

The FRISCO MECHANIC

Published in the Interest of the
F.A. of M.C. & C.D. Employes



DAHLIAS CAPTURE AWARD

Highland Gardens, Springfield,
Mo., Exhibits at St. Louis Show

(By S. W. Ellis, Reporter)

YEARS ago, W. A. Bangs, machinist, North Shops, Springfield, Mo., planted a few hills of common dahlias. This fact in itself may seem insignificant, but marked the beginning of the Highland Gardens, 2021 North Fort Avenue, Springfield, Mo., which today is the largest grower of high-grade dahlias in Southern Missouri.

The reporter for "The Frisco Magazine," in search of news, drove out to the garden, expecting to be shown possibly a back-yard lot, with good flowers, but was not prepared for what he did see.

There were not only hundreds of blooms, but literally thousands of them! And such colors! red, pink, lavender, orchid, orange, yellow, white, cream, Autumn tints, and combinations; purple flowers with silver reverse which, from another angle, make them look like different flowers; delicate tintings of the summer skies at dawn, flesh color, tan, heliotrope and salmon which rival the dainty georgettes of my lady's wardrobe—in fact, every color excepting blue and black.

Merwin Bangs, school-boy grower of these fine blooms, seems justly proud of his gardens as he said, pointing to a tall dahlia with six flowers nearly as large as dinner plates: "This, we think, is the heaviest blooming, large-flowered variety of this color yet produced. We have picked eight blooms from this plant this season and you see it still has plenty of buds."

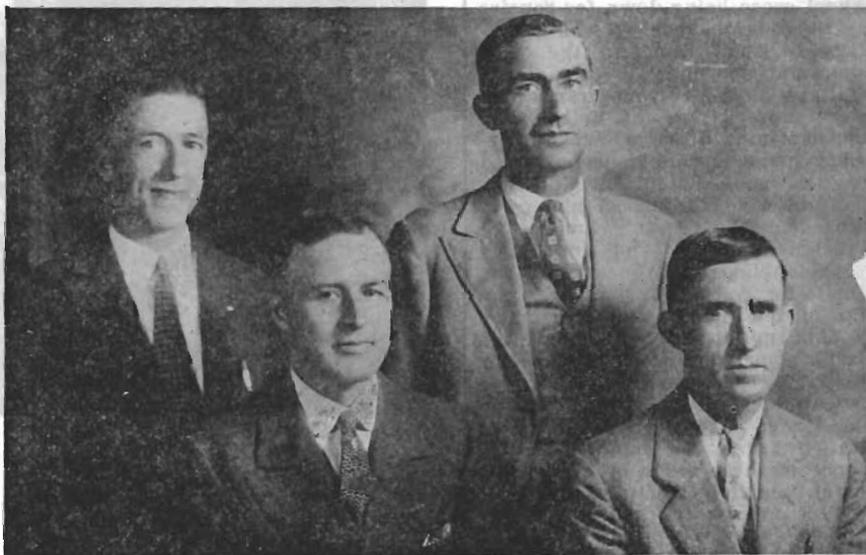
"This amaranth-pink dahlia measures seven and one-half inches across and it is almost unbelievable the number of flowers a plant of this variety will produce."

"Here is a white which has no peer" said Mr. Bangs, indicating a magnificent plant with seven enormous white blooms standing out above the light green foliage and ten or twelve strong buds in different stages of development.

"We have tried out or have seen nearly every white and nearly every red dahlia on the market, but this white outclasses them all, and it is one of our heaviest sellers both as a cut flower and for tubers."

We wandered on in what seemed a corner of paradise. Here was a sea-shell-pink cactus dahlia, there a tiny cream pompom, while towering

Officers of Largest Local of Frisco Associations



These officers of Local No. 2, Frisco Association of Metal Crafts and Car Department Employees, of the West Shops, Springfield, as well as the two officers not included in this picture, are proud of the fact that this local, with more than one thousand members, is the largest in the association.

The local holds meetings at Frisco Association Hall, 214½ East Commercial Street, every Tuesday night. President Melton, who is serving his second term, invites members of other locals to be guests of Local No. 2 when they are in town.

Left to right—Harvey Smith, secretary; A. E. Godfrey, vice-president; Thomas Ladd, past treasurer; Charles L. Melton, president.

Lon Van Winkle is financial secretary and Emmett O. Shelton, treasurer.

above it like a giant ogre was a lavender-pink dahlia with four blooms of matchless shape and coloring.

At last we came upon a row of tall-growing star-shaped cream-white dahlias with deep creamy centers. A more beautiful flower scarcely could be imagined!

In response to a question Mr. Bangs said: "Yes, we have known for a long time that we grew good dahlias but we did not think they were the best until we entered them in the Dahlia Show at the Missouri Botanical Gardens in St. Louis, October 1-2, 1927, where we won five first prizes, two seconds, and one third prize, together with the silver medal of the American Dahlia Society, which was the highest award in the show."

Concerning dahlias culture, Mr. Bangs said: "Just give a hill of dahlias the same care and cultivation as you would a hill of tomatoes on which you wanted to win a prize, and you also can grow prize-winning dahlias."

He whose head is easily swelled often finds himself in tight places.—
W. H. Black.

SAVES STRANDED FISH

On September 23, while on his way to work at the West Shops, Mr. Emmett King, locomotive painter, discovered a large number of small fish which had been marooned on the ground west of the large lake at the shops after the water had receded from heavy rains earlier in the season. Further investigation developed that the water was rapidly draining out of a smaller pond or sink hole and that this pond was practically full of fish. Realizing that quick action was necessary in order to save the fish, Mr. King notified F. A. Beyer, shop superintendent, also G. O. Pike, deputy game warden, who immediately took charge of the situation.

Approximately four tons of fish were seined out of the pond which measures about one hundred feet long and fifty feet wide. The fish which were mostly black bass with some perch and cat, ranged from two and one-half pounds down to fingerlings. A large number of them were placed in the West Shop lake.

A GOOD DAY'S WORK

By "BOOSTER"

Of the Mechanical Department at Springfield

On September 16 engine 1501 on train 5 was cut out at Springfield and sent to the north side roundhouse for a new front crank pin.

We had the engine on the drop pit and started the job at 8 a. m. The wheels were removed and, the wheel press being down for repairs at the north shops, it was necessary to send them to the west shops for new pins.

Right and left front crank pins were pressed out, the holes trued up, new pins fitted, wheels returned to the north roundhouse, new rod brasses made, both front side rods gauged, wheels replaced under engine, power reverse cylinder and bracket removed and four new studs applied and the engine was O. K. for service at 6 p. m., a total of ten hours' time consumed.

This might not be considered fast, but when you stop to consider the fact that these wheels were removed by the old drop pit method, loaded in a car twice and unloaded twice and handled a distance of three miles by a yard engine, then it looks better.

This speedy work was made possible only by the prompt action of our very efficient yardmaster, W. P. Gustin, and by the handling of the mechanical work by F. A. Beyer and his forces at the west shops, which brings to the front very forcibly what can be accomplished by a force of men when they have the right spirit and all are striving to make their employer's business profitable.

GIVE "TACKY" PARTY

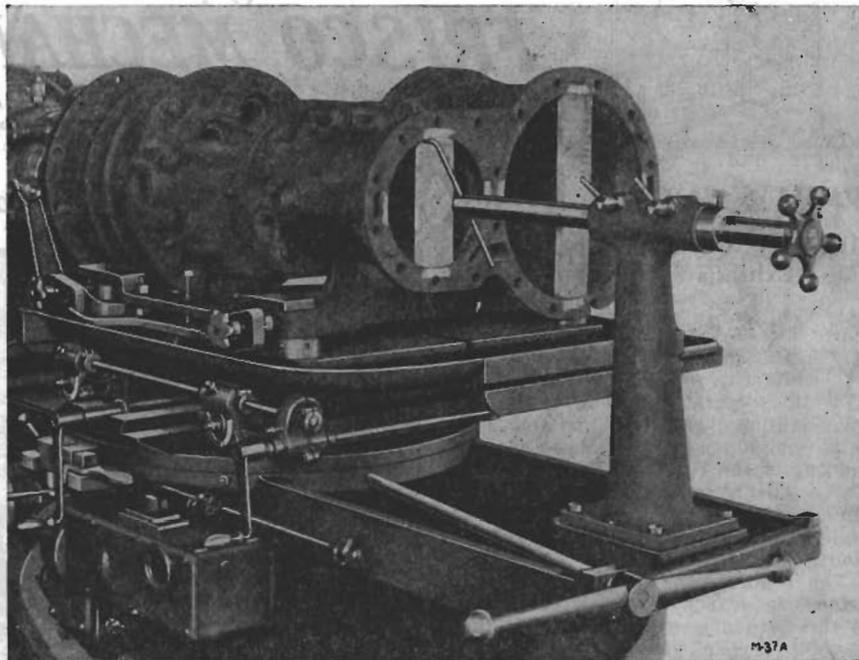
Local Number 15 Held Affair at Oklahoma City, October 5

ONE of the most enjoyable meetings of its kind ever given by the live wire organization of Frisco employes known as Local No. 15, of the Frisco Association at Oklahoma City, was held at Bohemian Hall in that city the night of October 5, arranged by the ladies' auxiliary of the local.

When the employes arrived for the affair at 7:30 that evening, they found, not a severe meeting room with correctly placed chairs, speakers' table and other equipment of a regular meeting, but instead a gaily decorated hall with stage fixed for the presentation of tableaux.

Not only was the hall decorated, The Frisco folks came decorated themselves. There was Dave Estes as a hobo,—Mrs. Jesse Moore as a school teacher, Mrs. T. F. Scott as "Aunt Mandy", and a whole raft of other local members disguised as children, clowns, bums, bank presi-

New Micro Grinder for Air Pump



ALL pumps overhauled at the West Shops in Springfield have both heads and pistons removed and all cylinders are gauged for wear with a special dial indicator gauge that registers 1/1000 of an inch wear. All cylinders that show 8/1000 or more wear (out of round or taper) are put on machine for boring and grinding.

The picture above shows pump on table being set up. Cylinders are not removed from center piece. Cylinders are lined up with the centering lines. If no lines were put on at factory, cylinders are centered from counter bore or from cylinder walls. If the cylinders are worn much, a tool holder is first put on spindle and cylinder is bored, then finished with grinding wheel; when one end has been finished, the table on which pump is set up is revolved and the other end finished without changing of clamps. Before removing pump a special tool head is used to true up hole through

center piece and also to true up stuffing box so that all are in exact alignment with cylinders permitting close fitting pistons to be used. The counter bore next to center piece is also trued up and before removing from machine, centering lines are put on cylinders for future setting up. This machine turns out the work so that when using the dial indicator gauge the cylinders show perfect.

The dial indicator gauge is similar to those used for auto engine cylinders and was made especially for pump work. When pumps are being overhauled, no calipers are used except to get size of cylinder for piston.

Cylinders are cleaned out and the gauge is passed through and it registers 1/1000 wear and can be read like a watch. All cylinders can be gauged while one is being calipered. When the operator has become familiar with machine, two 8½ CC pumps can be finished in eight hours.

dents,—everything but machinists and first-class mechanics.

Mrs. Moore conducted a school session that was one continuous laugh from start to finish, and the blackface skit, written by Mrs. Moore, and acted in by Mesdames Scott, Swain, Shaw and Moore, provided a novel way of introducing several speakers.

Frank Junkins, general chairman, spoke on the good of a loyal and well formed organization, and was followed by Dave Estes, president of the Frisco Club of Oklahoma City, B. W. Swain, general roundhouse foreman; Jesse Moore, general foreman; W. L. Huggins, editor of the *Frisco Magazine*, and others.

Winners of the prizes for the tackiest costumes of the evening were

Mrs. M. H. Shaw, and Paul J. Kruse, blacksmith.

Members who had neglected to come attired in tacky costume were fined twenty-five cents.

Payments by the Metropolitan Life Insurance Company to insured officers and employes, September, 1927, totaled \$6,061.66 divided as follows:

Supervisory group, total and permanent disability, \$1,326.18; clerks' group, total and permanent disability, \$361.56; shop group, total and permanent disability \$1,173.92; accident and sickness, \$2,200.02 and death, \$1,000.00.

J. D. HEYBURN NAMED

**Central Division Master Mechanic
Elected President Traveling
Engineers' Assn.**

MR. J. D. HEYBURN, of Fort Smith, Ark., master mechanic of the central division was elected president of the Traveling Engineers' Association at a meeting of that organization in Chicago recently.

Mr. Heyburn has been an active member of this association for about twenty years, and has attended practically all the meetings and on numerous occasions has served as chairman of committees to compile papers which were read and discussed.

"The purpose of the association," Mr. Heyburn says, "is to improve the locomotive engine service on the American railroads. It was organized in 1892 by a small number of traveling engineers on eastern railroads. It has since held conventions yearly, at which time papers are read and discussed covering locomotive and operating problems. As the conventions are attended by both mechanical and transportation officials and others from all parts of the United States and Canada, the proceedings of each convention, which are issued in printed form, are read by the majority of operating and mechanical officials, and many of the practices recommended by the Traveling Engineers' Association are adopted by railroads in general. In fact, all new mechanical appliances put in use, are generally tested and tried out by the traveling engineers before they are adopted.

"The handling given the subjects at the conventions from year to year of the problems connected with the locomotive and transportation problems of the railroads, make this organization one of the most important railroad associations in the country."

Seventy-seven Years of Service

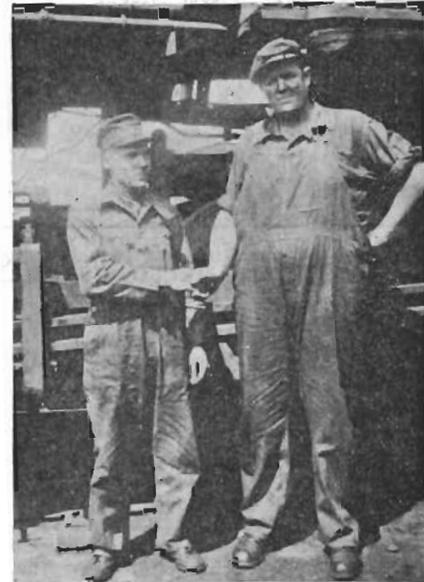


Seventy-seven years of Frisco Lines service by members of a single family are represented in the above picture, which is of L. D. Davis (with coat on), blacksmith at Thayer, Mo., his six stalwart sons and his little grandson.

Top row, left to right: William A., fireman, eleven years' service; Raymond E., fireman, four years' service; Claude, brakeman, twelve years' service; Emmett, not employed by the Frisco, and Lloyd, brakeman, thirteen years' service. Bottom row, left to right: Roy, position not stated, five years' service; William Everett, age seven years, son of Claude; L. D. Davis, thirty-two years' service.



LONG AND SHORT OF IT



Lew Anderson, left, and Hubert Oakes, shake hands with each other to show there are no hard feelings, just because the weight and height seem to be distributed unevenly. Both are employed in the mechanical department of the Kansas City shops, as machinist helpers.



SAFETY FIRST

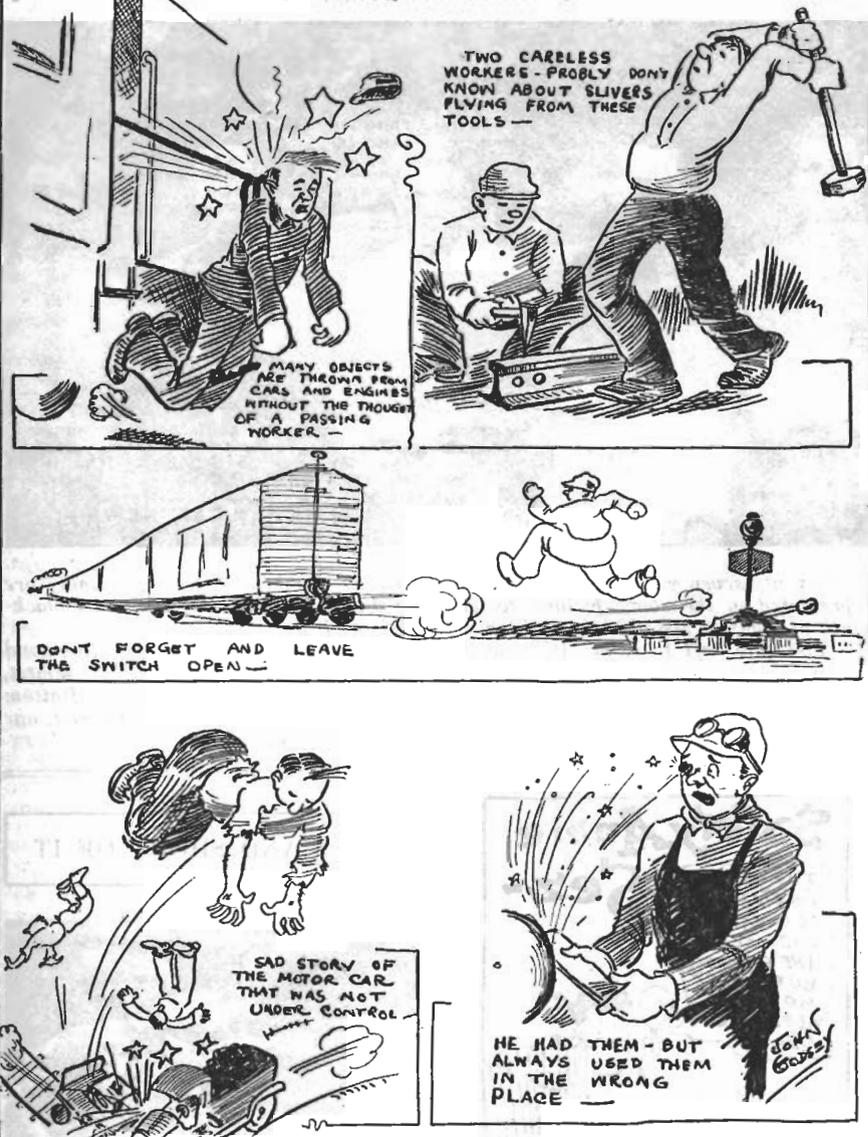
W. T. Springfield, Agent, Sulligent, Alabama

"Safety First" is what I say,
From early morn' 'til close of day,
Watch the nails stuck in the planks,
And escaping gas from empty tanks.

Watch the grab irons on the cars,
Watch the signals, not the stars.
Read instructions over twice
And listen to all good advice.

To safeguard your fellow man
Keep the throttle in your hand.
Keep your eye upon the rail
And safety first will sure prevail.

LETS HAVE A "SAFETY WEEK "



TWO CARELESS WORKERS - PROBABLY DONT KNOW ABOUT SLIVERS FLYING FROM THESE TOOLS -

MANY OBJECTS ARE THROWN FROM CARS AND ENGINES WITHOUT THE THOUGHT OF A PASSING WORKER -

DONT FORGET AND LEAVE THE SWITCH OPEN -

SAD STORY OF THE MOTOR CAR THAT WAS NOT UNDER CONTROL -

HE HAD THEM - BUT ALWAYS USED THEM IN THE WRONG PLACE -

Making Records at Sherman (Tex.) Shops

THE Sherman shop employes are out to make records, and they have made three exceptional ones in the shops at that point. Engine 1050 was recently placed over the drop pit at 1:30 p. m. The force dropped the front wheels, shimmed driving box brasses, removed old driving box lateral and poured new lateral on boxes, straightened left front section side rod, reamed knuckle pin hole in both rods, made new pins, bored rods for knuckle pin bushing and applied new bushings, renewed front side rod collars and bolts and had the engine ready for service the following day. Engine 1056 was placed over the drop pit at the Sherman shops at 8:30 a. m. recently and trailer wheels were dropped, new lateral plate applied to left wheel, removed and applied front pair of engine truck wheels, cut out

and welded top rail of frame, right side in front of guide yoke, applied new top crosshead gib to right side and applied new front side rod collar and bolt. The engine was ready for turn-out without holding or losing a trip. Engine 1031 was converted from coal to oil in the Sherman shop between October 3 and 7. It was ready for service the morning of the 8th. In converting this engine to oil, it was necessary to remove arch tubes and apply hollow staybolts back of brick work; redrive 100 staybolts and re-weld 25 flues; make and apply new fire pan and enlarge fuel oil tank from 2,300 gallons to 2,800 gallon capacity. Employes who assisted in performing the work on these engines are particularly proud of these records and have been complimented on their efficient and speedy work.

APPRENTICE SCHOOL OPENS

By J. A. PULLAR

Apprentice Instructor, Springfield, Mo.

The Frisco Apprentice School, at Springfield, Mo., has started this term with an enrollment double that of last year. This demonstrates that the school is giving excellent results and that Frisco employes have the spirit to advance.

The educational requirements of the applicant are not exacting, in fact very reasonable. Any one can pass the entrance examination.

Students are taught the best way of performing their jobs, how to prevent accidents and how to preserve and save company property and material. They are also taught promptness and regularity in their work and are shown and taught the correct interpretation of the various federal rules.

All students are taught mechanical drawing, which is one of the best training subjects for a mechanic, as it teaches him to be exact.

The school teaches boiler and sheet metal lay-out work, free-hand drawing, problems of shop mechanics, and arithmetic. A scheduled time is set for the execution of each drawing and for each problem, thus giving the instructors a good idea of the student's aptitude and application.

The chief purpose of the school is to provide first-class skilled mechanics to man all the Frisco shops. These students will in time furnish ample material for all our shop foremen and draftsmen. It will be worth much to master mechanics to know they have men in the ranks trained to fill emergencies.

FRISCO MECHANIC FAMILY NEWS
NORTH SHOPS—SPRINGFIELD, MO.

SHERMAN W. ELLIS, Reporter

James Burns, motor car foreman, has returned from a two weeks' vacation. Henry Steury, lead machinist, has been acting foreman in Mr. Burns' absence.

Mrs. Mary Frances Armstrong died September 23, at the home of her daughter, Mrs. Ida Wallace, who lives North of Springfield. Mrs. Armstrong would have been 90 years old, had she lived one more day, her birthday being September 24. Mrs. Armstrong was the mother of Orvil Armstrong, machinist third-class. Sympathy is extended to the bereaved by the entire shop.

Raymond McCurdy, machinist, resigned September 30. "Mac" will sure be missed around the shop, especially when the horse shoe pitching contest is on.

Tony Kennedy, who is on the Safety First Committee has assumed the role of home breaker this week. Tony has destroyed all the bird nests in the shop—several wagon loads of them. This is one time that a home-breaker might be of service to the Frisco, as it cuts down one big fire hazard, which endangers thousands of dollars in Frisco property.

There has been an Oil Reclaiming machine installed at North Shop, with a capacity of about fifty gallons of oil per day. This machine is used in reclaiming all motor car cylinder oil

used over the entire system. There was quite a bit of talk around the shop as to what this machine was to be used for, when it first arrived at the shop. Some evil minded men even thought it was a still, and even when they found out it was not, they still contended it could be used as such.

Harry Gazette, wheel shop foreman, has traded his faithful Ford for an Oldsmobile coupe. Hope he don't let the poultry roost all over it, like they did on the Ford.

The fire whistle sounded an alarm on September 24, and to the surprise of the shop firemen, it was a sure enough fire, which started in the Tin shop from an oil furnace. The blaze was quickly extinguished with only a small loss, which proves that the Company's efforts in training their own men to fight fires on Frisco property is a good thing.

Raymond Ellis, who finished his apprenticeship recently is now working as machinist in motor car shop.

Edw. W. Gibson, machinist, who suffered a broken finger a few days ago, will soon be back on the job. He says he is getting along fine and we hope he continues to improve.

There is plenty of work in the machine shop, moving machinery to make way for the mono-rail now being installed between the machine shop and the new addition to the roundhouse.

Fred Shanks, tin shop foreman, made a trip to St. Louis, October 3, returning October 6. Since his return he has been busy answering questions about the recent cyclone which struck St. Louis.

MECHANICAL DEPARTMENT THAYER, MO.

F. M. PEEBLES, Reporter

Frank Dodge and wife returned home after a two months' vacation in California. He resumed his duties 1st of October.

L. H. Davis, car inspector from Frances, Okla., was here visiting his brother, L. E. Davis, blacksmith, and transacted business on his farm at Imboden.

L. W. Hill, car inspector, has again been placed on the pay roll.

On October 4th we had our regular meeting of the Metal Craft and Car Department Employes, there being quite an attendance, owing to the election of officers. After it was all over the president, L. E. Davis, was re-elected to serve for another year. It was then decided that all of us would take a much more interest in the organization than we have been doing in the past.

A. M. Burnum, store-keeper, made a trip to West Plains to ride the goat, where he received the degrees of the Royal Arch Masons.

NORTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

It has been suggested mechanics wear smoked glasses while working on the 1500 class engines that are coming out of the west shop. This in line with safety first precaution to prevent eye strain, as they are polished and painted in the finest finish ever and surely after looking at them one would naturally want to ride behind them.

Local No. 1 has been having some good meetings recently. Friday night, September 30, we made the nomination of officers for the next year. Mr. Frank M. Junkins, general chairman, was present at this meeting and made us a splendid talk in which he complimented us for the friendly feeling and harmonious work in naming our leaders for another year. These men are all of the highest order and are loyal workers for our association.

Ike Atwood, sheet metal worker, reports the most successful fishing trip of the season, having spent several days on eleven points river, during

which time he caught so many fish that he actually overlooked several fish which were being kept in a livebox when he broke camp.

John Brake, welder, has resigned his position and left the service. Mr. Brake will locate in Colorado where we hope Mrs. Brake regains her health, the failing of which made necessary the change. George Condon, formerly of the south roundhouse succeeds Mr. Brake as welder.

W. E. Gooch, welder, is sporting a new Pontiac landau sedan, which he purchased during the past month.

Durward Lloyd, the 18 months old son of Luther Cage, has been seriously ill for some time and while the little fellow is slowly recovering he is a very sick child yet.

Herman "chief" Andreis, machinist, is this month's Joiner to the home owners class, having purchased a residence on Prospect avenue.

Harley Stokes, locomotive inspector, is making repairs to his home on south Newton avenue.

James Wolfe, sheet metal worker and safety first committeeman, is back on the job after several days spent in Chicago attending the National safety first convention. He also visited home folks at Flora, Ill., while away.

John H. "Cotten" Whitworth, sheet metal worker, reports the arrival of a ten pound boy at his home. The young pipe fitter has been named "Donald Lee."

Sam Hartman, boiler maker, also reports a new arrival at his home. The little Miss weighs nine pounds and has been christened "Lena Florence."

Lewis Woods, test out man, has returned from Norristown, Ga., where he was called to the bedside of his mother who has been seriously ill. We are glad to say that her condition is somewhat improved.

Virgel West, locomotive inspector, has returned from Oklahoma, where he spent several days visiting relatives.

Clarence Gott, machinist, is at work again following several days absence account of illness, a part of which time he spent in the employes' hospital, where he had his tonsils removed.

H. W. Schellhardt, machinist, working on dead work, is with us again after several weeks spent at various points relieving supervisors while on their yearly vacations.

Glenn Rader, formerly employed in the gas motor department of the reclamation plant, died October 3, following a lingering illness. The deceased was a nephew of your reporter and speaking in behalf of the widow, the parents and myself, we wish to thank the reclamation plant employes for the beautiful floral offering and the many sympathies shown us.

WATER SERVICE DEPARTMENT SPRINGFIELD

CLAUDE HEREFORD, Reporter

Owing to an unusual amount of business in the Tin Shop we "borrowed" Herschel Carter of the West Shops during their recent shut down.

George Revis, water service foreman of the Southern Division, visited in this shop and office recently.

Frank Lamar and Kenneth Adams were on the sick list for a few days the past month.

Ed Carter, water service foreman, and J. B. Adams, assistant foreman of Ft. Smith, were in this office on company business during the month.

Wm. Bailey has been supervising some work in Tulsa.

Dave Canady has moved his family to Monett. Dave has been there sometime but did not move his household goods until recently.

Chancey Buckmaster made trips to Marshfield and Ozark this month on repair work.

Mr. and Mrs. John Sumner and children visited in Kansas City, September 25th.

The first few cool mornings made

steam heat and stove pipe business pick up.

A number of extra laborers have been employed the past month owing to the large volume of business in this department, as a result of W. E. Phillips, assistant foreman has been "on the hop."

Mrs. J. N. Stephens went to St. Louis October 7th for a visit with some friends.

John Sumner was re-elected committeeman to the Frisco Association of Metal Crafts and Car Department employes, from this department.

Claude Tuck and gang have renewed the drinking water line from the big spring at Newburg, having had to lay about 2,300 feet of new pipe. They also renewed the bucket to the coal chute there.

Mathew Roush has returned to work after being off for some time.

Chas. Loague has been transferred to St. Louis. We hate to see Chas. and his estimable family go but they take with them the best wishes of the whole gang for their future prosperity.

The Tin Shop force has completed the new overhead blower line in the North blacksmith shop.

MECHANICAL NEWS— WEST SHOPS—SPRINGFIELD, MO.

J. A. PULLAR and A. C. SMITH,
Reporters

John Skinner, machinist apprentice, attended the Dempsey-Tunney fight in Chicago.

The West Shops locomotive department closed September 24 and opened again October 3rd. Officials gave the reason, lull in business.

Paul Hasslar, machinist apprentice, who has been working in Neodesha, Kansas, is back to finish up his time here.

Jack Pymear, who has been acting lead man in the Cross head department, is now running a crank pin lathe. He was succeeded by Orville Thurman.

The West Shop ball team made a brilliant showing in the latter part of the season. Bill Lawson is a wonderful manager. We hope next year he will be our manager and will have more talent.

Walter Stall, machinist, is a great booster for Pontiac automobiles. Says they are the best cars made. He has never faced Al Gruesmeyer who happens to own a 1928 Oldsmobile. Al has recently made two trips to Illinois in his car.

Wade Fulbright, machinist, motored to visit his relatives at Marshfield last week.

The Dempsey-Tunney fight caused a lot of discussion. It seemed to be pretty nearly divided. Our shop men have always been great fight fans.

Gordon Wheatly, machinist, reports his mother-in-law, who was visiting him last week, suffered severe injuries at his home when she fell down his basement steps and broke both wrists.

Mr. M. L. Ryan, our safety first man, attended the convention in Chicago last week.

The fishing season is nearing a close and the boys are casting their hooks and lines aside and preparing for the duck season. We have no stories to that effect yet, but just wait, Richard Skelton and Blackie Mays are planning a hunting trip.

Jack Byrd spent the time he was off visiting his parents at Marlionville.

Blackie Mavs and Hayden Campbell journeyed to Bolivar one day last week in quest of romance.

Rav Barton, coach shop laborer, suffered severe injuries to his head when he and two other boys were bounced upon by Teachers College boys, who used bats and clubs in collegian style.

Blackie Mays challenges any prize fighter on the system in the welter weight class to fight here or elsewhere.

Orville Dennis, machinist, claims to be the father of a 9 pound girl, Margaret Lucille, born September 20th.