing. Of the total, 11,835 did not even take the trouble to look in either direction before crossing.

Railroad managements of their own volition are eliminating grade-crossings as fast as their finances will allow; but it must be remembered that the average cost of eliminating a crossing is \$50,000, and that to abolish all highway crossings would

actually cost some railroads more than they are worth. One Eastern road estimates the cost of eliminating all its high-way crossings at \$600,000,000.

Since 1911 all locomotives operated in the State of Indiana must be equipped with automatic bell-ringers. This provision is making a strong appeal to law-makers elsewhere. Another popular subject for legislation is the automatic fire-door. One legislature devoted some time to the consideration of a bill providing that locomotive cabs should be air-tight and dust-proof.

#### **Caboose Law Costs \$800,000 a Year.**

Another Indiana law that has gained great vogue is the caboose law. The sole purpose of the caboose is to provide a place for the conductor and flagman to ride, and to carry spare airhose, rerailling frogs, switch-ropes, dope-buckets, and other paraphernalia occasionally needed in emergencies.

Many cabooses are four-wheeled vehicles eighteen feet long. The Indiana law requires all cabooses used since January 1, 1914, to be at least twenty-four feet long, exclusive of platforms, and to have four-wheeled trucks. The law goes into structural details that are usually left to the master car-builder. This law costs the railroads of Indiana \$800,000.

There are numerous laws, specifying when passenger-trains shall run and where they shall stop; laws regulating the speed of stock-trains, and also of other freight-trains. Even the Sunday-train question which worried our forefathers so much has been resurrected.

Railroad managements would have troubles enough if they had but one set of laws to observe; but as they operate in all the States, they are compelled to comply with forty-nine varieties of statutes—one for each of the forty-eight States and one for the United States, not to mention the rulings of the public-utilities commissions and of the Interstate Commerce Commission.

#### **Many State Statues Conflict.**

And these laws are often conflicting. Thus, one State requires a cuspidor between each two seats in a passenger-car, while the laws of an adjacent State traversed by through trains that also pass through the cuspidor State forbid the presence of such vulgar objects on trains. Another law in one State requires screens in the windows of coaches; trains on certain runs pass from this State into another where the presence of screens is forbidden.

All these laws are rigorously enforced. For example, on July 2, 1915, the United States District Court for the Northern District of Ohio, Eastern Division, handed down a decision penalizing the Pennsylvania Railroad on thirty-four counts for violating the safety-appliance law. This statute, as all railroad men know, requires, under heavy penalties, that all cars used in interstate commerce shall be equipped with air-brakes, automatic couplers, and so on. This is an example of railroad regulation that has expedited improvements of incalculable value to the railroads. Without air-brakes and improved automatic couplers the enormous cars and long trains simply could not be operated.

But observe how this beneficent law works out in practice.

#### **When a Safety Rule Defeated Itself.**

These thirty-four violations of the safety appliance law all occurred in a single train-movement. It appears from the court records that the Pennsylvania had thirty-three bad-orders cars at Mosier, Ohio. The trouble in each instance was broken draft-gear.

Repair facilities at Mosier not being equal to the task of replacing all this broken draft-gear, the Pennsylvania had the thirty-three cars chained together in a train without any other cars and hauled to Erie, Pennsylvania, where there was a better equipped car-repair plant. When cars are chained together it is not safe to

couple air-hose, because the uncontrollable slack is liable to cause hose-couplings to part with disastrous consequences. So the journey of ninety-seven miles was made without the use of air.

Now the law provides that no train shall move in interstate commerce without having most of the cars therein provided with air-brakes in good condition and in actual use. Although the train of thirty-three cripples traveled at an average rate of only ten miles an hour, and was otherwise handled with the special consideration the circumstances required, the court held that the law had been violated, and so imposed the prescribed fine thirty-four times over—once for the train as a whole and once for each car. The court went further, and virtually decided that repair facilities must be adequate wherever a car breaks down. And the railroad company paid.

#### **Legal Status of Repairing Whistle-Rods.**

The Supreme Court of Illinois has been called upon to decide whether or not a man employed in repairing the whistle-rod on a switch engine was engaged in interstate commerce. The Supreme Court of New Jersey devoted much time to the task of ascertaining whether a youth employed to light fires in locomotives, who chanced to help load a barrel of oil on a locomotive for transportation to a roundhouse in New York, was engaged in interstate commerce.

If these things should seem humorous to the casual reader, be assured that railroad managements see no fun in them. Judgments are collectible from a railroad company, for it has a great deal of tangible property subject to execution. So a railroad company can afford to take no chances in litigation. Each case, however extravagant or absurd it may appear to the disinterested observer, must be fought with all the care and legal skill that can be brought to bear.

The interminable litigation arising under regulative laws not merely engrosses

the attention of ever-growing legal staffs, but it also compels officials and employees under full pay to spend an immense amount of time in court. Nor is this all; there is a never ending round of inquiries, investigations, and public hearings before the various commissions and regulative bodies which railroad officials have no choice but to attend.

General Manager J. M. Davis, of the Baltimore and Ohio Southwestern, kept a diary last year, by which he found that he was obliged to spend 101 days in conferences with members of railroad commissions, other public officials, and court officers, leaving him but 209 days to transact the business of the railroad.

#### **Executives Spend 60% of a Year in Court.**

Other railroad executives to whom this experience was cited said Mr. Davis was let off lightly; that, speaking from experience and observation, the average railroad executive is obliged to give up to the various regulative bodies and proceedings nearly 60 per cent of his time, instead of devoting it to the promotion of economies and operating efficiency, as they are paid to do.

In the foregoing only that phase of regulation which affects railroad operation has been touched upon. Of course, every one knows that the railways have been entirely deprived of the power to fix the rates that shall be charged for their services. A large proportion of the States assert and freely exercise the right to make rates on traffic within their borders, while the Interstate Commerce Commission has limitless authority over interstate rates.

The railroads may propose an advance in rates, but before they can enforce it they must secure the permission of the Interstate Commerce Commission. In almost every instance proposed increases have been suspended for eleven months, the full time allowed by law; then usually the increases are denied.

### Working at Cross-Purposes.

The Eastern railroads, desiring to advance rates an average of ten per cent, had to spend \$1,550,000 to compile a new set of tariffs before the subject could be brought before the commission. After years of delay they were finally allowed an advance of five per cent, so they had to spend substantially an equal sum to make another revision.

Now note how the States can nullify the authority of the national government. When the Hepburn law was enacted the average passenger rate was 3 cents a mile. Then a number of States enacted laws reducing the rate to 2 cents a mile within their borders. In some instances the railroads succeeded in having these laws set aside; in others they were enforced. In the five per cent rate-case the Interstate Commerce Commission said these low rates did not yield enough to cover that part of expenses properly chargeable to passenger traffic, and ordered the railroads to increase their passenger rates.

The railroads did increase interstate rates to 2½ cents a mile, and then asked the legislatures to advance intrastate rates to the same figure. But this has not been done, and the result is an unjust discrimination against interstate travel. And yet the fundamental theory upon which regulation is based is that it prevents unjust discrimination!

Perhaps this brief survey of a small part of the vast subject of regulation may serve to give a clue to the reasons why this function of government is so costly. To go now into an enumeration of some costs, it may be said that a distinguished traffic officer in January, 1909, estimated the cost of complying with regulatory laws at the following sums per annum:

### The Itemized Bill.

Printing and filing rate schedules, \$8,079,000; statistics and annual reports required by law, \$4,169,900; litigation under regulatory laws, \$14,611,900; safety-appliance laws, \$47,902,100; hours of labor

laws, \$15,476,700; miscellaneous regulations, \$72,988,200; reductions in revenues merely by changes in rules and regulations, \$1,607,700; reductions in classifications and rates, \$19,267,100; reductions in pay for hauling the mails, \$13,882,800; miscellaneous costs not enumerated in the foregoing, \$22,937,900; grand total, \$220,924,200.

It is an undoubted fact that laws enacted since 1909 have increased expenses and reduced revenues much more than \$80,000,000. But let us call the present cash cost of regulation \$300,000,000 in order to be conservative.

The other item mentioned in the opening paragraph was restricted development. In 1906 James J. Hill calculated that the railroads of the United States would need to spend \$1,100,000,000 a year for the next five years if they were to keep pace with the development of the country. Large as this estimate was, it has generally been regarded as far too low. H. S. Haines, former vice-president and general manager of the Plant System, ex-president of the American Railway Association, estimated the new capital needs of the railroads for all purposes at \$1,400,000,000 a year for ten years from 1911.

### Investors Are Gun-Shy.

Yet another estimate was submitted to the New York State Chamber of Commerce in 1912 by Samuel W. Fairchild, chairman of its committee on internal trade and improvements. It placed the new capital needs of the railroads at \$8,500,000,000 in five years from that time, or at the rate of \$1,700,000,000 a year.

Referring to government statistics for the ten years ending with 1912, it is found that the amount of new railroad capital raised averaged but \$700,000,000 a year. In other words, the railroads, according to Mr. Haines's showing, have been growing only half as fast as they should grow to keep pace with the expansion of the nation's business,

Now add to the \$300,000,000 as the annual cash cost of railroad regulation the \$700,000,000 that should have been invested in railroads but was not, as indicated in the foregoing, and you have the round billion dollars named at the outset as the annual cost of regulation.

But this is only a part of the story. As a matter of fact, the railroads have not even held their own, but have actually been on the decline for the ten years since regulation really became effective. This is shown in a number of ways, any one of which is conclusive.

For instance, gross earnings last December showed the unprecedented increase of \$20,778,954 over the corresponding month of 1914; and yet this was an increase of only \$298,220 compared with December, 1906—surely an insignificant growth for ten years. Actually, it shows a loss of ten years' growth.

In the year ending June 30, 1914, the railroads carried 51,708,500,000 more tons one mile than in 1907, and carried 7,539,943,479 more passengers one mile. To be able to handle this increased traffic the railroads expended \$4,500,000,000 in new capital for additional facilities; yet the increased income was only \$8,550,000 above that of 1907 before the money was spent. After increasing investment by 25 per cent and increasing service by 20 per cent, the increase of income to the railroads was only 1 per cent, the increase upon the new money being a trifle more than one-tenth of one per cent.

#### **Built Only 933 Miles of New Line in 1915.**

There is no way to compel people to invest their money in railroad securities. When left to themselves they generally prefer to invest where they will obtain the largest returns, due consideration being given to safety of the investment.

This will explain why for the last ten years there has been a steady decline in new railroad construction. In 1906, 5,263 miles of new railroad were built; for the decade ending December 31, 1915, the

average annual construction was 3,324 miles; in 1915 the new mileage had shrunk to 933 miles.

On the other hand, Canada, with eight millions population to our hundred millions, and with a great war on her hands, built 718 miles of new railroad in 1915 as compared with our 933. If we had kept up to our 1906 record throughout the decade we should have 22,982 miles more railroad than we now have; and if we had kept up for the last fifteen years the 1902 rate of railroad-building we should have 31,876 miles more than we now have.

The shrinkage in new equipment has kept pace with the decline in new mileage. The number of new cars built in 1915 was only 76,061 as compared with 289,645 in 1907, and an annual average of 152,053 for the decade. Of new locomotives, we built last year 2,085 as compared with 7,362 in 1907, and an annual average of 4,239 for the decade.

#### **Less New Equipment, Too.**

If we had maintained the 1907 rate of construction for the ten years ending with 1915, we should now have 1,375,919 more cars and 31,225 more locomotives than we now have. At a rough computation, the building of this equipment that we haven't got would have added \$1,200,000,000 to our national income in wages and material, which in the last analysis turns out to be chiefly wages, too.

If you do not think this new equipment and additional mileage is needed, just ask some of the shippers whose freight has been tied up and whose business has been hampered for weeks by the embargoes the railroads have been forced to lay to prevent their lines from being blocked. Ask the steel men in the middle West who live in daily expectancy of being forced to shut down their mills owing to the inability of the blast-furnaces to get coke to keep up the supply of pig-iron.

For the rest of the country has been growing, if the railroads haven't, until it has at last reached the uttermost limit of

transportation capacity. That limit having been reached, other business must perforce halt until the railroads advance. For how is the farmer to get his produce to market without the railroads? And how is the manufacturer to obtain fuel and materials or ship his finished products to market without the railroads?

#### **More Traffic Than the Lines Can Haul.**

As Howard Elliott, president of the New Haven, said in a recent statement, "There comes a time when the volume of business that is being done by a man, a steel-mill, a hotel, or a railroad is more than the physical ability of the man or the enterprise to carry on successfully." He ought to know; for when his road was swamped with traffic last fall he tried to borrow locomotives of every railroad east of the Mississippi and north of the Ohio, and could muster but twenty-three.

The only reason for the present state of affairs that has been advanced by any competent authority is the fact that regulation by law has forced revenues down and expenses up until railroads cannot obtain additional capital for necessary expansion of facilities.

In the last ten years railroad wages have advanced 43 per cent, taxes 140 per cent, yet rates have steadily declined. Average freight-rates have dropped from 7.8 mills per ton per mile in 1904 to 7.63 mills in 1909 and 7.33 mills in 1914, while passenger rates have declined from 2.006 cents a mile in 1904 to 1.982 cents in 1914.

The result was that in 1915 twelve railroads, aggregating 20,143 miles, with a total capitalization of \$1,070,808,000, were placed in the hands of receivers. This is by far the greatest mileage and capitalization to undergo receiverships since the panic year of 1893. The total mileage in the hands of the courts in 1915 was 41,988, the capitalization of which was \$2,264,000,000.

Another result was that only 64.39 per cent of the railroads were able to pay any dividends whatever in 1914, as compared

with 67.65 per cent in 1911. The average rate for those that did pay was 7.97 per cent, as compared with 8.03 per cent in 1911.

Yet another result was that 55 of the leading railroads employed 33,039 fewer men in 1915 than they did the year before, and paid \$21,971,695 less in wages.

#### **Bills That Will Cost Hundreds of Millions.**

And the end is not yet. Various legislatures are still considering clearance bills; Congress has before it a similar measure. If enacted, it will cost the railroads \$400,000,000. Another bill before Congress proposes to compel all railroads to install block signals within three years, costing probably \$400,000,000 more. All-steel equipment, if rigidly enforced, will cost another \$600,000,000.

Both block signals and steel cars are being provided as rapidly as the railroads can afford it; but if the movement be accelerated by law the cost will be greater, and may even bankrupt some of the weaker roads. Valuation of the railroads is being carried out at a cost of \$50,000,000 in ten years. The valuation will be valueless when it is completed, for railroads are completely reconstructed every twenty to twenty-five years. Data for 1916 will not be applicable in 1926.

While regulation by law is forcing railroad money into unproductive channels and discouraging the investment of new capital as has been shown, the future development of the country demands billions for legitimate improvements. To provide the whole country with railroads, on the New Jersey basis of 30.78 miles of railroad per 100 square miles of territory, will require the building of 679,388 miles of new main line. Even on the Kansas basis of 11.32 miles of railroad to each 100 square miles of territory would require the building of 90,392 miles of main line. And Kansas is not oversupplied with railroads.

In England 60 per cent of the railroads are double-tracked; in the United States 10 per cent. To increase second-tracking

to the English basis would require the building of 126,115 miles more of second track. Add station accommodations, sidings, signal plants, and equipment and existing lines could easily spend a billion dollars a year for the next ten years without adding a mile of new lines.

If the law forbids railroad investments to earn an attractive return, where will the money for railroad development come from?

And if the money doesn't come, how can the country continue to grow?

J. H. Hirsch & Co., 205 W. Monroe St., Chicago, Ills., Manufacturers of caps and uniforms, announced July 28, that a representative of the company was starting for a trip over the Frisco for the purpose of taking measurements for winter uniforms.

There is an Arabian proverb which says, "There are four things which come not back; the spoken word, the spent arrow, the past life and the neglected opportunity."



A demonstration of how employes in all branches of service, who are interested in the road's success, can aid in bringing before the public the attractiveness of the resorts to be found all along the Frisco, has recently come to the attention of The Frisco-Man.

J. D. Trotter, switchman, St. Louis, is president of the Roch Shoal Hunting and Fishing Club, and on more than one occasion, has succeeded in inducing his club to visit points on the Frisco for a day's outing.

On July 20, 1916, the Club made a trip to Richland, Mo., on the Gasconade River, and The Frisco-Man has been advised that the day's catch resulted in more than 200 pounds of fish.

The reproduction herewith, showing a portion of the party boating on the Gasconade, is an evidence, it is believed, that the club made no mistake in choosing an inviting picnic grounds.

The Frisco men in the party were: J. D. Trotter, switchman; Alpha Johnson, brakeman, Eastern Division, and Gilbert Johnson of the B. & B. Department.

## FREIGHT CLAIM PREVENTION.

## ST. LOUIS TERMINALS.

The first meeting of the new St. Louis Terminal Freight Claim Preventive Committee opened at the Seventh Street Station, promptly at 9.00 A. M., Wednesday morning, July 12, with the following members in attendance:

P. W. Conley, superintendent terminals, chairman; H. M. Robinson, agent, Seventh Street Station; M. H. Rudolph, agent, Broadway Station; R. L. Klein, platform foreman, Seventh Street Station; J. A. Maroney, general yard master, Chouteau Avenue; H. Skelton, day switchman, Chouteau Avenue; Albert Sandoe, night switchman, Chouteau Avenue; T. W. Morris, day engine foreman, Chouteau Avenue; W. T. Dougherty, special agent, Tower Grove; William Kelly, chief yard clerk, Compton Avenue; J. S. McGuigan, division roadmaster, St. Louis; J. B. Gilliam, general foreman car department.

In opening the session Superintendent Conley explained to the committeemen the purpose of separating the joint organizations. He made it clear to the members that no disciplinary action will be taken against any one account of matters reported on postals, citing that this practice has been in effect for two years over the entire lines. During that period 35,971 postal cards were handled and there has not been one case where disciplinary action played a part.

Mr. Conley explained it was the desire of the management that every man appointed a member of the committee attend the meetings, and in case it is impossible for him to do so, he is expected to notify the chairman in ample time, in order that a substitute may be arranged for.

During the reading of the postals the matter of handling tank cars was brought up and quite a discussion resulted.

Several cases have been noted recently where cars received from connections are accompanied with proper billing showing them to be empties—and they are handled as such through the terminals, but upon arrival at their billed destinations it has been discovered that they still contain the original loads and in returning these cars charges are assessed, both ways, and

in every case so far, the consignees (where located within the switching limits of East St. Louis) have tried on technicalities to refuse payment, claiming cars were pulled away from their plant by the switching line, and afterwards they were called upon to furnish billing on the car as an empty.

In order to avoid any erroneous handling in future it was decided that instructions be issued to industries located on the railroad that they furnish a signed switch list for the movement of such empties, in addition to furnishing the proper billing on which to move the cars.

At 11:45 a general meeting was held in the bill office of the Seventh Street Station. Eighty employes were present and were much interested in the addresses made by G. E. Whitelam, superintendent freight loss and damage claims and Superintendent P. W. Conley.

At 10.30 the committee adjourned to the Broadway Station where a successful meeting was held. More than 165 employes were in attendance.

The Committee was instructed to report at Tower Grove at 3.00 P. M. for a meeting in office of superintendent of terminals. At this session the claim prevention circulars issued recently were thoroughly gone into and commented upon by the committeemen.

At the conclusion of the meeting the committeemen went direct to the yardmaster's office, Chouteau Avenue, where interesting speeches were made by H. M. Robinson, agent, Seventh Street and Switchmen Morris and Skelton.

Among those who reported improper conditions and made valuable suggestions were:

W. T. Dougherty, sergeant special officers, H. Wiese, yard clerk, Ewing Avenue; Leo Werner, car repairer; J. P. Reither, clerk, Seventh Street Station; Thomas Francis, car repairer; C. F. Meyer, yard clerk, Chouteau Avenue; E. J. Slattery, yard clerk, Seventh Street Station; A. Gutzman, chief bill clerk, Chouteau Avenue; J. Mitchell, yard clerk

**SPRINGFIELD TERMINAL.**

The Springfield Terminal Freight Claim Preventive Committee met in regular session Tuesday, July 25, in office of L. N. Bassett, superintendent terminals. J. R. Dritt acted as temporary chairman in the absence of Mr. Bassett who was away on a vacation. The following members were present:

W. P. Gustin, general yard master; J. R. Dritt, agent; B. F. Edmonds, freight car inspector; W. A. Drago, switchman; B. F. Tate, fireman; C. H. Huss, chief yard clerk; J. P. Long, general foreman; J. L. Boyd, platform foreman; F. M. Hall, switchman; R. R. Hogue, engineer; G. C. Donica, check clerk.

The morning session was called to order promptly at 9.00 a. m. and was devoted entirely to outlining the new plan of procedure and a discussion of the statistics and reports received from Mr. Whitlam's office.

It was suggested by one of the committeemen that on any empty coop which appeared to be unfit for use a tag be applied so consignee would understand that it would not be accepted for shipment. This to save the receiving agent from embarrassment in having to turn down the shipment after it had been loaded in the coop by the consignor.

The following paper entitled "Prevent Loss and Damage to Freight," was read by B. F. Edmonds:

To prevent claims it is necessary to have the co-operation of all employes

First: All cars should be inspected and carded for the commodity with which they are to be loaded and should be checked to ascertain each item that is indicated on the bill of lading.

Second: All freight should be properly stowed in cars.

Third: To handle cars with moderation at all times.

If this practice is observed you will find that all freight will reach the platform in first class shape.

The following paper was then read by B. F. Tate:

The value of freight claim prevention cannot be too strongly emphasized. Recalling the old adage, "waste makes want," let us remember that what is wasted in freight claims is wanted in other things. The greater reduction we make in these claims the greater amount of good we will receive in other things badly needed. Of course, to some extent, claims cannot be avoided, as in wrecks, but

this could only be covered under the subject of Safety First. The greatest aid to freight claim prevention is close observation. This part falls mainly to the man that does the loading or unloading. If he sees that a shipment is damaged or about to become so through improper packing or crating the same should be reported or attended to at once.

In switching, the whole crew is responsible. Let every member work in perfect harmony to secure the best results. Let one member become impatient and everything goes wrong—they bump the cars together, jostling things until fastenings become loosened and perhaps breakage results.

Let us avoid this condition just as much as possible. There are other items too numerous to mention, but let us remember at all times harmony, good will and a perfect frankness outweigh at any time discord, selfishness and an unruly temper. Let us all work together to make this the greatest year the Frisco has ever had in the way of "Freight Claim Prevention."

At the meeting at the freight house at 8.00 p. m. the following committeemen made short talks: R. P. Hogue, B. F. Tate, J. F. Long, C. H. Huss, W. A. Drago, F. M. Hall, C. C. Donica and J. W. Boyd.

L. C. McCutcheon, assistant superintendent freight loss and damage claims, followed with a brief but interesting address upon the manner of handling claims, how they are brought about and the prevention of same. A. D. Mills, chief clerk at the freight house also made a short talk.

Among those who reported improper conditions and made valuable suggestions were:

B. F. Edmonds, Karl B. Baxter, J. F. Freeman, J. W. McKee, P. E. Hopkins, J. M. Boyd.

**WESTERN DIVISION MEETING.**

At the first meeting of the Western Division Freight Claim Preventive meeting, City Hall, Enid, Okla., July 20, the following were in attendance:

A. D. Lightner, assistant superintendent; W. G. Oldham, assistant superintendent; F. A. McArthur, master mechanic; F. E. Bates, assistant superintendent locomotive performance; F. Hinkle, roadmaster; D. C. King, roadmaster; T. F. Jones, acting roadmaster; L. R. Pinix, general yard master; W. H. Dennis, special agent; J. A. Snyder, brakeman; Perry Skinner, switchman; F. W. Morey, conductor; E. E. Penfield, agent, Frederick, Okla.; P. P. Palmer, engineer; Earl Keffler, warehouse foreman.

In the absence of Superintendent Brown, the meeting was called to order by Acting Chairman Lightner promptly at 9.20 A. M., and opened with the reading of a letter from G. E. Whitlam outlining plans for claim prevention work for the coming year.

In a brief but interesting address, L. C. McCutcheon, assistant superintendent freight loss and damage claims, cited many instances where claims arise from various conditions that should have or could have been corrected. In this connection he explained the different cards that were to be sent out to engineers, conductors, switch foremen, and agents asking questions in regard to the work.

A discussion of the postal cards followed. Seventeen were handled to a final conclusion and forty-six others acted upon.

The afternoon session was called to order at 2.00 P. M., at which short talks were made by many of the committeemen.

A general meeting in the evening was thoroughly enjoyed by all. Agent Penfield of Frederick, Okla., made a brief talk upon "Enthusiasm;" Section Foreman McNeil of Drummond, Okla., upon "Protection of Right of Way, Stock Gates, etc.;" Special Agent Dennis upon "The Section Foreman and the Farmer;" Agent Towne of Breckenridge upon "Checking Merchandise in and out of Way Cars;" Warehouse Foreman Keffer upon "Discussion: Loading Freight at Enid Platform and Return to Ballot System."

The committee in a body visited the shops and repair tracks in the afternoon and invited the men to attend the evening meeting.

Among those who made valuable suggestions and reported improper conditions were:

E. V. Fowler, conductor; E. R. Smith, chief clerk to agent, Enid, Okla.; Elcy Grade, freight

man, Blackwell, Okla.; O. O. Stires, agent, Hope-ton, Okla.; M. J. Hall, chief clerk, Blackwell, Okla.; W. M. Thomas, receiving clerk, Enid, Okla.; R. E. Leach, helper, Lamont, Okla.; F. K. Shrock, agent, Carrier, Okla.; C. W. Giberson, agent, Ames, Okla.; C. H. Butler, agent, Bessie, Okla.; J. D. Fountain, conductor; C. W. Kennedy, conductor; G. W. Higgins, freight clerk, Cordell, Okla.; W. T. Staten, agent, Sumner; J. B. Wood, agent, Pawnee, Okla.; R. P. Martin, agent, Hunter, Okla.; W. L. Brewer, agent, Goltry, Okla.; R. D. Stephens, clerk, Frederick, Okla.; T. W. Montgomery, agent, Latham, Okla.; L. R. Pinix, general yardmaster; C. M. Story, general car foreman; W. H. Holmes, warehouse foreman, Clinton, Okla.; M. Larkin, agent, Fairmont, Okla.; Earl Keffer, warehouse foreman, Enid, Okla.; B. W. Carley, agent, Arapaho, Okla.; Mark Dillow, relief agent, Dacoma, Okla.; A. W. Lecrome, agent, Eddy, Okla.; G. C. Miller, brakeman; W. W. Harris, conductor; C. F. Clarke, conductor; W. M. Cannady, conductor; G. R. Monell, agent, Eagle City, Okla.; H. R. Vance, fireman; L. C. Randall, engineer; Wm. Dennis, section foreman; B. Fix, conductor.

A statement issued by G. E. Whitlam, superintendent freight loss and damage claims, August 1, of the gross freight revenue, freight claim payments, ratio per thousand dollars, and number of claims filed, for the period July 1, 1912, to June 30, 1914, inclusive, as compared with the period July 1, 1914, to June 30, 1916, shows that, with an increase in earnings for the latter period, freight claim payments decreased 40 per cent; our ratio per thousand dollars, 42.6, and the number of claims filed 19.0 per cent.

**TWENTY PER CENT OF THE TOTAL AMOUNT CHARGEABLE TO FREIGHT CLAIM PAYMENTS FOR THE FISCAL YEAR ENDED JUNE 30, 1916, WAS PAID OUT BECAUSE OF ERRORS OF EMPLOYES, IMPROPER REFRIGERATION AND VENTILATION, IMPROPER LOADING AND STOWING AND ROUGH HANDLING OF CARS.**

**THESE ARE CAUSES OVER WHICH EMPLOYES HAVE CONTROL, AND WHILE CHARGES TO THE FOUR ABOVE ITEMS WERE LESS LAST YEAR THAN ANY PREVIOUS PERIOD, STILL IT IS OBVIOUS THERE IS MUCH ROOM FOR IMPROVEMENT.**

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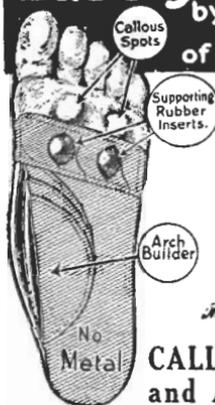
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