

SNAPSHOTS

FROM OUR

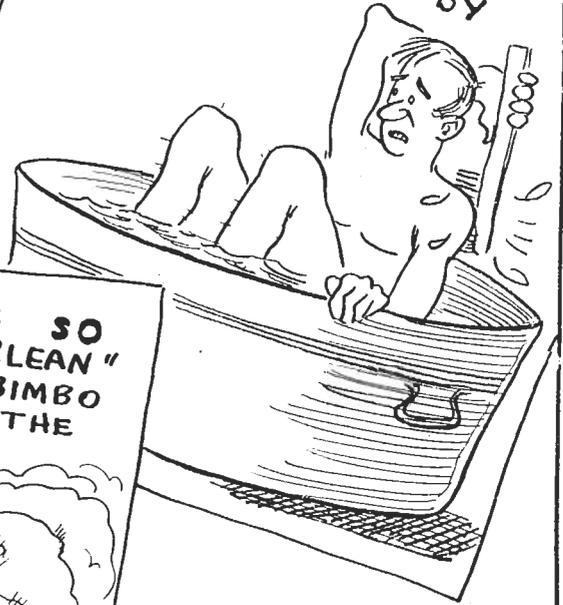
FOTYGRAFF ALBUM

SOME VACATION TRUTHS

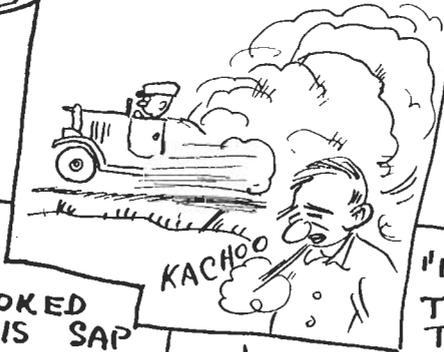
SNAPSHOT OF THE BOZO WHO WROTE BACK HOME "I BEAT OLD MAN PAR EVERY GAME"



"THE WATER IS FINE" WROTE THIS BIRD FROM THE "COTTAGE BY THE SEA"



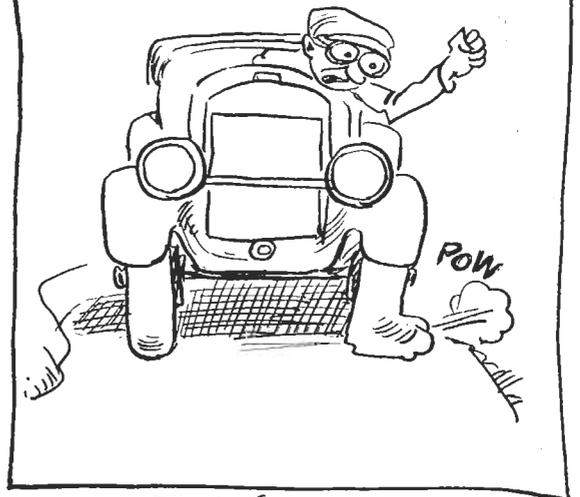
"THE AIR IS SO PURE AND CLEAN" ADVISES THE BIMBO WHO WENT TO THE COUNTRY



"YOU SHOULD SEE THE BIG ONE I HOOKED TODAY" - WRITES THIS SAP



"HAVING A WONDERFUL TIME TOURING IN THE CAR" -



JOHN GODSEY

NEWS of the FRISCO CLUBS

Wichita, Kans.

TO acquaint members with the new Air Capital Limited and its schedule, and to stimulate interest among employes, were the purposes for which the first meeting of the fall and winter season for the Frisco Employes' Club of Wichita, Kans., was called August 30. The meeting was held in a passenger coach on the tracks near the roundhouse. Fourteen members attended.

Mr. Henry E. Morris, general freight and passenger agent, made an explanation of the schedule of the Air Capital Limited, which leaves Wichita at 9 p. m. and arrives in St. Louis at 11:35 a. m., making connection there with ten noon trains for all eastern points, Chicago, Detroit, Buffalo, Indianapolis, Cincinnati, Pittsburgh, Philadelphia, Baltimore, Washington, New York and Boston, and for intermediate points as well. He urged all present to acquaint their friends with this new service which fills a very definite public need.

A short talk by Mr. E. E. Carter followed, in which he spoke about business conditions in Wichita and about the new train. Business conditions in Wichita were as good as any place in the territory, he said. He asked all to help make the new train a success.

Engineer Jack Halbert made a short talk on getting business for the Frisco, and on making the Air Capital Limited a big success.

The entertainment committee is planning some amusement and refreshments for the near future, but the plans were not complete at the time of the meeting. The next meeting will be held early in October.

Birmingham, Ala.

The swimming party and dance, given by the Frisco Employes' Club of Birmingham, at the Birmingham Athletic Club, September 3, was attended by 300 members and their friends. A number of contests were held during the evening.

Winners of contests were as follows: the swimming balloon race for women, Mrs. C. H. Vaughn, wife of revising clerk; the swimming balloon race for men and umbrella swimming race, Earl Basham, clerk, Bessemer Station; bathing beauty contest, first prize, Mrs. E. T. Boyd, wife of the

proprietor of East Thomas restaurant; second prize, Mrs. C. J. Thompson, wife of assistant superintendent of terminals; prize waltz, Mr. and Mrs. J. E. Milton.

Music was furnished by Bill Shafer's Country Club Arcadians. Dancing lasted until midnight.

North End Beaumont Sub

A business meeting was held by the North End Beaumont Sub Frisco Employes' Club at Atlanta, Kans., July 17. Twelve members and eight visitors attended.

Secretary J. B. Vasilopus turned in a tip of three women contemplating a trip beyond St. Louis in the near future. J. E. Jones and C. H. Cowles made talks. A discussion of Frisco freight and passenger service and the possibility of getting business followed.

The visitors in attendance were: W. H. Eastin, conductor; G. C. Tribble, brakeman; D. C. Wright, brakeman; H. R. Vance, engineer; L. R. Phelps, fireman, C. H. Ammerman, engine watchman, all of Enid; A. S. Murphy, ditcher engineer, Springfield, and Albert Jewell, ditcher fireman, Pawnee.

Fort Smith, Ark.

The Frisco Employes' Club of Ft. Smith, Ark., held a picnic at Fine Springs, near Rudy, Ark., August 21. One hundred and fifty attended.

Lunches and punch were served at 8 p. m. Following this, there was dancing and swimming.

Thayer, Mo.

The Frisco Employes' Club of Thayer, Mo., held a business meeting in the assembly room of the Y. M. C. A., August 15. The attendance was small, but those present took an active interest in the meeting.

Secretary T. H. Edmundson brought up the matter of having a Frisco booth at the county fair in September and asked all present to lend a hand in making it a success. Mrs. H. W. Miller, Mrs. T. H. Edmundson, Mrs. J. E. Haynes and Mrs. T. E. King were present to talk over matters pertaining to the Frisco booth. Ralph Beatty of the Barnes Dairy Products Company and Paul Cockman of the Cockman Produce Company also were visitors.

It was decided that the regular meeting night for the club be changed from Monday to Thursday, and here-

after meetings will be held on the third Thursday in each month. However, since in September this will be during the week of the fair, the meeting will be held the second Thursday.

Girls' Club, St. Louis

The August luncheon of the Frisco Girls' Club of St. Louis was held in the Crystal Room, Hotel Jefferson, August 28, with approximately 100 guests and members of the club present.

The program was one of the most interesting ever presented, and the honor guest for the day was D. L. Forsythe, general road foreman of equipment of Frisco Lines and former engineer of the world's champion endurance locomotive No. 4113. He was accompanied to the luncheon by Albert Collett, fuel agent for Frisco Lines. Mr. Collett introduced him to the members.

Mr. Forsythe made a splendid speech to the girls, expressing his pleasure at being able to be present, and told interesting bits about his locomotive endurance run. "At one time I did not have my clothes off for 48 hours," he said. "I do not want to take any special credit for the run because anyone else could have done it if furnished with a first-class locomotive and good coal and splendid help, such as I had. I did not hold the main key, I just worked out the problem and my co-workers did the rest."

"It is an inspiration to work for a railroad like the Frisco—the best in the world," he continued. "I do not believe there is a better spirit or better feeling among any class of railroad employes than there is on our Frisco today, and the Frisco Railroad is one of the outstanding roads that attracts more attention in railroad circles and among business people than any other road in this country."

"Dependable service is what counts. The fact that we made this long run with this engine is good advertisement for our road and shows that it pays to ship and ride over a dependable road which has locomotives in such condition as to make this a remarkable record."

Following the two addresses, Fredodor Simonov, operatic and concert tenor, gave a group of songs, accompanied by Bert Baumgartner of the advertising department, Frisco Lines.

He sang an Italian love song, an Irish folk song and responded with two encores. His numbers were enthusiastically received.

Miss Dorothy Green, niece of Miss Lucile Kerr of Frisco Girls' Club, presented a delightful piano solo. Although only twelve years of age, Miss Green is a very accomplished young musician.

Mrs. Louis Gibson, chairman of the entertainment program had previously passed out slips to the members with words such as rice, salt, ginger, sage, pepper and sugar and several girls received slips with the same word. As she called for the word, these girls rose and she read their fortune. The game created considerable laughter and was an added feature to the interesting program.

Due to the recent marriage of Miss Katherine Martin, who served the club as vice-president, it was necessary to elect a member to take her place. That honor was accorded Miss Mary Ansbro of the passenger traffic department, and Miss Ansbro made a short acceptance speech.

Fayetteville, Ark.

Each of the fourteen members present at the meeting of the Frisco Employees' Club of Fayetteville, Ark., held September 10, pledged himself to do his very best in solicitation work during the last six-month period of this year, in order to get all possible business for the Frisco.

Solicitation work since the last meeting of the club, July 12, was discussed. During this time, fifteen passengers, all of whom had planned to travel by bus, had been secured for the Frisco by G. C. Dakon, W. R. Rader, Guy Miles, D. G. Lehn and C. B. Coleman. Several L. C. L. shipments had been secured by Virgil Farmer. No carlot shipments were reported for this period.

Several members of the club made interesting and instructive talks and gave suggestions for the betterment of the club. The next meeting night was set for Tuesday, October 8.

Willow Springs, Mo.

The Frisco Employees' Club of Willow Springs, Mo., held a business meeting at the Willow Springs City Hall September 10. Ten members and one visitor, Assistant Superintendent C. B. Callahan, attended.

President R. F. Livingston reported that he had induced two passengers, who intended to travel by bus, to buy tickets over the Frisco to St. Louis and from St. Louis to Chicago over the Chicago & Alton.

Clubs Make Excellent Traffic Record First Six Months

Results of employe solicitation of traffic for the first six months of 1929, was highly satisfactory, as is evidenced by the following tabulation. The totals in carlot, passenger and LCL business secured are almost as great for this six months period, as for the entire year of 1928. Sustained effort by employes' club members in securing traffic for the railroad during the balance of the year, will make possible a new high record for the year.

	Carlots	LCL	Passengers
St. Louis Terminals	111		60
Fort Worth	18	4	26
Fayetteville	11	42	51
Ft. Smith	21	186	47
Jonesboro	91	685	180
Henryetta	73	67	32
Pawnee only (of the Perry Sub Club).....	192	225	22
Neodesha	6		94
Hugo	16	9	
Okmulgee	28	13	3
Thayer	3		8
Monett	65	1,296	226
Kansas City	154	31	48
Sherman	1	1	39
Birmingham	17	21	5
Wichita	25	30	20
Arkansas City	3	8	5
Madill	11	3	6
Salem	8	15	22
Muskogee	19	27	20
Tulsa	67	4	49
Thomas			1
Blytheville	37	29	35
Clinton, Okla.	14	10	2
Okeene	70	308	10
Clinton, Mo.	50	190	31
Willow Springs			4
Blackwell	52	121	18
Eagle City	2		2
Drummond	3		1
Enid	12		30
Poplar Bluff	400	1	26
Amory	126	53	150
Cape Girardeau	29	73	26
Sapulpa	13	1	213
Oklahoma City	23	5	81
Frederick	6		2
Ft. Scott	18	22	24
Springfield, Girls' and Men's	1,970	1,485	3,281
Helena	50	168	4
Mountain Park	1	4	2
Hayti	1		6
Hobart	21	28	5
Chaffee	22	6	14
Perry	6	32	12
St. Louis, Girls'	344		40
North End Beaumont Sub (No figures available)			
Joplin, Mo.	18	1	
St. Louis, Men	161		36
Pensacola	78	37	20
Totals.....	4,467	5,241	5,039

Entertainment committee informed the club that they were planning an entertainment for the next regular meeting, to be held October 8.

Up-to-date
 "What do you think of the bare leg fad?"
 "Oh, it's all right as far as it goes."

What Nation's Newspapers Said Editorially of Frisco's Record Locomotive Run

From the Philadelphia Public Ledger of August 12, 1929.

While the endurance achievements of airplane engines are being widely applauded, a railroad locomotive in the West has been modestly piling up mileage and has established a new endurance record for machines of that type. For twenty days, engine No. 4113, of the St. Louis-San Francisco Railroad, has pulled freight trains between Kansas City, Mo., and Birmingham, Ala., rolling up a total of 5,144 miles, without its fire being drawn. This is described as a record.

Interest invariably centers on the newest type of achievement. The locomotive yielded in interest to the automobile, and the automobile now has become commonplace. The spirit of romance and the popular imagination at the moment center on the airplane, and new automobile and locomotive tests receive scant mention. Meanwhile, unsung and almost unnoticed, No. 4113 gives an endurance performance that will delight every superintendent of motive power who dreads "engine failure"—and all of them do.

From the Denver Post of August 14, 1929.

Endurance records are the rage these days. The one made by a St. Louis-San Francisco locomotive between Kansas City and Birmingham is worth while. It is an efficiency record. This engine ran for twenty-five days, covering 7,350 miles, without overhauling. The old record was 3,500 miles. The St. Louis-San Francisco locomotive hauled more than 13 and three-fourths million tons of freight while making its record and was still in good condition. All railroad men are interested in its performance, for they want to reduce operating expenses.

From the Kansas City Times of August 15, 1929.

A Frisco locomotive has now more than doubled the best previous record for endurance by completing a series of seven round trips between Kansas City and Birmingham, Ala., without having its fire drawn. It was ninety-nine years ago this summer that the first American ancestor of locomotive No. 4113 sallied forth upon another trial run. Peter Cooper called his contraption the Tom Thumb, because, as he once wrote, "it was so insignificant". As a matter of fact, it was little larger than a present-day handcar and probably weighed not

"4113"

There have been many instances of famous and significant numerals. All of us know the meanings and connotations of such numerical phrases as "7-11", "23", "50-50", "NX211".

And now Frisco Lines has added another potent numeral to the list, with its famous "4113".

During the twenty-five day run of Frisco endurance locomotive No. "4113", the readers of 1,200 newspapers served by the Associated Press throughout America, almost 1,000 reached by the United Press service, and 600 newspaper subscribers to the service of International News, saw daily stories of the progress of the "4113". At the conclusion of the run, "Time", the weekly news magazine with a circulation of almost 400,000 printed an article with a photograph of D. L. Forsythe, road foreman of equipment, who rode the record-breaking engine on her trip. National railway magazines, "Transportation" and "Railway Age" carried pictures and detailed stories of the achievement.

And so "4113" came to take its place, temporarily at least, as an outstanding idiom, denoting endurance, sturdiness, power, and splendid performance.

The accompanying editorials, clipped at random from American newspapers, reflect accurately the impression created by this outstanding achievement by Frisco Lines.

—W. L. H., Jr.

much more than a ton. (No. 4113 would tip the scales at 560,000 lbs.)

The Baltimore & Ohio railroad at that time owned a double track from Baltimore to Ellicotts Mills, thirteen miles away, which was being operated by horsepower, and it was on this line that Tom Thumb was to perform. All went well on the out trip. The train—there was one car, carrying company directors—attained at one point a speed of eighteen miles an hour, and everyone was duly elated. But on the way back Cooper tried to race a horse-drawn train on the second track. The Tom Thumb had forged into the lead when a pulley slipped and, before he could replace it, the race was lost.

No. 4113 has just made a run lasting twenty-five days and covering

more than 7,000 miles without a repair. In this matter of breaking records, we are glad to note, the iron horse is not to be outdone by either the iron fish or the iron bird.

From the Battle Creek (Mich.) Journal of August 19, 1929.

Steam locomotives now are going in for endurance records. They are doing pretty well at it, too. A new world's record was made recently when Engine No. 4113 on the St. Louis-San Francisco Railroad traveled 7,350 miles without having its fire drawn. This means continuous operation, pulling freight trains, for 25 days—a longer time than the gas motor ran in the famous airplane endurance flight at St. Louis.

It is good to see the steam engine rouse itself for new demonstrations of power and service. This type of engine is by no means shelved by the gas engine. Steam may come back for new triumphs. Some engineers say that airplanes will soon be using it.

From the New Orleans Tribune of August 18, 1929.

Engine No. 4113, of the St. Louis-San Francisco Railroad, in the ordinary come-and-go of daily traffic, has just completed a run of 25 days, covering 7,500 miles, pulling heavy freights all the time between Kansas City and Birmingham.

In those 25 days, its fire was never drawn, its boilers were not washed and no repairs were made. The record more than doubles the previous locomotive endurance record. Besides, it would probably have been increased did not Federal regulations require the examination of engines each 30 days.

This is a record which will bring no cheers from the multitude of medals for the crew. But it stands as solid evidence that aviation is not the only branch of transportation which is making advances in equipment and in methods.

From the St. Louis Globe-Democrat of August 15, 1929.

While large sums are spent in many years for improvements in existing rights of way and on terminals, the \$50,000,000 to be laid out in new railroad construction undertaken this year in the single State of Texas is the largest sum devoted to the purpose in a long period. And Texas has many thousand miles of bus lines and

is rapidly establishing air lines. In national transportation the railroads are still "standard equipment," the basic creation in the entire structure. Such endurance tests as that in which a Frisco locomotive engaged, with fires drawn and heavy service performed without intermission from July 19 to 11:30 a. m., on August 13, running up a total mileage of 7,350, have a sober, practical value not to be overlooked in the attention naturally given to other and more novel endurance tests.

From the Des Moines Register of August 10, 1929.

In this period of endurance tests for automotive mechanisms there should be some entertainment and value in the record run by a St. Louis and San Francisco locomotive which up to Thursday had traveled 5,000 miles in service without having its fires drawn.

Since the best previous record was 3,500 miles, it is plain that Locomotive 4113 is world's record holder now. The engine has been working between Kansas City, Mo., and Birmingham, Ala., according to the United Press dispatch about it. That in itself is peculiar, for an ordinary locomotive run is confined to a railway division, and divisions are rarely 500 miles long.

Of course, unlike such other mechanisms as airplane motors or automobile motors when put to sustained endurance tests, the locomotive is not constantly in operation. How much mechanical attention it gets at terminals is not clearly explained. It is certainly given careful checking, careful lubrication, and possibly some repairs. Since the fires are not drawn, it probably follows that the test is largely one of the boiler flues. Stoppages at terminals would give plenty of time, it may be presumed, for mechanical attention to a hundred parts—air brakes, to mention merely one.

Certainly the railroad is taking no chances of any kind of failure in operation that might tie up trackage or cause heavy property loss.

One of the benefits of the test should be to emphasize not the possibilities but rather the limitations of mechanisms that have been established as reliable through decades and decades of service, and that have been developed to what we call "a high point of perfection," with innumerable costly auxiliaries to keep them in operation.

From the St. Louis Star of August 16, 1929.

While marveling over airplane endurance records and steamship runs, don't overlook that the steam locomotive has been coming along at a



The Frisco's endurance run locomotive, Number 4113, took a place in the limelight with the famous flying pair, Jackson and O'Brine, in connection with the theatre program at Loew's State Theatre in St. Louis, the week of August 24-30. The above photograph is of the lobby display in the theatre that week. The model locomotive crossing a bridge with a mountainous background, the "two-sheet" carrying printed statistics on the run, together with a picture of D. L. Forsythe, and the Jackson and O'Brine sheet on the right, all combined to make an attractive lobby display. Many thousands of Loew's State patrons paused in admiration before the set during the week. The feature attraction was Lon Chaney in "Thunder", a railroad picture.

livelier gait than ever. Engine 4113 of the Frisco has just finished a twenty-five day, 7,350-mile fast freight run between Birmingham, Ala., and Kansas City, Mo., without having its fires drawn, its boiler washed, or repairs made. In those twenty-five days it hauled 13,780,749 gross tons of freight, and consumed 1,500,000 gallons of water and 975 tons of coal. This 560,000-pound portable power plant, for that is what the locomotive is, broke a world's record.

Improvement of the steam engine, in fact, is keeping pace with the development of other means of generating power. The modern locomotive hauls heavier loads at lower operating cost than ever before. Use of new steels, better construction and handling, have made it possible to operate continuously over long runs without laying up. Not many years ago it was thought metal "fatigue" made it unsafe for a locomotive to run more than 150 miles without rest and overhauling. This Frisco engine was still going strong when a federal inspection law compelled it to stop. Electric motors and gas engines have not yet displaced steam. As long as cheap coal is available for the railroads, the modern efficient steam lo-

comotive seems likely to hold its place for heavy hauling.

From the Mobile (Ala.) Register of August 19, 1929.

This seems to be a day of endurance tests and there is a good deal of doubt about what some of them prove after they have been made. There is practical value in a test of a marathon locomotive on the Frisco system between Birmingham and Kansas City which has recently been completed.

This locomotive for more than three weeks was kept in continuous night and day service without allowing the fires to die down. It traveled 7,350 miles under the test with the general road foreman of equipment constantly in the cab to observe the results. The run is said to have doubled the previous world's record for a locomotive's endurance without being taken to the shops for an overhauling of one kind or another.

From the Quincy (Ill.) Herald-Whig of August 2, 1929.

Down on the Frisco railroad between Kansas City and Birmingham, Ala., a sturdy freight engine has been pounding away in an endurance test (Now turn to Page 15, please)