

On April 4, it was necessary to caution a brakeman regarding the danger of going between cars while in motion to pull a pin. He promised not to do it again.

On March 5, it was necessary to remove a plank with nails protruding from between the tracks at .....

On April 10, it was necessary to caution round house men regarding the danger of moving an engine while cleaning ash pan and not ringing bell.

On April 10, a brakeman was seen holding to running board of tank car with his feet on brake cylinder. It was explained to him that if he fell while riding car in that manner he would probably go under the car.

On April 3, it was necessary to caution a fireman who was seen dumping an ash pan and moving an engine without giving the necessary warning signal, of the danger that might result from such practice.

On April 14, operator at ..... was cautioned regarding handing train orders or messages on hoops at night without a white light.

On March 20, an engine foreman and his helper were seen getting on the foot board of a switch engine while in motion.



Frisco Relay Office Force, Sapulpa, Okla.

Left to right: Top Row, J. Killebrew, messenger; F. L. Booker, operator; Miss Evelyn Spicer, telephone operator. Bottom Row, Miss Floy Morford, telephone operator; J. H. Fichtel, manager; H. S. Fisher, operator.

### To Local Agents.

*E. F. LeFaire, Commercial Agent, Minneapolis, Minn.*

To a good consistent worker a word of appreciation and kindness will tend to further stimulate, and as I believe the Frisco Lines have such a corps of local agents I wish as an off-the-line representative of the Frisco to thank them for the many valuable pointers received, as in a great number of cases it led to business we would otherwise have lost.

Keep up the good work boys, and help make the Frisco the greatest railway to and from the valuable territory it serves, to the end that the public as well as the employes will say nothing but good about the Frisco.

It is also a pleasure to acknowledge that our local agents are very prompt in giving information asked for, which helps us greatly in keeping down complaints.

Do not allow the fact of your station being non-competitive to prevent you from advising us of prospective movements as the information may assist us to secure movement via a gateway bringing the Frisco the greatest possible revenue. This for our mutual good.

### Frisco Picnic.

At a meeting in the Odd Fellows Hall, Springfield, Mo., May 1, Frisco employes by a unanimous vote decided to continue the custom established during the last five years of holding an annual picnic excursion to some point not far from Springfield. The picnic date this year was set for June 17.

About 200 employes attended the meeting, which was called by Charles Green, chairman of the 1915 committee, to consider plans for holding the event this year.

M. J. Golden, who was treasurer of last year's committee was elected chairman of the committee which will have charge of the affair this year. Other

members of the committee were elected as follows: James A. Nelms, boiler-maker, New Shops, vice-chairman; John Shockley, car worker, New Shops, secretary, and Percy Freeman, clerk, treasurer.

The general arrangements for the outing after the excursion point has been selected, will follow the plans of former years.

### Grande Vista.

Frisco employes planning week-end excursions during the summer will find Grande Vista on the Meramec, near Robertsville, Missouri, an ideal place from all standpoints.

Grande Vista consists of two buildings, sleeping porch and camp-outs, occupies a commanding position overlooking the Meramec River, and is surrounded by a 110-acre farm. The buildings provide comfortable sleeping accommodations for fifty persons.

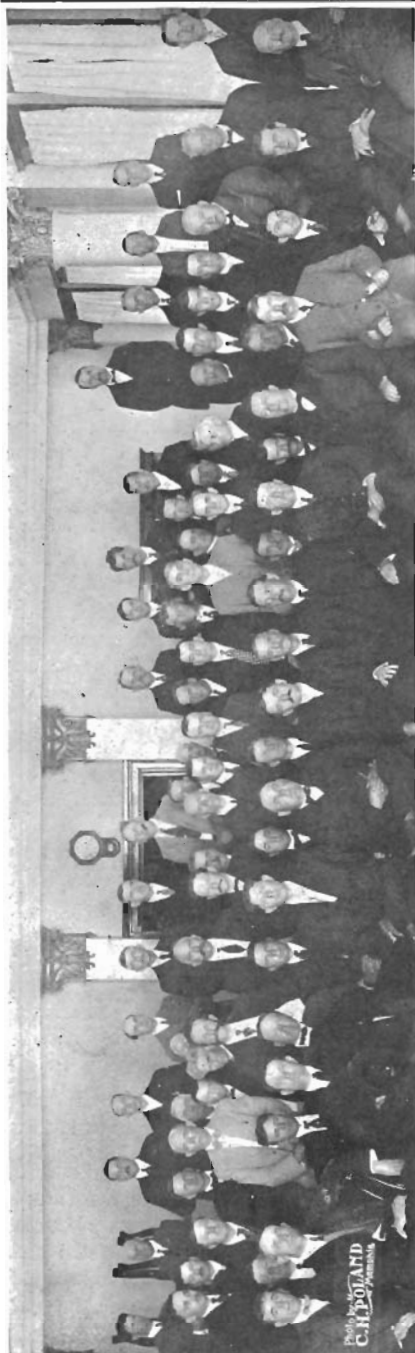
First among the amusements are boating and fishing on the Meramec River. In addition to these there is bathing, horse-back riding, driving, tennis, croquet, etc.

Grande Vista is under the management of a former Frisco employe who will be glad to renew old acquaintances and extend a cordial welcome to all.

Detailed information may be had by addressing Manager, Grande Vista, Robertsville, Mo.

A statement regarding freight claim payments issued May 4, 1916, shows that despite *increased* freight earnings, a *decrease* of three-tenths of 1 per cent has been made in claim payments, for the period July, 1915, to April, 1916, as compared with the same period the previous year.

The statement also shows that we are holding our ratio of claim payments under \$9.00 and that there has been a decrease in the number of claims received for the comparative ten-months period of 12.9 per cent.



More than 100 doctors attended the fifteenth annual meeting of the Frisco System Medical Association at the Gayoso Hotel, Memphis, Tenn., April 25 and 26. Dr. W. N. Yates, of Fayetteville, Ark., president, presided.

Interesting papers upon sanitation in which the railroads are interested, fumigation of pullmans and various other subjects composed the program including a smoker at the Chisca Hotel and a luncheon at the Country Club.

Dr. William Britt Burns of Memphis was elected president of the next meeting which will be held at Springfield, Mo.

L. W. Price, general baggage agent, is appointed division passenger agent at Oklahoma City, Okla., effective May 1.

H. T. Mason, manager of mail traffic will assume the duties of general baggage agent, with office at Springfield, Mo.

### Passed With Credit.

The International Correspondence School of Scranton, Penn., reports that for the month of March, 1916, the following Frisco employes have taken examinations and passed with excellent marks.

J. E. Belk, Chaffee, Mo.; Earl H. Barter, Fort Scott, Kans.; Charles D. Perry, Joplin, Mo.; C. H. Watson, Fort Worth, Tex.; Fred Nelson, Fort Smith, Ark.; Wayne W. Burson, Springfield, Mo.; John J. Blackwell, Memphis, Tenn.; A. C. Dickson, Tulsa, Okla.; R. E. Williams, Oklahoma City, Okla.; D. C. Shellhorn, St. Louis, Mo.; Glen B. Anderson, Hugo, Okla.; L. E. Kelley, Fort Worth, Tex.; C. O. Hufford, Springfield, Mo.; J. H. Brock, Ft. Worth, Tex.; W. W. Hanks, Lawton, Okla.; B. B. McGowan, Birmingham, Ala.; Fred L. Haupt, Cape Girardeau, Mo.; Henry M. Walters, Chaffee, Mo.; Robert H. Doolittle, Birmingham, Ala.; C. H. Richardson, Amory, Miss.; H. W. Spencer, Memphis, Tenn.; Thos. F. O'Connor, Memphis, Tenn.; W. R. Brookhouser, Sapulpa, Okla.; Jno. G. Hughes, Fort Worth, Tex.; Charles Ruh, Cape Girardeau, Mo.; I. B. Jones, St. Louis, Mo.; Loyd B. Jones, St. Louis, Mo.; David R. Mouser, St. Louis, Mo.; J. C. Douglas, St. Louis, Mo.; C. Johnson, St. Louis, Mo.; J. S. Barron, St. Louis, Mo.; J. O. Smiley, Salem, Mo.; O. C. Thurmond, St. Louis, Mo.; R. A. Welker, St. Louis, Mo.; L. Beiswinger, Salem, Mo.; Marvin Barker, Salem, Mo.; A. J. Roberson, Salem, Mo.; J. L. Dillon, Newburg, Mo.; Floyd Berry, Ash Grove, Mo.; Sidney Goddy, Newburg, Mo.; G. T. Allison, Newburg, Mo.; Earl D. Mead, Springfield, Mo.; C. M. Young, Springfield, Mo.; Otto A. Mayer, Springfield, Mo.; Frank Macormic, Newburg, Mo.; Charles Harris, Springfield, Mo.; J. L. Casey, Joplin, Mo.; Artie M. Reynolds, Springfield, Mo.; Wm. Hutchison, Chaffee, Mo.; Wm. Carpenter, Springfield, Mo.; Howard Sawin, Fort Scott, Kans.; J. T. Lueburger, Monett, Mo.

### The Public First.

Attention has been attracted to instructions recently issued by an eastern railroad, restricting the use of employes' passes, so that paying passengers might not be deprived of seats or other accommodations.

The public is paying for service and has a right to get what it pays for.

All common carriers should, and most of them do, recognize this obligation.

A satisfied passenger is the best advertisement that a railroad can have.

The disposition of Frisco men to give the public the best that we have is so well known and this principle so thoroughly observed that the management does not consider it necessary to issue any instructions.

### Burk Transferred.

John E. Burk, general foreman, North Side Round House, Springfield, Mo., is transferred to St. Louis to occupy corresponding position, effective May 15.

Mr. Burk has been with the Frisco more than a quarter of a century, serving as general foreman at Springfield five years.

In saying good-bye to Mr. Burk his many Springfield friends presented to him a handsome ring and traveling grip as a token of their affection and esteem.

### RABOK PAINTS

#### A Good Investment

If you spend one dollar and receive two in return, you would call that a good investment would you not? If you buy a gallon of "Rabok" Paint you will get the same result. Service given by "Rabok" Lumisheen and Gondola Paint on the Frisco is proof of this.

Write RABOK MANUFACTURING CO., ST. LOUIS, Missouri, for further information.—*Adv.*

### On Section 4.



Miss Agnes Ward, shown in the accompanying reproduction, is the little daughter of Mr. and Mrs. E. J. Ward of Barnhart, Mo.

Mr. Ward is in charge of section No. 4 at Barnhart. He has been with the Frisco for the last thirteen years, one year of which he served as supply car clerk from St. Louis to Birmingham.

### Variety is the Spice of Life.

This is particularly true in gardening. Don't have too much of a few things, have a variety even if in limited quantity.

Among the three great floral novelties that have appeared during the last thirty or forty years are the Rudbeckia Golden Glow, the Cosmos and Gladiolus. These can be grown in practically every garden the world over and will be favorites until the end of time.

Next to joint giant summer Cosmos, Cannas are the greatest continuous flowering plant for the lawn and garden. The varieties offered are marvels in brilliancy and effectiveness, they are inexpensive and easy to grow.

### Here's To The Conductors!

If ever a set of men has visited St. Louis whose enjoyment of their stay with us was fervently desired by every citizen, it is the railway conductors, whose national order is now in session here. And this for the very good reason that there is not one of us who has not often found himself, a stranger in a strange land, debtor to the patience, courtesy and kindly human interest of the railway conductor. They are the real missionaries of humanity, the real "friends of all the world."

Many a boy remembers how, on his first trip from home alone, his father put him into the conductor's charge and that official came back after he had gone through the train and sat beside him and talked to him about the new bridge that was going in over the creek and the big grease spot in the cut where the milk train was wrecked on Tuesday before last. The conductor's was the last familiar face the boy saw as he left the train, and during his visit he occasionally stole down to the station, just to catch the glint of the gray eyes beneath the uniform cap and the wave of the masterful hand. He always felt less homesick after it. When he went to college the real homecoming began when he stepped aboard the train of the conductor who ran through the home town. And when he had attained to man's estate and death had come into the family circle and he made an unforgettable journey in a strange and fearful companionship, it was the same conductor, with frost in his hair now but none in his heart, whose few off-hand words and quiet helpfulness counted for so much.

Let the citizen who is getting weak and wobbly on the brotherhood of man just look at the railroad conductor. He looks after the children, jokes the downhearted schoolgirl, courteously answers the same question, asked by the same fussy old lady, three times between the water tank and the junction, rallies the lovers, decides the bet for the traveling men with the

big diamond, talks politics with the candidate, baseball with the left fielder and a language not down in the books with the baby. Should he "quit the road" he might qualify as a Chief of Police, a Foreign Ambassador, an expert accountant or a Master of Ceremonies.

Nor should the freight conductor be forgotten. There wasn't anybody there to see, on that day after the big blizzard, when he attacked the problem of clearing the yards at the junction with the coal branch under the eyes of the Superintendent himself. The "wyc" was all snowed in, so that there was no place to turn a yard engine, and when the plows came by on the main line the cars on the passing track were covered above their roofs—but he and the Old Man cleared the yard, and the only reason why he did not become famous just on the strength of that one day's work was that Rudyard Kipling and Frank Spearman weren't there to see that the thing was reported properly.

Here's to the conductors! Their calling is one of the best and most human things that the peculiar quality of American civilization has brought into this busy world. We hope they will feel as much at home with us as we have with them. —*St. Louis Republic.*

### Glenn Pool Beats the Frisco Team.

The Glenn Pool baseball team came up to Sapulpa and though the Frisco team was not prepared for a tussle, the game went ten innings, the visitors getting the long end of a score of seven to six.

It was a hotly contested battle. Ausmus started in to pitch for Sapulpa but after giving five runs was relieved by Bronson Gibson who had just run the track meet the day before and was stiff. The local boys however, were unable to overcome the lead gained by the visitors.

The score by innings was:

	1	2	3	4	5	6	7	8	9	10
Sapulpa.....	4	1	0	0	0	1	0	0	0	—6
Glenn Pool.....	0	2	2	0	0	1	0	0	1	—7