



The viaduct being constructed on the Northern Division, at Mile Post 52, one and a half miles north of Fontana, Kans., was completed February 7.

The viaduct is 185 feet long, 22 feet wide and is 26 feet in height. There are 69,860 feet of timber in the viaduct and it is on an angle of 24 degrees crossing the track.

The county is to make a grade on each end of the viaduct which will

necessitate about 6,000 yards of dirt to complete the road.

Those shown in the picture, from right to left, are as follows: A. N. Matthews, foreman; H. Classen, carpenter; J. M. Price, assistant foreman; J. F. Sheppard, carpenter; C. A. Heinlen, carpenter; C. Wilson, carpenter; A. Heinlen, carpenter; C. C. Walker, carpenter; F. M. Jones carpenter.

A Valuable Economy.

J. C. Windsor, general stationer, in a letter to THE FRISCO-MAN says:

Action taken on a suggestion, made by W. Skaggs in the office of superintendent terminals, Kansas City, Mo., regarding reducing the size of our red and green ball car cards, has resulted in a saving to the road on this particular item of between \$500.00 and \$600.00 a year. This is an evidence of what is being accomplished by the interest stirred up by the Office Efficiency Association.

Remember Sickles.

Charles L. Sickles of the Travelers Insurance Company, formerly connected with the Frisco's passenger department, has been selected by that company as a prospective delegate to represent the St. Louis office at the Fiftieth Anniversary Convention of the company, to be celebrated at Hartford, Conn.

To qualify for the appointment it will be necessary for Mr. Sickles to produce \$500,000.00 Life and Accident insurance during the year 1913.

During Mr. Sickles years with the Frisco he made many friends among us and, of course, we are all anxious to see him win out in the contest.

Agent Leach Sketches - Conductors.



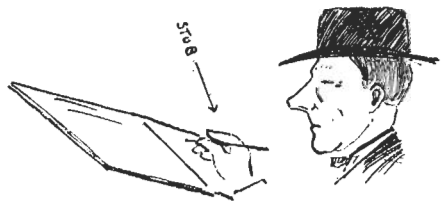
Conductor Theo. W. Weidman, of the Kansas Division, saying: "Is this all there is for the west?"



Passenger Conductor John W. Gettel, of the Western Division. Seventeen years in service.



Conductor Dave Longwill, of the Kansas Division. Always in a hurry.



Conductor J. M. Hall, of the Kansas Division, saying: "Tell him I'm ready."

To Reduce L. and D. Claims.

In his efforts to materially reduce charges for loss of packages and damaged shipments, J. H. Doggrell, superintendent freight loss and damage claims, has instituted a vigorous campaign, with a view to bringing to the attention of not only our employes but to our patrons as well, the causes leading up to such losses.

One of his latest steps is a circular to our patrons regarding the marking of freight and preparation of shipping orders, which is as follows:

On account of excessive claim payments chargeable to loss of entire packages and damaged shipments during the past few years, this railroad, and a great many of our connections, are taking vigorous steps to remove the causes for such claims, and investigations that have been made recently have brought before us surprising conditions that contribute to such losses, especially with regard to improper marking and packing of freight.

Of course, we realize that we are not entirely blameless for the excessive loss of entire packages, nor for damaged freight, but what we are trying to do now is, bring to the attention of not only our own employes but to our patrons as well, the various causes leading up to such losses.

We find that a great proportion of our errors in billing freight resulting in astray packages and consequent damage, is due to illegible dray tickets and bills of lading submitted by some of our patrons. The dray ticket or bill of lading is what starts the shipment on its journey to destination and very frequently we find that a poor grade of carbon paper is used, and after the document has been handled by various clerks, they become effaced to such an extent that our bill clerks cannot read them, and in their haste the shipments are erroneously billed.

In this regard, I hope each of you will lend us your co-operation toward the proper preparation of your bills of lading and dray tickets, have them made out clearly and distinctly (type-written preferred) so they will not be-

come effaced by the time they reach our bill clerks. Some of our shippers have printed an itemized form of dray ticket, and considerable trouble is experienced by poor matching up of the copies or shifting of the carbons, resulting in endless confusion.

We find at our larger platforms, numerous cases of double, triplicate and quadruple marking of packages, to a surprising extent. Shippers should see to it that their packages are properly marked with such material as will not easily obliterate from contact with other freight, and that all old marks are erased. This is, indeed, most important.

A great many shippers place the name of their firm on packages without the word "From" preceding same. This is important and I am sure can be corrected very easily.

You would be surprised to see the large number of packages offered us for shipment with light paper tags addressed with lead pencil and insecurely fastened to the package. We recommend that linen tags, addressed in ink be used when it is absolutely necessary to use a tag; however, we wish to discourage the use of tags as far as possible, for the reason that they so frequently become detached due to contact with other freight. Also the large number of packages received with marks so small that considerable time must be wasted looking for the marks, and I hope each of you who receive this circular will go into these matters in your respective plants and aid us in our campaign of prevention.

With regard to the packing of freight. During the past few years the use of fibre and pulp-board packing has developed to such an extent that our merchandise cars are almost entirely laden with this character of packing. We endeavor to keep the lighter packages to the top of the load, but this is oftentimes impossible, on account of the large proportion of such packages in cars, and when our cars are unloaded or transferred, we find numerous damages from the weight of the really light packages necessary to load on top. There are certain classes of merchandise that will carry very nicely in

a pulp-board package, but the use of this class of package for breakables we wish to discourage as much as possible.

Our Classification Committees are calling upon us for reports of specific classes of merchandise damaged by reason of improper packing, and photograph samples are being sent them for their scrutiny, and I sincerely hope that our patrons will refrain from the use of this frail packing, especially on breakables.

In our endeavors to check our losses chargeable to the improper preparation of dray tickets, bills of lading, improper marking and packing of freight, I assure you the saving to be effected is secondary to the feature of satisfied shippers and receivers of freight, and with your co-operation a great deal of good can undoubtedly be accomplished, and we earnestly solicit your indulgence.

In addition to sending the above circular to our patrons, Mr. Doggrell has also sent a copy to every agent on the line, together with a letter in which he says:

Our traveling agents are engaged in a campaign of education of shippers and are now located at our larger loading and transfer stations, looking into the defects in the preparation of dray tickets and bills of lading which cause so many errors in billing, errors in checking and errors in loading, the improper stowing of freight in merchandise cars to prevent damage, the improper marking of packages (illegible marks and failure to erase old marks), etc., and the results that we have thus far obtained in this work convinces me that we can extend this supervision to all of our agents as well as each and every employe at our local stations.

It has been found that we are accepting freight in large quantities with duplicate, triplicate and even quadruple marks, which causes the freight to go astray and either become lost, or, on its return movement, so badly damaged that we are required to pay a claim. This is something that we can control, and our check clerks should be equipped with keel and blue crayon that they may obliterate all old marks on packages, and at the same time, handle matter with shippers in order that they

may take steps to correct these defects. See that your requisitions for keel, blue crayon, marking pots, brushes, lamp black etc., are properly filed, and if you do not receive such supplies promptly handle with your superintendent and he will see to it that your requisitions are filled.

Another great evil that I want to call to your attention is the use of paper tags in marking freight. This is a practice that we must discourage as much as possible and we should refuse a shipment for transportation labeled with tag and addressed in LEAD PENCIL, and on such shipments where it is necessary to use tags, linen tags should be used as far as possible, and they should be addressed in ink by all means.

The only way we can accomplish what we have set out to do in this most important field, is by co-operation on the part of every one having to do with the handling of freight, and I am going to ask each of you your earnest support in the conduct of this work of reform in the handling of freight from the time it starts from the warehouse of shipper until it reaches the warehouse of the consignee.

Suggestions will be gladly received.

At Jonesboro.

The group shown in the accompanying reproduction represent the day yard crew, Jonesboro, Ark. Reading from left to right, those shown in the



picture are: William Maxted, engineer; S. P. Gray, switchman; P. E. M. Carthy, engine foreman; W. H. Millender, switchman.

Booster Boost Frisco.

Copy of resolutions passed by Committee on Resolutions of Oklahoma Inaugural Boosters' Special Train, Oklahoma to Washington and return, via Frisco Lines and Baltimore and Ohio Railroads:

Whereas, the Hon. Woodrow Wilson, former Governor of New Jersey, was on March 4th, A. D. 1913, duly and regularly inaugurated President of the United States, amid the plaudits and to the great pleasure and satisfaction of the American people, and;

Whereas, characteristic of its progressive people the new State of Oklahoma, not only contributed its share and aid to this end, but organized a special Inaugural Booster Train and took aboard five hundred brave men and beautiful women from every quarter of the State and journeyed across the plains to the National Capitol, in order to contribute their presence and aid to the success of that National event, and

Whereas, the choice route selected for this journey was over the Frisco System and its connecting lines, the great Baltimore and Ohio Railroad, both of which systems and their clever, courteous and painstaking officials having endeared themselves to us forever by their many acts of kindness shown on this journey, and;

Whereas, we as passengers making said journey, desire to express our true sentiment and feeling toward said roads, its officials and entire train crews, from the highest to the lowest, as well as to make special mention of certain features, the acts of certain individuals and incidents of the trip, to declare ourselves as follows:

Resolved, that we hereby express our hearty appreciation and profound thanks to Hon. Robert Galbreath, Hon. J. Robert Gillam and Hon. C. O. Jackson, for organizing and successfully conducting the Oklahoma Inaugural Booster Train from Oklahoma to Washington and return.

Resolved, that we hereby express our indorsement and approval of the selection of the route made by those in charge, *i. e.*, the Frisco and Baltimore & Ohio Railways, who, have by and through their officials so safely and attentively cared for our comforts and conveniences on said journey; and

we point and commend with pride and say to each of said roads and their officials that the trip was made on schedule time, and according to promises previously made; that every stop-over and convenience promised was faithfully carried out to the letter and every courtesy possible was shown; that it was different from ordinary specials, in this fact, that it was not one of broken promises and disappointments, but one of system and pleasure.

We desire to make special mention and express our special appreciation to Mr. J. P. Rogerman, Western Passenger Agent, of the Baltimore & Ohio Railroad, for his personal presence and his uniform kindness and courtesy throughout the entire journey; also to Hon. C. O. Jackson, Division Passenger Agent, and J. Cobb, Traveling Passenger Agent of the Frisco, for their many acts of kindness; Moreover, we acknowledge indebtedness to F. D. Gildersleeve, Assistant General Passenger Agent of the Baltimore & Ohio, for his many acts of kindness shown.

Resolved, further, that we hereby express our thanks and appreciation to the Tulsa Band and each and every member thereof, who have so delightfully entertained us along the route of said journey and contributed so much to the pleasure of the occasion by the high-grade music furnished; that we also, in a special manner, desire to express our gratitude and appreciation to the Hon. J. Burr Gibbons, President of the Tulsa Press Club, and his assistants, for their successful efforts and novel engineering in issuing and circulating each day the Oklahoma Booster through which medium progress and development of our State was told to thousands of anxious readers along the route.

Last, and by common and universal consent the greatest features of all, we commend with pleasure, pride and approval the splendid, magnificent and successful effort of Hon. Tim Wood, representing the great agricultural and mineral resources of Oklahoma in collecting, supplying and equipping two cars, making such a perfect display of the products and resources of our great commonwealth.

To the Governor of Ohio, the Mayor of Cincinnati, its Chamber of Commerce, as well as to the State and municipal officers of such places as St.