

## Tool House Economy.

P. H. HAMILTON, Pittsburg, Kansas.

Last month I wrote an article on Economy at the Tool House. This month I would like to use some more space in your valued paper with a few remarks on the same subject.

There is a chance for the track foreman who is interested in the welfare of his company to make a great saving in the economical use of tools.

One great loss is from too many broken handles. A poor or careless spiker is the cause of many broken spike maul handles. A foreman should always pick his best spiker to do all of the spiking, if possible. In a gang of four or five men one man can easily do all of the spiking. In a gang of this size there is usually one fair spiker. If this man does all of the spiking it will result in a saving in more ways than one. First, he can save the cost of additional handles that a poor spiker will break; second, he will save the additional time that it would take to put in new handles. Of course, all trackmen have to learn to use the spike maul, but the foreman should see that a man does not break up all of his handles in learning.

A poor spike maul is sometimes the cause of many broken handles and poor spiking. In this case it is no fault of the foreman; but it is the fault of the department that repaired the mauls. After the foreman has used a new spike maul for some time it becomes battered and worn so that a square blow can not be struck. He then sends the maul in for repairs and the head is squared up and returned to him looking as good as new. But probably after he has used it half an hour it will be battered and chipped off so that it is worse than when first sent in for repairs. In this

case the trouble all lies with the blacksmith who did the work. In squaring the head of the maul up he will draw it out a little, making a cup in the head; then he will give it a few taps with the hammer to get it square, then with a file or rasp he will smooth it up.

In drawing it out he will make flaws in the end of the piece of iron, and when the spike maul is used it will chip off where these flaws are. If the blacksmith, after drawing the head out, would cut off about a quarter of an inch, or enough to cut out the flaws, as shown in



Spike maul drawn out, with checks in end of maul which causes it to chip off. If end was cut off at A, after drawing out the "chipping off" would be done away with.

Illustration for P.H. Hamilton,  
Pittsburg, Kan.

the illustration, he would be making a great saving for the trackmen. The few extra minutes that he would use in shaping this spike maul up properly would probably lengthen its time of usefulness in the hands of the trackmen into weeks.

Another item where the track foreman can make a saving is in the use of shovels. Some shovels are worn out, but most of them are broken in two. The most common way of breaking shovels is by allowing the men to use them for prying up the ends of ties when putting in ties or when surfacing track.

Track shovels were not intended for use in the place of lining or pinch bars,

and they will not stand the strain. Every day I see trackmen, especially foreigners, using shovels for pry levers, and they should be cautioned about it. If the track foreman would see that their men make the proper use of shovels, and use the lining bars when they have any prying to do, their shovels would last twice as long.

Another item which I might mention is the saving of frog parts. In cutting scrap frogs apart for shipment the foreman runs across wings, fillers and frog points which are as good as new. Maybe a spring frog will have one good wing rail, and one bad wing rail and a bad

point; and probably the bolt and spring will be good. Maybe another frog will have a good point and two bad wing rails and a good set of fillers. If the foreman, in loading his scrap frogs, will save all of the good parts, sort them out and pile them so that he can easily get at them, the frog repairer will make good use of them when he goes over the division repairing frogs. This will probably save his cutting up a lot of good rail for frog repairs.

All of the items which I have mentioned are small ones, but "take care of the little things and the big ones will take care of themselves."

Form 885.

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<b>KANSAS CITY, FORT SCOTT &amp; MEMPHIS R.R.</b>	
<b>CLEARANCE CARD.</b>	
<i>Cherokee</i>	Station, <i>723a</i> M. <i>Oct 18<sup>th</sup></i> 190 <i>1</i>
Conductor and Engineman No. <i>179</i>	
I have no orders for your train. Signal is out for <i>Others</i>	
<i>Labarn</i>	
Operator.	
<p>This does not interfere with or countermand any orders you may have received.          Conductors <b>MUST SEE</b> that the number of HIS TRAIN is entered in the above form correctly.          Conductor and Engineman must each have a copy.</p>	

Through the courtesy of Conductor G. R. Carson, THE FRISCO-MAN is able to present herewith reproduction of the last clearance card of the old Kansas City, Fort Scott & Memphis,

issued by the operator at Cherokee, Kans.

The card is dated October 18, 1901, and will unquestionably be of interest to many of our "old-timers."

## The Farmer, The Citizen, and The Railroad Man.

Address by Assistant Superintendent C. H. Baltzell,  
before the Thayer Commercial Club.

My friends, I am going to speak briefly on a subject this evening that I hope will be interesting to you. It is a question that has always been interesting to me and one in which I have endeavored to keep before me at all times in my work as assistant superintendent of this division; that is, the necessity for what I call team-work in connection with the farmer, the citizen and the railroad man, it has always been my policy to keep before my men the fact that it is necessary to treat the public in our work as we would our neighbor, believing that if we thoroughly understand each other and our work, that each of us would get better results, work more harmoniously together and eliminate the little misunderstandings that unfortunately too often come up from time to time, as far as my work permits. I have called upon the different business men on this division to get better acquainted with them, find out in what way we can better serve them. This is also true of the industry people, and I find that the results are very satisfactory. I also have the pleasure of the personal acquaintance of a number of farmers and stock men on this division, and have always impressed upon them the fact that I am their friend, willing and anxious to serve them for the betterment of their interests.

A year or more ago my attention was attracted by a statement made by Elbert Hubbard with reference to the railroads. He said that the railroad problem was not an important one, because as a matter of fact there were only three classes of people interested in railroad matters. These three classes of people

were the owners of the railroads, the men who worked for the railroads and the people who patronized the railroads. His reference to the owners of the railroads of course included every man who owns a share of stock, or owns a railroad bond, and there are hundreds of thousands of men in very moderate circumstances throughout the United States who own a little stock or a couple of railroad bonds, and there are widows and orphans whose every dollar is invested in railroad bonds or railroad stocks.

Every man who holds a life insurance policy is interested in the ownership of the railroads, because the funds of these companies are invested in railroad bonds.

Every man who has a deposit in a bank or a trust company is more than likely to be more or less interested in the ownership of the railroads, because the funds of these companies are invested in railroad bonds.

Every man who has a deposit in the bank or a trust company is more than likely to be more or less interested in the welfare of some railroad, because the bank or trust company is more than likely carrying a railroad investment.

The men who work for the railroads are, of course, a very large percentage of our total population. They extend to the coal miner under the ground, who furnishes the coal, to the worker in the lumber districts and in the saw-mill, who furnish the lumber and timber, and in this connection it may be of interest to know that the railroads of the United States consume, approximately, 70 per cent of the entire lumber output

or forest output of the United States, this, of course, including ties, fence posts, telegraph poles, car material, etc.

The patrons of the railroad are the people who use the railroad, including, of course, every man, woman and child in the United States, even though he may never have ridden on a train in his life, and even though he may not live in sight or hearing of a railroad, many of the necessities of life are brought to him by the railroads.

Recently, at a meeting among the general officers, question of drainage came up; some lines were for contesting the authority of the drainage district and otherwise impeding the enterprise. Mr. W. C. Nixon, vice-president of this railroad, in the course of his remarks, advocated the policy of assisting the movement, and used the expression "We are a citizen of that district." It occurs to me, as I mentioned at the beginning, that that is the actual conditions. As a matter of fact, we are a citizen of each State, county, city, town or hamlet through which we pass. We pay taxes the same as any other citizen. We benefit by each improvement the same as any other citizen, and we feel the force of every adversity the same as every other citizen.

Hence, carrying the burden of any other citizen, we are entitled to the same protection that is accorded any other citizen.

It follows, also, that we should perform our duty to every community, the same as every other citizen. It is upon this matter of our duty that we are likely to have misunderstandings.

It is of the rarest occasion that these misunderstandings are of such nature that they can not be amicably adjusted, if the railroad citizen is given the same opportunity as is the other citizen.

If a citizen of this town feels that his neighbor is not doing what he should do, or is doing something that he should not do, the natural course is for him to personally see his neighbor and talk the thing over with him.

He does not go down town and call a mass meeting, abuse and work up a very strong feeling against his neighbor and then bring about a concerted action to put his neighbor in jail or compel him to do this particular thing, until after his neighbor has been given an opportunity to do it without all of this fuss, and so I say that the railroad citizen is entitled to the same consideration in such matters as is your next-door neighbor, and when approached in the same manner as you would approach your neighbor, there are but rare differences that can not be amicably adjusted.

Of course, they can not always be adjusted in as little time because of the immense volume of business the railroad officers have to handle, and of the fact that, as in the conduct of any other business, some one man must pass upon these things, and he can not possibly know the exact conditions at every spot on an immense line of railroad. He must therefore secure his information from those who are upon the ground and familiar with it, and must act largely upon recommendations.

I want you to understand, my friends, that we are anxious at all times to serve you promptly, courteously, and will be more than glad, at any time, to receive from you suggestions or criticisms that you think, in your judgment, would be of benefit to the service.

As I stated before, team-work and harmony is the motto of this division among the men and in a different department, and I am especially anxious that it reach out still farther to our business, professional and farmer friends,

No longer than yesterday, when we had a meadow on fire just north of Mammoth Springs, and the wheat field adjoining, which is the property of Mr. Sweeny, was in danger, we immediately took the switch engine and twenty-five men hurried over there as quick as possible, prevented the fire from getting into the wheat field. Mr. Sweeny was on the ground and said to me, "Mr. Baltzell, when I saw this fire I immediately thought of sending for you." In

this particular case we responded without the call, but it is a satisfaction to me to know that Mr. Sweeny felt as he did about the matter; we are all working together for a common interest. I am satisfied that it is the proper and best way to conduct a business as a railroad citizen, which means this railroad company. We want to be friendly and neighborly, assure you each and every one that we are anxious to have you friendly and neighborly toward us.

### Portion of Car Department Force, Beaumont, Kans.



*Reading from left to right:* William Hutton, car foreman; Jessie Arnold, car repairer helper; William Ridle, car repairer; J. Glenn, car repairer; Willie A. Hutton, car repairer; Wilmer Ford, coach cleaner; Leo E. Schooler, coach cleaner, sitting on rack.

### Gulf Coast Special.

The Frisco inaugurated, effective June 20, a new fast train between New Orleans and Houston, known as the "Gulf Coast Special."

This train consists of new steel cars and has electric lights and fans. Observation dining cars will be a portion of the equipment, and oil-burning loco-

motives will be the motive power. The train leaves New Orleans at 9:15 in the evening and proceeds to Houston, via Baton Rouge and Beaumont, arriving at Houston at 9:45 the next morning. The east-bound train leaves Houston at 7:15 in the evening and arrives at New Orleans at 7:45 the next morning.