

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.*


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

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Over One Hundred Years' Experience

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Can Furnish Either Acid or Basic Open
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Also Universal Rolled Plates.

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Manufacturers of "Best Yet" Manhole
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A MONTHLY INCOME
while you are sick or injured.

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of

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

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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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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
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Why "FLINT" Excels.

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"The Name Guarantees the Quality."

SMOKE

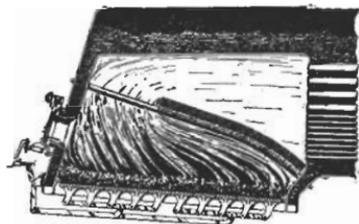
Smoke is the eruption that generally accompanies an attack of acute indigestion in the firebox—although engineers don't use the term "indigestion," but say "incomplete combustion." Food is the fuel for our bodies, and when we eat unwisely or too well, something gets out of order in our firebox and we 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