

## ENGINE WORK INCREASED

## 227 Switch Engines Double or Triple-Crewed on Frisco

Considerable saving in fuel, round-house expenses, congestion at cinder pits, and in the number of switch engines needed, and greater efficiency in the work of firemen on such engines are being effected by the Frisco Lines by means of the double and the triple crewing of the great majority of switch engines in the service of this railroad.

The Frisco Lines are now double or triple crewing 227 switch engines of the 245 such engines operated by the railroad, according to Mr. H. L. Workman, superintendent of motive power.

The 18 engines that are neither double nor triple crewed are divided in their work, some of the engines being on jobs that do not "match up" and the remainder on industry jobs, in the latter instance the work being only eight hours a day.

Some of the coal-burning switch engines of the 227 that are being double or triple crewed are being worked twenty-four hours without the fire being cleaned.

As an illustration of what is being accomplished by the Frisco Lines in this switch engine double and triple crewing program, engine 861, at the Neodesha, Kans., yard was worked thirty days, or, to be exact, 728 hours, in other words a total of ninety-one eight-hour shifts, without the fire being knocked out of the engine. The engine was put to work at 10:30 p. m., April 5, and was worked continuously until 6:30 a. m., May 5. This engine still had a clean boiler and fire when taken out of service at the end of this period.

No trouble was experienced with the fire of engine 861 in this "endurance test" until April 15, when clinkers were taken out and the fire shaken down. This process was repeated twice more before the engine was taken from service May 5.

Kansas mine-run coal was used and the engine was turned in every noon, or meal period, and was given an inspection, and the grates shaken lightly. The engine was blown out on an average of eight minutes on each shift. No trouble was experienced with the engine steaming or foaming. During the entire performance the engine was withdrawn from service only one

## Frisco Handles World's Largest Individual Shipment



THE largest individual shipment ever transported in this country, traveled via Frisco Lines from Kansas City to Tulsa, Okla., on August 5-6-7. The shipment was a high pressure vessel for oil cracking and was blocked on two flat cars. The vessel had the following dimensions: inside diameter, ten feet; length, 67 feet; shell thickness, three and a half inches and weight, 366,000 pounds. The vessel was manufactured by the A. O. Smith Corporation of Milwaukee. "We did not experience any difficulty in moving this unusual shipment," writes J. H. Doggrell, superintendent of transportation at Springfield, Mo. "and it was handled by daylight movement to Tulsa, moving Kansas City to Ft. Scott August 5, Ft.

Scott to Afton August 6, and Afton to Tulsa on August 7."

Following delivery of the vessel to the consignee at Tulsa, Mr. Doggrell received the following letter from the Smith Corporation:

"I have just wired you expressing our appreciation of the successful handling of the large vessel for the Mid-Continent Company at Tulsa.

"Thinking you might be interested in seeing the vessel, if you did not have an opportunity to look at it while on your road, I inclose a photograph taken when the vessel left our plant. This is the largest individual shipment that was ever transported in this country, and I think you are to be congratulated on the successful movement over your line."

hour and twenty-five minutes, due to a broken spring, and while a new spring was being installed a road engine was substituted.

During this thirty-day performance of engine 861 the engine burned 234 tons of coal, made 4,368 locomotive switch miles, an average of 108 pounds of coal per locomotive switch mile. This was a saving of thirty tons of coal a month as compared with the performance of engine 861 in this same service during February and March, when the engine's average coal consumption was 122 pounds of coal per locomotive switch mile.

At the end of the thirty-day performance of engine 861, April 5-May 5, only ten flues were found stopped up, and when the wash-out plugs were pulled there apparently was not any more mud and scale than in an ordinary wash-out at weekly periods.

## Advisable

A contest recently was conducted by a soap and perfume manufacturer for an advertising slogan and among the slogans submitted was the following:

"If you don't use our soap, for Heaven's sake use our perfume."—Pipe Progress.



time from St. Louis. Revenue to the railroad amounted to approximately \$7,500 and the approximate value of the shipment is \$150,000. Another Dodge special train shipment is expected by Executive General Agent James at a near future date.

**CAR DAMAGE DECREASES**

**Reduction of 38.8 Per Cent for First Seven Months**

**T**HE number of cars damaged by rough handling on the Frisco Lines during the first seven months of 1927 was 38.8 per cent less than for the corresponding period in 1926, a comparative statement compiled at the office of the operating department statistician at Springfield, Mo., shows.

Commenting on the statement in a circular letter to all division and terminal superintendents M. M. Sisson, assistant general manager, said in part:

"The seven months' period did not show a 50 per cent decrease in the number of cars damaged as had hoped and anticipated would be shown. We are making a little headway however. If we continue to make reduction each month in the number of cars roughly handled we, of course, will make some improvement even though the reduction is slight.

"However, Memphis terminals set up a record in July which am confident can be equalled by the other terminals as well as divisions, if all concerned will get their hearts and souls interested in this important subject of rough handling of cars. Memphis went through the month of July without a single case of rough handling.

"Western jumped from sixth place in 1925 and 1926 to first place in 1927, Southwestern from fifth in 1925 and seventh in 1926 to second place in 1927.

"I feel confident there will be a considerable change in the standing of the divisions and terminals before the year is over. The only way we can do this is to keep constantly hammering on the question of rough handling of cars, talking it at every opportunity, stressing it at your freight claim pre-

vention and better service meetings and get the train, yard and engine crews interested and we will be able

to accomplish results that will be very gratifying to everyone."

The comparative statement follows:

DIVISION OR TERMINAL	NUMBER CARS DAMAGED			AMOUNT DAMAGE			NUMBER CARS HANDLED			PER CENT DAMAGED TO TOTAL HANDLED			STANDING DIVISION OR TERMINAL		
	1927	1926	1925	1927	1926	1925	1927	1926	1925	1927	1926	1925	1927	1926	1925
<b>TERMINALS</b>															
Springfield	7	7	14	\$ 865.00	\$ 895.00	\$ 521.00	447,897	457,453	480,142	.0016	.0015	.0029	1	1	1
Birmingham	19	33	48	969.50	3,308.00	1,444.00	433,877	499,331	410,476	.0044	.0066	.0117	2	2	2
St. Louis	50	42	56	888.00	2,221.00	2,951.00	441,534	452,067	446,008	.0113	.0093	.0126	3	3	3
Kansas City	77	111	111	1,837.50	3,004.00	3,167.00	404,940	404,295	401,293	.0190	.0275	.0277	4	6	5
Memphis	64	169	91	1,783.00	6,523.95	4,439.00	522,828	666,054	700,865	.0122	.0254	.0130	5	5	4
Tulsa	65	106	143	4,011.50	1,782.00	4,114.50	491,558	450,049	485,258	.0132	.0236	.0295	6	4	6
<b>Total</b>	<b>282</b>	<b>468</b>	<b>463</b>	<b>\$10,354.50</b>	<b>\$17,733.95</b>	<b>\$16,636.50</b>	<b>2,742,634</b>	<b>2,929,249</b>	<b>2,924,041</b>	<b>.0103</b>	<b>.0160</b>	<b>.0158</b>			
<b>DIVISIONS</b>															
Western	2	19	20	70.00	2,077.00	541.00	144,012	150,829	142,547	.0014	.0126	.0140	1	6	6
So. Western	11	117	83	340.00	2,827.50	2,446.26	630,105	657,009	661,675	.0017	.0178	.0125	2	7	5
Eastern	10	23	8	581.00	487.78	520.00	496,212	519,672	506,081	.0020	.0044	.0016	3	2	2
Central	11	4	3	730.00	190.00	1,040.64	231,568	237,306	229,070	.0048	.0017	.0013	4	1	1
Southern	26	32	40	1,012.00	1,906.00	4,212.10	532,392	565,930	526,533	.0049	.0057	.0076	5	3	4
Northern	77	55	38	2,673.00	1,214.50	1,219.25	577,992	649,031	621,896	.0133	.0085	.0061	6	4	3
River	36	25	57	1,140.00	656.00	2,216.50	236,496	277,499	254,779	.0152	.0090	.0024	7	5	7
<b>Total</b>	<b>173</b>	<b>275</b>	<b>249</b>	<b>\$6,486.00</b>	<b>\$9,358.78</b>	<b>\$12,195.75</b>	<b>2,348,777</b>	<b>3,057,276</b>	<b>2,942,531</b>	<b>.0061</b>	<b>.0090</b>	<b>.0085</b>			
Texas Lines	7	12	22	97.00	183.00	423.50	76,980	89,573	100,032	.0091	.0134	.0220			
To. System	462	755	734	\$16,937.50	\$27,275.73	\$29,260.75									

**1927 Compared with 1926**

Per cent decrease in number cars damaged	38.8	Per cent increase in number of cars handled	
Per cent decrease in amount of damage	37.9	per car damaged	52.4
		Per cent decrease in amount of damage	
		per car handled	33.42

*They're Having A "Big Blow-Out"*



*Charles and David, two and one-half year old twins of C. S. Underwood, traveling freight and passenger agent, Wichita, Kansas, are shown in the accompanying picture, having a big "blow out."*

*The celebration was in honor of their birthday, and although the picture shows them quite alone, they invited friends of their mother and dad to the celebration, and they are just behind the scene.*

*All the Frisco children wish Charles and David many happy returns of the day.*

## No Accidents for Forty-one Years Is Frisco Man's Record

Conductor "Jim" Kirkpatrick Lauded by National Safety Council—"I've Just Been Careful" He Says

ON December 12, 1926, the Kansas City Journal, Kansas City, Mo., carried a story in regard to the service of James B. Kirkpatrick, veteran Frisco conductor, who it was claimed had had forty years service without an accident.

Some time later the accident prevention department at St. Louis received a letter from Walter G. King, Director Safety Division and President of the National Safety Council, Washington, D. C., commenting on a copy of the story which was printed in the New York Sun.

The letter from Mr. King stated: "It was with considerable interest I learned through the columns of the 'New York Sun' of January 14, of the remarkable record of your Mr. James B. Kirkpatrick, a conductor on the Kansas, Sapulpa division, who has gone 41 years without a single accident. This record has so impressed me, that I forwarded a letter to Mr. Kurn, your president, as I think that a record of this kind certainly deserves recognition on the part of all of us interested in the furtherance of accident prevention."

When the story, which appeared in the Kansas City Journal was handed to Mr. Kirkpatrick recently by *Frisco Magazine* reporter, he said: "I don't know who wrote that article, but you know any man who has been in railroad service for forty years has more than likely had a minor accident or two to his credit. I have had a few, but have never in my forty-one years had a person killed or seriously injured while on my train. I've served as a brakeman in the old link and pin days, too", he said, and then he added, "look!" He held up ten good fingers.

This record is indeed an enviable one. It is generally conceded that the work of a brakeman in the old link and pin days was a hazardous job. Safety devices were not as prevalent as in modern times, and forty years ago railroading was in its infancy, compared to its efficient operation today. But regardless of the service then and now, Mr. Kirkpatrick says that a nickel's worth of paint would cover all the scratches any of his passengers ever received.

He feels that it has not all been luck. He has been careful, "for carefulness is the best remedy for accidents," he said.

"I used to railroad into St. Louis when the Frisco station ran into Twelfth Street. Our train used to leave at 7:00 p. m. and we had to go to the station and start putting in the baggage at 2:00 p. m. in order to be ready to leave on schedule. That was in 1881,



JAMES B. KIRKPATRICK

if I can remember correctly. In 1886, I began braking in Pierce City yard and also relieving the yardmaster. But I wanted road work, and so in 1884 I started as a brakeman on the old Kansas division. My service as a conductor began July, 1887, and I have served in that capacity since."

"I have had many experiences in my career", he said. "I remember about fourteen years ago, Bob Holland, road foreman of equipment was on my train and we got stuck in a snow drift. It was so cold we couldn't even keep the engine alive and the thermometer registered about twenty-three degrees below zero. The train didn't carry a diner and so I walked over to a farm house and brought back bread and meat and coffee and made several trips before I got them all fed. I never heard one complaint. The folks just seemed to know we were doing everything we could for them. Bob and I tried to keep the little stoves in the coaches hot, and then when we finally had them settled down as best we could, we started out for the next station for relief. When we got there we had begun to get warm, which meant had we not reached our destination we would have frozen to death."

Mr. Kirkpatrick's record has been broken twice. Once a number of years ago when he failed to collect a fare which amounted to seven and one-half cents. "I was busy trying to get a fare out of a drunk man, and when I moved on I collected another fare from a new passenger, but failed to see the little girl he had with him. However, I went back to work in a short time.

Those trainmen who know him well,

Payments to insured officers and employes for the month of July, 1927, by the Metropolitan Life Insurance Company amounted to \$20,403.29.

This amount was divided, supervisory group, death claims, \$10,000; total and permanent disability \$1,527.04.

Shop group, death claims \$606.66; total and permanent disability \$1,327.04; health and accident, \$2,529.95.

Clerks' group, death claims, \$4,000.00; total and permanent disability, \$412.60.

### VETS AUXILIARY MEETS

The welfare of Frisco Lines veterans, especially of those who are ill, was discussed by the officers of the auxiliary to the Frisco Veterans' Association at a called meeting July 30, at the Town Club, St. Louis.

Mrs. H. A. VanNess, Oklahoma City, president of the auxiliary, presiding. The other officers of the auxiliary, all of whom were present, are: Mrs. W. R. Boyd, Springfield, first vice-president; Mrs. W. L. Spangler, Thayer, Mo., second vice-president; Mrs. W. E. Belter, St. Louis, third vice-president, and Miss S. S. Fish, secretary.

say that he is zealous in seeing to the comforts of his passengers. This is one of the reasons for his extensive friendship. He told in a modest way of a party of old soldiers who were going to a convention in Oklahoma City several years ago. He gave them special attention enroute, and on the morning before the train arrived in Oklahoma City, he wired ahead and had the Harvey House make up a special table for nineteen and he took the entire delegation to breakfast.

"The way they enjoyed that breakfast and the thanks that they gave me, was plenty of compensation for my part of it," he said.

When he had gone through the train to collect fares, the news boy was accosted by the reporter.

"What do the trainmen call him—what's his nickname?"

"Daddy Kirk," he said, "but I don't know whether he knows they call him that or not—they don't do it to his face," he replied.

Mr. Kirkpatrick has one son, who is valuation engineer for the Kansas City Southern and a son-in-law who is vice-president and general manager of the same railroad.

Mr. Kirkpatrick is sixty-three years of age, and has six active years of service before he will be eligible to be placed on the retired list of veterans of Frisco Lines.

"My aim is to make the remainder of my career as 'safe' as the forty years which have gone before," he said. And he is perhaps one of the most successful exponents of safety rules, which the accident prevention department could find among the trainmen of Frisco Lines.

## The Loss of One Foot in the Service Failed to Stop This Railroader!

### Cat at Monett Yards Rides Engine Like Veteran and Unfailingly Chooses Employe With Best Lunch

**I**F you're lookin' for a story, why don't you go to Monett, Mo., and get the story of that cat?" The old crossing watchman took another puff at his corncob pipe.

"You kiddin' me?" remarked the reporter, with a smile. "Fat chance I'd have, gettin' in a railroad publication with a story of a cat!"

"Well maybe you ain't realized yet all there is to this particular cat. She's a railroader, yes sir! Been in the service three years. She rides the engines and cars just like you do. Got to runnin' around one day and happened to get a personal injury, got a foot cut off while she was in service. She's got a big family along the Frisco Lines, catchin' mice in foremen's shanties, scattered from here to Texas!"

With this tip, which was given in all seriousness, the reporter finally landed in Monett one rainy day.

This particular feline was cat-napping in one corner of the room. From all general appearances she was just a plain cat, of the "pure-bred alley" variety, but to the men working in and around the general yardmaster's office, she is in a class by herself.

M. K. Pace, general yardmaster at Monett, told her brief history, while the reporter listened with interest. She has never been given a name.

#### Arrived in Box Car

"About three years ago she and another small kitten came into Monett in a box car. They took up house-keeping in two of the shanties in the yard. W. N. Caffey, assistant yardmaster, really claims her as his find. He started her on her checkered railroad career, in his office," Mr. Pace remarked.

"For a time the clanging of bells and the chug-chug of a switch engine frightened her so that she hid most of the day, only venturing out for eats. But day after day of noise hardened her so that she followed me around."

When Pace stepped on the front of a switch engine to ride down the track, the cat hopped on too.

When he hopped a tank car to climb over to the next track, he found that the cat arrived with him at almost the same time.

Every once in awhile an old engineer would find her perched on the arm rest of his engine surveying the track ahead.

Mr. Pace smilingly remarked that "it seemed sometimes like she had human intelligence."

She knows when each of the yard crews go to lunch and she makes the rounds, either hopping an engine or



a tank car to reach them. When the dinner buckets are opened, she rubs and purrs and gets her share of the repast.

Three years ago in November she started railroading. Last summer she darted across the tracks after a sparrow, and a switchman kicked a cut of cars down, just as she placed her foot on the rail.

#### Lost Foot in Service

Now she has only three good feet. She was immediately placed on the pension roll and retired from active service, and she took up family life in earnest. More than one scampering, rollicking family has started its earthly career from the old box in the corner of the yardmaster's office.

When the office where she was formerly located burned to the ground, three of the force darted through the flames to her rescue. When temporary quarters were established, she dragged her only child in by the neck and looked inquiringly for a box to put him in, which was promptly presented her.

She seems to realize that with her disabled foot she cannot get around as nimbly, and she devotes most of her time to the training of a young upstart which has all the characteristics and love for a railroad career that his mother has.

Just now, due to his extreme youth, he is making "student" trips with his mother, and learning the railroad game from the ground up. He is well broken in on the noise, and he has learned to receive the affectionate pats, sometimes roughly given him by the switchmen, with a hiss and a slap. He knows also who has the best

#### CAN YOU DRIVE WELL?

Do YOU drive a car?

If you do, read the twelve suggestions listed below for careful driving and determine if you are really a careful driver.

Are your brakes and steering gear in good order? Inspect them often.

Do you follow the car ahead too closely? Do you pass vehicles on the crest of a hill or on a curve?

Do you try "cutting in" when another vehicle, approaching from the opposite direction is drawing near?

At railroad crossings and congested places, do you shift into second to avoid stalling?

Do you disengage clutch on slippery surfaces? You should not. Brakes should be applied with caution.

Do you know that children are not responsible for their actions, and do you approach them with care?

Do you give persons on bicycles wide berth?

Do you realize that pedestrians have legal rights on the highways, especially at regular established crossings? Remember YOU are at times, a pedestrian.

If a driver insists on the right of way, do you let him have it? Courtesy always pays.

Do you back your car cautiously and signal properly?

Do you give hand signals when leaving the curb, turning corners or stopping?

Do you ever race with a train? Remember, few who have raced with a train to the railway crossing have lived to tell of their victory.

filled dinner pail.

Mother and kitten move noiselessly around. No one will contradict the statement that having them around seems to soften the disposition of the men who come in contact with some of the hardest work on a big railroad.

Out of the drizzling rain or snow storm, they come in for another order. There sits the cat. They smile, give her a slap with a glove, button up their coats and away they go.

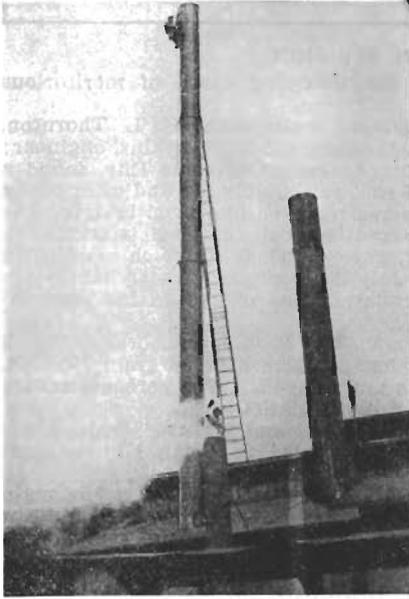
All her offspring, except one have left Monett, bumming their way in box cars—destination unknown.

During the recent solicitation on the Frisco in the interest of group insurance, the cat was brought to the attention of Mr. Jerry Dunn in charge of the work for the Metropolitan Life Insurance Company, and he suggested she be put on the disability list, and receive just dues per month.

What more could a mere cat ask! What stories she could tell to her grandchildren of the life of a railroad cat. How she lost a foot in the service and then was placed on the pension roll and finally received her monthly allowance from the insurance company!

She's some cat!

DIZZY? NAW-W!



The above picture proves that a painter's job on the Frisco Lines does not always mean that one will work on the ground floor. Messrs. Meath and Wagner, painters, are shown painting the smoke stack on the roundhouse at Neodesha, Kansas.

They both assure the readers of the Magazine that its a great job, but you must not lose your grip.

SEVENTH ST. IN LEAD

The Seventh Street Station, St. Louis, won for July the Fewest Errors pennant contended for each month by freight houses in Group No. 1 of the Frisco Lines. The station made one error for each 3,767 shipments and made thirteen errors in handling 48,970 shipments.

In their order the standing of the other freight houses in the group was as follows: Springfield, one error to each 2,492 shipments, making nine errors in 22,428 shipments; Tulsa, one error to each 1,869 shipments, making twelve errors in handling 22,423 shipments; Kansas City, one error to each 1,316 shipments, making twenty-four errors in handling 31,579 shipments; Memphis, one error to each 1,284 shipments, making twenty-two errors in handling 28,244 shipments; St. Louis (Broadway Station), one error to each 1,101 shipments, making sixteen errors in handling 17,614 shipments.

Keeping in Touch

The waiter was exceedingly slow and the diner was much annoyed. "Look here, waiter," he said at last, "bring me a cup of coffee, and while you're away don't forget to drop me a line occasionally just to let me know how you're getting along."—Exchange.



THANKED FOR SERVICE

When Poteau, Okla., recently was cut off from communication with the outside world by telephone, telegraph, highway and railroad, and the town was without electric light or power because of a severe storm, the Frisco railway, at considerable hazard to train and crew, ran a special train to the town, bringing necessary repairs.

During the storm the old power house and storage building of the Oklahoma Gas & Electric Company, which supplies Poteau with its electric light and power service, was struck by lightning and burned, plunging the town in darkness and destroying the emergency repair equipment of the company.

L. A. Wiedman, Ft. Smith, Ark., district superintendent of the Oklahoma Gas & Electric Company, heartily thanked J. G. Weaver, Ft. Smith, division freight agent of the Frisco, for the extraordinary service given by Frisco Lines in the emergency.

AGENCY CHANGES FOR AUGUST

- R. H. Glover installed permanent agent, Lincoln, Ark., August 1.
- D. Asher installed permanent agent, Pascola, Mo., August 1.
- O. L. Haddan installed permanent agent, Schuller, Okla., August 1.
- J. O. Jones installed temporary agent, Winfield, Kans., August 2.
- J. L. Fry installed permanent agent, Stoutland, Mo., August 2.
- H. W. McFarland installed permanent agent, Kewanee, Mo., August 2.
- J. N. Atteberry installed temporary agent, Proctor, Okla., August 2.
- Effective August 3, 1927, Pitt, Mo., river division, St. Louis sub-division, MP T-106.5, opened as a freight and ticket agency, V. S. Whitener installed agent.
- F. J. Ruess installed permanent agent, Ten Brook, Mo., August 4.