

pacity until his appointment as federal manager of the Frisco, succeeding LeRoy Kramer, resigned.

GEORGE H. RUSSELL LEAVES SERVICE.

George H. Russell, who has been in Frisco service for a number of years has resigned, effective March 1, to en-



GEORGE H. RUSSELL

gage in the mercantile business in St. Louis.

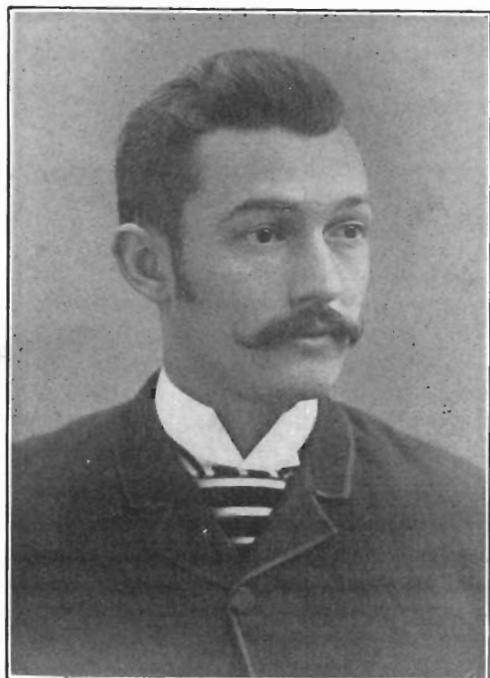
Mr. Russell entered the service in 1903 in the office of auditor of freight accounts. In 1904 he was made chief bridge accountant at Memphis, which position he held until 1916 when he was placed in charge of the bill collection department in the general auditor's office in St. Louis. He held this position until his retirement.

Mr. Russell has many friends among Frisco employes who will regret his leaving the service, and who wish him continued success in the commercial world.

W. A. WYKOFF DEAD.

W. A. Wykoff, veteran agent at Oswego, Kansas, died at his home in that city on January 29, 1920, after an illness of but a few hours.

Because of his long service with the Frisco Mr. Wykoff is widely known among the employes. He was born in New York State in 1864. His first railroad service was with the Lehigh



W. A. WYKOFF

Valley as an extra agent. Owing to a breakdown in health he came West in the hope that the climatic change would benefit him, and located at Millingspring, Mo., as agent for the Iron Mountain. After about a year he deemed it necessary to go to Colorado for his health, and on the way was urged to take a station on the M. K. & T. at Vinita, Okla., which he did. In 1888 he was sent to Oswego and six years later was promoted to the general offices at Parsons, but a few months later returned to Oswego where he soon became agent for the Frisco, which position he has held continuously until his death.

Mr. Wykoff is survived by a widow, son and daughter, also by a sister and two brothers. The funeral was held February 2 and was attended by many railroad men who had known Mr. Wykoff for many years. The pallbearers were F. S. Whitsett, W. F. Schofield, T. Y. McSpadden, Robert Holland, Harvey Morris and Leo Woods.

Our sincere sympathy is extended to the family.

C. B. SEARS RESIGNS.

Charles B. Sears, for many years connected with the auditing department of the Frisco, has resigned, effective February 15, to accept service with a firm of public accountants.

Mr. Sears entered the service in 1904, and for several years was traveling accountant out of Springfield, and later became special accountant in the comptroller's office in St. Louis.

SANTA FE HEAD DIES.

E. P. Ripley, chairman of the Board of Directors of the Santa Fe, died February 4, at Santa Barbara, Cal., at the age of 75 years. Mr. Ripley was widely known in railroad circles, having been for many years president of the Santa Fe. He began his railroad career at the age of 21 with the Pennsylvania railroad, working himself up to the presidency of the Santa Fe, which position he attained on January 1, 1896. His ability as a railroad executive brought great results for that system, and at the time of his death was one of the best known railroad men in the country.

TALKS OVER BOYHOOD DAYS WITH GEN. PERSHING

W. Lafe Heath, General Chairman O. R. C., Frisco Lines, a boyhood friend and playmate of General John J. Pershing, tells of having been granted an interview by the General while in Washington a few weeks ago.

Mr. Heath was reared at Laclede, Mo., the boyhood home of General Pershing, and knows, perhaps, as much about the General's boyhood as any man living.

A few weeks ago Mr. Heath was in Washington and while there called at the Shoreham Hotel where General Pershing was staying, and spent an hour discussing old times. It was the first time they had met for forty years.

"When I called at the hotel I handed one of the general's aids my card," says Mr. Heath in speaking of the meeting. "He told me there was no chance to see the general, that he was resting and would see no one. Then I wrote him a little note. A minute later the aid came down and said the general would be glad to see me."

"We had a long talk about the old boyhood days in Laclede. I told the general of the celebration they had there in his honor a year ago last Fourth and he said he would like to slip in on the folks without them knowing he was there—just step out of the old Brown Hotel some morning and make the rounds of the town. (This interview was before the General's recent visit to Laclede.)

"General Pershing seemed to enjoy the visit as much as I. He laughed heartily, thoroughly demonstrating that he has retained the simplicity he possessed as a boy. Although we had not seen each other in forty years, there was no restraint."

GEORGE B. FARR VICTIM OF PNEUMONIA

George B. Farr, 29 years old, brakeman of Joplin, died at his home in that city on February 10 as a result of double pneumonia.

Mr. Farr was born in Joplin, August 7, 1890, and has lived there all his life. He will be remembered by readers of The Frisco-Man as "Brakeman Farr," who has contributed cartoons for reproduction. His cartoons attracted wide-attention among the employes which, together with his amiable disposition, won him a host of friends all over the road, who will be shocked to learn of his sudden death.

He is survived by his wife, Naomi, and mother, Mrs. J. W. Hutcheson, of Neodesha. He was a member of the

B. R. T. of Monett, a number of the members of which attended the funeral.

In behalf of the Frisco employees and the editor of The Frisco-Man, our most heartfelt sympathy is extended to the wife and mother.

PRESENTED IN UNMISTAKABLE TERMS

Naturally because of dealing with so many different firms and people in all walks of life, as we do in the Claim Department in the adjustment of loss and damage claims, a varied class of correspondence is received—from the party, perhaps representing the big firm, who couches his correspondence in the finest terms and best English, to the individual patron, who may have a very limited knowledge of the proper use and spelling of the Queen's English. As for the latter, some amusement may be derived in the reading of the following, addressed to this department, by a dealer handling grain and who had unfortunately been obliged to file claim for loss:

"i seat myself to wright you a few liens to let you no that we have a clame that we want pade hekaus the wheat when it wuz unloaded did not hold out as much as what it wuz when we loaded hit into the cear and we woud ceartenley apreshiate it if you kud git this clame befoar the propper ofishels and tel them to pa it at there erleast conveanients.

the reson we air filing this clame is bekaus wun of the planks on wun sied of the cear was busseted and it wuz leaked and we hope yew air the saim"

yure freand
(Signed).....

The above is an exact reproduction

of the letter received, but for obvious reasons the name of the gentleman writing same is omitted.

W. LAFE HEATH AGAIN HEADS FRISCO CONDUCTORS

W. Lafe Heath, who has been General Chairman, Order of Railway Conductors of the Frisco Lines for the last two years, was re-elected to that office on January 12, last, for a term of three years.

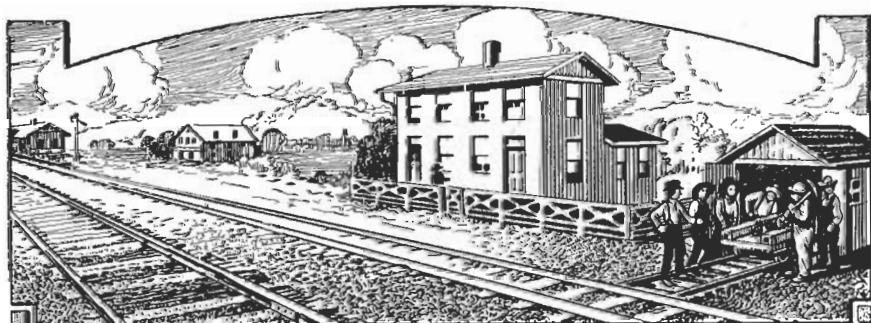
Mr. Heath first entered Frisco service some twenty years ago, and soon after was promoted to the passenger service; and in point of surface, he is one of the oldest passenger conductors on the road.

He has been a member of the O. R. C. since 1883, and during his career has held various offices in that organization. His long experience and wide acquaintance particularly fits him for the position he now holds.



CAROLYN YEAKLEY

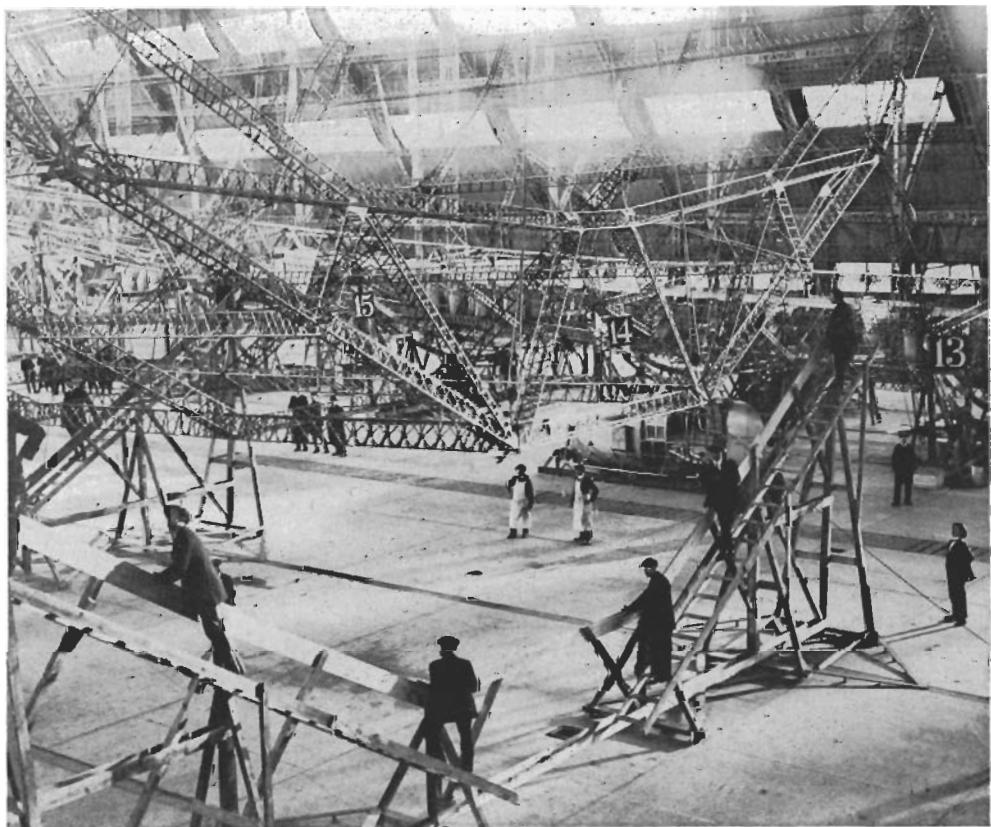
Seven-months-old daughter of Norman Yeakey, secretary to the president.





NEW PHOTOGRAPH OF MEMBERS OF INTERSTATE COMMERCE COMMISSION

A new photograph of the members of the Interstate Commerce Commission, made February 2, 1920. Left to right: Joseph B. Eastman, Winthrop M. Daniels, Balthasar H. Meyer, Edgar E. Clark, Clyde B. Michison, chairman; Chas. C. McChord, Henry C. Hall and Robert W. Wooley.



HUGE AIR VOYAGER BEING BUILT FOR THE U. S.

The R-39 which has been sold to the U. S. and is now being rapidly constructed at Bedford.

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EDITORIAL

POLITENESS

NOAH WEBSTER'S interpretation of the word "Politeness" is "good breeding, courtesy." Now that we have our introduction let us proceed with the story in connection with this word.

It is a fact that men through politeness in conjunction with their ability have risen to the top of the ladder in the commercial world. Politeness will command attention when all else fails, it is not the expensive suit of clothes and high collar that makes the man; it is good breeding.

What does good breeding really mean? Does it not mean good home training to begin with, to have regard for other peoples' feelings to be obliging, obedient, prompt, truthful and honest, to be neat and clean and treat your neighbor as you would have him treat you.

Don't imagine for a moment that politeness is fully covered by "thank you," "yes, sir, or no, sir," and by way of explanation let us give you one illustration of politeness and its reward.

Not so very long ago, a very influential railroad official was traveling in the Southwest and had occasion to get off at a junction and wait for another train. This gentleman was a very busy man, and had important matters on his mind. He asked the ticket clerk at the little station what time the train was due, and the clerk informed him in a most polite manner, and the official thanked him. In the meantime he was mentally busy and returned later and asked the ticket clerk the same question, who replied in the same polite manner. Again un-

consciously the official asked the ticket clerk the same question and again received the same polite reply. As the train came along the ticket clerk again informed the official that this was his train.

After getting comfortably seated this official had occasion to reflect on the unusually long delay at the junction, and his reflection drifted to the ticket clerk's pleasing manner, which indeed, attracted his attention, busy as he was. Turning it over and over in his mind, drawing the comparison between the ticket clerk and another recent experience. Says the official to himself, "This man is the living embodiment of service with a gentleman's training, and just the kind of treatment I want my employees to give the public."

In due time the ticket clerk was summoned to the General Office, and today is a high official of that particular road.

Politeness costs nothing, it is not even a burden, give it a broader scope than "thank you, yes, sir, no sir."

Let us try to emulate the ticket clerk.

Climb into the band wagon, we're playing a great game. Here's the game—we're going to make each month beat last month and the same month of the year before. The password for admission to the game? That's easy! It's "Co-operation."

BOYS, HERE'S YOUR QUEUE!

FOR the benefit of the few of us who still maintain that success in the railroad world lies only with those endowed with special privileges and "pulls," we wish to call attention to the experiences and careers of the new general officers of the Frisco. In every instance it will be noted that the men started at the very bottom of the ladder, as messengers, clerks, operators, chain men, etc. The road to success, indeed, has not been a short one in any instance, nor has it been a smooth one, as any of them will testify. Their success, however, only reminds us that we, too, have the same opportunity, but unless we are made of the stuff which succeeds, we cannot