

East and West Texas Join in Merchants' and Farmers' Meeting at Paris, Feb. 21-24

*Vice-President Koontz Feature Speaker at Banquet Attended by 2,500—
Old Gray Mare Band Great Attraction*

THE beautiful city of Paris, Texas, was host to one of the greatest throngs in its history on February 21, 22, 23 and 24, when the Merchants' and Farmers' Institute merged the interests of East and West Texas in a get-together and co-operative manner.

Twenty thousand people from a territory of several hundred miles gathered in Paris for the event, and attended the programs in which prominent speakers appeared.

Chief among the many attractions was the "Old Gray Mare Band" of Brownwood, Texas, famous American Legion organization, headed and directed by Captain Wright Armstrong, and sponsored by Miss Katie Murl Parks. Throughout the entire program of the first two days, the band members, clad in pictur-

esque costumes of chaps, bright red shirts, yellow neck-pieces and ten-gallon hats, were much in evidence, and willingly played for every event, serenading homes of Paris citizens in odd moments.

The Frisco played an important part in the celebration of February 21, when Mr. J. R. Koontz, vice-president in charge of traffic was the principal speaker at a banquet in the coliseum, which was attended by 2,500 persons.

In his address on railroad problems and conditions, Mr. Koontz said in part:

"I am bringing to you, for your serious consideration, a problem which vitally affects the railroads of America, and also the people who use the service the railroads have to sell. That problem concerns itself
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Frisco officials were adopted as "mascots" by the "Old Gray Mare Band" of Brownwood, Texas, when that organization helped put over the Merchants' and Farmers' Institute celebration at Paris, Texas, February 21, 22, 23 and 24. When the band serenaded the Paris Infirmary, the boys insisted that the "Frisco bunch" get in the picture. In the back row, standing, appear Wright Armstrong, leader of the band (third from the left); Walter Kline, vice-president, Wichita Falls Chamber of Commerce; F. B. McKay, general freight and passenger agent, Texas Midland; J. G. Weaver, division freight agent, Frisco Lines, Fort Smith; S. R. Kennedy, acting superintendent, central division, Frisco Lines; W. L. H., Jr.; Miss Katie Murl Parks, sponsor of the band (behind the drums); James Clark, of Paris; C. O. McCain, Frisco agent, Paris; and Sam L. Bedford, vice-president, Paris & Great Northern Railway. Some of the more merry bandmen climbed the steps for a friendly chat with the nurses while the camera man did his stuff. Insert: W. W. Evans, secretary of the Paris Chamber of Commerce, was the busiest man in Paris during the Institute. He organized the meeting and acted as director-general and all-around major-domo during the entire session.

Views of General Store Department Grounds



IN THE PAST



AS THEY ARE TODAY



Interior Springfield General Store in the Past



Present Appearance of General Store at Springfield

Remarkable Reduction Made in Purchases of Materials and Supplies

Decrease in Stock on Hand Totaled \$675,000 Per Month in 1924; Disbursements Decreased Also—Co-operation From All Forces, Cause

By A. W. BLUME

A PREVIOUS article in the Magazine treated with the Springfield reclamation plant, and its tremendous yearly savings. It was shown how a vast quantity of material and supplies is continually being reclaimed and placed back in store stock. This unquestionably aids in reducing the purchases of materials and supplies.

For a number of years there has been a rigid program of economy in force on Frisco Lines in the purchase and use of material, and comparative figures prove astonishing results.

The extent to which each department may save on the purchase and use of miscellaneous materials is large, and this is vividly reflected by the quantity of serviceable material finding its way to the reclamation plant. The possible losses arising from the lack of conservation of smaller articles, is of sufficient importance to justify the practice of small economies by recognizing the worth of trifles.

For instance, would you believe it possible that a combined savings of \$17,652.96 could be made in one year, if each of our 826 section foremen saved one track spike and one track bolt every day?

Long Haul for Short Profit

Do you realize the distance the Frisco railroad is required to haul 100 pounds of second-class freight for the purchase payment of small articles? A haul of approximately 390 miles is required to pay for one lantern; 1767 miles to pay for a keg of track spikes; 1059 miles to pay for a keg of nails; 18,366 miles to pay for one pair of freight car cast wheels.

The supplying of all departments with various classes of material, requires the handling of approximately 45,000 different units by the stores department, of which the quantity of respective items should be maintained from an economic viewpoint on the most conservative basis possible.

A stock book record is maintained of each class of article carried in store stock, and the replenishing thereof is unquestionably influenced by the co-operation received from other departments in seeing that material is ordered prior to actual needs, and as conservatively cared for by various employes as though purchased for their own personal use.

Many Opportunities for Saving

A review of our past experiences should bring to our attention many

opportunities for the conservation of miscellaneous materials and supplies by giving the placing of requisitions the most careful consideration pos-

A FRISCO employe need not have grown gray in the service to remember the chaos and general disruption of materials and supplies as well as service and efficiency which accompanied Federal Control of the days of the World War.

Memories of those trying days are fading a bit with the passing of each year more successful than the last. But the impression gained by those who "went along" with those times will be long in dying completely.

In the exacting work of purchasing and distributing supplies to a great railroad organization efficiency is not only a virtue—it is a necessity. But efficiency was sacrificed on the altar of expediency during Federal Control. There were many records kept, many reports made, yet a general helter-skelter, catch-as-can policy prevailed.

Of course it did not last with the return of the roads to private ownership.

Even before the actual return on March 1, 1920, James M. Kurn, general manager of Frisco Lines for the government, had made his plans. When he assumed the presidency of Frisco Lines on the same day—March 1—President Kurn ordered in a program of economy that has been rigidly followed to this day.

That is the justification for the accompanying story, remarkable in its nature, of the "renovation" of the stores department.

Where once existed chaos and disorder, there now prevails a serenity of sane, sensible system. Purchases are made in orderly manner and distribution is carefully and economically accomplished.

In this story by A. W. Blume, general storekeeper, particular attention is directed to the contrasting photographs depicting conditions of yesterday and today. They are a story in themselves.—W. L. H., Jr.

sible; in seeing that the quantities ordered are in keeping with the actual requirements for the proper protection of roadway and equipment, and avoiding an accumulation of surplus supplies which entails the investment

of capital, from which no benefit is derived.

Analysis and comparison of Frisco railroad balances, reflecting the value of miscellaneous materials and supplies (exclusive of rail, ties, fuel, ballast and stationery) for the years 1923, 1924 and 1925 show a pronounced decrease in stock on hand, and improvement in the conservation of miscellaneous materials and supplies.

In 1923 the average stock on hand per month amounted to \$4,848,157.09; in 1924 it had decreased \$676,556.80. In 1925 the average stock carried per month amounted to only \$3,704,811.70. And, compared with stock on hand, the average disbursements per month for the year 1923 amounted to \$1,045,947.21; in 1924 the figures decreased to \$960,408.97, while in 1925, with more mileage, more equipment and more demands for material and supplies, the average disbursements amounted to \$988,892.43 per month. The percentage of disbursements to stock on hand increased from 21.57 per cent in 1923 to 26.69 per cent in 1925.

A comparison of the decrease by years of the average amount of stock on hand per month is also astonishing, considering the increased demand for material from year to year. The year of 1924 compared with 1923 shows a decrease of \$676,556.80 or a percentage decrease of 13.95. The year of 1925 compared with 1924, reflects a decrease of \$466,788.59, with a percentage decrease of 11.19. Of course the largest showing is reflected in a comparison of 1925 with 1923, when a decrease of \$1,143,345.39 in material on hand per month is noted, and a percentage decrease of 23.58.

Decrease Monthly '25 and '24

An interesting item is the comparison of the year of 1924 with 1923, showing a decrease of \$85,538.24 in the average disbursements per month, and a percentage decrease of 8.18. Comparing 1925 with 1924, an increase of 2.96 per cent, or \$28,483.46 is reflected. The year of 1925 compared with 1923 however, shows again a decrease of \$57,054.78 or 5.46 per cent.

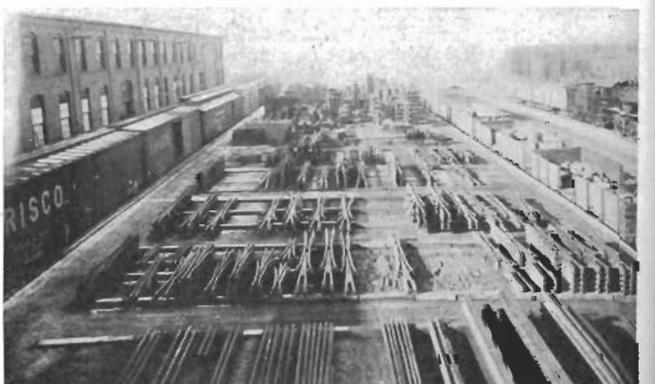
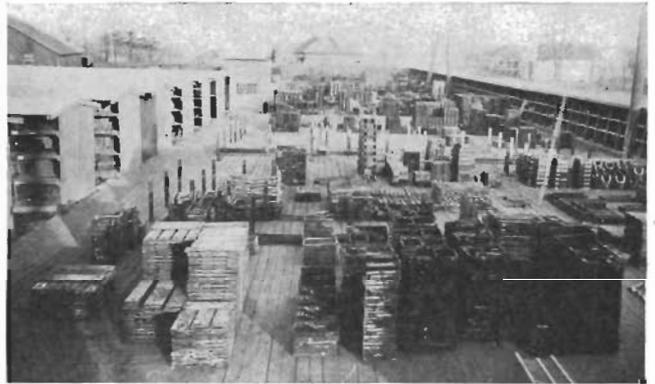
In considering the percentages as reflected in the figures showing the decrease by years of average stock on hand per month, and the increase or decrease by years of average disbursements per month, it is a pronounced fact that while the average disbursements for the year of 1925 show an increase of 2.96 per cent

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Views of Material Platforms Springfield, Mo.

PAST CONDITIONS

PRESENT CONDITIONS



Frisco Makes New Low Record in 1925 Freight Loss and Damage Claim Payments

Reduction of \$103,811.97 Over 1924 Equals 18 Per Cent—J. L. McCormack Praises Employes for Loyal Co-operation and Support

By J. L. McCORMACK, Superintendent F. L. and D. Claims

THE St. Louis-San Francisco Railway Company made a new low record in the amount of freight loss and damage claim payments for the year 1925. The claim total was the lowest in the history of the company, and the lowest ever made by any railroad similarly situated and handling practically the same kind and volume of traffic.

A total of \$473,339.25 was paid by the Frisco Lines in freight loss and damage claims, as compared with \$577,151.22 in 1924. This reduction constitutes a decrease of \$103,811.97 or 18 per cent—a remarkable showing.

In 1922, when our claim payments were among the highest, instead of the lowest of any of our neighboring roads, a system-wide campaign was started to reduce this needless expense.

Our executives and general officers joined hands with our supervisors and employes in helping bring a reduction about, and every employe engaged in handling any part of a shipment put a willing shoulder to the wheel.

The year 1923 showed a big reduction—and in 1924 our efforts were further rewarded. That year we paid out \$577,151.22, which equalled 26.3 per cent less than our payments in 1923.

The question at our freight claim and accident prevention and better service conferences was:

"Can we hold our own in 1925?"

There was but one answer:

"If the interest in our campaign does not abate and if we continue to receive the co-operation, support and assistance of all departments and employes, we will not only hold the ground we have gained, but we will show further and more substantial reductions in 1925."

That we did receive the co-operation, support and assistance of all departments and employes is ably attested by this further 18 per cent reduction.

We affected a \$7,900 decrease in unlocated car lots, a \$16,900 decrease in loss of entire L. C. L., and a \$24,000 decrease in package totals. We decreased our unlocated less than carlot damage claims \$21,000. We brought about sizeable reductions in improper handling and loading; defective or unfit equipment, improper refrigeration or ventilation, freezing or heater fail-

ure, delay, robbery of entire package and other than entire package, fire or marine loss or damage, and wrecks. The reductions in these items mentioned above ranged all the way from \$10.00 to \$20,000.

There were a few items in which we increased slightly; however, the

showing was so highly gratifying that they need not be detailed.

Our ratio of freight loss and damage claim payments to \$100.00 gross freight revenue for 1925 was \$.65 and for 1926 we have set our goal at a ratio of \$.50 per \$100.00 gross freight (Now turn to Page 26, please)

The Record of 1926 F. L. and D. Claim Payments in Figures

Causes	1924	1925	Increase	Decrease
Unlocated Loss, Entire Package	C. L. \$ 11,370.93 L. C. L. 52,004.82 Total 63,375.75	\$ 3,388.56 35,023.82 38,412.38		\$ 7,982.37 16,981.00 24,963.37
Unlocated Loss Other than Entire Package	C. L. 19,365.20 L. C. L. 3,576.42 Total 22,941.62	30,702.36 2,753.24 33,455.60	\$ 11,337.16	823.18
Unlocated Damage	C. L. 95,886.72 L. C. L. 54,012.75 Total 149,899.47	117,927.28 32,155.11 150,082.39	22,040.56	21,857.64
Rough Handling of Cars	C. L. 20,066.59 L. C. L. 1,634.57 Total 21,701.16	25,176.59 850.57 26,027.16	5,110.00	784.00
Improper Handling, Loading, Unloading or Stowing	C. L. 6,425.28 L. C. L. 7,215.60 Total 13,640.88	664.20 4,382.44 5,046.64		5,761.08 2,833.16 8,594.24
Defective or Unfit Equipment	C. L. 56,533.09 L. C. L. 5,930.08 Total 62,463.17	53,345.27 585.24 53,930.51		3,187.82 5,344.84 8,532.66
Improper Refrigeration or Ventilation	C. L. 11,082.53 L. C. L. 597.24 Total 11,679.77	9,418.19 386.69 9,804.88		1,664.34 210.55 1,874.89
Freezing or Heater Failure	C. L. 7,309.29 L. C. L. 1,787.17 Total 9,096.46	6,267.58 2,102.05 8,369.63		1,041.71 314.88 726.83
Delay	C. L. 55,796.72 L. C. L. 3,823.83 Total 59,620.55	38,855.75 439.16 39,294.91		16,940.97 3,384.67 20,325.64
Robbery, Entire Package	C. L. 13,389.59 L. C. L. 31,518.41 Total 44,908.00	3,612.96 14,330.43 17,943.39		9,776.63 17,187.98 26,964.61
Robbery Other than Entire Package	C. L. 2,652.63 L. C. L. 13,790.07 Total 16,442.70	4,229.75 5,431.76 9,661.51	1,577.12	8,358.31 6,781.19
Concealed Loss	C. L. 4.15 L. C. L. 6,293.61 Total 6,297.76	242.11 2,324.54 2,566.65	237.96	3,969.07 3,731.11
Concealed Damage	C. L. 1,348.83 L. C. L. 23,728.47 Total 25,077.30	2,784.85 22,262.02 25,046.87	1,436.02	1,466.45 30.43
Wrecks	C. L. 53,345.88 L. C. L. 5,918.57 Total 59,264.45	38,289.67 4,112.50 42,402.17		15,056.21 1,806.07 16,862.28
Fire or Marine Loss or Damage	C. L. 105.62 L. C. L. 283.83 Total 389.45	202.62 176.74 379.36	97.00	107.09 10.09
Errors of Employees	C. L. 8,710.32 L. C. L. 1,642.41 Total 10,352.73	9,205.04 1,710.16 10,915.20	494.72 67.75 562.47	
Total C. L.	363,393.37	344,312.78		19,080.59
Total L. C. L.	213,757.85	129,026.47		84,731.38
C. L. and L. C. L. Combined	577,151.22	473,339.25		103,811.97