

RECLAIMED SCRAP YIELDS \$1,750,107

DURING the year of 1929, 4,671 car loads of scrap found their way to the Frisco's Reclamation Plant at Springfield, Mo., and on December 31 the Reclamation Plant handed back to the operating department a figurative check for \$1,750,107.73.

The Reclamation Plant has just closed its banner year.

Since its inception in 1913, it has become one of the Frisco's greatest assets and one which the operating department heads have watched with gratifying results.

Of these 4,671 cars of scrap, 2,855 car loads were received and reclaimed and 1,816 were sold to scrap dealers. The value of the scrap received and unloaded during the year, as scrap, totaled \$1,163,061.38 and was credited to operating accounts for scrap shipped in to the plant.

Out of that tonnage the amount reclaimed and passed through the shop totaled 3,533 tons and the value of that material reclaimed and turned in to the store department as new material, totaled \$587,046.35. The value of the reclaimed material, added to the value of the scrap made the total of \$1,750,107.73. A total of \$1,161,590.36 was received by the railroad in cash for scrap sold.

The 81,926 tons of miscellaneous scrap was handled at the shop at a labor cost of 54 cents per ton. Rail, totaling 21,788 gross tons was handled at a cost of 17 cents per ton.

The total value of the material reclaimed from scrap and turned over to the store department amounted to \$587,046.35, reclaimed at a total figure of \$321,069.76 leaving a net profit of \$265,976.59.

The enormous task of handling and accounting for the material is handled by an office force consisting of a chief clerk, stenographer, time-keeper, shop checker, shop clerk, and shop accountant, the latter reporting to the division and store accountant, and 276 men are employed in the plant.

The reclamation plant is under the supervision of Mr. L. W. Blume, general storekeeper and under the active supervision of Mr. L. J. Leysaht, superintendent. Mr. Leysaht has picked his staff of workers with care, and this efficient help has enabled him to make the remarkable record which has brought favorable attention to the plant, not only by Frisco officials, but by officials of other roads,

Remarkable Operations at Springfield Reclamation Plant Save Large Amount



L. J. LEYSAHT

who visit the plant and marvel at its efficient operation.

The Frisco reclamation plant was the second on any railroad and its yearly savings will perhaps place it at the top in savings. Prior to its inception, scrap of all kinds was valueless, but the painstaking care with which each car is sorted and graded proves that there is today no worthless scrap on the Frisco Railroad. Thin shavings of steel are sold, empty cement sacks are turned back to the manufacturer, and old driving box grease is religiously saved, cooked over and used again.

Each year additional items are reclaimed. In 1925, a total of 340 varieties of equipment were reclaimed. In 1930 more than 300 different items were handled.

Scrap from over the entire Frisco system is concentrated at the Reclamation Plant. The normal number of cars of scrap in the yard is about thirty a day. Two Brown hoists handle the rail and scrap with electric magnets, and as the cars are unloaded, the scrap is sorted into piles. Cast iron and scrap pipe, flues, mal-

leable iron couplers and knuckles are all sorted. Then there is another classification of miscellaneous scrap which contains items of all descriptions. Wrot iron is graded into two different classes, 1 and 2, and separated.

The scrap material then starts through the shop, to be reclaimed and placed back in store stock.

The Reclamation Plant has been specializing on track material, frogs, switches and guard rails, locomotive and car springs, and coil and elliptical springs. An average of 125,000 pounds of springs were reclaimed per month during 1929.

Even rail, with surface and line kinks is reclaimed. Rail presses take out the kinks and straighten the rail for use on divisions where traffic is not so heavy. Where the rail is not worth reclaiming in this manner, it is cut and used for the manufacture of frogs and switches. A rail saw which cuts a 90-pound rail in fifteen seconds is a valuable aid to the operation of the plant. This rail saw cuts by friction. Records show that 8,570 rails were straightened and made serviceable during 1929 due to the rail straightener.

This work of course has necessitated modern and new equipment. One of the most interesting and perhaps the most expensive machines in the plant is the electrically operated Gray Planer which cost \$30,000. There are only five of its kind in the United States and it has a capacity of planing one switch point an hour, and is operated twenty-four hours a day. Two other planers are kept busy handling the same class of work, but are of smaller capacity.

All old steam and air hose fittings are reclaimed at the plant and made serviceable again. Concrete battery boxes for the signal department are also made, as well as all crossing signs, mileage markers and roadway signs of all description. Old hand lanterns are taken in the shop, repaired and re-tinned. Five gallon paint cans are made into fire buckets and oil cans.

Over in the blacksmith shop, much track material is reclaimed, such as sledges of all sizes. Track chisels are made from scrap locomotive tires. Tie plates are made from scrap steel and during the past year 131,985 of these tie plates were reclaimed and placed back in the store department. A shop made drop hammer has enabled the blacksmith shop to make,

from scrap material, complete switch brace plates, including brace cuff. Angle bars and continuous joints of all sizes are straightened and placed in first class condition under this drop hammer. A great number of car forgings for the car department, including brake hangers, floor clips, brake rods, hand holds and other fabricated parts are reclaimed.

A total of 2,000 bolts of all sizes are turned out of the shop per day, made from scrap rods and bolts. A bolt heading machine and bolt threading machine equipped with automatic air feeding devices increases production approximately 25 per cent over the old method of hand feeding.

Worn out jacks and track grills from over the entire system are sent in and overhauled. Even locomotive pilots and locomotive flues are turned out of scrap material as good as new.

Old engines, unfit for further service are dismantled at this plant and usable parts reclaimed and scrap sold. During the year several thousand freight cars were destroyed on the line and serviceable material from these cars reclaimed.

Just recently a scale repair shop was moved to the reclamation plant where scales from over the entire system will be repaired and reconditioned.

The brass house which receives scraps of brass from brass valves and other material, which cannot be reclaimed, brings into the treasury a total of \$10,000 a car and approximately two car loads of brass a month are sold.

The scrap paper account has always been a source of profit and waste paper from over the entire system is concentrated at this plant, baled and sold. Sixteen cars, averaging \$300.00 a car, were sold last year.

A modern oxygraph cutting machine takes care of guard rail clamps. After being flattened out of scrap axles, they are cut into shape and annealed. Three electric welding machines are operated continually to build up switch points which are not too badly worn.

Angle bars and continuous joints that have holes worn too large are plugged up and re-punched to proper size in the blacksmith shop. Brake beams for freight and passenger cars are repaired in the oxweld shop.

There has recently been installed a device for cooking over old driving box grease removed from locomotives, making a grease that is used for lubrication on locomotive engine trucks and driving wheels between the hub of the wheel and the driving box face and hub of wheel and engine

box face. The old grease is cooked in a kettle under an oil burner with an apparatus that keeps it stirred all the time it is cooking. It is then taken out and strained through a very fine mesh. There is no grit or substance in it that would cause any heating when used on locomotives.

Did you ever see a pile of junk worth \$1,750,000?

"Louie" Leysaht has!

It wasn't worth that much when he first saw it out in the yards of the reclamation plant at Springfield, filling 4,671 cars during the course of 1929.

But when the experts under Leysaht's direction had finished with their remarkable transformation activities, the junk wasn't junk any more—and what it was tallied up the nice total of a million and three quarters of dollars in value and cash.

The Frisco Magazine has had more than one story of the reclamation plant—the second of its kind established on American railways. The figures contained in this story are new figures, but the story is similar to the one this publication carried last year and the year before—and will probably print again next year.

For the reclamation plant seems to typify the very spirit of railroading in these regulation-ridden days, when every passenger and every pound of freight helps to swell the total of earnings, just as every pound of waste paper, junk iron and steel, and cast-off couplers and knuckles mean dollars and cents on the year's total—after "Louie and his boys" get thru with them!

We commend this story of efficient railroading to our representatives in the halls of the National Congress!

—W. L. H., Jr.

This method has proven very profitable and very successful. Locomotives using this lubricant have automatic pumps that work when the locomotive is in operation and feed this lubricant to these hubs. It reduces the hub friction to a minimum and has produced desired results when other lubricants have failed.

The repairing and building of track motor cars is an important factor, and during the past year 212 were repaired at the Reclamation Plant. Motor car engines, to be shipped out on line to relieve disabled motors, totaled 59. Besides motor cars, rail laying machines, weed burners, track oil sprayers and paint sprayers (called special equipment) were kept in order and eleven given repairs and

overhauling. Thirteen shop mules were also repaired.

Directly to the north of the Reclamation Plant is a storage tank for fuel oil for oil burning locomotives. This tank has a capacity of 265,000 gallons. The oil, when it arrives at the shop is thick, but when it is pumped into the locomotive it must be heated to a temperature of 170 degrees. In order to do this, the oil is heated and kept at the same temperature so that there is always a supply on hand for refueling. During 1929, 838 cars of fuel oil were unloaded and made ready for the Frisco's big oil burning power.

Recently the stationery supply department was moved to the Reclamation Plant where stationery is sent out for the entire system. New and modern fixtures make this department one of the most up-to-date on the entire system. Mr. G. N. Hudson is in charge. There are also located on the grounds, the dead freight office and Western Union store room.

The shop work is handled under the unit cost system and a shop checker checks each job and an accurate account is kept of material used in order to arrive at the exact cost for each item turned out of the shop.

It seems that the importance of this shop increases each year. Records show that the items handled also increase and it would be a hard matter to find any worthless scrap on Frisco Lines, which could not be reclaimed, and turned back in store stock, or sold for its worth.

ANOTHER SPEEDY RECORD

There was haste when Frisco Lines received M. P. car 51113 at Springfield, Mo., January 5, but not the kind of haste that makes waste. This was a far different kind of haste, the sort that is accompanied by efficiency and saves per diem.

This car was received from the Missouri Pacific in Springfield at 1:25 p. m. and contained cattle destined for the Springfield Union Stockyards. As soon as the car was received the Springfield terminal forces went into action. The car was quickly moved to the point where it was to be unloaded. The cattle were unloaded into the stockyards speedily but carefully. And just three hours and five minutes after Frisco Lines had received the car, it was back in the hands of the Missouri Pacific empty.

SECTION FOREMEN ARE "REPORTED"

IT has always seemed to me that there are very few feminine things about a big, busy railroad, with its hurly-burly of men and machines, all systematized and operating with such precision. To be sure we girls are necessary in some of the many branches of railroading (what would life be without the ever-present stenographer), but the very word "railroad" brings a thought of virile masculinity, co-ordinated brawn and brains of the masculine variety, subjugation by skilled men of gigantic machines in the shops and locomotives on the rails.

Every now and then, however, one of my sex "gets a real break."

I got one this month.

It seems the general manager and the "boss" of the Magazine got together and decided that a story of a section foremen's meeting, written from a feminine standpoint, would be an innovation.

As a result I got a notice that I was to be present on Sunday, February 9, at a section foreman's meeting at Joplin, Missouri.

The assignment caused me no worry, for back through the months I had walked track, interviewed a busy baggageman in the baggage car while the train rocked on its merry way and attended many meetings on scores of different subjects.

As I got off the train, the coach in which the men were to meet was parked nearby, and the hardy sectionmen were standing about.

It was Pat Herd's meeting. Pat Herd, roadmaster and one of the wittiest Irishmen that ever bossed a section gang, came forward with outstretched hand.

"You come right in here and make yourself comfortable," he said, "we've been waiting for you and we're ready to start the meeting."

Inside the coach Mr. J. O. Armstrong, division engineer, was ready to act as chairman and numerous files of papers were spread before him.

"We have a visitor with us today," he said to the men. "Miss Moore is with us to get a story on our meeting. I want you to be perfectly at ease, because she's a regular railroader. If you want to cuss, go ahead. Her boss told me if you didn't act natural she'd lose some atmosphere, whatever that is."

I took the front seat, moved over in a corner and made myself inconspicuous.

And what a meeting! It went off

Frisko Magazine's Feminine Writer Listens and Learns About Track Maintenance

By MARTHA C. MOORE

with the snap and pep and efficiency of a meeting of the master mechanics, with the superintendent of motive power announcing a cut in the monthly allowance. Short and to the point. It was all mapped out before. Every fellow there had been assigned a subject for discussion.

Lining, surfacing and gauging track was assigned to Wm. Leak of Reeds, Missouri. Wm. Leak had had a lot of experience lining track and he told all about it. Among other things he said when you find a rough place in the track to take a force of men and start and run one side. Just raise it high enough, from one half to an inch. Run that side a perfect plane for 18 or 20 rails. Then go back and take your jack and by 12 o'clock you will have the other side level. He said he would surface the curve on the outside first, and come back on the low rail.

In lining track you should go back far enough that you can see all the swings. Get the swings out first. Be sure and have your surface, he said, and you can get your line. And good surface on side track is about as important as main line.

Then one of the section foremen said he had received a bad gauge, and Mr. Armstrong urged that he send it in and receive another.

The discussion got more technical all the time. The next subject was maintaining gauge through turnout. Among other things I found out that a No. 10 turnout is a 6 degree and five minute curve, but actual curve between heel of switch and toe of the frog is 7 degrees and eighteen minutes.

From the feminine slant I wondered what it was in the instep!

The subjects were getting pretty tough. I thanked my lucky stars I had enough paper and pencil, and a knowledge of shorthand. Then the atmosphere cleared and they talked of care of track material, spikes and chisels. The building of fences and burning of right-of-way came in for a short discussion. The thought came to me that it was just "good house-

keeping" to keep fences up in good shape.

Chas. McReynolds, section foreman from Carl Junction, talked on the organization of a section gang, and he talked a long time on tamping evenly. I tried to make "tramping" out of the word, but no—he said it again, "tamping." Anyway he left the idea that the men should tamp uniformly.

Training of section men followed, and then several of the foremen talked interestedly and enthusiastically on planning of work, so that the men would be kept busy, going from one job to another.

Then came the discussion of the importance of making proper reports. Mr. L. W. Pipkin, division accountant, said that his office had had little or no trouble with reports from that division, and he was given a hearty applause. Mr. Armstrong attributed the errorless reports to the fact that Pat Herd's son, Mr. Ed Herd had been his clerk and had watched the reports with an eagle eye. Mr. Ed Herd told the boys that they had only three errors on rail and three on ties between inventory and reports last year. He talked of ambition and co-operation and likened the boys to a football squad. If one player does not obey the rules, the strategy of the play is useless.

Three new section foremen from the Miami Mineral Belt were introduced and introductions acknowledged.

H. W. Hudgen, director of accident prevention, made one of his talks on accident prevention, with facts and figures to show that through the co-operation of "every bloomin' soul," the Frisko Lines had decreased accidents and was in line for the grand prize, now held by the Union Pacific Railroad.

The talks were finished up in a hurry from then on, because Mr. Armstrong was to hold a similar meeting at Neodesha, at 2:00 p. m., but a discussion on road-bed work followed, which was interesting and instructive.

When Mr. Armstrong left, Pat Herd took charge of the meeting. Pat Herd has grown up with the Frisko Railroad. He's a dyed-in-the-wool Frisko product, and if he ever had another thought except of track and roadbeds and reports and section gangs, none has ever been able to find out what it was. But Pat Herd, like every Frisko veteran, must soon retire. The year of 1930 is his last. Standing before his men he asked



With the exception of the young lady in the above picture, everyone knew a lot about railroad track when this photo was snapped just before the section foremen's meeting at Joplin, February 9. When the meeting was over the young lady had learned considerable about this important phase of railroad operation. She is Miss Martha C. Moore, associate editor of the Frisco Magazine, and the author of the accompanying article. Others in the picture are: Top row, reading from left to right: Henry Dierolf, section foreman; C. O. Fredien, section foreman; George Elliott, claim agent; W. Marsh, roadmaster; George Earles, operator; Morris Stickney, relief foreman; Pat Herd, roadmaster; H. W. Cooper, roadmaster; Chas. McReynolds, section foreman; E. D. Wagner, water service man; Lee Berry, section foreman; Bert Coleman, division passenger and freight agent; Thomas Shyrock, section foreman; Lee Wittemyer, section foreman; J. O. Armstrong, division engineer. Bottom row: Chas. McCullum, section foreman; Roy N. Brooke, traveling division freight and passenger agent; Foreman Picher; L. S. Baney, baggageman; John Leak, section foreman; Martha Moore; W. M. Leak, section foreman; H. W. Hudgen, general claim agent; John Moore, section foreman; J. C. Roberts, section foreman; Foreman Picher; Ed Tipton, section foreman; L. W. Pipkin, division accountant; Walter Erskine, track laborer; Ed Herd, roadmaster's clerk; Jim Horton, yard cleaner; W. W. Wicker, section foreman.

them to co-operate with him during his last year, that he might leave behind him a record of no accidents on his division and under his jurisdiction—of errorless reports and excellent railroading. There was an earnest plea in his voice, a man-to-man appeal, and the applause which followed denoted the co-operation which was his to a man.

W. L. Coleman, division freight and passenger agent, asked the boys to help him secure more freight and passenger business during the year. H. B. Wilson, assistant superintendent, told them that the assistant superintendent was rated pretty largely by the number of personal injuries on his territory and he hoped too, for a clean record. He urged that when the men went to work on the track that they carry with them the proper material to flag a train, when necessary. And then the noon hour arrived.

In the afternoon they met again in the coach for the purpose of asking questions and receiving instructions. Mr. Ed Herd explained a few errors made on the reports, such as reducing lineal feet to track feet, reporting

correctly the number of continuous joints ordered and used. If the layman thought that all the section foreman had to do was boss a bunch of men while at work on the roadbed, this should be an eye-opener. Those section foremen must be mathematicians—organizers. They are instructors, with patience and fortitude, accountants and economists. They are a most important cog in the wheel of a great railroad and without them there would be no trains operating over excellent roadbed. Subject to call at any hour of day or night, they respond. They live near their work and are a part of it, hence their success.

But the hour drew near for my departure. I hurriedly put together my notes, wished Mr. Herd a most successful year and the co-operation he deserves, and got on the train bound for St. Louis.

The train was due to leave in a moment. The porter had shouted "All Aboard!" I rushed to the vestibule.

"Oh, Mr. Herd? I meant to ask you—what does tamping mean?"

The train had started. He hurried along beside it, explaining! We moved out of the station too fast, and I missed some more of those technical terms.

Anyway I know that tamping must be uniform and cut under good, and tightened up with three or four good licks of the shovel with a weight of about seventy-five pounds behind the shovel.

BOWLER RE-ELECTED

Mr. J. W. Bowler was re-elected general chairman of the Brotherhood of Locomotive Engineers for Frisco Lines at a tri-ennial meeting of the system committee, held at the Colonial Hotel in Springfield, Mo., January 20 to 25, inclusive. F. H. Dierssen was elected vice-general chairman, and W. A. Center was chosen secretary-treasurer. Twenty local chairmen were present at this meeting.

Engineer: "What do you mean by flagging the Limited?"

"I'd like to borrow a wrench. I got to change a tire."

NEWS of the FRISCO CLUBS

Thayer, Mo.

THE meeting of the Frisco Employees' Club of Thayer, Mo., held January 14 embodied nearly all the features that go to make up an ideal club meeting, including good representation of Frisco officials, attendance of a number of locally prominent citizens headed by the mayor of Thayer, a good attendance of wives of members who served refreshments, a total attendance of sixty, and a spirit of enthusiasm that ran through both the business and social portions of the meeting.

S. J. Frazier, superintendent of the Southern division, made a talk in which he expressed his interest in the Thayer club and told the members to feel free at all times to bring club matters before him and that he would give them his personal attention.

Mr. A. L. Carr, mayor of Thayer, was on this program, with C. W. Black, formerly editor of a newspaper in Thayer and now in the insurance business there.

A number of short talks by various members of the club followed. Officials in attendance were D. L. Forsythe general road foreman of equipment C. B. Callahan, assistant superintendent, and S. J. Frazier, superintendent, Southern division.

Hugo, Okla.

Members of the Frisco Employees' Club of Hugo, Okla., are convinced, especially after attending the social meeting of the club held January 28, that J. R. Finney, recently elected president, made wise choices in the personnel of the club's entertainment committee. The committee is comprised of E. P. Olson, chairman, William Edson and Clyde Messer.

The program of entertainment, which was followed by a dance, consisted principally of vocal and instrumental selections. The chief features were a vocal solo by Cecil Wright, son of David Wright, Frisco Lines brakeman, and vocal and banjo numbers by Cecil Shoemaker, manager of the Houghton Dry Goods Company of Soper, Okla.

Following this part of the program, Mr. Finney made a brief talk. The maintenance of cordial relations between the club and the people of the Hugo community and neighboring communities was the keynote of his talk.

The remainder of the evening was spent in dancing to music furnished

by an orchestra made up of local talent from Soper. The Hugo club meets on the second Tuesday of each month and always welcomes visits from out-of-town employees.

Wichita, Kan.

A business meeting was held by the Frisco Employees' Club of Wichita, Kan., Jan. 28. A considerable amount of passenger, LCL and carlot business had been secured, the reports of various members revealed. Murl Calvert, president, requested that all members see that all business solicited or secured by them be reported to the secretary of the club in order that an accurate record might be kept of it. Mr. Calvert also congratulated the club members on the interest they were taking in solicitation work, stating that interest in this work was at a higher pitch than ever before in the history of the club.

S. P. Haas made a short talk on the importance of good switching. He was glad to report, he said, that there had been no complaints on switching and spotting cars recently.

E. J. Immele also made a short talk in which he discussed oil shipments principally. He had a very favorable report to make on this subject. The matter of organizing a ladies' auxiliary to the club was discussed and after a few remarks it was decided to postpone action on it until the next meeting of the club. The meeting was attended by twenty members of the club.

Men's Club, Springfield, Mo.

Cordial relations between officials and employes and among employes was the theme of the meeting of the Frisco Men's Club of Springfield, Missouri, held January 21. This theme dominated the address of the evening which was delivered by E. P. Mann, Frisco attorney at Springfield, and was exemplified in the presentation of a share of Frisco preferred stock to J. W. (Doc) Seabough by his fellow employes as a token of their gratitude for his successful leadership during the two years he served as president of the Frisco Men's Club. C. J. Stephenson, assistant general manager, Frisco Lines, was also a speaker at the meeting and his speech likewise was in keeping with the theme of the meeting.

Relations between officials and employes and among employes of Frisco

Lines are more cordial and effective today than ever before during his forty-three years of service as a Frisco attorney, Judge Mann told those in attendance. "Competition in the field of transportation is so keen now," he continued, "that requirements for employes are strict and it takes a high class, loyal man, on his toes all the time, to hold his place or go up in the Frisco today."

W. J. Craig, supervisor of car repair bills, made the presentation of the stock to Mr. Seabough. In a short talk he praised the leadership given the club by Mr. Seabough. Attached to the stock was letter of appreciation and congratulation signed by more than 500 Frisco employes.

Mr. Stephenson lauded the work of employes' clubs in obtaining business for Frisco Lines and pointed out that the successful employe is one who realizes that "the success of the railroad is his own success."

Entertainment was provided by the Drury college orchestra and a quartet composed of Denny Smith, Dean Peck, Theodore Trapp and Frank Colvin, who were accompanied at the piano by Miss Ruth Swineford. G. C. Roop, new president of the club, presided at the meeting which was attended by more than 100 men.

St. Louis Men

Judge Robert W. Hall of the Circuit Court presided over the installation of officers at the luncheon of the Frisco Men's Club of St. Louis held at Hotel Statler, January 24. Jocularly prefacing the presentation of each officer with an appropriate story, he opened the program of the luncheon which was marked by enthusiasm and good fellowship. The program was divided between the installation of the newly elected club officers and talks and a motion picture by representatives of the Southwestern Bell Telephone Company. Approximately 248 were in attendance.

The newly elected president of the club, R. B. McBride, was first presented. Mr. McBride made a brief talk in which he pledged himself to do his best for the club and for Frisco Lines and thanked the members for the confidence they had manifested in choosing him to lead them during the ensuing year. The presentation of Walter Studt, the club's new vice-president, followed and he likewise expressed his appreciation of the support given him in the recent election