

Herewith some shining examples of telegraphic verbosity, with condensations. Dashes are used in place of proper names and names of towns:

Forty-one empty foreign box cars your division 22 report yesterday. Are these cars being loaded today to or in direction home or off line. Clean up.

(Condensed.)—Forty-one empty foreign boxes 22 report yesterday. Are they loading home? Clean up.

O. R. & N., —, C-000-X, carries special rush shipment mdse consigned —, T— Okla. out of — train — 7:50 p. m. date. Rush forward advising destination arrival and delivery.

(Condensed.)—O. R. & N., —, C-000-X carries rush shipment mdse. — T—, Out of — train —, 7:50 p. m. date. Rush advising delivery.

Your wire of the 9th, regard to more information in regard to the riprap wanted for bridge approaches north of —; you are aware that they are badly washed with the heavy rains of a few days ago and unless protected, before another heavy rain the approaches will all be washed out.

(Condensed.)—Wire 9, more information regard rip rap wanted for bridge approaches north of —. They are badly washed with recent heavy rains and unless protected before another heavy rain, approaches will wash out.

I can use 40 A. B. & A. flat bottom at — Monday. If you have a surplus and time to line up 40 I will get them over to —. Pls. ans.

(Condensed.)—If possible line up 40 A. B. & A. flat bottom for use — Monday. Ans.

Your W. B. 0000 Feb. 19. Car 0000 glucose —, —, is refused at destination. Consignees advise that should be fully prepaid. How about it. Answer quick.

(Condensed.)—Your W-B. 0000 Feb. 19. 0000 glucose —, —, refused destination, consignees advise should be fully prepaid.

B. & O. 000 delivered C. & E. I. — Feb. 7th. You should be aware wire 20th would be too late to make this change.

(Condensed.)—B. & O. 000 delivered C&E I — Feb. 7.

Your wire date. We have 17 cars at — for — and he shows four loading today, total 21 cars. Have none between — and —. Have at — this P. M. 17 cars chute coal and 2 cars slack coal, make a total of 38 cars for eng. use. Have instructed agent — to make correct reports to you.

(Condensed.)—Wire date. 17 cars Co. coal — for —, 4 loading today. None between — and —, — today 17 cars chute coal, 2 slack. Instructed — make correct reports.

Our phone conversation about delay R. I. 0000 —. Please send me copies of advices made to — about this car, showing telegraph service on same, also secure and send me statement from agent — as to offering of this car to Third District conductors and their refusal.

Phone conversation delay RI 0000 —. Send me copies advices to — showing telegraph service and statement agent about conductors refusing.

Mrs. —, wife of engineer, on 000 today via — enroute —, holds pass F-000. Instruct conductor train 000 tonight to honor, attaching message to pass as authority for so doing, also stop 000 at — to permit her to get off at that point, account death family. Answer.

(Condensed.)—Mrs. — on 000 via — en route —, pass F 000. Instruct conductor 000 tonight honor, attaching message. Stop 000 —. Death family. Answer.

The purpose of our wire yesterday was to find out whether or not there was any more coal at — or between — and — that was not included in your AM report. If reports from agent — were in error please handle him and see that we are given correct information. Please have spl check made quick and advise how much coal we have for — so we can get additional supply if necessary.

(Condensed.)—Wire yesterday to find out if any Co. coal — or between — and — not on 10 AM report. Make special check and advise how much coal for —.

Please let me have quickly, list of parties furnished with new books of rules, in order that proper deductions may be taken care of.

(Condensed.)—Advise quickly parties furnished new books rules.

When you get lined up on the job want to keep the coal cars down to the lowest notch by working — out to — and save drawing on —. Same applies to —.

(Condensed.)—Keep coal cars down minimum by working — and — to — not drawing on —.

You only show 14 empty coal cars at — and condr. say you have 35. Why not make correct report?

(Condensed.)—You show 14 empty coals, condr. reports 35. advise.

See your wire 22nd, voucher covering privilege license —, which you advised was mailed Saturday. This voucher has not reached that point.

(Condensed.)—Wire 22. Voucher covering privilege license not reached.

— reports last night 45 loads for the west outside of merchandise with only four engines in sight. What has been done to relieve this situation? You must not permit — to get congested. There are some engines on the — district that can be sent to the — district if there is an indication of shortage.

(Condensed.)— — reports 45 loads for west outside of merchandise, four engines.

What done relieve situation? Must not permit — get congested. Some engines — dist. can be sent to — Dist. if indication shortage.

Regarding crossing wanted by Mr. — near — station. Will have representative meet him or his representative on the ground any day by giving me two days notice. Please so inform Mr. — and let me know when he desires to meet our representative.

(Condensed.)—Advise Mr. — will have representative meet him — regarding crossing by giving two days' notice.

Referring to failure of engine 000 on No. —. What was this engine doing on this run?

(Condensed.)—Why was engine 000 on No. —?

Send me quickly please necessary number of blue prints for use in connection with — covering establishment fuel oil delivery station —.

(Condensed.)—Send me quickly necessary blue prints fuel oil delivery station —.

However, to console many whose telegrams are in the accompanying examples, we will add that the title of the Assistant Inspector in the railway telegraph service in Germany is: Eisenbahnbetriebstelegrapheninspektionassistenten.

Veteran Boss Wiper.

The photograph herewith reproduced is of John Hopkins, veteran boss wiper at Fort Scott, who has been in continuous service with the Frisco for the last twenty years.

Mr. Hopkins was born at Galn Morgan See, South Wales, May 8, 1859.

During all the years Mr. Hopkins has served the Frisco,



he has never been away from his work for a full week, and is termed by his associates "Johnnie on the Spot."

He is the same old congenial boss wiper all the time, and seems to grow younger as the years roll by.

This photograph was sent to THE FRISCO-MAN by Mr. A. M. Schlar, Jr., of Ft. Scott.

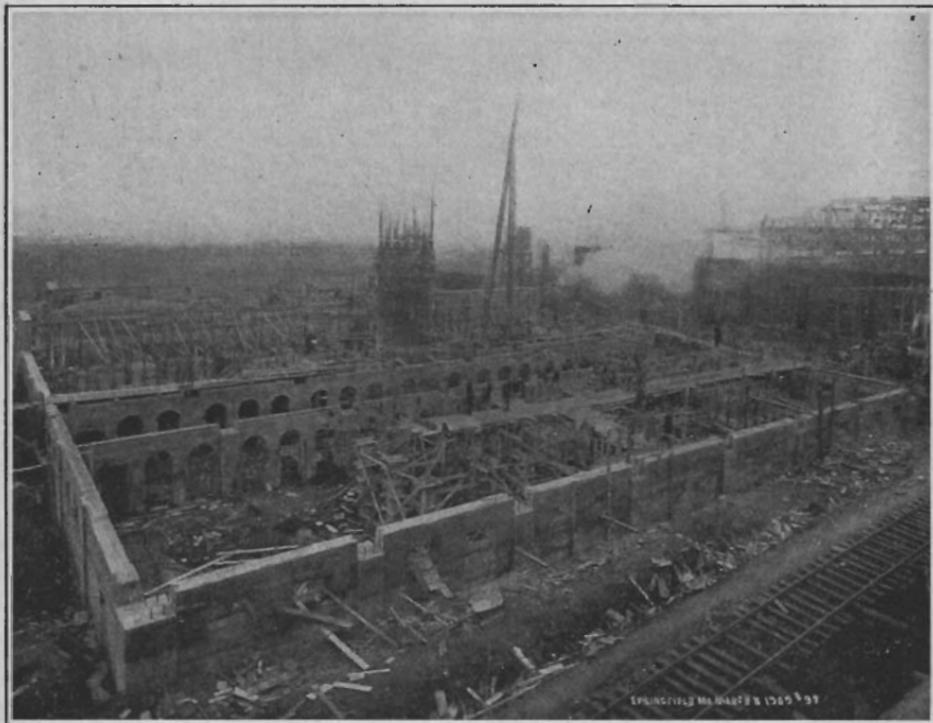
At the New Shops.

F. P. WILMARTH.

A surprising amount of work has been done at the new shops since the March issue of THE FRISCO-MAN. The steel work on the machine shop building, it is hoped, will be completed by April 1.

track and over the engine pits, which will assist the larger crane in the work of stripping and mounting engines.

On the machine side of this shop another crane is installed of 20,000



There will be three cranes in the shop instead of two as reported in last month's issue. These cranes are all manufactured by Pawling and Harnischfeger, of Milwaukee, Wis. The large crane for lifting engines has two carriages, one for each end of the engine. The main hoist has a capacity of 200,000 pounds, and the auxiliary hoist of 20,000. Then there is a crane of 30,000 pounds capacity on the same

pounds capacity, which will be used to handle heavy work for the large machines, such as the wheel lathe, large planers, boring mills, slotters, etc. These three cranes are in place and will be in use to handle material soon.

The cranes in the boiler shop are up and one is now being used to hoist brick and other material. The large crane in the boiler shop has a capacity of 60,000 pounds, and the small one is

a 20,000 capacity crane. The 60,000 pounds is a double carriage crane.

The crane which transfers material from one shop to the other is of 20,000 pounds capacity, also the crane in the coach shop is of 20,000 pounds capacity.

There is also a crane for the power house, of 30,000 capacity, which is to be operated by hand, and which was built by the Whiting Foundry Company, Chicago, Ill. This is to be installed very soon.

The work on the boiler shop, power house, store room and office building is being pushed rapidly, and the large reinforced concrete smoke stack is going up, and on March 16th was sixty feet high.

The electric transfer table is now connected so it can be run, and is using about 800 of the 1,338 feet of its track. Grading and track laying is going on very fast, as the weather has been favorable for this class of work, but there is still a large amount to be done.

The Arnold Company have put several new machines to work in the last few weeks, and all work is being crowded.

The ground hog (steam shovel) is doing its part faithfully. Many cars of material are on the ground, and the Arnold Steam Cranes are unloading and putting up the work as fast as it arrives.

Sundays, when pleasant, are the big days at the new shops, and hundreds of people go to see the great Frisco shops, and General Foreman Hudson says it takes a couple of train loads of

dirt to fill in where dirt is carried away on peoples' shoes.

The committee appointed by the Seventh and Eighth Wards, at Springfield, to confer with the officials of the transit company regarding the car line to the new Frisco shops is not making much progress as yet. The committee is in favor of the Atlantic Street route while the officials of the company favor the Nichols Street route.

It is contended that the Nichols Street route will necessitate the crossing of a large number of switch tracks, and there is danger of accidents, while the Atlantic Street route only crosses one track.

Other objections urged against the Nichols Street route are, that about seventy-five per cent of the employes at the north plant live north of the Frisco Main and High line track, and it is desired that an arrangement can be affected by which both Nichols and Atlantic Streets can be used as routes to and from the new shops.

By using the Nichols Street route the people living north of the new plant would be obliged to cross the new plant yards to get cars, or if Atlantic Street was used the people living south of the new shops would have to do likewise.

A line from Broad Street west on Atlantic around the new shops, and east on Nichols Street connecting at Grant Street, is what is most earnestly desired.

There is considerable discussion as to the establishment of an automobile line to run from all parts of the city to the new shops.

*Emblem Buttons 50c. Russia Leather Fobs 25c. Button and Fob 75c.
Frisco-Man, 737 Frisco Bldg., St. Louis, Mo.*

The Piece or Premium System of Organization.

Delivered by D. T. Taylor, Foreman Car Department, Monett, at the March meeting of the St. Louis Railway Club.

This is the third article I have written on this subject, and the facts stated have been learned from experience under different environments.

The piece work, or premium system, as applied to the Car Department, is a plain understanding or contract between two interested parties, always acceptable by the first or second interest, if honestly introduced and correctly explained in the spirit which prompts its inauguration.

ORGANIZATION THE MASTERFUL BASE.

It would have been a crime against civilization to have permitted Abraham Lincoln, Andrew Jackson and Patrick Henry to continue through life splitting rails and driving oxen. For the same reason, it is no less a crime against progress for railroads to retain in their service an officer who possesses no knowledge of organization. There is nothing so vital to the duties of a railroad officer as organization. The power of organization is so great, that organized wrong makes unorganized courage and right-wrong on battlefields in forceable acceptance of results and conditions. There are two classes of organization on the railroad, namely practical, which is established and maintained by brief instructions, exclamation points and personal contact; theoretical, which is stimulated through voluminous correspondence and indiscriminate use of telegraph wires. Every improvement indicates better organization. Every attack aimed at the established principles of

premium is a sword thrust at organization.

Organization bears as important a relation to economical accomplishments as Christianity does to morality; each is maintained through heavy expenditure and eternal vigilance, one is the broad base of progress and civilization, the other marks the boundary line between animal and man.

Discipline, vigilance and justice are the trinitities of organization, the essential commodities of which are adaptability, love of duty and service, honesty and consistency of purposes, intentions and conduct, force of character and mutual action and sympathy.

When cause, remedy and effect are disregarded, organization deteriorates. Bad conditions are realities that are never created without a cause or permanently relieved without eliminating the cause. Rigid discipline in removing a cause also reaches the effect. Criticism, ignorant of remedy, is nugatory. Railroad companies do not employ the spirit of "getting even," and shifting responsibility which plays so much "hellish" devastation with organization.

Things attempted without organization give birth to criticism and are desultory and transient, soon meeting with assault and defeat. The mistakes of history are recorded from the same source—proper organization insures success.

The Car Department represents one link in the chain of railroad service. Access and locations of our country's