

WE PLEASE PRIMA DONNE

We handled the Chicago-Philadelphia Grand Opera Company from Saint Louis to Dallas, Texas, consisting of twelve baggage cars, twelve sleeping cars and three dining cars. The following message from Mr. Ulrich, Business Manager, speaks for itself

"Grand Opera special came through to Dallas on time; everything went like clock work, I commend your equipment, your roadbed, your employes and above all, your Fred Harvey dining car service. You have a good railroad and you know how to run it."

All those taking part in this movement are entitled to commendation for the perfect manner in which all details of the service were carried out. Particularly acknowledgment is made to the Operating Department and Superintendents handling the movement.

A. HILTON,

Passenger Traffic Manager.

Man Failure

The engine may fail and the track may wear,

There are metal and tools to remake and repair;

The target may break and the switch go wrong,

But a bolt and a blow will help them along;

When men fail the system is crippled all through—

Man Failure, that's where the doom points at you.

Ties may wear out and tie-bolts may rust,

That is a matter repair gangs adjust;

Pistons may rattle and valves spring a leak,

The doom of the system's when men have grown weak,

When men fail to answer with thoroughness keen—

Man Failure, that's where you lose the machine

As the strength of the chain is the strength of each link,

You cannot move earth if the men fail to think;

If the men fail to measure each moment of life

Right up to the keenest demand of the strife;

If men fail to master with soul and with brain—

Man Failure, that's where you throw off the train.

—Baltimore Sun.

Decrease Claims

G. E. Whitelam, superintendent freight loss and damage claims, has issued the following circular to all agents, trainmen, enginmen, and others who have to do with the handling of freight, asking their close co-operation and assistance in an effort to reduce freight claims:

I wish to take this occasion to ask you to extend your close co-operation in assisting me to bring about a decrease in our freight claim payments.

I appreciate fully, the fact that I need the co-operation of all employes who have anything to do with the handling of the freight if I expect to bring about the desired decrease.

I shall call your attention from time to time to the progress we are making, and I hope each circular I address to you will show a decrease and not an increase. If we will all work toward the same end, having in mind at all times that a decrease in freight claim payments means a great deal to the Frisco management, we will bring about the desired result, and that is, decreased payments.

I want to assure each one of you that I will greatly appreciate your close co-operation.

"Every man in the service has a duty to perform, a duty the proper performance of which is partly its own reward and upon his fidelity depends a share of the successful results."

Sollar's Section

A stretch of track on the Hunter Branch, Section 97, just south of B 189-2, is shown in the accompanying reproduction.

Foreman J. A. Sollar, in charge of this section, who may be seen standing at the left in the picture, entered service on the Hunter Branch as section foreman, Williamsville, Mo., October 6, 1895, in which position he continued for four years when he was promoted to extra section foreman, and, December 28, 1900, he was promoted to regular section foreman.

The hand car shown in the picture has served the Frisco for the last



seventeen years, and has been in charge of Mr. Sollar for thirteen years.

During these years of service the car has never been to the repair shop, and though it has trucked thousands of ties and rails, it is still in first class condition and Mr. Sollar states is good for many years to come. It runs all right and has no broken or bent parts.

Mr. Sollar's experience with the car has convinced him that it is not the load the car carries that hurts it, but the way the car is loaded and unloaded, and the way it is put on and taken off the track.

Joplin Appreciation

As a token of appreciation of the many improvements made by the Frisco Railroad in their city in the last year, commercial organizations of Joplin, Mo., entertained officials of the railroad at a banquet at the Commor Hotel, Thursday evening, February 26. The value of friendliness and understanding between the public and the railroads, coupled with co-operation, was the keynote of every speaker.

Every department of the Frisco and virtually every line of industry in Joplin was represented. Courtesy to the railroad was paid by 175 business men and was acknowledged by eighteen railroad officials.

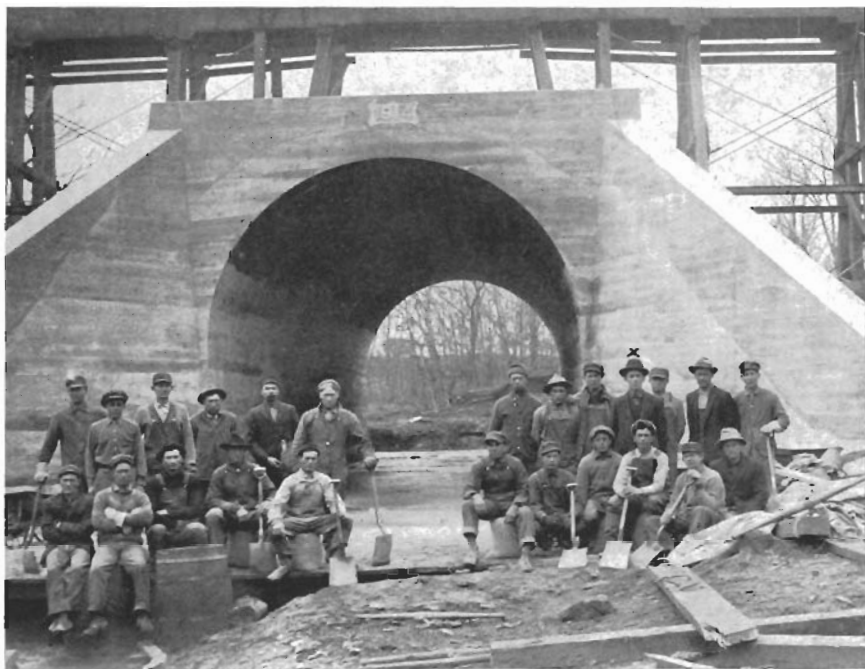
The jubilation began with a seven-teen course dinner, with Judge David D. Hoag presiding as toastmaster.

Following the banquet a resolution endorsing a proposed five percent increase in railroad rates east of the Mississippi River was unanimously adopted by the 175 business men of Joplin. It was as follows:

"Whereas, The cities of St. Louis and Kansas City of our own state and the business men of the city of Joplin attending the Noonday Luncheon Club of this city have made a similar request, now, therefore, be it

"Resolved, That it is the sense of this meeting that the several commercial bodies here assembled indorse the action of the various commercial bodies before mentioned and the action taken at our Noonday Luncheon Club by our own citizens and business men."

The men who spoke on behalf of the railroads were: A. Hilton, passenger traffic manager; J. E. Hutchison, general superintendent, and E. D. Levy, general manager.



A semi-circle concrete arch culvert, measuring twenty-four feet, has just been completed under Bridge L-1147, Afton Sub-Division, commonly known as "Spider Leg."

The bridge, at the point the arch is located, is fifty feet high and the barrel of the arch is ninety feet long. The material used in construction consisted of 9,000 sacks of cement, forty-six cars of chats, six cars of sand and 56,000 feet B. M. lumber.

The work of constructing this arch

was begun October 20, 1913, under the supervision of Foreman Mike Abbiatti, and was completed February 10, 1914. All the concrete was turned by hand.

The job, which the above reproduction represents, is said to be the largest of its kind ever undertaken on the Northern Division.

Foreman Abbiatti, who was in charge of the work, has been in the employ of the Frisco for the last twelve years, serving seven years of this time as foreman.

N. A. of R. C. Report

The "Proceedings of the National Association of Railway Commissioners," annual meeting at Washington, October 28-31, in one volume, attractively prepared, has just been published by the Law Reporting Company,

115 Broadway, New York, who offer the book for sale for \$1.00 per copy.

The volume includes all committee reports and discussions thereon and should prove extremely valuable to those engaged or interested in railroad matters.



Front of Union Station



Main Waiting Room

Work on the new Union Station at Wichita, Kans., which was begun in the fall of 1912, is practically completed and it is expected the station will be opened to the public some time in March.

The station, and the elevated tracks leading to it, will be used by four railroads, the Frisco, Santa Fe, Rock Island and Orient.

The elevated tracks begin at Central Avenue and extend about one and a quarter miles south, with a maximum grade of about six-tenths of one percent. There are five passenger tracks and two freight tracks on the elevation where it crosses Douglas Avenue.

The station proper is on the ground level and the tracks, which are about

ten feet above the ground level, are reached by inclines having an easy slope.

The exterior of the station is finished in Turkey Creek stone secured from near Pueblo, Colo., and terra cotta. The interior is finished in terra cotta, with marble floors.

On the second floor of the station passenger offices of the various lines will be located and on the third floor the operating department of the terminal company. The main part of the station faces north on Douglas Avenue and south of the main building are located the United States, Wells Fargo and American Express Company offices and immediately south of the express offices and connected with them are the rooms to be used for the railway mail service.

New Stations

Agent C. E. Schofield is now established in the new depot just recently completed at Winfield, Kans. The building is of concrete and brick with stone trimmings and is modern and up-to-date in every respect. The station was opened up with a luncheon at the Commercial Club at which a number of officials were present among whom were, F. E. Clark, division passenger agent, Wichita, Kans., and C. T. Mason, superintendent, Western Division.

A new \$25,000 depot has just been completed at Arkansas City, Kans. The building is of brick and cement and is strictly modern in every respect.

The employes at Arkansas City moved into their new quarters February 21, and as result are wearing the smile that won't come off.

Train No. 612 in charge of Conductor Bowers claims the honor of being the first to stop at the new station.

SAFETY FIRST

FORT SCOTT SAFETY RALLY

Convention Hall at Fort Scott, Kansas, was filled with an interested and enthusiastic audience of railroad men and their families Saturday night, March 14, to listen to a program of safety talks, interspersed with music.

A special train brought in 300 railroaders from Pittsburg, Kansas, about 200 of whom were employes of the Kansas City Southern. The Pittsburg Traction Company also sent some of its employes.

During the afternoon the Northern Division Safety Committee held its regular bi-monthly meeting and transacted its business.

At six o'clock the delegation from Pittsburg and representatives from other out of town places were given a banquet in the assembly room of the Y. M. C. A., which was beautifully decorated for the occasion.

The visitors were met at the train by a reception committee and decorated with Frisco safety badges.

T. B. Coppage, formerly Chairman of the Northern Division Safety Committee, acted as chairman of the evening meeting, announcing the program and introducing the speakers in the felicitous way for which he is famous.

The meeting was opened with a prayer by the Rev. Mr. Satterlee, who, later in the evening, made a forcible address upon the meaning of Safety First, its great importance to society in general, and its regrettable neglect.

Prof. H. D. Ramsey, principal of the Fort Scott schools, directed his remarks chiefly to pointing out the function of the school teacher in the Safe-

ty First movement, which the professor stated, was that of educating the children, inculcating in their minds, at a time when the mind is most susceptible of impression, correct ideas on the importance of the observance by them throughout life of those precautions necessary for their own physical well-being and the physical well-being of others. The professor's idea was that the matter of care or carelessness was one largely of habit and therefore the importance of the school teacher doing all that was within his realm to induce his pupils to acquire the habit of safety.

General Superintendent J. E. Hutchison remained over for the meeting and in a brief address emphasized the great value which women could be in the Safety First movement.

W. B. Spaulding, Chairman of the Central Safety Committee, in a short address stated that, for the fiscal year ending June 30, 1913, Frisco employes through their efforts in the cause of greater safety and looking after the small things that produce injury, had reduced death and personal injury cases on the Frisco railroad 27%, that during the months of January and February there had been increases over the same months of the preceding year which, he believed, were due solely to a let-up in activity in the safety movement, thus proving the necessity of eternal vigilance in order that the greatest success in injury prevention might be obtained. Mr. Spaulding thereafter exhibited for half-an-hour a large number of stereoptican views of causes which, he stated, could always be depended upon