

Street Snapped.

Several days ago as engine 204 was standing on the side track opposite Union Depot, Wichita, Kans., waiting to take out No. 8 for St. Louis, two young ladies, awaiting the arrival of the train, asked permission of Engineer F. L. Street of Neodesha, Kans., to take a snapshot of the engine and crew, which of course, was most cheerfully given. The crew consisted of Engineer F. L. Street and Fireman



A. E. Bach, both of whom may be seen in the picture.

Though the names of the young ladies are not known, they were kind enough to mail Mr. Street two of the snapshots they had taken, one for himself and one for his fireman, Mr. Bach, one of which is herewith reproduced.

Mr. Street is an old timer in the service, as he has pulled a throttle on the Frisco for almost thirty-three

years. He is an enthusiastic advocate of Safety First, and was one of the first members of the Kansas Division Safety Committee at Neodesha.

Promotions and Appointments.

M. I. Crawford is appointed general foreman mechanical department, Monett, Mo., vice T. F. Underwood, promoted; effective February 16.

W. O. Lewis is appointed traveling freight agent, with office at Memphis, Tenn., vice A. C. Carper, resigned; effective February 1.

W. L. English is appointed supervisor of agriculture, in charge of all agricultural development work, with headquarters at St. Louis, effective February 21.

M. C. Byers, chief engineer operation, having resigned to accept service with another company, that office is abolished. F. G. Jonah, formerly chief engineer construction, is appointed chief engineer, with office at St. Louis, and the office of chief engineer construction is abolished, effective March 1.

P. H. Hamilton, who has been roadmaster's clerk at Pittsburg, Kans., for several years has gone to Neodesha, Kans., to take position in the B. & B. Department at that point. Mr. Hamilton is succeeded by G. W. Ferguson.

V. K. Hendricks is appointed assistant chief engineer, with office at Springfield, Mo., effective March 1.

A. F. McCool is appointed assistant purchasing agent and stationer of the New Orleans Texas and Mexico Railroad Company; the Beaumont, Sour Lake & Western Railway; the Orange & Northwestern Railroad; and the St. Louis, Brownsville and Mexico Railway, with office at Houston, Texas, vice J. L. White, resigned; effective March 10.

Railroad Legislation.

To one who desires to see Oklahoma grow, it seems about time for our law-makers to cease harrassing the railroads. Let's make Oklahoma different from Kansas. In the latter state the railroads have been "regulated" to the stage where they would gladly take up their rails and leave if they could. There is a demand for more railroads in Oklahoma and there is no demand for the additional laws that are proposed.

We all know that Jones pays the freight and Mr. Ultimate Consumer pays the expense of the operation of any business and the profits of the owners of the business. No law can compel railroads to operate in Oklahoma at a loss and every measure that unnecessarily increases the expenses of the railroads will increase the rates. If they do not increase rates they will decrease efficiency. There are several bills before the Oklahoma legislature which would greatly increase the expenses of the railroad companies operating in this state.

One of the measures about which the railroads complain is the so-called full crew bill, providing for a small army of extra brakemen on freight trains, at an outlay of \$750,000 annually. There seems to be no public demand for the employment of extra brakemen, and the only interest the public has in the bill is in knowing how the railroads would get the money to meet the additional expense.

The courts have held uniformly that a public utility corporation is entitled to earn a fair return on its investment. A single bill that would consume three quarters of a million dollars of railroad income every year would tend to impair the earning capacity of the companies. Are the people of Oklahoma willing to assume so

heavy an additional transportation charge, that extra brakemen may be employed on freight trains? It would seem that this is a problem of considerable gravity for the solons at Oklahoma City to consider.

The "full crew" bill was killed in the Texas legislature on the petition of 100,000 farmers who declared that they did not want to be assessed to pay the additional expenses.

Another bill in the Oklahoma legislature to add to the expenses of the railroads requires the companies to pay employes twice a month—a burden of \$40,000 a year. Still another—a burden on the employes rather than the railroad companies—prohibits the companies from handling the monthly assessments levied by the employes' hospital associations to provide for the care of sick and injured employes. Sick and injured railroad employes now have the best possible care, and the present arrangement is satisfactory to the employes. The pending bill would work a hardship on the employes, with no benefit to the public.—Bartlesville Enterprise.

Section L-12.

Section L-12, Northern Division, is in charge of the employes shown in the accompanying reproduction. Read-



ing from left to right, they are: S. G. Croft, foreman; M. E. Baker, trackman; W. Croft, trackman.



Train No. 782 has become so noted for being always right on time, that it is claimed employes along the portion of the Frisco it traverses set their watches by it.

Needless to say she was right on

time the day the accompanying picture was snapped at Westville, Okla. Engineer Dutton may be seen on the ground, just in front of the engine, while Fireman Duncan can be seen in the gangway.



SNYDER, OKLA., DEPOT.

From Mrs. Newland.

I have been pondering lately over the significance of Safety First, and I find in it so much more than has ever been brought out in THE FRISCO-MAN.

I am going to tell you a few of the thoughts that have come to me in my application of this principle, and if you can use them in any way, you are welcome to them. It may be that some of the ideas may be new to some one.

There is no law of nature, no condition or situation in life, to which the principle of Safety First is not applied, but only occasionally do we realize the fact.

"Self preservation is the first law of nature," this axiom requires no comment. "Seek ye first the kingdom of God, etc." The man or woman who is brought face to face with his sin and accepts the conditions of salvation, is obeying the law of Safety First. It may be only the desire to be saved from committing sin, but the underlying thought is the same.

The man who toils daily for his family is doing so to keep them safe from want and misery. He educates his children to save them from ignorance and a life of drudgery, the latter being usually the result of insufficient education and training.

The mother illustrates Safety First when she studies carefully the values of food stuffs, their medicinal and muscle-building properties and regulates the family menu accordingly. She watches Johnny to see that he does not run out of doors without his coat or get his feet wet, for she knows that an ounce of prevention is worth a pound of cure, and Safety First is her watchword. It is easier and cheaper to cultivate health than to cure disease. I wish everyone could

read the article entitled, "What is the Matter With Your Brain?" by Stoddard Goodhue, in the March issue of Cosmopolitan. He points out in the article how much better it would be to prevent insanity by clean living, than it is to attempt to cure it, and tells us that there are about 200,000 persons in insane asylums in the United States. The greater percent of these are paying the price of drink and unclean living.

If these persons had the idea of Safety First fixed in their minds, would it not have prevented some of the follies which led to their mental ruin?

May not Safety First be applied to the lives of the Frisco employes in a much broader sense than it has been? Should it not make them stop and think before taking a social glass or allowing themselves to be drawn into other indiscretions when the danger signal is so easily discernible?

Safety First is the very corner-stone of our existence and upon it are built all of the real things of life, from the army and navy, for the safety of our country, down to the least transaction of our daily lives, the idea is born out of Safety First.

I have been surprised at the scope of this subject and have touched here upon only a few of its applications.

Step Lively.

C. R. Kew, general foreman, Kansas City, Mo., asked that the following motto be given space in THE FRISCO-MAN:

"The best rule in the world will not work unless the worker endeavors to enforce it. The rule for good service is to STEP LIVELY. Stepping lively helps all along."

"Harmony and Safety."

E. G. CUMMINS.

The article entitled "Harmony and Safety," by H. G. Gerlach, Fort Worth, Texas, published in the February issue of THE FRISCO-MAN, appeals to me as one of the most suggestive articles that has ever appeared in our publication.

If one would stop to think what might be accomplished by perfect harmony, it would be a surprise worth experiencing—and the smile, it would be worth thousands of dollars to the company we represent, and what a grand railroad we would have.

Perfect harmony among all departments, insuring the adjustment of little difficulties that come up in our daily routine, means that we would all have more time, and what is more, a greater desire to take hold of these little things which are often allowed to pass because of a "grouch" some one is wearing. And these very little things grow into larger ones which sooner or later must be met, and we can in almost every case discern that if handled harmoniously in their infancy the unpleasantness and actual expense to the company could have been eliminated.

Let us all profit by the suggestion of Mr. Gerlach and get our "shoulder to the wheel," and work for peace, happiness and harmony; which means another boost for Safety First.

A Four C. Annual.

A. A. Minor, a veteran employe of the North Side Shop, Springfield, Mo., has the distinction of being the only Frisco employe in this vicinity to be honored with an annual pass over a road not in the United States.

He is exhibiting among his friends

an annual pass over the Cananea Consolidated Copper Company's Railway, of Cananea, Mexico. The road is operated by the Cananea Copper Company in bringing ore to the smelters. They also run passenger trains and carry the mail.

The pass is the same color, and at first glance, would be taken for a "Frisco Annual," but the conditions under which it can be used is in the Spanish language and very few here are able to tell what they are.

Mr. Minor has been an employe of the Frisco for over twenty-eight years, most of which time he has been assistant erecting shop foreman. When the Erecting Department was removed to the new shop, Mr. Minor took the injector work in the air room, which position he still holds.

His son, Eddie Minor, who is superintendent of The Cananea Consolidated Copper Company Railway, is a Springfield boy, and has been connected with the Cananea Company, as a mining engineer, since his graduation from the Rolla School of Mines, several years ago.

Happy Home Club.

The accompanying cut represents a familiar scene in the west end of the New Shops, Springfield, Missouri,



after a good, square meal. The employes shown in the picture are members of "The Happy Home Club."