



MOTOR CAR AND TOOL REPAIR SHOP MEN, NORTH SPRINGFIELD SHOPS

Reading from left to right are: George Offenbacher, H. Hoppy, Jas. Burns, George Allen, L. J. Garrison, A. F. Frusger, foreman; E. Brandt, A. Gartin, W. J. Wylsch, William Smith, T. P. McGinnis, and S. Larkins.

LET'S LAUGH

There are lots of funny things along the Frisco and THE FRISCO-MAN wants to hear about them in order that it may print them in this department.



George Sheehan, Sketched by C. T. Calvin.

Time for Drastic Measures

An old woman was waiting nervously for a train on the Katy. We will call it No. 2. The agent came out and chalked up, "No. 2 is twenty minutes late."

The old woman sniffed.

Presently he returned and chalked up, "No. 2 is forty minutes late."

The old woman groaned.

But when he reappeared and wrote, "No. 2 is sixty minutes late," she could stand it no longer.

"For the land's sake," she said, "will somebody please take that piece of chalk away from that man or we never will get away from this place?"

—*Baltimore News.*

Going By Opposites

"What is your name?"

"Minnie, mum."

"All right, but we expect a maximum amount of work out of you."—*Houston Post.*

What It Proved

Quack Doctor—Yes, gentlemen, I have sold these pills for twenty-five years, and never had a word of complaint. Now, what does that prove?

Voice from the crowd—That dead men tell no tales, guv-nor!

A Section Foreman's Letter to The Roadmaster

A section foreman on a railroad was ordering a list of supplies. He had completed his letter when he found he was in need of a "frog" for a switch. So his letter ran as follows:

Mr. Roadmaster:

Dear Sir—You will please ship me some pick handles, spike mauls, spikes and wrenches.

Yours truly,

PAT HOGAN and a frog.

—*Exchange.*

Wasn't Quite Sure

A Scotchman, in search of work, succeeded, after much difficulty, in finding employment at a shipyard in Liverpool.

The job, which consisted mainly in carrying heavy planks, was by no means to the man's lazy liking. After he had been at it for some time, therefore, he went to the foreman and asked:

"Did Ah tell ye ma name when Ah started to work?"

"Yes," replied the foreman. "You said it was Simpson."

"Oh, then, that's a right!" said the Scot, "I was jist a-wunderin' if ye thocht Ah said it was Samson!"—*Ex.*

Women's Department

MRS. E. G. NEWLAND,

Augusta, Kansas, Editor



As you are aware, a Women's Department has recently been established in The Frisco-Man. This department is under the charge of Mrs. E. G. Newland, Augusta, Kan. She needs the co-operation and support of Frisco women generally.

Won't you personally urge Frisco women in your locality to get in communication with Mrs. Newland and aid her in making the Women's Department a success.—Extract from circular issued by W. B. Spaulding, chairman Central Safety Committee, to all chairmen Division and Terminal Safety Committees.

Whose Ox Was Gored?

You have all heard the story of the two men, A and B, who owned adjoining fields, likewise some oxen which roamed the fields.

One day two oxen got into a fight, the consequence of which was that they broke down the fence and the ox belonging to B was gored. A went to B and said to him; "Two of our oxen have been fighting and your ox gored mine so badly that he died. I suppose you will pay me for the damage done?" Mr. B very indignantly replied that he would not. "The oxen were equally to blame and must take the consequences." Whereupon Mr. A said, "I am very glad to hear you decide thus, Mr. B, for it was your ox that was gored." That was a different matter altogether and B, after considerable argument, told A if he did not pay for the ox he would sue him.

Are we like Mr. B, or are we just and fair minded, able to see both sides of a question? There are two sides to railroad work, and we must not forget the employer has a viewpoint as well as the employe.

Up to the present time we have

thought only of the benefit the employe receives from Safety First, the conservation of life and limb. Why not look at the other side for a time and consider the conservation of the company's revenue and property? There is no modern institution whose success is more dependent upon the diligence and loyalty of its employes than the railroad, and very few, if any lines of work, in which the employe receives greater returns for his efforts.

All these returns are not represented in the monthly pay check. We must take into consideration the amount of pleasure and profit received every year in free transportation, the benefits of the hospital, medical attention, the pension plan, and many other kindnesses shown individual cases, according to the circumstances and merits of the occasion. In return for these it is our duty, and should be our pleasure, to give our best work, our ideas and our faithful allegiance to our employer.

George B. Cortelyou, presiding at a meeting held in connection with the International Exposition of Safety

Sanitation at New York, which opened December 11, said in regard to employes and employes getting together:

"If these relations continue on right lines there will be none of the bitter feeling that is engendered by a patronizing superiority on the one hand and of sullen aloofness on the other; but there will be a mutual recognition of the fact that the welfare of each is bound up, for good or ill, with the other."

In this day of criticism of railroads, of legislation that hampers and hinders their prosperity in every way, it is imperative that the employes be loyal and industrious. "The welfare of every man employed by a railroad corporation depends upon the prosperity of the corporation," says *The Railway Record*.

The Saint Louis *Times* says: "It is the duty of the public to discourage any legislation or attempted legislation which will have the result of impairing the efficiency and solvency of the railroads."

Every employe and every Frisco woman should keep posted just as far as possible on matters pertaining to the prosperity of the Frisco and use their influence towards moulding public opinion and obtaining "live and let live" legislation. Individually, perhaps, we can contribute only a mite, but collectively the 23,000 Frisco employes and their families can constitute a force whose influence cannot fail to be felt.

Above all things let us refrain from knocking the Frisco to outsiders. If we have any fault to find, any matters for the grievance committee, let us keep it in the family, even as we uphold the honor of our individual homes, and close the doors to prying and curious eyes. Then, before we criticise too severely, even among our-

selves, let us examine ourselves and see if we are giving a hundred per cent service, or only just enough to get by.

PUSH, DON'T KNOCK.

Push, always push, with goal in view.

Don't knock—avoid the hammer crew.

This rule will save you many a shock.

Push, don't knock.

The knocker injures himself more than anyone else, for his knocking is merely the wail of the incompetent, the weakling, who has not the manhood and courage to be master of his own fate. We all meet reverses, and there are times when we are, figuratively, up against a stone wall, but knocking the other fellow will not remove the wall. There never was a time in the history of railroading when the individual man had the opportunities of the present day. Every man's record is kept and each one is given credit for his achievements and it is up to him to make that record what he wants it to be.

The message to Frisco men which appears on the cover page of the January issue of *The Frisco-Man* should make every employe proud of his work and his company and glad that he lives in an age that will allow him to use his brains and be his own booster. Comparatively few men can be great enough to attract world wide attention, but our company offers a reward for faithful intelligent service and appreciates the fact that success depends upon the rank and file.

Let us pull together this year and give our very best to our company and to each other and I am sure when 1915 dawns we can all say this has been a profitable year.

I have urged so strongly a united effort to make the Frisco a gold medal road, that perhaps you will be interested to know who won medals for last year's safety work.

The International Exposition of Safety and Sanitation was held in New York December 11 to 20 inclusive. Mr. Arthur Williams is president of the American Museum of Safety and Dr. William A. Tolman, author of what is said to be the most complete and comprehensive book of Safety First that has appeared up to the present time, is director general.

The awards were as follows:

Scientific American Gold Medal -
Nolin Marine Equipment Co.

Travelers Insurance Company Gold Medal—New York Telephone Co.

Louis Livingston Seaman Gold Medal—United States Steel Corporation.

Rathenau Medal—General Electric Company.

E. Harriman Memorial Medal—Southern Pacific Railway Co.

The last mentioned is the one for which we are working, being awarded for the best record made by an American Steam Railway in accident prevention and hygiene affecting the public and its own personnel during the current year.

The others were given to these various corporations for their work in promoting safety and health among their employes.

I am pleased and greatly encouraged by the many cordial letters I am receiving in regard to the new Woman's League. I wish it was possible to print all of them, but if I did, we would occupy all the space in the magazine. I feel sure we will accomplish much in the coming year and that the league will be a great success from every standpoint.

Enid Meeting

Mrs. H. N. Shelton, Enid, Okla.

The regular meeting of the Western Division Safety Committee, Enid, Okla., January 22, was well attended and proved both interesting and instructive.

The evening session, to which the public were invited, was called to order by Superintendent Chandler, who acted as chairman.

After a few brief remarks, in which the aim and object of the safety meetings was explained, Superintendent Chandler introduced the first speaker of the evening, President Southard of the Enid Chamber of Commerce. Mr. Southard's talk was highly entertaining, and, as he has traveled extensively, it was instructive as well.

Next on the program was an illustrated lecture by W. B. Spaulding, chairman of the Central Safety Committee, upon Safety First. This was enjoyed and proved instructive, not only to the railroad employes but the public, and it is believed will be a great help in eliminating unnecessary accidents both to the employes and the public.

Mrs. E. G. Newland, Editor, Woman's Department, was the next speaker. In a very pleasing manner Mrs. Newland entertained her hearers, explaining the object of the Woman's Department, and need of it, and the good we hope to do. She explained in detail the work planned by Frisco women.

After Mrs. Newland's talk the audience was entertained with stereopticon slides of about thirty views of California's beautiful homes and parks.

This closed a very successful meeting from which all departed with a determination to do their part towards making Safety First a success.