



The
Frisco-
Man

27 MARCH 1971

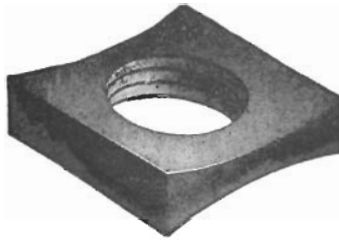
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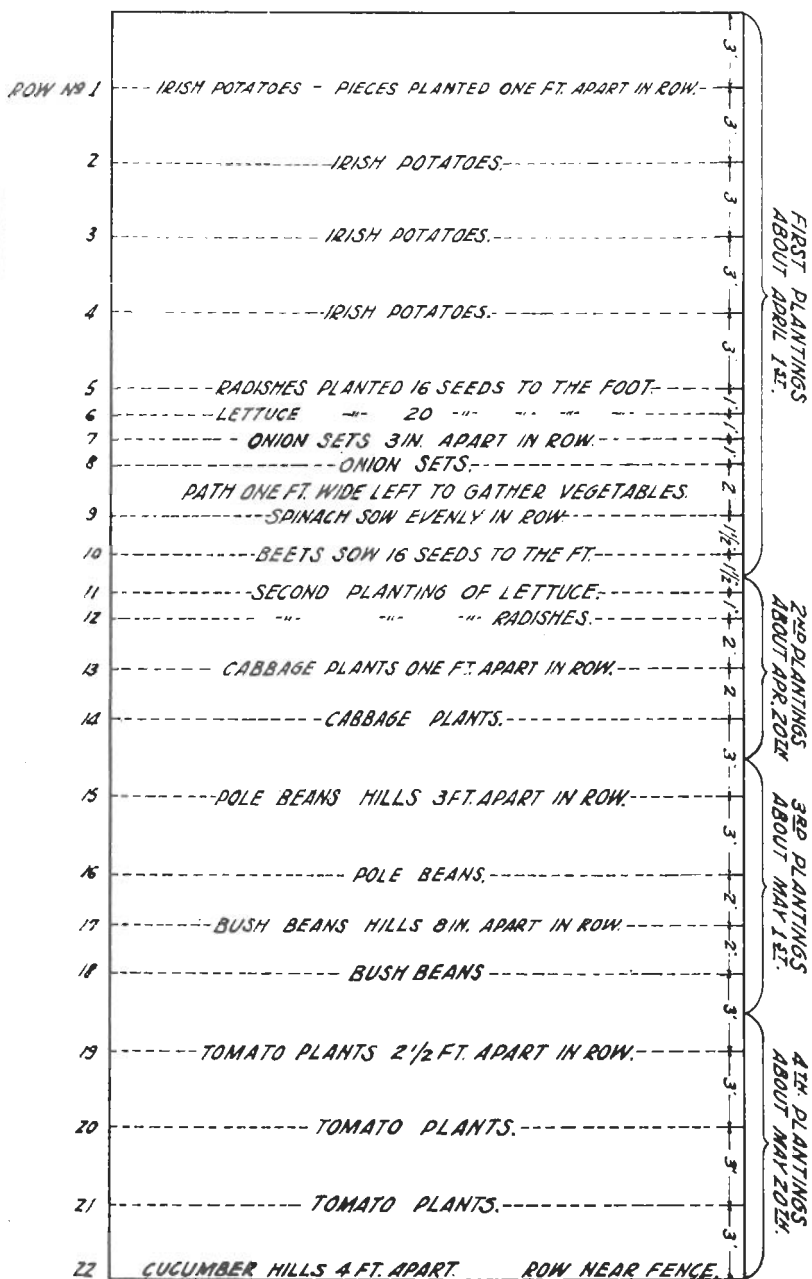
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GARDEN-SIZE, 25'X50'
SCALE OF DWG. = 1/8"IN = 1 FT





THE FRISCO-MAN

Published Monthly by the St. Louis-San Francisco Railway Company
742 FRISCO BLDG. ST. LOUIS, MO.

HOME GARDEN.

Although the Frisco-Man is not a garden journal, its purpose is to aid the Frisco Employees in every way possible. On account of the high cost of living, and as the planting season is at hand, it knows of no better way to aid a majority of the employes, than to help them establish a Home Garden. Below is article by A. P. Boles, Horticulture Agent of the Frisco. The diagram on the opposite page shows a well arranged and systematic garden plot, as layed out by Mr. Boles. This plan is figured on a patch 50x25 feet, about the size of the average back yard, but can be adjusted to a smaller or larger plot as successfully.

Practically every family in a city can locate a small spot of ground for a garden in the back yard, or somewhere near in the neighborhood. The soil may not be rich, or the location convenient, but an earnest desire for a garden and a little work will soon transform the most undesirable location into a profitable garden. Clear the proposed garden spot of all trash, weeds, rubbish and stones.

Tools needed for handling small garden, 25 by 50 feet, or less:

- 1 Spading Fork.
- 1 Garden Rake.
- 1 Narrow Hoe.
- 1 Three Fingred Weeder.

Fertilizers:—The best gardens are grown in rich soils. Only well rotted stable manure, rich dirt, or dried pulverized manure should be applied in the spring of the year. Fresh manure, if applied late in the spring, is liable to injure the growing plants. Spread evenly over the surface of the garden before plowing or spading at least one big load (about one ton) of well rotted manure, or rich dirt. In case neither well rotted manure nor rich dirt can be obtained secure at least fifty pounds of the dried pulverized manure from any commercial fertilizer dealer. Do the plowing, or spading, as soon after fertilizing as possible.

Preparation of the Soil:—Plowing with a field turning plow, where the garden is large enough is more economical than spading. However, a small garden of 25 by 50 feet can be turned very satisfactorily with a spading fork. The ground should be stirred to the full depth of the spading fork prongs—that is, ten to twelve inches. It is best not to turn the top soil completely under in the spring as most of the rich humus is generally in the top six inches of dirt. A thorough job of spading can be done by giving each fork full of dirt a half turn while lifted above the ground. A common garden rake is the best tool to break up the clods and smooth over the surface.

Planning the Garden:—Planting the garden will be easy if the soil has been properly prepared, and a plan laid out for the location and amount of space each vegetable should occupy. In a small garden only such vegetables as will produce a maximum amount of edibles should be planted. Vegetables that take lots of room, or shade nearby plantings, should be left out.

Amount of seed to buy:—The vegetables that give best results in a small garden and the amount of seed needed for each are as follows: Lettuce, 5 cent package; radishes, 10 cent package; onion sets, 2 quarts; potatoes, 1 peck; spinach, 5 cent package; beets, 5 cent package; cabbage, 4 dozen plants; beans, ½ pint bush beans and ½ pint pole beans; cucumbers, 5 cent package; tomatoes, 3 dozen plants.

The vegetables that require more space and more skill in handling are peas, sweet-corn, turnips, carrots, egg plant, lima beans, sweet potatoes, peppers, parsley, okra, rhubarb, asparagus, squash, parsnips, mustard, muskmelons and water-melons.

Time of Planting and Instructions:—The following simple instructions apply to the vegetables suitable for a small garden:

FIRST PLANTING PERIOD ABOUT APRIL 1.

Lettuce:—Leaf, Early Curled Simpson; Head, big Boston, or Improved Hanson. Plant in rows one foot apart. Sprinkle evenly about twenty seed to the foot. make the planting furrows about two inches deep, but do not cover the seed with more than ¼ inch of fine dirt. The head lettuce should be thinned to one plant every six inches. Additional plantings should be made every two weeks to secure a continuous fresh supply.

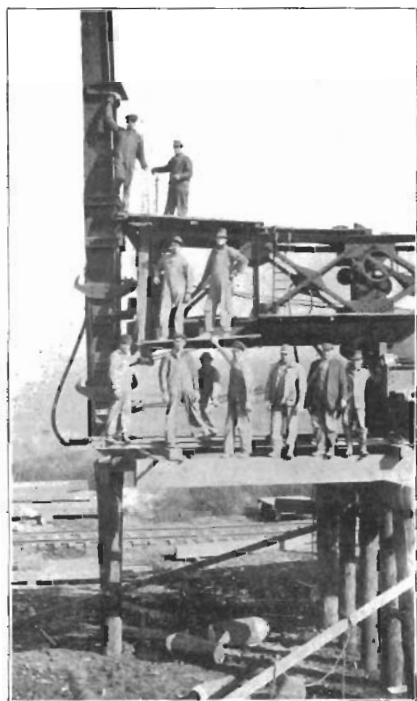
Radishes:—Icele White, Early Scarlet White Tipped. It is advisable to plant two varieties of radishes, one red and one white. Plant in rows one foot apart. Sow about 16 seeds to the foot. Thin out the rows by using the radishes as soon as they become large enough to eat. Plant every two weeks in order to have a continuous supply of fresh radishes.

Onions:—Silver Skin, Prizetaker or Wethersfield. Plant onion sets only. It takes too long to grow them from seed. Onion sets should be planted in rows one foot apart and about one set every three inches in the row. Plant sets deep enough to leave only the tips above ground.

Irish Potatoes:—Bliss Triumph, Irish Cobbler, Early Ohio. In cutting potatoes for seed, each eye should be supplied with an abundance of food to start the young plants vigorously. The pieces should be as large as possible and not bear more than two or three eyes. Good sized tubers should be cut into about four pieces. Single pieces should be planted every 12 to 14 inches in the rows. The rows should be three feet apart. Cover the pieces with from 4 to 6 inches of good dirt.

Spinach:—Victoria, Bloomsdale or Long Standing. It is desirable to have the soil very rich for spinach. Sow the seed in rows one foot apart, and cover with about ½ of an inch of good dirt.

(Continued on page 28.)



The accompanying cut shows Foreman E. W. S graves and gang, River & Cape Division pile driver outfit driving piling at Massey, Mo., for construction of bridge across main diversion channel of the Little River Drainage District, where same crosses our tracks. Foreman Segroves is the second from the left, bottom row.

Progress.

The Texas Special, our new train to Texas was inaugurated March 4. This new train uses the Frisco rails from St. Louis to Vinita, Okla., and the "Katy" from there to Texas. The inauguration of this train marks a new era in railroad progress, since two strong competing lines unite to give the public the best possible service, which means not only equipment, regularity and safety, but the briefest time possible between points as well.

This train is schedule "18 hours to Texas", and cuts the distance by 80 miles.

We Frisco people should all be proud of this new epoch making train.

Red Cross Campaign.

The Frisco made an excellent record in the Red Cross Campaign recently held in St. Louis. Many of the Departments averaged over 100 per cent, while some fell a little short of that mark, the general average was excellent, and the employes are to be congratulated upon their work in this campaign. Our record is one of which we all should be justly proud.

Goes to Nicaragua.

Alvis Reed, of the engineering department, with headquarters at Springfield has resigned to accept a position with the Sinclair Oil Company of Tulsa, to be stationed in Nicaragua. Mr. Reed sailed from New York February 24, to enter upon his new duties. The best wishes of the Frisco family goes with him.

Crain Honored.

Agent F. W. Crain, at Mound Valley, Kansas, has been elected President of the Mound Valley Commercial Club, and is hard at work boosting Mound Valley. In a letter recently he said that his city was becoming quite an oil center, numerous wells having a total output of several thousand barrels daily, are located only a short distance out of the town, affording employment to many of its citizens.

Transferred.

C. M. Wilson, E. C. Peet, and A. G. Schrader of the Disbursements Department, and Walter Kaiser and Art Hoehle, of the Auditing Department, St. Louis, were transferred March 1, to the Bureau of Operating Accounts, Springfield. These young auditing "specialists" have the best wishes of their former fellow "auditors," and the Frisco-Man.



Miss Mabel Burroughs, 7 year old daughter of Section Foreman J. A. Burroughs, Bransville, Mo.

Farewell Party.

Edward C. Peet, was honored, when on February 24, a number of fellow employes of the Disbursements Department, St. Louis, gave him a farewell dinner dance at the Legion of Honor Hall.

Several vocal selections were rendered, being chiefly original parodies on the latest songs, in which much regret was expressed at the loss of so popular a member of our force, and in the grand finale all joined in wishing "Bud" all the success in the world in connection with his new duties with the Bureau of Operating Accounts at Springfield.

An Appeal.

A. M. Olree, section foreman, Luxora, Ark., in the following letter appeals to the employes of the River & Cape Division to "wake up," and to work together to see that that Division is well represented in the Frisco-Man. The Frisco-Man thanks Mr. Olree for his enthusiasm, and hopes that his appeal will meet with a hearty response from all the employes on the River & Cape Division.

I heard a remark the other day that does not speak well for the enterprise of the Frisco employes, of the River and Cape Divisions.

The remark was to the effect, that the employes of the River and Cape Division, were always behind, (as to news in the Frisco-Man).

Now Ladies, and Gentlemen, fellow employes, I am only an obscure section Foreman, in the swamps of Arkansas; and what I might say, may not have much weight. But I know there are men and women on the division, that are as competent as the men, and women on the other Divisions.

So, friends, let's get our heads to working, and see that this remark is not heard again. I for one do not like to hear such remarks about the division I am employed upon, and I feel sure, if we will all get busy, and do our part, we can make the River and Cape Division, as efficient, in every respect, as any other division on the System.

Take us Section Foremen, for example, we could discuss some phase of our work each month. Mr. Phayer, our Road Master; would be more than pleased to appoint us a subject to discuss. We could appoint one of our number to handle this, or perhaps Mr. Phayer would handle this for us. However, Mr. Phayer's office is always crowded with work as it is.

I feel sure, if we could, or rather would, become interested in this way, we could do better work, and also benefit ourselves in knowledge.

Can we get a suggestion from some other Foreman?

Let's get busy, and show the other divisions that we are alive, over here in the swamps.

Very truly,
Your fellow workman,
A. M. Olree.

The accompanying is the "latest" photo of Master Beste, son of Assistant Chief Clerk W. H. Beste, of Disbursements Department, St. Louis, and nurse. Needless to say, "Dad" is justly proud and is strutting around like a Grand Duke. Accept our congratulations "Walt."



The accompanying photograph is that of Ira Yeargan, 13 year old boy artist of Sleeper, Mo. We base our assertion that Ira is an artist upon the drawing of an engine, which he recently sent us, and which appears in another part of this issue. Ira's



father is employed by the Frisco at the Coal Chutes at Sleeper.

J. J. O'Conner.

J. J. O'Conner, machinist who has been in the employ of the Frisco for 43 years, died at his home in Springfield, February 16. Mr. O'Conner was 70 years old. He moved to Springfield when the Gulf road was extended to that city. He is survived by a widow, two sons and a daughter.

The funeral was from the Sacred Heart Church, Springfield at 2:30 P. M., Sunday, February 18.

The Frisco-Man extends its sympathy to the bereaved family.

For Assessor.

J. M. Shy, passenger brakeman of Cape Girardeau, is reported to be seriously considering getting into the race for city assessor of that city.

Mr. Shy has resided in "the Cape" for about 20 years, and is considered one of the best-known men in the city. He has the best wishes of the Frisco-Man in case he decides to enter the race.

The accompanying photograph is that of Jeff Williamson, Chaffee, Mo. Jeff has the reputation of being the champion pile header of the River and Cape Division. He is now with the pile driver gang of Foreman E. W. Seagraves, and has been with the Frisco for 15 years.



Engine of Passenger Train 307 at Cherryvale, Kans., and Engineer Jack Dwire, who is putting on a little "fast oil" before leaving. Photo by Foreman Edgerle of Cherryvale.

The Pension Department is experiencing much difficulty in perfecting records of applicants for pension allowances because time-keepers and clerks having charge of time rolls fail to spell correctly all surnames, and also frequently use nicknames or abbreviations instead of spelling out Christian names in full. In one recent case a surname was spelled twenty-two different ways while the Christian name appeared four ways.

A little improvement has been noted lately which is encouraging, and if every one having to do with the preparation of payrolls would adopt "Accuracy First" as their slogan there would soon be no ground for complaint.

Promotions and Changes.

E. C. Lilley, superintendent western division has been appointed superintendent southwestern division, with headquarters at Sapulpa, vice O. H. McCarty, resigned. This appointment was effective March 3.

A. W. MacElveny, who on January 15 last was made inspector of transportation and maintenance, with headquarters at Springfield, has been appointed superintendent western division, headquarters Enid, vice E. C. Lilley, transferred. This appointment effective March 3.

H. L. Worman, has been appointed master mechanic of southern division, with headquarters at Memphis, vice H. Honaker, promoted. This appointment made effective March 1.

R. O. Johnson is appointed chief-bureau of operating accounts Springfield, vice R. H. Powell, assigned to other duties. Appointment effective March 1.

P. D. Hayes has been appointed to

take the place of F. F. Wilkerson as statistician in the office of T. B. Coppage, general superintendent, first district. Mr. Wilkerson has been transferred.

C. J. Stephenson, chief clerk to J. E. Hutchison, general superintendent, second district, has been promoted to the position of chief clerk to R. F. Carr, assistant general manager, effective March 1.

E. M. Mohler, assistant chief clerk to Mr. Hutchison has been appointed chief clerk, vice C. J. Stephenson, promoted. Change effective March 1.

H. S. Ferguson, has been appointed traveling roundhouse foreman, with headquarters at Springfield, vice H. L. Worman, promoted. This effective March 1.

C. M. Wilson, E. C. Peet, and A. G. Schrader of the disbursements department, and Walter Kaiser and Art Hoehle of the auditing department, St. Louis, were transferred to the Bureau of Operating Accounts, Springfield, effective March 1.



Committee representing the Frisco Employees Nixon Memorial Association. Reading from the left, those in the picture are: (first row), W. R. Land, W. L. Heath, W. J. Mills, J. W. Bowler, H. Hanes, F. A. Wightman, Sam Frizzell, R. A. Reiley, O. V. Smith, A. A. Nowakowsky; (second row), Frank Webb, W. E. Terry, W. E. Loehr, R. C. Mills, Thomas Beggs, F. D. Thayer, T. F. Jones, R. D. Manes, C. R. Creamer, C. B. Woodruff, L. M. Westerhouse, Geo. Sleightholm, J. E. Simpson, J. A. Campbell, (third row), Geo. F. Dunn, J. T. Marsh, R. G. Cary, W. H. Van Valkenburg, C. T. Moxley, J. B. Milton, J. W. Maring, T. M. Jackson, F. M. Andrews, John Dudley, (fourth row), J. J. Bernard, C. S. Pawkett, O. N. Watts, Geo. E. Dornblaser, R. S. Betts, Thos. Turner, A. C. Bland, M. D. Gibbs, and G. W. Green.



OLD TIMES.

By Furry.

The article by Mr. McNair in February Frisco-Man got me in a reminiscent way and I must get it out of my system. Mr. McNair spoke of the great physical changes in the Central Division. There have been many changes even in name. If my memory is correct this division has been known under name of Arkansas-Texas-Eastern & Ft. Smith, as well as Central. There are great changes in personnel. I can think of but two agents who were with the Division when it first built through to Texas, namely McNair and Schaberg. The changes in operating conditions are also many. In the Fall of 1887 when the road was first opened to Paris, there was no U. S. mail service south of Jenson, and no post offices at the newly established towns along the route. The only way for the boys along that line to carry on any correspondence was thru P. O. at Jenson. Every day we would get a large quantity of U. S. mail for the boys down the line and send it to them by baggage car on train No. 1 that night.

There was but one passenger train each way daily between Ft. Smith and Paris that fall and winter. No semaphores or train order signals were in use. Every telegraph station depended upon red flags and lanterns to stop trains for orders. We had a hole in the platform in which to stick the red flag and a nail just outside of window on which to hang red lantern. We didn't know what a clearance card was. If our red flag was out for No. 2 and No. 1 came along they inquired, "who are your orders for?" Our reply, "orders for No. 2, nothing for you," and away they would go, everybody satisfied. At that time the superintendent, two clerks, and three dispatchers was the size of

the Division headquarters crew at Ft. Smith.

The first trick dispatcher was also chief dispatcher and division operator in charge of telegraphers. W. W. Ashald, deceased, was first trick, H. F. Clark, whose first service with Frisco was as superintendent at Sapulpa, was second trick and D. P. Wing, deceased, was third trick.

An official list of station agents in my possession dated February 1, 1888, shows J. A. Mantor, who was Superintendent of Central Division from about 1892 to 1897, as agent at Seventh St. Station, St. Louis; O. M. Conley, General Agent, Chicago, as agent Galena, Kans.; Chas. Hall, General Western Agent, San Francisco, as agent Ft. Smith; W. H. Bevans, our present Asst. Superintendent, as agent Piedmont, Kans., and C. H. Claiborne, Superintendent River & Cape Division, as agent South Haven, Kans. I came to Van Buren in July, 1888, and some time after that (not over a year or two) our present superintendent, C. H. Baltzell, came to Van Buren from Argenta, and opened the St. L. I. M. & S. Dispatcher's office at this place. He was envied by all the young fellows as he was the possessor of one of the old time high wheel bicycles with a small wheel trailing behind. The only trouble with the small wheel was that, like some people, it wouldn't always stay where it belonged, and when it left its place there was trouble for the rider. I will give him the benefit of the assertion however, that generally he kept the small wheel where it belonged. I believe once the contraption did take him into a store via the show window, but we will say nothing about that. This will use enough of your space for this time, and with this bit of reminiscence off my mind I'll tackle the problems of today.

HISTORY OF THE INJECTOR.

Machinist.

To H. Jacques Giffard, an eminent French scientist, mathematician, and engineer, belongs the honor of having invented the simplest apparatus for feeding boilers that has ever been devised.

Giffard had spent much time on developing a light steam motor for propelling balloons. It is therefore not strange that he should also attempt to devise a compact and convenient substitute of the steam pumps then in use. In 1858 he patented his automatic injector.

Upon purely theoretical grounds the method by which he proposed to force a continuous stream of water into the boiler appeared feasible, and if practicable, would possess many advantages over the intermittent systems. The difficulty lay in fulfilling the peculiar conditions required for the condensation of the steam, and the subsequent reduction of the velocity of the moving mass.

Giffard carefully considered the question and made a working drawing. From these drawings a model was made. Considerable difficulty was found in forming the peculiarly shaped tubes, but in these lay the element of success; and the first

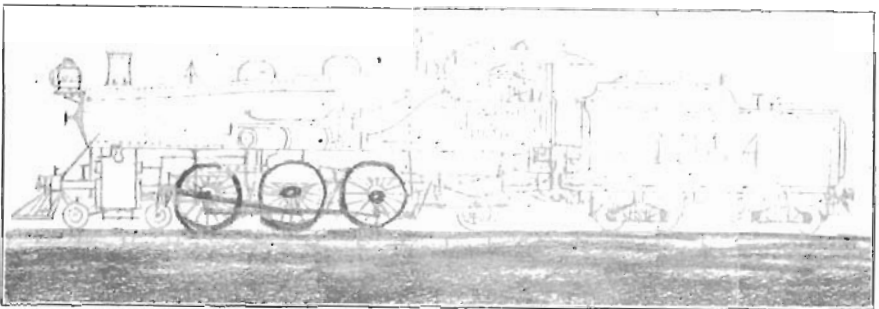
injector constructed fulfilled the expectations of its inventor.

In but few inventions have the principles been so thoroughly worked out by the original inventor. In his patent specifications, Giffard describes many improvements which have since been made.

The injector was introduced into the United States by Wm. Sellers & Co., who commenced its manufacture at their works in Philadelphia in 1860. Of the locomotive builders M. Baldwin was the first to use the injector, applying in September 1860, a number eight injector to an engine for the Clarksville & Louisville R. R. The following month the Detroit & Milwaukee Railroad put an injector in use on one of their locomotives. The Pennsylvania and the Philadelphia & Reading followed in the latter part of the same year.

It is interesting to note that owing to the improvements made in American injectors, they are now extensively used in France; and, have been adopted as a standard on several of the Government railways in that country, the home of its inventor.

(To be continued.)



The above is a drawing by Ira Yeargain, 13 year old boy of Sleeper, Mo. The drawing is an excellent one, but as it was made with pencil, reproduction was difficult.

STUDIES IN TRAFFIC.

Geo. L. Edwards.

Freight Rates—Filing Tariffs.

Accuracy in determining the rates applicable to all shipments from and to his station is perhaps the greatest problem of the local agent.

No one denies the difficulties he encounters in that respect and he readily admits the filing case which contains two, perhaps five hundred tariffs, showing thousands of rates from and to as many different places and applying in different ways upon every commodity from mouse traps to locomotives is the most intricate and troublesome proposition with which he has to deal.

Ability to read tariffs readily and accurately can be acquired only by practice. The different rate structures are published in so many different ways that no rule or set of rules can be laid down which will apply to all tariffs. There are however, some fundamental principles of tariff construction with which all tariffs must comply, and if they are understood, a little time each day given to systematic study and persistent practice will enable anyone to master the tariff case within a short time.

The next three articles appearing in "traffic studies" will take up the subject of freight rates, their definition and application, tariff reading and the subject of routing freight which is inseparably related to that of rates. While these articles will necessarily be elemental, we will discuss such features of rate making and tariff construction as will contribute to an intelligent understanding of the tariffs. However, the fact that practice is the best way to become familiar with a tariff should not be lost sight of.

The first step in rate work is to see that the tariff case is in first class shape. Stamp, record and file all tariffs the day they are received, marking the issues cancelled thereby with the date of their expiration

and removing them promptly after that date. Grievous errors are apt to occur by permitting expired tariffs to remain in the tariff case.

Expired tariffs and circulars which have been removed from the tariff case should be preserved and disposed of in compliance with Mr. Reilly's letter dated March 2, 1917.

Instructions for preparing the tariff case and filing tariffs are found on page 4 of circular 132-U which is on file at each station.

That circular may properly be designated the key to the tariff case.

It contains not only instructions for filing and posting tariffs, but also a list of all tariffs and circulars published and participated in by this company and an index showing just what issues should be on file at each station.

Time spent in perusing that circular until it is thoroughly understood, will be time well spent.

The requirements of section 6 as to posting and filing tariffs have been modified by orders of the commission dated June 2, 1908 and October 12, 1915, and in such a way as to greatly reduce the number of tariffs which the carriers would otherwise be required to file at each station.

Section 6 provides that two copies of all tariffs to which the carrier is a party, be filed at each station where freight is received.

The modifying order requires only one copy of tariffs showing outbound rates applying from such stations and tariffs applying at such stations such as demurrage, absorptions and switching tariffs.

It will readily be seen that this not only reduces the work at each station by eliminating a large number of unnecessary tariffs but also greatly reduces the company's tariff expense.

The order of October 12, 1915, also requires the agent or other representative at each station upon receipt of a tariff or supplement to a tariff, to immediately write or stamp upon the title-page the date upon which it was received and to keep a record by I. C. C. numbers and supplement numbers showing the date received and date posted.

Blanks for recording the receipt of tariffs have been furnished all stations and the importance of filing tariffs strictly in compliance with the commission's order is made quite plain by the following extract from that order:

COLLECTION OF PROPER FREIGHT CHARGES.

C. Goehausen.

TO ERR IS HUMAN, BUT WE SHOULD PROFIT BY OUR ERRORS; and with that idea in mind, call attention to the way we are doing things that results in extra work and sometimes loss, and the way we fail to do other things with the same result.

It, therefore, would seem reasonable that if our attention were called to the errors we make, and we acknowledge the same, that an improvement may be looked for.

The collection of the proper charges on every shipment is of the greatest importance, but from the number of claims filed, it is apparent that the matter is handled rather lightly. The billing agent assumes that the destination agent will revise the waybill and collect the proper charges, while the destination agent concludes that the shipment is correctly billed, and therefore, does not revise the waybill, and delivers the shipment either under or overcharged.

It may not be generally known that the Overcharge Claim Department receives every year about sixty thousand new claims, and it requires a force of nearly fifty clerks to investigate and dispose of the same.

Under the authority conferred upon the Commission by section 6 of the act, to modify its requirements as to publishing, posting, and filing of tariffs, the Commission issues the following order in connection with which it must be understood that each carrier has the option of availing itself of this modification of the requirements of section 6 of the act or of complying literally with the terms of the act. If such modification is accepted by a carrier it must be understood that misuse of the privileges therein extended will result in cancellation of the privileges as to that carrier.

About eighteen thousand of this number are claims filed by shippers or consignees;

Twenty-two thousand by agents for relief of charges on freight short, or money paid out account switching, drayage, concentration, etc., and for uncollected undercharges;

The other twenty thousand are received from connecting lines in which the Frisco is jointly interested.

About three-fourths of the number of claims received from shippers or consignees are settled by paying back the amount collected in excess of the proper charges.

While a great number of claims are filed for overcharge in weight, by far the greater number are for overcharge in rate and classification, and the investigator handling the claim, often wonders if agents ever revise the waybills before they make collection of the charges.

It is true, tariffs are often changed, but if agents would keep their tariffs amended and carefully revise the waybills, there would be a reduction in the number of overcharge claims.

If agents would consider that competition is very keen, and that an overcharge

means a dissatisfied shipper, or perhaps loss of business, they would be more careful in collecting the proper charges.

Shippers are inclined to look upon a loss and damage claim as a necessary evil, but when we collect more money for the transportation of their shipments than the tariff prescribes, we are doing something that "leaves a bad taste in their mouth," even if the amount over collected is promptly refunded.

A railroad is like a merchant; it has something to sell. The careful merchant endeavors from morning till night to satisfy his customers in every way, and thereby retain their good will and increase the number of same. The railroad sells transportation, and the Operating Department works day and night for the speedy movement of the shipments, and when an agent overcharges a shipment, the shipper becomes dissatisfied, and the good service rendered the shipment by the Operating Department is lost. It, therefore, should appeal to all agents to give the matter of collecting proper charges the best attention.

A source of dissatisfaction to shippers is when a shipment is delivered undercharged. An undercharge is hard to collect, and as the Interstate Commerce Commission and the State Commissions require the railroad to collect the proper charges on every shipment, it is often necessary to threaten suit, and in some cases suit must actually be brought to secure the undercharge, which means a dissatisfied patron. In a good many cases the undercharge cannot be collected, for the reason that consignee is out of business, or has moved away and his whereabouts unknown. In other cases there is a dispute between shipper and consignee—one says the other should pay, while the railroad "holds the bag." The losses which the railroad has to assume in cases of this kind have become so great that agents may look for being personally held responsible for the undercharge.

To overcome all these obstacles agents should revise the waybills before collec-

tion of the charges. Agents should remember that a lawfully established rate cannot be deviated from, and that rate, in the eyes of the law, is the same as if it had been established by a special Act of Congress. Shippers and consignees will recognize this fact, and will have no excuse for failure to pay the proper charges at time of delivery of goods.

All waybills when received in the General Office are carefully revised and all mistakes corrected. If shipment is overcharged, agent is instructed to make refund, provided the original freight bill is produced so the refund may be indorsed thereon.

If a freight bill has been forwarded to the shipper, he is notified of the overcharge, so he can file claim or return the freight bill to the consignee that the refund may be made at destination. By following this method, the number of overcharge claims have been greatly reduced, and such action is appreciated by the shipping public.

(To be continued.)



STEAM HEAT DRIPS.

Among the improvements which are embodied in the Chicago Car Heating Co's. Vapor System of heating passenger train cars is the construction of the cut-out valve which permits the shutting off entirely of any part of the heating system without danger of freezing the apparatus.

With some of the older systems of heating it was found advisable by the men operating them to always leave the steam turned on at least partly in order to keep the drip hot and prevent this freezing.

With the Vapor System steam is always on the drip or outlet of the system whether the valves are open or closed.

Write for instruction book which explains this. The manufacturers will be glad to send you a copy. Their address is Railway Exchange, Chicago.—*Adv.*



WITH THE AGENTS



This department is for matters of interest to Agents. All Agents are welcome to contribute.

JOINT FREIGHT AND PASSENGER ACCOUNT CURRENT.

John C. Starkey.

This is the day of improved methods, and in inaugurating a joint Freight and Passenger Account Current, effective February 1, 1917, the Accounting Department has again taken steps to materially reduce the work of our Station Agents as well as promote greater efficiency in the checking of these accounts in the General Office.

Where formerly an agent was required to render one Account Current to Freight Accountant and one to Passenger Accountant, he now compiles but one joint report, which is checked by the Auditor.

Station Cash Book is printed to include both Freight and Passenger receipts and for some time it has been felt that an agent should either be furnished with two cash books or that his Station Account Currents should be combined and thus make the handling of the accounts less complicated.

Therefore it was decided that the joint Account Current would accomplish two much desired improvements at one and the same time. Primarily, and of greatest importance, it would both simplify and reduce the work of agents, and secondly it would enable the auditor to see at a glance how an agent's account stood with the company.

Another improvement has been made in method of making remittances. With the joint Account Current it of course is now unnecessary for an agent to subdivide his remittances as between Freight and Passenger account.

Up-to-date mechanical devices have been installed for the rapid listing, footing and balancing of these agents' remittances and new sheets have been prepared which permit of agents' and conductors' remittances for a whole year being listed on one sheet.

SHIFTS.

D. Meeker installed permanent agent Cabool, Mo., March 9.

E. L. Duren installed permanent agent Birch Tree, Mo., March 9.

B. O. Mooney installed temporary agent Hunter, Mo., March 8.

J. M. Stewart installed permanent agent Grandin, Mo., March 7.

H. E. Eaton installed permanent agent Grand, Okla., March 8.

W. H. Poggemeier installed permanent agent Wilson, Ark., March 1.

W. A. Tayman installed permanent agent Valley Park, Mo., March 3.

L. J. Jones installed permanent agent Franks, Mo., March 5.

C. W. Taylor installed permanent agent Deckerville, Ark., March 3.

S. L. Bateman installed permanent agent Jericho, Ark., March 1.

L. E. Clement installed permanent agent Arden, Ark., March 5.

J. R. Burt installed permanent agent Belden, Miss., March 5.

W. E. Rash installed temporary agent Matthews, Mo., March 6.

C. E. Virden installed temporary agent Dudley, Mo., March 5.

C. D. Wiley installed permanent agent Grider, Ark., February 27.

C. E. Evans installed permanent agent Talihina, Okla., February 28.

C. L. Barnes installed temporary agent Lorraine, Kans., February 28.

C. O. Adsit installed permanent agent Terlton, Okla., February 26.

J. M. Hart installed permanent agent Catale, Okla., February 28.

Effective February 21, Herget, Ark. (Southern Division—Memphis Sub-Division—Station No. C-428) opened as a ticket only agency, E. E. Randolph installed ticket agent.

C. P. Honnoll installed permanent agent Mineral Wells, Miss. February 20.

O. E. Crain installed permanent agent Rosedale, Kans. February 20.

E. E. Tatum installed permanent agent Everton, Mo. February 19.

C. O. McCain installed permanent agent Lebanon, Mo., February 21.

W. T. Staten installed permanent agent Hallet, Okla., February 24.

R. W. Boone installed permanent agent Mannford, Okla., February 22.

L. O. Justice installed temporary agent Southard, Okla., February 21.

C. Parr installed permanent agent Seneca, Mo., February 21.

B. D. DeLaplaine installed permanent agent Granby, Mo., February 20.

W. G. Mullens, installed permanent agent Ritchey, Mo., February 19.

S. M. Mills installed temporary agent Rudy, Ark., February 16.

E. E. Tribble installed permanent agent Weleetka, Okla., February 15.

Chas. Farrell installed permanent agent Deckerville, Ark., February 12.

C. R. Langford installed permanent agent Welling, Okla., February 13.

C. M. Rice installed permanent agent Tuskahoma, Okla., February 9.

S. T. Westwood installed permanent agent Haworth, Okla., February 12.

D. A. Young installed permanent agent Pel, Mo., February 13.

H. M. White installed temporary agent Talihina, Okla., February 10.

R. E. Abbott installed permanent agent Stanton, Mo., February 12.

S. W. Cooper installed temporary agent Sterling, Mo., February 13.

Effective February 9, Rock Island, Okla., (Formerly known as Maney Jct.) opened as a ticket only agency, joint with the Midland Valley.

J. P. Talbot install ticket agent.

W. H. White installed temporary agent Cement, Okla., February 9.

C. E. Gerteis installed temporary freight agent Tulsa, Okla., February 9.

FUTURE EVENTS.

The Southern Hardware Jobbers Association and American Hardware Manufacturers Association will hold a joint Convention in Houston, Texas, about the middle of April.

Southern Cattleman's Association, Atlanta, Ga., April 4-6, Mr. Nealy Bowen, Secy., Memphis, Tenn.

General Federation of Women's Clubs Convention, New Orleans, La., probably April 9-14, Mrs. F. T. McWhirter, 2330 College Ave., Indianapolis, Ind.

Biennial Musical Festival, Birmingham, Ala., April 15. Mrs. A. J. Ochsner, Pres., 2106 Sedgwich St., Chicago, Ill.

Women's Missionary Council of the M. E. Church, New Orleans, La., probably April 9-14, Mrs. F. S. Parker, Secy.,

1702 Beechwood Ave., Nashville, Tenn.

Book Committee of the M. E. Church, Cincinnati, O., April 18, Dr. Extra S. Tipple, Secy., Madison, N. J.

Watermelon Distributors Association, Evansville, Ind., April 19-20.

National Association Penmanship Teachers, Cleveland, O., last week of April, Mr. G. C. Gudmundsen, Secy., Boone, Iowa.

National Organization for Public Health Nursing, Philadelphia, Pa., April 25-May 2, Miss A. M. Walsh, 153 E. Chicago Ave., Chicago, Ill.

American Nurses' Association, Philadelphia, probably April 25-May 2, Miss Katherine DeWitt, Secy., 35 S. Union St., Rochester, N. Y.



Agent J. W. Scott and L. H. Allen, Frisbee, Mo.

WHY IS A RICH MAN

Go anywhere—
pick out the men
who are holding the best jobs—
who own the best property—
you will find that nearly all
began life poor—
their savings were the capital
which started them
to make money.

The Central National Bank

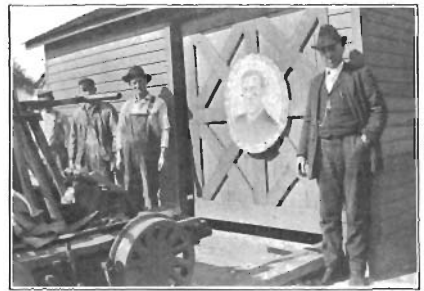
Tulsa, Okla. —Adv.



Mr. and Mrs. J. W. Baty, and Mr. and Mrs. Thos. Pruitt. Mr. Baty is Signal Foreman at Monett.

One of the most important phases of the economical operation of locomotives is the question of water. Until some twenty-five years ago, any water available at wayside tanks was used in locomotive boilers regardless of its quality. About that time, the Dearborn Chemical Company was formed, with the object of making scientific analyses of waters at all points, and treating the waters chemically so as to remove such injurious salts as may be contained, preventing thereby the formation of scale, and correcting other troubles that the natural waters produce, such as corrosion, pitting, foaming, etc.

The Dearborn Chemical Company maintains an extensive laboratory for the analysis and investigation of water conditions, and they are the leading manufacturing chemists in this field of work. They operate manufacturing plants in Chicago, New York City and Toronto, with selling branches in the principal cities of the United States and foreign countries. —Adv.



Section Foreman W. H. Haney and men. Mr. Haney has charge of Section Six, River & Cape Division, Festus, Mo.

Organization without co-operation is like a fiddle with one string—some noise but not much music. —Oracle of the Arab.

The man who burns the candle at both ends is not always considered a shining light in the business world.



Dangerous at Both Ends.

An Arkansas man was recently bitten by a mule with fatal results. This merely shows that the mule is dangerous at both ends.—*New York Globe*.

Qualified.

The trust magnate carefully looked over the young man, who had applied for a position in the office of the great corporation.

"Your appearance seems all right," said the trust magnate, "and your ambitious qualities suit me. Now, as to your integrity: I suppose you have learned pretty well the old axiom that honesty is the best policy? How do you stand on that?"

"In a general way", replied the applicant, "I am for it, but of course I'm not a fanatic on the subject."

"Young man, you give great promise," said the trust magnate. "When may we look for you?"—*Puck*.

The Kind He Knew.

One of the questions in an examination on the subject of stock raising was: "Name four different kinds of sheep."

An inspiring youth gave this for the answer: "Black sheep, white sheep, Mary's little lamb and the hydraulic ram."—*Exchange*.

Conversation.

"Mrs. Chatter seems to be quite a conversationalist."

"Yes. She has three cars to brag about and six servants to complain of."—*Boston Globe*.

All Settled.

"Father knows your'e going to marry sister. I heard him talking about it the other day." "But I didn't know it myself until last night." "Oh, she told you, too, did she?"—*Life*.



Safety First.

Mrs. Safety First—How soon does the next train arrive please?

Mr. R. R. Man—O! in about an hour.

Mrs. S. F.—And how soon does the next train leave?

Mr. R. R. Man—In about an hour.

Mrs. S. F.—Then will there be any trains soon?

Mr. R. R. Man—No, there will not be any trains here for an hour.

Mrs. S. F.—Well, then I think it will be perfectly safe to cross the tracks.

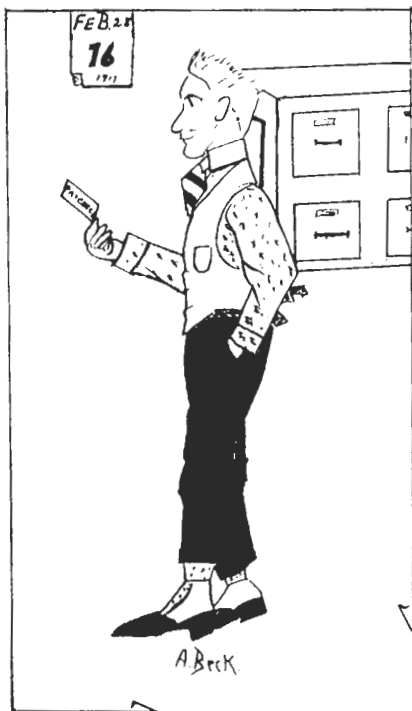
Equal Rights.

Coast Guard—Better not go in here, Miss. There's a man-eating shark around.

The Miss—Oh, dear! Do you think—er—do you think he would bother women?—*Exchange*.

Casabianca Modernized.

The boy stood on the burning deck,
Of engine twenty-three;
Said he unto himself that day,
Said he b'gosh, said he.
"I wonder how she got ablaze,"
When up ran fireman Fox;
Said he, "Begorra, if yez please,
It came from a hot box."



"One" of our eminent cartoonists in the Freight Traffic Department, St. Louis, as seen by the other, drawing his breath.

The Finest Job.

Maloney—Costigan has the finest job on any railroad.

McShane—Has he, indeed! Phwat does he be doin'?

All he has to do in the thrack gang is tramp ties.

And his brother has a foiner snap than that.

Phwat does he do?

He's a bum. All he has to do all day is tramp ties.

Son—Papa, Mr. Wood hauled you two loads of corn to-day, and he cheated you.

Father—Why so, son?

Son—Well some of the shells didn't have any corn in them.

More Like It.

"Now they say they can weigh the conscience."

"By the ounce?"

"I imagine by the scruple."—*Kansas City Journal.*

Defined.

(Scene: A London police court.)

Magistrate—You say he hit you?

Wife—Yes, sorr.

Magistrate—What did he hit you with?

Wife—A motty, sorr?

Magistrate—A motty?

Wife—Yes, sorr.

Magistrate—What is a motty?

Wife—One of them things that ses, "God Bless Our Home" on it, sorr.—*Exchange.*

Extremes.

"Do you think you will ever own a car?" "Why not? The controlling circumstances are bound to meet." "What do you mean?" "Autos keep coming down and I keep saving up."—*Louisville Courier-Journal.*

Both Were Civil.

Little Bennie—Say Bill, what does your father do?

Little Willie—My father's a civil engineer.

My father isn't; he runs an engine.

Well, what's the difference. Guess both of 'em are polite.

How He Lost His Finger.

One day after the brakeman had been explaining the scenery one of the passengers whispered to the conductor:

"Conductor can you tell me how that brakeman lost his finger? He seems to be a nice fellow."

"That's just it, ma'am. He's is so obliging that he just wore his finger off pointing out the scenery along the line."—*New York Globe.*

NEWS FROM ALONG THE LINE

SAPULPA — Inspector Scott of the Bureau of Explosives held a very interesting meeting at Sapulpa in the Y. M. C. A. rooms, evening of February 26. Mr. Scott's lecture was accompanied with some very interesting stereopticon views which brought out very plainly the importance of the careful handling of explosives and we all feel that there will be an improvement in the handling of such commodities. This meeting was attended by 58 people which helped to make same more interesting.

Mr. and Mrs. C. W. Wilkins departed for Springfield February 15. Mrs. Wilkins was telephone operator at this point and Mr. Wilkins dispatcher's clerk. Mr. Wilkins has accepted a position in Mr. Dunlop's office.

Mr. Frank Shannahan returned to Sapulpa February 18 as secretary, relieving Mr. O. C. Moor who resigned. Mr. Shannahan only remained a few days and returned to Springfield February 25 as secretary to Mr. J. E. Hutchison.

R. Robnett, maintenance clerk, spent Sunday February 25 in Oklahoma City.

C. T. Bingemer, O. S. & D. clerk, was in Oklahoma City February 25.

CHERRYVALE—Engineer Rasback of Southwestern division was calling on friends at this point March 2.

E. L. Corrons, truck helper at this point has resigned to accept a position as Inspector for the Santa Fe at Tulsa.

If signs have anything to do with it, spring is surely here, as we notice White Pants are in evidence around Depot Office.

E. L. Corrons, inspector for Santa Fe at Tulsa, formerly employed at this point, has a few days leave of absence and is visiting his family and friends at this point.

WICHITA — Mr. Malone, roundhouse foreman, S. B. Ramsey spent a few days the first of the month in Springfield on business.

Mr. Brown, superintendent, was in Wichita March 1.

No. 309 and 12 are carrying an extra sleeper and also a diner, effective March 4.

We hear whisperings of a motor car service via the Frisco to Augusta oil fields in the near future.

Fred Cogdell, our West End Local Conductor is back on his run after two weeks vacation spent in Memphis, and eastern cities.

Mr. Miller, chief clerk to agent at Fort Scott, spent Sunday, March 4 in Wichita visiting friends. Mr. Miller was previously chief clerk at Wichita.

We have our new machinery consisting of a stationary engine, drill press, etc. in operation at Wichita, and are very proud of it, as this is the first machinery Wichita has ever had.

NARCISSA—Business is increasing as we have some new cattle feeders here. E. F. Powell One of the Frisco customers had some fancy stock shipped in valued at \$1000 per head.

We are figuring on having a new stock yard built same time this month which will reduce the labor of loading. We are receiving corn and cotton seed meal steady, for the feeding of the cattle, also flour. Have hopes for a still better business in the coming summer.

Special Agents T. W. Sherwin and Johnson made this place a visit recently.

PARIS—Paris terminal has had its share of J. R. Gill movements of troop trains from South Texas to Eastern points. A number of trains have passed recently. Record time has been made getting them through the terminal.

Master Mechanic T. F. Underwood visited relatives in Springfield a short time ago.

Sam Heiney of Hobart, Okla., has been appointed to the position of Warehouse foreman at Paris, vice Guy Killen transferred to the bill desk.

J. B. Allred has been appointed night yard clerk and night weighmaster in charge of the yard, vice J. W. Price resigned.

Elwyn Howard has been appointed call boy, succeeding Mr. Allred.

C. R. Adams, station accountant, and wife were recently called to Joplin account serious illness of relatives.

The carpenters are at Paris repairing the Union Station and building a carpenter shop at the roundhouse which was destroyed by fire a few months ago. The bridge gang is repairing the Paris stock pens.

A large force is at work on the P&GN line from the Red River to Paris grading and preparing to lay new steel over the entire line.

Our first trick operator, Clyde Hearn, makes frequent trips to Antlers, which we understand are becoming real serious. We wish him well, anyway.

Second trick operator, Miss Neva McCalister, visited friends in Wister, Okla., a short time ago.

KANSAS CITY—TO EMPLOYEES: We do not M. C. Whelan wish to slight any one department in these items, and certainly would be glad to have anyone having a news item to phone the storekeeper's office, giving information. Let's all get in the game and make interesting and something worth while.

John Forster, master mechanic northern division, has been taking a 30 day leave of absence, and returns looking fine. He states he feels like a two year old.

H. L. Worman has been looking after the interests of the mechanical department in the absence of Mr. Forster.

M. C. Whelan, blacksmith foreman, who was off in bad order recently is back on the job, and wishes to thank Mr. Curry for the excellent emergency treatment.

The new viaduct connecting with the Kansas side is now finished and street car connections and transfers made on same. This eliminates the danger of Frisco Employees crossing the tracks to reach the street cars.

Mr. Ferguson, our efficient roundhouse foreman, who is 6 ft. 2 in his—shoes, surely enjoys dancing, and of course likes to have the ladies look up to him. Enjoy yourself Hugh.

V. E. Price, chief clerk in division storekeeper's office, has been off a few days with a bad case of the La Grippe.

Earl Pollock, stock clerk in the Store Department, has been off several days with La Grippe.

Coming to work one morning recently we thought the Kaw River had come over to pay us a visit. The water pipes bursted near the shops and the transfer table was a good sized pond, while the yard office was in the middle of the River. Matt Flanagan and Chas. Kew think it a little too cold at "10 above" to go wading.

We are glad to hear that C. E. McKenzie is improving nicely from his recent illness.

Mr. Wilcox spent a few days in Kansas City lately.

The Frisco-Man

C. I. Miller, storekeeper at Ft. Scott, was around here a few days ago.

C. E. Lindsay, car foreman, Joplin, was here on business one day during the month.

We are very sorry indeed to hear that John Cosgrove, steel car repairer, lost his twins.

We are glad to hear of the promotion of H. S. Ferguson our roundhouse foreman, to traveling roundhouse foreman. That is to say, with the exception of "Hughie". However, we all dislike to lose "H. S." from among our fold.

H. H. Swanson, car repairer, reports a 9 pound boy born February 15. Congratulations Harry.

C. A. Bloom, for a number of years employed in coach yard, passed away March 5. He has two sons, Elden and Emil, working in the store department. The family has the sympathy of all.

George Samms spent Sunday the 4th in Fort Scott. George says there is certainly some attraction there for him.

C. R. Kew spent Sunday in Springfield all by himself. Charles says no one works in Springfield on Sunday.

The Mill has been shut down for a week account of broken shaft. However, it is again running full force.

Harry Musselman, brakeman, has been laying off a few days, layed up with the La Grippe.

Glad to report the first beautiful day for sometime, Thursday March 8.

E. J. Price, general storekeeper, was in Kansas City on business one day during the month.

CAPE GIRARDEAU—Engineer Martin is on the sick list and Engineer George Roth is holding down his job on 853 and 854.

Both steam shovels are working again after a few days suspension on account of a breakdown.

Thomas Danks is on the sick list.

Two work trains are hauling dirt to fill up the large hole on the river front and if the weather stays nice they will soon have it done.

White Dodger's gang are doing quite a lot of repairing around the shops.

Bill Wallace, veteran tool room man, has a quick way to clean stove pipes. Bill got up one morning sometime ago, and threw about half a bucket of coal in the stove. After waiting about half an hour she did not warm up to suit him. Grabbing the coal oil can he dashed about a quart of coal oil in the stove. It did not hurt Bill any, but he came to work without any breakfast to give his wife an early start at cleaning up the wreckage. Bill says he will guarantee this to clean any stove pipe.

SPRINGFIELD—C. J. Stephenson for 17 years Mrs. G. M. Bear an employee of the Frisco and who for the last three years has been chief clerk to J. E. Hutchison, general superintendent of the second district, has been promoted to the position of chief clerk to assistant general manager Carr.

E. M. Mohler, assistant chief clerk to Mr. Hutchison, has been promoted to chief clerk to succeed Mr. Stephenson. He has been assistant chief clerk for three years.

J. H. Doggrell, superintendent of transportation for the Frisco, represented the road at the

conference held in St. Louis recently relative to relieving the freight congestion at that terminal, and other parts of the country. A. W. McElveny, inspector of transportation, represented the Frisco at a number of conferences, but returned to Springfield, February 27.

Eldon Elmore, timekeeper, will visit in Tulsa, Okla., until April 15.

E. R. Pojoy, millman, will depart for a visit in St. Louis soon.

Mrs. C. F. Myers wife of machinist Myers, will visit at Seneca, Mo. soon.

George E. Williams visited at Marshfield recently.

F. W. Young and wife will visit at Fort Smith, Ark., during March.

Mr. and Mrs. P. J. Moore will depart soon for Monett where they expect to spend a month. Mr. Moore is a machinist.

B. F. King, wife and son Claud are planning a trip to Wichita, Kans. Mr. King is a car repairer.

W. B. Lipe, Frisco Safety Appliance Man, and wife will depart soon for Tulsa, Okla. where they expect to visit until May 1.

W. E. Gammill, painter's helper, is planning a visit at Chaffee, Mo.

HUGO—J. C. Miles, weightmaster, has been S. Johnson transferred to Sapulpa, we regret to see

Mr. Miles leave us but wish him success in his new position.

H. S. Baker, outside foreman has been appointed weightmaster to succeed Mr. Miles transferred.

Harry E. Weaver has been appointed Outside Foreman succeeding H. S. Baker, promoted.

Pat Caffee, warehouseman has been installed as Night Baggageman succeeding H. E. Weaver, promoted.

It is noted with pleasure that a flag pole has been erected at the Roundhouse and Shops. The Stars and Stripes now wave over the Mechanical Department as well as Freight and Passenger Stations.

K. F. Hodgens, clerk to Assistant Superintendent Claiborne is absent from duty account very sick mother.

MONETT—Frank De Groat, a former Monett boy Frank Kyler has been appointed night chief Dispatcher at Sapulpa.

The yard force at night have to be a little more careful now for fear of delaying No. 1 or No. 2. Monett yards are full at present, in spite of the embargo.

General Chairman Hazel of the O. R. C. passed through Monett a few days ago enroute to points in Texas, on business pertaining to the order.

General Manager E. D. Levy was a recent Monett visitor.

Chief Caller R. F. Kirby has been laying off. W. O. Gates relieved him.

Fred Smith, night general yard master has been laying off.

Mr. John Patton has been appointed to night mail and baggage foreman, Miss Blanche Clutter accepted his former position as stenographer to Agent W. J. Mills.

Our curiosity has been satisfied; even now and then we get a look at the new engines, and we have ceased to crane our necks and open our mouth when one looms in sight.



SAFETY FIRST ROLL OF HONOR.

The Frisco-Man sets aside this space for the honorable mention of meritorious acts or deeds, performed by the Frisco Employes, whereby probable accidents are avoided, and which acts are not a part of the routine duty of that person.

W. BAKER, General Agent, Cape Girardeau, notice several places in freight platform with holes in them where employes liable to step or break through. Got some boards and nailed them across until permanent repairs could be made.

J. B. ALLBRIGHT, Section Foreman, Hayti, saw brake beam drop off car being switched in yard, picked it up, and a few minutes later a cut of cars was shoved in on this track, probably saving a derailment.

E. A. HARBIN, Agent, Barnhart. While X732 backing in passing track, noticed rail seemed broken, examined it and found 5 feet broken off, notified dispatcher and section foreman, who repaired same.

N. C. KETRING, Conductor, found car of automobiles in yard, Cherryvale, Kans., with door open, reported same to car foreman who had door closed and blocked.

J. KINCAID, Signal Maintainer, Pleasanton, found piece broken flange at Fulton, reported same to dispatcher. Found car in train No. 140 at next station and set car out, no doubt saving a bad derailment.

S. B. SMITH, Engineer, and **M. YANTZE**, Fireman, on No. 111, March 2, approaching Marmaton River Bridge, just north of Ft. Scott. Saw smoke coming through the bridge and found stringers on east side on fire. Carried water and put out the fire, which no doubt saved the bridge and heavy loss, as well as tying up the line.

R. W. ZACHRITZ, Engineer, **J. E. CONELL**, Fireman, **BEN HERNDON**, Engine Foreman, **H. CONERS** and **C. BRIGGANCE**, Switchmen, on yard engine 802, Sapulpa, February 16, found horse caught in trestle. Stopped engine, got off and took the horse out without injury to animal, probably saved the horse being struck by some inbound train, and possibly a derailment.



SAFETY FIRST



Office of Superintendent, Southwestern Division, Sapulpa, Okla. Reading from the left those in the picture are: D. E. Buchanan, Chief Clerk; Mrs. A. Morgan and Miss B. Sheppard, Stenographers; C. T. Bingemer, O. S. & D. Clerk; J. L. Quinn, Asst. File Clerk; R. Robnett, Maintenance Clerk; F. Shannahan, Stenographer; Geo. Müller, File Clerk; M. E. West, Transportation Clerk; C. C. Peek, Asst. Transportation Clerk, and Mrs. E. Denny, Stenographer.

Meet Us in Pacific.

St. Louis Frisco Women's Safety League is going to Pacific, Mo., Thursday, April 12, for its regular monthly meeting. We will go out on train 79 and return on train 88. We will be served dinner in Pacific. Our object is to enthuse the Pacific Frisco Women in the Safety Movement. All members of St. Louis Frisco families are cordially invited.



ST. LOUIS LEAGUE.

The St. Louis Frisco Women's Safety League held its regular meeting in Superintendent Conley's office at Tower Grove Station, March 9. A very enthusiastic crowd of ladies was present. The president called the meeting to order at 2:45 P. M., after which followed the usual order of business, as follows: Minutes of pre-

vious meeting read; minutes of other Leagues meetings taken from the Frisco-Man; committee reports, etc.

The president presented the Red Cross subject to the League, and asked as many as could to lend assistance and join this worthy movement. Six members were obtained.

A number of letters were read to the League, and announcements made.

The matter of increasing membership was thoroughly discussed, and everyone present promised to bring one Frisco Woman to our next meeting. It was decided to make personal calls on those whom we know should be interested in the Safety Movement.

A resolution was passed unanimously that our League have a "Penny March" as a means of raising a Flower Fund.

A second resolution that passed unanimously was that all future meetings of this League be held on, or along, the Frisco proper.

It was decided that the next meeting would be held at Pacific, Mo., for the purpose of interesting the League there in the work, and to induce them to become active members.

Meeting was adjourned at 4:45 P. M.

HUGO LEAGUE.

Meeting was called to order by President Mrs. Guy Simmons, at 2:30 P. M., in the Assembly Hall. After the minutes of the previous meeting were read and approved, an instructive talk was made by Mrs. Floy Newland, in which she spoke of and illustrated so many different ways we might put Safety First into use, she also spoke of and encouraged the League to consider Federation, which was discussed by the members, but put off until next meeting.

Clippings from the Frisco-Man were read by Mrs. J. H. McDaniels and Mrs. W. A. Fitzjohn, and were enjoyed by all present.

Miss Brennan and Mrs. Howse were asked to prepare papers for the next meeting.

Meeting adjourned at 4:00 P. M.

CLINTON COMMITTEE.

Meeting called to order 2:00 P. M., February 18, with the following members present: C. O. Claiborne, E. H. Hess, E. P. Wirth, M. M. Kruse, B. E. Hord, C. A. Stevens, A. T. Laney, John Smith, Wm. Balke, and Jack Organ.

Minutes of the last meeting read for the benefit of those not present at that meeting, after which the regular order of business was taken up. A number of cards were turned in, each of which was discussed, and acted upon.

Mr. Laney was requested to prepare a paper on Safety First for the next meeting.

Meeting adjourned at 3:30 P. M.

FORT SCOTT MEETING.

Northern Division Safety First Committee meeting held in the office of Superintendent Fort Scott, Feb. 17, 1917. Called to order by Acting Chairman C. F. Hesser.

The following members were present: C. F. Hesser, asst. superintendent; J. J. Cummins, asst. superintendent; C. D. Toler, asst. superintendent; E. E. Dix, general agent; G. L. Swearingen, general yardmaster; W. I. Elliott, roadmaster; Tom Hall, roadmaster; Stanley McQuitty, warehouse foreman.

A number of cards were turned in and each was thoroughly discussed.

The committee joined in a Safety First discussion in general, after which meeting adjourned.

FAYETTEVILLE COMMITTEE.

Meeting in the District Claim Agent's office, Fayetteville, Ark., called to order at 2:30 P. M., March 3. The following members were present: Ree Alley, secretary; C. B. Fugate, section foreman; J. W. Robinson, car foreman; J. R. Pearce, division foreman, and Cleve Goff, switchman. Visitors: W. R. Maddock, claim agent; J. W. Taylor, lineman, and Mr. Smiley, lineman.

On account of many of the members being absent it was decided to abandon formality and handle everything by open discussion. Many subjects were brought up before the Committee, which were fully discussed and acted upon.

Meeting adjourned 3:50 P. M.

TUPELO SUB-DIVISION.

Meeting held at Amory, Miss., called to order at 2:00 P. M., March 3, by Chairman M. D. Ross. Those present were: J. R. Buchanan, O. E. Bradway, J. B. Tyler, and W. S. Carver. The chairman read a copy of the minutes of the Birmingham Committee, and some of their work was discussed by the committee.

A number of cards were turned in, and each was handled in the proper manner. Meeting adjourned at 3:00 P. M.

SALEM COMMITTEE.

Meeting held in the office of the station agent, was called to order at 8:00 P. M., February 16. Those present were: A. McCormick, foreman; E. M. Frew, agent; Percy Pelton, night foreman; Chris Jasen, section foreman; B. E. Lutzengerger, brakeman; Thos. R. Judd, car repairer; Joe Norton, cashier; Ray Johnson, warehouse man and J. L. Bangert, clerk. Visitors present were: G. H. Lutzenberger, conductor; D. B. McMurtrey, brakeman; Clem Satter, engineer; Henry Mayberry, brakeman; Chas. Leonard, operator; W. E. Smith, brakeman; R. M. Furry, fireman, and Paul McMurtrey, brakeman.

The minutes of last meeting were read and approved, after which the cards were

taken up and disposed of. Meeting adjourned at 9:00 P. M.

KANSAS CITY COMMITTEE.

Meeting held in office of Superintendent Terminals, Kansas City, January 28, with the following members present: J. M. Flanigan, chairman; F. E. Morgan, clerk; A. Matthews, B. & B. foreman; H. Ferguson, roundhouse foreman; G. M. Green, section foreman; D. W. Cadagan, agent; M. F. Flanigan, yardmaster, and C. Nelson, G. F. C. D.

Meeting called to order at 9:45 A. M., by the chairman. After roll call minutes of previous meeting taken up and approved, after which the cards received since last meeting were taken up and acted upon.

H. Ferguson, roundhouse foreman, read a paper on Safety First which was enjoyed by all.

INSPECTION COMMITTEE REPORT.

By Committee.

The committee appointed by Master Mechanic Forster, at Kansas City, to inspect and report on the condition of machinery and tools, met at 12:30 P. M., February 7, and reported their individual findings, and discussed ways and means toward improvements where necessary.

The question of unsafe hand chains was particularly investigated on account of some two or three injuries being sustained by the careless manner or other causes, from breaking of hand chains. We find while we have $\frac{1}{4}$, $\frac{3}{8}$, $\frac{1}{2}$ and $\frac{3}{4}$ inch chains, the smaller sizes are in nearly all cases used by the workmen regardless of the weight handled. We also found a number of "my own chains" in the shop. It was recommended by the committee that $\frac{1}{4}$ inch chain be eliminated for shop use, except for special jobs, the committee to decide the special jobs.

All chains were ordered to blacksmith shop for repairs and bad chains replaced

by new ones with flat hook instead of square, ordered that chains be examined each 90 days.

A few sledges with defective faces were found, and handles ordered cut out at once and sledges sent to blacksmith shop along with wrenches with spread or crooked jaws.

The committee was not positive as to the scope or extent to which it should go, as to whether we should act on the general condition and proficiency of machinery and tools in general, or only as to Safety in the use of same. We decided to combine both, as one without the other will not bring the proper results. It was recommended that all tools with defective heads should be gathered up and dressed on the afternoon of the last work day each week.

Also, that a form be gotten out so each recommendation can be filled in by the committee and a copy handed to the

General Foreman and one retained by the committee, date of recommendation shown thereon.

The committee again met at 12:30 P. M., February 9, and a committee of two was appointed to see Mr. Flanigan and Mr. Kew as to condition of shop hospital, and also toilet rooms, and to report at the next meeting. It was decided to keep note book, and each member of committee note any improvement necessary in machinery, tools or safety appliances, and to report at the next meeting.

It was brought out that on account of the limited number of men it was necessary to repair tools about two days per

week, so as not to interfere too much with other work. This could only be remedied by a small additional force. Guards recommended placed on machines was checked up and committee ordered to notify General Foreman of those not so applied. The shortage of bolt cutter dies and flat chisels noted and General Foreman notified. Numerous other questions were discussed, such as careless handling of oxyacetylene tools and appliances by car department employes. Efficiency in the care and use of tools and the concentration of tools and appliances at one place so a check could be kept on efficiency and carelessness of the users of same.



Safety Record.

The Frisco makes a new record in Safety First. The number of casualties to trespassers on the company's property has been checked.

A record compiled in the office of F. A. Wightman, superintendent of safety, shows that for the four months ending October 31 last, the number of casualties to trespassers and "outsiders" totaled exactly with the same period in 1915. Another record shows that casualties to employes at the Reclamation Plant at Springfield, have been reduced 5 per cent.

This remarkable record is the result of increased efficiency in the Safety work of the Frisco. It has been made in spite of increased operation, and in chance for more accidents at the Reclamation Plant, the feat of reducing the casualty list was accomplished in the face of a 35 per cent increase in the total number hours of labor.

During the last year Superintendent Wightman has waged a ceaseless campaign against the carelessness of persons who have no right to trespass upon the railroad property. Every effort has been put forth to demonstrate the dangers of such practice.



Crossing Watchman John Robertson, Oklahoma City, and shanty built by himself.



APPEARANCE COUNTS.

I recognized it from appearance, so will you.

Whenever or wherever you see a Silver Gray Locomotive Front End, or a good lasting Black on a Coal Car with real white stenciled letters that are not discolored, or a well preserved Steel Bridge that does not rust, you can set it down that there is a good reason for these conditions. What is the reason?

"RABOK" paint to be sure.—*Adv.*



Claim Prevention.

H. E. Gabriel.

If at the end of the month the man who reads your gas meter should present you with a bill that was out of all proportion, as compared with the amount of fuel you figured had been consumed, you would immediately surmise that something was wrong in the pipe line, and that a large amount of fuel was escaping, from which you were receiving no return, and beyond doubt, action would be taken at once that would result in locating the leak and stopping it.

Should any of us become connected with a mercantile firm, through financial investment, we would make it a point to investigate their manner of doing business and see whether or not all legitimate returns were being secured. Should it develop that through mishandling and thoughtlessness the firm was losing about three or four per cent on this investment, we would immediately institute a method of investigation and education, that would have a tendency to reduce this loss.

This rule also applies in the handling of railroad traffic, and, considering the thousands of tons of freight shipped in the course of a month, it is easy to see that little things occurring at each and every station (some of which apparently caused by negligence), quickly ran the leak up to thousands of dollars.

In times past very little was thought of the possible breaking of a box, containing a class of freight that would thereby sift out and cause the loss of a small portion of its contents. A torn sack of flour meant practically nothing to any member of the train crew or station force. If a cow got down in a car, and there was no one in charge of the stock, it was customary to move the car on and shift the responsibility to some one else, with the result that the animal would probably be dead on arrival at destination, thereby

causing a loss that could easily have been avoided had the matter been handled properly and promptly.

It is not uncommon now days to hear of section men or others, around stations, noticing a leak in the side of a car that was going by in some train. This car contains grain or some commodity that could easily sift out and before the car arrived at destination, it is more than probable, a large loss would have occurred. Instead of passing this up, telegrams are sent to the men in charge of train at the next telegraph station and they will stop the train at once and temporarily repair the damage, carrying the car to terminal where permanent repairs are made. At the present price of grain, such action would mean a saving of considerable money in the matter of Freight Claim Payments, that would otherwise be paid when car was placed over a scale at destination and it was found the weight was considerably below that at which it was billed.

Every superintendent is glad to note that his section foremen are reclaiming hides from animals that have been killed, but it is with greater pleasure that he observes the great reduction in the number of animals killed. The latter reflects great credit on his section forces in repairing and maintaining right-of-way fences, and also the attention that engineers are giving to matters of this kind and the handling of their engines to avoid striking stock. The men on a fast passenger or freight train dislike very much to reduce the speed of a train that has probably caused him to exert unusual effort, in order to overcome time lost on schedule. In the past the stopping or slowing down of a train, in order to avoid striking stock, was never thought of, but, through the system of education that has been going on with respect to the amount of money paid out for the killing of stock,

the men have taken this as a personal matter, and a great effort on the part of all of them, generally, has reduced the number of animals killed, for which they are responsible.

The remarkable showing made on the Frisco, through the intelligent handling of this subject, and the ready and willing aid given by all classes of employes, speaks plainly what can be accomplished.

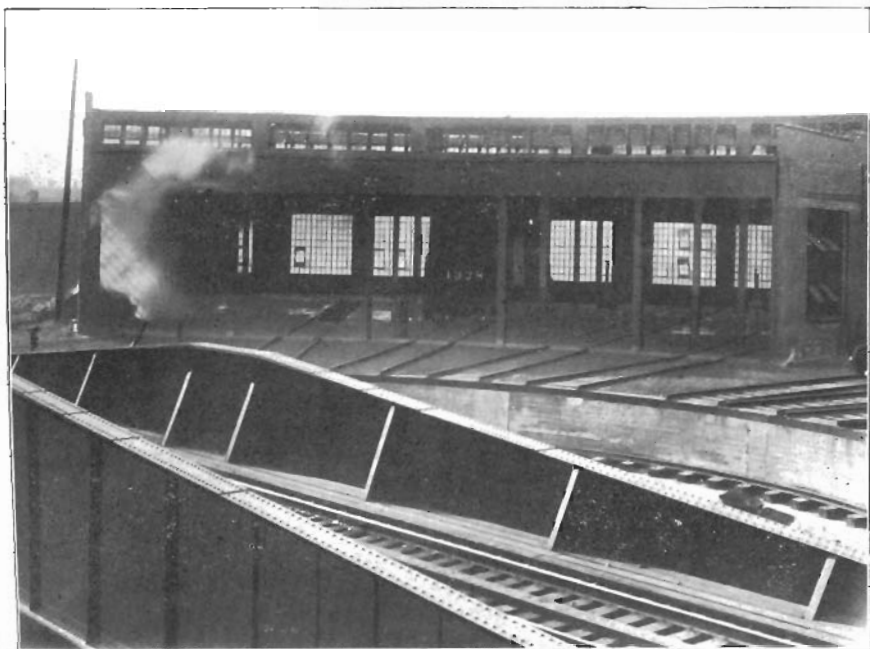
Freight Claim Prevention is a subject upon which volumes could be written, and the statistics sent out by our Freight Claim Superintendent are so arranged that they constitute very interesting reading and create deep interest in the minds of all who have to do with the handling of freight. The good that has resulted from the distribution of bulletins and other reading matter is reflected in results, and has been responsible, in a great degree, for the decrease in our Freight

Claim Payments per thousand dollars of revenue earnings.

☞
Be More Efficient.

R. O. Beale.

“There may be some difference between inefficiency and immorality, but we have never been able to tell what it is. The results from inefficiency and the results from immorality are always the same. There is absolutely no difference whatever between a man deliberately stealing or wasting his employer’s money. Whether the money is stolen or wasted the result is the same. The difference in intent makes no difference in the result. Inefficiency is the result of ignorance, so is immorality. Let us all put forth every effort to make ourselves more efficient in handling our work in every branch of service and realize our slogan—\$8.50 Freight Claim Payments per \$1000. gross Freight Revenue.”



Roundhouse and Turntable, Chouteau Ave., St. Louis.

(Continued from page 4.)

Beets:—Early Blood Turnip Beet, or Crosby's Egyptian. Beet seed may be planted as soon as ground can be properly prepared in spring. Sow the seeds in rows eighteen inches apart, and cover with at least $\frac{1}{4}$ inch of dirt. As soon as plants are growing nicely thin out to stand three inches apart in the row. Plant a new bed every two weeks to secure a continuous supply of tender beets throughout the summer.

SECOND PLANTING PERIOD ABOUT APRIL 20.

Cabbage:—Early Wakefield, or Flat Dutch. Cabbage will do well in any good garden soil. The best results will be obtained by securing cabbage plants from three to five inches in height for transplanting. Set the plants as deep as the first lower leaf. Make the rows at least two feet apart, setting the plants one foot apart in the row. Frequent cultivation will be necessary to succeed with cabbage. A small handful of air slacked lime placed around each plant at least one inch from the stem of the plant will serve as a protection against club root, or stem rot.

Plant additional beds of lettuce, radishes and beets.

THIRD PLANTING PERIOD ABOUT MAY 1.

Beans:—Bush Beans, Improved Golden Wax, Stringless Green Pod. Pole Beans, Kentucky Wonder.

Bush beans should be planted two or three seeds to the hill to insure a good stand. The hills should be six to eight inches apart in the row and the rows at least two feet apart. Cover the seed with at least one and one-half inches of good dirt.

Pole Beans:—On account of the height of pole beans, the hills should be at least three feet apart each way. Plant from six to eight seed to each hill, thinning out to two or three after plants are nicely

started. A strong pole or small piece of lumber from five to seven feet long should be set firmly in the ground within two to three inches of the growing plants. Sweet corn planted in the hill two weeks before the beans are planted will furnish a very satisfactory support for the vines and save the expense of securing poles. The plant may be pinched back when its growth reaches the top of the pole. This will force its growth of side branches.

Additional plantings of lettuce and radishes.

FOURTH PLANTING PERIOD ABOUT MAY 15.

Cucumbers:—Evergreen, or Extra Long White Spine, or Improved Long Green. Cucumber vines will spread over considerable area unless their growth is trained on fences or some support provided for this purpose. Sow about ten seed to the hill, dropping them well apart. The hills should be at least four feet apart. Cover seed not over $\frac{1}{2}$ inch deep. When plants are firmly established thin to four plants to the hill. Cucumbers ought to be picked every other day to insure a continuous supply whether they are needed for the table or not.

Tomatoes:—Spark's Earliana, New Stone. On account of the difficulty of raising strong, healthy tomato plants from the seed at home, it is best to buy plants ready for setting in the garden. Secure plants from five to ten inches in height, with good stocky growth. Young tomato plants are very tender and should be handled carefully in resetting. Keep the roots damp or moist at all times. Set the plants in the garden about $\frac{1}{2}$ inch deeper than they were in the for ing bed. Tomato plants will grow very large in most soils. For this reason, plenty of space should be left between the rows, at least, three feet. The plants may be from two to three feet apart in the row. Either wires stretched from posts set eighteen to twenty feet apart in the row,

The Frisco-Man

or a separate pole for each plant should be provided to keep the plant off the ground. In this way, insuring plenty of air and sunlight for the maturing fruit. Tomato vines properly handled will produce fruit continuously throughout summer and fall.

Cultivation:—As soon as the plants appear above the surface of the ground cultivation should begin. Every good gardener should plan to stir the soil over the entire garden at least once every ten days during the first three months of life of the garden. The garden rake will stir the ground sufficiently deep unless weeds have been allowed to secure a hold. In that case, the narrow hoe, or the three fingered weeder will do the work much better.

In cultivating Irish potatoes, it is a common practice to draw the dirt up to the row making a ridge. This practice is not necessary except in very wet soils, where the ridge is made to better drain off the surface water. Careful, shallow cultivation will hold the moisture in the ground and keep the soil in good condition.

Water:—During the dry hot periods in the summer it will be necessary to water the garden. It will pay to go to considerable trouble to supply water when it is needed in the garden because at the time the garden is suffering from lack of moisture vegetables become scarce and consequently higher in price. In watering, give a thorough wetting either by irrigation or sprinkling, preferably in the late evening. After each watering, let the ground dry enough to give a good shallow cultivation before watering again.



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If name of Course you want is not in this list, write it below.



The Frisco-Man proposes to set aside each month space to be devoted to the discussion of Home Topics. This page solicits contributions from the Frisco Employes generally, and Frisco Women especially. If you have a new recipe for preparing any article of food let us have it—anything pertaining to the Home.

Pimentos and Cheese Sandwiches.

Mrs. E. L. H. Chaffee.

Get 20c fresh cream cheese and one can pimentos, cut cheese into small pieces and run through chopping machine or grinder alternating with pimento till all are used, so they will be well mixed, add a dash of pepper, salt and catsup, spread between saratoga flakes, salt crackers or rye bread. They are delicious.



American Gulash.

Mrs. E. L. H. Chaffee.

Here is a dish, which should be a great favorite with large families. Get 35c beef stew, one can tomatoes, 10c cream cheese, one pod garlic and make egg noodles. Put meat on to boil, add salt, pepper and the garlic. When meat is tender remove from broth and place noodles in to be cooked, into another pan put tomatoes with the cut-up cheese and put in the meat which has cooled by this time, so you can cut it in small pieces. Let cook ten minutes, then mix with the noodles and broth.



A very good way to clean soot from stoves is to burn potato peelings.

The woman who likes to crochet will find a black sateen apron very valuable in saving her eyes.

Beet vinegar makes deviled eggs very pretty and appetizing.



New Way to Serve Spaghetti.

Mrs. L. S. B. Joplin.

Cook spaghetti in salt water until tender. In another pan put 1 heaping teaspoonful butter, one minced onion and

three or four slices bacon minced very fine, frying until light brown. To this add 1 tablespoonful flour and 1 small can tomatoes that has been run through collander. Season with salt and pepper, drain spaghetti, mix two together, and serve hot. It is delicious.



Eggless Corn Bread.

Mrs. W. F. H.

Two tablespoons butter, two cups corn meal, one cup flour, three tablespoons Royal Baking Powder, two tablespoons sugar, pinch of salt, two cups sweet milk. Grease pan and have it smoking hot before putting in corn bread. Bake in quick oven.



Constipation in Children.

Mrs. L. S. B. Joplin.

This was told me by an old colored mammy, the mother of 13 children, and to my certain knowledge I know it is almost a sure cure. Do not give castor oil in large doses. It is only temporary relief and does more harm than good in the end. Go at it this way, for a baby from one to two years give 20 drops castor oil every hour the first day, the second day give 5 drops an hour, the third day 3 drops an hour and the fourth day 1 drop an hour. Unless other complications, the child will be entirely cured. We tried this on our baby after six weeks doctoring with two different doctors, and can heartily recommend it to mothers. Will also add that as the age of the child increases, the doses should be larger. It is not the exact number of drops, but the gradual decrease that does the work.

LOCOMOTIVE CAPACITY

Locomotive hauling capacity depends upon boiler steaming capacity. The ability of a boiler of the present design to make steam is governed by the amount of heat that can be liberated in the firebox.

The mechanical stoker has practically removed all limitations as to the amount of coal that can be fired per hour,—but there still remains a limit to the amount of coal that can be burned per hour on any given rate. There is a wide difference between the amount of coal that can be fired and the amount that can be burned.

The firing of a scoop of coal into the firebox is but the beginning of a series of actions and reactions, which ends with the delivery of the power at the drawbar. The amount of power delivered at the drawbar will depend upon the amount of coal that is *burned*, and not on the amount that is fired.

Economical locomotive operation calls for high furnace (or firebox) efficiency. The heating surfaces of a modern boiler are very efficient when kept clean and in good condition. Excessive fuel consumption and low boiler efficiency are generally

caused by conditions in the firebox that result in the incomplete burning of the fuel.

It is impossible to secure perfect combustion in an ordinary locomotive firebox. It has several defects as a furnace. Some are due to its limitations as to size and shape, and some to the widely varying conditions under which it must work.



Fifty years (or more) ago, it was discovered that the application of a baffle or brick arch overcame some of these defects and gave a higher furnace efficiency. The reduction in smoke and cinders, and de-

crease in fuel consumption, were sufficient to warrant its use at that time; but the present ever-increasing demand for high capacity has made the SECURITY SECTIONAL ARCH a very vital and necessary part of the locomotive firebox.

The arch is a *fuel saver*, in that it makes each pound of coal give up more heat. It is a *capacity increaser*, because the liberation of more heat in the firebox means more steam for the cylinders and more pull at the drawbar.—*Adv.*

J. T. ANTHONY.

Prejudice.

Because men do not understand, do not have the full knowledge of things, they become prejudiced, and prejudice is one of man's greatest enemies. To be prejudiced means to pre-judge, which destroys the sense of justice, prevents him from dealing fair with others and there-

fore with himself. It robs him from all powers to distinguish right from wrong.



Do what's right and fear no man. Do not write and fear no woman.



How can a man keep up appearances and keep down expenses?

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Firebox Facts

1. Big locomotives have long wheel bases.
2. Long wheel bases must be covered by long boilers.
3. Long boilers mean excessive flue lengths.
4. Excessive flue lengths represent investment in heating surfaces of low evaporative values.
5. Shorter flues mean longer fire boxes.
6. Longer fire boxes (with combustion chambers) of the radial stay type are dangerous and introduce added stay bolt troubles.
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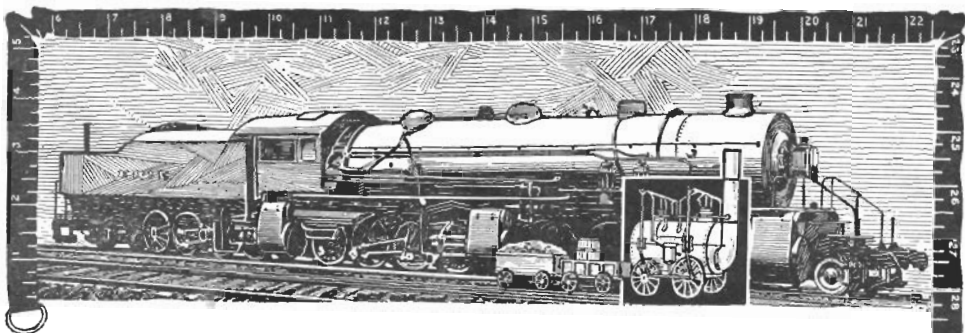
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