

Value of Courtesy

That Frisco men are not underrating the value of courtesy nor overlooking the fact that "its a little thing that makes a big difference," was forcibly illustrated recently in a communication from Mr. W. G. Cooper, secretary of the Atlanta Chamber of Commerce, to Passenger Traffic Manager Hilton, regarding the courteous treatment accorded him by Conductor F. Baldwin, of Memphis, Tenn., while a passenger on one of our trains.

Mr. Cooper's letter, as well as Mr. Hilton's letter to Conductor Baldwin, follows:

Mr. A. Hilton,
P. T. M., St. L. & S. F. R. R.,
Saint Louis, Missouri.

Dear Sir:

While on your train, I received a pleasant call from one of your conductors, Mr. F. Baldwin, of Memphis, who presented me with one of your cards, upon which I found the words "It will always be our desire to make your trip comfortable and pleasant on a Frisco train." The effect of this on a man who travels is to make him feel that he is among friends.

On a line owned by one of the best corporations in the United States, I came in contact with a veteran conductor, a good man of his type, but with no particular care to make himself agreeable to passengers. When I asked him a very necessary question about a connection, he answered it correctly but with an air of one who was infinitely bored. This air on the part of a railroad conductor is very annoying to passengers and it was very refreshing to travel where the conductor was so pleasant. I congratulate you on the good spirit and the good services of your road.

Very truly yours,

(Signed) W. G. Cooper,
Secretary.

Mr. F. Baldwin,
Conductor, Frisco Lines,
Memphis, Tennessee.

Dear Mr. Baldwin:

We had on your train recently, Mr. Walter G. Cooper, Secretary of the Atlanta Chamber of Commerce, to whom you introduced yourself with your card. It seems that you made a very pleasant impression upon Mr. Cooper by this introduction and added materially to the pleasure of his trip over our line. While this action taken was only in the line of duty, I want to thank you on behalf of this Department and I am giving you this information to indicate clearly how much these little attentions add to our service.

I am sending a copy of this letter to our General Manager, Mr. Levy, in order that he may be acquainted with the conditions.

Yours very truly,

(Signed) A. Hilton.

Newburg Talent

During a ten round bout recently between General Foreman Hughes and Tinner Alvard of Newburg, Mo., the accompanying reproduction, showing one of the positions, was snapped by Blacksmith Ellsworth. While Alvard



got in several good blows during the ten rounds the match was a draw.

The force at Newburg is in position to put on a bout in any class. H. C. Craig, heavy weight, 230 pounds; Hughes, Compton, Alvard, and Hopkins are middle weights; and Burnside and O. J. Painter, light weights.

So nigh is grandeur to our dust,
So near is God to man;
When duty whispers low, "Thou
must,"

The Youth replies, "I can."

—Emerson.

An ounce of prevention is worth a pound of cure, and, in the railroad business, it is worth several tons of cure



Reclamation Plant Ball Club—(Standing) left to right—Webb, secretary; Adams, 1st base; Miller, center field; R. F. Whalen, president; Best, pitcher; Salz, pitcher; Busch, 2nd base, manager. (Sitting) left to right—Townsend, 1. field; Ray, short stop; Brown, catcher; Shanks, 3rd base; Lamb, r. field.



Frisco Baseball Club—Kansas City, Mo.

Frisco Bunts and Bingles

Heavy passenger sales have been noted recently between Saint Louis and Springfield, Mo.

This is due to the large number of scouts the big league teams are sending to Springfield and Newburg.

In a recent interview with Connie Mack, Clark Griffith, Col. Robert Lee Hedges and other magnates, it was noticeable their interest quickened materially when Springfield, Newburg and other points on the Frisco were mentioned.

Of course, it goes without saying that such baseball talent as is possessed at the Reclamation Plant; the boiler shops of the New Springfield Shops; the shops at Newburg, Kansas City, and the Saint Louis Chouteau Avenue, could not long remain undiscovered, and contracts—minus the ten day clause—will undoubtedly be forwarded to these points at an early date.

Of course, these contracts will have a blank space for salary and the player will be invited to fill in the space with the amount he deems proper.

In the Reclamation Plant there is a Shanks, who, of course, is as good as the Shanks who adorns the Washington team; a Busch, who while he spells his name differently, is unquestionably as good a pitcher as the one used by Connie Mack; and others whose function it will be to make their names famous on the diamond.

The Reclamation Plant has a record of nine games played and nine games won. In the nine games played they have made 79 scores against the opponents 17.

But rumor has reached *The Frisco-Man* that upon an eventful Sunday, to-wit, June 7, the Newburg team trimmed the Reclamation Stars by a score

of somewheres in the neighborhood of 14 to 2.

This Newburg team is worthy of note (Big League scouts please visit). In a game Decoration Day with the team of the North Side Springfield Shops, they trimmed the North Side 10 to 2. The Newburg twirler, who rejoices in the appropriate name of Pillman, set them down with only three bingles.

The Frisco Safety (On) First Ball Club is located at Chouteau Avenue, Saint Louis. They are looking for trouble and any team that wants it can have it by writing to R. H. Cunningham, 4109 Manchester Avenue, Saint Louis.

Colorado Bridge

The Colorado River Bridge at Mile 896-6, Fort Worth and Rio Grande Division, is shown in the accompanying cut. The picture from which this



reproduction was made was snapped from the rear end of Train No. 47, by Brakeman Yeager. The men on the motor car are Section Foreman Devers and gang.

SAFETY FIRST PRIZE WINNERS

In order that all divisions and terminals might have an equal chance, the Safety First prize given by the management in recognition of the best record in personal injury prevention is awarded on two different basis, i.e.:

First: To the operating division and to the terminal (shops included) making the greatest improvement in personal injury prevention work during the current year as compared with the preceding year;

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

The Western Division wins under the first condition; the Ozark Division under the second.

The same conditions obtain in awarding the terminal prizes upon switching hours per casualty; the Saint Louis Terminal wins under the first condition; Memphis under the second.

The passes for the women folks have been won by the Ozark Division twice, the Memphis Terminal three times in succession.

The Western Division made a reduction of 46 per cent over its record for the previous year and the Memphis Terminal made a reduction of 36 per cent for the same competitive period.

The following tables will show what the different divisions and terminals have done:

Train Mile per Casualty for Year Ending May 31, 1914.

Division.	
Ozark	10,112
Western	9,146
Northern	8,381
Eastern	7,428
River & Cape.....	6,068

Kansas	5,876
Red River	5,103
Central	4,967
Southwestern	4,428
Southeastern	3,476

Train Miles per Casualty for Year May 31, 1914, as Compared with Same Period Ending May 31, 1913.

Division.	1912-13	1913-14.	Increase.
Western	5,588	9,146	3,958
River & Cape.....	4,258	6,068	1,810
Kansas	4,142	5,876	1,734
Northern	7,088	8,381	1,293
Red River	4,009	5,103	1,094
Central	4,159	4,967	808
Ozark	9,371	10,112	741
Southwestern	4,076	4,428	352
Eastern	7,951	7,428	523*
Southeastern	4,001	3,476	528*

* Denotes decrease.

Note--In the computation of train miles, two passenger train miles were counted as one freight train mile.

Showing terminal making the greatest number of switching hours per personal injury during the twelve months ending May 31, 1914.

Terminal.	
Memphis	790
Saint Louis	523
Kansas City	483
Springfield	357

Showing terminal making the greatest improvement in injury prevention work during the twelve months ending May 31, 1914, as compared with same period preceding year.

Terminal.	1912-13	1913-14	Increase
Saint Louis	345	523	178
Memphis	630	790	160
Springfield	301	357	56
Kansas City	593	483	110*

* Denotes increase.

A TREE IS KNOWN BY ITS FRUITS

J. M. Hart, Spaulding, Okla.

Many employes of, I might say all the railroads in the United States, complain that they have a great deal of work to perform. There is no doubt we have a wider field of valuable work than any other class of workers of the world.

But, when we see more than nine-tenths of the working population of the United States at more disagreeable work than we are engaged in, I venture to say nearly every railroad employe is proud he is able to handle the employment he is following.

I heard a train dispatcher remark that he had been in the service of a railroad eleven years and had never cost it a dollar because of carelessness. I knew this man personally and have every reason to believe he was making a truthful statement.

Was not this man a valuable employe? His length of service goes to show that his employer knew of his value. There are very few railroad men who will admit they are not competent. If you are competent, the next great duty you owe, not only your employer, but your family, yourself and the public, is to be valuable. I would much rather be relieved from the service because of being incompetent than because of being valueless.

If a mercantile establishment employs a man and he proves himself competent and valuable, he will stay with them as long as he prefers. If he proves incompetent and valueless, today's business methods will force the firm to make a change.

The railways are no exception to this rule. They have the same struggle for existence as our local industries and are handicapped in many ways smaller concerns are not.

If you work for an individual or local concern, you put forth every effort to promote the interest of your employer. As a railway employe you are assisting in one of the greatest industries of the world; one that is absolutely necessary to a civilized world. Therefore, it is a duty you owe to civilized mankind to be a valuable employe.

Competence and Valuable Service—that is all there is to it. If you are a valuable man for your employer, you are valuable to every man, woman and child that patronizes the road. Isn't this worth striving for? This doesn't apply to any certain class, but is so general that it offers an opportunity to every employe in every branch of service.

I know of no other industry that is putting forth as much effort to train employes to be competent as the railroads. Every day you find Frisco officials going over the divisions, patiently explaining how to handle work efficiently. In the city of Springfield alone, the Frisco is teaching an army of young men to be competent railroaders.

And let me say to you, young man, when you have finished and are competent to handle your various branches, the efforts of your parents, the company and officials are finished, and it is up to you to make yourself valuable.

There are many ways in which an employe can make himself valuable and in every instance, as far as I have made a study of the matter, in making yourself valuable to your company you make yourself valuable to others.

Safety First is valuable to your employer, to all other employes and their