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Book of Transportation Rules.

A few years ago the rules for the guidance of employes in the Transportation Department were very few, and the general practice was to print them on the back of the time-tables.

Each road had a peculiar method of its own of interpreting the rights of trains; in fact, connecting districts of the same road differed in their methods of handling trains, according to the understanding of the operating official. Each train dispatcher was authorized to transmit train orders in language that best suited the occasion, and they were frequently susceptible of different interpretations.

About twenty years ago the American Railway Association was organized for the purpose of formulating standard or uniform rules. Most roads adopted their suggestions at once. Standard forms, or what is known as the double-order system of train orders, was also adopted, and came into general use. These standards have brought about a wonderful improvement in the system of handling trains.

A revised edition of the transportation rules of the Frisco System is now

in the hands of the printer. The book will not differ materially from those in use by other lines. It will contain the most recent recommendations of the American Association, and will reflect the experience of our own officials and employes, as care has been exercised to obtain expressions from representatives of each department.

The index will show the subheads only, as it was found that too much "specializing" was practiced; that is, if the index should show each rule, employes picked such rules as concerned their particular department, and did not become familiar with those concerning other departments, or of a general nature.

Some additions have been made to the book, notably: "Regulations for the handling of United States mails." The Postal Department requires almost perfect service, and to acquaint every employe with the causes that subject the company to fines and deductions these rules are printed.

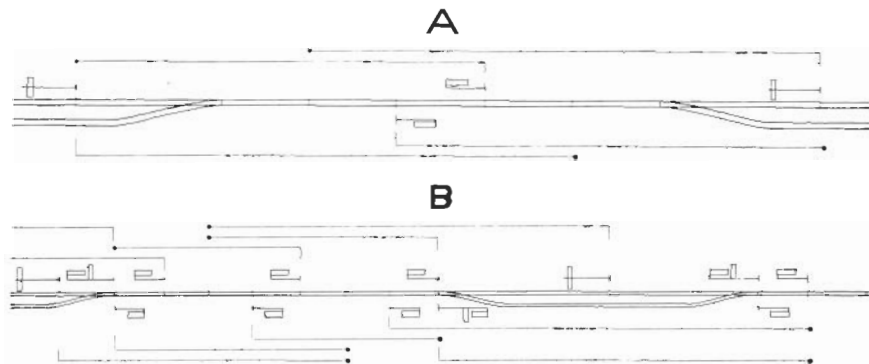
The rules governing Telegraph Block, Automatic Block and Interlocking Plant are given, and colored cuts of signals used in their operation.

It is thought the book will be as complete as any of its kind. They will be distributed about two months before they are to take effect, so that all employes may become familiar with changes and additions.

A board of examiners for each division will be appointed, probably consisting of the Trainmaster, Chief Dispatcher and Road Foreman, but the Superintendent and Master Mechanic will be consulting members of the committee, and may

money to be used for the purpose of investigating such safety methods.

It will be hard to draw away from the tissue train-order with its O. K. and Complete, but the electrically-controlled semaphore will soon be accepted as the only authority for moving trains, and it will increase the capacity of single-track at least 25 per cent. The train dispatchers' duties will be greatly reduced; in fact, his duties will consist principally of giving preference to trains and keeping



[From the Book of Rules.]

Diagram showing location
of
Signals on Single Track.

S 1.

make such changes as necessary, and they will be at liberty to call upon any employe to assist in the work. It is, therefore, hoped that employes will study the rules carefully.

It may be a little early to advocate the use of "Block Signals" on western roads, especially their general use where our employes have been educated to other methods of handling trains. However, Congress has appropriated a sum of

records. The operator, however, will be required to give closer attention to his office in order to avoid delay.

Diagram "B" gives location of signal's circuit control, and is complete except that station signals may be connected by circuit and interlocked by operators against opposing trains.

THE FRISCO-MAN will publish communications upon the subject of moving trains as above outlined.

To Agents in Oklahoma.

W. C. Nixon, Vice-President and General Manager, has issued the following circular to all agents in Oklahoma:

The corporation commission or their au-

thorized representatives, must be permitted, on request made at your station, to examine books and records, and they have the right to examine you on railroad company's affairs under oath.

Air-Brake Room Model of Compactness.

Through the courtesy of G. H. Matthews, General Foreman at Memphis, THE FRISCO-MAN is able to present a photograph of the Air-brake Department of the Memphis shops.

In the center of the group is G. H. Matthews, General Foreman, who has been in continuous service for sixteen years.

Mr. Matthews entered the service as machinist apprentice at Springfield, Mo., June 19, 1892.

After serving four years as machinist at Springfield, he was given charge of the Air-brake Department of the Springfield shop. He was later transferred to the round-house as air-brake inspector, where he served several years.

September 4, 1904, he was appointed general foreman at Thayer, Mo., under R. H. Briggs, Division Master Mechanic at Memphis, Tenn. He remained at Thayer until January 13, 1906, when he was transferred to Memphis, Tenn., to the position of general foreman, which position he now holds.

On the left of General Foreman Matthews is G. S. Boyle, timekeeper.

Mr. Boyle entered the service of the Frisco April 25, 1907, after having served four years with the C., B. & Q., at Hannibal, Mo., as timekeeper and car clerk.

To the right of the photograph is John E. Haskell, who has charge of the air-brake room.

Mr. Haskell has been in the air-brake

business sixteen years. Mr. Haskell was in the service of the Southern Pacific eighteen years, ten of which he was air-brake man in the Houston, Texas, round-house, resigning to go with the C. & A. at Bloomington, Ill., where, for one year, he was air-brake man, and was then placed in charge of the air-brake car as instructor, which position he resigned one year later to go with the Illinois Central at Paducah, Ky. Mr. Haskell left the Illinois Central to enter the service of the Frisco, September 1, 1907.

It is claimed by those in charge of the air-brake plant that, while it may not be the best, it is hard to excel for compactness. The space is somewhat limited, occupying an area three feet wide and six feet long.

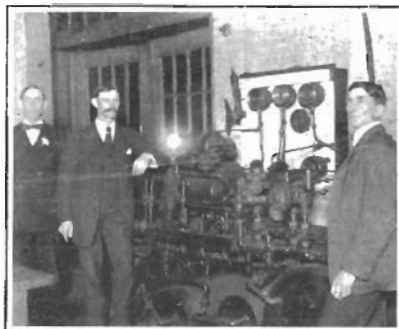
The air-brake plant, as constructed, may be used to test brake-valves, both the New York and Westinghouse, also plain and quick-action triples.

There is a separate reservoir for engine triples and for quick-action triples.

There is a 12x33 auxiliary for signal line volume, making about a 10 or 12-coach train pipe to test signal valves.

As shown, one of each make is up, and both can be cut "in" or "out" at pleasure.

There is a sectional cut of a pump-governor on the wall. Also on the bench, but not shown in the photograph, is a sectional cut of a plain triple-working in tandem.



Air-Brake Room, Memphis.

John E. Leith.

FROM MRS. LEITH:

I wish to express to every employe of the Frisco lines my deep appreciation for any kindness shown to Mr. Leith during his illness or previous to that time.

I know better than any one else will ever know how much he loved the men associated with him, and how deeply he honored and respected the officials of the company.

I hope every employe who has not read his article in a recent number of this magazine will do so, and that his death will cause it to make a deeper impression.

The success of the Frisco lines depends on the faithfulness of everyone connected with the company, and if you have a kind thought in your heart for him, you can show it best by loving and faithful service.

God honors the man who does his duty, and does it to the best of his ability.

His death came easy, and he was perfectly reconciled: almost the last words he spoke were, "Praise God, from whom all blessings flow."

Every railroad man is an instrument in God's hands for the development of the beautiful world in which we live, and inasmuch as he does his duty to his company and his fellow man, he is serving God.

I shall always feel the deepest interest in the Frisco and its every employe. God's blessing be upon you all. May great success and prosperity come to all of you. May those at the head have greater wisdom, and may great success follow their every effort.

God gave us our talents to use to His honor and glory, and, surely, there are no men who do so much for the development of their country as the men of a large railroad system.

Let us feel God is our loving Father and doeth all things well, and our fellow man is our brother.

"Be ye kind to one another."

MRS. KATE F. LEITH.

In the death of Mr. John E. Leith, late Freight Claim Agent for the Frisco Lines, which occurred at the Frisco Hospital, in St. Louis, Mo., on Thursday, afternoon of April 9th, the Frisco Company lost a valued official, and the employes a good friend.

Mr. Leith was born in Detroit, Mich., February 22, 1864. He was educated at the Model School in Toronto, and at a private school in Chicago.



He first entered railroad service February, 1880, in the Car Accountant's Department of the Commercial Express Line at Chicago. From September, 1880, to December, 1881, he was employed in the Car Accountant's office of the Cairo & Vincennes Railway, at Cairo, Ill., when he left to take a similar position in the Car Accountant's office of the Wabash Railroad at St. Louis. He was connected with the Car

J. E. LEITH.

Photograph by J. C. Strauss.

Accountant's Department of the Cotton Belt Railway, at Tyler, Texas, for a few months during the latter part of 1883, when he came back to St. Louis to accept a position in the Auditing Department of the Wabash Railroad. He remained with the Wabash until December, 1885, when he became Car Service Agent for the Fitchburg Railroad at Boston, Mass. In January, 1887, he again returned to St. Louis to accept the position of rate clerk in the general freight office of the Frisco. In October, 1889, he was appointed Commercial Agent for the Frisco Lines at Paris, Texas, where he remained until July of the following year, when he returned to St. Louis to take charge of freight claims in the general freight office. In 1891 he was appointed Traveling Freight Agent for the Frisco-Santa Fe Lines at Dallas, Texas, and occupied that position until 1895, when he resigned to become General Freight and Passenger Agent of the Texas Midland Railroad at Terrell, Texas. In June, 1902, he again returned to St. Louis at the request of Mr. B. J. Win-

chell, then Vice-President and General Manager, to become Freight Claim Agent of the Frisco Lines.

Mr. Leith was a man loved and honored by all who knew him; loved for his charming disposition, unflinching good nature, and evident devotion to his family; honored for his sterling integrity and untiring devotion to the duties which devolved upon him as Freight Claim Agent. While he expected every man in his department to do his full duty to the company, he was at the same time kind and considerate to all his subordinates, and the *character of his work was an inspiration to those by whom he was surrounded*. He always dealt with the many difficulties arising out of the usual routine of business in a just and broad-minded spirit, and disposed of them on their merits. He left to his family a heritage of a good work well done, and a memory that will be cherished and respected for all time by those who knew and loved him in his lifetime.

J. A. MIDDLETON.

Twenty-Eight Miles of Stamps.

In the statement that \$35,120 was expended for stamps by the Frisco last year, there is some idea conveyed of the magnitude of the mail charges expended to conduct the company's business.

Thirty-five thousand one hundred and twenty dollars represents more than 5 per cent interest on \$700,000, and if one-tenth of that sum was saved, it would amount to \$3,500 a year; 5 per cent interest on \$70,000.

While it is true that much of this amount was expended for postage ranging from postal cards to special delivery and register stamps, the majority of

stamps used were of the 2-cent denomination. For the purpose of illustration we will say that all the stamps used by the road were 2-cent, and \$35,120 was used to buy 1,756,000 2-cent stamps. A 2-cent stamp is one inch high and three-fourths of an inch broad.

If these stamps were placed in a line lengthwise they would extend in unbroken continuity for almost twenty-eight miles.

President Davidson has issued a circular calling attention to the large amount expended for postage, and requests that every effort be made to reduce this charge.