

King vs. Tremayne

On a recent visit to Edward, Kans., J. W. Tremayne, traveling auditor, was snapped, as shown in the accompanying reproduction, standing on the sta-



tion platform, by R. R. King. There is probably no man in the service better known to the agents along the line than Mr. Tremayne.

220 Copies

Agent W. R. Bell of Greenfield, Mo., sent to C. J. Windsor, general stationer, a sheet of expense bill carbon paper from which he made 220 expense bills, the 220th copy being very legible.

This is but an evidence of what can be done if we will just put forth a little effort.

Another Hopeful

Harry Robert Davies, the six-months-old son of Engineer Harry E. Davies of Monett, bids fair to become a "six-footer" like his pa, says Mrs. Davies in a communication to THE FRISCO-MAN.

Engineer Davies and his fireman,



Claude Linthicum, sure make good time coming from Fort Smith these days, to hear and see the new "stunts" their young sons have put on since their departure from home.

Economy Hints

Practically every section foreman in the service keeps two or more extra maul handles in his tool house for emergency use. These handles are generally left lying around and when the foreman wants one to use, he frequently finds it warped, which makes it useless.

From experience it has been found that by driving a tack in one end of each handle and hanging it up with a string, the warping can be prevented. Try it.

Safety Hints BRAKEMEN.

Employees, especially those in train service, get careless. They may be likened somewhat to the old German soldier who fought "mit Seigel," who had a large chunk of flesh torn from his limb by a piece of shell during some battle. When asked how he felt at the time, he replied: "It hurt a little, but I didn't care."

In a great many instances that is what is the matter with so many railroad employes—they get careless and insensible to the dangerous occupation which they are following.

Men have been seen to run between cars while in motion, turn both angle cocks or pull a pin to make a cut. "This is all right if there is a brake-beam to stand on," says one of our River and Cape Division brakeman; "if there isn't, I wait for the train to stop, for there might be something between the rails I could fall over and be seriously injured or killed."

Trainmen should make it a rule to always try the grab-iron on the top of a car before pulling themselves up, as it might give way and result in serious injury. A good plan, when getting on top of a car, is to grab hold of the edge of the car, at the same time trying the grab-iron. This is an excellent safeguard.

And again, every brakeman should make himself a committee of one, always being on the alert for things liable to cause injury not only to himself but to anyone, reporting them, and if necessary by wire.

Be careful about running-boards and nails that are sticking up on them, and above all things, wear a good pair of shoes. You may have a pair of shoes on with a worn-out sole and in going over a train catch it on a nail or a

piece of bad running-board and throw yourself, fall under the train and get killed or seriously injured.

The Safety movement is a great work and it should have the co-operation of all of the employes, especially the men in train service.

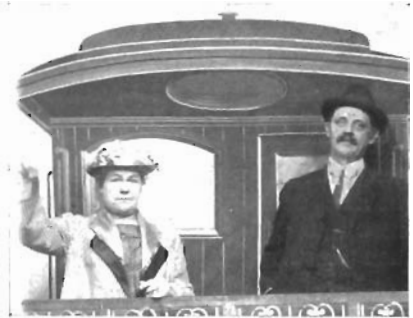
Boys, keep your eyes open always; have a clear head before you go out on your run, and take no chances—play safe. It is better to be a little slow than to go around a peg-leg the rest of your life.

Let us all work in unison to make the great Frisco System the banner safety road in the country.

Smiths Return

Mr. and Mrs. S. B. Smith, who have had the pleasure of enjoying the California climate during the winter, have just returned to their home in Kansas City.

Though they thoroughly enjoyed



their visit to the different points on the coast, Mr. and Mrs. Smith are glad to be back in Old Missouri, and say Kansas City looks mighty good to them.

A circular issued by Receivers T. H. West and B. L. Winchell announce the appointment of A. S. Greig, assistant to the receivers, effective June 3.

“An Ambulance Down in the Valley”

’Twas a dangerous cliff, as they freely confessed,
 Though to walk near its crest was so pleasant;
 But over its terrible edge there had slipped
 A duke and full many a peasant.
 So the people said something would have to be done,
 But their projects did not at all tally.
 Some, “Put a fence around the edge of the cliff,”
 Some, “An ambulance down in the valley.”

But the cry for the ambulance carried the day,
 And it spread through the neighboring city;
 A fence may be useful or not, it is true,
 But each heart became brimful of pity
 For those who slipped over that dangerous cliff,
 And the dwellers in highway and alley
 Gave pounds or gave pence, not to put up a fence,
 But an ambulance down in the valley.

Then an old sage remarked: “It’s a marvel to me
 That people give far more attention
 To repairing results than to stopping the cause,
 When they’d better aim at prevention.
 Let us stop at its source all this mischief,” cried he;
 “Come, neighbors and friends, let us rally;
 If the cliff we will fence, we might almost dispense
 With the ambulance down in the valley.”

“Oh, he’s a fanatic,” the other rejoined;
 “Dispense with the ambulance? Never!
 He’d dispense with all charities, too, if he could.
 No, no, we’ll support them forever!
 Aren’t we picking up folks just as fast as they fall,
 And shall this man dictate to us? Shall he?
 Why should people of sense stop to put up a fence,
 While the ambulance works in the valley?”

JOSEPH MALINS.

The poem herewith was sent to THE FRISCO-MAN by Engineer F. M. Andrews, Southeastern Division, with the following communication:

“I am enclosing a poem, clipped from a local newspaper, entitled ‘An Ambulance Down in the Valley.’ It seems that for years the railroads of this country were maintaining an ‘ambulance down in the valley’ and paying for results rather than preventing the cause, until ‘a wise old sage’ conceived the Safety First idea.

“By the way, we had the pleasure the evening of May 17 of listening to an address by the ‘wise old sage’—Mr. R. C. Richards of the Chicago Northwestern Railway—at an enthusiastic Safety First rally given by all the roads running into Birmingham, Ala. What he, Mr. S. S. Morris of the Illinois Central, Engineer F. L. Watkins of the Southern Railway, and the chairman of the meeting—our own genial W. B. Spaulding—told us, has made Frisco men more determined than ever to place a Safety First fence around all dangerous places and practices and we hope in time to entirely dispense with the ‘ambulance down in the valley.’”

Courtesy

G. W. BLAIR, Agent, McNab, Ark.

More or less unfriendly feeling between railroad companies and the general public has always existed. This is partly due to the way local agents have dealt with patrons of the roads.

Railroad companies suffer more injury by having in service a crabbed, selfish agent at a good business point than through any other source.

It is the duty of each and every agent in the service of the Frisco to hold all the business he has and use every effort to secure more. The best way to accomplish this is to treat our patrons with courtesy. If we are asked by them for information, we should make every endeavor to furnish same, no matter how busy we are at the time, for if we put it off until we get time we may lose their business, which means money lost for the company. There is nothing that will increase business and make more friends than courtesy.

No matter how small a man's business is, it should be given the same attention as the man whose business amounts to several carloads a month.

Show your patrons you appreciate their business and they will appreciate doing business with you.

Don't think because you keep up your daily reports and send in a nice clean report at the end of each month that you are doing all that is required of you. You may be losing business for the company every day. Business is what it takes to run a railroad, and business is what the company wants.

Let us treat our patrons with courtesy and we will make friends and money for the Frisco.

"Truthful, Very Much Obligated"

"A Little Rice"

The sample of "A Little Rice" raised along the Frisco in Missouri, shown in the reproduction herewith, proves conclusively that the Frisco's territory is hard to beat.



The baby is the daughter of Conductor L. E. Rice of Hayti, Mo.

Turner Tank

The water tank and station at Turner, Mo., are shown in the accompanying reproduction. The parties shown



are Miss Iva Buckner, Miss Florence Stephenson and Ray Dunlap, all of Springfield, Mo.

Safety First Awards

Ozark Division and Memphis Terminal Victors

The following communication addressed to the members of the Central Safety Committee by Chairman W. B. Spaulding, shows that the Ozark Division was awarded the Safety First prize under the two conditions established by the management, and the terminal prize was awarded the Memphis Terminals:

The management decided to establish two basis on which to award the Safety First prize this year, viz:

To the operating division and to the terminal (shops included) making the greatest improvement in personal injury prevention during the current fiscal year as compared with last fiscal year.

To the operating division and to the terminal (shops included) making the best record in the prevention of personal injury accidents during the year.

The prize to be a semi-annual pass, good during the last half of current calendar year, to all female employes of the winning division or terminal, and to the female head of the family of such employes who had been in the service of the company one year, except laborers who must have been in the service three years. In order to get the pass into the hands of the recipients promptly on July 1, 1913, as was insisted on by the management, it was necessary to make the computation on the record for the eleven months ending May 31st, 1913, of the present fiscal year.

Train miles made per accident to be the basis of computation for divisions and switching hours per accident the basis of computation for terminals.

The total casualties for all divisions and terminals was furnished Statistician T. A. Hamilton by your chairman, and he obtained division train mile and switching hour data from operating department records.

Mr. Hamilton reports the result of his computation as shown on four statements:

Statement No. 1. Shows that the Ozark Division made more train miles

per accident during the 11 months period ending May 31, 1913, than any other division, and has, therefore, won the Safety First prize on that basis.

Statement No. 2. Shows that the Ozark Division made the greatest increase in the number of train miles per casualty during the 11 months period ending May, 31, 1913, as compared with the same period of the preceding year and, therefore, has gained the Safety First prize on that basis.

Statement No. 3. Shows that the Memphis Terminals made the greatest number of switching hours per casualty and, therefore, wins the terminal Safety First prize on that basis.

Statement No. 4. Shows that the Memphis Terminals made the greatest increase in the number of switching hours per casualty during the 11 months period of this fiscal year, as compared with the same period of preceding year, and, therefore, gained the terminal prize on that basis.

It is also to be noted that both the Ozark Division and the Memphis Terminals made the greatest reduction in the actual number of personal injuries during this 11 month period, as compared with the same period of last year. The Ozark Division, having made a reduction of 63 per cent in the number of casualties occurring on that division, as compared with the preceding year, and the Memphis Terminals having made a reduction of 34 per cent in the number of casualties occurring in the period under consideration compared with the same period of preceding year.

The Real Inventor

A crowd of men were discussing the greatest inventor. Some said Edison, some Watt, some Marconi. Each had his favorite.

Finally a pawnbroker got in a word. "Vell, chentlemens, dose vas great peoples, but I tells you dot man vot invented compound interest vas no slouch."