

This Engine Ran 2,500,000 Miles in 45 Years— A World's Record



*Brother Engines Long Since on Scrap Heap, but Famous "103" Will Run
Three Million Miles Before Retirement, Experts Say*

THERE is something in the word "Veteran" that arouses respect and admiration in the hearts of men. It matters not if the veteran is returned from war or retired from business. The application of the term means that he has thoroughly discharged his duty in an honorable and conscientious way; that he has given his best to his country or his concern; and that he is entering into the twilight hours of life with the knowledge that his job has been faithfully performed.

No veteran, in the true sense of the word, has shirked his job or dodged an issue. His service until the time he earned his veteran's standing bespeaks conscientious service and high-grade efficiency.

As our Frisco veterans attain the pension department rolls by five and ten and sometimes fifteen a month, they are in reality placed on the "Honor Roll" of the Frisco Lines. It is not a process of "shelving" men whose days of usefulness have come to an end. Many of the 70-year-old veterans of Frisco Lines are still capable of performing their duties efficiently. Rather, the pension system is one of reward for years of faithful service, instigated by a company with an appreciation of valor and service, and proud to retire its men with honor and a comfortable income, based upon the years of service which it has enjoyed from their efforts.

But it is only occasionally that we associate the word "Veteran" with other than human beings. Inanimate things of wood and steel and concrete—material without life or personality—are not accorded the credit for their years of service, faithful though they may be.

We are to do honor in this article, however, to an inanimate part of Frisco Lines—a faithful engine—

an engine that is still performing valiant service every day, although its mileage is equal to 100 times around the world.

Its history is almost a history of this railroad.

When the pioneers of this railroad were piercing brush and timber country, laying rail through swampy territory infected with malaria and disease,—while men were fighting the great American battle of subduing the new country, this famous engine, Number 103, was doing its share, pulling its construction trains, fighting side by side, day by day, and week by week with those grand old men who laid the firm foundation upon which the superb structure that is now the Frisco Railroad, rests today.

Many a Frisco veteran, occupying that pension roll of honor, can recall vividly and accurately the splendid service of Number 103 and of its brother engines in those early days of trial and tribulation. There is a romance woven about those early engines which seemed to squat on the rails as they mustered power for the pull that would be easy for the giant 1500's now in use, that will never die in Frisco railroad lore. But the comrades of Number 103 have gone—gone with the link and pin and the gasoline lamp; gone with bustles and beaver hats and long hair. Most of them have been scrapped and forgotten. A few are in service with construction companies in the far corners of the continent.

Is Oldest Engine on Frisco

But Number 103 remains with Frisco Lines—the oldest veteran engine on our rails.

Delivered to this railroad 45 years ago, in 1881, by the Manchester Locomotive Works, at a cost of \$7,969.70, Number 103 was literally the pride and joy

of the few hundred miles of railroad that composed what is now the great system of Frisco Lines.

But soon new power came, power of greater tractive effort, larger boilers, longer and larger in every way. In a few years the inevitable progress of the times in railway operation had produced finer engines in service on Frisco Lines, and while Number 103 was still a first-class engine, it was no longer referred to as "the greatest on wheels".

Today No. 103, is a "little feller". It would be dwarfed to insignificance beside the giants in passenger service on Frisco Lines now.

But it is far from finished with its work, and today it is in passenger service between Hugo, Okla., and Hope, Ark., on the Arkinda sub-division, running with a precision that belies its age and service.

Engine No. 103 has run a grand total of 2,463,750 miles during its lifetime so far, a world's record for engine service, and when it left the shops at Springfield this month after a thorough overhauling it was pronounced fit for another five hundred thousand miles in the next ten years.

It was difficult, but delightful, to trace the long succession of men who had handled the well-worn throttle of the famous engine, in order that its history might be accurately presented to the readers of the *Frisco Magazine*.

Andy Schwarzenbach of Thayer sat at the throttle of this little engine years ago, when it operated on Nos. 105 and 106 on the southern division, between Thayer and Memphis.

J. D. Newton, now running out of Fort Smith, Ark., had the 103 occasionally, although he never ran it as a regularly assigned engine.

Now it is regularly assigned to James J. Lyons, central division engineer, and operates between different branch-line points on this division.

Robert Collett, fuel agent, used to fire the old 103 for former engineer George Crawford, now pensioned.

F. E. Bates, road foreman of engines at Enid, Okla., shoveled many a scoop of coal into the firebox of this little veteran.

To Andy Schwarzenbach, 66-year-old Frisco veteran engineer, now running on Nos. 103 and 104 out of Thayer, Mo., we accord the first right to unfold this romance.

"There is so much difference in the days of then and now, that the comparison may sound a bit odd," Schwarzenbach said. "The country through which we ran in those days on the southern division was swampy and the houses were built on stilts. Railroad-ing was indeed a difficult job. Many and long were the trestles over which our track was built, and one trestle out of Marked Tree was four miles in length.

Wonderful Country Today

"The old Mississippi overflowed its banks and broke down the levee on numerous occasions and at its great-

est tide it was sixty miles wide. But drainage—what a Godsend! You'd never know the country any more. Why it's the finest agricultural section in America. Fields of rice and cotton, where there were once swampy, malaria-breeding holes, which crowded out all thoughts of farming.

"I remember how I'd drive the old 103 into the little station with the crowds of anxious spectators, and people ready to board the train. It looked like a monster to them, and it was one of the largest engines in the 80's. Those were the days of moonshine whisky, mountaineers and shotguns! The country was wild and civilization was just reaching the section.

"That little 103 would make good time—between 25 and 40 miles an hour, and you know in those days the trains were light, the coaches were wooden, and the little veteran engine just skimmed over the ground. The schedules that we had to make then were not so much different than they are today. Now, take train 105 in the old days. Our schedule between Thayer and Memphis was four hours; now the schedule is four hours and five minutes. The tank of the 103 only held seven tons of coal, but I remember she steamed well and we made our schedule most every day.

"Railroading was surely different then. We had to work without a let-up. We didn't know what it was to 'lay off'. Why, we'd double back when we were so dead tired we would have to ask the fireman to watch us for fear we'd pass up a signal. When I moved to

Thayer in 1893 there were just exactly 21 houses here. Now there are hundreds. The Frisco yards had one house track and one switch track. Look at 'em now—ten yard tracks—freight trains with 135 cars—4000 class engines—mechanical coal bins and airbrakes! I guess I have seen some changes! Those old links and pins were dangerous contraptions, and in the old days you could always tell a railroad man due to his having a couple of fingers missing."

Mr. Schwarzenbach is nearing the pension age. His railroad days with the Frisco and prior to that with the old K. C. F. S. & M., have afforded him many experiences. His hobbies are fishing and hunting, and when the time comes for him to retire, he will pack his car with fishing poles and spend a week at a time on the river in summer, and weeks in the country, hunting for birds in the autumn.

It seems a coincidence that the veteran 103 will serve several years after the veteran engineer to whom it was regularly assigned in the good old days of the 80's, will have been retired in glory.

J. D. Newton, sixty-five-year-old veteran of the Frisco Lines and the central division, better known as "Whistling Jim", remembers the old 103, for he was at its throttle many times, although it was never regularly assigned to him.



J. D. NEWTON

"Let's see, I started railroading in 1885," he reminisced, "and I had the little old 103 on the southern division between Thayer and Memphis.

"When I see the farms and land under cultivation in Arkansas in these days, I can hardly believe it is the same rock-bedded timber land that I once knew.

"The country was pretty wild then, and settlements were few. On many of our trips we could see most any kind of wild game along the right-of-way and often we'd go home with deer and turkey. Railroadin' in those days was different, too. If we saw a fellow walking along the track, we'd pick him up and make him shovel coal to pay for his ride. The crowds then were just as curious as they are now—lots of folks at the station to see us pull in, and we were then, and are now, always sure of a hearty welcome."

In the old days the engineers were permitted to apply their own whistle, and Newton owned such a unique one that the countryside knew him by it and named him "Whistling Jim".

"Years ago it was hardly possible to take an engine out without an engine failure. Now I haven't had an engine failure in over two years," he continued. But "Whistling Jim" Newton's train was waiting for him.

"Got a lunch kit filled with fried chicken from my own farm today," he said, as he swung on his engine for his run to Paris, Texas.

"Bob" Collett Fired Her

Robert Collett, fuel agent, recalls the days he spent firing the old 103, and naturally he recalls the fuel performance made in those days.

"There was a fuel saving campaign on then," he remarked, "and the engineers used to compete as earnestly as they do now, however, I know of any number of cases where the engineers used to toss the coal shovelers up a dime or a quarter, give them an old hat or a pair of gloves, and they'd heap the tank high with coal and mark the ticket, 'TWO TON'. One crew I remember of, made an average in this manner of 86 miles to a ton."

In estimating the approximate number of tons of coal the old 103 has burned in her long years of service, Mr. Collett said:

"We'll use 100 miles a day as an average trip for the 103. With 2,463,750 miles to her credit, she would have made 24,637 single trips. We'll allow her twenty miles to the ton of coal, in both passenger and freight service, which would make the coal burned by this engine average about 123,188 tons. The price of coal at that time was cheaper than it is now, and we'll say it cost \$2.50 a ton. The cost of all the coal burned by this engine then would be equal to \$307,970.00, or slightly over thirty-nine times the original cost of the engine."

The 103's Story Today

James J. Lyons, engineer of the Frisco Lines at Hugo., Okla., gives the modern story of the little old 103. Mr. Lyons has been with the Frisco since 1885, and has been at the throttle of this engine for the last five years.

"In the last two and a half years," he said, "we have had only one delay, and that was due to a broken spring hanger. We held the GOLD STAR for 18 consecutive months in our fuel performance. It seems that the engine is just the right size for the trains we

have down here. She has plenty of power, and her age doesn't seem to show up a bit. She has plenty of pick-up, is a free steamer and rides well."

When the 103 was sent to the shop recently for repairs, Mr. Lyons made frequent inquiries as to when it would return. It was received back on the central division October 1, and is again being guided from Hugo, Okla., to Hope, Ark., by the hand of this veteran engineer.

"I've just been making a study and a comparison of this little veteran, with one of the 1500 class," he remarked, as he pulled a notebook from his overalls. "Maybe the comparison would be interesting. The total weight of the 103 is 170,000 pounds as against 582,700 of the 1500 class; the tractive power is 14,000 pounds against 52,100 pounds. The little fellow carries 3,600 gallons of water as against 12,000 of the large class. The coal capacity is seven tons as against twenty; cylinders are 17x24 inches, as against 28x28 inches. The heating surface is 1,242 square feet as against 4,349 square feet and the grate area is 17 square feet against 70 square feet.

"I hope that I'll get to keep the little old 103 until my service on the Frisco Lines is over, and according to the rules I still have twelve years. We're both veterans together—we've both seen lots of service and I can look back with many happy memories to my many trips with this little engine," he remarked as he placed his notebook back in his overalls pocket.

And so, in brief, this is the story of the oldest veteran in motive power on Frisco rails, and a short interview with a few of the veteran engineers who knew it "when", "then" and "now".

Some day a history of pioneer railroading will be written and when the reader turns to the pages entitled, "History of Motive Power on the Frisco Lines", this little veteran of forty-five years will stand out from all the rest, a monument to the care and workmanship of roundhouse employes, an example of careful handling and operation by as fine and competent engineers as ever pulled a throttle, and last, but not least, a reminder of "the good old days" to those officials who railroaded during the period that this little engine so valiantly served.

OUR FRONT COVER

Christmas may come and Christmas may go, but Frisco trains run on time forever. That is why Dad had to leave the Christmas tree and candles to take his 1500 out this Christmas day. Mother and wee Junior hated to see him go, but a locomotive can't run without a fireman and that's Dad's job. As the engine speeds fleetly on its way, Junior and Mother are at the window to wave him good-bye and God-speed. Junior knows old Kris Kringle will take care of his Daddy on this day of all days. When he comes back they're going to try out that new Bee-Bee gun that's hiding behind the Christmas tree at the right.

Beginning with this issue, the *Frisco Magazine* will give its readers a beautiful pastoral frontispiece each month. This month's frontispiece appears on Page 6. The photographs, one for each month, have been purchased from a Philadelphia photographer of nationwide fame, and are excellent examples of the photographers' art.

Railway Employes Should Help Executives in Efforts to Retain "Pullman Surcharge,"

S. O. Dunn Says

Abolishment of "Surcharge" Would Lose Roads Forty Million Dollars Revenue Per Year—Probable Action in Congress This Winter

By S. O. DUNN
Editor "Railway Age"

ONE charge made for railway service which has been much criticized by certain classes of persons is the so-called "surcharge" for transportation in sleeping and parlor cars. It is usually called the "Pullman Surcharge", but the revenue received from it does not belong to the Pullman Company, but to the railroad transporting the passenger.

The railways were authorized by the Interstate Commerce Commission in 1920 to make this extra charge for extra service. Many attempts have been made since then to have it abolished. First, complaints against it were made to the commission, which upheld it. Those attacking it then went to Congress and tried to get a law passed abolishing it. They have failed thus far, but it is expected Congress will again be urged at its approaching session to abolish the "surcharge".

The question presented is one in which all railway employes should be interested—as, in fact, they should be interested in all questions regarding the rates the railways may charge. The amount the railways can pay out for labor and everything else depends on the amount of earnings they can get through the rates they are allowed to charge. Their earnings from the "surcharge" now amount to about 40 million dollars a year. If they should have the surcharge taken from them, one or more classes would lose what those who now pay the surcharge would gain. Who is going to suffer the loss? Is there any class of persons that should be made to bear it in order that those who enjoy luxurious service in sleeping and parlor cars may be enabled to travel cheaper?

It may be said the railways should bear the loss by having it taken out of the "net return" earned by

them. The Interstate Commerce Commission is a federal government body that represents all the people in regulating railways. One of its duties is to determine the average annual net return the railways should be allowed to earn to enable them properly to serve the public. The commission has held that the return they

need and should be allowed to earn is $5\frac{3}{4}$ per cent on the value of their property. In no year since they were returned to private operation in 1920 have they earned this much. Therefore, according to the highest government authority, it would be unreasonable and unfair to reduce the net return of the railways by taking from them as much earnings as are derived from the "surcharge".

Employes certainly would not agree that if the surcharge were abolished, the loss in railway revenues resulting should be offset by a reduction of their wages.

Suppose, however, it should be conceded that there ought to be taken 40 million dollars a year either from the net return of the railways, or from the wages of their employes. Are those who ride in sleeping and parlor cars entitled to get the

money, as they would if the surcharge were abolished?

The railways derive practically all their earnings from transporting freight and passengers. Passengers are divisible into two classes—those who travel in day coaches, and those who travel in sleeping and parlor cars. The "surcharge" makes the passenger rate per mile paid by those who travel in sleeping cars about ten per cent higher than the rate paid by those who travel in day coaches. The Interstate Commerce Commission said in the decision rendered by it on January 26, 1925, in which it refused to abolish the "surcharge" (Now turn to Page 25, please)

The editor is pleased to publish the accompanying article by Mr. Samuel O. Dunn, editor of the "Railway Age". Mr. Dunn's long years of experience with railroad matters have given him an excellent knowledge of the aims and ambitions as well as of the needs and requirements of the roads themselves. That knowledge has been further enhanced during the last few years by his position as chairman of the Committee on Public Relations for the Western Railroads. He has been in almost constant touch with railroad executives and employes throughout the entire region west of the Mississippi River, and his views on the railroad situation in America as it exists today are indeed valuable.

In his article in this issue of the Frisco Magazine, Mr. Dunn propounds an excellent argument for the retention of the so-called "Pullman Surcharge", which has drawn legislative fire in the past and seems due for another barrage when the new congress convenes in December.

He makes an appeal to employes of the Frisco for their support in keeping the surcharge, that is based on sound and economic reasoning. And he points out several logical consequences that might result from the abolishment of this just and fair surcharge which perhaps many of us have not considered.

—W. L. H., Jr.

Bessemer (Ala.) Branch Has Made Remarkable Progress in Last Thirty-one Years

Eight Thousand Tons a Day Via Frisco Now Offers Startling Comparison With Sixteen Load Average in 1895

By LAUNA M. CHEW

THE southern division employes are quite familiar with the "Bessemer Branch", which runs from Pratt City to Bessemer, Ala., eleven miles, but many of the employes on the other divisions of the Frisco, who have not followed the increased amount of tonnage given to the Frisco by industries located thereon, will no doubt be surprised to learn of the progress and growth of this industrial branch of the Frisco Lines.

In 1895 the Bessemer Branch had only one crew doing the work, which occupied about four hours of their time, after which they went to Dora, Ala., for a train of coal and returned to Birmingham. Only about ten loads out and six or eight loads in constituted the daily haul and these loads were received from four blast furnaces at Ensley, one small wire mill, a small steel mill and blast furnace. The work was done with a small, three-wheel Mogul engine which would handle only about 650 tons from Bessemer to Pratt City.

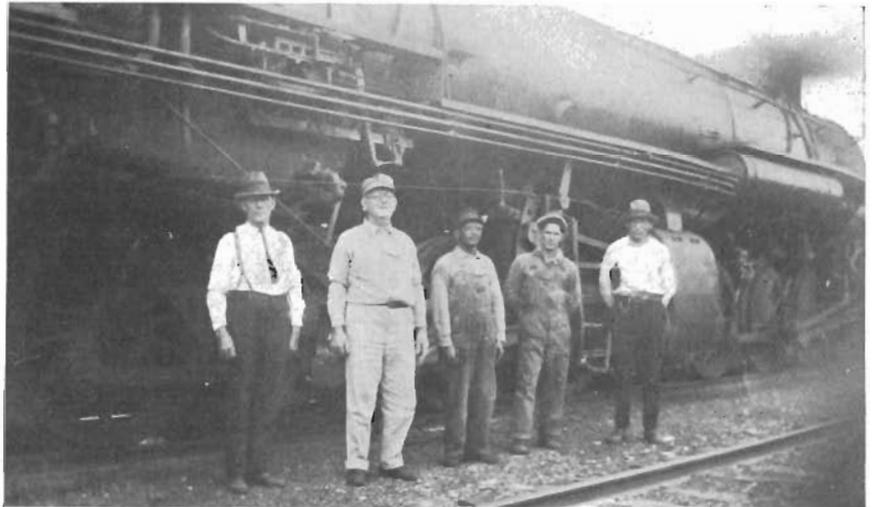
But the work handled in 1895 offers a startling comparison with that handled today.

Frisco engines of the 1200 class type, pulling 2,000 tons from Bessemer to Thomas Yard and one Mallet engine which pulls approximately 4,000 tons, have been added to the motive power on this branch.

Let us take a ride over the Bessemer Branch and note the many industries served by the Frisco. Just beyond Pratt City, the plant of the Birmingham Slag Company is located. In former years this slag was given away, but now it is a valuable commodity, being used extensively for road building purposes, ballast, and even fertilizer and cement.

Next we pass a battery of six blast furnaces of the Tennessee Coal, Iron & Railroad Company, and nine open hearth furnaces, where the steel rail used by the Frisco is manufactured. Then the blooming mill appears, where the ingots and blooms are produced from which the rails are rolled.

We pass the station of Ensley, Ala., where E. L. McAllister has served as agent for the Frisco for 19 years; on through Fairfield, where the Barrett Manufacturing Company, Tri-Cities Chemical Company, Chickasaw Car & Manufacturing Company are located,



The happy quintette in the top picture have a large total of service years on the Bessemer branch and on Frisco Lines. They are, left to right: M. H. Jones, conductor, 28 years; F. L. Cox, engineer, 22 years; Steve Robinson, fireman, 18 years; C. D. Barron, switchman; and Arch Jordan, brakeman, 10 years. In the picture at the right appear the station employes at Bessemer, left to right: H. G. Green, cashier, five years; J. E. Sexton, bill clerk, 6 years; and J. H. D. Smith, agent, 28 years.



the latter company having manufactured several thousand coal cars in the past two years for the Frisco Railway. Then comes the nut, bolt and tie plate mill, the new five-million dollar bar and plate mill of the Tennessee Coal, Iron & Railroad Company; the plant of the American Steel & Wire Company, a subsidiary of the United States Steel Corporation, where quantities of wire nails, wire fencing, staples and fence posts are manufactured.

Then we arrive at Woodward, Ala., where we cross the tracks of the Woodward Iron Company, manufacturers of pig iron, and the plant of the American By-Products Company.

Going into Bessemer, we find one of the largest plants of the United States Cast Iron Pipe & Foundry Company; blast furnaces of the Tennessee Coal, Iron & Railroad Company; the Bessemer Foundry & Machine Company;

the N. O. Nelson soil pipe plant of the Central Foundry Company; Dudley Bar Sales Company, and the Bessemer Rolling Mill, another of the plants of the Tennessee Company, which manufactures bars, plates and shapes. Also plants of the Nashville Bridge Company; Woodstock Slag Company, Superior Pipe Company, as well as other small pipe plants, all of which are liberal patrons of the Frisco Railway. The Semet-Solvay Company, manufacturers of coke and coal tar products, such as benzol, coal tar, pitch, light oil tar, creosote oil, etc., as well as the Barrett Roofing Company and the American Tar Products

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