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FEBRUARY 1918



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Mention the Frisco-Man when writing to advertisers, it will help us both.

THE SERVICE FLAG.

BY WILLIAM HERSCHEL

Dear little Flag in the window there,
Hung with a tear and a woman's prayer,
Child of OLD GLORY, born with a star—
Oh, what a wonderful Flag you are.

Blue is your star in its field of white,
Dipped in the red that was born of fight;
Born of the blood that our forbears shed
To save your mother, the Flag o'erhead.

And now you've come, in this frenzied day,
To speak from a window, to speak and say:
"I am the voice of a soldier-son,
Gone, to be gone till the victory's won.

"I am the Flag of the Service, sir;
The Flag of his mother—I speak for her
Who stands by my window and waits and fears,
But hides from the others her unwept tears.

"I am the Flag of the wives who wait
For the safe return of a martial mate;
A mate gone forth where the war-god thrives,
To save from sacrifice other men's wives.

"I am the Flag of the sweethearts true,
And the oft unthought of—the sisters, too;
I am the Flag of a mother's son
And won't come down till the victory's won."

Dear little Flag in the window there,
Hung with a tear and a woman's prayer;
Child of OLD GLORY, born with a star—
Oh, what a wonderful FLAG you are.



THE FRISCO-MAN

Published Monthly by the St Louis-San Francisco Railway Company
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Government Railway Control.

No State Directors—Three Grand Divisions.

Director General McAdoo declares erroneous the statement that he was about to appoint State Directors for the operation of railroads; no such measure is being considered. He puts into effect, however, a new system of Government railroad administration, dividing the country into three sections—East, South, and West—and placing a railroad executive at the head of each.

The eastern division embraces all the railroads in the territory north of the Ohio and Potomac Rivers and east of Lake Michigan and the Indiana-Illinois State line; also those railroads in Illinois extending into that State from points east of the Indiana-Illinois State line; also the Chesapeake & Ohio, the Norfolk & Western, and the Virginian Railways.

The southern district is defined as including all railroads south of the Ohio and Potomac Rivers and east of the Mississippi

River, excluding the railroads specifically named above, but including those roads in Indiana and Illinois extending into those States from points south of the Ohio River.

The western district comprises the railroads in the balance of the country, including all west of the Mississippi, and Illinois, and Wisconsin and the North Michigan Peninsula, but excluding the roads running into the State of Illinois from points south of the Ohio River and the roads from the east named above.

Railway Wage Commission.

Hon. Franklin K. Lane, Secretary of the Interior, Hon. Charles C. McChord, of the Interstate Commerce Commission, Chief Justice J. Harry Covington, of the Supreme Court, of the District of Columbia, and Hon. William R. Wilcox, of New York, have been appointed by the Director

General as members of the Railroad Wage Commission. Mr. Wilcox has resigned as chairman of the Republican National Committee.

The duties of the commission are to make general investigation of railroad wages of the United States with the view to determining the wages of the different classes of labor on the railroad. Work will be begun at once and a report giving recommendations in general terms, as to changes that should be made will be made to the Director General who will then make a decision upon it.

The powers of the commission are broad and it will consider not only the compensation of railroad employees, but the relation of railroad wages to wages in

other industries, conditions in different parts of the country, the special emergency existing owing to war conditions, the high cost of living, and the relation between different classes of railroad labor.

President Wilson sent a letter to each member of the commission expressing his appreciation of his acceptance of service on the commission and referring to the importance of the work.

Movement of Coal Urged.

Director General McAdoo urges and directs the officers and employees of the railroads to make every possible effort to move coal and to co-operate to the limit with the Fuel Administration to distribute fuel throughout the country.



Our Duty Now to Move Freight, that Dignity of Our Country may be Upheld.

By G. R. Carson.

Since writing my last article on teaching the new men their duties, I have thought a great deal about the short comings, and responsibilities of those of us who have had years of experience in railroad work, and wonder whether or not we are doing all we can to help Uncle Sam and our personal friends who have gone across the water to uphold the dignity of our country.

Are we going to sit idly by, standing on our constitutional rights and say that we will or will not do such and such things regardless of their importance? Are we going to say to those boys who have given up home, positions, and every thing for which they have toiled in the years gone by, that we will do only those things that we are compelled to do? Do we all understand that our position in this world as a nation is critical? and that it requires the united effort of all of us to pull through?

What comparison can there be in our condition here and the conditions existing

in the trenches at the present time, and does any officer of our forces there ever hear one of our soldiers say that he will not do this, or that, when ordered to go over the top, or anything else? Not on your life. The boys in France can't afford to refuse to do all they can for they know too well the situation in which our country is placed. How we who are more pleasantly situated in this country have a duty to perform and that is moving the commerce of this country and as promptly as possible so that those who are fighting for us in France may have the necessities of life. The Frisco Railway, like all other railroads, is up against it for power and men, and it is our duty to help out in every way possible, so that our consciences will be clear, and we can say in after years that we did our best, and while some of us were left here not having the honor to have been called abroad we helped those who were called, by moving the necessary supplies with all promptness.



WILLIAM A. MILLER.

Mr. Miller has been a passenger brakeman on the Eastern Division for eleven years, running between St. Louis and Monett. When not attending to his duties as brakeman, Mr. Miller spends his time studying law, and writing music. His latest musical work is written in ragtime, and entitled "Knock the Germ out of Germany." If any of the Frisco-Man readers would like to have a copy, Mr. Miller will supply it at cost price, six cents. Mr. Miller's address is 4100 Gratiot Street, St. Louis.

Many Local Sunday Trains Annulled.

In an effort to aid in the conservation of fuel, a great many strictly local Sunday trains are annulled beginning Sunday, January 27, and each Sunday thereafter until further notice.

While it will inconvenience some Sunday travel, it is believed that it will not interfere seriously with travel necessities. Through trains will not be interfered with for the reason that they enter into a continuous journey for travelers starting on Saturday and finishing it, perhaps over Monday.

In carrying out the expressed wish of authorities for reductions in passenger

service in order to facilitate the movement of other traffic, it is the desire of our Executive Officers to adopt changes that will be of least inconvenience. Eastern roads have already made startling reductions in service, double trains between large cities, in many instances, have been cancelled.

All employes should learn of the changes affecting their respective points so as to be able to advise persons desiring information.

Appointments and Changes.

E. D. Levy, First Vice-President and General Manager, has resigned, to take effect May 1st. It is understood that Mr. Levy will accept service with the Government.

J. M. Kurn, President of the Detroit, Toledo & Ironton, has been chosen Vice-President, succeeding Mr. Levy. Mr. Kurn was at one time Superintendent of the Western Division of the Santa Fe, at La Junta, Colo.

R. C. Gentry was appointed Passenger Agent, effective January 16, with office at 207 Daniel Bldg., Tulsa, Okla., vice E. H. Young, resigned to accept other service.

H. W. Hale was appointed Chief Dispatcher and Division Operator, effective February 1, with jurisdiction over the Cherokee, Okla., Creek and Sherman Subdivisions, with headquarters at Sapulpa.

Identification of Traingrams.

In a circular letter dated January 1, H. D. Teed, Superintendent of Telegraph, provides that each desk authorized to send traingrams will be assigned a prefix letter which will be preceded by the telegraph call of the forwarding office, and followed by the number of the traingram, beginning with No. 1 on the first of each month.

Each department has been assigned a prefix letter, and each department is instructed to assign an additional letter to each desk, so that the record can be

maintained according to senders. For instance, the Paymaster at St. Louis has been assigned the letters "PM". If the chief clerk in that office is given the letter "B", his first traingram will bear the reference "QN PM-B-1", "QN" being the telegraph call for St. Louis, "PM" indicating Paymaster's Department, "B" indicating Chief Clerk of that department, and "1" indicating the number of the telegram.

This novel plan eliminates to a great extent the possibility of traingrams going astray, and enables the recipient to know at a glance just where the traingram came from.

F. O. E. A. Meeting.

The Executive Committee of the Frisco Office Efficiency Association has selected Wednesday, February 27.

A resume of suggestions submitted to the Executive Committee is given in a letter addressed to all members, dated February 5, which indicates that an interesting time is to be expected by the members who attend this meeting.

The Committee urges all members to be present, and that careful study be given to the subjects included in the docket.

Forty-Four Station School Graduates.

Since the opening of the Frisco Station School at Springfield, September 4, forty-four women have been graduated and placed in various positions along the line, according to a statement by G. E. Whitlam, supervisor of the school.

It is reported that the work and progress of the school, the first of its kind in the United States, is above the expectations of those in charge. At the present time fifty students are enrolled.

Those who have been graduated and who are now holding positions are: Goldie Workman of Springfield, placed as Time Clerk at Tulsa; Mrs. V. Jackson, Springfield, Abstract Clerk, Oklahoma City;

Nell Akard, Springfield, OS&D Clerk, Tulsa; Bess Griffin, Springfield, Claim Clerk, St. Louis; Leland Clayton, Pratt City, Ala., Clerk, Pratt City; Blanche Folsom, Kansas City, Clerk, Kansas City; Esther Miles, Springfield, OS&D Clerk, Oklahoma City; Virginia Nestor, Springfield, Car Clerk, Ft. Scott; Thelma Lewis, Amory, Asst. Cashier, Baxter, Kans.; Iva Miller, Springfield, Record Clerk, Springfield; Mary Sterling, Mammoth Springs, OS&D Clerk, Birmingham; Georgene Yoder, Springfield, Clerk, Springfield; Mae Peterson, Springfield, Agent, Micola; Helen Jones, Springfield, Claim Clerk, Clinton, Okla.; Jessie Craft, Springfield, Report Clerk, Miami, Okla.; Pansy Parsley, Fayetteville, Exp. Clerk, Miami, Okla.; Catherine Kunz, Strafford, Clerk, Baxter, Kans.; Catherine Lyons, Springfield, Record Clerk, Springfield; Vera Riggan, Amory, Asst. Cashier, Vinita; Maude Armstrong, Amory, OS&D Clerk, Springfield; Leona Thomas, Springfield, Warehouse Clerk, Joplin; Una Clay; Greenwood, Demurrage Clerk, Quapaw; Anna Cary, Jasper, Clerk, Augusta, Kan.; Alice Rooney, Wilburton, Clerk, Cordell; Ruby Fox, Fair Play, Mo., R. M. Clerk, Pittsburg, Kan.; Mary Crowder, Birmingham, Abstract Clerk, Birmingham; Mrs. C. J. Greene, Springfield, Abstract Clerk, Oklahoma City; Myrtle Wilson, Lamar, Operator, Kellyville; Mrs. Della Smith, Springfield, Record Clerk, Springfield; Fleta Underwood, Springfield, Gen. Clerk, Ft. Scott; Helen Stevens, Sparta, Mo., Demurrage Clerk, Springfield; Blanche Yowell, Springfield, Claim Clerk, Arkansas City; Mrs. Cora States, Mammoth Springs, Gen. Clerk, Neodesha; Anna Davis, Sulligent, Ala.; Agent, Beaverton, Ala.; Evan J. Northern, Springfield, R. M. Clerk, Rolla; Sylba Shipman, Sparta, Mo., Clerk, Wichita; Mrs. F. Buchanan, Memphis, Comptometer Opr., Memphis; Blanche McFadden, Kennett, Agent, Frisbee, Mo.; Jean Carlin, Joplin, File Clerk, Sapulpa; Veona Endsley, Lockwood, Mo.,

Bill Clerk, Hugo; Marie Markwick, Lamar, Clerk, Arcadia, Kan.; Jessie Chestnutt, Scullin, Okla., OS&D Clerk, Monett; Ollie Goodknight, Springfield, Cashier's Clerk, Ft. Sill; and Mae Worley, Enid, Clerk, Depew, Okla.

Roll of Honor.

F. M. GALLOWAY, engineer, and **H. E. HINTON**, fireman, arrived at Beaumont Junction on Extra 1272 East, and found there was no coal on chute. This was during the extreme cold weather and one of coal chute men was sick. These gentlemen shoveled 5 tons of coal, saving a very serious delay.

JOHN DEIMER, machinist of Hugo, Okla., while off duty assisted in repairing pump and boiler at Kinlock water station. This action avoided loss of time in getting water at this very important pumping station.



A HUSKY INDIVIDUAL.

Gordon Lee Nelson, son of William Nelson, clerk to Assistant Superintendent and Roadmaster, Frances, Okla.

What are YOU doing to help your Uncle Sammie whip the Kaiser?

Springfield "Sammies" Send Savings Stamp Sales Skyward.

Knock the "K" Out of Kaiser.

The battles of the Somme and the Marne were mild affairs compared with the Battle Royal staged by the employes in the Frisco Building at Springfield during the recent Thrift Stamp campaign.

Beside it, Hindenberg's expected "Spring Drive" will appear as a "piker," and for ability to make "drives" he will undoubtedly abdicate in favor of the Dauntless, Daring, Democratic, Destroyers of Modern Autocracy at Springfield.

It was a four-cornered "hit who you can" affair, lead by Gen. C. D. Cooper, chief clerk FL&D Department, of the army of the first floor; Field Marshall F. L. Hoff, chief clerk Superintendent Transportation, of the second floor Death's Head Hussars; Gen. W. C. Rogers, chief clerk, Superintendent Telegraph, of the third floor Don Cossacks; and Gen. E. M. Mohler, chief clerk, General Superintend-

ent, 2nd District, of the fourth floor Expeditionary Forces. W. C. Smith, General Agent, was the Referee-General and Backer-General of the campaign.

During the first three days, skirmishing was reported on all fronts, with occasional artillery duels, resulting in Field Marshall Hoff's second floor Death's Head Hussars taking the most important strategic point. On the fourth day a violent assault was carried out by Gen. Mohler's forces dislodging the Death's Head Hussars from their commanding position. The next two days the third floor Don Cossacks were successful in a raid on the fourth floor forces, gaining valuable territory which they held for two days and at the end of which time a severe gas attack enabled the Death's Head Hussars regain the coveted position. Casualties were heavy. The tenth day of the campaign

was marked by violent artillery duels between the second and third floor forces, with the third floor gaining a shade in the argument.

The heaviest and most destructive fighting of the campaign took place on the eleventh day. All devices known to modern warfare were brought into play, gas bombs, shrapnel, and machine gun fire played the most important part. Some hand to hand encounters, resulting in bayoneting, were also reported.

So fierce and confused was the fighting on this day that at 5:30 P. M., Referee-General Smith called a halt to hostilities, and so great was the damage done that he ordered the combatants to sue for peace. Peace pourparlers were held at once, and it was found that Gen. Mohler's fourth floor forces had waged the most successful campaign, although closely pressed by the third floor. The exact results were as follows:

	Cash	Subscriptions	Total
First Floor	\$ 668.72	\$863.61	\$ 1,532.33
Second "	3,003.27	None	3,003.27
Third "	3,470.89	None	3,470.89
Fourth "	3,720.36	None	3,720.36
	\$10,863.24	\$863.61	\$11,726.85



Section Gang, Aid, Mo. From left to right they are Foreman E. A. Patterson, Ed Stull, M. K. Frank, and D. W. Lifford, laborers.



The Modern Appeal.

Jones. What a splendid library you have! How inspiring it must be to live surrounded by the thoughts of the world's greatest men!

De Pyster. Er—yes—I suppose so. By the way, old man, you haven't the last issue of the Monthly Whoop, have you? I can't wait to finish that "Mystery of the Diamond Dishpan!"



Letters From Our Soldiers.

The following is a letter from Corp. Jordan Lancaster, formerly Section Foreman at Kingston, Okla., who is now in France with the Engineer Corps. The letter dated December 5, was received by William Nelson, clerk to Assistant Superintendent at Francis, Okla.

Was real glad to receive your letters today and the Frisco-Man too. Sure looks good to me. Also the pin money, thanks to you, is certainly nice.

Bill, we have certainly a great railroad system, the unit I am in is operating a division of light railroad up near the firing line. The rail is a 15 pounder, number 5 frog, 28 foot turnout, and 23 3/8 inch gauge. Have stations every mile with passing tracks and ration dumps and other different tracks. We have some 30 and 40 degree curves but do not have the elevation in proportion, for the speed is 6 to 8 miles an hour.

I am running the largest yards on the line and work 8 to 16 men all the time. We can lay a new track half mile long and have them running over

it in a half day. The rail comes in 16, 18 and 24 foot lengths, so you see it is very easily handled. The switches come in three sections, points, intermediates and the frog are all bolted or united to a steel plate. Guard rail and frog are in one piece. We use for rolling stock a regular locomotive (a Baldwin too) and a gasoline tractor. Of course they are miniature to compare to American Jacks, but would surprise you to see how the track holds and the loads they pull with the little dinky.

We have quite a few real Frisco men with us. Mr. Jonah, chief engineer of the Frisco, is Major in the First Battalion, and many others. Our Captain is a real live Frisco booster, was formerly in the Engineering Department, Construction of Bridges. Every foot of our track is ballasted and in very good condition for the winter. We use cinders and a shale rock from some pits we have along the line.

Bill, I know you would be surprised to see the net work of light railway along the firingline, certainly is wonderful. We have some great experiences at times trying to dodge the German whiz-bangs and work at the same time.

Suppose you have noticed the papers of this date that the American railway engineer can fight as well as he can help the Allies in doing real

railroading. I must close. Tell all the boys hello, and hope to be back with them in a few months. Bill, you may give this to the Frisco-Man, as it may interest quite a few of the boys that do not have a chance to know what a real live railroad is.

W. B. Hartline, formerly of the Valuation Department in St. Louis, writes from Houston, Texas, of his experiences as a Flying Cadet in the First Prov. Squadron, Ellington Field. His letter is dated January 25, and was addressed to C. A. Reeder of the Valuation Department.

Got back to Ellington Field all O. K. on the 3rd, and have been very busy ever since, and beginning Monday we will begin the study of French, which means we will be busier than ever.

I have made out pretty well, but had an accident which kept me from flying over a week. I was flying by myself for the third time when I had it. I had just landed and what in my notion was too rough, I gave her gun to go up again. I had just started when I saw two planes in my way, so I tried to turn and to up across the wind. When I turned I was headed right for the whole bunch of ships that were parked, so the only thing to do was to try to go up with the wind. I started with it all right and got about 15 feet off the ground when a puff caught me and twirled me around and I fell. That would have been O. K., but I was pretty well excited and didn't pull the gun, so I made a couple of wild turns on the ground, then went upon my nose and over on my back.

I lay there for about 5 minutes, though it seemed an hour, until the ambulance arrived and they unfastened my belt and let me out. The doctor thought my arm was broken, but it was only strained a little, and I only lost about 10 days flying. I was up today for 1 hour and 46 minutes, hit an air pocket and dropped about 50 to 75 feet. Sure was ticklish, though it is great sport. Three of the fellows had little accidents in landing due to high wind today, but no one was hurt except for a few scratches.

I flew a Canadian ship yesterday, but is too fast for me to land (as yet) but I am going to take another crack at her again in about a week.

It has been pretty cold down here for the past month except the last few days—three blankets felt fine. How are all the boys?

The following is a letter written by Guy Taylor, formerly ticket agent at Fort Scott. The letter is addressed to E. E. Dix, General Agent at Ft. Scott, and dated "New Year's Day, in the Field, France." Mr. Taylor is with the Engineer Corps.

My Dear Mr. Dix:

Happy New Year to you and yours, and I wish each of you many more of them.

Had hoped to receive our mail again before the close of the old year, but no such good luck. We haven't had a scratch from the states since December 16.

This no doubt will be a year full of American history. We should be proud to be on earth and able to lend a hand to help in the making. The whole world agrees, I think, with possibly the exception of the Huns, that President Wilson is

another Lincoln and without doubt General Pershing will be another Grant or Sherman. Wonder who our other great generals will be? I understand the kaiser has said: "It won't take as many ships for our boys to return as it does to bring them over."

This is expected, sad but true, but I'll wager, when we get through with the kaiser he and his people will have plenty of room in Germany and that they won't have any use for any more territory for quite a spell, either. Also they will learn that war doesn't pay.

Note by the Paris paper that the ex-premier is contemplating asking each family to adopt an American soldier. Believe me, I want a sweet mamma and three big sisters; don't care where they are located, just so it is back in civilization. My vocabulary now consists of about 25 words. Hope to make it 250 or perhaps double that number on the week's leave I will probably get in the early spring or summer.

Today closes the history of my first six months of army life, three weeks of which were spent in training, two days enroute to New York, fifteen days aboard ship, six days in England and the balance, four months and a half, on active service here and there in France. We have had a few hard knocks, but it's all in the game and I feel none the worse after all; also enjoyed all the thrills of a big battle.

We had a very pleasant Christmas day. Uncle Sam furnished us with turkey, potatoes and coffee and the British with their famous plum duff pudding and brandy sauce. In the morning the ground was covered with ice and sleet. It snowed the greater part of the afternoon and in the evening were entertained by the boys of our detachment with boxing matches, wrestling and singing. Received some useful gifts from the women's auxiliary of Company D and the Red Cross; also six packages of good "eats" and tobacco from the folks back home. Must have a two months' supply of tobacco on hand now. Am very grateful indeed to the British government, our government and the people of the good old U. S. A. for being so well remembered.

Must have been misinformed about the winters they have here or this one is an exception, as the ground has been frozen for the last two weeks; also covered with ice and snow. Real cold, too.

Sincerely,

GUY.

New Year's Day, in the Field, France.

The following letter is from J. T. Lane, formerly an Agent on the River & Cape Division, but now a Sergeant in the Ordnance Depot at Camp Doniphan.

My name appearing among the "Honor Roll" of the December, 1917, Frisco-Man, and enlisting in the Service June 30, 1917, feel obligated to write a few lines of Camp life to the boys who are still on the job with the Frisco Family, all of us now being Government employes binds us closer in our every day work.

I'm prohibited from writing news of the Camp for publication as I would like to however, I'm doing my "bit," serving in the Accounts Division of the 126th, Ordnance Depot at this Camp with rank of Sergeant of Ordnance First Class. The work is very interesting, handling practically every thing of warfare type under the supervision of Lieut. A. G. Briggs.

At the present time I can look out the door and see the whole world going by in clouds of dust and dirt Texas bound, probably tomorrow it will come back through on its way to Kansas and Missouri. We have all conveniences possible for a rag bunga-

low city of several thousand who are each day mastering their duties to defeat the kaiser at the earliest possible date.

Our Detachment is about 75 strong, only drill about thirty minutes each morning, which is very small considering the roll and daily drill schedule of a line Company, and two of us being from the Frisco would like to know at all times the changes along the line, if at any time you have a surplus of copies of the "Man" would appreciate very much to receive one.

The following is a letter from J. C. Hutchison, son of C. R. Hutchison, for many years connected with the Frisco. The letter is addressed to his parents, and is dated December 25, 1917, somewhere in France.

Merry Christmas, Happy New Year and many of them to all. It is not exactly a typical Xmas morning, but there is snow (about six inches), temperature about 10 above and clear. Our Xmas presents will be here about noon, I think, for several trucks have been sent after it already. It is mail any way.

Last night we had quite an entertainment in the "Roundhouse." We had a large Xmas tree all decorated and about fifty electric lights all over it. The whole inside of the building was hung with pine boughs and the effect was pretty nice, the fattest man in the regiment was Santa Claus. Talk about bag-pipes, we had an original Irish Bag-Pipe band, there was also a French violinist who was certainly fine. Then our own stringed band came around, our sextette (I sang —ahem!) also gave a few selections and was encored five or six times. The fact was it was all good.

At the end coffee was served and each man received a white sock full of nuts and apples, a couple sacks of tobacco, cookies and some "foot warmers," that were sent to us by the ladies of the 12th of St. Louis. One foot warmer for each man, both feet supposed to go in one, they are about a number 21, biggest I ever saw.

Last Sunday we had our first funeral, one of our men from Co. F was killed by an engine turning over, first loss we have had from our whole regiment. I think we are pretty lucky, a whole regiment together for over six months and not a death except this one. That shows we are a pretty healthy lot.

This afternoon nearly all of us from Springfield are going to get together and have a little feed and talk over old times, etc., that's what we are planning on anyway. I haven't eaten hardly anything since yesterday morning, we are going to have "some" dinner. You should see the turkey, it won't be late like our Thanksgiving dinner was.

As I have said before, this Army life is not so bad if one wasn't so far from home or even had some kind of an idea when he was going to get back.

(Twenty-four hours later.) This is the first chance I've had to write since yesterday morning, one hundred and four sacks of mail came and thirty more today; I received eight packages myself. It was sure sweet of you and everyone concerned too, you know I appreciate it and can't thank you enough, so won't try. Everything was just what I wanted.

Yesterday afternoon after our Xmas dinner Claude Harris, Harold Walker and myself went down to see Lt. Burke. Ed Merritt didn't get down; as it was snowing and he would have had to come quite a distance. We had some entertainment. A bunch of the colored boys sang and

played mandolins, etc. There was one colored man in the British Army from Springfield named Will Harper, I don't know him though.



A. Hilton Named to Federal Post.

A. Hilton, Passenger Traffic Manager of the Frisco was recently appointed Regional Passenger Representative, by R. H. Aishton, Regional Director of the Western Railroads under Director General McAdoo.

Mr. Hilton has been with the Frisco for many years, and is looked upon as one of the most able passenger traffic men in the entire country.

His appointment to this important post by Mr. Aishton is evidence of high regard for his ability.



A Remarkable Book

On Bible prophecy making clear the symbolisms of Ezekiel and Revelation which have never been understood until now. Explains present world conditions, foretelling what the outcome of the war will be. 600 pages, cloth bound, 60c prepaid.

Address J. B. Bernoudy, 915 Olive St., St. Louis.



Another woman who is filling the place of a man called to the colors. Mrs. Eva B. Gibbs is the new Agent at Haverhill, Kan. She is working hard to make a good agent, and all indications are that she is succeeding.

Tobacco and Relaxation.

It has been said that a man never commits a murder while smoking, that the comfort and pleasure which tobacco brings precludes criminal acts.

We users of tobacco appreciate this more than those who do not. We know the pleasure of sagging back, unlimbering our minds and taking a good smoke, and forgetting all our troubles and perplexities in the ease of the moment.

The more strenuous the life and the greater the hardships, the more is tobacco appreciated. No where and at no time have men been subjected to greater mental tension and physical activity and general discomfort than on the great battle front in the Old World.

Our boys are there, and are putting their shoulders to the wheel. The moments of ease and relaxation are few and far between, and it is up to us to make these moments more pleasant by donating to the Tobacco Fund.

It is a crisis with us, and they are our forefront and defense. When off duty and idle, men get power and energy for moment of duty, and the greater the amount of enjoyment they get out of these few moments of relaxation, the greater the amount of energy they can put forth when called upon.

Recently the Frisco employes sent a large amount of tobacco to the boys at the front, but the work should not stop here, and this even though it was a goodly quantity of the weed, will be consumed in a very short while.

We want everyone to send in contributions to Mr. L. O. Williams, Assistant Secretary and Treasurer of the Frisco, which he will arrange to have converted into tobacco to be shipped to the front. Small amounts and large amounts are requested. Think it over and help.

To January 31, \$85.35 had been received by Mr. Williams, and those subscribing were: E. D. Levy, B. T. Wood, T. A. Hamilton, J. H. Doughty, A. Hilton, J. N. Cornatzar, F. C. Reilly, C. H. Baltzell, Roy Helm, Frank Emby, Springfield General Offices, B&B Gang No. 20 Fort Sill, Treasury Department, and miscellaneous donations.



Conservation of Man-Power.

By C. C. Gorsuch, Safety Inspector.

At the present time you can see in most all public places, placards, posters, or painted signs calling our attention and impressing upon our minds the necessity of conservation of food-stuffs, coal and many other items, which are indeed very important at this time and are also absolutely necessary to enable us to successfully win the war. To my mind it has also appeared that at this time the question of conserving our MAN-POWER is of far more importance than ever before, and naturally brings to your mind, Safety First, which is now and always will be the foremost factor along this line. If there ever was a time when Safety First rules and principles should be kept in the front line, and the people of the Nation be made to realize the importance it is at the present time, when we have been made to plunge into an awful conflict which necessitates the sending of the best man-power in our truly great nation to the front line trenches. The going of these strong and brave young men makes it necessary to call into action three classes namely as follows: First, the young man who has not yet reached his time of supreme efficiency; Second, the retired, who has already achieved his portion of this world's goods, or who has been physically disabled; and last but not least, the Woman, who in my estimation is to play a very important part in the struggle.

This also brings to my attention the thought that we should be made to feel the importance of impressing upon their minds the great rules and principles of Safety First, which is undoubtedly the first step in conservation of our man-power. Soldiers are considered heroes and given great honor and glory when it has been necessary for them to die on the

battle front in defense of the stars and stripes, but I believe it is truly a disgrace to us an intelligent, progressive people to see and permit the hundreds of bright intellectual people get crippled and killed each day for our carelessness or neglect of our duty or vice versa.

As stated above this is the time when we should put forth our best efforts along Safety First Lines, cautioning all to be careful, FOR IT IS BETTER TO BE CAREFUL THAN SORRY, illustrating to them in many cases where others in their same capacity have fallen by the wayside by not having done so. First, the young man who is now entering upon his duties as before stated has not yet reached his supreme efficiency, probably having left his school training a year or so short to get in and meet the great demand. And it makes no difference which department of life he should desire to enter, whether it be Mechanical, Professional or otherwise, he is very liable to become careless and indifferent in a short time, for his tender mind has not as yet conceived of the many dangers which lie in his pathway. Second, the elderly or retired man is liable to forget, omit or at the same time become careless for we must bear in mind the fact that the world has changed wonderfully since he was actively engaged in its operation. Third, the woman as stated above, is to play a very important part from this time on, and is to be congratulated upon her entry. She must naturally be impressed with the importance of this great work, and once she has fully realized its importance will readily take hold and be an indispensable factor in the Safety First movement.

The first lesson they should be made to fully realize is that of Rules 30 and 31, Maintenance of Way book of rules, which

read as follows: Rule 30—"No officer or employee of this railroad is authorized to request or require any employee to use defective tracks, cars, machinery or appliances of any kind. Any employee doing so does so at his own risk." And rule 31—"Employees of every grade are cautioned to see for themselves, before using same that machinery and tools which they expect to use are in safe condition for the service required, and if not, to put them in safe condition for the service required before using them. The railroad does not wish or expect its employees to incur any risks whatever from which by exercise of their own judgment and by personal care they can protect themselves, but enjoins them to take time in all cases to do their duty in SAFETY, whether they may at the time be acting under orders of their superiors or otherwise."

I sometimes think that employees who are just entering the service have the idea that in railroading it is necessary for them to take chances and use bad tools, cars, tracks and other appliances, however, this time has already been passed, and railroads and other large corporations of every description are wanting careful men, FOR THE CAREFUL MAN IS THE SAFEST AND MOST ECONOMICAL BY FAR. They must be made to realize that it is part of their days work to do their best to prevent accidents, for it is better to cause a delay than an accident. Every employee should be impressed with the fact that he is not only to be careful himself, but to see that his fellow employees are cautioned when he is taking chances, and we are sure to conserve our man-power, which is after all the purpose of Safety First.



THE WRONG WAY.

The men in the switch and train service are familiar with the above unsafe practices and many can recall personal knowledge of accidents that have happened in this way. It is needless to say that a man who takes chances with his life is not a modern railroader and it is only a question of time before he will be looking for a job that will pay a great deal less than he is now earning because he has lost a leg or an arm. A wise employe knows better than to follow such a practice.

Dividend on Safety First Stock.

The Safety First movement by Frisco Employees continues to show good results in spite of the fact that more traffic is being handled now than at any time in the history of the road.

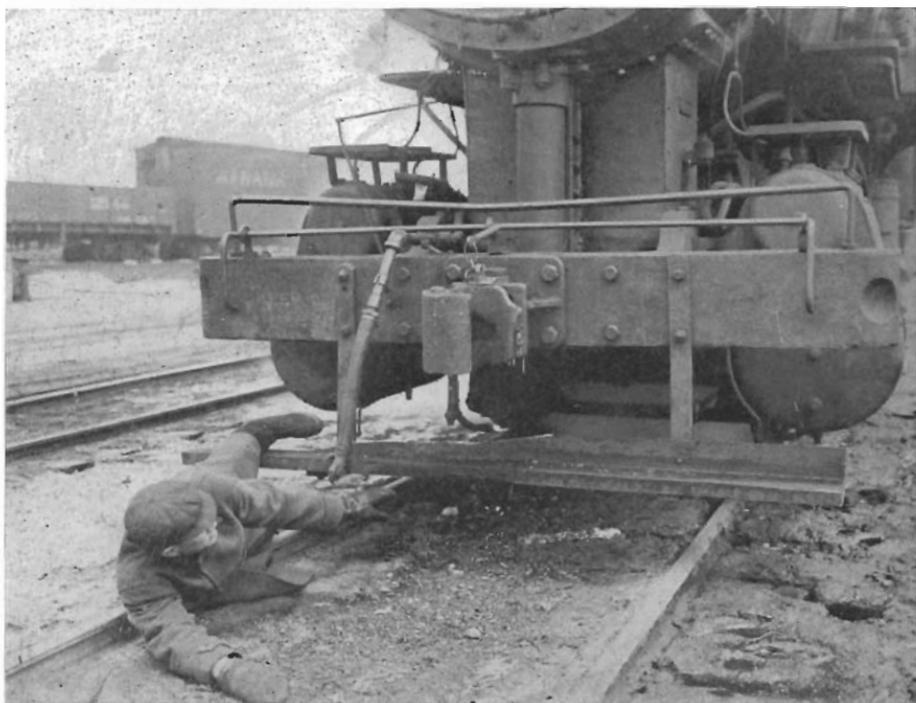
The continued reports of decreases in personal injuries to employes, month by month, indicate the thoroughness of effort and desire of all employes to conserve the life and limb of themselves and their fellowmen.

A statement, just issued by Frank A. Wightman, Superintendent of Safety, showing the number of personal injuries during the first six months of the fiscal year ending December 31, 1917, compared with the same period of the year

before, gives an accurate account of the progress made.

Although the report shows an increase of 10% in total injuries to Passengers, Employes and Outsiders, the Employes and Outsiders show decreases, while the injuries to Passengers for the period show an increase of 47%, overcoming the decreases of the other two classes.

Taking the employes by classes, the Carmen lead with a decrease of 29% followed by the Trackmen with 22%, and the Shopmen with 6%. All other classes show increases with the Stationmen the chief offenders, showing a 31% increase. Injuries to Trainmen increased 19%, to Switchmen 18%, to Other Employes 11%, and to Bridgemen 8%.



A DANGEROUS POSITION.

This photograph shows the result of violation of Rule 637 of the Transportation Department Book of Rules which reads as follows:

"Employes are forbidden to stand on track and jump on engine or cars as they approach them, and are warned not to jump on or off trains or engines moving at a high rate of speed or to go between cars in motion to uncouple them, or to follow other dangerous practises."

It is too late to offer excuses for violating this rule after you have been seriously crippled.

FRISCO WOMEN'S SAFETY LEAGUE

Nova Stuart Woodside
SUPERVISOR

810 Woodruff Building
SPRINGFIELD, MISSOURI



Be True to Our Colors.



Then came a great shout from the Flag—"Let me tell you who I am. The work that you do is the making of the real flag. I am not the Flag, not at all, I am but its shadow. I am whatever you make me, nothing more. I am your belief in yourself, your dream of what a people may become. Sometimes, I am strong with pride when men do an honest work, fitting the rails together truly. Sometimes I droop, for their purpose has gone from me and I play the coward. But always I am all that you hope to be, and have the courage to try for. My stars and stripes are your dreams and labors. They are bright with cheer, brilliant with courage, firm with faith, because you have made them so out of your hearts. For you are the makers of the Flag, and it is well that you glory in the making.—*Franklin K. Lane.*

LEAGUE CONSTITUTION.

Art. 9, Sec. 1.—Colors. The colors of the League shall be the Red, White and Blue of our Nation's Flag, emblem of the Bravery, Loyalty and Purity which is the aim of Frisco women.

If we are following our colors as Frisco women what a mighty army for winning any good cause!

Let us pledge ourselves with renewed energy to win our fight against needless accidents to the end that our families may be conserved to co-operate with the armed forces to hasten peace and the world's democracy.

Thayer's first Monday of the month Safety First meeting came January 7, and the afternoon found the League divided into three groups each doing what seemeth best.

The first third conserved railroad fuel and met at Y. M. C. A. Assembly Room rather than Safety First Hall. Mrs. Lon Glimpse presided over the meeting and Mrs. Fisher ably assisted by the secretary, stood sponsor for the good program on Patriotism and Red Cross nationally and locally.

Mr. J. W. Johnson and Rev. Oldham were able man speakers and the Round Table was specially instructive. Miss Ruby Meeks was the vocalist for the afternoon.

Mrs. Phil Trusler captained the second third at the City Hall Red Cross sewing rooms while the third group knitted at the home fireside and ministered to the human ills.

The mid-month meeting was arranged with Mrs. P. C. Frommel where sixty-eight letters were written to that many Oregon County soldier boys at the Front, reminding them that the United States Government insists upon insurance papers being made out before February twelfth.

Springfield submitted her yearly report at January meeting as follows:

Monthly meeting held first Friday of each month at Heer's Auditorium. Election of officers in June. The League is a member of City and State Federation, donated \$10.00 to State Scholarship Fund. Gave \$10.00 to the Y. M. C. A. Hut Fund; raised \$50.00 at a picnic held at Doling Park in August. A special committee is appointed to look after sick and distressed in the Frisco family and a Red Cross Unit has been formed within the League. Individuals have contributed time and money to patriotic calls.

Newburg held a good Safety First at the home of the president, Mrs. J. A. Harpe. Marion Lee Canary and Edward Fuller were the Safety Scouts on the program while Mrs. Shaw, formerly of the Hugo League, conducted a round table on what we might and will do for the boys "somewhere in France."

The origin and statistical workings of Red Cross were important items of the afternoon.

St. Louis ladies explained Thrift Stamps, reported and explained the Children's Christmas party held at Arcadia in December, and voted \$2.00 to the Soldiers' and Sailors' Club maintained by the clubs of the city. A goodly number were present and the meeting was full of profitable work.

Chaffee Safety League headed straight into the worst of the January blizzard, so most of the work was conducted over phone and through the efficient service of Miss Dola G. Stolger, who acted as secretary, press reporter and interpreter for the Supervisor's plans.

Oklahoma City held her meeting January 14, and had two such enthusiastic speakers for Red Cross that with Oklahoma pride the League decided to form a chapter of Frisco Women instead of a unit as the Supervisor suggested.

The Supervisor was asked to give a patriotic address at a tea given at the home of Mrs. H. D. Higby where she met with pleasure and profit many of the Katy and Frisco who compose the Auxiliary to the Engineers in Oklahoma City.

Hugo women got together at Frisco Assembly Hall, January 17, with the do-something-for-Hugo determination in face and manner which will surely bring results to the Public School, the Depot and the town and people generally. We hope the School Children's Thrift Garden may be well under way by March 1, with the Hugo Frisco Women's Safety League as Supervisor.

Monett became enveloped in cold

weather, Red Cross surgical dressings and bodily ills until the regular monthly meeting was largely held in private conferences.

Monett promises something good in patriotism for Washington's birthday.

Memphis, of sweet sunny Tennessee, exchanged Tuesday, January 22, for a day in the Arctic regions and the Supervisor was compelled to hold the meeting over telephone because street car wheels refused to go round.

During December Mrs. C. P. Hastings entertained the Frisco Women's Safety League of Memphis at her home on Central Avenue in honor of Mrs. E. L. Magers who has moved to her new home at Enid, Oklahoma. Mrs. Reece, Mrs. Cary and Mrs. Fazzi assisted the hostess and many charming remembrances were given to Mrs. Magers in appreciation of her dearness as a neighbor and efficiency as a League worker.

Amory did not respond to her excellent standard in numbers when the meeting was called to order at Supt. Moran's office Thursday, January 24, by the able president, Mrs. C. M. Davis, but the spirit of conservation and Safety First prevailed. February during war was planned to be more patriotic than it has ever been during peace and an excellent program is anticipated February 28, 1918.

Jonesboro League met January 25, at Y. M. C. A. and turned the meeting into a round table talk on current events and Harry Lauder as a patriot for Great Britain and the world.

Fort Smith has not reported her Red Cross work for January, but Arkansas always keeps pace with the world and Supt. Baltzell's home town League will be aroused soon to the need of systematic meeting days where all of the Frisco women can work as one woman for the winning of Safety First in patriotism.

Fort Scott League met at the home of the secretary, Mrs. Wood, where a Red Cross program was rendered for the benefit of those who wished to know more than

the seam and the stitch. Mrs. H. Hames gave the best local report yet given during the month. Is it possible that Ft. Scott is doing the best Red Cross work or did the president take more interest in getting and giving an excellent report?

Pittsburg, Kansas, was the fourteenth League to organize and held an excellent meeting at the home of Assistant Superintendent G. R. Carson, January 29. Why can't we have more superintendents and wives like the Carsons, give of their time and interest to further the cause of Safety First for humanity?

Pittsburg seems a fine place to live to the Supervisor because of the courtesies extended to her and her efforts at the initial meeting. Some people have Frisco pride, some home pride, some state pride and many American pride and it all helps the traveler who believes in a just cause for a just people.

The Springfield League during January received invaluable assistance from Mrs. Will Ullman and Miss Agnes Hubble in the work of the Thrift Stamp, Baby Bond and Local Red Cross work.

The mother of a sprightly four year old daughter was debating aloud which was Safety First to attend the regular monthly League meeting or attend to some urgent home duties. The daughter settled the question in favor of the meeting by saying "Mother, if I bedonged to the Frisco I'd go to the eag."

The Supervisor has been with the Safety First work six months and held sixty Safety First meetings and many private conferences. She made every date during the December and January zero weather and surely there will be a good harvest resulting from such steadiness of purpose.

Thayer has the honor of having the most efficient Recording Secretary at the end of the first six months of the Safety First Supervision. Many splendid secretaries but Mrs. P. C. Frommel excelled by a few points in Accuracy, Promptness and Efficiency.

Mrs. M. Beazley, Pittsburg's former League President but now of Ft. Scott League, assisted the Supervisor in the organization at Pittsburg.

AMERICA and her allies are fighting to free the world from despotism and the lust of conquest. As citizens of the United States, we pledge ourselves at this congress to wage with greater energy our fight against needless accidents to the end that the industrial workers of our nation may be conserved and that their full co-operation with the armed forces afloat and ashore may hasten peace and true democracy.



Our Duty to Ourselves, Fellowman and Country.

Conservation of Materials.

By L. C. McCutcheon, Asst. Supt. F. L. & D. Claims.

J. C. Osburn, section foreman at Herman, Ark., in a report of live stock killed on right-of-way at his station, advises of his efforts to save the life of two fine hogs which were roaming on our tracks and which, when he endeavored to drive them away, ran over the cattle guard and finally headed in on the platform at Herman. Mr. Osburn finally persuaded one of the animals off the track, but the other was hit and destroyed.

Mr. Osburn is to be commended for the effort he made to save these animals. It shows the proper spirit, especially as there are almost 1000 Frisco men now serving Uncle Sam in various capacities and locations. If we, at home, are willing to eat "war bread," have "meatless, wheatless and heatless days," and "lightless nights" in order that our boys at the front may have the best, then more of us should join in this conservation movement and prevent the destruction of our food supplies.

Many of our section foremen are reported as being very active in claim prevention and conservation work, and many of the farmers located adjoining our right-of-way are listening to the appeals of

these foremen, which is: "Keep your stock off the right-of-way, the proper place for stock is in the pasture, not on the railroad property." For anyone to think that just because a railroad company can be made to pay for animals they hit, indicates lack of patriotism. Money will not restore to the country the resources thus destroyed, and even though feed is high now, everyone should undertake to convince the farmer who declines to keep his stock on his own property, that he may save a little money in feed, the amount he saves in that manner is at some future time going to be lost by him several times over.

One thousand Frisco men are serving their Country. Those remaining at home should back them up. Each month our trains, and the trains of other lines, kill a sufficient number of animals to insure these men a year's supply of meat. Therefore, let us remember the words of our President in his message to the Congress, wherein he declared a state of war to exist between our country and Germany, and make up our minds to devote our efforts to the task before us.



Efficient Claim Prevention.

Imbued with the national spirit of conservation of all resources, three Station Efficiency Associations were organized during the month of January by H. W. Johnson, Superintendent of Freight Loss & Damage Claims.

No time was ever more opportune than the present for real efficiency in preventing loss and damage to freight, in that in so doing we are not only performing our

duty to the Frisco, but to our country as well—killing two birds with one stone, as the old saying goes.

With this the objective, the Tulsa Station Efficiency Association, the Sapulpa Station Efficiency Association and the Oklahoma City Efficiency Association, have been organized and similar bodies will be organized in other Frisco towns.

The Tulsa and Sapulpa Associations

were organized January 28, the former at 11 A. M. and the latter at 5 P. M. At Tulsa the heads of the departments, foremen and check clerks attended. C. W. Miller, agent, was elected president; I. G. Fidler, assistant agent, vice-president, and Miss Katharine Sappenfield, stenographer, secretary. The entire force are members, and attendance is mandatory. The matters brought up for discussion were scope of work, methods, organization.

The Sapulpa meeting was attended by the entire station force, with the exception of the truckers and stowmen. W. E. Richardson, acting agent, was elected president; J. E. Pulliam, chief clerk, vice-president, and Miss Tracy Kunz, stenographer, secretary.

The Oklahoma City Association was organized January 29. R. C. Mills was elected president; B. L. Hatch, vice-president, and Miss Ruth Ray, secretary. The meeting was taken up with the organizing, appointing committees, and outlining the work to be done.

Mr. Johnson, the organizer, made a short talk at each meeting, outlining the purpose of the organization, and called upon each and every member to take an active part in the work, with Freight Claim Prevention and Conservation as the watchword.

Mr. Johnson's talk before the Tulsa Association is given elsewhere in this issue, read it.



Time for Efficient Conservation.

Talk before the Tulsa S. E. A. by H. W. Johnson, Superintendent F. L. & D. Claims.

"I am only a visitor here today. This is Mr. Miller's meeting.

"You have taken an important step in the continued efficiency of the conduct of Tulsa station, in organizing the Tulsa Station Efficiency Association.

"It has come to be a recognized principle that any organization such as this working to accomplish the same general result, to be efficient, must get together periodically and discuss the business that they are doing and the progress that they are making, including their mistakes as well as the good things that happen, and to exchange ideas and become better acquainted each with the other's work.

"Times such as these demand the highest possible efficiency and therefore require co-operation including get-together meetings. There never was a time when greater responsibility has been thrown upon the shoulders of railroad people. Our share of the burden of these war times is greater than that of the average and we should feel proud that such is the case. We must be ready and willing not

only to do our share but to do a little more. We must know the satisfaction of a clear conscience. Each one of us must know that he has done not only his share, but just a little bit more in order to take care of any possible slacking on the part of some of our less serious minded friends.

"All of the principal stations on the Frisco Railroad are organizing Efficiency Associations. The Management, including Mr. Miller and myself have decided that the time is opportune for beginning regular monthly station efficiency meetings. This is your meeting. Your agent is responsible for its success. The only part that I desire to take is merely to assist in any way possible. My purposes in attending your organization meeting are:

"First; to assist in getting it started right, to direct to a certain extent the plan or by-laws upon which you are to operate in order that in a general way you will be uniform with the other large stations.

"Second; to talk to you along the lines

of freight claim prevention for which there is such an urgent need at this time.

"Along the lines of freight claim prevention, there is a great deal to be said. Our loss and damage claim expense has gone very high and is getting to be enormous. It behooves us to do any and everything possible from which there might be any hope of reducing this expense by means of freight claim prevention.

"Freight claim prevention means essentially team work. The manner in which you bill freight at this point determines whether it will be easily checked from local trains or easily and correctly expensed at destination.

"The necessity for economies and the unavoidable transportation failures render our work more or less discouraging when we set out to prevent claims. Claims are so much heavier at this time, however, than formerly, that we have a better chance now to prevent claims than we ever had, even though there may be a great many more claims now than formerly. In fact, I know that there are a great many careful and loyal employes at this time who are saving the company from a much heavier loss and damage claim expense.

"By economic necessities, I refer to such matters as the heavier loading of merchandise cars which makes station order loading as well as stowing to prevent damage, very difficult. We must bring ourselves to realize fully that this is an absolute necessity and must work the harder to prevent as much as possible of such damage.

"One item which is of the greatest possible interest to freight station forces is the question of the great increase in loss of packages. Capacity loading of cars with merchandise is really no reason for the large increase in loss of packages, although it is often offered as an excuse. It is true that this makes errors in loading and billing more numerous which naturally results in more astray freight, which is

again an excuse but not a real reason for increase in loss of packages, therefore, while heavy loading of merchandise cars is bound to increase work and to cause more or less damage, it is not a real reason why unlocated loss of packages should increase if freight is always loaded into the proper car, carefully checked and properly billed, and it is also unloaded at destination and carefully checked, or if necessary to carry it by correct destination, it is promptly and carefully billed to correct destination.

"The majority of these losses are what we term 'Unlocated' because we cannot tell from our records where the losses occur. Our records may show that we received the freight at point of origin whereas we may or may not have received it. Our records may show the freight loaded into the proper car whereas it may or may not have been so loaded. In a great many cases, the freight fails to check out of the car in which our records show it to have been loaded, etc. You can thus see that we cannot look at our records and tell where the package was lost. We know that it did not evaporate. This emphasizes the necessity for more accurate and careful records.

"We also see transportation failures happening which are more or less unavoidable account of shortage of power or something of that kind, but why should this discourage us or offer an excuse for any slacking on our part instances where we can avoid errors and omissions that may cause a claim.

"Effective claim prevention under the present conditions, therefore, simply means doing our work with a little more care than is necessary in order to simply 'Get by' and if each and every one of us will see to it that we do this in our own particular line of work, whether we are an agent, foreman, check clerk, stowman or bill clerk, or any other kind of clerk, we are going to increase our efficiency and at the same time, not only serve our

company in the manner that we should, but we are going to serve our country in the conservation of food stuffs and other materials necessary to keep the country going while we win the war.

"Further than that, we owe such service as a matter of loyalty to our superiors and to our fellow employes who themselves are thus loyal. Such a loyal and pains-taking attitude is 'Catching' and contagious, especially so from a superior in the service, therefore, let us all get the habit.

"A clear conscience is worth more nowadays than ever before. No one can afford to slack on the job.

"Your local situation at this place is difficult. You probably see a great many things on the Railroad that are apparently going wrong. There is a difference between 'Reason' and 'Excuse'; you have every excuse to slack and every reason to practice loyalty, co-operation and efficiency. Which will you do?

"I ask you personally and earnestly to boost freight claim prevention."



The Northview Notice-All.

A recent issue of The Northview Notice-All, a hand printed "publication" by one of our fair lady operators' has just been brought to the attention of The Frisco-Man.

The "line-up" of this publication has H. Y. Fellows as Editor and Publisher; H. Fellows, Proprietor; H. Y. F., Secretary and Treasurer; F. Associated Press Editor; Helen, Society Editor; and Yingling, Printer's Devil.

The "paper" is a one page, three column affair, which seems to be devoted to the interests of the Lady-Operators of the road, and we must confess, contains some very valuable and humorous items.

According to the Proprietor, the circulation is "more than one," which means that it is a first class advertising medium.

Miss Helen Fellows, the Editor, is now operator at Marshfield, Mo.



"Instruction by correspondence is the cheapest and best way for the poor man"
Thomas Edison

Edison is Right!!!

You admit the International Correspondence Schools are a good thing. You'd take a course right now "if"—"except"—

"It" what? If you weren't so "over-worked," with such "long hours," or had more strength and energy? Wasn't it Edison who stayed up half the night to educate himself in spite of every handicap you could ever have?

All big men who have made their mark in the world had the ambition—the determination—to improve their spare time, to train themselves for big work. You, too, can possess power, money and happiness if you'll only make the effort. The reward is great—it's worth it.

Here's all we ask: Merely mail this coupon. Put it up to us without paying or promising. Let us send you the details of others' success through I. C. S., and then decide. Mark and mail this coupon now.

INTERNATIONAL CORRESPONDENCE SCHOOLS

Box 8626 SCRANTON, PA.

Explain, without further obligation on my part, how I can qualify for the position before which I mark X.

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Mail, Baggage and Express.

The Handling of Baggage.

A Lecture by H. T. Mason, General Baggage Agent, before the Station School at Springfield, Mo.

The principle of the regulation of railroads by the Government through the Interstate Commerce Commission is an adjudication of disputable points between the people and the railroads. A friendly dispute, if you please, in which the Interstate Commerce Commission is a neutral factor. This principle is of mutual advantage to the railroads and the public in as much as being administered by unbiased minds it permits of neutral analyses and correction of faulty, unfair and unreasonable requirements of the other by either the public or the railroads. This regulation extends to the service given by the railroad in the transportation of passengers and a part of that service is the handling and transportation of baggage which is an adjunct of the passenger—closely related to the passenger and taking on the nature of being almost personal in as much as baggage consists of wearing apparel, toilet articles and similar effects in actual use or necessary or appropriate for the wear, use, comfort and convenience of the passenger, or samples carried by the commercial passenger of the wares he has to sell and which samples we might say talk for him and with him to the prospective purchaser.

This degree of personal relation between passenger and baggage has induced and produced a practice and custom evolving practically into a requirement that the purchase price of the transportation of the passenger includes the transportation of his baggage. When this process of evolution had been consummated we can very readily see the complication confronting the railroad in transporting an immense amount of property in the limited space of a passenger train. Necessity, therefore, required regulation and regulation required baggage to be defined

and through successive stages of refinement we have our present-day baggage tariff which has received the approval of the Government through the Interstate Commerce Commission. The several states have also legislated their own requirements as to intrastate baggage.

The regulation of baggage transportation has been co-ordinate with the regulation and fixing of passenger rates; necessarily so as the passenger rate is presumed to remunerate for the operation of the passenger train and the consist of such train includes space for the accommodation of baggage. The regulations incorporated in baggage tariff provide for a stated free allowance of sample baggage that may be checked and transported for the passenger on valid transportation, and also provides a charge or rate which must be collected for baggage exceeding in weight, size and value the provisions of the free allowance. The rate provided for excess weight, size and valuation must be collected as it is against the law to transport free beyond the requirements. It is also desirable, frequently, that articles other than defined baggage accompany a passenger and though transported under a baggage check such articles must conform to the provisions of the tariff and the tariff rate collected therefor. The article not being of the nature of defined baggage cannot be transported free. The rates to be charged as well as all provisions relating to the handling and transportation of baggage are incorporated in the baggage tariff, a copy of same being placed in the hands of each employee interested who is required to become familiar with the provisions contained therein and be governed thereby.

From the time baggage is checked by the passenger and until that baggage is

claimed at destination and duplicate baggage check surrendered, the railroad company is liable for that baggage. If it is lost, damaged or goes astray through erroneous checking, routing or mishandling of any kind, the railroad company is called upon to pay damages and such damages have amounted to as much as \$6,000.00 per year—a large proportion of it paid out by the railroad company for errors of employes. In addition, delayed, lost and damaged baggage is conducive to a dissatisfied patron of the railroad who may, in addition to selecting that particular line for traveling, control or influence freight shipments. The results, therefore, from lost, astray and damaged baggage may be far reaching, causing loss of patronage and corresponding reduction of revenues. I am giving you this for the purpose of impressing upon you—and I cannot impress too strongly—the necessity and desirability of giving as near one-hundred per cent attention to baggage as may be your capacity. This attention includes clear, legible and permanent writing; on baggage checks proper station records, weighing, baggage and securing revenue for all excess weight, size, value and storage, and to refrain from checking as baggage and thus transporting free articles, merchandise, household goods, etc., that should go via freight or express and be paid for at the rates applicable. A charge is also imposed and must be collected for baggage in storage; that is, baggage remaining on hand uncalled for after the expiration of the free allowed time. As long as the baggage is under check the railroad company is responsible for it, and if it be pilfered, stolen, burned or damaged the company must remunerate the owner to the extent of the legal liability.

Baggage is handled and transported on trains under a system of address tags termed baggage checks, each check being numbered for record purposes as well as for identification, and each check has at

least two parts joined together but easily separated. The two principal parts are termed the string portion and the duplicate. These two parts must at all times correspond in certain essentials when properly filled in. The strong portion is attached to the baggage and serves the same purpose as the address on a letter—that is, it is the guide to destination. The duplicate portion is given to the passenger and serves to the passenger a twofold purpose—a receipt from the railroad company of property delivered for handling to a particular destination and as identification of the property of the passenger when he desires to claim it at destination. Each check is printed in form which calls for certain information to be inserted at the time check is issued. This information is of vital importance and must be inserted as indicated on the check. Records, accounting and tracing, are all made from the check as issued; therefore, proper attention to the checking of baggage is as necessary as the selling of tickets. Destination and routing on baggage checks must correspond with the passage ticket or other transportation on which the baggage is checked.

There are several kinds of baggage checks used and they may be divided primarily into non-revenue checks and revenue checks; that is, checks covering baggage from which the company does not derive revenue and checks covering baggage or other articles transported under check that produce revenue. The non-revenue checks are all of manila colored paper stock with the single exception of our exchange check which is green in color. The revenue checks of colored paper stock, or outlined in colored printer's ink, indicate charges have been paid or are to be collected on the baggage. The only exception to revenue check being colored is our storage check which is of manila colored paper stock. Severally, they are as follows:

The Local Check, Form GBO-60, a

non-revenue check to be used only on local baggage within the free allowance—that is, baggage destined to another station on the same railroad. When properly completed by inserting what is called for this check will show issuing station, destination station and state.

The Special or Interline Check, Form GBO-30, a non-revenue check to cover baggage within the free allowance destined to a foreign line station. When properly completed this check will show issuing station, destination station, including state, and in addition all of the railroad lines over which the baggage is to move and the junction points where connection is made with the railroad that is to continue the handling.

The Exchange Check, Form GBO-20, a non-revenue three-part check. The purpose of this check is to permit a passenger whose baggage has not arrived at the station to which it was checked, to travel forward and his baggage to follow. The passenger, after showing valid transportation, will surrender the duplicate check covering his incoming baggage and will receive in lieu thereof a duplicate exchange check. When the baggage arrives at the station to which originally checked, the agent matches up the surrendered duplicate with the string portion on the baggage, then removes the string portion and attaches to the baggage the string portion of the exchange check and starts the baggage on its journey. When properly completed, the string portion of this check will show issuing station of the exchange check, destination station including state and if to a foreign line station, the railroads and junction points where due to be handled. The next part of the check is the agent's stub to be retained by him and when completed will show the same information as on the string portion and in addition the date the check was issued and the date baggage went forward under this exchange check. The third portion is the passenger's

portion or duplicate and contains the same information as the agent's stub except the date baggage went forward. The entire check, excepting date forwarded shown on agent's stub, is to be filled in at the time the transaction is made with the passenger.

The Local Excess Check, Form GBO-61, a revenue check of pink-colored paper stock, is to cover baggage in excess of the free allowance, to be transported between two stations on the same railroad and indicates charges have been collected for the excess service. This check is in three parts; the string portion, the duplicate and the agent's or auditor's stub. When properly filled in, the string and duplicate portions will show date issued, issuing and destination stations and state the kind and numbers on other checks covering baggage, if there be any, to be transported for this particular passenger, the number of passengers having an interest in this lot of baggage, the excess weight beyond free allowance and the amount collected. The agent's or auditor's stub shows same information and in addition gross and net weights, free allowance weight, the rate and the collection specified as by cash or coupons. This stub for accounting purposes, must be sent by the issuing station to the Passenger Accountant with monthly report.

The Interline Excess Check, Form GBO-12, a revenue check of red colored paper stock or outlined in red printer's ink to cover baggage beyond the free allowance destined to foreign line station; the charge on which have been collected. It is a three part check consisting of string, duplicate and auditor's stub. This check is similar to the Local Excess Check, bears the same information and in addition is to show all railroads due to handle and junction points where the connections are to be made. The three parts are practically alike when completed; the string portion to be attached to the baggage, the duplicate given to passenger and the

auditor's stub sent to Passenger Accountant.

The C. O. D. or Collect on Delivery Check, Form GBO-21, on blue colored paper stock or outlined in blue printer's ink is a revenue check to cover baggage beyond the free allowance, charges on same to be collected on delivery. This same check is to be used for this purpose whether baggage destined to local or foreign line station. It is of four parts, the string portion, the duplicate, auditor's notice and auditor's stub. The latter two for accounting purposes must, in addition to showing the same information as on string and duplicate of issuing and destination station, routing and junction points, be filled in with the information called for. On the reverse side the string portion calls for date of issue; the duplicate calls for certain information to the delivering agent and the auditor's notice calls for accounting information practically the same as on face of auditor's stub. This check to be used when for some reason proper charges have not been collected at originating station.

The C. O. D. Check, Form GBO-62, for use by train baggagemen; a revenue check similar in color and appearance to the other C. O. D. check just mentioned, is in two parts, the string and duplicate. It is to be used by train baggagemen and attached to baggage which he may have in the baggage car that is beyond the free allowance requirements or having that appearance but which is under a non-revenue check. The string portion properly filled in by the train baggageman will be attached by him to the baggage and is a notice to destination station to give special attention, weigh up and collect for any excess due. The duplicate of this check to be forwarded by train baggageman to the General Baggage Agent.

The Dog Tag or Check, Form GBO-15, red in color; a revenue check in three parts to cover the transportation of a dog in the baggage car as provided for in the

baggage tariff. Each of the three parts of this check to show the usual information as to date, issuing and destination stations, routing and junction points when to foreign line stations. The duplicate and auditor's stub in addition bear a release to \$25.00 liability of the company to be signed by the owner of the dog. Unless properly crated, dogs will not be checked to foreign line stations.

The Special Canoe Check, Form GBO-54, on pink colored paper stock; a revenue check for special purpose only and only on Frisco Lines as per the special canoe tariff, limited to a few stations between St. Louis and Pacific. This check contains a liability release agreement to be signed by owner of canoe.

This completes the checks under which baggage is transported. We now have:

The Storage Check, Form GBO-67; a revenue check of manila colored paper stock to be applied to baggage that has remained on hand uncalled for at a station beyond the period of free allowance, which is twenty-four hours in all states through which Frisco Lines operate except Arkansas where this period is forty-eight hours. When baggage is received at a station, the date and hour of receipt is noted on back of string check that is attached to the baggage. The baggage on hand is checked over each day and in this manner is determined when baggage is subject to storage charges and when that time begins the storage check properly filled in showing date and hour changes accrue from is attached to the baggage.

The Arkansas Storage Check, Form GBO-67 Ark.; a revenue check, green in color to cover baggage in storage at stations in the State of Arkansas. In as much as Arkansas State Regulation as to baggage in storage differs from such regulation in other states, this particular check is necessary to take care of the differences which are slight. Otherwise, the check is similar to the GBO-67 and its purpose

(Cont. on page 30)

Oklahoma Sub-Foremen Meet.

The Section Foremen of the Oklahoma Sub-Division assembled in meeting January 26, in the office of Assistant Superintendent Gow at Oklahoma City. E. Abrahamson, Roadmaster, was chairman of the meeting.

The foremen present were: E. Duncan, Sapulpa; T. S. Pennington, Kelleyville; J. Staiger, Bristow; Frank Hale, Dewey; E. H. Fowler, Stroud; F. M. Pace, Davenport; Lee Aiken, Chandler; Ben Shedd, Wellston; A. Baker, Luther; W. N. Masters, Jones; S. B. McDaniels, Spencer; and George Eastin, South Yards.

The meeting opened with a talk by Roadmaster Abrahamson in which he made special reference to surfacing, line of the track, and curves. The subject was thoroughly discussed.

Mr. Abrahamson also called attention to keeping bolts tight—that they should be tightened at least once a week. Also that switches should be examined every day, thrown and oiled.

The general track condition was discussed and the subject of slow orders was taken up, and foremen were advised to put them out where necessary and to see that they were protected after they were put on, by their regular signals.

The matter of stock on the right-of-way was discussed and the foremen were instructed to do everything possible to prevent stock from being killed, and in

case it was, to save the hide. Right-of-way fires also came up for attention.

The Standard Book of Rules of Maintenance of Way was taken up, and the foremen were asked questions on certain rules. Rules 109, 111, 113, 114 and 119 were read and discussed freely. Foremen were invited to freely ask questions on any thing they did not understand.

The foremen were also instructed to put out a flag whenever it was found necessary to put a jack inside the track, and that scrap should be picked up and carried to scrap bins.

The subjects of hand and push cars, labor, and condition of section houses were taken up by the men, and many suggestions were made.

All foremen were requested to keep a supply of 100 ft. telegraph wire on hand for emergency repairs.

Safety First was taken up and many suggestions were made for the betterment of conditions with a view to eliminating hazards, and each of the foremen were supplied with Safety First cards.

The care of motor cars was taken up, and the foremen were asked to take a personal interest in the care of these cars.

After the subjects to come before the meeting had been disposed of a general discussion of conditions by the men took place, and many ideas were brought out of concealment and thoroughly aired.

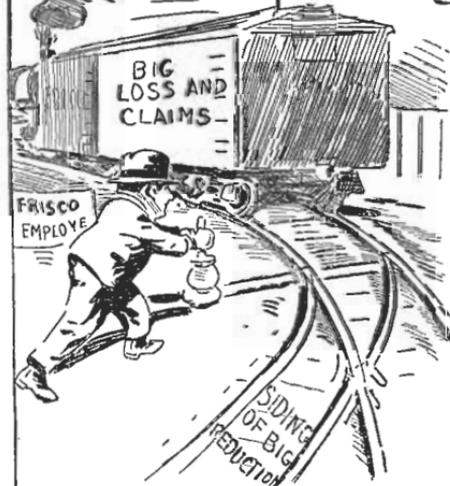
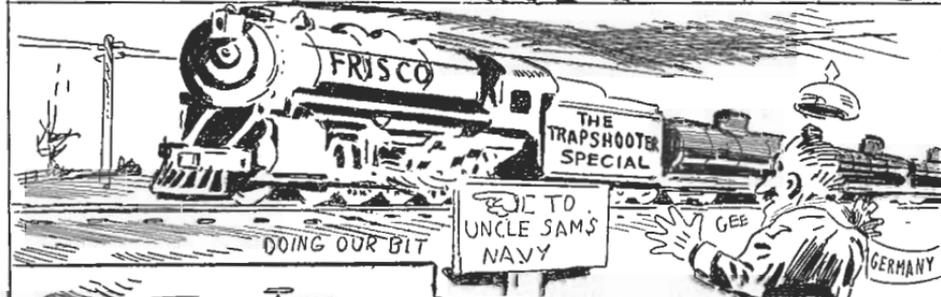
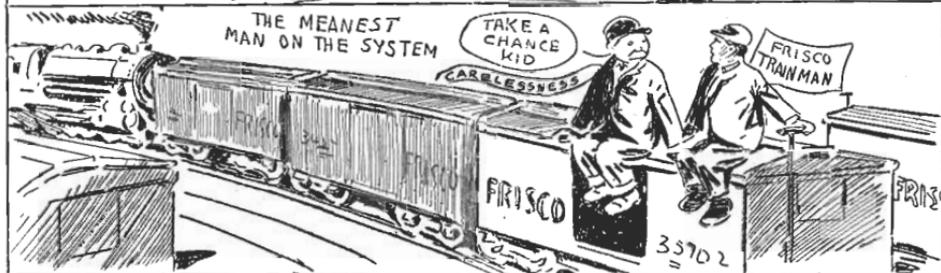
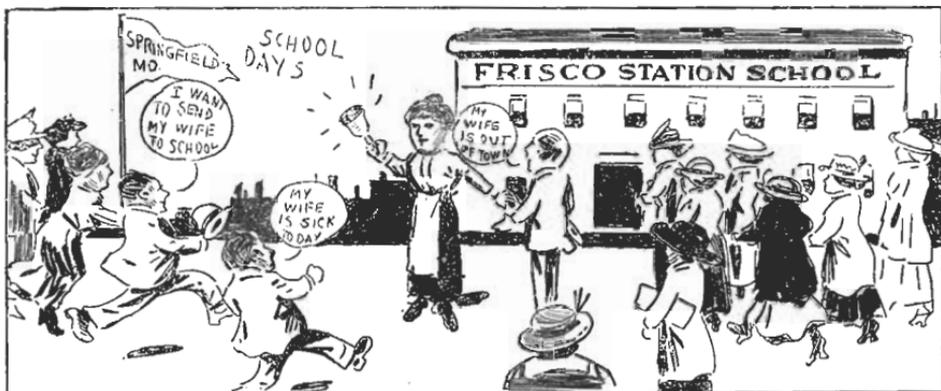
Are you going to grow a Garden?

If you don't know how, don't let that stop you, the Frisco-Man will tell you how.

In the March issue we will feature the Home Garden with an extensive article by the Department of Development. This article will tell you how, when, what and where to plant.

Prepare to plant a garden this Spring, its advantages are many; reduces the H. C. of L., helps whip the Kaiser, and last but not least, is mighty good exercise.

Watch for this article in the next issue.



To keep the wheels going 'round.

LINES FROM ALONG THE LINE

KANSAS CITY

(M. C. Whelan, Blacksmith Foreman)

George A. Oliver has been appointed assistant roundhouse foreman.

W. M. Brown, roundhouse foreman, has lately been having some trouble on account of his family having pneumonia.

John H. Polky, one of our apprentices, has decided to take unto himself a life partner, and since February 5, it is Mr. and Mrs. Polky.

Machinist Peterson has been off duty for the last four weeks on account of sickness.

During the late extreme cold weather a number of the boys were late in the morning, and they often think of Harry Sander, "It's nice to get up in the morning, but it's nicer to lay in bed."

The following have been on time for a whole week during the cold snap: John Swartz, George Picard, Alvin Moline, Al. Clark, and "Skeet," the timekeeper. Might also mention that C. R. Kew, the General Foreman, was on time in the morning and still on the job when the clock struck 8 p. m.

For an example of rugged perseverance and grit combined with a will power to accomplish severe and strenuous tasks which we are called upon to accomplish these times, there is no one better fitted by nature and training than John Forster, D. M. M., Northern Division. The feats performed by him should be observed by our younger men. On the road day and night for a week to regulate matters of importance at division points, then back at his desk working out details or answering correspondence of a technical nature, then out into the shops and roundhouses making suggestions or inquiries to promote the advancement of mechanical parts, all these and more and still no signs of fatigue of mind or body. If Uncle Sam had more like him it would assist in accomplishing more for the good of our country.

Editor's note:—Mr. Whelan, our very able correspondent at Kansas City, advises that as he has held down the job of Frisco-Man correspondent for some time that he feels he has done his bit. He also says that he is so busy that he cannot give it the attention he should. True, Mr. Whelan has done his bit, and done it well, and the editor regrets that he must give up, however, he promises to aid the new correspondent in any way possible. Who will take up the duties of this office? Mr. Price, how about it? Remember all Frisco employes are eligible.



NEODESHA

(L. J. Westerman, Storekeeper)

John Forster, master mechanic, was at Neodesha February 7 on business.

G. A. Ermatinger, assistant superintendent locomotive performance, was at Neodesha February 8 on business.

Fern Allburn, clerk to roundhouse foreman, resigned her position February 2.

W. A. Morgan, car foreman, was a patient at the Frisco Hospital at Springfield a few days the first part of February.

H. H. Brown, superintendent, paid us a visit January 22.

A. W. Nelson, roundhouse foreman, was off three days the first part of February on account of sickness.

Morgan Reddick, boilermaker, was promoted to boilermaker foreman, effective January 19. He relieved Wm. Poore, who was assigned to other duties.

Pat Curran, machinist, has taken unto himself a wife. He was united in holy matrimony on January 15. Congratulations Pat, and may all your troubles be small.

Ed Chick, veteran stationary engineer, has been absent during the past month on account of sickness.

Miss Fern Allburn, clerk to roundhouse foreman, and Miss Scherman, clerk to

roadmaster, have taken the civil service examination for positions as clerk.

Chris. Nelson, general car foreman, paid us a visit February 7.

Frank Street, veteran engineer, visited in St. Louis recently. He was a welcome visitor at the office of the Frisco-Man.


SNYDER

R. B. Streeter has a fine new Chile Parlor.

Ticket Agent D. W. Lowe does not talk to railroad employes since he got his new oil well.

C. B. Wilson, baggageman, is laying off a few days.

Baggageman, Thomas Gibson, is back to work after undergoing an operation at Springfield.

C. W. Edwards, baggageman, killed the fatted calf February 8.

Conductor J. N. Berry has returned from Ft. Worth after a few days visit. Something wrong Bronc.

Helper John Richardson of Eldorado, is one of the boys. He sent the Government a model of a ship that submarines can not hit. He received a nice letter from the Government acknowledging it.

The sender of these items (he didn't give his name), says he will send more next month if these are printed. We have done our part, and hope he will not forget his promise and let us have some items next month, and every month thereafter. However, my dear friend, how much better it would be if you would sign your name, but name or no name, let us have the items. Thanks for these you have sent.—*The Editor.*


CO - OPERATION
Means Efficiency.

The characteristic trait of every part of "Sterling" Ice Making and Refrigerating Machinery is the Co-operation and Efficiency given the user.

Made in Springfield, Missouri,
Exported OVER THE FRISCO.

For full information given by the
United Iron Works Company,
Springfield, Missouri.

Galena-Signal Oil Co.
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Sole Manufacturers of Celebrated

GALENA LUBRICANTS

Perfection Valve and Signal Oils

AND

Galena Railway Safety Oil

FOR

Steam and Electric Railway Use
Exclusively

Guaranteed Cost
Expert Service Free

CHARLES MILLER, President

LOCOMOTIVES

FOR EVERY VARIETY OF
:: :: SERVICE :: ::

Gasoline Locomotives
for Industrial, Con-
tractors' and Light
Switching Service.

THE BALDWIN
LOCOMOTIVE WORKS
PHILADELPHIA, PA.

LUKENS

First to make Boiler Plates in America
Over One Hundred Years' Experience

**Leading Railroads now use
Lukens Steel in their
Locomotives**

Can Furnish Either Acid or Basic Open
Hearth Steel and Special
Specifications.

Also Universal Rolled Plates.

Experts in Machine Flanging, Both
Regular and Irregular.

Manufacturers of "Best Yet" Manhole
Fittings and Huston Patent
Boiler Brace.

Lukens Steel Co.
COATESVILLE, PA.

WE WILL PAY YOU
A MONTHLY INCOME
while you are sick or injured.

ASK THE AGENT

of

**The STANDARD
Accident Insurance Co.**
of Detroit, Mich.

R. R. Dept., H. C. Conley, Supt.

The management of the Frisco
System authorizes the sale of
"Standard" policies to their
employees.

(Cont. from page 25)

the same. In connection with the use of this check acquaint yourself thoroughly with Arkansas Intrastate Baggage Tariff as well as the General Tariff. The one controlling intrastate traffic, the other interstate traffic.

The Claim Check, Form GBO-14 Local, a non-revenue check of two parts, the string part and duplicate; is merely a local proposition to identify baggage delivered at depot by draymen or otherwise, to remain until owner has purchased transportation and is ready to check the baggage to destination. When the baggage is delivered to depot, the agent attaches the string portion of this check and hands to the owner or drayman the duplicate and when owner is ready to check his baggage he presents the duplicate claim check to the checker who matches it up with string portion, removes this string portion of the claim check and places on the baggage instead the check that is to carry it to destination.

The Lost Article Tag, Form GBO-49; a non-revenue tag to be used in connection with articles that may be found on trains or in and around passenger stations, lost or forgotten by the public and is to be handled in accordance with Circular No. 173—Instructions to Station and Train Baggage-men.

The Parcel Tag or Check, Form GBO-85 Local; a revenue check to be used in connection with parcel room or checking stand in depot where and when passengers desire to check and leave for a short time bundles, hand baggage, etc. A charge of 10c for each twenty-four hours or fraction thereof is made for this convenience.

Certain reports and records of baggage handled are a necessity and required of all stations. They are invaluable in protecting the company's interests, therefore accuracy and completeness are essential. These records and reports are to be made on the blank forms supplied for that purpose. They are as follows:

Form 1315, record of checks used each

day; the report to show in heading station name and date, then follow with information as called for in the body of the report form as each check is issued. A very important feature of this report is to show the kind and number of check for which the issued check is substituted and include any notation that may be of value in case a dispute arises later in connection with the baggage covered by the issued check.

Form 226, Station Baggage Waybill; to be used in billing outgoing baggage to a train; to be made in duplicate, showing train number to which the baggage is dispatched, date, time of departure or train and the name of dispatching station, then follows a list of baggage forwarded with description and number of each check covering as well as destination. The way-bill to be signed by train baggageman when baggage is received by him, the original waybill returned to the dispatching station and the duplicate retained by the train baggageman.

Form 1325, Train Baggage Waybill; for use by train baggagemen in billing baggage off at a station. This form is similar to the station waybill form 226 just described, and similar in purpose and handling. When completed by the train baggageman this form in duplicate will show station name where baggage is to be delivered, train number delivering and date in the heading followed by a list of all baggage put off, including description and number of check covering each piece, routing of baggage and destination of same. The waybill to be made and signed in duplicate by the receiving agent who retains the original and immediately after train departs checks the waybill against the baggage received.

Form 1040, Forwarding Sheet; to cover baggage forwarded at request of owner. Forwarding station strips baggage of check under which it arrived at his station and places thereon another check reading from this forwarding station to the destination requested. A forwarding sheet is

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Car Curtains and Car
Upholstery*

**AGASOTE HEADLINING
WATERPROOF**

**HOMOGENOUS in its Composition;
will not warp, blister or separate.**

SEND FOR SAMPLE

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Chicago, Ill. San Francisco, Cal.**

KERITE

Insulated Wires and Cables

**The performance record
of KERITE, covering over
half a century, is abso-
lutely unequalled in the
whole history of insu-
lated wires and cables.**

1850



1918

**KERITE INSULATED
WIRE & CABLE COMPANY**

NEW YORK

CHICAGO

then made in duplicate, the original sheet and the duplicate of check under which baggage is being forwarded is then placed in a specially made envelope, Form 3426, which bears the forwarding station name and is addressed to destination station via proper routing. This envelope is then attached to the baggage at the same place as the check under which it is being transported. At destination, the envelope is detached from the baggage, contents removed and the duplicate of the check under which the baggage reached the forwarding station is then secured from the owner who signs the forwarding sheet as a receipt to the railroad company for the baggage he requested forwarded. The destination station then returns the signed forwarding sheet together with the duplicate check surrendered by the owner of baggage to the forwarding station, thus completing the transaction at that station.

Form 468—a daily report made in duplicate by each station of all baggage received, delivered and on hand. As completed the report will show station making up, date of same and agent's signature followed by the information called for which includes train number from which baggage received, the date, description and number of check covering and the delivery record of all baggage to include hour delivered, number of storage check, if any, and the amount of storage collected on each piece and any remarks that may serve a purpose. The original report to be sent daily to the General Baggage Agent and the duplicate retained at the station.

This completes, I believe, a primary survey of baggage handling at stations. Read carefully and refer frequently to Circular No. 173—Instructions to Station and Train Baggage men and likewise to the current baggage tariff. If you will get the proper understanding of these circulars you will find interest therein and they will not be as dry reading as they may appear from a casual observation or if read and studied without the proper

interest. With your heart in the work, you can make the handling of baggage a very interesting part of station duties and there are wonderful possibilities of improving the service to the benefit of the traveling public, the railroad company and yourself.



Conserve the Coal.

"Provide water that is free from scale" urges the Committee on Coal Conservation, to steam boiler operators.

There is no more efficient or economical means of doing this than by the use of Dearborn Treatment. A small quantity per thousand gallons of water evaporated keeps the scale from forming and full heat value is obtained from the coal burned.—*Adv.*



How a Building Saved.

An office building added \$12,000 a year to its income by selling its waste paper, and supplying the office with towels, bottled water and ice. In other words it saved money by doing for itself some of the things it had been paying others to do for it.

This bank pays 4% interest on every dollar you save and deposit here.

**The Central National Bank of Tulsa
Tulsa, Okla.**



Why "FLINT" Excels.

**"Flint" Finishing Materials
are the Product of Railway
Paint and Varnish Specialists.**

FLINT VARNISH & COLOR WORKS

FLINT, MICH.

"The Name Guarantees the Quality."

SMOKE

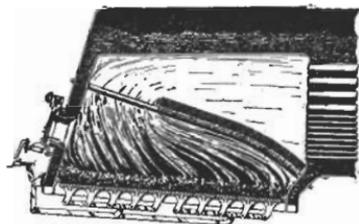
Smoke is the eruption that generally accompanies an attack of acute indigestion in the firebox—although engineers don't use the term "indigestion," but say "incomplete combustion." Food is the fuel for our bodies, and when we eat unwisely or too well, something gets out of order in our firebox and we contribute to the doctor and take his medicine. If a fireman feeds the locomotive firebox unwisely or too well, or if the firebox is just naturally sickly (due to poor design and lack of air,) smoke is belched out of the stack as a warning that things are all wrong inside and that a doctor is needed. The fireman's ready relief is an injection of more air, by means of light and level firing; and if this doesn't work, it is necessary to call in the Mechanical Engineer and have him prescribe an arch, and maybe a different design of grate and more air opening in the ash pan. Air is the only medicine that will effect a cure, and the different prescriptions are only different methods of getting the necessary amount of air at the right spot at the right time and mixing it with the stuff that is causing the smoke.

Sometimes all of these remedies fail, for the simple reason that the locomotive is a chronic invalid—she has organic trouble. The Little Tin God who made her wasn't on to his job. What can we do with such a cripple? Either amputate her firebox and put in one that will work, consign her to the boneyard, or—continue to apply all the known remedies and nurse her along. Under the present pressing conditions materials are so scarce that we hate to think of giving her a new firebox. Neither can we consign her to

the boneyard, when the S. M. P. is out blowing his horn and trying to resurrect worse wrecks. There is nothing to do but continue to apply remedies and nurse her along.

Put an arch in her—a good long one, so it almost gags her; put a set of grates in her that leave plenty of air opening; cut holes in her ashpan that can be seen without the aid of a microscope; and then fire her—carefully, tenderly and prayerfully.

We are not going to all of this trouble merely because there happens to be an ordinance against smoke, or because someone regards it as unhealthy and a nuisance, or because it outrages the aesthetic sensibilities of our more "finicky" citizens. We are doing it entirely as a matter of self-defense and from purely personal and selfish motives. We



Security Sectional Arch

want every pound of coal to do every bit of work it possibly can do; we don't want to fire any more coal than we have to; we want every engine to be a free steamer, with the pressure right up to the popping point. We want to move trains in a hurry when we start and we want to haul full tonnage in every train. We want to make a quick trip and get back to-day or tomorrow, not eventually.

Every railroad man naturally wants these things and is doing his darndest to get them. Smoke isn't the only thing that keeps him from getting them, but it is one of the contributing causes. Cut out the smoke and reduce the causes.

Smoke causes a needless waste of coal—and just now we have no coal to waste. Some people may tell you that the heat loss due to smoke doesn't amount to a row

of pins. Don't believe them. They may be wise and know a lot—but some of the things they know aint so. That's one of them.

The heat loss due to the presence of the unburned carbon that we call smoke may be directly responsible for from 5 to 10 per cent. of the heat in the coal. In addition, smoke indicates a condition in the firebox that leads to the production of what chemists call "carbon monoxide"—a product of incomplete combustion. This is a colorless gas that you can't see going out the stack; but it's there and accounts for an additional heat loss. Then too, smoke may be accompanied by other colorless gases called "volatile hydrocarbons," which also have a high heat

value; and, finally, smoke (or soot) sticks to the surfaces of the tubes and flues, building up a non-conducting layer that retards the flow of heat from the hot gases to the water in the boiler. This not only retards the steaming capacity of the boiler, but increases the temperature of the gases escaping at the front end and accounts for another source of heat loss. Boilers won't steam freely unless the heating surfaces are kept clean—and it is a hard job to keep them clean when the engine is always smoking.

These are not theories, they are facts. If you want to save coal, save trouble and save work—follow the prescriptions and cut out the smoke.

J. T. A.

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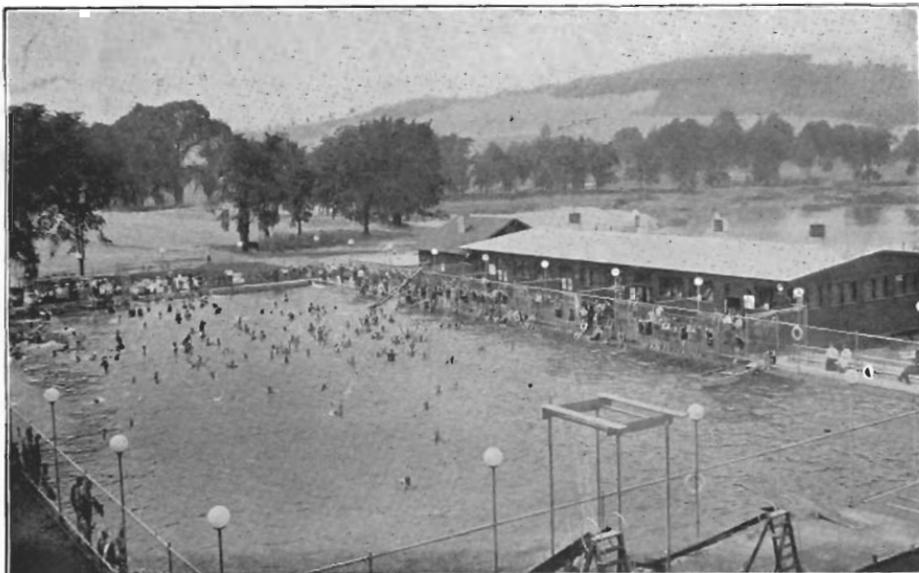
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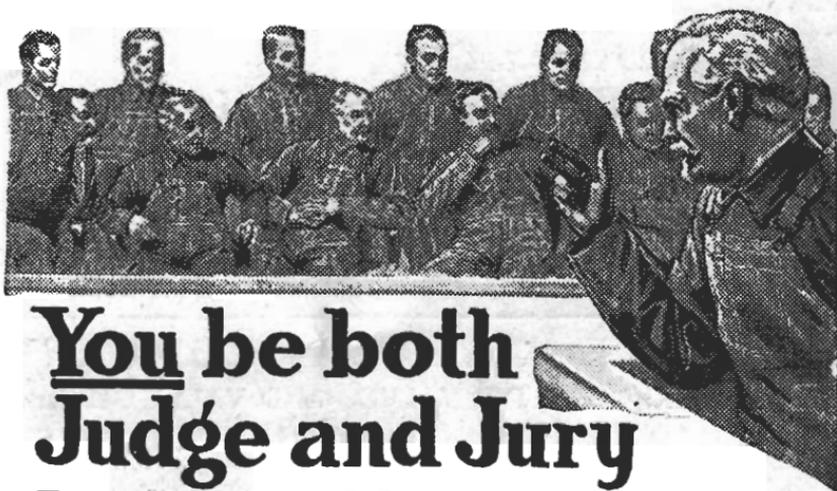
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