

THE FRISCO EMPLOYEES' MAGAZINE

ROOM 743 FRISCO BUILDING :: ST. LOUIS

WM. L. HUGGINS, Jr., Editor

MARTHA C. MOORE, Associate Editor
H. A. PICKENS, Asst. Ed.—Frisco Mechanic

WM. McMILLAN, Advertising Manager
J. J. KAPLAN, Advertising Solicitor

VOL. IV

SEPTEMBER, 1927

No. 12

Permission is given to reprint, with or without credit, in part or in full, any article appearing in this Magazine

Contents of This Issue

	PAGES
Frontispiece	4
Frisco Engine Makes Longest Run.....	6
Passenger Trains 96.6 Per Cent On Time.....	7
No Accidents at Memphis in July.....	8
Engineer Hammer Stays at Post Despite Injury.....	9
Watermelon Crop Feted at Hope, Ark.....	10
Frisco Acquires Two New Roads August 15.....	11
News of the Frisco Clubs.....	12-13
Greater Traffic Roll of Honor.....	14
Engineer Miller Retires.....	15
Solicitation from Industrial Standpoint.....	16
Everyone Can Help in Theft Reduction.....	18
Frisco Handles World's Largest Individual Shipment.....	19
Car Damage Decreases 38.8 Per Cent.....	20
No Accidents for Forty-one Years, Conductor's Record.....	21
Loss of One Foot Fails to Stop Monett Railroad Cat.....	22
"After the Vacations"—a Cartoon.....	23
<i>(By John L. Godsey)</i>	
For Meritorious Service.....	24
Good Fuel Performances Demand Well Conditioned Locomotives.....	26
Frisco Fuel Economy Records.....	27
Pastime	28
Pension Roll.....	29
Homemakers' Page	30-31
The Twilight Hour.....	32-33
Flashes of Merriment.....	34
Editorials	35
Frisco Mechanic	36-38
A Page of Poetry.....	39
<i>(By Frisco Rhymsters)</i>	
Frisco Family News.....	41-72

THE FRISCO EMPLOYEES' MAGAZINE

The Frisco Employees' Magazine is a monthly publication devoted primarily to the interests of the more than 30,000 active and retired employees of the Frisco Lines. It contains stories, items of current news, personal notes about employees and their families, articles dealing with various phases of railroad work, poems, cartoons and notices regarding the service. Good clear photographs suitable for reproduction are especially desired, and will be returned only when requested. All cartoons and drawings must be in black India drawing ink.

Employees are invited to write articles for the magazine. Contributions should be typewritten, on one side of the sheet only, and should be addressed to the Editor, Frisco Building, St. Louis, Mo.

Distributed free among Frisco employees. To others, price 15 cents a copy; subscription rate \$1.50 a year. Advertising rates will be made known upon application.

FRISCO ENGINE MAKES LONGEST RUN

*No. 4100 Pulls Full Rating 2,940 Miles Without Knocking Fires—
Two Round Trips, Kansas City, Mo., to Birmingham, Ala.*

WITH the announcement August 11 of the longest freight coal burning locomotive run on record in America, the St. Louis-San Francisco Railway Company makes its second remarkable contribution in two months to the advancement of American railroading.

On June 29 the Frisco announced the completion of the longest passenger coal burning locomotive run without engine change—735 miles from Kansas City to Birmingham on the Frisco's famous Kansas City-Florida Special.

Today that railroad announces the longest freight coal burning locomotive run in the history of railroading—2,940 miles without knocking the locomotive fires.

On July 25, Frisco engine No. 4100, a coal burner, left Kansas City, Mo., at 6:15 p. m., destined to Birmingham, Ala., a distance of 735 miles, pulling a freight train. On August 4 at 1:00 a. m., the engine had its fires knocked for the first time since it left Kansas City on July 25, after completing two round trips, a total of 2,940 miles. A careful check of existing records made by the motive power department of the Frisco reveals no similar records ever made by coal burning locomotives.

"The performance of engine No. 4100 is a distinct advancement to railroading in several respects," H. L. Worman, superintendent of motive power said. "It will be better understood when it is known that the average freight locomotive run in America is somewhere in the neighborhood of from 200 to 300 miles. At the conclusion of that much mileage the locomotive is usually taken to the roundhouse and its fires knocked.

Engine 4100 made almost 3,000 miles before its fires were knocked. Such a run means a great reduction in fuel, since fuel is lost when fires are knocked and engines changed on trains. The run means that we will need fewer engines for freight service, and it means that transportation over our lines will be highly expedited. We are greatly elated over the results of this test."

The report made by Worman shows

that no special attention was given engine 4100 before its 2,940 mile run was made, and no special crews were used. At no time was there any indication of the engine raising water and when the plugs were removed at Kansas City upon completion of the remarkable run there was no sign of mud in the leg of the boiler. Only an

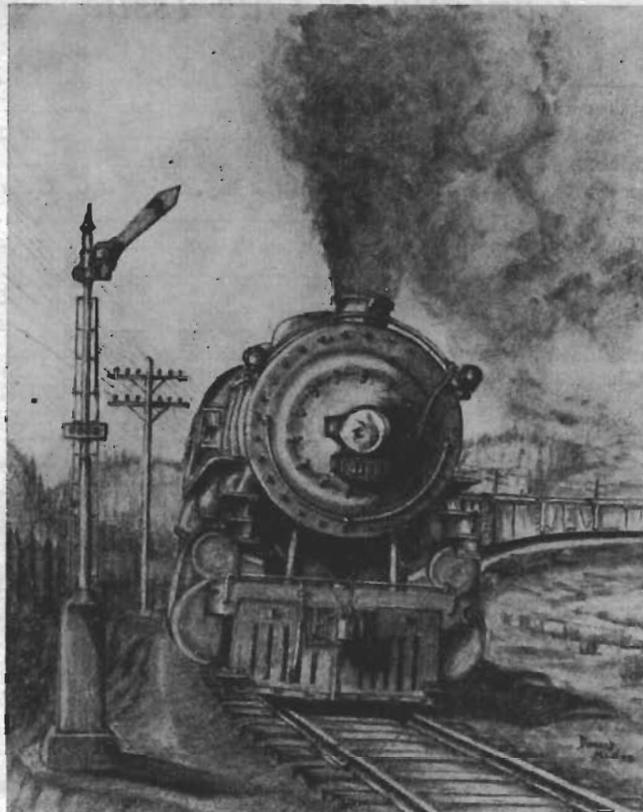
the lubrication of the engine was perfect.

Engine No. 4100 is a giant of locomotive power and is known as the "Mikado" type, tonnage class 63. Cylinder dimensions are 27"x32"-63" driver, 200 pounds steam pressure. The capacity of its tank is 20 tons of coal; 11,700 gallons of water. The engine weight on trucks is 25,870 pounds, weight on trailers 49,820 pounds; on drivers 244,690 pounds, total weight of engine 320,280 pounds; weight of engine and tank 560,880 pounds. This engine is equipped with syphon, brick arch, table grates with 35 per cent opening, with 70.3 square feet grate area. It has a 6 $\frac{3}{4}$ " nozzle; 7 rows of brick in arch and arch down to flue sheet, and is equipped with modern stoker and booster.

This engine had made a total of 32,000 locomotive miles since receiving last classified repairs and prior to the above performance. At no time on the entire two round trips was there any delay due to engine conditions.

In making this run the engine was blown out a total of 196 minutes, an average of 8.12 minutes on each subdivision. The engine used a total of 491,500 gallons of water. The engine was under fire continuously from 3:00 p. m., July 25, until 1:00 a. m. August 4, a total of 217 hours. After the completion of each 735 miles between Kansas City and Birmingham the fire was banked. At Birmingham 90 scoops of coal were used from 7:15 a. m., July 27, until 4:00 a. m., July 28, a total of 1,350 pounds.

On arrival at Kansas City at 4:30 a. m., July 30, on completion of the first round trip, the fire was also banked, using 870 pounds until 6:00 a. m. that morning. On the arrival at Birmingham at 9:35 a. m. August 1, after return to that city on first leg of the second round trip, the fire was banked with 71 scoops of coal, or 1,065 pounds, until 4:00 a. m., August 2. A total of 3,258 pounds of coal was used in banking the fires at Birmingham and Kansas City.



When Texas Lines employes heard of the remarkable run made by Frisco locomotive No. 4100 recently, Donald McKee, one of their number, was inspired to artistic efforts. The mechanical drawing appearing above was sketched by Frisco-worker McKee and dedicated to engine 4100 in honor of its record performance. Mr. McKee resides at 1701 Enderly Place and has been with the Frisco for several years.

average of 12 minutes was consumed at each intermediate terminal in shaking the fire and cleaning the ash pan. Alabama mine run coal was used on the trips with the exception of Oklahoma coal on two sub-divisions, and a total of 231 tons of coal was burned. The engine handled a total of 5,533,121 gross ton miles, which shows 101.6 pounds per 1,000 gross ton miles. No special allowance of oil was used and



The above picture was taken at the completion of the 2,940-mile run of engine No. 4100. Standing by the engine from left to right are: S. G. Manlove, road foreman; D. L. Forsythe, general road foreman; Frank Ellis, road foreman; A. H. Brake, engineer, and George W. Underwood, fireman.

Examination of the engine upon its return to Kansas City on August 4 found it in excellent condition. The fire was knocked and the following conditions were found: 7 small and two large flues stopped up on left side; 4 small and 2 large flues stopped up on right side; 2 inches of dirt on top of arch; 2 bushels of dust and honey-

comb in combustion chamber; grates in good condition; 4 scoops of ashes in front end. This engine operated over six sub-divisions where the grade line is from level to 1.67 per cent. The analysis of water from gauge cock at completion of the 2,940 miles in parts per 100,000 was as follows:
Total dissolved solids.....136.0

Total hardness..... 0.7
Total alkalinity..... 40.0
Total soda ash..... 39.3
Per cent of soda ash to dissolved solids..... 28.9
The average speed maintained by the engine during its run was 19.3 miles per hour.

Frisco Passenger Trains Ran 96.6 Per Cent. On Time in July

PASSENGER train performance on the Frisco Lines during July showed an improvement as compared with the preceding month and an improvement as compared with July, 1926, according to a comparative statement issued by F. H. Shaffer, Springfield, general manager. Of the 5,689 passenger trains operated by the Frisco Lines in July, 1927, 5,498 or 96.6 per cent of the trains maintained

schedule or made up time. The Central division had first place for July, 1927, with the performance of 99.2 per cent, the Western division was second with 99.1 per cent, and the River division was third with 97.5 per cent. The July, 1927, schedule performance for passenger trains of the Frisco Lines exclusive of the Texas lines, was 96.7 per cent. For the Texas lines

alone the performance was 95.1 per cent. In June, 1927, the Frisco Lines operated 5,488 passenger trains, of which 95.7 per cent maintained schedule or made up time. In July, 1926, the Frisco Lines operated 5,415 passenger trains, of which 95.9 per cent maintained schedule or made up time. The comparative statement for July, 1927, follows:

DIVISIONS	Total Trains Operated			Total Trains Maintained Schedule or Made Up Time			Per Cent Trains Maintained Schedule or Made Up Time			Standing of		
	July 1927	July 1926	July 1925	July 1927	July 1926	July 1925	July 1927	July 1926	July 1925	July 1927	July 1926	July 1925
Central.....	620	620	806	615	610	782	99.2	98.4	97.0	1	3	3
Western.....	217	217	234	215	216	228	99.1	99.5	97.4	2	1	2
River.....	918	705	621	895	693	613	97.5	98.3	98.7	3	4	1
Southwestern.....	867	866	868	842	822	810	97.1	94.9	93.3	4	6	6
Northern.....	1332	1333	1442	1279	1314	1396	96.0	98.6	96.8	5	2	4
Southern.....	837	744	806	801	718	779	95.8	96.5	96.7	6	5	5
Eastern.....	650	682	744	615	635	655	94.6	93.1	88.0	7	7	7
Total Operated.....	5441	5167	5521	5262	5008	5263						
Per Cent Operated....							96.7	96.9	95.3			
Texas Lines.....	248	248	186	236	184	184	95.1	74.5	98.9			
Total System Operated.....	5689	5415	5707	5498	5192	5447						
Per Cent Operated....							96.6	95.9	95.4			

Office of General Manager, Springfield, Mo., August 5th, 1927.

NO ACCIDENTS AT MEMPHIS IN JULY

Superintendent McGuire's Force Damages No Cars, Injures No Employes in 31 Days—A Frisco Record

FOR the first time in the history of the Frisco Lines, one of its principal terminals passed through an entire month without a personal injury to an employe and without damaging a single car by rough handling. That terminal is the one at Memphis, and the month was July, 1927.

The significance of this achievement is emphasized by the fact that more than 1,000 men are employed at the Memphis terminal, that 2,147 cars of merchandise were unloaded there during July, and that during the same month the engine crews in the Memphis terminal yards handled 118,051 freight cars, without a scratch to any of this equipment.

Celebration of this no-accident prevention record was held August 4 at the Y. M. C. A. at Harvard, Ark., across the Mississippi River from Memphis, and hundreds of the Memphis terminal employes and visitors, and, in addition, officials of the Frisco Lines and a few Illinois Central officials gathered for a big watermelon feast. A special train was run for the event. Speeches of felicitation regarding the record were delivered by officials.

This record was preceded by a campaign instituted by E. E. McGuire, superintendent of the Memphis terminal, last April. Since that time, Mr. McGuire has been holding regular meetings with all the employes at the terminal, impressing upon them the importance to the Frisco Lines of reducing personal injuries and dam-

age to equipment due to rough handling.

Continued co-operation in the accident prevention campaign at the Memphis terminal was pledged in a letter addressed jointly to Mr. McGuire and to H. B. Nichols, general yardmaster at Memphis, and signed by 127 of the terminal employes, and in another letter addressed jointly to Mr. McGuire and Mr. Nichols and signed by colored switchmen working at the terminal.

The letter signed by 127 of the terminal employes was as follows:

"We, the undersigned employes of Memphis terminal, wish to take this opportunity to express our very deep appreciation to you for the watermelon feast and outing at Harvard, yesterday.

"Each one of us wish to state that we had a regular 'Frisco' time, enjoying the several speeches, the social following and, of course, the 'eats'. We also wish to emphasize the fact that we, as individuals, are just as proud of the record made in this terminal during July as are you, or any of the general officers, and hereby pledge ourselves to be as loyal to the company and to each other in the future, as we possibly can be in order to sustain this record.

"Again we thank you for this enjoyable outing and hope that we may be able to gather in celebration of such an achievement again."

The letter signed by the colored switchmen was as follows:

"We, the colored switchmen work-

ing in Memphis terminal, want to take this means of expressing ourselves in regard to the record made in this terminal during July.

"Having taken an active part in the making of this record, we naturally are proud that Memphis terminal was the first terminal or division on the Frisco ever to achieve such a record for a full month.

"Although only a very few of us were able to attend, on account of working hours interfering, we want to thank you for the watermelon feast at Harvard, Thursday, August 4.

"Also, we want to take this opportunity to express our gratitude for the fine treatment accorded us at all times since you gentlemen have been in charge at Memphis and in addition pledge ourselves to be as careful as possible, and willing to do everything we can to keep this good record for Memphis terminal."

Mr. McGuire expressed to the signers of the two letters his deep appreciation for their pledges.

Among the Frisco officials, besides those of the Memphis terminal, who attended the celebration at Harvard were: F. H. Shaffer, general manager; C. H. Baltzell, special representative of the general manager; C. C. Mills, accident prevention agent; J. B. Hilton, industrial commissioner; R. B. Butler, superintendent, southern division; E. M. Carr, district claim agent; B. G. Gamble, master mechanic; W. T. Clark, foreman, car equipment; J. H. Booking, division engineer; Edwin

(Now turn to Page 14, please)



The Memphis, Tenn., and Harvard, Ark., employes in the above picture have excellent reasons for their happy, carefree smiles. Their terminal at Memphis went one month without an accident of any kind. This picture was taken at Superintendent McGuire's "Watermelon Feast" at Harvard, August 4. Superintendent McGuire is seated at the extreme left, first row.