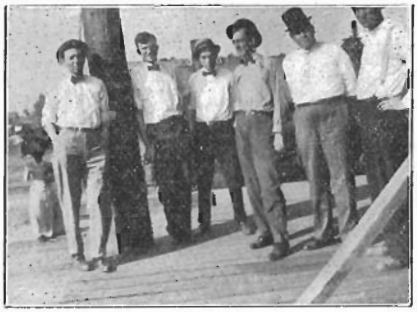
Muskogee Freight Force.

The group shown in the accompanying reproduction are the office force at



the freight house, Muskogee, Okla. The picture was taken by J. W. Kline and forwarded to THE FRISCO-MAN by Jack Dunlap. Those shown in the photograph are, from left to right: C. V. Gregory, revising clerk; W. P. Cowan, cashier; C. L. Rowland, bill clerk; Jack Dunlap, check clerk; E. W. Jackson, car clerk; and Art Harris, manager National Transfer Co.

Our Correspondent.

F. P. Wilmarth, Sr., crane operator at the Springfield, Mo., South Side shops,

entered the service of the Frisco in the mill department of the North Side shops at Springfield in 1898. He remained in this department until November 21, 1904, when he was obliged to leave the service because of illness. He returned to the Frisco September 27, 1905, in charge of the Niles electric crane at the South Side Springfield shops, which position he continues to fill.

Mr. Wilmarth is special correspondent for THE FRISCO-MAN at Springfield, and through his efforts we have been able to publish many items and reproductions of interest to our readers.

Caught Several Pounds.

The picture of Kennett, Mo., passenger station herewith reproduced was

taken just as the group standing on the platform were starting off for a fishing trip, at which several pounds of fine fish were caught. Among those shown in the picture are: Conductor J. S. Brownfield, Brakeman F. G. Eagle, Roadmaster L. Ramey, Paul Ramey, son of L. Ramey, and J. J. Cunningham, roadmaster's clerk. Conductor Brownfield and Brakeman Eagle run on trains 821 and 822, between Kennett and Memphis, with layover at Kennett.

Through the courtesy of Brakeman Eagle we are able to present this reproduction.

James Donohue is appointed traveling freight agent, with headquarters at 117 West Main Street, Oklahoma City, Okla., effective July 18.

Mileage of 158.

The following interesting account of mileage of Engine 158 was sent to THE FRISCO-MAN by Al Geister, Road Foreman of Equipment, and A. W. Nelson, Division Foreman, Neodesha, Kans.:

No doubt the readers of THE FRISCO-MAN will be interested in the performance just completed by Frisco engine 158, which was F. L. Street's regular assigned engine on the Kansas-Wichita Subdivision.

The engine was built by the Union Pacific Railroad Company in 1890, has cylinders 18x24 inches, wheel centers 57 inches and the boiler has 201 flues, two inches in diameter; the weight of the engine is 103,000 pounds, total weight of engine and tender 190,000 pounds, boiler pressure 160 pounds.

This engine was acquired by the Frisco at the time that the Oklahoma Central and Western was taken over by them, and was last overhauled at the Springfield shops, receiving Class 3 repairs, and put in service between Neodesha and Wichita August 8, 1908.

The engine handled trains Nos. 2 and 309, Nos. 7 and 8, train consisting of five and six heavy coaches. The grade between Keighley and Fredonia is 53 feet to the mile, length of grade 8,000 feet, and the grade between points above going west is 63 feet to the mile, length of grade being 30,600 feet.

Train No. 7 makes the trip from Neodesha to Wichita, a distance of 105 miles, in four hours and ten minutes, and train No. 8 makes the trip from Wichita to Neodesha in three hours and thirty-five minutes, both trains making stops at nearly all of the stations.

In the latter part of October, 1908, the engine was taken out of service on account of her crown sheet leaking, and the crown sheet and crown bars were cleaned, being out of service thirty days while the work was done at Neodesha shops. She was again laid up for repairs at Neodesha, September 28, 1909, and this time twenty-three of the bottom flues were taken out (but not on account of condition of the flues), and other light repairs made. It was thought that there was mud in cylinder part of boiler on account of there being no washout plugs near the front end of cylinder part of boiler, but after the flues were removed it was found that there was very little mud accumulated, and had this been known it would not have been necessary to have removed the flues. The cost of above repairs, including labor and material, was $173.20.

The engine again went into service October 10, 1909, and continued in service until June 28, 1910, when she was sent to the Springfield shops, having then made the sum of 92,087 miles during this time.

No. 158 is an oil-burning engine and has her original firebox, with a patch about 6x10 inches on the firebox flue sheet near the left side, and a patch about 6x8 inches on the firebox door sheet near the fire door, and there was one flue plugged when she was sent in for overhauling.

While making the above mileage she had very few failures, and only one of which could be charged to the condition of firebox or boiler, this one being a bursted flue.

Considering the hard service this engine was required to perform, this is a pretty fair demonstration that oil is not any more severe on flues and fireboxes than coal, if the oil burner is given the same chance as the coal

burner, and with careful handling and judicious use of flue sand.

This engine was regularly assigned to F. L. Street, who is one of the oldest engineers in point of service on the Frisco lines, his seniority dating from July 1, 1880. The mileage, as well as good service made by this engine, can to a great extent be attributed to the careful handling of Mr. Street.

Mr. Street kept a record of the mileage made by No. 158 each day, and when taken out of service to be sent to the shops, the record of the mileage kept by Mr. Street almost corresponded with the record kept by Superintendent of Car Service.

Of course, we must give the roundhouse foreman and his men credit for making the necessary repairs which were needed from time to time. This also demonstrates the fact that an engine will stay out of the general repair shop and give better service with a regular assigned crew than if run in pool.

While we are aware that engines have made as much or more mileage, we believe that the work this engine performed handling heavy trains, which were equal to her freight tonnage classification, and making passenger trains schedule over heavy grades and bad water district, this is an exceptionally good record.

We wish to state further that there were two other engines, about the same class of engine as No. 158, which had regular engine crew assigned to them, and were doing the same class of work. They also gave just as good service and were taken just as good care of. Unfortunately, however, one of them met with an accident, while the other was transferred to another division in first-class condition, this on account of heavier power assigned to runs. Both of these engines would have made a record worthy of mention.

These engines were handled by Engineers Dale and Love, veterans of twenty-five years' service record.

Boquet for Roberts.

The following communication received by General Passenger Agent A. Hilton, from Mr. J. H. Rader, in charge of the Army Medical Supply Depot, War Department, St. Louis, Mo., is but an index of what may be expected at every station on the Frisco:

WAR DEPARTMENT
ARMY MEDICAL SUPPLY DEPOT
204-208 South Eighth Street
St. Louis, Missouri.

JULY 21, 1910.

Mr. Alex Hilton, G. P. A., "Frisco," St. Louis, Mo.:

DEAR MR. HILTON—As a member of a party of five, just returned from a two weeks' camping trip at Scotia, Mo., I desire to express to you the appreciation of the entire party for the very courteous treatment accorded us by your representative at Leasburg, Mo., Mr. J. N. Roberts.

This gentleman not only gave us all the information that it was possible to obtain with reference to camp site, etc., but made arrangements for the transportation of the party from Leasburg to Scotia, as well as arranging with one of the merchants at Leasburg so that we could get certain provisions when we arrived, as we arrived there on a Sunday.

It is not only a pleasant surprise but a genuine pleasure to travel over a road that employs such courteous gentlemen as we found your representative at Leasburg to be, and I take this opportunity, as a patron of your road, in saying as much.

Very truly yours,

(Signed) J. H. RADER.

Telephone vs. Telegraph.

H. D. TEED.

In the fall of 1906 the Frisco, like many of the other large systems, realized perhaps for the first time that its increasing business required more rapid

means of communication than the telegraph afforded, and in common with the other progressive roads worked out comprehensive plans to make use of the telephone for the movement and control of its trains as well as for its message service.

Before these plans could be carried out, however, it necessitated practically the rehabilitation of the pole line in nearly all of the main line territory and entailed an enormous expense. This work is now nearing completion, and following closely upon the heels of the reconstruction forces can be seen the wire-stringing gangs placing four copper wires on approximately 750 miles of the main line territory.

While this work was being done we find one of the most modern telephone exchanges has been installed at Springfield, with approximately 112 stations connecting with all departments as well as with the commercial lines of the Bell Telephone Company at Springfield. A similar exchange has been installed at Kansas City, and with the one already in service at St. Louis, our heavier centers are well provided with a rapid means of communication locally.

In September last two heavy copper metallic circuits were completed between Springfield and Kansas City and each station provided with a telephone and signaling apparatus that enables the dispatcher to call or select any station desired without the knowledge of any other station. Similar service is rendered on the second circuit, designed for message service, and both of these circuits terminate in the private branch exchanges at Springfield and Kansas City. When the dispatcher desires to call or select any particular station he merely turns one of the fifteen or twenty keys which are placed in a neat cabinet in front of him, and in eight seconds he hears the bell at that particular station ringing through the medium of a telephone receiver which he wears continuously, and in the instrument recognizes the voice of the regular operator at that station answering by pronouncing the name of the station and proceeds to put out the order or transact whatever business he has.

The dispatcher saves the labor task of calling the station from five seconds to five minutes, as formerly, and is

Patrick, lately over, was working in the yards of a railroad. One day he happened to be in the yard office when the force was out. The telephone rang vigorously several times and he at last decided it ought to be answered. He walked over to the instrument, took down the receiver, and put his mouth to the transmitter, just as he had seen others do.

"Hillo!" he called.

"Hello!" answered the voice at the other end of the line. "Is this eight-six-one-five-nine?"

"Aw, g'wan! Phwat d'ye tink Oi am? A box car?"

enabled to gather the collateral information so essential in the issuance of train orders, and, therefore, it gives him more time in which to formulate his plans for train movement. It has been proven that a dispatcher can handle approximately twice the volume of business with the telephone that could formerly be handled by means of the telegraph, with less physical effort on the part of the dispatcher.

On the message circuit double the number of messages can be handled by two operators than with the telegraph. The speed of the sender on the Morse circuit is usually limited to the ability of the receiving operator to read and transcribe the Morse characters, and the average way operator's ability to do so varied greatly. With the telephone it has been found that the speed with which messages can be handled is remarkable and is limited only to the speed of the receiving operator's ability to write or copy on the typewriter, as it requires no skill to catch plainly spoken words. The message circuit between Springfield and Kansas City was originally cut at Ft. Scott. The rapidity with which the business could be handled permitted this circuit to be cut through between these two points without delaying the handling of business normally and leaving room for five to ten-minute conversations between the subscribers on the private branch exchange at Springfield as well as those at Kansas City.

Superimposed upon these two metallic circuits is a third circuit, technically referred to as a phantom, over which the through business between Springfield and Kansas City is handled without interference with the conversations going on on the metallic or physical circuits. This latter circuit, while used to some extent by the commercial companies, was never attempted by any of the other railroads which have similar telephone facilities, for the reason that the best telephone engineers in the country had never undertaken to phantom circuits equipped with the special selector system of calling. The first experiment with the phantom proved so successful that it is being placed on all of the circuits as rapidly as they are completed. Today we have completed the two circuits between St. Louis and Springfield, between Springfield and Thayer, Springfield and Monett, and between Birmingham and Jasper, and it only remains for station apparatus to be installed to enable any station in St. Louis to talk with way stations or agents between St. Louis and Kansas City, Monett or Thayer, or vice versa, including any station on the private branch exchange at Springfield or Kansas City. The phantom circuits are designed to carry the through conversations in the same manner that the through Morse circuits carried the long distance messages, except that the long circuits can be instantly connected with the shorter circuits leading to a station.

The value of this ready means of communication is inestimable in case of a wreck on one of our passenger trains, which will be equipped with emergency telephone sets which can be instantly attached to the dispatcher's wire, and the conductor can communicate with the dispatcher or any officer direct in half a minute from the scene of the wreck, where formerly he was obliged to walk to the nearest station and through the medium of a third person, the telegraph operator, report the accident. Likewise, it gives the wrecking boss a means of notifying the dispatcher of the progress of the work and the probable minute on which the line will be open.

Space forbids a detailed explanation of the mechanism and operation of the