

The railroads throughout the United States have endeavored since the beginning of their existence to break up the trespassing on their right-of-way, chiefly because of the number of trespassers injured.

The accompanying photographs speak for themselves and might appropriately be designated as gambling against eternity. These men, desiring to cross the track, place themselves in an attitude in which they have small chance to recover, in order to save a few moments time in getting from one side of the track to the other. No matter how important the duty on the other side of the track is, it certainly is not worth the risk.



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Little Favors Make Big Gains

The headline of this article was suggested by R. E. Buchanan, commercial agent, Memphis, Tenn., in a communication to THE FRISCO-MAN, with which he attached copy of a letter from C. H. Moore, traveling freight agent, Kansas City.

In this communication from Mr. Moore he states that E. W. Smith, in charge of the coffee department of the Ridenour-Baker Grocery Company, spoke of the courtesy which he had received from Mr. Buchanan in aiding him to secure a sleeper from Memphis to Kansas City, and that as result of that courtesy he had routed 400 bags of coffee over the Frisco from Memphis to Kansas City.

In another communication from Superintendent Baltzell of the Ozark Division, there was a little pamphlet attached prepared by G. N. Peck, agent, Imboden, Ark., entitled "Some Valuable Hints for Patrons of the Frisco Railroad."

Mr. Peck emphasizes the need of prompt and careful handling of small shipments; calls attention to the fact that the traffic department has perfected an arrangement for handling carload shipments on improved service, especially those originating on other lines and at great distance; and that such loads are symbolized and the assistant general manager can advise the whereabouts of such loads in transit at any time.

Many other suggestions of value, which will be dealt with at a future date, are incorporated in Mr. Peck's booklet.

But one of the most important features in the communication from

Mr. Buchanan and that of Mr. Peck, is the evidence that all are taking not only an interest in their direct line of duty but are branching out with ideas and suggestions, and are not overlooking the small things and little favors which may possibly make big gains.

Recently a Frisco employe who had reserved a lower berth entered the car at a late hour and found it crowded and an old lady taking an upper berth. He promptly surrendered his berth to her and learned later that she had inquired his name and he was given to understand that she was related to some one who could give the Frisco business, and that she would put in a good word for the Frisco.

This is a small thing. Any one should have done the same, but it only goes to prove the oft-repeated fact that it is the little things after all that go to make success, and the agents and employes of the Frisco are evidently not losing sight of the importance of "LITTLE FAVORS MAKE BIG GAINS."

Kipper at Narcissa

W. L. Kipper, agent, Narcissa, Okla., began work for the Frisco at Waco, Mo., January 19, 1891, and has been continuously employed at various



stations on the Kansas and Northern Divisions since that date.

During his twenty-two years of service, Mr. Kipper has missed only two pay days. He is shown in the accompanying reproduction standing in front of the station at Narcissa.

Good Side Line

Ed McReynolds, pipe fitter at the New Shops, Springfield, Mo., has found farming a profitable side line. His tomato patch consisting of sixty-



three vines, has yielded \$32.00 worth of Buckbee's Early Masters.

Mr. McReynolds may be seen in the accompanying reproduction at work in the garden with his son, who is assisting him gather the vegetables.

Appointments

W. C. Nixon, receiver and chief operating officer, announces the following appointments, effective November 15:

N. M. Rice is appointed chief purchasing officer, with headquarters in St. Louis. Mr. Rice will have charge of purchases and stores and will have supervision and care of all material, fuel, supplies and stationery in the possession of the receivers.

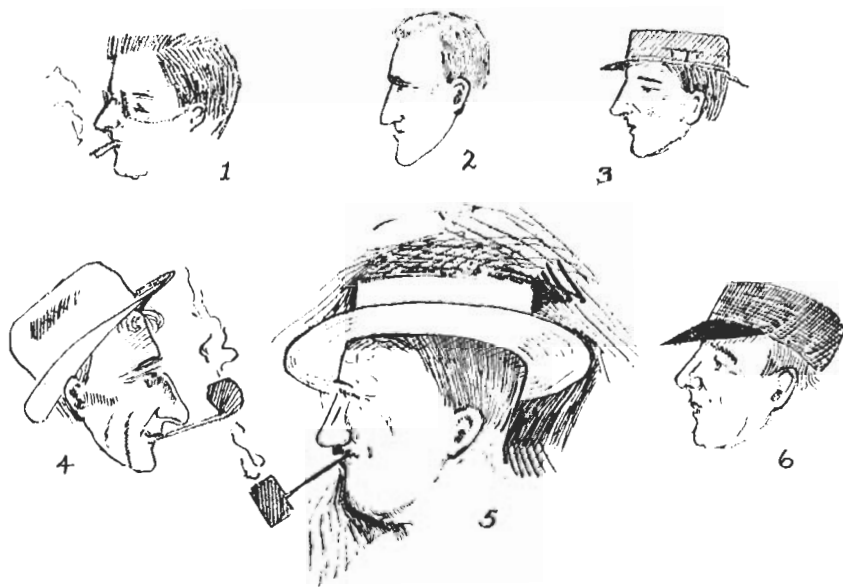
A. S. Greig, in addition to his duties as assistant to the receivers, will be first assistant to chief operating officer.

B. T. Wood will be second assistant to chief operating officer.

The office of assistant to chief operating officer (mechanical) will be abolished. W. H. V. Rosing will be assigned to duties under general superintendent motive power.

The testing department will be in charge of general superintendent motive power.

W. F. Evans, general solicitor, announced October 4, the appointment of Thomas Bond as commerce counsel, succeeding F. H. Wood, resigned, to enter the service of the Southern Pacific.



Life-like sketches of Depot force, Carl Junction, Mo.: No. 1, R. L. Fenton, third trick operator; No. 2, H. M. Marshall, first trick operator; No. 3, Ed. Herd, clerk to division road-

master; No. 4, G. E. Amos, agent; No. 5, Pat Herd, division roadmaster; No. 6, Fuel Foreman Aikens, who posed especially for THE FRISCO-MAN.

Foremen Meet

Roadmaster F. A. Denton of the Third Track Division, called a meeting of his section foremen at Lebanon, Mo., October 10. General Superintendent Frates attended the meeting and Superintendent Simms acted as Chairman.

Section Foreman Pat Nelson delivered an interesting address upon the origin and progress of our great railway systems, in which he pointed out



Roadmaster and Mrs. F. A. Denton.

that the prosperity of our nation was due to a great extent to the development of railroads.

A general discussion of trackmen's work was entered into and such subjects as the best method of laying drain tile, putting in ties, tightening bolts, adjusting and laying rails, and, in fact, everything pertaining to trackmen's work was given careful consideration.

General Superintendent Frates and Superintendent Simms were well pleased with the meeting, and believing that much good could be derived from these meetings, both expressed the desire that Mr. Denton continue them at intervals of sixty to ninety days.

The Williams' Trio

The children of Car Inspector A. G. Williams of Winfield, Ala., Eugene Bryan, Hilburn Ross and Caster Greely, make up the accompanying group.

The latest arrival, Hilburn Ross,



though only three months old, tips the scale at twenty pounds. Is not this sufficient evidence that the future car inspector of the Frisco will be of a husky type?