



**CAR DEPARTMENT EMPLOYEES, CHOCTEAU AVENUE, SAINT LOUIS, MO.**

Left to right, first row—M. Weigle, E. Brundier, A. J. Thompson, P. Brauch, H. Orr, W. Cunningham, B. F. Lewis, W. R. Goodman, G. Beamaker, D. Cunningham, J. Lang, W. Harcl, M. J. Vogt, William Lang, B. Harper.  
 Second row—F. Fiedikus, E. Fredking, C. E. Davis, E. Treff, P. Lang, F. Schultz, C. Ludwig, J. Organ, T. Turk, O. Thornsburry, J. Stovall, P. Purdy, F. Goebel.  
 Third row—J. Light, J. Dinga, A. Smith, F. Roak, S. Gossik, J. Botch, E. C. Conway, L. Werner, yard foreman; G. Stunkel, G. Vogel, W. Gillespie, R. S. Richards, T. Urban, B. Francis, W. Stegerburg, H. Budke.  
 Fourth row—J. Pitt, E. J. Rucker, J. H. Page, M. Kotvick, W. Crook, S. Fabbing, F. Petterson, H. Cunningham, J. E. Lowe, L. Vannis, T. Baronwitz, J. Ahern, E. Barton, J. Jung.



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### **MORE UPON MR. JACOBS' THEME**

*In the March issue of THE FRISCO-MAN an article by General Engineer Jacobs was used which has attracted considerable notice, and THE FRISCO-MAN herewith presents one of the communications at hand regarding it.*

The article in last month's *Frisco-Man* by Mr. H. W. Jacobs deserves more than casual notice, coming as it does from one actually engaged in efficiency work, and should soften the hearts of some of the so-called experts.

I do not wish to be understood, however, as underrating or detracting from the man with the technical training. Such a man has a marked advantage over the man that has been deprived of such education, but many useful inventions have been brought out by mechanics and laborers.

We all know that some devices which seemed crude and impractical at first, yet with slight changes suggested by actual experience, have proven valuable, but many a poor man has been compelled to part with all or a large portion of an invention to get it into service.

Here is where the railroad company has been slow and the expert very active. Such expressions as these are familiar to the anxious inventor,

"From a mechanical standpoint I cannot recommend"; "A similar device was tried out several years ago and abandoned by our society"; "We investigated this patent and found it did not comply absolutely with the law," etc.

You must know, of course, that a sort of "halo" has surrounded the title of "engineer"—whether mechanical, civil or electric—and the rank and file were supposed to know nothing of the inner workings of these departments.

But many who have mastered mechanics and with Boston "Tech" or Purdue to their credit, who can measure horse power to a unit, are pulling the lines over a mule's back or pumping water at Horse Creek tank. Others that have learned to measure kilowatt hours—Ohms "induction" and resistance, are measuring pay days on third trick O. S. Job at Red Fork, or maintaining a section of telegraph line via a gasoline motor on Winding Stair Mountain; while others who have laid

our great railroads with knowledge of compass—logarithm and middle ordinate, are yelling "joint ahead" to three dagos at Catawissa; while the man at Horse Creek is pulling the fast mail. The man formerly at Red Fork is now general superintendent at Se-tarf, and the old section foreman from Catawissa is roadmaster at Apulpas, and what's the answer? "AVERAGES, ME BOY, AVERAGES."

I know because I have been to all of these points and still farther, and, while many say a railroad has no conscience, I dissent from that opinion for they always treated me fairly and they simply average, me boy, average.

In repairing track, it took a great many years for the track jack to unload four Irish section lads from the end of a crow bar, but no one will deny the beneficial effect this section foreman's invention had on old "503."

ACCUSED—ABUSED—AMUSED.

I was accused of being an Ananias—a sort of second Brandeis—for suggesting that thirty percent of the fuel purchased was wasted by improper handling, but I notice a way has been found to make the saving.

I was abused for the opinion that greater mileage would be obtained if

proper attention was given to overhauling engines; that is, a certain class of repairs properly made should produce so many miles and the round house foreman and engine men held to a strict account for performance, but "503" steps in and says "averages, me boy, averages," and you know we overhauled forty-two engines the corresponding month last year and must not fall down. The wheel is turning and I believe it has been found better to have thirty engines thoroughly overhauled than forty-two engines with only the most important repairs.

I was amused: Asked to look over an invention—a car coupler. It was noted that the contour of the head was a little deeper and more of a circle than those generally in use and found that it was possible to make a coupling at a greater degree of curvature. This feature I thought an advantage, but was brought upstanding when the gauge was applied and it was found that the contour varied from the M. C. B. standard, and, therefore, like the law of the Medes and Persians, could not be changed—and there you are—No averages there me boy.

That the railroads are in difficulties today as a result of over-regulation few will deny. If they are to adequately meet the constantly growing demands of commerce and maintain their lines in a thoroughly up-to-date condition, there must be some readjustment. Either over-regulation must be corrected or the Government will have to take over the roads and operate them for the public benefit.

As no one believes that the country is ready to take over the railroads, the time has come for some sort of compromise, for a getting together spirit, which will find a remedy for intemperate legislation and the evils of too much regulation. The railroads have learned their lesson and paid for their former delinquencies, principal and interest. They must now be given at least a fighting chance.

—New Orleans, La., Picayune, February 18, 1914.

**MORE ACRES MORE TONNAGE**

Say Boys! We have overlooked something.

The operating department has its reclamation boost; the traffic department its solicitation boost and the Safety First its continued boost.

But what about the developing department?

Is it not up to this department to furnish the tonnage for these empty cars? How can we help do this? Hold! Is not the Frisco key-note "organization"?

Well for preliminary.

Get a map of the Frisco system, let's take a look down the main line say from St. Louis to Denison. Now a railroad is supposed to draw its tonnage from the ten miles each side of the right of way. Then we have for each mile of main track twenty square miles, with 640 acres to each mile square and a total of 12,700 square miles in the strip.

Would you believe it?

The best statistics we are able to run down show that only an average of eleven acres in each square mile produce tonnage. Think a moment what a difference there would be in the annual balance sheet if we could increase this acreage even five more square miles.

Don't say it cannot be done. It can if we only keep the "key note" in sight and organize to boost the developing department as we have the others.

This club should and would admit every employe on the rolls and should be the KING CLUB, for without production we have no use for a railroad.

Start the ball before its too late.

W. I. WIKOFF,  
Springfield, Mo.

## ST. LOUIS &amp; SAN FRANCISCO RR.

COMPARISON OF LOCOMOTIVE FUEL CONSUMPTION FISCAL YEARS 1910-11 TO 1913-14  
BASED ON CHANGE IN UNIT CONSUMPTION, YARD SERVICE OMITTED

Unit Reduction 1911-12 vs. 1910-11

\$235,662.27

Unit Reduction 1912-13 vs. 1911-12

\$172,408.50

Unit Reduction 1913-14 vs. 1912-13

\$127,823.86

TOTAL ACCUMULATIVE REDUCTION—UNIT BASIS—JULY, 1911 TO FEB. 1914 vs. 1910-11. \$650,248.50

Month	PASSENGER		FUEL		FREIGHT		FUEL		TOTAL			
	Pounds Coal Per Passenger Car Mile		Reduction for Period over Previous Year		Pounds Coal Per 1000 Gross Ton Miles		Reduced Cost over Same Mon. Previous Year					
	1910-11	1911-12	1912-13	1913-14	1910-11	1911-12	1912-13	1913-14				
July	26.00	19.20	18.74	17.73	301.46	256.31	238.93	238.38	\$10,403.32	Accumulative Reduction for Period over Previous Year	Accumulative Reduction for Period over Previous Year	Combined ac- cumulative reduction Pass. & Frt. over Previous Year
Aug.	20.69	19.08	18.83	17.07	299.40	247.71	274.04	232.64	21,655.51	832,058.83	8 40,082.63	
Sept.	21.69	19.18	19.02	18.03	305.03	246.74	270.70	242.60	11,750.08	46,809.51	59,485.17	
Oct.	21.33	20.59	20.69	19.37	322.69	271.39	264.01	230.82	3,080.03	49,890.54	65,658.15	
Nov.	23.37	22.01	20.73	19.09	335.02	293.98	282.76	263.74	10,674.59	60,561.13	81,200.73	
Dec.	24.83	22.18	21.35	19.61	365.95	291.31	298.28	281.10	8,333.37	68,897.50	94,729.04	
Jan.	23.36	21.24	21.24	20.52	359.03	319.74	303.89	269.91	21,510.87	90,408.37	118,466.32	
Feb.	23.91	21.23	21.63	21.51	374.58	318.17	306.01	287.36	9,089.11	99,497.78	127,823.86	
Mar.	22.82	24.38	24.03	21.03	314.56	316.75	283.45	283.45	279.59	239.37	239.37	
Apr.	21.46	21.91	19.76	19.76	273.68	279.60	239.83	239.83	273.68	239.83	239.83	
May	19.84	22.21	18.73	18.73	253.52	277.13	236.19	236.19	253.52	236.19	236.19	
June	19.27	21.33	17.97	17.97								

Office of General Coal Agent, St. Louis, Mo.