

The
Frisco-
Man

THE FRISCO-MAN

RAILROAD PAINTS

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—MAKERS—

NEW YORK

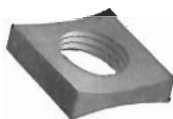
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EFFICIENCY.

Consider the men whose names mean efficiency, achievement, success. Notice that practically everything they undertake comes out as it should.

The reason is simply that these men have the habit of making good. There is no luck about it. They have acquired a habit.

That habit—the habit of making good—was gained by hard work and the unsparing expenditure of energy.

The successful conduct and development of the railway industry requires the services of thousands of men who are chosen for their fitness for the positions to be filled.

And in proportion to a man's fitness is his career. If a trial proves him to be unfit, he is dropped. If he proves his fitness for a higher post, he gets it in due course.

The opportunities in the railway field are practically without limit. Given a normal brain and the desire and energy to develop it, there is no position to which a man in the ranks may not rise.

It is necessary to the progress of the railway industry that men in the ranks should rise. The industry is not a thing of to-day alone. Means of transportation will always be in demand, and the man most fit will be the man who will lead in supplying the demand.—*Brill Magazine.*



VOL. X, No. 5

SAINT LOUIS, MO.

May, 1916

ARE WE FORGETTING?

It's easy to forget.

It would be unreasonable to expect 100 per cent all the time, but instances such as we cite herewith show zero efficiency in Safety First.

These breaches of Safety First were committed "somewhere on one division of the Frisco,"—catch the point, "on one division."

To the many who have taken the Safety First lessons to heart it is discouraging that elementary infringements of its laws, such as these, should have been committed.

Safety First is, after all, a high form of selfishness and the labor being put forth to teach its value should be appreciated, inasmuch as it is a service primarily to OURSELVES.

Let us ask ourselves, officers and employes, if we have been guilty of practices such as these or any similar to them:

On April 12, an air inspector was seen coupling an air hose on train while switch engine was still making up train. When the danger of such a practice was called to his attention, he said he knew it wasn't safe and wouldn't do it again.

On April 4, it was necessary to caution a brakeman regarding the danger of going between cars while in motion to pull a pin. He promised not to do it again.

On March 5, it was necessary to remove a plank with nails protruding from between the tracks at

On April 10, it was necessary to caution round house men regarding the danger of moving an engine while cleaning ash pan and not ringing bell.

On April 10, a brakeman was seen holding to running board of tank car with his feet on brake cylinder. It was explained to him that if he fell while riding car in that manner he would probably go under the car.

On April 3, it was necessary to caution a fireman who was seen dumping an ash pan and moving an engine without giving the necessary warning signal, of the danger that might result from such practice.

On April 14, operator at was cautioned regarding handing train orders or messages on hoops at night without a white light.

On March 20, an engine foreman and his helper were seen getting on the foot board of a switch engine while in motion.



Frisco Relay Office Force, Sapulpa, Okla.

Left to right: Top Row, J. Killebrew, messenger; F. L. Booker, operator; Miss Evelyn Spicer, telephone operator. Bottom Row, Miss Floy Morford, telephone operator; J. H. Fichtel, manager; H. S. Fisher, operator.

To Local Agents.

E. F. LeFaire, Commercial Agent, Minneapolis, Minn.

To a good consistent worker a word of appreciation and kindness will tend to further stimulate, and as I believe the Frisco Lines have such a corps of local agents I wish as an off-the-line representative of the Frisco to thank them for the many valuable pointers received, as in a great number of cases it led to business we would otherwise have lost.

Keep up the good work boys, and help make the Frisco the greatest railway to and from the valuable territory it serves, to the end that the public as well as the employes will say nothing but good about the Frisco.

It is also a pleasure to acknowledge that our local agents are very prompt in giving information asked for, which helps us greatly in keeping down complaints.

Do not allow the fact of your station being non-competitive to prevent you from advising us of prospective movements as the information may assist us to secure movement via a gateway bringing the Frisco the greatest possible revenue. This for our mutual good.

Frisco Picnic.

At a meeting in the Odd Fellows Hall, Springfield, Mo., May 1, Frisco employes by a unanimous vote decided to continue the custom established during the last five years of holding an annual picnic excursion to some point not far from Springfield. The picnic date this year was set for June 17.

About 200 employes attended the meeting, which was called by Charles Green, chairman of the 1915 committee, to consider plans for holding the event this year.

M. J. Golden, who was treasurer of last year's committee was elected chairman of the committee which will have charge of the affair this year. Other

members of the committee were elected as follows: James A. Nelms, boiler-maker, New Shops, vice-chairman; John Shockley, car worker, New Shops, secretary, and Percy Freeman, clerk, treasurer.

The general arrangements for the outing after the excursion point has been selected, will follow the plans of former years.

Grande Vista.

Frisko employes planning week-end excursions during the summer will find Grande Vista on the Meramec, near Robertsville, Missouri, an ideal place from all standpoints.

Grande Vista consists of two buildings, sleeping porch and camp-outs, occupies a commanding position overlooking the Meramec River, and is surrounded by a 110-acre farm. The buildings provide comfortable sleeping accommodations for fifty persons.

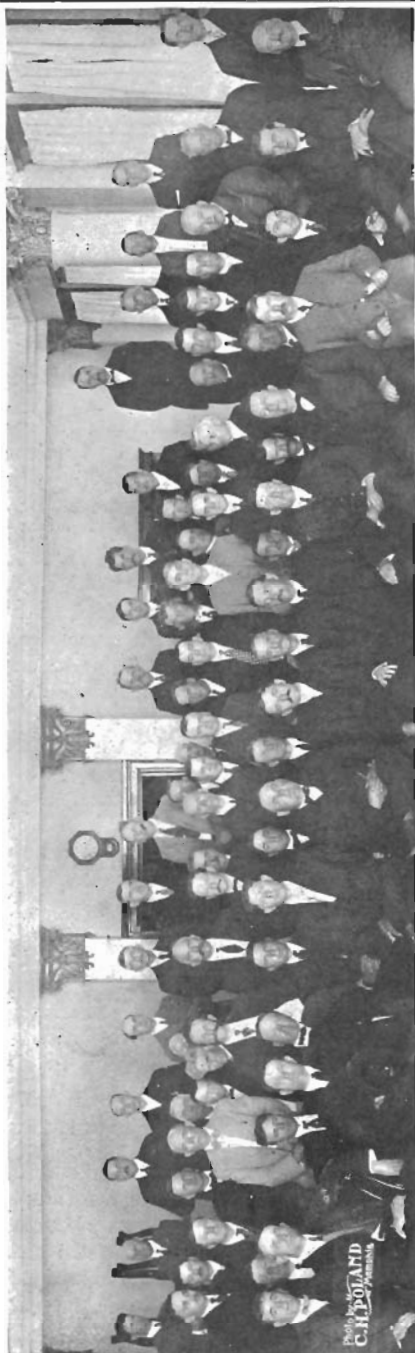
First among the amusements are boating and fishing on the Meramec River. In addition to these there is bathing, horse-back riding, driving, tennis, croquet, etc.

Grande Vista is under the management of a former Frisko employe who will be glad to renew old acquaintances and extend a cordial welcome to all.

Detailed information may be had by addressing Manager, Grande Vista, Robertsville, Mo.

A statement regarding freight claim payments issued May 4, 1916, shows that despite *increased* freight earnings, a *decrease* of three-tenths of 1 per cent has been made in claim payments, for the period July, 1915, to April, 1916, as compared with the same period the previous year.

The statement also shows that we are holding our ratio of claim payments under \$9.00 and that there has been a decrease in the number of claims received for the comparative ten-months period of 12.9 per cent.



More than 100 doctors attended the fifteenth annual meeting of the Frisco System Medical Association at the Gayoso Hotel, Memphis, Tenn., April 25 and 26. Dr. W. N. Yates, of Fayetteville, Ark., president, presided.

Interesting papers upon sanitation in which the railroads are interested, fumigation of pullmans and various other subjects composed the program including a smoker at the Chisca Hotel and a luncheon at the Country Club.

Dr. William Britt Burns of Memphis was elected president of the next meeting which will be held at Springfield, Mo.

L. W. Price, general baggage agent, is appointed division passenger agent at Oklahoma City, Okla., effective May 1.

H. T. Mason, manager of mail traffic will assume the duties of general baggage agent, with office at Springfield, Mo.

Passed With Credit.

The International Correspondence School of Scranton, Penn., reports that for the month of March, 1916, the following Frisco employes have taken examinations and passed with excellent marks.

J. E. Belk, Chaffee, Mo.; Earl H. Barter, Fort Scott, Kans.; Charles D. Perry, Joplin, Mo.; C. H. Watson, Fort Worth, Tex.; Fred Nelson, Fort Smith, Ark.; Wayne W. Burson, Springfield, Mo.; John J. Blackwell, Memphis, Tenn.; A. C. Dickson, Tulsa, Okla.; R. E. Williams, Oklahoma City, Okla.; D. C. Shellhorn, St. Louis, Mo.; Glen B. Anderson, Hugo, Okla.; L. E. Kelley, Fort Worth, Tex.; C. O. Hufford, Springfield, Mo.; J. H. Brock, Ft. Worth, Tex.; W. W. Hanks, Lawton, Okla.; B. B. McGowan, Birmingham, Ala.; Fred L. Haupt, Cape Girardeau, Mo.; Henry M. Walters, Chaffee, Mo.; Robert H. Doolittle, Birmingham, Ala.; C. H. Richardson, Amory, Miss.; H. W. Spencer, Memphis, Tenn.; Thos. F. O'Connor, Memphis, Tenn.; W. R. Brookhouser, Sapulpa, Okla.; Jno. G. Hughes, Fort Worth, Tex.; Charles Ruh, Cape Girardeau, Mo.; I. B. Jones, St. Louis, Mo.; Loyd B. Jones, St. Louis, Mo.; David R. Mouser, St. Louis, Mo.; J. C. Douglas, St. Louis, Mo.; C. Johnson, St. Louis, Mo.; J. S. Barron, St. Louis, Mo.; J. O. Smiley, Salem, Mo.; O. C. Thurmond, St. Louis, Mo.; R. A. Welker, St. Louis, Mo.; L. Beiswinger, Salem, Mo.; Marvin Barker, Salem, Mo.; A. J. Roberson, Salem, Mo.; J. L. Dillon, Newburg, Mo.; Floyd Berry, Ash Grove, Mo.; Sidney Goddy, Newburg, Mo.; G. T. Allison, Newburg, Mo.; Earl D. Mead, Springfield, Mo.; C. M. Young, Springfield, Mo.; Otto A. Mayer, Springfield, Mo.; Frank Macormic, Newburg, Mo.; Charles Harris, Springfield, Mo.; J. L. Casey, Joplin, Mo.; Artie M. Reynolds, Springfield, Mo.; Wm. Hutchinson, Chaffee, Mo.; Wm. Carpenter, Springfield, Mo.; Howard Sawin, Fort Scott, Kans.; J. T. Lueburger, Monett, Mo.

The Public First.

Attention has been attracted to instructions recently issued by an eastern railroad, restricting the use of employes' passes, so that paying passengers might not be deprived of seats or other accommodations.

The public is paying for service and has a right to get what it pays for.

All common carriers should, and most of them do, recognize this obligation.

A satisfied passenger is the best advertisement that a railroad can have.

The disposition of Frisco men to give the public the best that we have is so well known and this principle so thoroughly observed that the management does not consider it necessary to issue any instructions.

Burk Transferred.

John E. Burk, general foreman, North Side Round House, Springfield, Mo., is transferred to St. Louis to occupy corresponding position, effective May 15.

Mr. Burk has been with the Frisco more than a quarter of a century, serving as general foreman at Springfield five years.

In saying good-bye to Mr. Burk his many Springfield friends presented to him a handsome ring and traveling grip as a token of their affection and esteem.

RABOK PAINTS

A Good Investment

If you spend one dollar and receive two in return, you would call that a good investment would you not? If you buy a gallon of "Rabok" Paint you will get the same result. Service given by "Rabok" Lumisheen and Gondola Paint on the Frisco is proof of this.

Write RABOK MANUFACTURING CO., ST. LOUIS, Missouri, for further information.—*Adv.*

On Section 4.



Miss Agnes Ward, shown in the accompanying reproduction, is the little daughter of Mr. and Mrs. E. J. Ward of Barnhart, Mo.

Mr. Ward is in charge of section No. 4 at Barnhart. He has been with the Frisco for the last thirteen years, one year of which he served as supply car clerk from St. Louis to Birmingham.

Variety is the Spice of Life.

This is particularly true in gardening. Don't have too much of a few things, have a variety even if in limited quantity.

Among the three great floral novelties that have appeared during the last thirty or forty years are the Rudbeckia Golden Glow, the Cosmos and Gladiolus. These can be grown in practically every garden the world over and will be favorites until the end of time.

Next to joint giant summer Cosmos, Cannas are the greatest continuous flowering plant for the lawn and garden. The varieties offered are marvels in brilliancy and effectiveness, they are inexpensive and easy to grow.

Here's To The Conductors!

If ever a set of men has visited St. Louis whose enjoyment of their stay with us was fervently desired by every citizen, it is the railway conductors, whose national order is now in session here. And this for the very good reason that there is not one of us who has not often found himself, a stranger in a strange land, debtor to the patience, courtesy and kindly human interest of the railway conductor. They are the real missionaries of humanity, the real "friends of all the world."

Many a boy remembers how, on his first trip from home alone, his father put him into the conductor's charge and that official came back after he had gone through the train and sat beside him and talked to him about the new bridge that was going in over the creek and the big grease spot in the cut where the milk train was wrecked on Tuesday before last. The conductor's was the last familiar face the boy saw as he left the train, and during his visit he occasionally stole down to the station, just to catch the glint of the gray eyes beneath the uniform cap and the wave of the masterful hand. He always felt less homesick after it. When he went to college the real homecoming began when he stepped aboard the train of the conductor who ran through the home town. And when he had attained to man's estate and death had come into the family circle and he made an unforgettable journey in a strange and fearful companionship, it was the same conductor, with frost in his hair now but none in his heart, whose few off-hand words and quiet helpfulness counted for so much.

Let the citizen who is getting weak and wobbly on the brotherhood of man just look at the railroad conductor. He looks after the children, jokes the downhearted schoolgirl, courteously answers the same question, asked by the same fussy old lady, three times between the water tank and the junction, rallies the lovers, decides the bet for the traveling men with the

big diamond, talks politics with the candidate, baseball with the left fielder and a language not down in the books with the baby. Should he "quit the road" he might qualify as a Chief of Police, a Foreign Ambassador, an expert accountant or a Master of Ceremonies.

Nor should the freight conductor be forgotten. There wasn't anybody there to see, on that day after the big blizzard, when he attacked the problem of clearing the yards at the junction with the coal branch under the eyes of the Superintendent himself. The "wyc" was all snowed in, so that there was no place to turn a yard engine, and when the plows came by on the main line the cars on the passing track were covered above their roofs—but he and the Old Man cleared the yard, and the only reason why he did not become famous just on the strength of that one day's work was that Rudyard Kipling and Frank Spearman weren't there to see that the thing was reported properly.

Here's to the conductors! Their calling is one of the best and most human things that the peculiar quality of American civilization has brought into this busy world. We hope they will feel as much at home with us as we have with them. —*St. Louis Republic.*

Glenn Pool Beats the Frisco Team.

The Glenn Pool baseball team came up to Sapulpa and though the Frisco team was not prepared for a tussle, the game went ten innings, the visitors getting the long end of a score of seven to six.

It was a hotly contested battle. Ausmus started in to pitch for Sapulpa but after giving five runs was relieved by Bronson Gibson who had just run the track meet the day before and was stiff. The local boys however, were unable to overcome the lead gained by the visitors.

The score by innings was:

	1	2	3	4	5	6	7	8	9	10
Sapulpa.....	4	1	0	0	0	1	0	0	0	—6
Glenn Pool.....	0	2	2	0	0	1	0	0	1	—7

THE GENESIS OF THE RAIL.

A little history regarding the railroad rail will be of interest to readers of The Frisco-Man.

This data is practically all taken from a booklet issued by the Pennsylvania and Maryland Steel Companies, written by Mr. G. P. Raidabaugh.

In 1672 a writer describing a wooden railway which he had seen in New Castle, England, said:

"The manner of the carriage is by laying down rails of timber from the colliery to the river, exactly straight and parallel, and bulky carts are made with rowlets fitting these rails whereby the carriage is so easy that one horse will draw four or five chaldrons of coal." (8 or 9 tons.)

This is one of the earliest instances of which we have record of the use of rails.

It is supposed that rails came into use as traffic carriers about two hundred years before the steam locomotive. They consisted at first, the article states, of rough pieces of timber imbedded in the roadway in such manner as to make smooth track for the wheels of vehicles.

An enterprising English firm, by the name of Colebrook-Dale, manufacturers of pig iron, came to the conclusion in the year 1767, that, as result of the low price of their product and to keep their furnaces at work, they would mould bars in such form as to admit of their being laid on a wooden railway in use at their works.

These bars were made with three countersunk holes for convenience in nailing them to the wooden rails.

The same year we declared our freedom, this rail was improved by the addition of an upright flange, elevated 3 inches above the path of the wagon wheels and the rails were laid upon cross sleepers with the flanges turned inward.

In 1793, by the addition of brackets to support the flange, and ribs or beads to strengthen it between the stone supports, the design was much improved.

These stone supports or blocks were

from 18 to 20 inches square and 8 to 10 inches deep.

However, rails of this construction did not prove to be satisfactory, as stones and dirt would accumulate upon the tread of the rail, tending to throw the carriage off the line.

These defects were remedied in 1789 by William Jessop, who invented what was known as the "fish-bellied" rail, which was supported upon stone or wooden blocks, the rails having a flat base for a short distance at each end where they were secured in the same way as the plate rail, but curving down towards the center, giving them the "fish-bellied" appearance.

The cast iron rail was used in 1797, supported upon cast iron chairs, said to be the first chairs adopted.

These rails were secured by bolts to the chairs, while the chairs themselves were spiked to the stone blocks or sleepers.

In 1802 another type of cast iron rail was introduced. This was one of the first of the oval type surface.

Cast iron rails of various patterns were used for many years. John W. Bay of Harrisburg, Penn., invented one in 1844, and J. C. Trautwine, a prominent railway engineer of that time, recommended the use of cast iron rails upon 100 miles of railroad he was constructing in 1846.

Rails of malleable iron of the square or flat form were first made and used in the years 1808 to 1811. These rails were flat or square bars of iron, 2 to 3 inches wide and $\frac{1}{2}$ to $\frac{3}{4}$ of an inch thick, with holes for nailing them to the wooden rails.

These rails were continued in use in this country for many years and were known as the "strap rail". Several of the old stone stringers, with the strap rails

spiked to them, may be seen at the National Museum, Washington, D. C.

In a New York paper of May 20, 1844, the following item appears:

"RAILROAD CALAMITY."

"The cars on the railroad a short distance east of Rome, New York, came in contact with a snake head on Saturday morning, which threw several of the passenger cars and the mail car off the track. The crash was tremendous and the cars were torn to splinters."

Because of the constant wheel pressure, the "strap" rails would tear loose from the wooden sills and follow the wheels, frequently with sufficient force to penetrate the car floor. They were called "snake heads."

Despite many attempts to form a cheap and durable rail by the combination of wrought and cast iron, no plan was successful until 1820, when the method of rolling iron into any required shape was introduced.

John Birkenshaw, of the Bedlington Iron Works, England, obtained a patent for this process. He desired to roll the rails 18 feet long to obviate the evils of the great number of joints in the line and further proposed to weld the ends of the bars together as they were laid down. This was, however, never carried out. The upper surface of the rail was to be made slightly curved to reduce friction, and was to be supported upon stone blocks or chairs.

By 1830 the Birkenshaw rail had become changed to the "fish-bellied" rail. These rails were 15 to 18 feet long, divided into 3-foot "fish-bellied" spaces.

It is interesting to investigate the reason for making rails into this "fish-bellied" form. It was because of the theory of railway engineers of that day, that a railway should be of equal solidity at all points on the line, and because they believed the rail would be stiffer and

more unyielding at the points where it rested in the chairs and was supported upon the stone blocks. For that reason it would be necessary to equalize the stiffness of the line to take some of the metal from the rail at those points.

In 1862 W. B. Adams discovered that the "fish-bellied" rail was a "mechanical error."

The "tee rail," now in general use on the American railroads, was invented by Robert L. Stevens, president and chief engineer of the Camden and Amboy Railroad. Mr. Stevens whittled the design out of wood. He also designed the "hook-headed" spike, which has since developed into the railroad spike of today. This was about the year 1830.

Frisco's Win Two Games.

Acting on the timely suggestion in a recent issue of *The Frisco-Man* that baseball teams be organized by Frisco employes, A. Hoehn, employed in the office of the Auditor Freight Accounts, has organized a team at St. Louis headquarters. The team is named "Frisco" and has been entered in the Bankers and Manufacturers League, one of several amateur leagues in the St. Louis Municipal Baseball Association, conducted under the supervision of the Park Commissioner of St. Louis.

The "Frisco's" bid fair to have a successful season, having already won the two games played. In the first game they defeated the strong Third National Bank Team; in the second, the "Missouri Pacific's". Heavy hitting featured both games.

The "Frisco's" play their league games on Saturday afternoons. They would like to arrange for Sunday games with Frisco teams in other towns along the line. Those wishing games please communicate with A. Hoehn, Mgr., 1222 Frisco Bldg., St. Louis, Mo.

LARGE ADVANCE IN DRUGS.

Dr. Geo. W. Cale, Jr., chief surgeon, in making a statement regarding the hospital presents the following table showing the advance in drugs which are used in large quantities at the hospital:

	Price 1914.	Price 1916.	Percentage increase Approximate.
Aspirin	\$0.45 oz.	\$0.85 oz.	100%
Phenacetin . . . . .	.30 oz.	.66 oz.	112%
Quinine . . . . .	.30 oz.	1.25 oz.	400%
Carbolic Acid . . . . .	.16 lb.	1.15 lb.	800%
Olive Oil	2.25 gal.	3.50 gal.	50%
Morphine	4.00 oz.	7.45 oz.	95%
Codein	4.00 oz.	8.25 oz.	100%
Sodium Salicylate . . . . .	.44 lb.	4.75 lb.	1000%
Glycerin . . . . .	.75 gal.	7.00 gal.	1000%
Castor Oil . . . . .	.95 gal.	2.80 gal.	300%
Ichthyol	4.00 lb.	6.00 lb.	50%
Urotropin . . . . .	.97 lb.	2.55 lb.	300%
Formaldehyde	1.50 gal.	1.80 gal.	15%
Vaseline . . . . .	.12 lb.	.25 lb.	100%
Edinol	2.75 per $\frac{1}{4}$ lb.	18.00 per $\frac{1}{4}$ lb.	700%
Potassium Iodide	3.09 lb.	4.45 lb.	35%
Sodium Iodide	3.44 lb.	4.45 lb.	28%
Creosote Carbonate . . . . .	.12 oz.	2.04 oz.	2000%
Creosote . . . . .	.30 oz.	2.04 oz.	700%
Bismuth Subcarbonate	1.80 lb.	3.21 lb.	80%
Bismuth Subnitrate	1.88 lb.	3.20 lb.	75%
Iodine	3.50 lb.	5.55 lb.	60%
Peroxide . . . . .	.15 lb.	.22 lb.	50%
Hydroquinone . . . . .	.77 lb.	8.00 lb.	1000%

LOST AND FOUND COLUMN.

When you lose your temper, you lose a valuable asset.

When you lose your health, there is no use in advertising the fact.

When you lose your self-respect, it's time to take invoice and lay in a new stock.

When you lose your grit, get the man ahead to put sand on the track.

If you find the road to success, don't put out your rear lights. They may be a guide to some other fellow.

When you find a willing helper, don't take advantage.

When you find a true friend, don't lose your appreciation.

Don't lose your sense of gratitude for favors as they mellow with age.

—Judge.

SAFETY FIRST AND CLAIM PREVENTION.

Fellow Employes.

E. P. Marthaler, B. and B. Foreman.

Safety First is with a great many and should be with all a very important issue.

It does not pay anyone no matter in what business he is engaged to become careless and get injured or meet death or be the cause of a fellow man getting hurt.

We all know that railroad life is hazardous, so we should be extremely careful. True, danger has been reduced by safety appliances and in many other ways in the last decade, but there is still room for improvement.

None of us would care to accept a position where a large percentage were continually being injured and killed. Why? Because it would not pay us to take the risk.

Then to diminish our casualties means a greater net dividend.

The records show a great decrease in personal injuries on the Frisco. It is necessary in order to maintain and increase this good record, that employer and employe earnestly co-operate in this great work.

Now let us each and every one be cautious and apply ourselves in the right way, namely, the Safety First way.

We hardly realize the worth of Safety First as it is so vast.

Just think of the instances in which Safety First is not employed but carelessness instead. The horrible consequences are death, injury, untold pain and sorrow.

Who is sufficiently versed in mathematics to declare the worth of Safety First?

Let us all handle full tonnage of Safety First and endeavor to help our fellow man keep from running light.

It will pay us, it will pay the other fellow, it will pay our employer.

Now in conclusion, let us prove our efficiency and help our Superintendent of

Safety First, Frank A. Wightman, make a new record and place the Frisco in a class by herself.

Copies of the circular below, entitled "The Chance-Taker," issued by the National Safety Council, Chicago, Ill., are being distributed by F. A. Wightman, Superintendent of Safety.

THE CHANCE-TAKER.

We all know the chance-takers—the men who do all kinds of careless, thoughtless things—but rather than say anything to them or report them, we take the risk of being killed or injured by their carelessness.

Why not quarantine the careless, thoughtless, reckless men and bosses who are the makers of cripples, widows and orphans, the same as we do diphtheria, scarlet fever and smallpox patients? The former are the more dangerous.

When you find such a man, try and teach him to be careful. If he will not be taught report him to some member of the Safety Committee or other proper officer, so that he may be made to change his ways or be gotten out of the service before, **AND NOT AFTER**, some one is killed or injured. **IT MAY BE YOU.**

In This Class Are:

1. Men who do not go back to flag and who run by signals set against them.
 2. Who leave cars on sidetracks too close to provide sufficient clearance.
 3. The men who fail to block their frogs and guard-rails.
 4. On one railroad (in five years) four employes were killed and 501 injured by falling over obstructions left too close to the rail. Make men clean up their tracks and pile material six feet from the rail.
 5. Men who leave freight and baggage scattered all over the platform for passengers and employes to fall over and who leave baggage trucks too close to clear a man on the steps or side of a car.
 6. Men who do not put out blue flags or lights when under cars or engines, repairing or inspecting same.
 7. Men who throw away the guards on emery wheels and gearing of machines, who refuse to wear goggles, who use defective tools and jacks.
 8. Men who pile boards and cleats with protruding nails in places where men may step on them or neglect to turn the nails down. In the last five years, on one line alone, 661 employes were injured by stepping on nails.
 9. Men who go between moving cars for any purpose whatever.
 10. Who kick drawbars over.
 11. Who board engines from inside the rails.
 12. We all know the chance-taker who does not handle train orders in the manner required by the rules.
- Why not change this policy? Remember that it is better to cause a delay than it is to cause an accident.*
(Prepared by Railroad Sectional Committee, National Safety Council.)

R. R. Manicurists.

At the suggestion of Warehouse Foreman E. W. Trimble, Durant, Okla., the freight loss and damage claims department issued a circular to all agents on the Frisco March 11, informing them that the week March 20 to 25, inclusive, would be "Nail Pulling Week."

As its name indicates, this period was set aside for the purpose of securing the special co-operation of all who have to do with the handling of freight, in seeing that cars set out for loading of merchandise and other commodities, especially sacked goods, were carefully cooped, thus avoiding damage to shipments because of nails projecting from the floor and sides of cars.

The agents were instructed to see that all nails pulled during the period designated were sent, at the end of the week, to B. and B. foremen on their respective divisions, and as result of the campaign 511 pounds of nails were recovered. The St. Louis Broadway station made the best record of any one division or station.

The following is a recapitulation of what was accomplished by the various divisions and terminals:

Division	No. Agents	No. Lbs. Nails
St. Louis Term.	2	155
Springfield Term.	1	57
Kansas City Term.	1	65
Southern.	107	41½
River & Cape.	92	21½
Western.	62	23
Southwestern.	69	41½
Central.	108	38
Northern.	111	52
Eastern.	96	34½
	649	509
Unknown account Agt. failed to show name and station on report.	1	2
	650	511

Whitelam Wins.

G. E. Whitelam, superintendent freight loss and damage claims, announced by wire, April 14, that the slogan adopted July 1, 1915, "A \$50,000 reduction in right of way stock and fire claim payments," had become a fact.

"There are still two and one-half months remaining in this fiscal year," Mr. Whitelam says, "and in order to maintain the \$50,000 reduction, the close co-operation of all enginemen, trainmen, section men and others is necessary, and this fact should be forcibly impressed upon the minds of all concerned."

A statement issued by G. E. Whitelam, April 19, 1916, shows that the ratio for the first nine months this fiscal year is \$9.00 as compared with \$9.84 for the same period last year. This is good, but at the same time we want to make every effort to close out the year with a ratio of less than \$9.00. It can be done if the subject of claim prevention is agitated vigorously during the next two months.

Fuel Meeting.

A meeting of the International Railway Fuel Association will be held at the Sherman Hotel, Chicago, Ill., May 15 to 18, 1916.

The opening address, May 15, will be by Mr. S. M. Felton, president of the Chicago Great Western Railroad Company, who has chosen for his subject, "The Railroad Fuel Problem, Past and Present." Samuel O. Dunn of the Railway Age Gazette, will address the session May 16. He has chosen for his subject, "Efficiency of Railway Operation." Mr. George Post, president of the Railway Business Association, will be the speaker May 17. His subject is, "Throwing Dirt."

Other subjects to be discussed are:

1. Care of Locomotives and Boilers with Relation to Fuel Economy.
2. Psychology of the Fireman.
3. Interpretation of Coal Analysis, with Special Reference to Non-Combustibles.

4. What Can Transportation Department Officers and Employes Do to Promote Fuel Economy?
5. The Functions of a Railroad Fuel Inspector.
6. Method of Illustrating Value of Components of Coal.
7. Fuel Distribution Record System.

Who Benefits?

C. S. Knabb, Conductor.

Safety First properly defined would cover a multitude of sins that we are all guilty of, and we should make the resolution from now on, that each and everyone of us will be more careful.

Employes should become familiar with the rules of the company. Obeying the rules will do more to aid safety than anything else.

There is not a man in the employ of this railroad who does not intend to be careful, not only for his own safety but the safety of his fellow employes. We are the ones who really receive the benefit of being careful and remembering Safety First, for, if one among us is injured or crippled for life, we all suffer with him, for we know he has depreciated in value, the company has lost the service of a good man who is no longer able to demand a good salary, and his family suffers mentally and financially.

Some employes feel Safety First is just a farce because every little whim of theirs is not immediately remedied or handled according to their ideals, but to prove this is a mistake let us call to mind the safety devices that have been installed for our benefit.

The officers of the railroad are continually trying to impress upon us the necessity of practicing Safety First; they are spending large sums of money because we are not as cautious as we should be. Let us try to do equally as well for the railroad and not let the Safety First movement be all on one side. Let us strain every effort to keep down accidents to the general public as well as ourselves,

ST. LOUIS TERMINAL MEETING.

At the bi-monthly meeting of the St. Louis Terminals Safety First-Freight Claim Prevention Committee, April 12, 1916, the following were present:

P. W. Conley, superintendent terminals; A. McCormick, general foreman; W. T. Dougherty, sergeant of special officers; J. A. McElroy, engineer; Ed. Murphy, machinist; J. J. McBrady, boiler-maker; Edw. Hamilton, switchman; M. E. Kinney, receiving clerk, 7th Street; H. R. Palmier, check clerk, Broadway; R. L. Klein, assistant foreman, 7th Street; Chris Nelson, general foreman, car dept.; M. Dumphy, yard clerk; Thos. Francis, car inspector; J. A. Maroney, general yardmaster; W. H. Harris, night yardmaster; W. J. Brumbaugh, switchman.

The morning session, which was devoted to Freight Claim Prevention, was called to order by P. W. Conley, chairman at 9.00 a. m., at the Seventh Street Station.

All members having received a copy of the minutes of the previous meeting, the reading of same was dispensed with, but minutes of meetings of the various division committees were read and discussed. The various circulars issued by Mr. Whitlam since the last session of the committee were gone over and statistics carefully noted.

Since the February session, 134 postal cards reporting improper practices and conditions and suggesting improvements were received from St. Louis Terminal employes. These were discussed thoroughly and sixty-four items received from other divisions were also handled to conclusion. Ten are still under investigation.

After the regular business had been completed G. E. Whitlam addressed the Committee. He stated that there were only about two and one-half months left of this fiscal year and he would like to see it close with the best record ever made in loss and damage and right of way and fire claims prevention. He urged the committeemen to do all they can to prevent loss and damage to freight.

Following the morning session Mr. Whitlam addressed the employes at Seventh Street, where Mr. Conley also made a short talk. There were 114 employes in attendance.

The Broadway station was next visited and Mr. Whitlam made a short talk to ninety-five employes at that point. Here the committee disbanded and were instructed to report at the Tower Grove Station at 3.00 p. m. for the Safety First session.

At the afternoon meeting, called to order by Chairman Conley, thirty-nine Safety cards turned in since the last session were discussed by the committeemen. Of this number thirty were handled to final conclusion and nine are still under investigation.

The personal injuries which occurred at the terminals since the previous meeting were next taken up and discussed at length, after which statistics issued by Mr. Wightman's office were up for consideration.

At 6.00 p. m. the committee proceeded to the General Yardmaster's office, Chouteau Avenue, for the evening session, where a very interesting talk was made by Mr. Wightman.

Among those who reported improper conditions and made valuable suggestions were:

H. T. Conley, assistant general yard master; R. L. Klein, assistant foreman, Seventh Street; John Gardner, section foreman; E. Murphy, machinist; W. T. Dougherty, special officer; S. E. Maguire; E. Hamilton, switchman; Chris Nelson, general foreman, car department; A. M. McCormick, general foreman; John Gardner, section foreman; J. J. McBrady, boilermaker; H. M. Robinson, local freight agent, Seventh Street; M. Dumphy, yard clerk; R. E. Trout, signal engineer; G. F. Logan, operator; C. F. Meyer, yard clerk, Chouteau Avenue; Thomas Francis, car inspector, Compton Avenue; J. J. Flynn, yard clerk, Ewing Avenue; H. Wiese, yard clerk, Ewing Avenue; Leo Hall, bill clerk, Chouteau Avenue.

SOUTHWESTERN DIVISION MEETING.

The Safety First-Freight Claim Prevention Committee of the Southwestern Division met in the parlor of the Y. M. C. A., Sapulpa, Okla., April 17, for its regular bi-monthly session. April 18 the committee devoted to a trip on local train between Sapulpa and Oklahoma City.

The Safety First session was called to order at 10.00 a. m., by Superintendent J. M. Chandler, with the following present:

J. M. Chandler, superintendent; F. A. Wightman, superintendent of Safety; B. S. Shirk, assistant superintendent; J. T. Brooks, assistant superintendent; F. C. Gow, assistant superintendent; B. D. Fallon, assistant superintendent; J. A. Sartori, master mechanic; H. Campbell, roadmaster; W. A. Moore, general agent, M. H. Bowman, special agent; M. L. Cutler, special agent; C. W. Hardberger, switchman; J. J. Charles, conductor; J. E. Woodward, B. & B. foreman; L. A. Seitz, conductor; A. L. Deaton, conductor; E. L. Gardner, engineer; Jim Turiff, engineer; J. M. Cheek, fireman; John Stroud, fireman; W. F. Doran, switchman; Fred Mason, machinist; J. W. Berry, brakeman.

In a brief address Mr. Chandler expressed appreciation of the large attendance and explained to the committeemen why several of the members could not be on hand. He read several S. F. 1 card reports made by various members and each one of the items was discussed and corrected.

The matter of cleaning engine fires in yards was thoroughly gone over and Mr. Chandler instructed that a bulletin be issued to all concerned that, when fires are cleaned, live coals from ash pans should be given a good wetting.

Following this Mr. Wightman made a short talk upon the use of the blue flag and the strict observance of the blue flag rule by trainmen and yardmen. It was the concensus of opinion that in placing the blue flag on a certain track—*for protection while working under cars on that track*—that the flag should be placed at the end of such track, as near the switch as possible, so there would be no chance for the switchman to overlook the flag if he was properly performing his duties.

It was moved and seconded that it be recommended to the Central Division

Committee that Rule 23 be modified so that blue flag be placed at clearance post on end of track on which carmen are working under cars. The question was voted and unanimously carried.

A letter was read from L. N. Bassett, superintendent of terminals, Springfield, Mo., relative to handling of "twin-loads," in which it was pointed out that these cars should be chained together. The matter was generally discussed and it was decided, in the interest of safety to employes and to avoid damage to equipment, that these cars, in every case where "twin-loads" are involved, be chained together securely.

Mr. Wightman next read a safety bulletin entitled "The Chance Taker", and a statement showing the number of casualties of all classes during the ten months ending March 31, 1916, as compared with the same period in 1915, for the entire system.

At 12.15 p. m., the committee adjourned for lunch until 2.00 p. m. when the afternoon session was called to order by Mr. Chandler.

At the opening of the afternoon meeting Mr. Wightman called attention to the fact that agents at the various stations were not blocking trucks as instructed; also to the matter of section foremen using metallic tape instead of plain cloth tape. Mr. Chandler was asked to issue a bulletin instructing that the use of metallic tape by section foremen be discontinued at once.

The Safety session adjourned at 4.00 p. m. and at 8.00 p. m. a general meeting was held in the auditorium of the Y. M. C. A., with a good attendance. Several short talks were made by railroad men and other citizens.

On April 18 the Committee made a trip from Sapulpa to Oklahoma City on local train. At 2.00 p. m. the meeting was called to order by Acting Chairman B. S. Shirk, who read Mr. Whitelam's letter of April 11, file B, regarding cards bearing inscription "Lost But Paid For". Mr.

Whitelam's letter of April 7, in regard to the number of claims received and amount, was read and discussed.

Following this cards reporting improper conditions and practices were read and discussed, which closed the business session.

An evening meeting was held at the Lee Huckins Hotel, Oklahoma City, April 18, at which a number of brief but interesting talks were made by B. S. Shirk, assistant superintendent; F. A. Wightman, superintendent of safety; and Messrs. Watson, Van Ness, Carter, Mills and Fallon.

Among those who reported improper conditions and made valuable suggestions were:

J. W. Berry, E. L. Gardner, M. L. Cutler, J. A. Turriff, H. Campbell, J. Stroud, W. F. Doran, J. E. Woodward, A. L. Deaton, W. H. Fox, F. Bassett, J. J. Charles, P. D. Sheehan, G. J. Schueler, W. Abbott, L. A. Seitz, V. J. Chastain, C. S. Goldsmith, W. E. Boyd, L. E. Edmondson, R. C. Mills, E. W. Allen, W. E. Boyd, J. R. Jones, C. B. Brebelbis, W. R. Grace, S. L. Martin, C. E. Johnson, H. R. Swearingen, O. A. Little, M. H. Bowman.

WESTERN DIVISION MEETING.

The Safety First-Freight Claim Preventive Committee of the Western Division met in the city hall, Enid, Okla., April 27, for its regular session with the following in attendance.

F. A. McArthur, master mechanic; W. D. Windsor, car repairer; C. E. Schofield, agent Winfield; H. R. Vance, fireman; T. A. Lambert, machinist; F. E. Brannaman, assistant superintendent; F. E. Bates, assistant superintendent locomotive perf.; C. M. Story, general car foreman; F. E. Porter, passenger brakeman; J. R. Dunworth, passenger conductor; L. R. Pinix, switchman; C. W. Kennedy, freight conductor; F. W. Morey, freight brakeman; R. Aaron, roadmaster; D. C. King, roadmaster; W. H. Dennis, special agent; A. L. Johnson, general yardmaster.

Superintendent H. H. Brown, presided and after a discussion of the minutes of the previous meeting, made an interesting talk upon the importance of freight claim prevention, explaining in detail what can be accomplished by each employe giving the matter his best attention.

Postal cards reporting improper conditions and practices were next taken up

by the committeemen, after which circulars issued by freight loss and damage claims department were read.

The first subject up for discussion at the Safety First session was the S. F. 1 reports of the members of the committee. These were all gone into carefully and either handled to conclusion or referred to the proper department for disposition.

The meeting was then opened up for a general discussion of injuries to trackmen. A large percentage of the injuries occur in extra gangs due to spikes flying and hitting persons. It was decided that this could be avoided, in a measure, if the party pulling the spike would use precaution, though of course in some few cases it cannot be helped, because of defective spike heads.

The subject of switchmen getting on engines from the front end was discussed at length and it was found that this practice was not indulged in much on the Western Division, that the necessary instructions were out prohibiting this violation of safety rules and that the yard master and all concerned were on the lookout for such violations.

The matter of protection of the blue flag on the Enid rip track was given careful consideration.

Among those who reported improper conditions and made valuable suggestions were:

C. W. Giberson, agent, Ames, Okla.; W. W. Harris, conductor; J. L. Morgan, freight clerk, Cordell, Okla.; C. E. Schotfield, agent, Winfield, Kans.; W. H. Dennis, special agent; O. O. Stires, agent, Hopeton; J. B. Gribble, freight clerk, Arkansas City; W. L. Brewer, agent, Goltry; J. J. Hood, agent, Dacoma; J. M. Lee, cashier, Pawnee; Paul Hope, agent, Jennings; H. G. Snyder, abstract clerk, Enid; J. B. Wood, agent, Pawnee; F. A. McArthur, master mechanic; F. E. Brannaman; A. L. Johnson; D. C. King; Thomas A. Lambert; F. E. Bates; H. R. Vance; F. E. Porter; J. L. Reed, conductor; H. Fischinger, engineer; P. P. Palmer, engineer; C. W. Avery, conductor; W. S. Prewett, car repairer; F. E. Bates, assistant superintendent locomotive performance; C. S. Stuart, brakeman; L. R. Pinix, switchman; A. Driskell, B. & B. foreman; Mark Dillow, helper, Breckenridge; T. A. Lambert, machinist, Enid; F. E. Porter, passenger brakeman; J. M. McClain, brakeman; F. W. Scudder, fireman.



This Job Needs a Trained Man

You can't expect to step into a job that pays a big salary until you've prepared yourself for it. It's a serious question, this problem of getting ahead. There is only one solution—you must have *training*—be able to do work that others *can't* do, or your pay will stay on a level with theirs.

The business of the International Correspondence Schools is to help just such men as you to get good positions and hold them. Last year nearly five thousand men reported increased pay as the result of I. C. S. training. These men got their training in spare time and in their own homes. What the I. C. S. have done for others they can surely do for you. Mark and mail this coupon.

I. C. S., Box 8605, Scranton, Pa.

TEAR OUT HERE

INTERNATIONAL CORRESPONDENCE SCHOOLS Box 8605, SCRANTON, PA.

Explain, without obligating me, how I can qualify for the position, or in the subject, before which I mark X.

- | | |
|---|---|
| <input type="checkbox"/> Locomotive Engineer | <input type="checkbox"/> R. R. Agency Accounting |
| <input type="checkbox"/> Locomotive Fireman | <input type="checkbox"/> R. R. Genl. Office Acct'g |
| <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 |
| <input type="checkbox"/> Mechanical Draftsman | <input type="checkbox"/> Railway Mail Clerk |
| <input type="checkbox"/> Machine Shop Frenetic | <input type="checkbox"/> Electrical Engineer |
| <input type="checkbox"/> Boiler Maker or Designer | <input type="checkbox"/> Electrician |
| <input type="checkbox"/> Steam Engineer | <input type="checkbox"/> Electric Wiring |
| <input type="checkbox"/> Steam-Electric Engineer | <input type="checkbox"/> Electric Lighting |
| <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. Construction | <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"/> Spanish |
| | <input type="checkbox"/> German |
| | <input type="checkbox"/> French |
| | <input type="checkbox"/> Italian |

Name _____

Occupation _____

& Employer _____

Street _____

and No. _____

City _____ State _____

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

LET'S LAUGH

Not So Loud.

Farmer—"Do you like chickens?"
Citicuss, nervously—"Hush! not so loud. My wife might hear you."

Another Patient.

When little Bob bumped his head, Uncle Jim gathered the youngster in his arms and said:

"There! I'll kiss it, and the pain will all be gone."

Cheerfully smiling, the youngster exclaimed:

"Come down into the kitchen; the cook has the toothache."—*Judge.*

New Evidence.

"Why do you want a new trial?"

"On the grounds of newly discovered evidence, your honor."

"What's the nature of it?"

"My client dug up \$400 that I didn't know he had."—*Washington Herald.*

Postcard Politics.

"Why is there such a hot fight over the appointment of postmaster in this little town?" asked the stranger. "The office doesn't pay anything much, does it?"

"That ain't it, mister," replied the native. "You see most of us are particular as to who reads our postal cards."—*Cincinnati Enquirer.*

His Boast.

Lady—And you say you are an educated man?

Wearied Will—Yes, mum, I'm a roads scholar.—*University of Michigan Gargoyle.*

"As She Is Spoke."

A conductor and a brakeman on a Montana railroad differ as to the proper pronunciation of the name Eurlia. Passengers are often startled at this station to hear the conductor yell:

"Your a liar! Your a liar!"

And then from the brakeman at the other end of the car:

"You really are! You really are!"—*Boston Globe.*

Wanted to Know.

An Irishman having just landed in New York got a position on the railroad as flagman at one of the principal crossings. One day came the "20th Century Limited" about 20 minutes late. The Irishman held out his red flag and stopped the express. The engineer jumped off very much angered, and asked the Irishman why he had stopped the train when he knew they were 20 minutes late. The Irishman replied: "That's just what I wanted to know. Where have you fellows been for the last 20 minutes?"

Passenger (whose foot has been trodden on): "You are very clumsy with your feet, conductor."

Conductor—"What d'y expect for a 'alpenny a mile, Pavlowa?"—*From The Bystander.*

Mere Supes, Most of Us.

All the world's a stage, but only a few performers get the spotlight.—*Boston Transcript.*

Observant Child.

Teacher—What is water?

Willie—A colorless fluid that turns black when you wash your hands.—*Panther.*

Woman's Department

MRS. E. G. NEWLAND,

Augusta, Kansas, Editor

ST. LOUIS MEETING.

The St. Louis Branch of the League met in office of P. W. Conley, superintendent terminals, Tower Grove, Mo., Thursday afternoon, April 20.

The meeting was called to order by the president at three o'clock and, despite inclement weather, fourteen ladies responded to the roll call. Mrs. Newland was also present.

The regular order of business was dispensed with and instead the following topics were discussed informally.

1st. The new uniform constitution, a copy of which was presented to each member, was favorably commented upon and will go into effect in the St. Louis League at the annual election in July.

2nd. The question of having a meeting of the St. Louis League at Pacific, to stimulate interest there was brought up and it was decided that the June meeting be held at Pacific. This probably will be an all-day affair and the ladies anticipate an enjoyable time.

3rd. The question of holding the May meeting in the Tea Room of the Grand Leader was discussed, voted upon and decided. The third Thursday of May the St. Louis League will have, instead of its regular session, a matinee luncheon there.

4th. Miss S. F. McGuigan, secretary, read an invitation extended the St. Louis League by Mrs. Coleman, president of Division No. 11 Ladies Auxiliary Order of Railway Conductors, to attend a session at the Planters Hotel, May 9. The invitation is appreciated and the League will endeavor to have representatives attend the session.

5th. The question of the League's joining the State Federation of Women's Clubs was also discussed and will be brought up at a later date.

The meeting adjourned at five o'clock after a most enjoyable afternoon.

MEMPHIS MEETING.

The Memphis Branch of the League held an interesting meeting Tuesday afternoon, April 25th, at the home of Mrs. F. M. Andrews, 1035 Raymer Street.

After the regular order of business the reports of the various committees were taken up.

Mrs. F. M. Andrews, president, who was chairman of the committee appointed to interview the president of the Tennessee Federated Clubs, reported that the federation was holding a convention in Nashville to adopt new by-laws and for that reason she was obliged to wait until after the convention for any definite information. It was moved that the same committee remain on duty and attend to the matter at the first opportunity. Motion approved.

Mrs. Newland was present and read a communication from General Manager Levy commending the women on the good work accomplished, after which she made an interesting talk upon Safety First, the anti-trespass law and federation.

A handsome bath towel was raffled for the benefit of the hostess and a nice sum realized.

At the conclusion of the business session the ladies participated in games for which prizes were awarded. Mrs. J. W. Reece

captured the first prize, Mrs. F. Z. Stark the second and the consolation prize was awarded to Mrs. J. E. Stader.

A luncheon served by the hostess, who was assisted by her daughters, the Misses Louise and Ethel, closed the social feature.

The fourth Tuesday in May has been set for the next meeting which will be at the home of Mrs. C. L. Benton, 1401 Mc-Millen St.

Accounts of one or two interesting meetings do not appear in the Woman's Department this issue because of the failure of the reporters to send in reports.

Sickness and death have entered many Frisco homes and have in some cases interfered with the meetings of the league. We hope for restored health and a greater success in this work, which is to aid us in keeping death and sorrow from Frisco homes.

Let us all strive to be careful so that we may be able to say, "I have never been the cause of suffering and injury to any man, woman or child."—*Ed.*



W. A. Shaw, station clerk, Guin, Ala., is the proud father of the "future Frisco man" shown in the accompanying reproduction. The little fellow is eight months old and tips the scale at twenty-eight pounds.

Old Fashioned Kitchens are Bad for Housewives.

To walk 1,000 miles in one year would seem an impossible task to most women if they were confronted with the proposition, yet, according to reliable figures, that is the distance which perhaps the majority of women cover in performing their ordinary household tasks. The majority of these steps are taken in the kitchen where proper work tools and a good arrangement of the same would eliminate much of this useless walking.

Women are prone to use any sort of a makeshift in the kitchen, not choosing the furnishings and tools which will make it possible for them to carry on the various household tasks with the least waste of time, work and materials. Many a woman has only one sauce pan and must cook one food, empty and clean the pan and then put another food on to cook. And perhaps this one pan when not in use is kept in the most distant corner of the closet.

If a woman does not plan carefully the buying of her kitchen equipment, she will find herself getting things which, though useful, are not the most useful or are not the best adapted to her particular needs. She must often steel herself against the lure of bargain counters, not because the wares they offer are not good or cheap, but because in spite of being good or cheap they may not be what she really needs most. "If ten cents is spent, it should be spent wisely," says Miss Carrie Pancoast of the extension department of the University of Missouri at Columbia.

In the preparation of a meal, the housewife goes logically, first, to the refrigerator; second, to the cabinet or work table; third, to the stove, and then to the dining room. Therefore, such an arrangement of equipment should be made so that steps do not recross each other. Tables, stools and all working surfaces should be high enough (average thirty-two inches) to eliminate stooping and consequent tired backs.

Cooking utensils should be placed on shelves above the work table or hung in places where the fewest steps possible may reach them.

The old fashioned, all-purpose, roomy kitchen with its walls cut up with poorly placed doors and windows should give way to the smaller, compact, well arranged and properly equipped kitchen used only for the preparation and cooking of food.

Substitutes for Meat.

Meat three times a day!

"I just can't help it," insists the farm wife. "John and the boys are at work all day on the farm and when they come in hungry to meals they want substantial food." Such reason as this is generally given by the housekeeper for serving meat at every meal, says Miss Bab Bell, assistant professor in home economics in the College of Agriculture of the University of Missouri at Columbia.

As substitutes for meat in the diet, Miss Bell suggests that the housewife serve milk, cheese, eggs, dried beans, peas, lentils, nuts and grains. These foods furnish proteins or tissue-building material the same as meat, and if they are substituted for meat at one or two meals of the day the bad effects of too much meat eating will be avoided.

While meat eaten in moderation is a good, wholesome food, Miss Bell says that its proteins are more likely to putrefy than the proteins of most other foods, and that certain elements which meats contain must be counteracted by fruits and vegetables.

Hamilton Watch

"The Railroad Timekeeper of America"



Conductor C. D. Hottenstein of Penn. R. R. He carries a Hamilton Watch



Conductor H. R. Sorber of Penn. R. R. He carries a Hamilton Watch.



Conductor Jas. F. Law of Penn. R. R. He carries a Hamilton Watch.



Conductor G. E. Lantz of Penn. R. R. He carries a Hamilton Watch.



Conductor W. L. Hottenstein of Penn. R. R. He carries a Hamilton Watch.

W Watch of Railroad Accuracy

True time for you, all the way through—that's what you gain in the Hamilton Watch. Engineers, Conductors and Train-men all over America depend on its proved accuracy.

You, too, can put *your* trust in the Hamilton Watch, safe in the knowledge of its reliability—unfailing, enduring.

Write for the
Hamilton Watch Book—
"The Timekeeper"

It pictures and describes the various Hamilton models and gives interesting watch information.

The Hamilton Watch is made in all standard sizes and sold by jewelers everywhere. For Time Inspection Service, Hamilton No. 940 (18 size—21 jewels) and No. 992 (16 size—21 jewels) are the most popular watches on American Railroads and will pass any Official Time Inspection. For general use you can buy a Hamilton Watch from \$12.25 for movement alone, (in Canada \$13.00) up to the superb Hamilton Masterpiece at \$150.00 in 18-k. heavy gold case. No extra charge for Safety Numerical Dial on new railroad grades of Hamiltons. A Hamilton movement can be fitted to your present watch case if you desire.



Hamilton Watch Company
Dept. 41 Lancaster, Pennsylvania

Western Foremen.

A meeting of Bridge Foremen, Western Division, was held at Enid, Saturday afternoon, April 29, with the following present:

H. Crain, H. Colin, A. Driskill, A. Linderer, J. W. Carlile, L. A. Kastor, A. O. Paup, I. S. Eash.

The following subjects were discussed:

SYSTEM STANDARDS:--Now and then a complaint is made about standards not being followed. Each foreman was advised that the management required them to observe the standard in all classes of work and that they must comply with all standards. No comment was made, other than each foreman would do his part to keep this division free from criticism.

OUTFIT CARS:--Several months past instructions were issued that doors next to main line on outfit cars when set out should be kept closed at all times, and that these doors were not to be used in going to and from the cars. Every once in a while a complaint is made that foremen do not keep these doors closed. Each foreman present made a short talk on this and while it was found that some of them were leaving the doors open, they were not using these doors to get to and from the cars. All were of the opinion that it is impossible to keep these doors closed at all times, especially in the summer. It was decided to order necessary screen wire to repair them and to keep the screen doors locked during the summer time instead of locking the doors.

PAINTING MILE POSTS:--Complaint has been made that on some divisions on the system the white paint used in this work has been poorly mixed, making a very poor background for these signs. A short talk was made on this by Foreman Paup. No comments made.

SAFETY FIRST:--This subject was thoroughly discussed by all foremen and all were instructed to do everything possi-

ble to keep their men from being injured.

In this connection the matter of unloading bridge material and other material too close to track was brought up and all foremen were instructed to see that all material they unload is placed over six feet from track in order to prevent injury to trainmen or other employes who might stumble and fall over same.

The proper handling of motor and push cars was also discussed. The various rules about the operation of these cars were discussed by all with view of having all present take every precaution possible to prevent injury to men when using these cars.

Veteran Foreman.



Chris Nelson, General Foreman Car Department, seated at his desk, Tower Grove Station, St. Louis, Mo.

Chris Nelson, general car foreman, St. Louis, is appointed general foreman of the Northern Division, with headquarters at Kansas City, Mo.

Mr. Nelson entered the employ of the Frisco as car repairer at Kansas City some years ago and through persistent efforts is now in charge at the same point at which he began his railroad career.

The reproduction herewith shows Mr. Nelson seated at his desk in his former office at St. Louis.



Why Do the Work of a Horse?

To convey the above load of 40 tamarack ties with 2 cars, tools, lifting jack, etc., four and one-half miles up the track, would have taken these six men nearly one and one-half hours of the hardest kind of labor. "Casey Jones" did it in twenty-six minutes. And not only that, but when the load got there, the men would have been all tired out after pushing, but with a motor car it was more play than work. The same applies to other section work. The engine does the work for the entire crew. It is not necessary to eat cold grub for dinner up along the track any more; nor to pump the old car back home after a hard day's work. We have again reduced the price of "Casey Jones" so no section foreman need be without it, and our terms are so exceedingly easy that the price is not noticed.

Make a Motor Car of Your Hand Car

Making a hand car into a motor car is a job that can be done in a couple of hours by anyone. The work consists simply of disconnecting the handle bars, remove the gears, take out a couple of boards from the car platform, fasten the split steel pulley to the driving axle, bolt the engine to the car platform, fill the tank with gasoline, give the wheel a twist and off you go. *Send for our 1916 folders.*

NORTHWESTERN MOTOR COMPANY,
300 Spring Street

Eau Claire, Wis.

George A. Hancock.

The body of George A. Hancock, formerly general superintendent of motive power, who died in Los Angeles, Calif., Feb. 8, 1916, was moved from that city to Port Huron, Mich., where the funeral took place Saturday, May 13.

Mrs. Jessie M. Hancock arrived in Chicago with the body, Friday, May 12, and was met at the Santa Fe Station by the following special committee representing the Frisco, who were appointed by General Manager E. D. Levy: F. A. McArthur, master mechanic, Enid, Okla., chairman; Jno. French, general blacksmith foreman, Springfield, Mo.; J. E. Henshaw, superintendent of shops, Springfield, Mo.; John Forster, master mechanic, Kansas City, Mo.; J. W. Morrill, engineer, St. Louis, Mo.; H. Honaker, master mechanic, Memphis; also a number of friends, including old Santa Fe and Rock Island acquaintances.

The funeral party left Chicago via the Grand Trunk Railway for Port Huron, Friday evening, May 12, arriving at Port Huron Saturday morning. They were met by a detachment from Port Huron Commandery No. 7, Knights Templar.

Funeral services were conducted at the Grace Episcopal church, Saturday afternoon at 2.00 o'clock P. M., by the Rev. John Munday, rector. The body was escorted from the church to Lakeside cemetery by the Port Huron Commandery Knights Templar and services at the grave were conducted by George L. Harvey, most eminent grand commander Knights Templar of the State of Michigan.

The body was interred in the family lot alongside of his brother, Will S. Hancock, and immediately joining those of his father and mother.

Floral offerings were received from the Frisco family including the general offices at St. Louis and Springfield, from the Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and

Enginemen and from Chicago friends, including officials of the Santa Fe and Rock Island Railways and others. The cards attached to these offerings all attested to love borne for a loyal friend, a gentleman, an able officer, and above all, a man.

It is probable Mrs. Hancock will make her permanent residence either in St. Louis or Springfield.

Sympathy.

Sincerest sympathy of Frisco employes is extended to Mr. and Mrs. J. W. Baty in the double loss they have recently sustained. Charles Wesley Baty, 3-year old son, died of measles April 15, and Iris Virginia, infant daughter, three days later.

Mr. Baty is employed as Signal Foreman at Monett.

Card of Thanks.

Mr. and Mrs. William V. Crook desire to express sincere appreciation for the kindness and sympathy of Frisco employes in their recent sorrow; particularly to the round-house boys of Neodesha, for the beautiful floral offering sent in memory of their little daughter, Delores Maureen, who died April 22, 1916.

Mr. Crook is employed as machinist at Neodesha and is also a member of the Northern Division Safety Committee.

Kilby Frog & Switch Co.

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Manufacturers of

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Mail Us This Letter

ST. LOUIS AND SAN FRANCISCO RAILROAD

JAMES W. LUSK, W. C. NIXON, W. B. BIDDLE, RECEIVERS

Mudge and Company,
443 Railway Exchange,
Chicago, Illinois.

Gentlemen:

I am going to quit pumping and make a motor car out of my hand car. Your "Wonder Pull" complete top (Photo attached) looks good to me.

Here's what I want and I think you've got it.

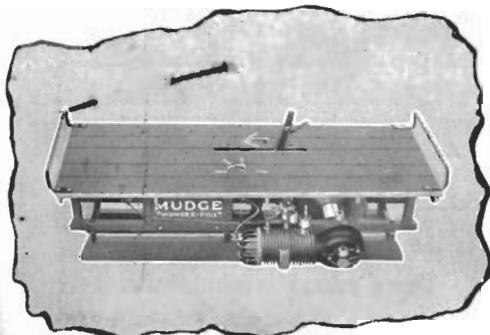
An "air cooler" because they never run dry and cannot freeze in cold weather like the water cooler. I want the cylinder to lie with the car (not up and down) as the thrust of piston will be absorbed in car travel and I want the engine solid in the frame where it always "stays put" in one place and cannot work loose.

I want everything furnished to me complete and assembled so that there is nothing left for me to do but bolt the top to car body - apply split pulley - lace belt and give her the juice. I don't want to spend one penny for an extra bolt or nut. What I pay you must take care of everything.

I don't want to wait for my hand car to go into the shops but want everything to come to me in such shape that I can build myself just as good a motor car as there is on this road and do it in an hours time and be out on the line.

Send full particulars by next mail so that I can see if the "Wonder-Pull" fills the bill.

Yours very truly



Occupation _____ Railroad _____

Town _____ State _____

Specializing.

A. E. M.

It has been the writer's privilege in the past few years to observe on many different railroads the different methods pursued in handling metallic packing matters in round-houses. This includes many different methods—from no method at all to that of a highly trained specialist—and it is with a view of bringing the latter method to your reader's attention that this little article was written.

In the first place, some good live machinist should be assigned to do all the work on metallic packings at each point or round-house. This, however, not necessarily meaning that such a man could not at times do other mechanical work if he had no work of his own to perform, but the idea is to have one good man do all of the packing of piston, valve and air pump rods and maintenance of packing equipment, thus permitting him to become very proficient in his work in time. Not that any good mechanic could not do this work, but rather that such a man would take greater pride in keeping up his work and making a record. This man should keep a record of rods packed, in order, if for no other reason, to note those rods that were being packed too often and then, of his own accord, to look for the cause and remove it, if possible. It will soon be observed that such a specialist instead of applying new packing rings when not necessary, as is very often the case, will find some other reason that made the packings blow and stop it with a proper remedy. On the other hand, if no regular man were doing the work, more than likely new rings would be applied and a blow would again be reported. It's about like the pooled engine; no one caring much except to get over the road and leaving it to the next man to report and do the work and finally nobody doing it right. Having a specialist on the job, the round-house foreman also has someone to hold and to look to to stop

his complaints and troubles in the packing line and the more interest the packing man takes in his work and the more proficient he becomes, the less packing troubles they have at that point until finally the millenium is reached and they haven't any troubles that can't be cured and the Service Engineer lives happy ever after.—*Service Department, The Hewitt Company.*—*Adv.*

Engine Failures are Expensive.

Every time an engine failure takes place it means a large expense in dollars to the railroad company in time lost, impairment of service, and cost to send another engine to the rescue. Every time a locomotive goes to shop for repairs, it represents many thousands of dollars invested capital which is earning no revenue.

By the use of Dearborn Treatment engine failures due to the boiler foaming or leaking can be entirely eliminated. Dearborn Treatment counteracts the foaming tendency in waters of that type, and prevents scale formation, and the corrosive and pitting action that results in leaks. By thus overcoming the bad effects of the waters used, and keeping the boiler tubes and sheets free from incrustation, the engine may be kept in service longer between boiler washings, and the periods between shoppings for repairs of this character will be much longer. There are also great savings in fuel and lubricating oil, and the engine will always be in condition to haul full tonnage.—*Adv.*

A FAMOUS MAN ASKS:

"Which are the keener—the pleasures of anticipation or of realization?"

You get both out of a Savings Account. Start a savings account at this bank, and every dollar begins to draw 4% interest on the day it is deposited.

The Central National Bank

Tulsa, Okla.

—*Adv.*

Various Uses of Empire Paint as a Money Saver.

When used to protect wood from fire and depreciation it has no equal in its adaptability to railroad uses. It is used, not only to protect shingle roofs and trestles against fire and weather conditions, but is also of great value for dipping fence posts before they are put in the ground.

If posts are dipped in the boiling paint, before being used, it will protect them against insects from the ground and the air. The protection of the posts from fire should mean a great saving on the fences.

Empire Paint is also used for waterproofing concrete. It is applied boiling hot with a brush, the same as applied to any other material. This causes deep penetration, and absolutely seals all the pores. The concrete, however, must be dry at the time the paint is applied.—*Adv.*

We have a number of cars which are equipped with the Vapor System of Heating, manufactured by the Chicago Car Heating Company.

The system is arranged in four separate circuits of pipe. On each side of the car there are two circuits, one of two pipes and one of three pipes and each circuit has its own cut out valve.

The operation is very simple. Each valve has a lever handle which can be turned a quarter turn. Turning handle to the right admits steam to the circuit and turning to the left cuts the steam out from this circuit.

Any one of the valves may be turned on whether the others are in use or not so it is easy to get any desired regulation of heat.

The Chicago Car Heating Company, Railway Exchange, Chicago, furnish an instruction book which contains valuable information on steam heat. Write them for one.—*Adv.*

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The Standard for a quarter century
Fast in color and more durable than any other fabric.

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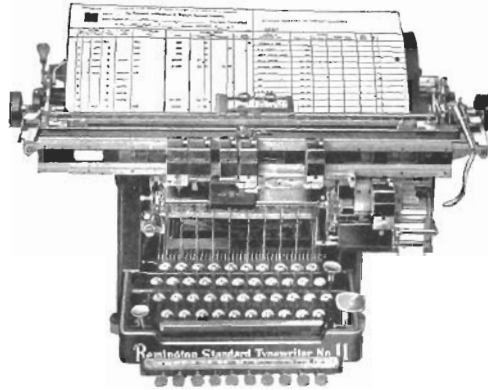
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Remington Accounting Machine

Mr. R. R. Official:—

Whatever your responsibilities, we are confident from our experience with Railroad Executives that you are interested in keeping your department up to the **highest state** of efficiency at the **lowest possible cost**. No, we do not claim to know how to run your department. All we know about Railroad Accounting we have learned from the railroad man.

What we want at this time is an opportunity to tell you how work similar to yours is being done by the "other fellow." Today is the day of Mechanical Accounting. We have made a study of your requirements. We have **employed railroad men** to assist us. These men have traveled the country over visiting from Station Agent to Auditor and Comptroller and find there is not a department in the railroad business where some live wire has not installed methods or systems that you should know about. In giving us the opportunity asked for, you incur no expense and are under no obligation. Some of the departments we have served:

Local Freight Stations:

Waybills
 Abstracting Waybills of Freight Received and Forwarded
 Daily Record of Cash Received
 Freight Bills
 Switching Reports
 Reports of Demurrage on Inter-state Coal
 Pro Registers and Abstracts
 Abstracts of Inter-line Waybills
 Tonnage Reports
 Passing Freight Reports
 Local Clearing House Statements
 Station House Abstracts
 Summary of Abstracts

Auditors' Offices:

Statements of Receipts and Disbursements
 Records of Weights of Car Loads
 Voucher Claims
 Abstracts of Inter-line Waybills
 Listing Audited Vouchers
 Division Statements
 Freight Claim Reports
 Voucher Checks
 Statements to Other Roads
 Passenger Ticket Reports
 Reports of Inter-line Ticket Sales

Treasurers' Offices:

Listing Pay Envelopes
 Bank Deposit Slips
 Writing and Adding Record of Cash Received
 Stock Lists
 Dividend Checks
 Reports of Names of Stockholders and the Amount of their Holdings
 Payroll Checks

Master Car Builders':

Shop Charges on Foreign Cars
 Registers of Uncollected Bills for Old Material Sold

Dining Car Departments:

Abstracts of Dining Car Vouchers
 Listing Dining Car Receipts
 Superintendent of Car Service
 Per Diem Reports
 Passenger and Freight Car mileage
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"Who has charge of your proving grounds?"—*Kansas City Journal.*

Couldn't Tell.

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"I don't know, darling," replied the brute, "I never saw you that way."

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The "double kink" in HIPOWER Nut Locks has FOUR to FIFTEEN times more Spring than the old style Plain Spiral.

This pressure is necessary to force splice bars continually to place. In doing this, HIPOWER naturally react, cushioning each bolt against the blows of traffic, and additionally making each bolt of joint carry its share of load.

On new rail HIPOWER Nut Locks should be tightened frequently until angle bars have worn to a true bearing. After that the bolts will require little further attention.

If further information is desired, address

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1. Big locomotives have long wheel bases.
2. Long wheel bases must be covered by long boilers.
3. Long boilers mean excessive flue lengths.
4. Excessive flue lengths represent investment in heating surfaces of low evaporative values.
5. Shorter flues mean longer fire boxes.
6. Longer fire boxes (with combustion chambers) of the radial stay type are dangerous and introduce added stay bolt troubles.
7. The Jacobs-Shupert sectional fire box (and combustion chamber when required) supplies the means for designing locomotive boilers of correct economic proportions and at the same time for reducing maintenance problems to a minimum.

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So, for a short time, provided you will show the Carhartts you receive to two other wearers of Overalls and write me where you saw this advertisement I will send you for \$2.00 post or express paid:

- 1 Pair Indigo Blue Dyed Carhartt \$1.50 Overalls for \$.50
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- 1 Railroad Men's Time Book, or Souvenir10
- 4-28 inch square Indigo Blue Pocket Handkerchiefs40

TOTAL \$2.00

Write today enclosing \$2.00 and your leg length and waist measure for all sizes up to and including 42 inches waist. Any larger waist measure, add 10 cents for each additional 2 inches.

Write me at any address given below, where at each place I have a factory, but in Canada send 25 cents extra for war charges.

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