



An unusually large crop of oats has been produced in the territory around Madill, Okla., this season, the number of cars of this product being shipped from that point is greatly in excess of last year's number. It is

expected, before the season is over, that between 500 and 600 cars will be shipped out of Madill.

The above reproduction shows a train of forty cars of oats leaving Madill, Okla., bound for Birmingham, Ala., July 19, 1913.

What Safety Means

On a busy line a stoppage of traffic for sixty seconds means a loss of \$250. In an hour this loss may reach \$25,000. It is more than trebled the second hour, and goes on increasing until in the third hour the blocked railroad is losing a thousand, two thousand, five thousand dollars a minute—no one can calculate how much.

The railroads appreciate better than the public that Safety is cheaper than wrecks and do not hesitate at the expenditure of great sums for block-signal systems. These investments have saved many times their cost, but they do not put an end to wrecks. They have increased the human element in railway operation, which is the weakest spot, but there is still a huge margin left for further improvement.—Thaddeus S. Dayton, The Wreckless Railroad, Harper's Weekly, February 22, 1913.

A Future Conductor

THE FRISCO-MAN is pleased to introduce herewith W. C. Tharp, Jr., a future Frisco conductor. The baby is



the son of W. C. Tharp, Sr., conductor on the River and Cape Division. Queen, the baby's bodyguard, may also be seen in the reproduction.

Old Reliable

Joe Newlin, machinist at the New Shops, Springfield, Mo., has christened his Flying Merkel "Old Reliable," for the reason that it brought him to



work through six inches of snow last winter and is still on the job.

The picture herewith, showing Joe ready to mount "Old Reliable," was snapped in front of the New Shops.

Chums

Frank Jay Linthicum, the baby shown herewith, is the six months old



son of Fireman Claude Linthicum of Monett, Mo.

Conductor Hal Kirk, a neighbor of Fireman Linthicum's, is the owner of the collie shown in the reproduction.

No. 2681

Engine 2681 waiting to go out on train 869, July 4, 1913. Left to right,



W. C. Donnell and W. Jett, brakemen; M. O. Luedtke, fireman; (on left steam chest) W. W. Butler, engineer.

1044's Performance

The performance of engine 1044, train 106, between Springfield and Kansas City, Mo., May 7, is another example of what is being accomplished in the interest in fuel economy.

Engine 1044, in charge of Engineer Goodrich and Fireman Dunham between Springfield and Fort Scott, and Engineer Gibbs and Fireman Canfield between Fort Scott and Kansas City, ran through from Springfield to Kansas City without taking coal; did not open bottom coal grates, consumed $6\frac{1}{2}$ tons of coal, ran from Fort Scott to Kansas City without taking water, and had ten inches of water on arrival at Kansas City. Seven cars were handled in the train, and 9.14 pounds of coal per car mile were consumed.



Many and ingenious are the methods employed by the railroads to impress the importance of Safety First upon their employes, and, though the movement is directed primarily to employes, it has been expanded to include those of the public who through their own carelessness are liable to injury.

The major portion of this class are trespassers either on the railroad's right-of-way or equipment. Statistics prove that a large percentage of the persons killed on the railroads in the United States are those who are obtaining free rides on cars or who are struck by trains while on the railroad's right-of-way.

Every effort has been made to discourage trespassing, particularly among the small boys who are in the habit of hopping trains, but perhaps the most original scheme yet evolved for breaking up this practice was that put into effect by Superintendent C. H. Baltzell of the Ozark Division.

When Mr. Baltzell took charge at Thayer some time ago he found the boys in that vicinity addicted to the habit of hopping trains and the number of boys injured by reason of hopping trains and playing in the yards had reached alarming proportions.

Police regulations and force had but little effect, in fact, only served to make the risk more inviting.

After giving the matter considerable thought, Mr. Baltzell finally struck upon the idea of the "Ole Swimm'n' Hole." Without saying anything to anyone he had logs and stones removed and a place dredged out in a creek not far from the yards. After having several loads of gravel dumped into the creek, a spring board built on the bank, and the place fitted up generally, Mr. Baltzell called the boys in the vicinity together. He told them that the swimming hole was at their disposal, and that he would teach them how to swim, if they would promise to stop hopping trains, but that any

boy caught stealing rides or trespassing in the yards would be barred from the pool.

As result of this scheme the boys at Thayer have given both the right-of-way and the yards wide berth.

The school board at Monett, Mo., is cooperating with the railroad in its campaign against trespassing, and is making vigorous efforts to impress upon the children the dangers of hopping trains, trespassing on the railroad's right-of-way, as well as playing in the yards.

At the opening of the school ses-

sion, September 2, three of the members of the board, including its president, Mr. George J. C. Wilhelm, secretary of the Railroad Y. M. C. A., visited thirteen rooms. Mr. Wilhelm made eleven talks on "train hopping," emphasizing that it was a violation of the law, and impressing upon the boys the sorrow brought into homes by accidents resulting from this practice.

In every room the boys pledged themselves to stay away from the railroad, when they had no business there and the members of the board were greatly pleased with their day's work and the interest manifested among the children.

The Vickers' Gang

The section gang of Vickers, Okla., Chickasha Sub-Division, in charge of Section Foreman John Baker, are shown in the accompanying reproduc-



tion. Those who may be seen in the picture are, reading from left to right (standing on car), Section Foreman John Baker and J. E. Hall, laborer. (Standing on track), Charley Griggsby and Paul Leta, laborers.

Eleven Thousand a Year

Nobody was ever struck by a railway engine except upon a railway track, or, at any rate, so near to it that he was poaching on its preserve. Between the rails of a railroad there are, ordinarily, just four feet eight inches and a half, and the balance of the unsafe space does not exceed three feet; yet with all the rest of the world to stand and walk on, some eleven thousand people every year find it necessary to their employment to end their days, or their health, on this narrow strip of land. It is not, as I before intimated, that I am so much worried about these curious people as I am annoyed that they should be the means of giving my friend such a bad reputation. It is rather to protect his reputation against their assaults that I would make it, as near as possible, impossible for them to get within a destructive distance of him.—George A. Rankin, An American Transportation System.

Our Pension List

The Pension Department of the Frisco has been on the job several months and the "old timers" who have been retired on a pension are as follows:

Name.	Position.	Entered Service
Henry D. Taylor	Mechanical Dept., Springfield, Mo.	May 10, 1864
Granville W. Turner	General Foreman B. & B., Springfield, Mo.	July 10, 1865
George F. Sumner	Bridge Inspector, Springfield, Mo.	May 5, 1867
Daniel Hogan	Crossing Watchman, Springfield, Mo.	March, 1870
Elliott H. Ball	Pumper, Monett, Mo.	May, 1870
Michael Kearney	General Foreman, Springfield, Mo.	Oct. 1, 1870
William G. Buckley	Pumper, West Plains, Mo.	1871
John Clark	Crossing Watchman, Kansas City, Mo.	1871
Albert Wagner	Engineer, Hospital, St. Louis, Mo.	April 12, 1870
Churchill B. Wilson	Drill Press Operator, Springfield, Mo.	March 10, 1875
Thomas G. Scott	Pumper, Rolla, Mo.	May, 1877
William H. Warren	Transfer Table Operator, Springfield, Mo.	May, 1878
Nels A. Taudvig	Truckman, Kansas City, Mo.	May 15, 1878
Frank D. Russell	Special Agent, St. Louis, Mo.	June 1, 1878
Dennis McCarthy	Crossing Watchman, Joplin, Mo.	1879
William H. House	Scale Foreman, Springfield, Mo.	September 16, 1879
Archibald Dodson	Machinist Helper, Springfield, Mo.	April 1, 1881
Reinhard Weis	Machinist, Springfield, Mo.	June 9, 1881
Frederick B. Day	Timekeeper, Kansas City, Mo.	February 1, 1881
Giles F. Wing	Gang Foreman, Kansas City, Mo.	1882
Henry Arthur	Crossing Watchman, Kansas City, Mo.	October, 1882
Edwin B. Messick	Crossing Watchman, Kansas City, Mo.	November, 1882
Thomas A. Lambert	Engineer, Enid, Okla.	July 12, 1882
James Bissett	General Foreman, Springfield, Mo.	September 16, 1882
James C. Nash	Special Examiner, Springfield, Mo.	October 1, 1882
James H. Wheeler	Clerk, Kansas City, Mo.	February, 1884
Joseph LeCompte	Engineer, Willow Springs, Mo.	January 18, 1885
William M. Box	Machinist, Springfield, Mo.	April 23, 1885
Joseph Lewis	Laborer, Kansas City, Mo.	March, 1886
Isaac Hines	Stationary Engineer, Kansas City, Mo.	October, 1886
John D. Culbertson	Watchman, Ash Grove, Mo.	1887
Thomas Schofield	Carpenter, Springfield, Mo.	April 4, 1888
Wiley P. Q. Sexton	Janitor, Fort Scott, Kans.	June 1, 1887
Richard H. Briggs	Master Mechanic, Memphis, Tenn.	February 1, 1888
Joseph Gaskin	Crossing Watchman, Kansas City, Mo.	August, 1888
John W. Nichols	Laborer, Springfield, Mo.	April 14, 1889
Henry Miller	Wiper, Springfield, Mo.	August 14, 1889
William Wresch	Laborer, Springfield, Mo.	August 2, 1889
Geo. W. Thompson	Clerk, Monte Ne, Ark.	September 1, 1889
Stephen C. Hughes	Lathe Operator, Springfield, Mo.	October 2, 1889
William J. Holt	Machinist Helper, Springfield, Mo.	February 3, 1890
Alexander M. Taylor	Clerk, Springfield, Mo.	March, 1890
John W. Hoover	Boilermaker Foreman, Springfield, Mo.	October 1, 1890
Charles Matthews	Porter, St. Louis, Mo.	January 1, 1868