

orders, operating the machinery which governs every move made by all other branches of the service.

We are prone to forget these seemingly silent workers who exert every effort to give the prompt and efficient service demanded by their department.

Imagine the main spring of an enormous clock. What an important part it plays in the movement of the clock. This represents the train dispatcher in railroad service. Then picture the varied wheels of different sizes in the clock. These represent the many telegraph operators along the system, each feeling his individual duty, but each working in harmony with the other. In comparing the size of the wheels, it will be noted they are not all cast from the same metal—brass, but the entire clock is dependent upon the proper and absolute correctness of even the smallest wheel in the movement.

Hence we see how important it is for even the smallest station and the most obscure to render prompt and absolutely correct service.

We must admit that trainmen of all classes take dangerous risks and long chances. Every day and at almost every station there are times when several trains arrive about the same time and trainmen seem to forget the importance attached to correctly copied orders for their safety alone, to say nothing of the number of passengers on their trains.

They could promote the Safety First movement in instances of this kind by endeavoring to be quiet as possible while waiting for orders.

In no other department is there such an urgent need that strict rules be enforced as in the telegraph office. It should, under no circumstances, be converted into a loafing place for citizens of a town and nothing should be done to distract the attention of the operator from the key or phone, as the case may be.

Some of the other papers read at the Springfield meeting are published below:

In behalf of the Ladies' Auxiliary of the International Brotherhood of Boilermakers, Iron Ship Builders and Helpers, I desire to express in a very few words, our interest and sympathy in the Safety First Move.

While I have not as yet attended any of the Safety First meetings and am ignorant of just what has been done and what steps have been taken, still, I am much interested in the work and cannot fail to see that great improvement and good must be accomplished when the number of people that are, or at least should be, interested in this work, all unite their best efforts and put forth great energy toward a common cause which is to be a benefit to the public in general.

While this great work is in its infancy, the first and most difficult step has been

taken, which is the organization of the club and arousing an interest in it. Much good has already been accomplished and each step will grow easier as the club goes along with its work. With so large and enthusiastic a force, it will be a very easy matter to detect needed improvements. Then no difficulties should be encountered in merely brushing aside all obstacles and seeing that the required improvements are made.

With the co-operation of all employes of the Frisco—both official and laborer—in this great and important step, I feel that we will have just cause within a few years to point to the Frisco with pride in the thought that we have helped make the road what she is.

Again let me assure you of the interest our Auxiliary feels in this matter, and of our willingness to co-operate with you in doing all we can to make this a success.—MRS. A. F. BINGHAM, President L. A. to Boilermakers.

In behalf of the Brotherhood of Boilermakers, Iron Shipbuilders and Helpers of America, I want to say that the work which is being done by the Safety First league, which was launched by the great Frisco System, is one of the greatest aids to progress that was ever established. In the way of efficiency to lessen expense and in the saving of life and protection of property, no other task or duty could be more important than this.

Safety First has lessened disasters in many different and dissimilar ways, one of which is the lesson being taught of obedience. Officials and foremen of the different departments of the railroad study and plan carefully orders given to the men which are sometimes disobeyed carelessly or thoughtlessly, and which sometimes bring disaster and sadness to many people.

Safety First is an instinct which is born in every person from a little child you see learning to take its first step in throwing out its hand for safety. Safety First is one of the first laws of nature. When God created the world, he gave to every living thing the instinct of Safety First. Each wild beast which, to death, would defend its young; each bird screamed and fluttered when an enemy approached its nest said in distinct accents that nature was preparing the way for Safety.

As the world progresses and more modern conveniences are invented, such as railroad trains, automobiles, aeroplanes and other modern improvements which require careful and thoughtful minds, Safety First is becoming more necessary every day. How sad it is on the other hand when we take chances and risk the life and happiness of our Brother by not making our motto, "Safety First." The world is growing more thoughtful of our Brotherly duty.

We reflect some of the love of God when we try to protect our Brother by working for Safety First and nothing shows our love more for our Brother than

to do what we can to take all that we can out of his pathway that would mar happiness while here on earth.

We are glad to take Safety First as our friend and guide for we feel we are serving God as well as man by trying to protect our Brother and his loved ones. —Mrs. Geo. Bennett, Boilermaker's Wife, Springfield, Mo.

People have become so careless that many public works and other enterprises have inaugurated a system known as Safety First.

This system is more of a school for the protection of life and limb, thus reducing the number of unfortunate homes in this country, in that it brings all people together in one solid union working for the good and uplifting of all.

There is an old adage which says, "In union there is strength, and, while working individually we cannot become effectual; by combining our strength the most skillful and harmonious results may be obtained."

The railroads of this country, a few short years ago, conceived the idea of putting into operation on their respective lines the Safety First movement to reduce accidents.

This system of Safety First was put into operation on the Frisco Railroad in September, 1911, and, through the efforts of those in charge, accidents have decreased one-half in that period on our railroad.

There are many ways in which the Safety First movement is highly beneficial and commendable to all, not only to employes, but to their families, friends and the public at large. It is ever a reminder to be careful in performing labors where the lives and limbs of others are in danger.

In every department connected with railroading accidents are likely to occur at any time and it behooves employes to keep on their guard against conditions and practices which oftentimes bring sorrow into homes, and sometimes destitution, when the victim is the main support of the home.

There are many kinds of accidents occurring every day, and from many causes, some accidental, some through carelessness on the part of the injured or others, and some from numerous causes.

If all employes would heed this Safety First warning, and their families join them in the plan, what a remarkable change it would make.

Some may ask, "In what way can an employe's family aid in the Safety First movement?"

The Frisco solved the greater part of this problem the early part of the present year when they organized the Women's Safety First League as an auxiliary to the Safety First Committee.

This department teaches ever so many ways in which the ladies and other members of employes' families can promote Safety First. The mother, sister, brother, wife or daughter can remind her loved one when leaving for work, to be careful

to prevent accidents and injury to himself and others.

Home surroundings can be made comfortable for the husband, father or brother while they are off duty, and you may rest assured this will be appreciated.

How many of us know when our loved ones leave for work in the shops, in the yards, or on the road, whether we will ever see them alive again? It should be our duty then to have them ever remember the words Safety First.

Since Safety First has been inaugurated many conditions and practices have been remedied to make it safer for the employes, and each employe has been requested to direct the attention of his foreman, or Safety Committeeman, to anything he observes that would be dangerous to himself or others.

Working places and shops are kept cleaner and more sanitary than in former years. Frisco shopmen employed at the Springfield Shop may well feel proud of the fact that they work in one of the cleanest, most sanitary and up-to-date shops in the country.

Let all the members of employes then join in one solid union with them in bringing about a true standard of the Safety First plan.

A Hellish Poem.

*Dedicated to Fuel Economy—
"Woodn't" This Jar You?*

The devil opened the furnace door
And heaved in a shovel of coal,
When out there popped on the scorching floor
A truculent, half-naked soul.
"Look here, good devil," it said, "I pray
You will pardon my seeming haste,
I am—you must listen to what I say—
Appalled at your awful waste!

"Two-thirds of your heat goes up the flue,
Your coal is but half consumed;
If a modern plant should compete with you
This business were surely doomed.
Your times and motions I've studied well
As you hustle the sinners in,
And I find you have here but a third-rate hell,
For the way it is run is a sin!"

James Bissett.

James Bissett, one of our veterans in point of service, died recently at St. John's Hospital, Springfield, Mo., following an operation, at the age of 74 years.

Until his retirement on a pension two years ago, Mr. Bissett had been master mechanic, in charge of the South Side shops since 1883.

He was widely known in railway circles, having been identified with the vocation since he was 14 years old.

Mr. Bissett was born in Dunfermline, Scotland, on May 15, 1840. At the age of ten years he immigrated to this country and when fourteen years old entered the employ of the North Madison railway, at North Madison, Ind. His first employment was that of a water boy. A short time later he entered the railway shops there, where he gained his early training as a machinist. His next position was that of a locomotive fireman.

With the outbreak of the Civil war, Mr. Bissett enlisted and was detailed to a railway corps in charge of the transportation department of the Confederate army. He served during that strife. Following the war, Mr. Bissett was in the employ of numerous railways of the country. In October, 1899, he opened what is now known as the south side shops of the Frisco. The shops were then owned by the Kansas City, Fort Scott & Memphis Railway, now controlled by the Frisco. Mr. Bissett had lived at the present address for 21 years.

Beside the widow, Mrs. Levena Bissett, the decedent is survived by two sons, Harry L. Bissett, 808 East Walnut street, and Clyde A. Bissett, Kansas City. The latter is manager of a

branch office of a well known insurance company. Dr. William Bissett, of 827 North Jefferson Street, is a brother. Two other brothers, Robert and David, are in the west. A sister, Mrs. George Borman, resides at Hope, Kas. She will attend the funeral. Clyde Bissett, a son, and the other members of the family were at the bedside when the end came.

The funeral was held from the residence, 955 West Walnut street, followed by interment in Maple Park cemetery. Rev. F. L. Moffett, pastor of the South Street Christian church, conducted the last rites.

The family of the late James Bissett desire to express, through *The Frisco-Man*, their deep appreciation of the many messages of sympathy and the beautiful floral offerings received from railroad friends in their recent sorrow.

A gossip is a person who can make five by adding two and two together.

That man is happiest who succeeds in making others happy.

To start things coming your way—go after them.

Hard work wins battles—all things else are its tools.

The truly efficient man knows what to do next, how to do it, and then has enough ambition to go out and do it.

It's good to have money, and the things that money can buy, but it's good, too, to check up once in a while and make sure you haven't lost the things that money can't buy.

Fort Scott.

Engineer Robert McDowell has just returned from a two months' visit to Ireland. Robert was in Ireland at the time the war broke out and he had some trouble getting back home. It certainly looked for a time as if he would need a clearance.

Switchmen Tug Coe, Watson Cooper, T. H. Stiles, W. Becknell and George DeJean have all returned to work after vacations spent at various points.

Engineer Gus Finley and family have just returned from an extended trip to eastern points, including New York. Gus says Fort Scott is a better town than New York, as he could not see the city from the high buildings.

Yard Foreman Tom Hall is acting as roadmaster, relieving Billy Johnson. Fireman Claude Shafe is breaking in a new auto.

Switchman W. F. Fortney has returned to work after an illness extending over some nine months.

The Railroad Y. M. C. A. at Fort Scott made a whirlwind canvass for new members last week and secured 450. This makes a total of almost 1,400 members for Fort Scott, which ranks third in membership of Y. M. C. A.'s in the state.

Switchman Charles Banta has ordered him a "Houn Dog" from Kentucky. Charles says he is going to cut his meat bill down eating possum and coon this winter.

Conductor Mutt West has returned to work after a few days off resting up.

Switch Engineer Charles Finley is visiting his son, Elmer, in Kansas City.

Memphis.

V. J. Gallaher, chief clerk to general car foreman, formerly of Cleburne, Texas, is now settled in his home at this point.

O. F. Soderstrom, of Springfield, Mo., spent Sunday in Memphis. He had a very pleasant visit at the store department.

Kansas City.

General Car Foreman Schultz spent October 30 and 31 looking over the Kansas City terminal.

The sympathy of Frisco employes is extended W. E. Thomas in the loss of his wife October 5. Mr. Thomas is one of our oldest employes in point of service.

Robert J. Armstrong, who has seen twenty years' service in the mill shop, reports the arrival of a ten-pound baby boy at his home.

Chaffee.

The new boiler room at this point has just recently been completed and machinery is being installed.

General Foreman Fisher is contemplating a trip home to "dear old Virginia" in the very near future.

Machinist Apprentice Ralph Vickery is convalescing from his recent plunge into matrimony.

Fireman Turney Erwin and wife departed November 4 for a two months' visit with Mrs. Erwin's parents in Texas.

Yard Engineer Vickery now answers to the name of Judge, having been elected justice of the peace November 3.

The Drews.

The Frisco-Man is pleased to reproduce herewith photograph of Johanna and Clarence Drews, little son and daughter of F. F. Drews, stationary fireman, New Shops, Springfield, Mo.

The photograph was taken as the



children were on their way home from carrying papa's dinner to the shops, and they are to be congratulated upon the attractiveness of their poses as well as the beauty of the spot they selected.

Rogers Station.

The new station at Rogers, Ark., used jointly by the Frisco and Kansas City and Memphis Railroad, just recently completed, is shown in the accompanying cut.

The new station has been erected about 300 feet south of the site of our former passenger station. It is one of



the most modern and up-to-date passenger stations to be found in any town of the size of Rogers in that section of the country.

The photograph herewith reproduced was taken from the rear of passenger train No. 715, as she was leaving Rogers, by H. H. Westbay, district claim agent, Fayetteville, Ark.

Loyalty.

Loyalty is the thing.

And to be loyal does not mean to be a slave.

A contract between employer and wage earner will never benefit either if it simply stands for attendance and routine service. A machine can render better value on an investment than an automatic man.

If your idea is simply to rot in your seat and draw your salary, according to contract, you are no better than a pinhead, or an epicene, whatever that it. Your place is in the poorhouse where your living can be furnished by the entire country, and not by one man.

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