

Our Soldiers.

Other Frisco men who have enlisted in some branch of the Government service and whose names have not appeared in previous lists are as follows:

Name	Occupation	Location	Enlisted
Guy T. Taylor	Ticket Clk.	Fl. Scott	E. Corps
J. O. Mathews	Fuel Dept.	St. Louis	Army
Oscar F. Nelson	Store Dept	Springfield	Aero
C. E. Wright	Agent	Roosevelt, Ok.	

The accompanying is a photo of one of our soldiers, Claude Jarratt about to embark from headquarters at Peirce City. Claude was formerly employed in the Car Accountant's office at Springfield and volunteered for service in the Second Missouri Regimental Band. He is carrying his grip in one hand, and his trombone in the other.



The employes at Springfield recently presented him with a radio faced wrist-watch, which he acknowledged in a letter August 27, which is published herewith.

Letter From Jarratt.

Nevada, Mo., Aug. 27, 1917.

My friends in the Frisco Bldg.

Your gift was received and I thank you for such a handsome and practical present, and assure you that the sentiment that prompted its presentation is as much appreciated as the gift itself. I hope to carry it safely through what fields of honor we may encounter, and return to labor with you again at the end of the war.

Your comrade,
Claude Jarratt.

Hears from Son.

Mrs. W. E. Deveney, 1928 North Twenty-sixth street, Kansas City, Kans., recently received a letter from her son W. E. Deveney, Jr., in training at Newport, R. I., for the U. S. Navy. Mr. Deveney was employed as bill clerk in the Frisco office at Kansas City.

He says the treatment and training are excellent, and that he expects soon to be detailed to a warship. He enlisted in May, but was not ordered to report until August 22. He is 25 years old.

The Frisco-Man is sorry that it cannot reproduce the photo of Mr. Deveney sent by General Agent Roraback of Kansas City.

Frank P. Strickland.

Frank P. Strickland, who was on the Switch Desk in the Kansas City office, received a commission as Infantry Lieutenant at Fort Riley.

Mr. Strickland joined the First Kansas Infantry soon after war was declared, but received permission to attend the Officers' Training Camp at Fort Riley.

A photo which was furnished the Frisco-Man, cannot be reproduced.

Offers Services to Home Guards.

J. M. Egan, who has been in the employ of the Frisco for the last 46 years, recently wrote the recruiting officers of the Home Guard and volunteered his services if needed. In his letter Mr. Egan said:

"In case the Home Guards ever need men over 60 with extensive railroad experience, I shall be glad to serve. I can build, maintain and operate telegraph or telephone lines, run trains, stations, yards or terminals. Having traveled 20 years in official capacity, I have been in some wrecks—somewhat crippled—some bones broken—but my spirit is not broken—though old I am just as good as new, and want to do my part.

"I am the fellow mentioned in leaded lines in St. Louis papers May 10, 1915, 'J. M. Egan, one of the best-known telegraphers of the West, is dead in cyclone at Snyder, Ok.'

"I was numbered with the 300 dead in that cyclone, but I am not a dead one. I can meet all ordinary conditions except long or double-quick marching or intense drilling—my right knee gives out—I have a fractured skull—am shy one finger on each hand, but I can handle and have a double-barrel gun and a two-edge sword."

Mr. Egan was at one time, Superintendent of Telegraph of the Frisco, and now holds a responsible position in the Auditing Department at St. Louis.



An Appeal to Organized Labor.

Since the Conscript Law has gone into effect, permit your humble servant to once more bring to notice the following:

Brothers, let us show that forces marshalled for industrial battles are ready to stand united with those who answer the call to arms in time of national peril. That we may assure the widows and orphans of our brothers who may fall on battlefields defending the sacred rights that we have so long enjoyed, and that we do not forget our duty to those who return seeking to re-engage in peaceful occupations, or those who may return broken of body. I am placing this before every division of the Order in the United States and Canada.

Resolved, That we arrange at once to pay all dues and insurance of members of our divisions enlisting in the military or naval service of the United States or Canada or the present war, so long as such members are thus engaged and for thirty days thereafter; and request that all members enlisting in such service be carried on the seniority lists of the railway companies where now employed and reinstated when honorably discharged from Army or Navy, if physically fit; if unfit for railway service, all the pension laws

and rules of the Organization and railway companies shall apply the same as though the member had been in the service of the railway company whose service he left to enlist. We pledge our support to such changes in the laws of our Order and schedules with railway companies as may be required to comply with this resolution.

This resolution has been adopted by 150 lodges of the Order of Railway Conductors and by some of the railways; the Frisco and Ill. Cent. being the first to announce that the terms of service of employees enlisting in Army or Navy would remain unbroken.

Since these cards were mailed to all Divisions of the Order of Railway Conductors, there may have been a change in the minds of many whose kinsmen have been drafted, bringing them more in sympathy with the object of this appeal.

I feel that it is the duty of all Labor Organizations to carry the lodge insurance of its members who are drafted and endeavor to assure them, their former positions will be given to them at the end of this war.

Some railway companies seem reluctant to grant this but I feel that if we bestir ourselves by bringing it before other bodies of Organized Labor, we can secure results and to do this, I suggest that you cut this out and hand it or send it to the editor of a newspaper.

If you think well of this, do it now that the power and force of Organized Labor may be felt as a substantial support to those who are fighting to maintain the institutions and principles of this government.

A Native.



A piece of blue glass, about 4 in. square, mounted in a small frame having a handle, is useful for stokers in examining the condition of the fires in large boiler furnaces, which require close and repeated inspection to maintain efficiency.

Economical Operation.

G. E. Whitlam, Inspector of Transportation and Maintenance.

On account of the high cost of living for carriers, it is essential, more so at this time than in previous years, that the strictest economy be practiced by all. While economy has been the watchword on the Frisco for several years, its full meaning cannot be too forcibly impressed on those who have jurisdiction over labor and material, both of which has increased to a large degree, while the carriers earning capacity is practically no greater by reason of the failure of the Interstate Commerce Commission to grant an increase in rates.

As an illustration of the railroads increased cost of living—the increase in the cost of a mallet consolidation locomotive over what it was two years ago would buy a 160 acre farm at \$125.00 per acre, build a \$5,000 residence on it, provide for \$2,500 worth of farm implements and farm machinery, twenty-five dairy cows at \$75.00 each, \$700 for teams and wagons, a \$1500 auto and still leave \$150 for incidentals—and this represents the increase in the cost of only one locomotive.

Mr. Biddle, in a circular issued April 1st, furnished some very interesting figures covering the increase in cost of miscellaneous materials, to-wit:

Miscellaneous material for the year 1915 cost \$3,314,753. This same material at the current market price of March 13, 1916, would have cost \$5,091,460.00; at current price June 1, 1916, \$5,426,251.00, and at present prices (one year later) \$6,768,725.00, an increase over 1915 of \$3,453,972.00, or 104%. In other words, the material we purchased in 1915 cost a little more than double in 1916, and this fact should be sufficiently impressive to

make each of us realize the importance of the economical use of material.

The price of fuel has advanced 50c per ton over 1916, and this increase will add more than a million dollars to our expenses. The conservation of fuel should be brought forcibly to the attention of all as each employe can do his share in keeping the fuel bill down to the minimum.

To the end that the efficiency of our operation may increase, Mr. Carr has organized Efficiency Committees on all divisions and terminals, as well as a Central Committee composed of the General Officers.

These committees will meet once a month and discuss all matters pertaining to operation and maintenance. To give an idea of the work that will be performed, each committee will be divided into the following sub-committees:

No. 1. Observance Rules and Discipline. No. 2. Economy. No. 3. Fuel economy—train haul and engine miles. No. 4. Per diem and car efficiency. No. 5. Roundhouse efficiency—terminal delays and engine failures. No. 6. Safety First. No. 7. Freight Claim Prevention. No. 8. Telegraphing. No. 9. Agency Plan. No. 10. Maintenance.

Each committee has a chairman and from five to fifteen members.

There is much that can be written on economical operation as the different phases are a study in themselves, nevertheless, it is well understood that the cost of carriers living has increased to an alarming extent and therefore, it behooves all to do his "bit" toward economical use

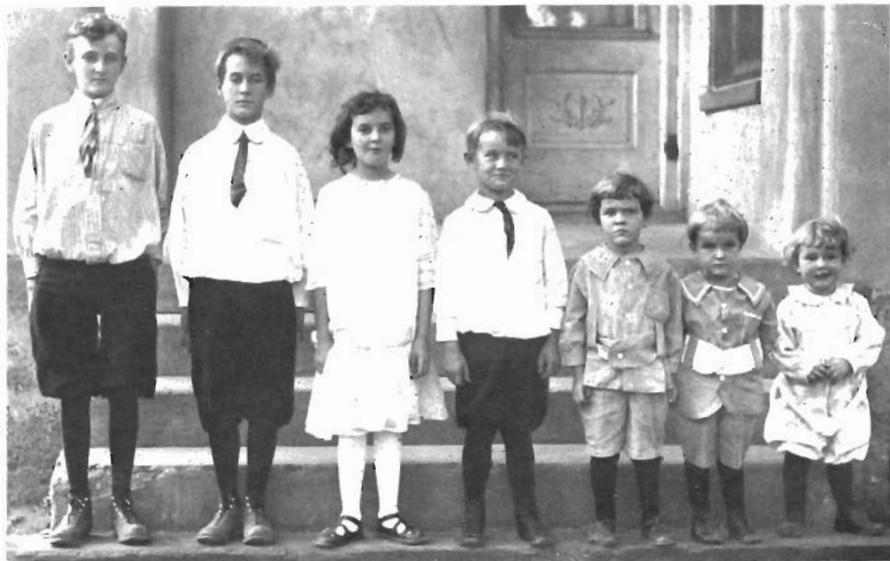
of material and to render 100% service in the capacity in which employe.





SAFETY

FIRST



"Seven reasons why I work" - J. B. Murphy, Special Officer, Springfield.

Safety First Pays.

Frank Wightman, Superintendent of Safety, has just issued a statement of casualties occurring during the last six fiscal years ending June 30, since inauguration of Safety First and one year prior thereto.

Of the casualties in 1911, the year prior to the inauguration of Safety First, 71.1% of the deaths were to outsiders, 28.3% were to employes, and .6% were to passengers.

In 1917 71.1% of the deaths were to outsiders, 28.8% were to employes and .1% were to passengers.

The year 1917 compared to 1911 shows a marked decrease in number of deaths and injuries to employes and outsiders, while the casualties to passengers increased slightly.

For the seven years, 1911 to 1917, inclusive, 69.1% of the deaths were to outsiders, 27.5% to employes, and 3.4% to

passengers. Injuries to outsiders for the seven years were 9.6% to employes 73.5%, and to passengers 16.9%.

These figures prove conclusively the evil of trespassing on railroad property by those who use the right-of-way as a "short cut" and a "better path." Trespassing is the greatest evil with which the railroads have to contend, and employes should join hands in an effort to reduce this to a minimum, by reminding trespassers of the great danger.



Shopmen Injuries Decrease.

In a statement issued by Frank Wightman, Superintendent of Safety, showing the number of accidents at the Springfield shops during the fiscal year ending June 30, 1917, compared with the year before, shows an increase of 3.6%.

While the injuries to Shopmen decreased 10%, the injuries to Carmen increased 93%.

The Shopmen made a very creditable showing, but the Carmen fell down badly, and we all hope they will succeed in making it a decrease of 93% for the next year instead of an increase of that per cent. It can be done, all should practice Safety First, and co-operate in order to reduce the injuries.

Remember, carmen, Safety First is the best insurance you can get—and its only cost is Care.

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Greetings by Miss Woodside.

This is my official greeting to the Women's Leagues and co-workers of the Frisco system and to work together successfully we must know and understand each other.

On the trains, in the shops, everywhere we go people say "What is this Safety First movement that is taking the world so by storm?" Do you really know what it is? Come, let us learn together its length, breadth and thickness and see if it is not the world-old principles of Christ arranged in the simplicity best suited to our individual lives.

The preacher expounds the gospel from the pulpit, the orator through the press, railroad government through its organization but if the messenger's daily life does not ring true the message is lost, metaphors and euphonious sounds thrown aside as debris.

As the Frisco has the only organized Women's Safety League the other railroads are looking to us to see if the organization is worth while. Only the other day a Santa Fe pass holder said, "If the Frisco Ladies accomplish any thing we are going to organize." So you see we Frisco pass holders are being watched from near and far and it behooves us to show the world a good thing.

While recreation is as necessary to the soul's expansion as sweet is to the body building, wholesome living is the keynote of the day. Something that counts is expected and demanded of each woman who lives for this is a serious age.

Let us learn to be a good follower or a good leader as befits the time and occasion. Let us learn anew how to conserve life, limb and property and better yet conserve the sunshine, the good impulses, the sweetness within our own lives.

Be patient, be generous, be constructive and organize or reorganize within your gates and send the message when and where the new Supervisor can best serve in the cause of Safety First.

Nova Stuart Woodside.

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Urges Better Records.

The new Supervisor of the Women's Leagues is urging neatness, accuracy and perfection for the secretary's books. She advises all Leagues to purchase new books starting the new work August first, with all work typed, margined and neatly pasted. Paste in local press notices and in the most conspicuous place have receipt and date of District, State and National conventions when affiliated with State Federations. Madam Rumor thinks there will be a prize or premium given to the individual secretary or League displaying the greatest promptness and efficiency.

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Memphis League.

The Frisco Women's Safety League of Memphis held a special meeting Tuesday afternoon, August 28, at the home of Mrs. E. L. Magers, 1960 Central Avenue, Memphis, Tenn.

The meeting was called for the purpose of introducing the new Supervisor, Miss Nova Woodside of Springfield, Missouri, who promises to do splendid work for the upbuilding of the League after a review of the work of the past year.

Miss Woodside made an interesting talk on Safety First.

Mrs. Cary, Chairman of the Red Cross Circle (within the Women's Safety League), reported 90 garments as the work of the circle since June 12. Fourteen out of the 105 enrolled have done this splendid work for the soldiers.