

more than ever obligatory upon every officer and employe of the railroads to apply himself with unreserved energy and unquestioned loyalty to his work.

"The supreme interests of the nation have compelled the drafting of a great army of our best young men and sending them to the bloody fields of France to fight for the lives and liberties of those who stay at home. The sacrifices we are exacting of these noble American boys call to us who stay at home with an irresistible appeal to support them with our most unselfish labor and effort in the work we must do at home, if our armies are to save America from the serious dangers that confront her. Upon the railroads rest a grave responsibility for the success of the war. The railroads cannot be efficiently operated without the wholehearted and loyal support of every one in the service from the highest to the lowest.

"I earnestly appeal to you to apply



Are We Doing Our Share?

By G. R. Carson.

Since writing article for the December number the question has arisen in my mind as to whether or not we are all doing all we can not only to help the Frisco but our Government as well, and in thinking this matter over have come to the conclusion that we are not all doing our best.

In looking over the list of patriots from the roll in the Frisco-Man I find a great many men gone from the ranks of train-men and station forces, and it occurs to me now as never before, to take more than a casual interest in the inexperienced new beginners, and teach, teach, teach at every opportunity.

We are now taking on boys in the train and engine service from the age of eighteen years up, and with a little care mixed with patience on our part, these boys may become experienced railroad men in the years to come.

yourselves with new devotion and energy to your work, to keep trains moving on schedule time and to meet the demands upon the transportation lines, so that our soldiers and sailors may want for nothing which will enable them to fight the enemy to a standstill and win a glorious victory for united America.

"Every railroad officer and employe is now, in effect, in the service of the United States, and every officer and employe is just as important a factor in winning the war as the men in uniform who are fighting in the trenches.

"I am giving careful consideration to the problems of railroad employes, and every effort will be made to deal with these problems justly and fairly and at the earliest possible moment. There should be a new incentive to everyone in railroad service while under government direction to acquit himself with honor and credit to himself and to the country."

It is better to start them out right in the beginning than to start them out wrong with the expectation of correcting them later on. I think this is especially so while our country is at war and needs all the assistance we can give it in this hour. I point with pride to some of the men who are now conductors on this Division who were students of mine in days gone by, and they will agree with me that I did all I could in the way of instruction. Below are the names of some of these men, and whom I think have no superior.

C. Wagoner, F. Mertz, Frank Heaton, Claude Ballah, E. L. Monroe, Wm. Mertz, H. E. Jameson, J. I. Portorff, and some I have forgotten.

So let's put our shoulder to the wheel and help Uncle Sam by helping others.

The Blinds on the Horse's Bridle and Those on the Front End of a Locomotive.

By An Observer.

We can all remember of days past and gone, when we were out buggy riding with our best girl. When the old horse looked around on either side, how embarrassed we were to find he was not blinded by blinds on his bridle. The scenes he was privileged to see were not those we see "along the Frisco." Then again we are reminded that "horses carry tails."

The writer is using the above to illustrate the comparison of locating the classification lamps on the front end of a locomotive and the use of blinds on a horse's bridle. In the case of the latter it is used to prevent it from seeing behind, while in the former the lamps, or blinds, prevent the engine crew from having an unobstructed view ahead. It is absolutely necessary from a "Safety First" point of view, that the necessary equipment be placed so the engine crew can have a clear view of the track and right of way.

While we are discussing the location of signals, the question might be asked, are those in the drafting room and those who select the color of paints which are used on signals, cars, tool houses, water tanks, section houses and depots, qualified to

choose their position and colors? We think not. First, signals are located in such a way that they can not be plainly seen from the engine cab. Second, the color of red and its different shades as used on signals, etc. For example, red order boards are located so they are in direct line with red box cars on side tracks, or water tanks. Switch targets are located in a similar position. Automatic block signals are often located in direct line with other signals and other obstructions that prevent a clear view from the engine cab.

The above service has been bought and paid for. Why not be more efficient in locating signals and the color of paints for depots, etc. Red is a danger signal and should be used for that purpose only. Its intimate shades should not be used any place on the railroad where they are liable to conflict with other signals. It is evident that signals which are to be viewed from the engine cab, must be located from the same.

If there is any thing better than efficiency, it is more efficiency, and if there is any thing better than "Safety First," it is more "Safety First" along the lines the writer has mentioned.

Statistics show that there are few safer places than a railroad train. In 1916 railroads whose lines totaled 139,000 miles transported 60 per cent of the country's entire passenger business and 67 per cent of its entire freight business without losing a passenger in a train accident. The mileage controlled by these roads equals that of Germany, France, Austria-Hungary and Russia combined.



TWO MARLINS.

These young ladies are Mazie and Virginia Marlin, daughters of Fred Marlin, machinist helper at the North Shop, Springfield, and granddaughters of Ezra F. Marlin, who has been in Frisco service many years.

F. O. E. A. Meeting Postponed.

C. J. Stephenson, chairman of the Frisco Office Efficiency Association, under date of December 26, made the following announcement:

"Owing to the most unusual conditions which have prevailed, it was decided as advisable to postpone the regular meeting of the Association until sometime in January, exact date to be announced later.

"The delay on the part of the chairmen of the various committees in submitting report to the Executive Committee was to some extent responsible for the postponement. I am informed by the chairmen that the delay in submitting reports was occasioned by reason of late receipt of suggestions or recommendations from members. One chairman made special mention of the fact that very few suggestions or recommendations had been re-

ceived by his committee. I wish to impress upon all members the fact that the success of the Association depends absolutely upon the interest and enthusiasm manifested by individual members, as well as results accomplished by the membership as a whole.

"The Executive Committee appeals to the membership to bring about increased enthusiasm in the purposes of the Association, and to request that everyone do all they possibly can in this direction."



Katy Installs Frisco School Plan.

After watching the experiment of the Frisco in operating a training school for women in Springfield, the Missouri, Kansas and Texas has opened a similar school at Dallas. This school will be operated along the lines of the Frisco school, with a view to training women to take the places of men called to the colors.

The Frisco was the first road in the United States to establish such a school, and many railroads throughout the country have been watching the progress made by the Frisco institution. All branches of station work are being taught, and many students have been graduated, and are now holding various positions along the line.



Appointments and Changes.

H. B. Wilson was appointed Chief Dispatcher at Joplin, effective January 1, vice George Bailey, assigned to other duties.

G. L. Schneider was appointed Traveling Fireman, Southwestern Division, effective January 1, with headquarters at Sapulpa.

F. L. DeGroat was appointed Division Operator, Southwestern Division, effective December 15. Mr. DeGroat succeeds J. W. Cleary, assigned to other duties, and will have headquarters at Oklahoma City.

Effective January 1, G. H. Bennett was

appointed Auditor of the P. & G. N. with office at Paris, Texas, vice E. W. Summer-skill, resigned.

J. W. Hannum was appointed Super-intendent Birmingham Belt Railroad, effective January 1, vice H. W. Emrick, resigned.

Track constructed to serve Goodeagle Refining Company MP 161.5 Afton Sub-Division will be known as "Goodeagle."

New side track on Cherokee Sub-Division at Mile Post 400 will be known as Salsman.

New side track at Mile post 622 on Chickasha Sub-Division will be known as Odell.

On account of the ill health of his wife, J. E. Rosenbalm was granted leave of absence, commencing January 10. C. E.

Teeter will act as General Foreman B & B at Springfield, during his absence.

Coal Conservation.

W. B. McEvilly, Agent, Grandview, Mo.

There is a great waste of coal at nearly all of the Stations on the Frisco due to stoves not having dampers. The heat goes up the flue as well as the coal. A bucket of coal will last one hour in a stove without a damper, and from three to five hours and may be more, in a stove with a damper.

There is more heat derived from a stove with a damper than one without, so I believe the Company should see that every station is furnished with a damper and in a short time they will notice a decrease in future requisitions for station coal.

Roll of Honor.

W. I. VICK, brakeman on train 745, pulling out of Jenson, December 13, discovered lower arch bar broken on car loaded with flour. He stopped the train and placed car to rip track for repairs.

J. E. TUCKER, brakeman on train 1st 735 December 22, volunteered to fire engine from Monett to Winslow, when fireman gave up engine.

L. L. O'DELL, conductor, **W. E. ROBINSON**, brakeman, and **E. L. PRUITT**, switchman, did excellent work in re-railing engine 981, December 13, under difficult conditions due to blizzard.

J. W. FITZJOHN, engineer extra 989, December 17, is to be commended for his action in keeping train moving when inexperienced fireman gave up engine. This man fired the engine from Fayette Junction over Brentwood hill, without reducing train and without doubling, thereby avoiding a very serious delay.

EARL COLVIN, switchman on train No. 10, December 10, coaled engine at Newburg, when round house man failed to appear, thus avoiding delay. His action

was very patriotic and commendable.

FRED HAMILTON, conductor, while passing switch to coal chute at Newburg, December 12, noticed that switch had been run through, and promptly flagged No. 9, which was approaching, very likely preventing a derailment.

C. M. HAWLEY, engineer, **GEORGE MILLER** and **J. M. McCLAIN**, brakemen, and **B. S. CAHA**, fireman, stopped train and put out fire in a field which had been set on fire by passenger train, October 20.

C. F. CLARK, conductor, **G. W. SAUNIER**, engineer, **H. R. VANCE**, fireman, **W. E. STRINGER**, **L. A. HAWKINS**, and **G. C. TRIBBLE**, brakemen, put forth extraordinary effort in loading a wheel which had fallen from car in train 647 near Perry, Okla., September 11.

B. FOX, conductor and **R. M. SHAW**, brakeman on freight pulling out of Winfield, Kansas, January 6, noticed unusual noise. Investigation showed that car S. & M. 73643 had broken arch bar. Car was set out, probably avoiding a serious accident and delay.

First Frisco Man to Die in the Service of U. S.

Andrew A. Aubuchon, 26 years old, of Company F, 12th U. S. Engineers, formerly a fireman on the Frisco out of Chaffee, was killed in accident December 22, with his regiment in France.

Mr. Aubuchon is the first Frisco employe who has given his life in the service of his country. He was born at Lawrenston, Mo., June 11, 1891, and was reared at Bonne Terre, Mo. For a time he was employed in the lead mines at that place, and on February 5, 1911, entered the service of the Frisco as fireman on the River & Cape Division, where he remained until June 25, 1917, when he enlisted with the 12th Engineers, and sailed for France about July 26.



Mr. Aubuchon is survived by his mother and father, Mr. and Mrs. T. F.

Aubuchon of Chaffee, also three brothers and three sisters. The surviving brothers are A. W. and F. G., Frisco engineers at Chaffee, and L. J., a brakeman at Chaffee. His sisters are Miss Veronica Aubuchon, and Mrs. C. H. Rongey of Chaffee, and Mrs. G. T. Pence of Portland, Oregon. The deceased was a member of the B. of L. F. & E., Lodge No. 569, Chaffee. Funeral services were held at the St. Ambrose Catho-

lic Church at Chaffee, December 29, conducted by the Rev. Father J. M. Clooney.

The Frisco family shares the loss with the relatives, and extends to them its sincere sympathy.

“Frisco Came Through O. K.” Says U. S. Officer.

That the Frisco gives service that serves and satisfies, even in these strenuous times, is emphasized in an incident related by J. M. Flanigan, Superintendent of Terminals at Kansas City. The fact that this bit of praise came from a U. S. soldier makes the assertion even stronger, for their ability to recognize service when they see it, since they are amply qualified to judge due to their recent extensive travels over the railroads of the United States, all will agree.

As Mr. Flanigan puts it, “We recently received from the Rock Island three sections of the Engineers for movement down our line.

“The first section of this train arrived here about 5 p. m., and Colonel, who was in charge, requested us to hold the train until 10 p. m., which was granted. The Colonel came into the office and

stated that previous arrangements had been made to furnish the first section with a dining car out of Springfield. He was informed that we would arrange for this service. He made the remark that he did not think it would be necessary, as by leaving Kansas City at 10 p. m. there was no question in his mind but what he would take breakfast about 75 miles north of Springfield, although it might be well to line up the dining car so they could have dinner at Springfield.

“C. D. Toler, Assistant Superintendent at Fort Scott, who was going to ride this train, was in the office at the time, and stated to the Colonel that he would have him in Springfield in time for breakfast. The Colonel treated this as quite a joke and stated he would wager \$1 that he would take breakfast several miles this side of Springfield. The wager was made