

A black and white photograph of a river scene. In the foreground, a sandy bank leads to a rocky shoreline. The river flows through the middle ground, reflecting the sky. The background is a dense forest of trees. The sky is filled with large, bright, fluffy clouds. The title 'The Frisco-Man' is overlaid in the top left corner.

The  
**FRISCO-**  
**Man**

**OCTOBER 1917**



The best "First Aid" in construction work is this novel and practical **Lock Nut**. Whatever way you pick it up is the right way. For simplicity and efficiency nothing equals the

## "BOSS" LOCK NUT

*Write it  
Right—*

**"BOSS"  
LOCK  
NUT**

Nothing but a wrench can loosen its powerful grip. That is the only tool needed—no special instructions are necessary. Used again and again. *Write for handsome new catalog.*

**BOSS NUT COMPANY**

Railway Exchange Building

CHICAGO

ILLINOIS

## THE RAILROAD SUPPLY COMPANY

TIE PLATES AND DERAILERS  
HIGHWAY CROSSING SIGNALS AND ACCESSORIES  
ELECTRIC CROSSING GATES

*The new RRS COMPRESSION BOTTOM Tie Plate now standard on the FRISCO.*

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OF  
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CHICAGO, 2100 ELSTON AVE. NEW YORK, 50 CHURCH ST.



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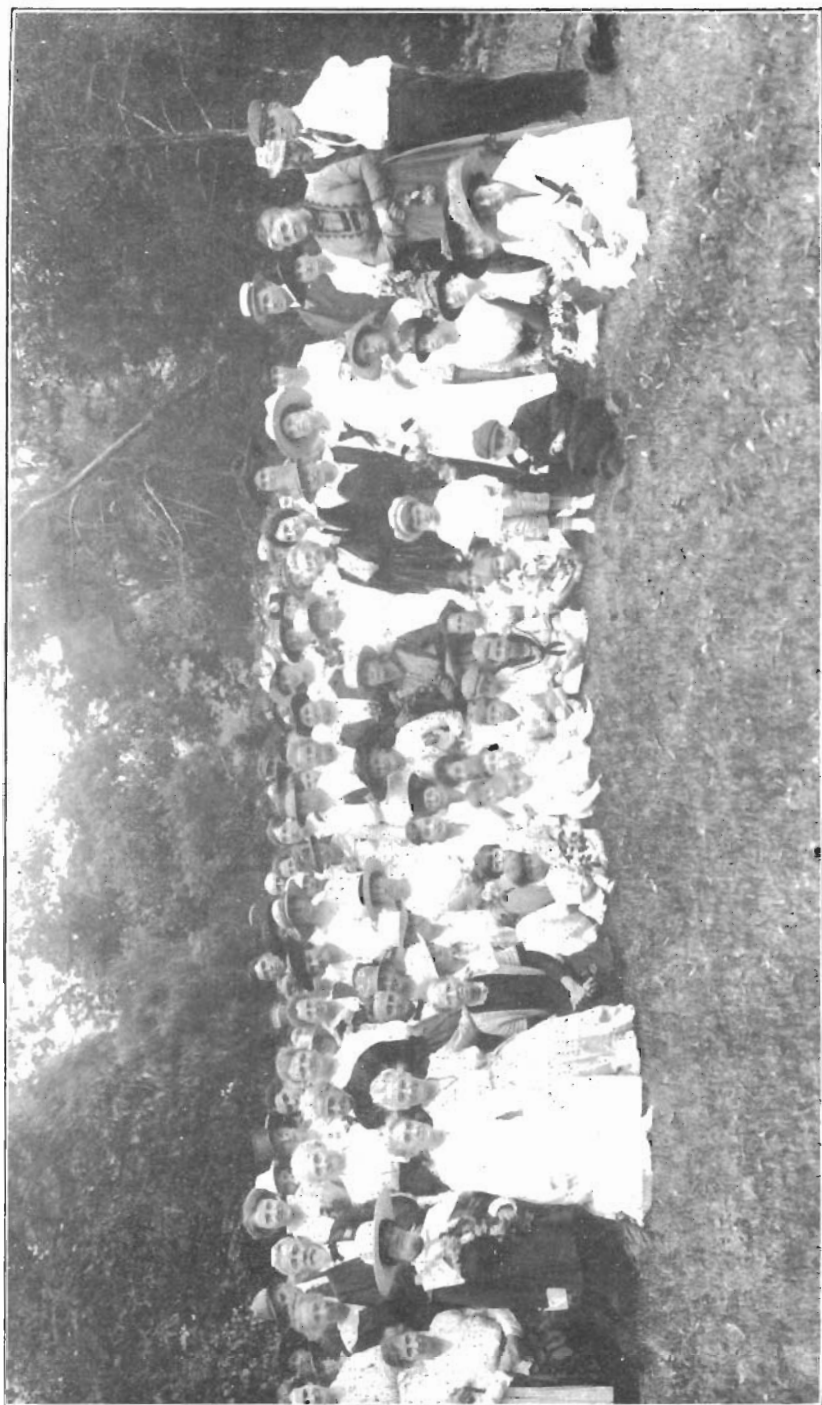
**M**ANY of your friends and associates have followed our suggestion to buy Accident and Health Insurance from us and those who have suffered disability have congratulated themselves many times upon the benefits received from having "THE TRAVELERS" protection.

When you buy from us you get The Best. There is no time like the present. Make your application now.

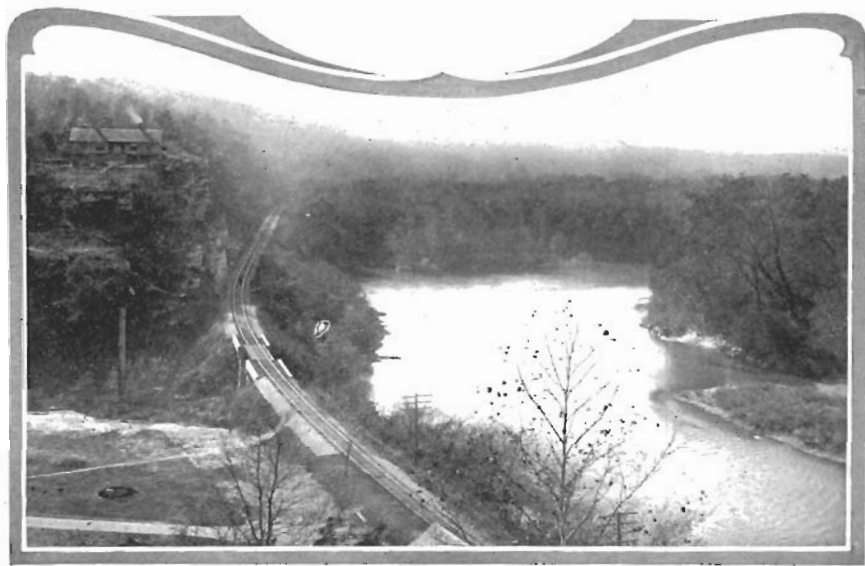
*The Travelers Insurance Company*

HARTFORD, CONNECTICUT

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



St. Louis Frisco Women's Safety League on outing at Crystal City June 14.



VOL. XI.

OCTOBER, 1917

No. 10

## THE FRISCO-MAN

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

### Second Liberty Loan

**\$3,000,000,000 United States of America 10-25 Year  
4% Convertible Gold Bonds.**

**Bearing Interest From November 15, 1917, Due November 15, 1942. Redeemable  
at the Option of the United States, at Par and Accrued Interest On and  
After November 15, 1927 Interest Payable May 15 and November 15**

The Secretary of the Treasury invites subscriptions, at par and accrued interest, from the people of the United States, for \$3,000,000,000 of United States of America 10-25 Year Four Per Cent Convertible Gold Bonds, of an issue authorized by act of Congress approved September 24, 1917; the right being reserved to allot additional bonds up to one-half the amount of any oversubscription.

## DESCRIPTION OF BONDS.

### *Denominations.*

Bearer bonds with interest coupons attached will be issued in denominations of \$50, \$100, \$500, \$1,000, \$5,000, and \$10,000. Bonds registered as to principal and interest will be issued in denominations of \$50, \$100, \$500, \$1,000, \$5,000, \$10,000, \$50,000, and \$100,000. Provisions will be made for the interchange of bonds of different denominations and of coupon and registered bonds, and for the transfer of registered bonds, without charge by the United States, and under rules and regulations prescribed by the Secretary of the Treasury.

### *Rate of Interest, Date of Bonds, Maturity, and Redemption.*

The bonds will be dated November 15, 1917, and will bear interest at the rate of four per cent per annum from that date, payable semiannually on May 15 and November 15. The bonds will mature November 15, 1942, but the issue may be redeemed at the option of the United States on or after November 15, 1927, in whole or in part, at par and accrued interest, on any interest day, on six months' notice given in such manner as the Secretary of the Treasury shall prescribe. In case of partial redemption the bonds to be redeemed will be determined by such method as may be prescribed by the Secretary of the Treasury. The principal and interest of the bonds will be payable in United States gold coin of the present standard of value.

### *Tax Exemption.*

The bonds shall be exempt, both as to principal and interest from all taxation now or hereafter imposed by the United States, any State, or any of the possessions of the United States, or by any local taxing authority, except (a) estate or inheritance taxes, and (b) graduated additional income taxes, commonly known as surtaxes, and excess-profits and war-profits taxes, now or hereafter imposed by the United States, upon the income or profits of individuals, partnerships, associations, or corporations. The interest on an amount of bonds and certificates authorized by said act, the principal of which does not exceed in the aggregate \$5,000, owned by any individual, partnership, association, or corporation, shall be exempt from the taxes provided for in clause (b) above.

### *Conversion Privilege.*

If a subsequent series of bonds (not including United States certificates of indebtedness, war savings certificates, and other obligations maturing not more than five years from the issue of such obligations, respectively) bearing interest at a higher rate than four per cent per annum shall, under the authority of said act approved September 24, 1917, or any other act, be issued by the United States before the termination of the war between the United States and the Imperial German Government (the date of such termination to be fixed by proclamation of the President of the United States), then the holders of bonds of the present series shall have the privilege, at the option of the several holders, of converting their bonds, at par, into bonds bearing such higher rate of interest, at the issue price of bonds of such subsequent series, not less than par, with an adjustment of accrued interest. Such conversion privilege must be exercised, if at all, at any time within the period, after the public offering of bonds of such subsequent series, beginning at the date of issue of bonds of such subsequent issue, as such date shall be fixed in such public offering, and terminating six months after such date of issue, and under such rules and regulations as the Secretary of the Treasury shall have prescribed. The bonds to be issued upon such conversion of bonds of the present series shall be substantially the same in form and terms as shall be prescribed by or pursuant to law with respect to the bonds of such subsequent series, not only

as to interest rate, but also as to convertibility (if future bonds be issued at a still higher rate of interest) or nonconvertibility, and as to exemption from taxation, if any, and in all other respects, except that the bonds issued upon such conversion shall have the same dates of maturity, of principal, and of interest, and be subject to the same terms of redemption before maturity, as the bonds converted; and such bonds shall be issued from time to time if and when and to the extent that the privilege of conversion so conferred shall arise and shall be exercised. If the privilege of conversion so conferred shall once arise, and shall not be exercised with respect to any bonds of the present series within the period above prescribed, then such privilege shall terminate as to such bonds and shall not arise again though again thereafter bonds be issued bearing interest at a higher rate or rates than four per cent per annum.

### APPLICATIONS.

#### *Official Agencies.*

The agencies designated by the Secretary of the Treasury to receive applications for the bonds now offered are the Treasury Department in Washington, D. C., and the Federal Reserve Banks in Boston, New York, Philadelphia, Cleveland, Richmond, Atlanta (with branch at New Orleans), Chicago, St. Louis, (with branch at Louisville), Minneapolis, Kansas City (with branch at Omaha), Dallas, and San Francisco (with branches at Seattle and Spokane). Said banks have been designated also, as fiscal agents of the United States, to collate applications, to give notices of the allotments which the Secretary of the Treasury will eventually make to subscribers, to receive payments, and to make delivery of the bonds allotted. Subscribers may send their applications direct to any of these official agencies.

#### *Subscribers' Agencies.*

Large numbers of National banks, State banks, and trust companies, investment bankers, express companies, newspapers, department stores, and other corporations, firms, and organizations have patriotically offered to receive and transmit applications for the Second Liberty Loan without expense to the applicants. The Secretary of the Treasury appreciates the value of these offers, and will have application blanks widely distributed through the Federal Reserve Banks, to these institutions throughout the country, as well as to the post offices. No commissions will be paid upon subscriptions, and those who receive and transmit applications are therefore rendering the service as a patriotic duty.

#### *Form of Application.*

Applications must be in the form prescribed by the Secretary of the Treasury and be accompanied by payment of two per cent of the amount of bonds applied for. Applications must be for bonds to an amount of \$50 or some multiple thereof. Any subscriber making application for an amount of bonds not in excess of \$1,000 may, at the option of such subscriber, accompany such application by payment in full, at face value without interest, for the bond or bonds applied for, in which case a bond or bonds bearing interest from November 15, 1917, will be delivered to the subscriber as soon as possible after the application, accompanied by such payment in full, is received. No payment other than the two per cent required should accompany any application for bonds to an amount in excess of \$1,000.

#### *Time of Closing Application Books.*

Applications accompanied by payment as aforesaid must reach the Treasury Department or a Federal Reserve Bank or branch thereof, or some incorporated bank or trust company within the United States (not including outlying territories and

possessions), not later than the close of business on October 27, 1917, the right being reserved by the Secretary of the Treasury to close the subscription on any earlier date. Applications received by any incorporated bank or trust company on or before October 27, 1917, must, by such bank or trust company, be transmitted to, or covered by its own subscription to, the Federal Reserve Bank of the district in which it is located, reaching such Federal Reserve Bank not later than the close of business on November 1, 1917, accompanied by payment as aforesaid.

#### ALLOTMENT.

Applications for \$1,000 or less bonds from any one subscriber will be allotted in full. All applications for bonds in excess of \$1,000 will be received subject to allotment; and the Secretary of the Treasury reserves the right to reject any such applications, to make allotment of part of the amount of bonds applied for, to make allotment in full upon applications for smaller amounts and to make reduced allotments upon or to reject applications for larger amounts, and to make classified allotments and allotments upon a graduated scale, pursuant to the act of Congress authorizing the bonds, should any such action be deemed by him to be in the public interest; and his action in these respects will be final. In case of applications rejected the accompanying payment of two per cent will be returned without interest as soon as practicable. In case of partial allotments the excess of the two per cent payment (without credit for interest) will be applied on the installment due November 15, 1917. The basis of allotment will be announced, and allotments will be made, on or about November 5. Allotment notices will be mailed shortly thereafter.

#### PAYMENTS.

Payment for bonds allotted, in addition to the 2 per cent on application, will be required as follows: 18 per cent on November 15, 1917; 40 per cent on December 15, 1917; 40 per cent on January 15, 1918, with accrued interest on both deferred installments. Receipt of installment payments made to official agencies prior to payment in full will be acknowledged by the several Federal Reserve Banks. Payments must be made when and as required under penalty of forfeiture of any and all installments previously paid, and of all right or interest in the bonds allotted. Except in the case of subscriptions for amounts not in excess of \$1,000, as hereinbefore provided, no payments other than the 2 per cent required with the application will be received until after allotment is made. Payment for bonds allotted in any amount may be completed after allotment without previous notice, but only on November 15, 1917, and (the previous installments having been duly paid) on December 15, 1917, or January 15, 1918, with accrued interest.

#### *Payment by United States Treasury Certificates of Indebtedness.*

Payments may be made on November 15, by United States Treasury certificates of indebtedness of any maturity, and on December 15 by certificate maturing on that date, and on January 15, 1918, by certificate maturing on that date if any such are outstanding. These payments may be either for the full amount of the allotment, or for the first installment, or for the installment then due. Such certificates will be received at their face value, and the accrued interest thereon will be remitted by check to the subscriber. Unmatured certificates thus presented on November 15, 1917, in payment for bonds must not be of a larger face value than the amount then to be paid on the subscription; and subscribers should obtain certificates in appropriate denominations in advance.



*How to Make Payments.*

It is strongly recommended that subscribers avail themselves of the assistance of their own banks and trust companies, in which case they will, of course, make payment through such institutions. In cases where they do not do so, subscribers should make payment, either in cash to the Treasury Department in Washington or to one of the Federal Reserve Banks, or by bank draft, certified check, post-office money order, or express company money order, made payable to the order of the Secretary of the Treasury if the application is filed with the Treasury Department in Washington (thus: "The Secretary of the Treasury, Second Liberty Loan Account"), or, if the application is filed elsewhere, made payable to the order of the Federal Reserve Bank of the district in which the application is filed (thus: "Federal Reserve Bank of \_\_\_\_\_, Second Liberty Loan Account").

**DELIVERY.**

Bonds dated November 15, 1917, and bearing interest from that date, will be delivered by the several Federal Reserve Banks as fiscal agents of the United States as far as practicable in accordance with written instructions given by the subscribers, and, within the United States, its Territories and insular possessions, will be delivered at the expense of the United States. Subscribers for an amount not in excess of \$1,000 who make payment in full at the time of filing their applications will receive bonds bearing interest from November 15, 1917, as soon as possible after their subscriptions are received. Such subscribers will receive no interest from date of payment to November 15. All other subscribers will receive bonds promptly after due completion of payment.

**INTEREST.**

The bonds being dated November 15, 1917, no accrued interest will be due on subscriptions for bonds paid for in full on or before November 15, 1917. No rebate of interest will be allowed, either on account of full payment in advance of November 15, or on account of the 2 per cent required to be paid with the application. Upon completion of payment for the bonds on December 15 or January 15 the subscriber will be required to pay accrued interest from November 15 on the deferred installments at the rate of four per cent per annum.

**FURTHER DETAILS.**

The bonds will be receivable as security for deposits of public money, but will not bear the circulation privilege.

Coupon bonds will have four interest coupons attached, covering interest payments up to and including November 15, 1919. On or after that date holders of these bonds should surrender the same and obtain a new bond or bonds having coupons attached thereto covering semiannual payments from May 15, 1920, to November 15, 1942. Bonds with the limited number of interest coupons attached will be thus delivered in order to save the annoyance of the delivery of interim receipts, and to allow sufficient time for the engraving and printing of bonds with the full number of coupons attached, without inconvenience to the subscriber.

Further details may be announced by the Secretary of the Treasury from time to time, information as to which as well as forms for application may be obtained from the Treasury Department or through any Federal Reserve Bank.

**W. G. McADOO,**  
*Secretary of the Treasury.*



*To Frisco Men and Frisco Women:*

Neither appeals to your patriotism are necessary to kindle it, nor are suggestions to your common sense necessary to provoke your action, but it is assumed that many of you resemble most human beings in this that the fresh point of view frequently acts as the drop of acid in the chemical mixture to crystalize intention into immediate action.

Our Country wants immediate action. It must know at once where it stands, financially. Congress, after an epoch-making session, has committed the country to huge expenditures. It has called on 1,000,000 men to forsake their hearths, their homes, their usual avocations, and to prepare to offer their lives, if need be, in the greatest crusade civilization has ever undertaken. To feed and clothe them; to provide them with such shelter against the elements as in our power lies; to arm and equip them; to transport them, in the face of subtle enemy attacks, to the battle fields; there to measure their prowess side by side with their comrades in arms; to safeguard them, to the extent that human ingenuity can do so, from sickness; from casualties; from every evil to which they will be exposed, is the sacred duty of those of us who remain at home, undisturbed in body or occupation.

The eyes of the enemy, ever alert, are riveted upon us. Sneeringly, he has asserted that America would not fight; that America loves her dollars more than her soul. Last June we "called" him once; again in September 10,000,000 of our young men courageously, eagerly scanned the lists of those designated, by lot, for personal service. Today a million of those men, the flower of our manhood, are standing at "attention;" another five hundred thousand,—some below, some above the draft age,—eager to respond to

the call of assailed liberty, are wearing the olive-drab shirt and breeches, the service hat, badges of honor.

In June, 1917, our army regiments consisted of about one thousand individuals; today it takes three or four thousand men to round out a regiment. In June, 1917, about one thousand Frisco men and women subscribed to the first Liberty Bond Loan; have almost completed payments for about \$150,000., face amount, of bonds, and will soon receive, not 3½% bonds, but, if they want them, 4% bonds, FULL PAID and NON-ASSESSABLE. There are no fewer individuals on Frisco rolls today than there were in June last. A modern regiment of Frisco men and women should take at least \$500,000. of bonds.

St. Louis-San Francisco Railway Company again extends its assistance to its employees in connection with their subscriptions and payments for the bonds they may want. Let all who subscribed for and now realize the benefits which have come to them through those subscriptions; the glowing sense of duty done and service performed, without which all "satisfaction" vanishes, STEP UP AGAIN and help keep the STARS AND STRIPES, and all they stand for, snapping proudly at the mast-head.

Without the conviction that the CAUSE for which we are at WAR is a JUST one, no efforts of ours will prevail; without DETERMINATION to spare no effort to support that cause, can we hope to make our efforts worth while?

F. H. HAMILTON,

Treasurer.

St. Louis, October 9, 1917.

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A Button will go to every subscriber on receipt of his subscription.

## Aishton Points Out Great Increase in Freight Traffic.

The magnitude of the increases which have taken place in the freight traffic of the railways of the United States within the last two years, and of the advances in efficiency which have had to be achieved in order to handle it, were shown in a striking manner by R. H. Aishton, Chairman Central Department, Railroad's War Board, in an address before the St. Louis Railway Club September 14.

"At the present rate of movement," said Mr. Aishton, "the railways will handle 510,000,000, or 52 per cent more tons of freight in 1917 than they did in the fiscal year ended June 30, 1915. On the basis of the present number of tons handled per train, it would take 720,000 freight trains, containing 18,000,000 freight cars, merely to handle this increase in tonnage over 1915. If all the cars required to handle this increase in tonnage

were made up in a single train, that train would be 136,363 miles long."

Mr. Aishton gave another striking illustration to drive home the same point: "The increase in the freight traffic of our railways in 1917 over the year ended on June 30, 1915," he said, "will amount, at the present rate, to as much as the total traffic handled before the war by all the railways of Germany, France, Russia, Spain, Sweden, Switzerland, Roumania, Holland, Canada, South Africa, Mexico, Japan, Brazil and South Wales. In other words, the total ton-miles of traffic handled annually in those 14 countries before the war was 141 billion ton-miles, and at the present rate the increase in this year over the fiscal year 1915, in the ton-miles handled by our railways, will be just about 141 billion ton-miles."

## Another Old Timer Retires.

On the last day of September another old timer of the Coach Painting Department at Springfield was retired from active service, having reached the age of 70 years.

George W. Langdon has just completed his thirty-third year in railroad service.

His railroad career dates back to July 1, 1884, when he entered the service of the C. & N. W. at Baraboo, Wis., as foreman in the Bridge and Building Department. From there he went to the coach shops of the C. St. P. M. & O. at Hudson, Wis., where he remained until 1890 when he took charge of the Paint Shop of the K. C. & N. W. at Kansas City, and later for



the K. C. Sub Belt. It was March 20, 1900 when Mr. Langdon entered the Paint Shop of the Ft. Scott & Memphis, and in 1901 when he came to the Frisco at Springfield, where he has been ever since.

Prior to entering railroad service Mr. Langdon was a carriage painter in business for himself at Whitewater, Wis. in 1872. He was in business for almost ten years at Baraboo, Wis.,

during which time he painted the first band wagon the Ringling Brothers Circus ever had getting \$50 for the job.

Mr. Langdon is well known to Frisco employes, especially at Springfield where he has been for 16 years.

### New Pump At Lebanon.

The Frisco-Man is indebted to G. L. Loyd, Foreman Water Service for the accompanying photograph of the new pumping station at Lebanon, taken during the



course of construction. The well at this point was 1008 feet deep. A new Troy engine and Downie deep well pump are doing the work at this well. The work was in direct charge of Leo Smith, who is standing near the boiler in the picture.

### Prevent Waste by Fire.

The Railway Fire Protection Association, which held its Annual Meeting in St. Louis October 2, 3, and 4, declares that extraordinary precaution should be exercised in view of the present world conditions to prevent the destruction and waste of foodstuffs, supplies and materials by fire or otherwise.

It is pointed out that no amount of insurance indemnity can replace foodstuffs and materials thus destroyed, and while we are exerting unprecedented

effort to produce more, we should not overlook the necessity of preserving that which we already have.

With these facts in mind, the Association adopted resolutions recommending the closest co-operation on the part of all to safeguard at this time all properties owned by, or in the care of transportation lines.

For greater efficiency in fire prevention, the Association recommends that such additional time, thought and money be spent in the protection of property as may bring about a more positive conservation of property and resources. That an ever-increasing patrolling and watchmen's service be maintained, that superintendents, foremen and agents should give close personal attention to the condition of all fire apparatus, that all fire fighting equipment be kept ready for instant use, and that fire brigades and organizations be carefully instructed and regularly drilled.

This is an excellent work in which all can be of service. Be careful, be alert, it is your patriotic duty.

### Behind But Coming Strong.

Many persons who have sent photographs to the Frisco-Man have probably been disappointed in not seeing them used in the following issue. It is this way, the Frisco-Man has been receiving so many that it was almost impossible to use them all in one issue, and naturally they were held for the next issue. Each month brought more pictures, and now we are way behind; however, we like to receive the pictures, and don't want to discourage sending them in—let 'em come, only don't be disappointed if yours does not show in the next issue, we'll get it in soon as possible.

The Frisco-Man also wants to thank the employes for their added enthusiasm, however, there is much news and lots going on that the Frisco-Man doesn't hear, and it is your duty to inform us.

### Tobacco for Traffic Men.

Boys of the Freight Traffic Department, St. Louis, now in the service of Uncle Sam at Ft. Sill recently received an 18 pound box containing smoking and chewing tobacco, cigars, cigarettes, chewing gum, corn cob pipes and several rolls of Life Savers, as a present from their former pals.

The Frisco men at Ft. Sill whose tobacco box was replenished are G. H. Braun, S. J. Kelly, W. B. Thomas, George (Chicago George) Lehman, W. Goehausen, F. G. Gissler, and J. Foshage.

Gissler was entrusted with the work of dividing up, however, his job was made difficult when he found that J. Foshage neither smokes or chews. He was satisfied with an extra portion of Life Savers and chewing gum.

Distance prolongs the life of a great many friendships.



Repairs to Fairmont, Okla., Station after recent cyclone. M. Larkin, Agent, and W. C. Fisher, Foreman B & B in foreground.

### Always Indemnities.

"Why so depressed?"

"I've just had a quarrel with my wife."

"I hope peace has been restored."

"Oh, yes. But I had to give her a check. In domestic life there is no such thing as a status quo ante-bellum"—  
Birmingham Age-Herald.

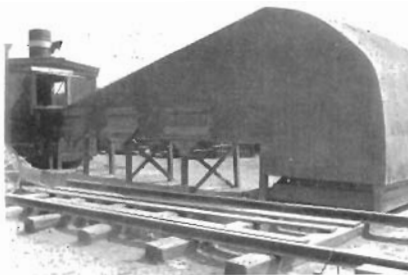
### Economy At Reclamation Plant.

Speaking of economies—C. A. Bodman, Superintendent of the Reclamation Plant at Springfield, recently established a precedent when he devised an apparatus for cleaning empty cement bags.

The method has proven successful and has effected a great saving in cement as well as in cleaning the bags enabling them to be easily sorted and repaired.

Heretofore the services of men with a large needle was required in repairing the bags. This work is now done by two girls with an ordinary sewing machine in a fraction of the time it formerly required.

The machine, as seen in the accompanying photo, was made from old metal



car roofing at a cost of \$65. In this machine are three screens of different mesh.

The empty bag is placed at the small end of the funnel and compressed air blown through the sack forcing the cement out and

through the screens, which causes the cement to fill into piles from which it is sacked.

In August of this year 49,000 sacks were cleaned in this way, resulting in the reclaiming of 23,000 pounds of cement. While this is a great saving the chief economy, is in the repairing of the sacks and the ease with which the labels can be distinguished.

## Tobacco for Railroad Regiments.

"A ton of tobacco a week for our railway regiments," is a new slogan of the railway supply concerns of the United States.

A nation wide movement has just been started among the men who make or sell everything used on railroads, to assure the solace of smoking to every American railway man in France.

Through the co-operation of the railroads with the U. S. Government, and by the voluntary enlistment of railway officials and employes, nine "railway regiments" of about 1,100 men each, have been raised.

The railway supply men are going to raise over \$50,000 for smoking tobacco for those regiments, no matter how long the war lasts.



## Frisco Boy Serving Faithfully.

Many Frisco boys are now faithfully serving Uncle Sam in his struggle to "make the world safe for Democracy". This one is W. O. Ingram, who is water

tender on the U. S. S. Isla De Luzon, a training ship, somewhere on the great lakes.

Ingram, a Springfield boy, worked in the South Side store room for some time and later was a brakeman on the Southern Division. He enlisted last April. His ship, the Isla De Luzon, was a Spanish ship of the fleet of Admiral Montejó and was sunk in Manila Bay, May 1, 1898, by Admiral Dewey, and afterwards raised by Washington Lee Capps, who now has charge of the construction of our new merchant ships.

According to Conductor M. L. Hasell, of the Southern Division, who visited the ship in September, the boys are anxious for actual service.



## Aubrey Billings "Somewhere in England."

Many Frisco men are drawing near the fighting line in Europe. Aubrey Billings, for three years call boy at Hugo tells a very interesting story in a letter to his family, dated "Somewhere in England," August 13. He says:

"We arrived in England all O. K. and are getting along fine. That's the only place I can tell you, just somewhere in England.

"Things look much different here than in the good old U. S. A. but I like it fine, it is sure some pretty country. Only one fault and that it rains so much, but everything is so clean, the towns, streets, and back alleys.

"There are Australian, Canadian, English and Scotch soldiers here, but we have different camps and all speak the same language. See them all get together talking railroading, they are so different from us, they only haul between six and ten hundred tons to the train. Their cars are about the size of a circus wagon, and the box cars resemble one very much and no grab irons. They never walk over the top of a train. The

couplers are 3 big chain links, and brakes on the side. If you want to put the brakes on, slide the rod down a notch. They have no coal chutes, the coal is stacked just like we stack wood.

"The time has changed 7 hours. Had to change our watches every day coming over. I have a time with my money making change, but am getting it down now.

"Send me some tobacco once in a while as we can't get it here very often and when we do it isn't good like the U. S. A."



### They Are Soldiers Now.

A snap shot of two Frisco boys taken at the oil house, Kansas City. The one in front is not Jim Jeffries, but Arthur Disselhoff, engine inspector, who is now working for Uncle Sam at Camp Funston. On his departure to join Uncle Sam the



boys at the oil house presented him with a handsome wrist watch.

The good looking young man is Leo Myers, who was stock clerk in the Store Department, and who is now serving with the Engineer Corps, perhaps in France.

### 12th Engineers Under Fire Maj. Jonah Says.

*Frisco man describes life near firing line.*

The Twelfth U. S. Engineers, the St. Louis regiment now in France operating railroads, have been working in the trenches with shells bursting over their heads, according to Maj. F. G. Jonah, of the regiment, Chief Engineer of the Frisco.

Maj. Jonah, in a letter to his wife, who lives in St. Louis says:

"We are getting comfortably settled in camp now, and the weather, to date, has been very fair.

"We have discarded our tents for the Nessen Huts, the kind you have seen illustrated in newspapers and magazines. They are semi-circular in shape, corrugated iron outer walls, with corrugated iron ceilings. The floors are also of metal, and these, combined with our small stoves, keep our quarters very warm.

"Our food is very wholesome. Of course, we do not have the good dinners to which we have been accustomed at home, but we have no grounds for complaint.

"The English soldiers are trying always to amuse us. Last night we attended an entertainment given by some of them. The stage and auditorium were erected in one of the nearby camps and an excellent program was presented. Some very clever female impersonations were featured, and it was surprising to note the cleverness of the make-ups.

"The English soldiers are here in large numbers and they are very comical. About 50 German prisoners were brought in this morning, and it is plainly evident that Germany must be nearing the end of her man power, for a large number of these prisoners were mere boys. They are being treated as well as can be expected. They are well fed and clothed, and I venture to say that they are better off here than they were in their trenches. They are very

reticent and converse only among themselves.

"There are no women or children in this part of the country. In fact, there are no natives here at all, because they have been sent to other parts of France.

"To date we have seen no actual fighting, although some of the boys of the company have been working in the trenches, while shot and shell were bursting over their heads. We have not experienced any accidents, and I hope such good fortune attends us all through our campaigns."



### Letters from "Our Soldiers."

Letters from "Our Soldiers" are always of interest to Frisco-Man readers. If you get a letter from one of our boys, at the training camp, or at the front, send it to the Frisco-Man for publication, thus giving all a chance to read and enjoy the interesting letters they can write. The letter will be returned in good order to the recipient if desired.



### Promotions And Appointments.

Harry Allard is appointed Chief Claim Agent, effective October 1, with headquarters at St. Louis. He succeeds J. W. Rogers who resigned to engage in private business.

H. F. Burnie is appointed Claim Agent at St. Louis, effective October 1. He will have jurisdiction over personal injury, miscellaneous and baggage claims arising on the St. Louis Terminals. He succeeds Harry Allard, promoted.

C. T. Rogers is appointed Marketing Agent at St. Louis, effective October 1.



### Lucky Guy.

"What does your son expect to be?"

"From the hours he keeps, I should say he is naturally cut out to be a milkman."—*The Puppet.*



Calvin Ellsworth, 22 months old, son of Fireman J. C. Chun, Marked Tree, Ark.



### The Brakeman Poet.

A brakeman poet? Never. Well, here's an exception to the rule. Perhaps the most noted, if not the only brakeman-poet in the United States is C. J. Byrne, who officiates as brakeman for the Northern Pacific in the St. Paul yards, but who in his spare moments reels off line after line of poetry.

Mr. Byrne possesses the rare gift of being able to write poems that are full of meaning as well as metrical effectiveness. His poems have found their way into many prominent publications.

These poems have been neatly printed in a little book entitled "Rhymes of the Rail," which contains his "The Dead Engine," "The Message I Read in the Tower," "The Rip Track Boss," "The Switch Tender," and many others.



### Our Soldiers.

Frisco men who have enlisted in the Government service and whose names have not appeared in previous lists are as follows:

Name	Occupation	Location	Enlisted
Geo. Ballinger	Car Insp.	Ark. City, Kan.	Army
Wm. W. Hicks	Mill Man	Enid, Okla.	Army
Wm. Kroft	Firebldr.	Enid, Okla.	Army
C. H. Kirby	Engineer	Enid, Okla.	Army
Wm. Egan	Clerk	7th St. St. Louis	E. Cp.
J. M. Croak	Clerk	7th St. St. Louis	Army
A. Kersting	Clerk	7th St. St. Louis	Army
Wm. Kroft	Firebldr.	Enid, Okla.	Army



## R. R. B. Mail.

By H. T. Mason, *Mgr. Mail Traffic.*

Expedite your mail and assist in efficient handling by good addressing. This is of supreme importance. Dictation, typing, writing and signing your mail comes to naught unless the envelope or wrapper enclosing it is properly addressed. Be as interested in good addressing as in good dictation, typing, and writing, it is the pilot that guides to destination.

The salient points of an address are: The title of addressee; the railroad with which addressee is connected; the city, town or station; the state.

The name of addressee is of secondary importance if he has a title; no objection to including the name.

The railroad with which addressee is connected should be spelled out if the line is of lesser importance or if initials might prove confusing in rapid handling. C&NW and O&NW look very much alike when written hurriedly or carelessly, likewise others. Do not be hurried in the addressing. Use typewriter if possible; next, pen and ink—discourage the use of indelible pencil, it's use means lost motion when mail is handled under artificial light.

Appreciate the extent of our business handled through R R B mail channels, it's big, it's important and every one connected with the railroad is directly interested.

We have slipped back a notch or two in the handling of baggage, resulting in a very unsatisfactory condition. This traffic is very heavy just now but it is of importance that our efficiency increase with the increase of traffic.

To a large extent baggage is of a personal nature. It is part of our passenger service and is next in importance to the handling of passengers. Mishandled and delayed baggage is conducive to a dissatisfied patron of the railroad. Proper attention to the checking of baggage is as necessary as the selling of tickets. The passenger may forgive and forget that he was delayed or missed a connection but when he gets to destination he wants his baggage.

Mismatching checks and checking the wrong baggage is increasing at our stations and contributes largely to the unsatisfactory condition. This is something within our control and should be diminished if not entirely eliminated.

There is also some "slacking" in regard to baggage revenue. Too much is getting by. It is a part of the source of our meal ticket, let's get all of it, for excess weight, size and storage and don't reduce our freight and express revenue by checking and thus transporting free, traffic that is not properly baggage.

## Khaki and Overalls

Perhaps you have no choice.

Your age, your family, your health may hold you in the ranks of the great industrial army.

But although you cannot be with the boys at the front you need not be a "slacker."

You can "do your bit" in the shop with hammer and saw, with caliper and gauge, and in cheerful service.

Stand firm. America First.

Be true to Liberty.

Protect your health.

Be Cheerful

Avoid unsafe practices and habits.

A Prayer for Soldier and Worker: "Oh, Lord, Keep My Courage High."



## Superintendent Baltzell Addresses Safety Council.

*Superintendent of Central Division tells big New York gathering his Safety methods.*

The Frisco added to its fame in New York September 13, where the National Safety Council held its sixth annual congress. Superintendent C. H. Baltzell of the Central Division, one of the most enthusiastic Safety First workers on the Frisco, addressed the convention on "Prevention of Accidents Due to Employes Getting on and off Moving Cars and Engines."

"The subject that we are now discussing," he said, "is one that, in my estimation, has never been given proper consideration by division officers and other employes. We are very careful to coach a student brakeman in transportation rules and regulations, but we neglect training men to properly get on and off of moving cars and engines.

"We have assumed that the man understands this feature of his work when, as a matter of fact, there are very few men in train or yard service that make it a custom and habit of properly getting on and off moving cars and engines."

Mr. Baltzell explained in detail various practices of men in railroad service which are dangerous and which often result in personal injury and death.

He also pointed out the danger of unloading material too close to the track, which often causes injury to unmindful employes.

Other dangerous practices of railroad employes, which Mr. Baltzell brought out are the use of the oil box as a step, riding on coupler, or in catching an approaching car by stepping on the brake beam or hanging on the brake staff, catching the front end of a caboose, and hanging from the side ladder when it is unnecessary.

"I want to emphasize the importance of division officers taking more interest

in safety first work," he says. "Get the habit of calling attention to every violation or irregularity noted, not only in safety first work but in the violation of transportation rules. I do not mean that superintendents, assistant superintendents and other division officers should in a harsh manner correct the men, but talk to them in a business-like way earnestly and sincerely."

The excellent work of the women in connection with safety first was also brought out by Mr. Baltzell. He says, "I am strong in my belief that the women folks can and do use their influence to see that the employe takes advantage of the time off duty to rest properly and prepare himself for the next trip or next working hours, by being wide-awake and alert."

In conclusion he spoke of the good results of physical training as it relates to safety first; that by keeping physically fit the employe was less liable to injury.



### Reclamation Men Reduce Accidents.

Statistics just issued by the Superintendent of Safety, showing accidents at the Reclamation Plant during the last two fiscal years are gratifying.

These figures show 72 accidents during the fiscal year ending June 30, 1916, and 40 for the year before, making a reduction of 32 or 44%. This is especially gratifying when we compare the number of accidents each year to the number of hours worked. During the fiscal year ending June 30, 1917, the Reclamation Plant worked 666,829 hours with 40 accidents, or 16,671 hours to each accident, while during the fiscal year ending June 30, 1916, 614,287 hours had 72 accidents, or

8,532 hours to each accident. Thus the Reclamation Plant worked 8,139 more hours to each injury during the fiscal year ending June 30, 1917, than during the year ending June 30, 1916.

This is an excellent showing, and is the result of strict co-operation on the part of the men and the foremen at the Reclamation Plant, with a view to reducing accidents. They are to be congratulated.



Engineer Stanley and Condr. "Grouchy" Jones, Engine 2006 taken at Beaverton, Ala.



### Comparative Personal Injury Statistics, 1916-17.

Comparative figures on personal injuries during fiscal years ending August 31, 1917 and August 31, 1916, have just been made public by Frank A. Wightman, Superintendent of Safety.

Figures for the entire system show a 17% decrease in injuries to passengers for 1917, and an increase of 9% in injuries to employes and a decrease of 9% in injuries to outsiders.

By Districts, the First shows an increase of 15% in injuries to passengers, while injuries to employes and outsiders decrease 8% and 27%.

The Second District shows a decrease of 54% in injuries to passengers and an increase of 79% and 13% to employes and outsiders respectively.

On the Eastern Division injuries to passengers decreased 57% and 65% to

outsiders, while injuries to employes were the same as in 1916.

The Western Division shows a decrease of 40% in injuries to passengers, 56% to employes and 71% to outsiders.

Injuries to passengers on the Southwestern Division increased 311% for the year, and to employes 22%, while injuries to outsiders decreased 13%.

The Central Division shows a decrease of 85% in injuries to passengers, 61% to employes, but an increase of 43% to outsiders.

The Southern Division shows an increase in injuries to passengers of 50%, to employes 309%, and to outsiders 50%.

The River & Cape Division reports an increase of 44% in injuries to passengers, and a decrease of 31% and 50% to employes and outsiders.

The Northern Division shows a decrease of 72% in injuries to passengers, and a 14% and 50% increase to employes and outsiders.

Of the terminals, Kansas City shows an increase of 60% in injuries to employes, and 200% to outsiders.

St. Louis shows an increase of 50% and 13% in injuries to passengers and employes respectively, and a decrease of 50% to outsiders.

Springfield shows an increase of 29% in number of injuries to employes in 1917 as compared to 1916.



### Apples for N. Y. Newsboys.

Apple growers of Benton County, Arkansas, gave the newsboys of New York a treat when they sent several barrels of choice Jonathans to be distributed by C. H. Baltzell, Superintendent of the Central Division, while attending the National Safety First Council held in that city September 13 to 15.

The distribution was made through the Newsboys Club of New York, and needless to say those little fellows were made happy.

# Woman's Department



## Miss S. F. McGuigan Weds.

After more than six years as Roadmaster's Clerk in the office of Roadmaster McGuigan at Tower Grove, Miss S. F. McGuigan has resigned to become the bride of James Harrison Reenan, of St. Louis.

Miss McGuigan is well known in Frisco Women's Safety League circles, having been connected with the St. Louis League in official capacity since its organization.

She has many friends on the Frisco who regret to lose her, but all of whom wish her a long and happy wedded life.

A sister, Miss Gladys McGuigan, has taken up the duties of Roadmaster's Clerk at Tower Grove.



## Forestry.

"What is your favorite tree?" asked the romantic girl.

"Yew," promptly replied the gallant young man.—*Judge.*

## Work of the Safety Leagues.

*By Nova Stuart Woodside.*

Conservation of the earth's rich harvest and general preparedness for the world struggle has kept us busy during September but the Frisco Women and their neighbors have had time to do some good work along educational lines for our League organization. The community spirit is growing and we are slowly but surely realizing the duty, pleasure and privilege of working in a reform where we are so vitally concerned. The men are blazing the trail and it behooves us as mothers, wives and daughters to get into training for efficiency.

It is my ambition for the Frisco Women's Safety League to be well represented at the next World's Congress of Safety First. Will you good workers at each Terminal co-operate with me in this dream of good things to be done within the year?

Federated Club work is considered the middle aged woman's university, the busy housewife's opportunity to keep abreast with husband and children in the education necessary to be a personage among women.

Thayer started the Safety First ball rolling for September with a small but enthusiastic meeting at Safety First Hall, Monday the third. In the absence of the president and vice-president the treasurer Mrs. H. R. Piper presided and did it with parliamentary knowledge. The citizen's address, "Contagious Diseases and How to Prevent Them," was ably given by Dr. H. W. Maloney, the newly appointed Frisco physician. He dwelt upon precaution's for smallpox and typhoid as being the most common among his listeners.

Jonesboro got together twice during the month in the cause of Safety First and had some interesting speeches at both

meetings. September 28, Dr. Jackson gave an address on "How to Adjust the Youth from Vacation to School Days," that would have done credit to any medical society. The Safety First meetings are going to be so interesting and instructive that Jonesboro must come to the front in this as in her commercial enterprises for no State in the Union has more local pride than Arkansas and her towns can feature and finance any progressiveness when properly understood.

The Springfield League met at Heer's Auditorium as usual on the first Friday of the month and had interesting talks on social betterment. Miss Woodside presided in the absence of the president and gave her interpretation of Safety First to an enthusiastic audience. Loyalty and co-operation is going to work wonders with the Springfield ladies.

Monett organized September 11, with the slogan "Safety First for Our Boys and Girls," and conditions more befitting the new Frisco station.

The St. Louis League has had the picnic spirit during the summer and September 13, found them holding their last out-door meeting in a pine grotto at Meramec Highlands. The effect of the open will be felt when St. Louis ladies go into Tower Grove for the winter.

Fort Scott ladies reorganized at the Y. M. C. A. assembly room September 18, with their usual thoroughness. Nowhere has the Supervisor met with more cordiality and hospitality and you people who have the pleasure of riding on Frisco passes want to watch the Safety First light radiate from Fort Scott.

C. H. Baltzell and his co-workers have made the center of Safety First at Fort Smith and September 20 had a special meeting arranged at Woodman Hall to introduce the new Supervisor. Mr. Morris of the Missouri Pacific, gave as his interpretation of Safety First that it is righteous living. Mr. Baltzell gave a report of the Sixth National Congress

### Veteran Frisco Employee.

This is Harve Herring, crossing watchman at Afton, Okla. He has been in the service of the Frisco eighteen years. The



last nine years he has been crossing watchman at Afton, and hasn't missed a day. Pretty good record, eh? The Frisco-Man is indebted to Switchman Arthur Boullinghouse for the photo.

held in New York, September 11-15. He expressed a desire that one of our own Frisco ladies might represent the Women's Safety League at the next World's Congress as ably as did Ida Tarbell, the Industrial Safety First.

September 25, was Tennessee Day at the Tri-State Fair in Memphis, Tenn., but that did not interfere with the Safety League at Grand Central Station where there were new members, old members and visitors and a worth while meeting.

If all Superintendents, their wives and secretaries would co-operate with the Supervisor of Safety as did Mr. and Mrs. J. A. Moran and Keith Allen of Amory, this phase of world's reform would be an assured success. They invited the Frisco

family personally and then came in the meeting and worked enthusiastically. Prophets say Amory will soon be the center of Safety First so other divisions had best watch their laurels.

The Supervisor has a plan for program that is attracting community interest in many towns. A representative citizen is asked to address each meeting. The Physician talks on Health and Sanitation, the Dentist proper diet for bone and teeth building, the Minister on Safety First in every day religion, the Banker on how to conserve the pennies and the Lawyer the cost of unnecessary hazards. The slogan is Safety First as you live, work and have your being.

### League Election Results.

Amory's new organization elected the following officers: Mrs. C. M. Davis,

President; Mrs. J. C. Gravelec, Vice-president; Mrs. Frank Doggrell, Treasurer; Mrs. O. E. Bradway, Chairman Membership; Mrs. R. R. Love, Relief Committee; Mrs. E. W. Flinn, Program Committee.

Fort Scott's re-organization put into office the following: Mrs. Harry Hanes, President; Mrs. E. P. Wagner, Vice-president; Mrs. G. W. Wood, Secretary; Mrs. Geo. Swearinger, Treasurer; Mrs. Frank German, Chairman Membership; Mrs. Wm. Johnson, Chairman Relief; Mrs. Harry Wines, Chairman Program.

The Monett League put the following ladies in office: Mrs. Dan Guincy, President; Mrs. Jas. Mansfield, Vice-president; Mrs. Geo. J. C. Wilhelm, Secretary; Mrs. Frank Buckley, Treasurer; Mrs. R. Farrow, Chairman Membership; Mrs. R. L. Peters, Chairman Relief; Mrs. T. E. Austin, Chairman Program.

VIEW OF OUR 8 HOUR DAY PARADE



**ENDICOTT, JOHNSON & COMPANY**  
Makers of Leather and Leather Shoes      Endicott, New York  
"We make Good Shoes at Reasonable Prices"

# Efficiency Committee Doings

## Office Efficiency Meeting.

The second meeting of the Frisco Office Efficiency Association was held at Springfield September 13. The meeting was called to order at 9 a. m. by C. J. Stephenson, Chairman, Executive Committee, with 61 members present.

The Reports Committee was the first to report, and ten recommendations were made. These recommendations had to do with various printed form reports, the abolishment of some now used, and the installment of new reports and forms.

Twenty-three recommendations were made by the Office Organization and Economy Committee, relating to office correspondence and other matters pertaining to office efficiency and economy.

Meeting adjourned at 12:15 p. m. until 2 p. m. when the recommendations of the Accounts & Timekeeping Committee were heard.

Suggestion was received from J. E. Hutchison, General Superintendent, that in replying to communications, furnish an extra carbon to accompany original, the reply to be made at the bottom of the carbon copy, which will be returned to the office originating. The matter will be taken up with the Central Efficiency Committee.

In order to stimulate suggestions for improving Frisco service and methods, it was suggested that two system annual passes be awarded to employes making best suggestion, one in favor of the employe and one in favor of any dependent member of his family entitled to transportation under the regulations. This matter will also be handled with the management with a view to placing the plan in effect.

The resignation of J. B. Hilton as Chairman of the Reports Committee was announced, and the Chairman of the

Executive Committee appointed J. R. Arrington as Chairman. T. W. Moreland, Ass't. Chief Clerk to Superintendent, Ft. Scott, was appointed member.

The Association was addressed by F. W. Young, Paymaster, E. B. Findlow, Disbursements Accountant, and J. E. Springer, Industrial Agent.

All business having been transacted, meeting adjourned at 6:15 p. m.



## Western Division Efficiency Meeting.

The Western Division Efficiency Association met at Enid, Okla., September 27. Meeting was called to order at 2 p. m. with 16 members and two visitors present.

The Observance of Rules-Discipline Committee was the first to report, and the number of items brought up shows that they have been busy.

The Fuel Economy, Train Haul and Engine Miles Committee; Per Diem & Car Efficiency; Roundhouse Efficiency; Terminal Delays and Engine Failures; Safety First; Freight Claim Prevention; Telegraphy; Agency Plan-Solicitation of Business; and Maintenance Committees all reported with criticisms and suggestions for betterments.

A. W. MacElveny, Superintendent, and Chairman of the Association, addressed the gathering, urging the co-operation of all in the work of the Association.

Meeting adjourned at 6:20 p. m.



## Eastern Division Efficiency Committee.

The meeting of the Eastern Division Efficiency Committee was called to order at 9 a. m. September 21 in the office of the Superintendent.

Thirty-five members and one visitor were present.

Reports of the various sub-committees were taken up and each had a number of suggestions. All were taken up for action.

The Economy Sub-committee reported a number of labor and time saving devices installed at the new shops during the last two months.

The reports of all the committees were interesting and many good points were brought out.

Meeting adjourned at 5:50 p. m.



Fulton, Kan. Section Gang, taken on Little Osage River Bridge.



## A Satisfactory Water Treatment

must convert the water supplies on the division into **good steam water**—that is, —must correct their tendencies to corrosion and foaming—and prevent the incrusting salts from depositing as scale. This must be done without developing any detrimental by-products; scale must

be prevented without creating a foaming condition;—all corrosive salts must be counteracted.

Obviously this is a job for chemists—men with scientific knowledge of the chemistry of water, as well as practical knowledge of operating conditions.

Experience has demonstrated that it is impossible to coat the boiler metal with any substance that will withstand the attacks of the average raw water, in the degree of concentration found in a locomotive boiler.

Scientifically combined reagents for the mineral salts in the water supplies constitute the only satisfactory solution of the “bad water” problem. This is the Dearborn Method.—*Adv.*



## Caution.

Do not apply Empire Paint on a Wet or Greasy surface, as it will not penetrate and is liable to scale off, in fact, no paint would stick under these conditions.

When Empire Paint is applied on either wood or composition it penetrates very deeply when the surface is dry; and will not crack or scale off under any circumstances.

When applied on metal the surface should also be perfectly clean, so the paint can be applied directly on the metal. Then there is absolutely no chance for the paint to crack or scale.

If these instructions are followed Empire Paint is guaranteed one hundred per cent efficient.

Printed instructions for the proper application are tacked on the head of each barrel. --*Adv.*



WANTED—Address of good, hustling Frisco or other live boys on or near Frisco towns to handle quick money-making proposition; sells in every house. Sample and terms 2c stamp.

Walter Strong, 1615 Robberson Ave., Springfield, Mo. (With Frisco over 20 years.)





## Freight Claim Pointers.

L. C. McCutcheon, Asst. Supt.  
FL&D Claims.

There are a great many things responsible for loss and damage to freight, but underlying it all the greatest factor facing us is carelessness. This costs the Company thousands of dollars a month.



There would indeed be wonderful results if every employe would make up his mind that he would not allow anything to come about that would make him responsible in any way for any claims—say to yourself “This loss and damage may go on just as it has been, but in the future, none of it is going to be chargeable to me.” Put the responsibility up to someone else—if everyone does this, there would soon be no one to put it on and the first thing we would notice, our service would be very attractive.



Remember—freight costs too much now a days to break it up or lose it.



Little mistakes often cost big money. A claim was received not long ago for a considerable amount representing shortage from an LCL shipment of about 50 articles. Agent at destination did not check each article at time of delivery and as a result we are not able to prove that the articles the claimant states are short, were actually delivered him. Instructions are that each and every piece of freight unloaded must be properly checked at time of delivery and a receipt obtained for each and every item billed.



There is no use for anyone to say that cars are not roughly handled in train and in switching—if you do not believe it, read the figures sent out by the Superintendent Freight Loss and Damage Claims.

Cold weather is approaching and we must not forget the instructions with regard to protecting perishable freight. To show you how important this is, the following cases are cited:

“In one instance we paid out \$95.35 and in the other \$99.00 damage to oranges. In one case the shipment moved in winter time in a refrigerator car and moved under billing instructions ‘keep vents closed during freezing weather.’ At some point on our line ventilators were opened and the car moved several hundred miles in freezing weather with the ventilators open. When same reached destination a good part of the load was frozen. In the other case billing instructions were that ‘plugs and ventilators remain closed to destination.’ At some point on our line they were opened and at a division point on our line two rear ventilators were closed and the front ventilators were left open and when car reached destination, it was found that the rear ventilators were open. This resulted in a good part of the load freezing.



A new style of cattle guard is under consideration and it is hoped that same will have a good influence in bringing about a reduction in number of head of stock killed. So far this year the number of cattle on our right-of-way has been very large. Let us all co-operate to reduce these figures.



Remember all our pay comes out of the same treasury from which the money comes that pays the claims.



M. L. Atkinson, Agent at Chadwick for a number of years has not yet had occasion to pay a claim though he handles considerable business. He has made this remarkable record by giving his personal attention to any bad order freight, re-

coopering it, putting it in first-class shape, avoiding claims that would otherwise be filed. This record, too, is made in the face of the fact that a great deal of the freight that reaches him is handled over transfer platforms.



**“Just Twenty Years Ago”  
Sterlings**

were furnishing refrigeration and making ice, and each succeeding year the “Frisco” haul an increasing number of them from the factory of the

**United Iron Works Company,  
Springfield, Missouri.**



**Murine Eye Remedy.**

Murine Allays Irritation Caused by Smoke, Cinders, Alkali Dust, Strong Winds, Reflected Sunlight, Eye Strain and in fact should be used for all Eyes that Need Care. These suggestions most surely appeal to Men in all branches of Railway Service. See Murine Eye Remedy Co. adv. in this issue and write for their Book of the Eye.—*Adv.*



**Curtailment.**

“I heard a man saying your style of oratory is showing great improvement.”

“But I haven’t made a speech in a great many days,” protested Senator Sorghum.

“Maybe that’s what he was talking about.”—*Washington Star.*

**Sixteen Reasons**

for *not* saving money come quickly to the minds of people who have not yet found out the fact that it is a greater pleasure to save than to spend. This bank will prove it to you and pay you 4% interest on your savings while you are being convinced.

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

**LOCOMOTIVES**

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

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

**THE BALDWIN  
LOCOMOTIVE WORKS**

**PHILADELPHIA, PA.**



**TYPEWRITER SENSATION**

**\$2<sup>50</sup> a Month Buys L. C. Smith  
a Visible Writing**

Perfect machines only of standard size with keyboard of standard universal arrangement—has Backspacer—Tabulator—two color ribbon—Ball Bearing construction—every operating convenience. **Five Days Free Trial.** Fully guaranteed. Catalog and special price sent free.

**H. A. SMITH, 378-231 N. Fifth Ave., CHICAGO, ILL.**



# WITH THE AGENTS



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

## SHIFTS.

Effective October 3, 1917, Sterling, Mo. ticket agency closed.

Mrs. Vera Coppin installed ticket only agent Gratiot, Mo., October 1.

W. H. Wood installed temporary agent Cameron, Okla., October 1.

C. E. Householder installed permanent agent Norwood, Mo., October 1.

M. C. Sleeth installed permanent agent Farlington, Kas., October 2.

Mrs. L. Marquita installed temporary agent Cooks, Mo., October 1.

C. A. Babb installed permanent agent Verdigris, Okla., October 3.

N. F. Dalton installed temporary agent Mansfield, Ark., October 3.

W. A. Mathews installed permanent ticket agent Holdenville, Okla., October 1.

G. L. Edwards installed permanent agent Webster Groves, Mo., Sept. 29.

E. W. Flinn installed permanent agent Amory, Miss., October 1.

P. A. F. Ingle installed permanent agent Townley, Ala., October 5.

J. H. Helm installed permanent agent Marion, Ark., October 1.

E. Tarrant installed permanent agent Garnett, Okla., October 2.

A. J. Hampton installed temporary agent Drummond, Okla., Sept. 5.

W. J. Morrison installed permanent agent Anna, Kas., Sept. 10.

E. M. Reid installed permanent agent Morrison, Okla., Sept. 3.

Mrs. M. A. Pearson installed temporary agent Horine, Mo., Sept. 11.

M. J. Melton installed temporary agent Brickeys, Mo., Sept. 12.

W. E. Barron installed permanent agent Ste. Genevieve, Mo., Sept. 13.

F. E. Jones installed permanent agent Jerome, Mo., September 18.

B. A. Barrett installed permanent agent Northview, Mo., September 18.

Effective September 15, Micola, Mo., agency closed temporarily.

Effective September 3, McCullum, Ala. agency closed.

D. Meeker installed permanent agent Cabool, Mo., September 11.

P. E. Stufflebean installed permanent agent Sequoyah, Okla., Sept. 17.

L. A. Cowling installed temporary agent Mansfield, Ark., Sept. 15.

Effective September 29, 1917, freight agency at Rombauer, Mo., closed temporarily, ticket account checked to Mrs. M. D. Zoll.

Effective September 18, 1917, McGuire's, Mo., opened as a ticket only agency, Geo. H. Crow installed ticket agent.

Miss F. M. Adams installed permanent agent Algoa, Ark., Sept. 19.

R. W. Tapp installed permanent agent Avoca, Ark., Sept. 21.

A. French installed permanent agent Leasburg, Mo., September 26.

D. Brockerman installed permanent agent Ozark, Mo., September 27.

W. C. Gunter installed permanent agent Dudley, Mo., September 4.

F. W. Whitaker installed temporary agent Yarbrough, Ark., Sept. 19.

E. A. Bennett installed permanent agent Narcissa, Okla., Sept. 18.

O. W. Beck installed permanent agent Darrow, Okla., Sept. 26.

J. F. Strader installed temporary agent Fay, Okla., Sept. 25.

Mrs. P. David installed temporary agent Wallerville, Miss., Sept. 21.

J. L. Mumma installed permanent agent Oronogo Jct., Mo., Sept. 26.

J. T. Stephens installed permanent agent Le Panto, Ark., Sept. 25.

Q. C. Grant installed permanent agent Jericho, Ark., September 28.

R. H. Glover, Jr., installed temporary agent Johnsons, Ark., Sept. 28.

M. C. Wall installed permanent agent Truman, Ark., September 30.

# NEWS LINES FROM ALONG THE LINE

**SPRINGFIELD** Mr. and Mrs. Charles Edmonds spent several days in Enid, Okla., recently. Mr. Edmonds is a machinist apprentice.

Joseph Epperson, car repairer, accompanied by his wife and son Ollie, spent a few days in Kansas City recently visiting with friends.

P. J. Moore, a veteran Frisco machinist, will visit in Monett until November 15.

L. S. Wallner, boilermaker at Monett, is in Springfield to spend two months. He was accompanied by two sons and a daughter.

W. F. Cook, machinist, accompanied by his wife and son Ralph, will visit in Cumberland, Md., until December 31.

J. J. Collins, timekeeper at the northside shops, recently spent a ten days' vacation in Oklahoma. He was accompanied here by his wife and daughter.

John A. Clark, a car carpenter apprentice, will depart soon for a six weeks' visit in Muskogee, Okla.

John Puller, checker, will depart soon for a six weeks' visit in Birmingham, Ala.

Frank A. Wightman, Superintendent of Safety, and J. C. Pentecost went to Brooklyn, Mich., recently to supervise the erection of the Nixon Monument. The monument will be unveiled early in November.

G. I. Windle of Omaha, Neb., arrived in Springfield Sept. 25, to act as instructor in the school for training women for station service recently established here. Mr. Windle was formerly connected with the Union Pacific. The growth of the school demanded the addition of the third instructor.



**Telegraph Office, Amory, Miss.**  
From the left: Operators Coyle, Keunainer, and Robnek.

**BIRMINGHAM** W. J. Sullivan, chief dispatcher of the Birmingham and Tupelo subdivisions has been transferred to Thayer as assistant superintendent of the Willow Springs subdivision. Mr. Sullivan succeeds H. E. Gabriel, who has been relieved to accept service in the army. E. E. Owens has been appointed chief dispatcher here to succeed Mr. Sullivan.

**POPLAR BLUFF** A new Frisco Claim Agent arrived here September 15, and from his size it appears that he will be a first class man for the job. E. E. Whitworth reports his weight at 12 pounds.

**ST. LOUIS**—The Freight Traffic Department is aghast at the horrors of civilized warfare, as explained by Joe Foshage, who with Frank Gissler and George Braun, recently joined the Quartermasters' Depot and are now stationed at Fort Sill.

The rigid training of the army is a strong inducement for some of our city boys who have their chest where their back should be. Joe further explains that neither whisky, beer or any other intoxicating beverages are allowed, and that the training will enable him to whip six prohibitionists who made the camps dry.

The boys are on a reservation that covers 520,000 acres and they see numerous Indians and Half-Breeds "a la movies."



**Traffic Men enroute to Mr. Reilly's farm in St. Louis county where he gave them a picnic August 6.**

The nights are as cool as the days are hot, and that although the blankets and sleeping material are par excellence, Joe says the only pillow they have is their arm.

They will have their pictures taken soon but for fear of arousing the jealousy of some of the boys back home, and of receiving "mash" letters from the girls, they will postpone it for a while.

Who said we would let our boys "go hungry" for tobacco and sweets. We have already supplied them with chewing, smoking, chewing gum, corn cob pipes, and Life Savers.

George Lehman, now with Uncle Sam's fighting forces, "somewhere in the U. S." is sadly missed by the Freight Traffic Department, especially the girls of the "harem."

Will someone please tell us what has happened to L. Meyer's cartoons? Has he lost his "punch" or is he taking a vacation a la Mutt & Jeff?

**HUGO** Miss A. B. Glenn, our popular operator, has been transferred to Fort Smith, relieving Mr. Kelton as Car Distributor. Mr. Kelton being given position as dispatcher. Miss Glenn's place here is being filled by Miss Florence Brennan, daughter of dispatcher Brennan of Hugo.

X. R. Campbell, third trick operator, went to Oklahoma City recently to see about enlisting in a railway regiment that is being formed there for service in France. If he passes, he will come back to Hugo where he will be joined by Mr. Crockmore and Mr. O'Flarety, switchmen and extra yardmasters.

**STE. GENEVIEVE**—Walter Operly has resigned J. E. Rigdon his position as agent, being succeeded by W. E. Barton.

F. Karl has resigned his position as Freight Agent. He was succeeded by W. Operly.

Viggo Swift has also resigned his position as assistant freight agent. He was succeeded by Henry Henny.

**NEODESHA**—Sam Harris and wife left Neodesha L. J. Westerman September 9 for Houston, Texas. Mr. Harris is a delegate to the Car Men's Convention. From Houston they will go to California to visit relatives.



Section Gang, Mt. Vernon, Mo.  
Roscoe Callaway, Foreman, George Burns, Oscar Hancock and Thomas Yose.

Frank Mohlk, roundhouse foreman at this point, is always on the job when it comes to fighting engine failures.

H. H. Brown, superintendent, spent September 20 and 21 at Neodesha on business.

Fred Goodnight, cashier in agent's office, was lamed up a few days this month on account of sickness.

E. E. Carter, assistant superintendent at this point, returned to work September 20. Mr. Carter was at the Employees' Hospital in St. Louis for a couple of weeks undergoing an operation. We are mighty glad to see him able to be back so soon.

Ray Oliver, agent, advises that the stork paid his home a visit and left with him a bouncing baby boy. The young man will assist on the expense account.

Wesley Eaton, clerk to car foreman, was at Wichita September 20 to break in a new clerk for the roundhouse foreman at that point.

All the machinists at this point are smiles all over due to the recent increase in wages. Who wouldn't smile?

Jess Causy, fireman, was called to Camp Funston October 1, where he will start training to "can" the Kaiser.

Frank Mohlk, roundhouse foreman, was in Kansas City October 1 and 2 attending the roundhouse foremen's meeting which was held in master mechanic Forster's office.

John Forster, master mechanic, was at Neodesha September 27.

Jack Burke, assistant master mechanic, made a call at Neodesha October 1.

Earl Petri, machinist, returned to work October 1 after a three weeks' sojourn as a patient in the Employees' Hospital at St. Louis.

A. C. Scherman, assistant foreman water department, returned to work October 1 after spending a two weeks' vacation in the wilds of Wisconsin. Says he had a great time, and is strong for Wisconsin as a vacation ground.

**KANSAS CITY** T. L. Russell has returned from M. C. Whelan. He carried as a memento a disfigured nose and a highly polished cheek, the effects of auto riding in Ohio. We wish to assure Frank that we believe every word of it.

In making repairs around the shop lately it was found that a great many of the door frames were made of walnut timber and were in first class state of preservation. This illustrates the changes in now and forty years ago, and in repairing one of the small engines not long since we found after breaking through about a quarter inch of paint that the smoke arch braces had been finished in lathe and polished. Oh, what a contrast and how unnecessary some of this now appears to the young mechanic of today. Yet with what pride and

skill the old expert of yesterday performed his task. This is interesting to the youth of today and brings back memories to the old fellows who were our masters in the art of fit and finish without improved machinery, and also the fireman who took more pride in the polish and cleanliness of "his" engine than he did of his home. A few of the old mechanics now encountered who know of the past and has kept abreast of the present and looking and learning of the future in mechanism is far more modern than the majority of the present day flock.

Charles Ballmier, boiler-maker, who sometime ago "went back to the soil" by going farming, has now come back to the shop.

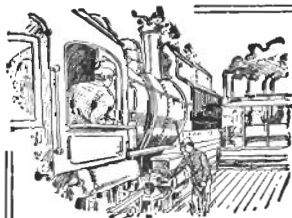
Chas. Homer, Dye welder, recently was called away to Independence, Kan., account of the death of his father-in-law.

The loyalty of the men in the roundhouse, shop and train service generally, never was shown to a better advantage than in the recent movement of troops. The employees of the coach yard especially deserve credit from the company and from Uncle Sam by staying at the post day and night.

Our new air compressor is now installed and as soon as the power can be furnished by the electric company, whose plant was lately struck by lightning, we can perform on the air line.

Andrew Hartman, who has been at the Springfield Hospital, is back and says he expects to live to a ripe old age, but not do much laborious work. He is soon to be placed on the pension roll.

For the benefit of along the line points will say we have conquered our engine frame troubles and have no difficulty in making permanent repairs here. We are also always willing to demonstrate without charge.



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Employees  
Eyes are  
Exposed to  
Wind,  
Dust and  
Alkali  
Poisons**

The Rush of Air, created by the swiftly-moving train, is heavily laden with coal-smoke, gas and dust, and it is a wonder that trainmen retain their normal Eye-sight as long as they do.

Murine Eye Remedy is a Convenient and Pleasant Lotion and should be applied following other ablutions.

Murine relieves Soreness, Redness and Granulation.

Druggists supply Murine at 50c per bottle.

The Murine Eye Remedy Co., Chicago, will mail Book of the Eye Free upon request.



## Don't Shoot the Preacher.

By C. H. Handerson, Editor Drill Chips.

Our country's railroads are just now recovering from the effects of a popularity similar to that tendered Dr. Cook, when it was established that he had lassoed the wrong pole. About every second beggar you meet upon the street today will tell you that he once owned some perfectly good railroad stock, which he was induced to hang on to by some evil wisher.

With tears brimming from his eyes, he will tell you the pathetic story of that stock—of its early rise to fame and fortune, of those days of popularity when it was the recognized financial bulwark of the nation's widows and orphans; then will follow a damp recital of its sudden and sickening downfall. And the details will run something like this.

A few years ago, after we discovered that the teakettle on wheels was a valuable aid to rapid transportation, our enthusiasm for and love of railroads knew no bounds. In those halcyon days, a Congressman, instead of tipping a hootblack, would give a new and ambitious railroad a few thousand acres of land upon which to try its teeth. The Federal and State Governments had a little friendly game of penny ante—in which the railroads were the "kitty"—and they kept chipping in and raising the limit until some one hundred and fifty-five million acres or two hundred and forty-two thousand square miles were rung up on the cash drawer of the country's railroads. And everyone thought it was all right. Texas, for example, went on a wild jamboree of generosity and donated to her railroads

about eight million more acres than she possessed. And still no one complained.

"Them was happy days." But they were followed by the inevitable morning

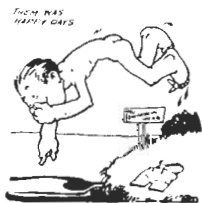
after. Some railroad sinned, and a bright lad, who worked in a law office and studied Blackstone nights, discovered its guilt and prosecuted. He did it so successfully and publicly that he got to Congress crosslots, and then the day of reckoning began.



Instantly railroad baiting became the king, queen and ace high of indoor sports. Whenever a political aspirant failed to land in the calcium by other means, he found a sure railroad, laid low by means of his oratory and similar affectations of the devil.

Legislators of all sorts and sizes began harassing the railroads with all sorts and sizes of legislation. Every State in the Union vied with every other State in setting up laws and rules and regulations for the guidance of railroads; and the Ten Commandments, wide in scope though they are, became but puny, weak and narrow things when compared to the legislative confines that do hedge a railroad. Instead of having one boss, a railroad would wake up some dark morning to find that it had from one to forty-eight, depending on how many States it linked together in its course.

One State might legislate an electric headlight on, while the next one west would legislate it off. The next would decree ear tabs for the whistle, while the next would insist on the engineer stopping and firing a gun before each crossing. When a backwoodsman got to Congress, they'd ask him how many railroads he'd killed in the last month, and unless he could prove at least six notches on his gun, they'd make him a vice-president or something equally penitential.





This isn't ancient history either. As late as 1913 the state legislatures sat upon 1395 bills relating to details of practical railroad operation. Two hundred and thirty of these became laws! (Just imagine running a business afflicted with two hundred and thirty new laws per annum! Solomon, notwithstanding his multiplicity of wives, had a life of unrestrained joy and gladness in comparison with this scurvy treatment.) These laws stuck their respected fingers into everything from labor charges to the sort of block signals required. Every time a railroad raised its head over the top of the trench some legislative luminary chopped off some of its income or increased its outgo. Sometimes he did both at once, in order to insure proper results and popular approval.

The dear public embraced the idea that the railroads, like the U. S. Treasury, were a sort of artesian fountain of inexhaustible wealth. Without any effort at all, and in spite of piffling but painful persecution, a railroad was expected to be able to float a loan for a million, or to erect an enduring memorial to the liberality of the public in the shape of extensive terminals, depots and similar expensive necessities. And all the time the great game of railroad wrecking went on, amid the plaudits of the mob. But that wasn't all; not content with legislating off railroad incomes and legislating on railroad expenses, some Power, down State, decided that the railroads were still too haughty, and needed a stiff bit of old-time competition in order to be properly humbled into the dust. On looking around, this Power discovered we had a flock of rivers in this country that had wonderful possibilities—to man with a disordered imagination. Moreover, to make these rivers fit for navigation would furnish great sport for the dear people

back home, and would insure another Congressional term for the Congressman then at bat. So we started putting the rivers into competition with the railroads.

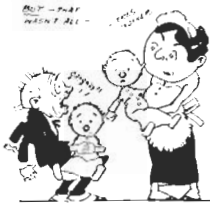
We flung twenty cold and shivering millions into the Mississippi from Cairo to St. Louis—200 miles. This revised and expurgated river was immediately in receipt of something like 281,000 tons of traffic or just one fifty-first of the amount donated to it back in 1881, when it was innocent of all dredges or dredging. Then we skidded eleven million dollars into the Missouri, and are to spend nine million more. After the initial dose of dollars, the Missouri produced 347,577 tons of traffic per annum, of which 309,577 tons were sand and gravel towed in scows for a distance of one mile.

In spite of this the railroads continue to exist, and still more heroic measures seemed necessary. Therefore the Red River, out in the State of Arkansas, was relieved of some of its shortcomings. The operation cost the Government something like sixty-five dollars for every ton of freight carried—lumber excepted, as that would float down, shortcomings or no shortcomings. And still, to the surprise of certain interested parties, the railroads continued to run trains.

The situation seemed critical in the extreme. The public must be appeased. Whereupon someone took an opiate and conceived the Hennepin Canal to link Chicago and the Gulf—thus effectively side-tracking railroads forevermore.

Anybody can see that. The canal cost nine million dollars, and in 1913 each ton of freight that was dragged over its booms cost the Government forty-six dollars and thirty-three cents.

Certainly in the face of such cutthroat competition the railroads should have succumbed. But they didn't. They were very tenacious of life. True, they were not—nor are they now—in a very flourishing state. All this haggling and badgering very naturally reduced the value of their securities. Investors found better



security and better incomes elsewhere. As a result, our railroad capitalization per mile is the least in any modern country. In Canada it is \$67,737; in

Russia it is \$84,200; in Germany \$120,355; in France \$148,625, and in the United Kingdom \$274,224. In our own land of the free however, it is just \$63,495.

This poverty of capitalization is largely the result of our insane desire to "take it out of" the railroads. Exactly why we are possessed of this desire or what we are "taking out" of 'em no one seems to know. But one thing is certain—we have taken everything out of the railroads including the major share of their earning and serving capacity. In May, 1911, for example, the "Review of Reviews," estimated that the railroads of the country approximated 60 per cent of the required facilities for expeditious handling freight. Today with business 300 per cent normal, their readiness to serve fades to the irreducible minimum.

Yet many of the old school of railroad kickers are still inclined to blame the railroads for the present forlorn condition of the nation's transportation. But ask one of these same kickers how much railroad stock he owns, and he will probably tell you—not a single share. Ask him why, and he will tell you he can get better returns on his money elsewhere, thereby answering his own complaint.

Our legislation has limited the return on railroad investments, yet in exchange it has never offered any guaranty that there will be any return whatsoever. In the face of such misshapen legislation, is it any wonder that our railroads are impoverished? Is it any wonder that they limp along with makeshift and hand-to-mouth methods? They know that to appear prosperous is a cause of suspicion. More than that, it is a signal for heavy

bomb fire from the opposition and loud screams of disappointment from the proletariat, who do not own railroad stock.

What our railroad systems need most of all is a guaranty of a sound night's sleep, untroubled by dreams of highwaymen and legislative slugshots behind the left ear. The irony of the present situation is that we of the mob, who have been so ready to cry "Crucify 'Em," are the ones who are now paying the penalty for our haste and taste for railroad gore. We are the ones who are out of pocket.

Henceforth, when we kick about our delay and loss incurred by embargoes. It is the lack of proper terminal facilities and sufficient locomotives—something the railroads would be only too glad to supply if they had but the means.

When coal lingers in the yards, before you complain find out why it is that in England the railroads dump whole trainloads of coal at one operation, while here we transfer it car by car, and thereby pay the price of our antiquated machinery. Before we criticize the delay in getting our militia to the border, ask who enfeebled our transportation systems so that they had no factor of safety to their credit. Before we complain of congestion on the coast, ask why our railroads have to pay fifty million a year for lighterage service and thirty-five million for drayage at New York, when a modern terminal system would reduce this annual tribute by one-half.

"Railroads," says Howard Elliot, "are no different from any other kind of business. They can't increase their expenses and keep their rates stationary, and still continue to provide a plant adequate to their needs." That sounds reasonable, and yet for years we've been running on the theory that we could do any old thing to railroad and it would still continue to lick our hands and shoot out dividends and improvements with every breath.

It is time we realized that the railroads are not gifted with the divine and un-



# The Frisco-Man



limited ability to stand financial mulcting that is ascribed to them by popular fancy. It is time we realized how interwoven are the railroads with

the convenience, prosperity and, yes, even the life of our country.

Our early liberality toward railroads may have been expensive, but we will hazard the guess that it was actual economy in comparison with the price we are now paying for our later foolhardy stinginess and peevish persecution of them.

Railroads made this country—they maintain it, they feed us, and they may prove to be our protection before the year is out. Therefore give them and their troubles the consideration they deserve. Give them a chance to make a return on their capital that shall be comparable with the return in other fields of endeavor.

If you wish, let the Interstate Commerce Commission exercise supervision over the issuance of railroad securities that the public may be assured that money invested in such securities will be used solely for the purpose of legitimate railroad development.

These two acts would combine to attract to our railroads the new and needed money with which to build them in to what they should be—a vast and healthy machine for public service and protection.

In short, before you assail our railroads, consider first the hard and devious row they hoe, and then remember the placard which was nailed to the vestibule of a Western church—"Worshippers are earnestly requested to leave their guns at the door and to refrain from shooting up the preacher. He's doing the best he can."



## Thrift.

Roly—"Does your wife believe in domestic economy?"



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| <input type="checkbox"/> Traveling Engineer       | <input type="checkbox"/> Bookkeeper                 |
| <input type="checkbox"/> Traveling Fireman        | <input type="checkbox"/> Stenographer and Typist    |
| <input type="checkbox"/> Air Brake Inspector      | <input type="checkbox"/> Higher Accounting          |
| <input type="checkbox"/> Air Brake Repairman      | <input type="checkbox"/> Mathematics                |
| <input type="checkbox"/> Round House Foreman      | <input type="checkbox"/> Good English               |
| <input type="checkbox"/> Trainmen and Carmen      | <input type="checkbox"/> Salesmanship               |
| <input type="checkbox"/> Railway Conductor        | <input type="checkbox"/> Advertising Man            |
| <input type="checkbox"/> Mechanical Engineer      | <input type="checkbox"/> Civil Service              |
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| <input type="checkbox"/> Steam-Electric Engineer  | <input type="checkbox"/> Electric Wiring            |
| <input type="checkbox"/> Civil Engineer           | <input type="checkbox"/> Telegraph Expert           |
| <input type="checkbox"/> Surveying and Mapping    | <input type="checkbox"/> Mine Foreman or Engineer   |
| <input type="checkbox"/> R. R. Constructing       | <input type="checkbox"/> Metallurgist or Prospector |
| <input type="checkbox"/> Bridge Engineer          | <input type="checkbox"/> Chemical Engineer          |
| <input type="checkbox"/> Architect                | <input type="checkbox"/> Agriculture                |
| <input type="checkbox"/> Architectural Draftsman  | <input type="checkbox"/> Poultry Raising            |
| <input type="checkbox"/> Contractor and Builder   | <input type="checkbox"/> Automobiles                |
| <input type="checkbox"/> Structural Engineer      | <input type="checkbox"/> Auto Repairing             |
|   | <input type="checkbox"/> Italian                    |

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



### Still Unbeaten.

The sergeant major had the reputation of never being at a loss for an answer. A young officer made a bet with a brother officer that he would in less than twenty-four hours ask the sergeant major a question that would baffle him.

The sergeant major accompanied the young officer on his rounds, in the course of which the cookhouse was inspected. Pointing to a large copper of water just commencing to boil, the officer said:

"Why does that water only boil round the edges of the copper and not in the center?"

"The water round the edge, sir," replied the veteran, "is for the men on guard; they have their breakfast half an hour before the remainder of the company." — *Tit Bits*.

### Very Much Gifted.

"Maybe he hasn't found himself yet," consoled the confidential friend. "Isn't he gifted in any way?"

"Gifted?" queried the father. "Well, I should say he is. Every thing he's got was given to him." — *Harper's Magazine*.

### No Such Word.

Nervous Subaltern (endeavoring to explain the mysteries of drill). "Forming fours. When the squad wishes to form fours, the even numbers take—"

Sergeant Major (interrupting). "As you were! A squad of recruits never wishes to do nothing, sir!" — *Punch*.

### Blame the War.

Engineman—Where's that waste?

Fireman—There's no such thing any more the master mechanic has two pounds of it in his safe, but is keeping that as a curio. — *Erie Railroad Magazine*.

### Why They're Smaller.

Mr. Bacon—Did you make these biscuits, wife?

Mrs. Bacon—I did.

Mr Bacon—They're smaller than usual, aren't they?

Mrs. Bacon—They are. That's so you'll have less to find fault with. — *Yonkers Statesman*.

### So Much Ahead.

"Do you think it is right, mamma, for him to spend all that money on me?"

"Why not? If he isn't going to marry you, you are so much in; and if he is, you are only establishing a proper precedent." — *Judge*.

### Those Dear Girls.

Edith—Jack told me I was so interesting and so beautiful.

Marie—And yet you will trust yourself for life with a man who begins deceiving you so early. — *Boston Transcript*.

### Weak Comfort.

Charles Edward Russell of the American Commission to Russia said at a banquet of New York Socialists:

"I confess that some of the Russian news looks rather dubious."

"Cheer up, Charlie!" shouted one optimistic Socialist from the further end of the table. "Never despair, old man! Somewhere behind the clouds the sun is shining."

"Yes," said Mr. Russell. "And somewhere below the sea there's solid bottom. But what good does that do to the chap who gets submarined?" — *Detroit Free Press*.

### Exactly So.

Conductor—"What's the number of your berth, sir?"

Uncle Hiram—"Wal now, let's see—it's July 10th, 1845." — *Puck*.

## Why "FLINT" Excels.

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

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System authorizes the sale of  
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