





Vol. VIII, No. 5

SAINT LOUIS, MO.

May, 1914

The Frisco Dollar

The Frisco Dollar should be an interesting dollar to the Frisco man. Out of each dollar coming into the treasury of the road, during the present fiscal year, 76 cents has been paid out of the treasury for operating expenses and taxes.

There are a lot of these dollars coming into the treasury in the course of a year. If they were all silver dollars, it would require over forty forty-ton box cars loaded to capacity to contain them all at one time. If they were all one dollar bills there would be more than enough of them to plaster the top of the rail on one side of all the main track and branches of the Frisco Lines.

But the most interesting part of the dollar to the Frisco man is the 76 cents that goes out of the treasury for wages, materials and taxes,—just the everyday operating expenses. This 76 cents does not include what comes out of the treasury for hire of equipment, rentals, interest on bonds, sinking funds, improvements or betterments to the property,—only the regular operating expenses.

So that the Frisco man can see just

how this 76 cents is divided up, the diagram on the frontispiece has been prepared. The circle is proportioned so as to show the percentage of the 76 cents that is paid out for each of the different lines of endeavor or each class of service entering into and forming the complete and harmonized operating machine on the Frisco Lines. The figures in the outer rim of the circle are the percentage of the 76 cents that is paid out for each of the different kind or class of service, and under each class of service is shown the number of cents which was paid out for that class of service in earning the Frisco dollar.

There is food for thought in this chart. There is a lesson in it that every Frisco man should heed. It shows that the treasury paid out more money for "casualties," which includes loss and damage and personal injury claims, than it paid out for "soliciting traffic," which includes the salaries and expenses of all the freight and passenger department officials and clerical force; salaries and expenses of the industrial, agricultural, horti-

cultural, immigration and other branches of the development department; all the advertising expenses and the printing of tariffs.

It is hardly conceivable, although the chart shows it to be true, that the amount paid out for "casualties" is more than half the amount paid out for all the yard expense of the line, which includes the operation of switch engines; the fuel, roundhouse expense and supplies; the wages of yardmasters and their clerks; the wages of engineers, firemen, yard foremen and helpers.

There is opportunity here for improvement. These "casualties" are mainly due to carelessness and a lot of it can be avoided if we all strive to that end. Could we only cut off the eight-tenth cents from this outgo and make it 2 cents even out of every dollar earned the saving in the course of a year would amount to more than \$250,000.

A Two In One.

One of the Frisco's two in one as it appeared on the firing line at the New Shops, Springfield, Mo., is shown in the accompanying cut.



The photograph was taken by Charles C. Matthews, boiler maker helper at that point.

Wouldn't Smile.

"A Friend" of Engineer Adams in a communication to *The Frisco-Man* enclosing the photograph herewith reproduced, says:

"This is Pap Adams, engineer on 805-806, between Chaffee and Memphis. We tried to catch him when he was



smiling, but, of course, he wouldn't smile a bit when we wanted him to. He is a little bit bashful and didn't much like to have his picture took, but we got it anyhow. He has been with the Frisco a long, long time, but he ain't old yet by a whole lot."

Nelson Addresses Club

Members of the Saint Louis Railway Club gathered at the American Annex Hotel, Friday evening, May 8, for the last meeting of the Club preceding the adjournment for the summer months.

Pat Nelson, section foreman, Conway, Mo., addressed the meeting, choosing for his subject, "The Railroads and the Public."

SPRINGFIELD "GET TOGETHER" MEETING

Education was the slogan of the rousing "GET TOGETHER" meeting at the Springfield Club, Springfield, Mo., April 28 and 29, which superintendents, roadmasters and general foremen of bridges and buildings from every division on the Frisco attended.

General Manager E. D. Levy and General Superintendents Hutchison and Frates outlined a campaign of education they desire put into effect in connection with the maintenance of way and structures.

In clear and concise form the results that have been attained in the Operating Department during the past several months, through the education of the men who actually do the work, was explained.

Staff meetings have been held on some of the divisions two or three times each week, at which meetings trainmen, agents, enginemen, yardmen, clerks and others, have been given facts and figures in connection with our operation and told just what each man can do to increase his efficiency and the efficiency of the railroad as a whole.

The saving that has been effected and the improved service brought about as result of this educational campaign, has been most gratifying to the management, and continued activity in this direction, extending to the roadway and bridge building departments, is what is desired in order to place our property in first class physical condition and to maintain it as it should be maintained, with due regard to economy.

General Manager Levy stated that it was his firm belief that ninety-nine out of every hundred men in our organization wanted to do the right thing—handle their work in accordance with

the wishes of the officers—if they only knew how, and that it was the duty of the general manager and the officers under him to teach the men to do their work efficiently and economically.

He outlined to the roadmasters and general foremen the necessity of getting their men together at various places as frequently as possible, to discuss ways and means of accomplishing better and greater results; of encouraging the men to ask questions and make suggestions for the improvement of service; and of urging their cooperation in securing strict compliance with prevailing standards and instructions.

At the April 28, session, Tuesday morning, F. G. Jonab, chief engineer, presented a proposed book of rules and regulations governing the roadway and bridge building departments. The proposed rules provide for a uniform practice in the maintenance of roadway, bridges and buildings, and it is the intention to illustrate the book with cuts and drawings of our various standards. Several changes were made as result of the exhaustive discussion which took place regarding this subject.

Various other matters were touched upon during the two days' session, some of which are enumerated below:

Conservation of scrap iron of all kinds.

Maximum car loading.

Care in the use of motor cars by roadmasters and general foremen bridges and buildings, with view to preventing accidents.

Ordering material reasonably in advance of requirements, showing date required.

Frequent checking of tool houses—economy in tools and material.

Encroachments on right of way—prompt reporting.

Care of station grounds and buildings—neat and tidy appearance.

Flagging trains in both directions during work obstructing line.

The importance of section foremen becoming acquainted with and cultivating friendship of farmers and our patrons.

Reporting violations of speed restrictions for elimination of unnecessary hazards.

Testing track gauges and level boards frequently.

Importance of tightening bolts and proper maintenance of switches, especially on high speed track.

Humping track in cuts where ballast is applied, raising track above grade line—this should be avoided.

Digging out in applying ballast—free use of ballast forks to clean ballast and save it.

Removal of ties from the track which are sound and fit for further service.

Prompt and intelligent reports of live stock killed on right of way.

Proper maintenance of bridge ends; filling and broadening of dump, making easy run-off to insure trains taking structure with the least possible shock.

Removal of posters and advertising matter from station and other buildings.

Removing stoves and pipe from stations to central points during the summer months for repainting and repairs and the selection of suitable stoves in the fall for stations and waiting rooms of various sizes.

Electric lighting of stations and other buildings at points where power plants are located.

Eighty-five Frisco men attended the

banquet in the Assembly Hall of the Springfield Club Tuesday evening.

W. C. Nixon, receiver and chief operating officer, who was a guest at the banquet, addressed the meeting. He impressed upon the men the necessity for their united co-operation in carrying out the work that had been outlined efficiently and economically. He likened our organization unto one big family—from receivers to water boy—and spoke encouragingly of the outlook for better things in the future. He heartily endorsed the plans which had been made for betterments.

After the meeting adjourned, Wednesday, April 29, a trip of inspection was arranged. The Reclamation Plant, New Shops and Springfield Terminals were visited. Considerable interest was manifested in all departments, particularly in the Reclamation Plant. Roadmasters had opportunity to inspect frogs, switches, hand cars, push cars, track tools and other material, extracted from the scrap pile, repaired with the Oxy-Acetylene Welding process, and made ready for renewed service. Samples of frogs, hand cars, track tools, etc., were set up showing the material in the condition in which it is received from the scrap pile and as it appears after going through the process of renewal at the Reclamation Plant. The roadmasters were able to make several good suggestions to the foremen of the Reclamation Plant, and the ideas advanced will be carried out and given a thorough test.

Those attending the meeting were:

E. D. Levy, general manager; F. G. Jonah, chief engineer; J. A. Frates, general superintendent 1st District; J. E. Hutchison, general superintendent 2nd District.

EASTERN DIVISION—J. F. Simms, superintendent; J. E. Rosenbalm, general foreman B. & B.; R. Aaron, roadmaster; Jas. Eib, roadmaster; J. Daugherty, roadmaster; F. A. Denton, roadmaster; J. S. McGuigan, roadmaster.

CENTRAL DIVISION—W. G. Koeb,