

A Few Comments on Pumping Stations

By ALBERT PHILLIPS, Pumper, Tuttle, Okla.

SINCE I have been reading the *Frisco Magazine*, I have seen quite a few articles written by employes in various departments, but do not remember many by employes in the water service department.



Pumpers, generally, are in a class that does not pretend to literary aspirations, and I am no exception. We usually just plug along, and keep the tank full of treated water and say very little about it. I am not trying to put myself ahead of my fellow-work-

ers, but as "whiskers" grown by length of railway service go, I have quite a long white beard, acquired during years of pumping and other water service work. However, we are all in need of knowing the best methods of performing our duties, the same as any other class of employes. A pumping station, as well as other equipment, represents an investment and as such should be well cared for.

The heart of a pump station is the boiler, the power plant itself. There are lots of things that could be said on the operation and care of a steam boiler. As a human being with the love of life strong within me, I think of my personal safety. As an employe, I consider the best interests of the Company as well.

A boiler washed out regularly and kept clean inside is safer, lasts longer, steams better and uses less fuel. I have seen boilers that had been neglected until scales had piled up on the flue-sheet, causing the flues to leak.

Some pumpers may not understand the importance of using treated water in their boilers. Pump boilers respond to this treatment as well as locomotive boilers. The soda ash acts upon the water in such a way that the scale-forming substance therein settles to the bottom to be blown out. That, I find, is a very helpful practice. The blow-off should be used often. For instance, before starting the pump, at least a glass of water should be blown out. Also, blow out occasionally during the run. This carries out the scale substance, mud, etc., that has settled in the boiler, and when the boiler is washed, the pumper will find fewer scales and the boiler in better shape. Generally, I find a small pile of scales at the bottom, opposite the blow-off valve and very little in other parts of boiler. If it were possible, I think it a very good idea to have two blow-off pipes, on opposite sides of the boiler. This would greatly simplify the problem of keeping a clean, good steaming,

economical boiler.

The water-glass fittings should be in first-class condition. It is a good idea to keep the water-glass clean at all times, and it is safer. A pumphouse should be well lighted in case of stations that are run at night. The day pumper should have good light on his steam gauge and water glass.

Another little thing to notice occasionally is the safety valve. Don't let the steam run up twenty or thirty pounds above where the valve is set to "pop." It is dangerous, hard on the boiler, and when the steam pressure is too high, the valve may stick and at last open with such a "racket" that the depot agent or some other employe is apt to think the boiler has exploded, and call an ambulance to tenderly gather up the scattered fragments of what had once been a useful pumper. And in the case of an old, weakened boiler, such an accident might really happen when the safety valve is not in proper condition.

If an inch or two of water can be kept under the grates while firing, the grates will last longer and clinkers will be easily removed. The grates are cooled to a certain extent by water underneath and the clinkers are not so bad to stick to the grates and that makes it easier on the fireman.

I have observed methods of treating water since the treating plants were first installed on the Frisco several years ago, and previously, on other roads. A pumper should always be very careful in weighing up the soda ash for the solution tank and watch closely the amount of water pumped and pump in the exact amount of solution required. The solution should always be pumped into the tank while the water pump is running, so that the soda ash is thoroughly mixed with the raw water. Otherwise the soda ash may settle to the bottom of the tank, over-treating the water there, while that in the upper part of the tank is under-treated. After one or two trains water, the whole tank of water is under-treated.

The dissolving tank should be cleaned out about once each month. This will save trouble with treating equipment, if the tank is not cleaned out, the sediment in the bottom is apt to pull into the chemical pump and cause some trouble and delay. The gauges to indicate amount of water in tank, on both the water tank and solution tank should be in perfect order. If not, this might cause some discrepancy in your treatment to show up against you.

Appearances in and around a pumphouse is another point to be given some consideration. Keeping the ground level and smooth around the

W. H. CROWE HONORED

Memphis Employe Elected as a Director of Traffic Club

WALLACE H. CROWE, traveling freight agent for the Frisco Lines at Memphis, Tenn., was recently elected a director of the Traffic Club of that City.



W. H. CROWE

Mr. Crowe began his service with the Frisco as a call boy in the Memphis terminals in 1912, and afterwards served in various clerical capacities in the terminal, earning the reputation of being one of the most efficient and accommodating clerks at that

point. In 1923 he came to the traffic department as assistant rate clerk, was later promoted to the position of chief rate clerk and then to traveling freight agent, which position he now holds. He has made many friends in Memphis and his election as director of this club is a symbol of his popularity.

house will improve the looks of a station. Cinders should be used to fill in low spots instead of being dumped out just anywhere that comes handy. Personally, I like a flower bed or two around the place somewhere. Level grounds, no cinder piles and a few flowers go far toward making a pump station look nice and attract favorable attention. The inside appearances should not be neglected, either. The inside of the pumphouse should be kept as clean as possible, with oil cans lined along the wall and no oil should be spilt about the place. Sometimes the pump or other equipment will splash oil or water along the walls, which in time makes a very ugly place in an otherwise well-kept pump station. A coat of some good, heat-proof paint on the boiler, would help appearances wonderfully if it were furnished pumpers. All brass, such as lubricators should be rubbed up and polished occasionally.

No grass or weeds should be allowed to grow near the house or tank. Also, birds' nests are very unsightly things about a water tank and ought not to be allowed to accumulate.

Many pump stations along the Frisco are equipped with kerosene engines instead of steam power. I have purposely avoided this division of the subject, dealing with steam plants only, leaving the oil-engine stations for some one else to discuss in another article. I have had experience in the internal-combustion line, but that is another subject, entirely.

PRESIDENT KURN ISSUES APPEAL

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As a result of this letter, the central committee has received many helpful suggestions and constructive criticisms from employes of all stations and classes, all of them tending toward an improvement of traffic and service to the public.

Sentiment is crystallizing all over Frisco Lines, division workers report, toward the formation of employe clubs at the various points, which will include in their membership all employes on the payroll. Social gatherings of these organizations, with business conferences constituting a part of the meeting, are finding a great approval, as evidenced by the success of the newly organized "Sunnyland" club at Kansas City, Mo.

Beginning from accident prevention work, interest of the Kansas City employes was so aroused by President Kurn's letter, that a "pep committee" was organized to call a night meeting at La Fiesta Hall, 4050 Main street, with J. E. Harris, assistant general yardmaster as chairman. The meeting was held at 8:15 o'clock the evening of February 7 with 700 employes, with their wives and families, in attendance. The meeting was opened by Terminal Superintendent J. M. Flannigan and conducted by W. S. Pollard, claim agent.

The principal address was made by Mr. J. E. Hutchison, of St. Louis, vice president, who formerly worked for many years in Kansas City. Mr. Hutchison, talking from the floor, told the employes the splendid turnout indicated clearly the loyalty and earnestness of Frisco workers in Kansas City in striving for a clear accident record and a better, bigger railroad and said that the sentiment had not changed since he came to Kansas City on the liberty loan drive during war days and received a record-breaking response from the employes.

Mr. H. F. Sanborn, assistant to Vice President Koontz, and chairman of the general committee on organization work, explained the intended work in the interest of greater business, and urged the employes to lend a hand in the interest of themselves and their railroad.

Following short talks by other officers, including H. W. Hudgen, accident prevention agent, C. C. Mills, of the accident prevention department, made an accident prevention address and the business part of the meeting was over.

Chairman Harris had arranged for a clever entertainment, with the principal "turns" performed entirely by employes or members of their families.

Miss Geraldine O'Brien, daughter of J. T. O'Brien, switch foreman, played a pleasing piano solo, and was followed by Miss Irene Barbee, listing machine operator at the local freight office, who sang "Mother of Pearls" and "At Peace With the World and

You." Miss Barbee was accompanied by Miss O'Brien at the piano. The singer is a pupil of Earl Rosenberg of the Horner Conservatory of Music.

Miss Helen Bobbitt, daughter of R. E. Bobbitt, claim clerk at the local freight office, pleased the large audience with a "Dance Premier", accompanied by the Monte-Savers Entertainers' Orchestra, another Frisco organization. Miss Bobbitt is 16 years old, and a finished dancer. Miss Doris Louise Johnson, daughter of Mrs. Fanchon M. Johnson, comptometer operator at the local freight office, also was roundly applauded following her dance number, a classic dance. Miss Johnson, aged 10, is a pupil of Mattie Inzerello, of Kansas City.

A feature of the evening was the performance of the blackface sketch team, composed of R. Blanke, yard clerk at Rosedale, and his foil, E. J. Cahill, of the yardmaster's office. Blanke was an excellent blackface, and his jokes at the expense of prominent Friscoans of Kansas City were hilariously received.

Shortly after 10:30 the floor was cleared, and the Monte-Savers orchestra of eight pieces furnished music for the dancing until a late hour. During the dance a committee of lady employes served coffee and sandwiches on the balcony of the hall. Dances on the program were dedicated to various officials and employes of the road, many of whom were there to personally enjoy the honor.

The organization has chosen the name, "The Sunnyland Club", in honor of the Frisco's crack Florida train of that name, and plans many future entertainments and social gatherings of like nature.

At almost the same time, another response was being made to the President's call by employes at Sherman, Texas. On January 26 nearly eight hundred shop and office employes of that Frisco city met at the Chamber of Commerce with the avowed intention of organizing to secure more business for Frisco Lines. The meeting was presided over by John George, veteran Frisco employe, and many employes and officials joined in the discussion of ways and means of securing additional tonnage and passengers. This meeting was followed by another in close order, and on February 4 the employes again met, this time at the Masonic Hall, where 200 employes and 50 merchants and shippers of Sherman discussed traffic problems. Secretary Todd, of the Retail Merchants' Association, Mr. Chapman, president of the Chapman Milling Company; "Pat" Mays, editor of the Sherman Democrat, and Mayor Leslie made short addresses in which they complimented the Frisco on its service and excellent personnel. Sherman has a total monthly payroll to its 403 employes of \$67,000, a recent survey conducted by employes shows, with 1,519 people dependent through family connections.

Meanwhile Fort Scott, Kansas, was busily engaged in lining up for the movement. At a meeting in the Fort

Scott Y. M. C. A. on the evening of January 27, a Frisco club was formed with J. O. Armstrong as president; C. Jones as vice president and Frank McCann, secretary. The club's prospectus reads, in part: "Every Frisco employe is a member of this club by right of being an employe and the purpose of this organization is to bring the employes into a closer social relation with themselves and the community at large, and for the promotion of business over the Frisco." Fort Scott employes have already been active in calling on shippers through the club's solicitation committee. A supper will be held in the near future for all Frisco employes, business men and farmers, according to the club's present plans.

News of this activity in Kansas City, Sherman and Fort Scott was not long in reaching Oklahoma City, and employes of that point, 425 strong, requested their officers to aid them in organizing a similar club in Oklahoma City. Accordingly a meeting of department heads was held at the Oklahoma City Chamber of Commerce at noon of February 12, and the "Oklahoma City chapter" of the Frisco club started there. A committee of employes headed by Jim Early, passenger conductor; W. G. Poffard, brakeman; T. C. Crosby, freight conductor; A. B. Smith, engineer, and R. G. Martin, fireman, vouched for the 100 per cent support of train service employes in Oklahoma City, while T. M. Williams and J. F. Moore, of the freight house; F. E. Carter and George Blanks, of the yards; J. K. Davis, of the track department; D. L. Estes, of the operators; and Wm. A. Owens, J. L. Meadows and A. D. Minick, of the mechanical department, assured the committee the men in their various department would be enthusiastic supporters. The first organization meeting was held in the Saratoga Hotel the same night, and a coach in the South Robinson avenue yards was used for a second meeting the night of February 14. F. E. Carter was elected president, and A. D. Minick, secretary. When the organization is perfected, the club plans a dance and other entertainment at Bohemian hall. Results of this affair will be announced in a later issue of this publication.

As this issue of the *Magazine* goes to press, organization of many other clubs is being started in Frisco cities, and committees of employes are organizing to secure more business for Frisco Lines.

A full and complete report of subsequent progress will be made in the April issue of the *Frisco Magazine*.

An Error by the Stork

"Mom," said little Bobby, bursting into the house all out of breath, "there's going to be the dickens to pay down at the grocer's. His wife just got a baby girl, and he's had a 'Boy Wanted' sign in the window for a week."

Meramec River Bridge Near Steelville



L. N. Walker, Frisco agent of Holmes Park, Missouri, recently made a trip over the Salem branch and took this view of the Meramec River bridge near Steelville from the back of the train.

\$180,680 TO PENSIONERS

393 Retired Employees Received Average of \$38.81 a Month During 1926

THE annual report of the pension department for the year ended December 31, 1926, shows that the Frisco has on its pension roll a total of 393 pensioners, and a total of \$180,680.70 was paid out to them during the year of 1926. This means an average disbursement of \$15,056.73 a month or an average of \$38.81 per man.

The oldest pensioner receiving an allowance is 92 years of age, and the youngest is 41 years of age. The total number pensioned since July 1, 1913, was 643, while the total number deceased since July 1, 1913, was 250.

Below are a few averages, taken from the annual report:

The average age at December 31, 1926, of pensioners retired account of age limit of 70 years, was 75 years 8 months.

The average length of continuous service of a pensioned employe was 27 years 3 months.

The average age at December 31, 1926, of pensioners retired account of disability was 66 years 7 months.

The average age at December 31, 1926, of all pensioners, was 69 years 9 months.

NEW NON-STOP TRAIN

When M. M. Sisson, assistant general manager at Springfield, Mo., asked that a non-stop train between Rosedale and Ft. Scott, Kans., be tried out, L. B. Clary, assistant superintendent, W. B. Berry, master mechanic, General Roundhouse Foreman Kew and Foreman Walter Medlock proceeded to obey instructions.

On January 30, first 131, with a solid train of meat and merchandise left Rosedale Yard at 7:20 p. m., only to stop at the Missouri Pacific crossing at Ft. Scott, Kansas, at 10:15 p. m. At no time was the train moving less than twenty miles an hour and not over thirty. The distance was ninety-five miles.

The train was in charge of F. O. Larson, engineer; M. D. Scottin, conductor; J. L. Miller, fireman, and Brakemen Smay and Dillenger. The engine used only eight tons of coal.

Since January 30, first 131 and second 131 have been run each night as non-stop trains, and they have shortened the time between Rosedale and Fort Scott at least thirty minutes. Four engines have been equipped with extra water tanks coupled behind the engine, which makes it unnecessary for the engine to stop for a tank of water.

The average length of continuous service of all pensioners, was 28 years 9 months.

FRISCO GRANDSON MAKES MUSICAL DEBUT

When the strains of "Tie Me to Your Apron Strings Again" were wafted to the Matron's Desk, in the Union Station at Kansas City, Mo., one February day recently, she immediately rose from her chair and proceeded to the point where the song was being sung to an interested audience of travelers, waiting to meet and catch trains.

Pushing her way through the crowd, she finally caught sight of the singer, Richard De Von Glappy, four-year-old son of the section foreman at Everton, Missouri. Richard wasn't half as big as his name, and so she stood for a moment, wondering to whom he belonged. Then she spied the woman with him, his grandmother, Mrs. Ben Looney.

"You can't sing in here, little boy," the Matron said, addressing both Richard and his grandmother. "It's against the rules."

"Aw, let 'im sing," said one of the bystanders.

"He ain't hurtin' nothin'", growled another, and so the Matron tactfully withdrew, for she evidently realized that this young four-year-old would soon tire and at that his popular airs were quite appealing.

He had sun, "Yes Sir, That's My Baby", and many of the popular songs, just from sheer delight, until the nickels and dimes began to drop all around his feet. And then he noticed that he had an audience.

He was presented with balloons—a whole bunch of them. Quarters and nickels, to the amount of \$2.45 were showered upon him.

But his grandmother was quite hurt at the Matron's request that young Richard should discontinue his songs, and she was heard to remark: "My son has been section foreman for the Frisco Railway for thirty-seven years and I guess Richard can sing if he wants to."

With the remark of "Aw, forget it—let the kid go on singin'", she finally smiled again and Richard smiled, too, and said he liked the red balloon best and he'd sing the chorus again, for another one.

One of the travelers who saw both Richard and his grandmother leave for the train, said that he was loaded down with fruit and candy, and tucked away in his little mannish suit was the \$2.45 showered on him by his appreciative audience.

Plumber and wife in church to have their baby christened, turned to his wife and said—

"Good heavens', we've forgotten the baby!"

Chemistry Professor: "What can you tell me about nitrates?"

Student: "Well—er—they're a lot cheaper than day rates."

—Illinois Wesleyan Argus.

HUGE CHANGE IN 20 YEARS

Frisco Progress in Springfield Since 1907 Is Phenomenal

TWENTY years of expert operation and splendid growth have wrought a great change in the Frisco Railroad plant at Springfield, Mo., as to equipment, number of employes and facilities for carrying on the work of this great transportation unit, the Springfield (Mo.) Daily News sets forth in its issue of February 10.

In every department of the road listed in Springfield, this remarkable progress has gone on, the News finds, following a comparison of 1907 and 1927 figures, in the various departments of the general offices there.

The story reads in part:

"In 1907, the Frisco possessed 1,083 locomotives of small type and comparatively small power. Today the road has 969 locomotives of large and powerful type and of the most modern construction. The modern engines, although fewer in number, haul much longer trains over far longer runs. As an example, four of the old type locomotives were used on the run from St. Louis to Oklahoma City. Today only one engine is used to pull a train over this run, although crews are changed frequently. There also are approximately 25 gasoline motor cars operating over short lines, displacing the old type locomotive.

Much Better Coaches

"An increase during the past 20 years of 133 passenger coaches is revealed by the figures. The Frisco today owns 726 such coaches as compared with 593 passenger coaches in 1907. The present coaches are larger, much more comfortable and of more permanent construction than those of 20 years ago. The majority of coaches now in use are of all-steel construction, lighted and cooled by electricity and heated by steam. The former coaches were lighted by the old-type gas lamps and heated by coal stoves in each end.

38,000 Freight Cars

"The Frisco at present owns 38,000 freight cars, mostly of steel construction, longer, higher and of much larger tonnage. The new cars have capacities as high as 50 tons, while the old cars, although greater numerically, ranged from 15 to 20 tons, were of wooden construction and equipped with the old hand-power brakes, applied by brakemen as they maintained precarious footing on the tops of the swaying cars.

"The expansion generally conceded to have been of the greatest importance to Springfield was the opening on July 5, 1909, of the new Frisco shops, in the northwest section of the city. These shops have attained nationwide recognition for completeness and efficiency. They are frequently visited by railroad officials of various other lines.

"Approximately 3,000 shopmen are employed in the Frisco shops here, as compared with about 2,500 in 1907.

The Slag Pits at Herculaneum, Mo.



THE slag pits at Herculaneum, Mo., are a decided asset to the Frisco in general and the river division in particular.

Thirty-five cars of the finest ballast obtainable are shipped from the pits each day for ballasting Frisco tracks, and the slag pits seem unending. As great a quantity as desired can be taken from them. The above photograph shows a steam shovel which works on the pile of slag, which, as

the picture indicates, is almost mountainous.

In the insert is a segment of track at bridge T-125.3 on the St. Louis subdivision. This track was laid with new ninety-pound rail in 1924, and ballasted the same year with slag. The track was put up and dressed by J. A. McAllen, extra gang foreman and maintained by C. W. Watkins, section foreman. So well does the track hold up that both McAllen and Watkins are decidedly proud of it.

His Associates

Little Willie: "I don't want to go to that damn school any more!"

Father (who is a bricklayer): "Why, Willie, where did you ever learn such a word as that?"

"Why, William Shakespeare uses words like that."

"Well, then, quit runnin' around with him."

The Frisco payroll here in the mechanical department alone amounts to \$300,000 monthly as compared with \$150,000 a month in 1907, it was stated.

"These figures are exclusive of clerks and other office employes, which increase the number of Frisco employes in Springfield to almost 5,000 persons, it was said, due to the location in Springfield of Frisco operating headquarters."

Wichita (Kans.) Skyline from Vantage Point of Freight Terminals



Cut courtesy of Orient Magazine.

The Frisco stands positively in the forefront, even when the cameraman points his "weapon" toward the imposing skyline of Wichita, Kansas, for a picture of the busy freight terminals of that bustling city. Located on the northern division of Frisco Lines, Wichita has a population of 100,000 and is an exceptionally strong shipping center, with 205 manufacturers and many wholesale and jobbing houses. It is the largest livestock center west of the Missouri River, leads in meat packing in Kansas, and is the largest broom corn market in the world.

SPRINGFIELD STATION IS OPENED

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that goes into dining cars on the Eastern division.

Excellent lighting effects are employed in the main waiting room, which has seating capacity for 305 people on oak settees. An attractive floor of cement composition in two color effects of red and black makes an agreeable contrast with the unadorned board flooring of the old station. A spacious women's rest room and a newstand are included in the waiting room arrangements.

Frisco employes can boast of the modern arrangement of the baggage room at the west end with its high platforms set flush with the trucks. The trunks of Frisco customers into Springfield never touch the ground. They are unloaded from trains at car level, trucked to the baggage room and unloaded at car level to waiting platforms. The Frisco is one of the few American railroads employing such modern methods. The room has a capacity of 15 trucks.

The center section of the new station is two stories in height, and the employes of the Fred Harvey system are housed upstairs. The second floor is divided into sleeping quarters for Manager R. W. Lochrie and his help. Twenty-one sleeping rooms are included in the upstairs arrangements, with shower baths for both men and women and adequate storage room for trunks and baggage.

The express and mail building is located 85 feet west of the station building, and is 40 by 206 feet. All business of the express company, and the Frisco train-to-train mail is handled at this location. All buildings are heated from a central heating

plant, which also supplied steam to the coach lines from pipes laid underground.

"We are very proud of the station," R. C. Stephens, Frisco architect who designed the building and supervised its construction said. "The fountain at the east end serves a two-fold purpose—one of beauty and one of utility since it is used as a cooling arrangement for water running to the condensing coils in the refrigerator. Work of razing the old structure was completed in May, and the new station was begun immediately. It is a credit to Springfield and to the Frisco."

PRAISES OZARK COUNTRY

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Truly we are a chosen people, and dwell in the Second Promised Land, that indeed flows with milk and honey, but we are not at all selfish. Come and enjoy yourself for a season, and get acquainted with a people that are content and happy in the enjoyment of the lavish gifts of nature and nature's God.

As I have said, we are not seeking capital to exploit our natural resources. We want only citizens who are willing to work, build homes, and aid in substantial development, while they enjoy the scenery, the cool, clear and health-giving water, our abundance of pure air and ample breathing space.

If you are not willing to become one of us in spirit as well as in residence, we ask you to only look us over and move on.

Today our greatest impediment to progress, and most damaging to our good name and fame, are those from other sections who come to us with an exaggerated ego, and with the

idea that they can live without capital or labor, that the natives are so unsophisticated as to support them as drones.

If you are neither able nor willing to become one of us, we still invite you to come and verify the truth of our claims.

The Queen of Sheba heard much of the magnificence of King Solomon's Court, but when she had seen with her own eyes, she returned to her palace and said as you will say, "The half has never been told".

A LIMIT BAG



Thirty-eight rabbits and thirty-two quail occasioned the smile on the faces of the three men, Messrs. W. J. Ficke, R. C. McNabb and E. R. McNabb of the Lindenwood shops, Lindenwood, Mo.

Old "Shep", posed so gracefully in the center, asks that he be given credit for some of the luck, which enabled the folks at home to have either rabbit pie or quail on toast, "a Merveille"!