

### G. W. Turner.

Granville W. Turner, for 49 years an employe of the Frisco, died at the Frisco hospital at 3:00 o'clock Saturday afternoon, September 30, following an illness of eight weeks from a complication of diseases.

Mr. Turner was 72 years of age.

Several months ago Mr. Turner's health began to fail, and eight weeks ago he was removed to the hospital.

Forty-nine years ago Mr. Turner accepted a position in the Bridge and Building Department of the Frisco. By diligent and faithful work he rose rapidly in this department, holding the position of Superintendent for years.

In 1913 he was retired from his office, but about July 1 of this year was again appointed at the head of the department in an advisory capacity. Ever since the Frisco entered Springfield the decedent was in the employ of the company. He was a veteran of the Civil War, being a Union soldier.

Besides his wife, Mrs. Agnes L. Turner, Mr. Turner is survived by seven children, four sons and three daughters. A brother, George Turner, of Spokane, Wash., also survives as well as two sisters, Mrs. Mary Van Wormer and Miss May Turner, of Rolla.

Funeral services were held at 2:30 Wednesday afternoon, October 4, from the St. John's Episcopal Church, interment in the National Cemetery. The decedent was a member of St. John's Commandery, No. 20, Knights Templar.

In the passing away of Mr. Turner the Frisco loses a land mark, and Frisco employes will recall the courtesies and kindly consideration which Mr. Turner has shown them.

You AUTO contribute your share to the columns of the Frisco-Man this month. Have you done so?

### Valuation Begins.

The Interstate Commerce Commission is at work valuing the Frisco properties.

In the Frisco-Man for September F. G. Jonah, Chief Engineer, explained at some length of this work.

Several parties of government engineers are at work chaining the track, cross-sectioning the road bed, measuring all buildings, bridges and structures of every description, noting the kind and depth of ballast, weight of rail, number of ties per mile, fences, cattle guards, signs, telegraph and telephone lines, signals and every item of fixed physical property.

These government experts are being accompanied by a member of the Frisco engineering department, whose duty it is to point out the company properties, and see that nothing is overlooked by the government men.

Employes, particularly roadmasters, section foremen, bridge and building foremen, masonry foremen and water service foremen, can render great assistance to the government engineers by giving their knowledge of facts relating to the construction of the road-bed, or other properties which may not be shown in the records of the company.

It is hoped that everyone will give all the aid possible in this work.

### Aids Mississippi Dairymen.

A. J. McDowell, dairy agent for the Frisco, has returned from New Albany, Miss., where he had been co-operating with dairymen in that vicinity in plans to buy several head of fancy bred cattle. He said great interest was manifested in the meetings, but that on account of the boll-weevil, which has ravaged the cotton in that immediate vicinity, there is not the usual prosperity among the farming class.

A great many folks nowadays firmly believe you can't pursue happiness without an automobile.

### I. H. Price Retires.

After serving the Frisco continuously for 46 years, Isaac H. Price, master painter at the Springfield South Side Shops was retired September 30 under the pension system.

Mr. Price began his service with the Frisco in 1872 at Pacific, when the Frisco was known as the Atlantic and Pacific Railroad and extended from Pacific to Vinita, Okla., a distance of 350 miles.

The road now covers a territory of more than 4,000 miles and traverses eight states.

When the headquarters of the Frisco were removed to Springfield, he came there, where he has resided continuously since then.

He was employed at the North Side Shops for many years, and when the new shops were built he worked there four years. He was then appointed master painter at the South Side Shops and served in that capacity until retired.

An indication of esteem in which he is held by his fellow workers is found in the fact that the employes at the South Side Shops presented him with an expensive gold mounted Meerschaum pipe. Mr. Price is the father of William R. Price, chief of the Springfield fire department, and Thomas J. Price, a sign painter.

### A Suggestion

We are indebted to Mr. G. A. Lightner, agent at Olustee, Okla., for the device described below which G. A. says makes window washing around the office "easy," and also is more satisfactory than the "old rag and soap" way "by hand." This might be of interest to other agents in the cotton gin territory. No, it's not patented.

"You can procure at any gin, the discarded gin brushes which are about 4 feet long and 1 inch thick. Take a saw or knife and cut them in lengths as wide as the window panes, take two and cleat them together side by side. For a handle

take a stick one-half inch thick and about 2 inches wide and 2 feet long, tacked to the back of the two cleated brushes for a handle. You can use a strong lye solution with little soap and mop the window and get all the dirt off the glass as well as the sash frame. The brush is also good for mopping over desks and counters. You can get plenty of discarded brushes at any gin for the asking, as they are of no value after being discarded by the gin. One brush will make three good scrub brushes."



**LITTLE FRISCO MAN.**  
No, it's a girl!—Miss Atrelle, daughter of Agent and Mrs. D. W. Warner, of Chicopee, Mo. She says women's skirts are not the correct apparel for lady Safety First advocates.

### A Narrow Escape.

C. O. Claiborne, Agent at Clinton, Mo., and a companion started out south of Clinton a few miles on business. They were in a little red motor car which attracted the attention of a bull which set after them with horns lowered and caudal appendage raised. Plenty of John D.'s product in the car tank was all that saved them from a horny grave.

### New Roundhouse.

Foundations for the new roundhouse at Oklahoma City have been completed and unless construction work is delayed by weather the building will be ready for occupancy within another month.

The building is capable of housing fifty engines and will be one of the largest in the state.

In addition, the seventy-five acres of land purchased in the vicinity of the roundhouse have been practically filled with trackage. Work on the freight yards is nearly completed.

### On the Warpath.

G. E. Whitlam, Superintendent F. L. & D. Claims is on the warpath with the subject of Stock and Fire Claims. He says that these claims have gained for July and August this year, as compared with the same period in 1915, and that some very bad situations have developed. Mr. Whitlam issues a Blue Print which brings out the point very forcibly that we must get after this matter and hold it down.

### Motor Cars.

H. W. Cutshall, inspector of gasoline motors, has entered actively upon his new duties. The position was created only recently, Mr. Cutshall's appointment having become effective September 1. On that date it became the policy of the Frisco to equip all sections with motor cars.

Inspector Cutshall has 1,000 miles of track to look after and has begun the work of installing the motor cars.

The length of the sections will be increased from an average of six miles to an average of ten miles. Two men will be added to each gang as a result of this change.

Let the Frisco-Man hear from YOU.

### 717 Cars Apples.

The green fruit crop report filed recently by the Department of Development shows a total of 717 cars of apples shipped to date from points on the Frisco. At this date last season a total of 852 cars had been shipped from the same territory.

The shipments for Monday, October 9, according to the report, totaled 32 cars against 43 cars of one year ago Monday.



Section Foreman Wm. Eagle and Gang,  
Miami, Okla.

### Promotions and Appointments.

Mr. J. A. Middleton is appointed General Agent at Kansas City, representing all departments, effective October 1.

Mr. Frank C. Reilly is appointed Freight Traffic Manager, to succeed Mr. J. A. Middleton, assigned to other duties, effective October 1.

Effective October 1, Mr. Brooks II. Stange is appointed General Freight Agent, and Mr. Chas. H. Morrill, First Assistant General Freight Agent.

### Some Changes.

Effective October 9, Sumner, Oklahoma, Perry Sub-Division is discontinued as a telegraph station.

Effective October 10, "New Tancha," Oklahoma, Mile Post G-430.6, Cherokee Sub-Division, will be known as "Tancha."

The spur track recently installed at Mile Post E-471.3, Creek Sub-Division, near Okmulgee, Oklahoma, serving Tiger Refining Company, will be known as "Brundidge."

### Safety First.

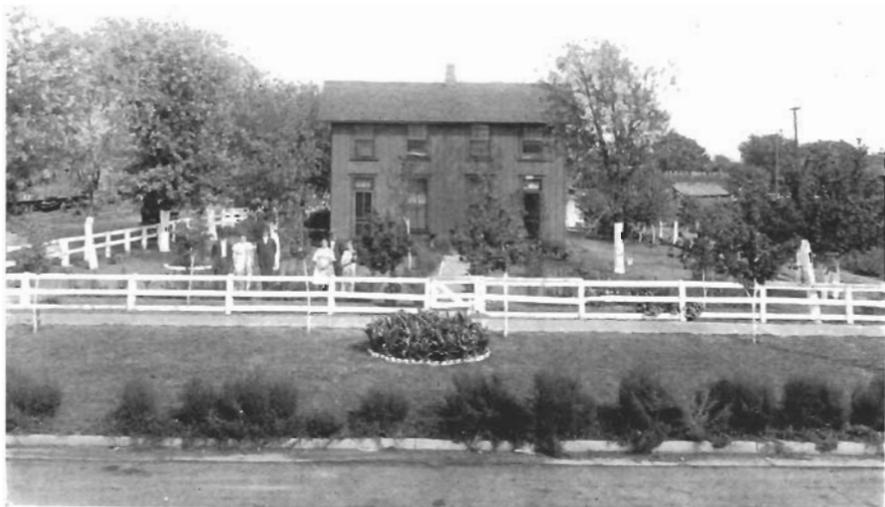
*J. A. McAllen, Section Foreman,  
Cape Girardeau.*

I feel honored that you and your field staff have shared your valuable time with me for an article and glad to know of your meeting for the purpose of advocating Safety First, which is much needed among our fellow workmen and the public element. You may be able to influence through your faithful efforts while Safety First is only in its infancy; we realize it has done good work, while at the same time we have among us each day men who do not understand the real meaning of the words Safety First and is so many times spoken of in a joking way that some of our close friends may consider it a mere joke.

I have never had it made plain to me just exactly what the real meaning of Safety First is, but I am very much like the man who wants to see this practice of "Safety First" regarded as a part of every man, woman and child's duty to caution

themselves in this way. Get your mother wit working, take no chances yourself, have a heart, and caution the persons who have no caution for themselves and others and by so doing I believe while this Safety First is only in its infancy we can help it to become a grown-up lad. Probably some day an over-grown mark in the country to help decrease the personal injuries accordingly as a man's life is not always the expense of the one that loses it but a complete loss to mother and babies as well as to friends. Before stepping over something to keep from stumbling, remove the cause before some one else comes along and doesn't see it until it's too late. By so doing you can help take care of those who don't heed to Safety First, for when all causes for accidents have been removed then we have mastered the task of keeping down personal injuries, freight claims, damage to company property, etc.

That mark, I think, we all should aim at and try to reach a goal which will be labeled Safety First.



SECTION HOUSE, OKLAHOMA CITY.

Section Foreman Mr. George Eastin and family in yard. Mr. Eastin has been in employ of the Frisco for 30 years.

## FREIGHT CLAIM PREVENTION.



Filing and Mailing Department in Mr. G. E. Whitelaw's Office at Springfield.

### NORTHERN DIVISION MEETING.

The Northern Division Freight Claim Preventive Committee held their meeting at Fort Scott, on August 29. Meeting called to order at 9:30 A. M., by Acting Chairman J. J. Cummins.

Members present were: J. J. Cummins, asst. superintendent, Fort Scott; C. F. Hesser, asst. superintendent, Fort Scott; J. F. Diston, asst. superintendent, Joplin; Stanley McQuitty, platform foreman, Ft. Scott; W. W. Hagar, conductor; C. H. Heitz, conductor; J. S. McClure, brakeman; S. E. Ferguson, agent; O. C. Miller, agent; M. J. Conley, agent; W. G. Wolfe, agent; W. T. Blinco, car repairer; G. A. Ermatinger, asst. superintendent L. P.; S. B. Peter, roadmaster; J. P. Sheehan, roadmaster; C. R. Hazzard, switchman.

The chairman advised the members that it was the wish of Messrs. Whitelam and Brown to give their support and try and make this work successful. The chairman also stated that he had a letter from Mr. Whitelam in which he offered suggestions to give the committee an idea how to work. Also stated that some who

had not served on the committee might be a little timid in taking hold of the work, but Mr. Whitelam stated he wanted them all to take right hold of the work.

It was decided to mail supply of blank cards to agents every thirty days. A number of other recommendations were made, after which the meeting was adjourned at 12 o'clock until 2:00 P. M., when the meeting was resumed.

During the afternoon a number of good suggestions were made with a view to bettering Freight Claim conditions, each of which was fully discussed by the committee.

After all business had been transacted, the meeting was adjourned at 5:20 P. M.

### SAPULPA F. C. P. C. MEETS.

At a meeting of the Freight Claim Preventive Committee, Sapulpa, September 26, B. D. Fallon, acting chairman, called the meeting to order.

Members present: B. D. Fallon, acting chairman, asst. superintendent; O. D. Lewis, asst. superintendent; E. Brodie, conductor; L. A. Seitz, conductor; W. A.