

# FRISCO'S YALE TERMINALS OPEN MAY 27

Memphis, Tenn., May 27:—

THE new south welcomed its most modern railroad terminal here today, with opening this morning of the Frisco Lines' new \$1,750,000 facilities at Yale, Tenn. The present terminal will care for the work formerly divided between the three small Frisco yards at Yale, Harvard, Ark., and Memphis, and the latter two yards were permanently closed today.

The new operating plant of the Frisco has been under construction since February, 1927, when the first grading began. Completed, it comprises 175 acres in a strip 1,000 feet wide and one and one-half miles long. Present needs of the road will require only 60 per cent of the space now available, but within seven years the entire development will be installed.

Most complete of any rail terminals constructed within recent years, the Yale improvement contains 36 miles of track, (exclusive of five miles of main line track which skirt the north edge of the yards) and represent a tremendous investment in track, buildings and machinery. The eleven new buildings constructed are worth \$600,000 and contain machinery valued at \$180,000 more. The new buildings are in addition to four which remain for use in maintaining the facilities.

An average of one hundred and fifty men were employed on the construction work of the plant at all times, and the total payroll of the job approximated \$400,000. Between 600 and 800 men will be employed in the mechanical and yard facilities of the new terminal.

Memphis has been familiar with the Yale yards of the Frisco for many years, since the road first constructed a small yard there for freight trains operating on the Tupelo sub of the Southern division. Later the plant grew to the necessary size for the reconstruction of coal and wooden freight cars.

Recently, with the acquisition by the Frisco of the Muscle Shoals, Birmingham and Pensacola Railroad, and the subsequent construction of the connecting link from Aberdeen, Miss., on the Frisco's Southern division south to Kimbrough where a connection with the M. S. B. & P. was made, the question of a larger and modern terminal presented itself and the Yale terminals opened here today make adequate reply.

Memphians proudly inspected the new facilities today.

They were informed that the ca-

## *New \$1,750,000 Plant Will Expedite Traffic from Northern Gateways to Port at Pensacola, Fla.*

capacity of the train yards is 1,427 cars, that the north and south bound rip yards can accommodate 346 more

*This article on one of the most important Frisco improvements in years would be incomplete without more than a passing mention of the man who designed the Yale Terminals and superintended their construction.*

*That man is Mr. F. A. Pollak, assistant engineer, who has been with Frisco Lines since 1903 and who has been in charge of much important designing and developing work.*

*Working under Col. F. G. Jonah, chief engineer, Mr. Pollak has had charge of the construction of the West Tulsa, East Thomas, Lindenwood and Pensacola terminals, and has been in command of various other yard projects in his capacity of assistant engineer in charge of terminal and yard design.*

*After five years with the Chicago and Alton as a rodman, Mr. Pollak came to the Frisco in 1903 in the same capacity and advanced rapidly up the ladder of the engineering department. During the presidency of Mr. B. F. Yoakum, Pollak had charge of the designing of the New Orleans, Galveston and Houston terminals, and was for six years—1905-1912—resident and division engineer at Houston for the Trinity and Brazos Valley road, then a Frisco-Rock Island project. He was promoted to his present position in 1914.*

*Mr. Pollak has been on the ground at Yale almost constantly since the project was started in February, 1927.*

—W. L. H., Jr.

Readers are requested to turn to pages 40 and 41. The aerial view of the yards shown there, taken from a plane at 1,000 feet, outlines in detail the layout of the terminals. Readers will be able readily to identify each portion of the yards and the buildings discussed in this article.

cars, and the coach yards 76 coaches. One hundred and seventy-two coal cars under construction can be accommodated in the north rip yards where that work is done.

They were proud of the two new public highways three miles in

length, which the Frisco virtually constructed, and of the two new bridges, one over the yards at Otey Avenue and the other crossing at the county road, at east end of yard, which cost the Frisco \$180,000. The Frisco constructed road approaches to Otey Avenue of 1½ miles, crossing at the center of the yards. This bridge is 1,600 feet long and contains seven steel spans 140 to 175 feet in each span. A 500-foot timber approach leads to the south end and the roadway on the spans is constructed of reinforced concrete slabs. The county road bridge at the east end of the yards (not shown in center spread photo), is 250 feet long and of steel and wood construction.

First inspection, of course, was of the gigantic twenty-four stall roundhouse, the largest on the Frisco system. Ten additional outside tracks supplement the twenty-four inside stalls, which are serviced by a 100-foot turntable. All repairs except Class C (complete repairs) will be given Frisco locomotives in this modern frame and steel structure. All piping in the roundhouse, is electrically welded. Mechanical men pointed especially to another modern innovation, the six especially constructed pits which enable machinists to remove drivers, trailers and tank wheels. Another mechanical device of merit is the 10-ton Mono-Rail system, electrically operated, which serves the north half of the roundhouse. This device connects with all drop pits and affords direct movement of all repair parts into the machine shop to the west of the roundhouse. The building is completely equipped with the National Boiler Washing Company's plant.

The water system serving the yard has been ingeniously constructed. One steel tank of 100,000 gallons located at the south side of the roundhouse, and one 50,000 gallon wooden tank adjacent to the main line at the north side of the yards for exclusive use of through passenger and through freight trains, care for the water supply. The larger tank serves the roundhouse and main line tank.

Since a terminal can work no more rapidly than its fueling system, one 400 ton concrete coaling station located just east of the roundhouse serves four tracks. Another 50 ton steel coaling station serves the main line trains, and two fuel oil storage tanks on the main line with 20,000 gallon capacity care for the main line

oil burning engines. Both the coal stations are electrically operated and coal is loaded and dumped automatically.

The power house located at the southwest side of the roundhouse is 40 by 90 feet in dimensions, built of steel frame with concrete floors and fully fireproofed as to roof and sides with Johns-Mansville Corrugated Transite. The power house is topped by a concrete stack 180 feet high and is equipped with two Casey Hedges boilers of 460 horsepower each. The boilers supply superheated steam throughout the entire plant. They are equipped with Greene Chain Stokers, electrically operated. The machine room end has one steam operated air compressor with a capacity of 1,300 cubic feet and two electrically operated compressors of 750 cubic feet capacity each. By an elaborate system of overhead piping, roundhouse facilities, coach yards, train yards, rip yards and various buildings, are all served with air from the power plant. Another feature is the modern coal and ash handling plant, which enables direct delivery of fuel to the stokers and direct removal of ashes from boilers into the cars.

Storekeepers up and down Frisco Lines will delight in the new store-room constructed at the Yale terminals, 40 by 140 feet in dimensions, with a basement under the entire length. The building is of steel and fully fire-proofed with Johns-Mansville Transite, and the necessary unloading platforms have an eight-car capacity. The storage platforms for castings, brasses and heavy repair parts and track materials, are built on the ground level of cinders, with wooden curbs. The building is equipped with steel shelves, and strict attention was paid to accurate shelving and placing of materials.

The Yale terminals machine shop—joy of the mechanical forces—is a building 60 by 200 feet of steel and transite, with concrete and wooden block flooring. The machine end proper measures 60 by 160 feet and the blacksmith shop 60 by 40 feet. The machinery includes 15 distinct types, capable of performing all work which might be assigned to the Yale plant. The blacksmith shop is complete with steam hammers, brass furnaces, oil furnaces, a flue "rattler", drill presses and so forth, and the entire building is equipped with a

Mono-Rail system and necessary jib-crane.

Over in the roundhouse wash and locker building, steel lockers line the walls of 32 by 160 foot structure. It, too, has a steel frame, transite roof and sides, and a floor of concrete. Careful designing has insured the maximum amount of comfort for employes, with adequate and modern toilet facilities and sufficient shower baths to accommodate 500 men. The white employes in the roundhouse and shops, locomotive engineers and



*The above picture shows the car-building yards at Yale in 1926, when the plant was used only for constructing coal cars. See pages 40 and 41 for views of the yard as it is today.*

firemen, switchmen and yardmen will use the building, and colored terminal employes will use a separate compartment. A unique feature of the building is an emergency hospital room, outfitted with emergency kits and facilities.

(Ed. Note: If readers will refer to air photo of the Yale terminals they will find that the story thus far has covered all buildings in the yards proper up to the Otey avenue bridge. We are now crossing under the bridge into the car department facilities.)

The car department wheel shop is 40 by 140 feet in dimension, of steel and transite with a heavy wood flooring. Wooden platforms for storing car wheels, with a capacity for 3,000 wheels are provided, with necessary unloading dock equipped with overhead air cranes for unloading wheels and axles. The machinery in this shop consists of three wheel lathes, one wheel press, and many small machines necessary for a modern and complete wheel shop. The blacksmith portion of the building has furnaces, steam hammers, shearers, and punches for steel car work.

The lumber yard and wood work shop is a frame building throughout, 40 by 140 feet in dimension, with con-

crete floor. The lumber yard is connected with dolly tracks which enable direct movement of materials through the shop to either of the rip yards beyond to the west. The building is equipped with twenty-five various types of wood work machinery. A shavings burner at the west end of the building, nine feet in diameter and 59 feet high, burns all shavings and other refuse.

The car department storeroom, to the southwest of the mill shop (not distinguishable in air view) is conveniently located to serve both rip yards. It is of frame construction, 40 by 60 feet with an unloading platform with six car capacity. It also has a 40 by 200 foot storage platform built of cinders for the storage of repair parts and material for complete building of freight cars.

The car department wash and locker building is 32 by 100 feet in dimension, with steel frame, transite roofing and sides, and concrete floor. Like its sister building in the locomotive department it is complete with showers and modern toilet facilities, with separate compartments for

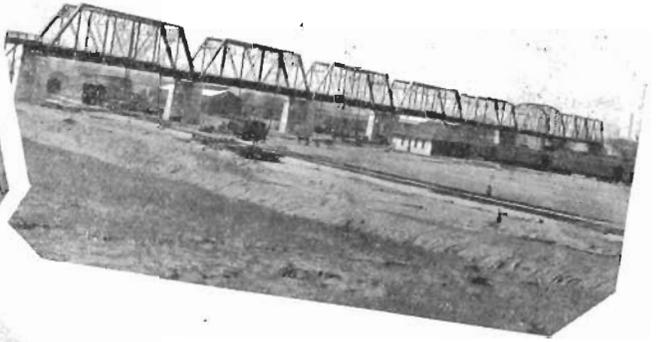
white and negro employes. It will accommodate 350 men. Both buildings are equipped with steam jets for complete sanitation in showers and basins. The necessary air brake and paint shops and dope vats for preparing packing, are also in the car department end of the unit.

The classifying yards of the terminal appear at the right center of the air view photo and are connected with a semi-hump to afford gravity switching across a 200-ton track scale 60 feet long. This scale is the largest on our system and can weigh the biggest locomotive in the service. The two additional switching leads may also be seen, which speed up switching and classifying of cars independent of the scale. These leads will also enable the work to be done with less locomotive working.

At the extreme right of the photo, outside the terminal proper, may be seen the buildings of the Railways' Ice Company. This plant consists of two buildings, 60 by 200 feet, and an additional power plant unit for the making of ice. The plant has a capacity of 200 tons. The ice is delivered to the icing platform (seen just south of classification yards), by an

*(Now turn to Page 18, please)*

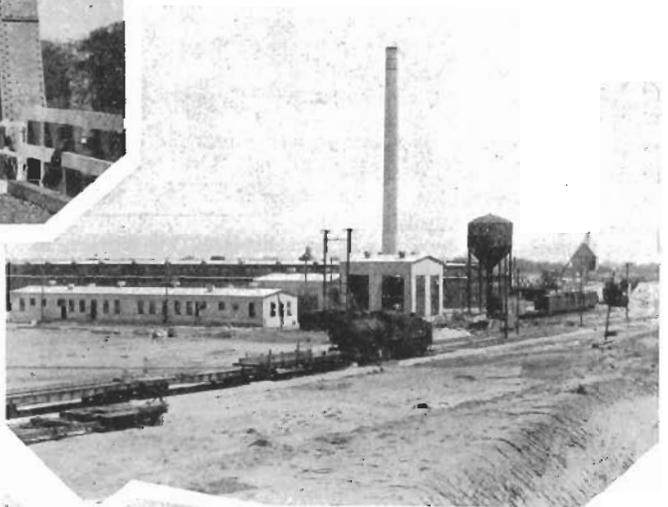
### Close-Up Views of New \$1,750,000 Terminals at Yale, Tenn.



AT LEFT: South end of steel bridge, over yards at Otey Avenue.

ABOVE, AT LEFT: View of machine shop, roundhouse wash and locker room, power house, water tank and southwest side of roundhouse.

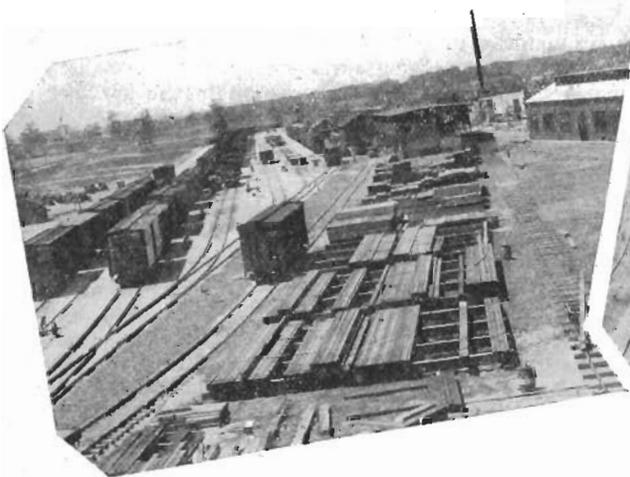
ABOVE: Looking northwest from yards to Otey Avenue bridge.



AT RIGHT: View from south end of Otey Avenue bridge, showing main lead to coach yards, roundhouse wash and locker room, power house, concrete smoke stack and 100,000 gallon steel tank with 400 ton coal chute in distance.

AT LEFT, BELOW: Looking west over lumber storage yard, into south rip yard. Southwest half of wood mill shop seen at extreme right of picture.

BELOW, AT RIGHT: View from coal chute, looking west at twenty-four stall roundhouse with Otey Avenue bridge in distance.



# PRES. KURN LAUDS PERSONAL CONTACT

**T**HE Contact of Business" was the topic of an address made at the annual dinner of the National Association of Railroad Tie Producers at Hot Springs, Ark., on April 25, by President J. M. Kurn of the Frisco.

Mr. Kurn's address, and that of former Gov. Charles H. Brough of Arkansas, were broadcast over Station KTHS at the Hotel Arlington.

President Kurn's address, which will be of interest to all employes, follows in full:

Mr. President and Gentlemen:

I cannot truthfully say that it is a pleasure for me to be where I am at this particular moment. None of us has ever been accused of being sympathetic to the fellow who is called upon to appear as an after-dinner talker or as a speaker before a function of this kind. Oftentimes I have thought that we were justifiable in assuming the somewhat careless, semi-hostile attitude towards a public speaker, but for the moment having attempted to convey to you what my inward feelings are, I hope, in fact, I believe I know that I have your sympathy and possibly that will carry with it a reasonable support to some of the ideas which I might desire to convey to you.

I surely do not wish to leave the impression that it is not a pleasure for me to fraternize with my fellowmen. On the contrary, my entire life has been a constant endeavor to be that which every fellow likes to be—a good fellow amongst men. Therefore, I must really and truthfully say to you, notwithstanding my previous remarks, that it is a genuine pleasure to be with you. Especially must this be the case when we stop to think that the very physical dependency of that which represents transportation is that which you gentlemen produce—the tie, and, of course, I would like to talk to you about the tie, its preservation, its conservation, and also its reforestation. Possibly, the tie, the preservation, the conservation and the reforestation, terms which you especially consider as common in connection with your activities, can well be used by me as the base for that which is uppermost in my mind. The tie is absolutely essential in order to launch that which is so necessary in connection with our business activities. Without the tie as between men, there is a chaotic condition produced by the activities

## *Urges Better Understanding Between Fellow Workers In Address Before Tie Producers, April 25.*



PRES. J. M. KURN

of individualism, resulting, in many instances, without a material benefit to the collective group represented by man. The ties I have in mind, not the ones which you produce, can be accomplished through the associations of men. When one stops to think that there are very few undertakings which do not require the support, the energies, the good will, the directive influences of more than one man, you can readily comprehend what is uppermost in my mind when I say to you that the tie that I am talking about is something that I am inclined to believe that in the rush of the individual activity is being overlooked. How is this tie to be acquired? Can it be through the activity of the private office? Can it be by demanding that every person who may have business with you shall await your pleasure? Can it be through the absence of intercourse with your fellow men? Can it be by grabbing a sandwich or a glass of milk for a fifteen minute lunch? Can it be by not finding anytime beyond the hours which properly should be devoted to business to give to mat-

ters which have to do with a better conditioning of your fellow men? Can it be by taking no interest in the civic affairs of your community, or an absence of a proper participation in the functionings of society represented by Church and Club? I say, gentlemen, that if there be a tie as between you and me, that there will have to be a contribution upon my part the equal to or possibly the excess of your contribution, and you, in turn, have something to contribute beyond an exact equal division to the other fellow. So that in the end there is a functioning of a chain, each link of which must be the contribution of us all to the length and soundness thereof. It can be accomplished notwithstanding that we so frequently contend with ourselves that time is not possible. Every man, I believe, and possibly I should say every physically and mentally well man, can efficiently perform his responsibilities and at the same time find a time sufficient to give to that which will have for its effectiveness the establishing of a tie as between us all.

In the operation of a railroad property there are some of us called upon to deal with a relationship which may affect directly 30,000 employes, and collaterally 100,000 persons. I have always contended, and still do, that there can be established as between the men in an executive position and those upon whom he depends for a successful executive performance, a tie that means much more than the wooden tie which you produce, and I am not, in any sense, detracting from the qualities of the tie as produced by you when I make this statement.

Now I have so frequently heard you say, and by you I mean your group as a whole, represented as you are to a very large extent by the Association representatives before me, that preservation is something to be attained if the stability of your production is to be upheld. Now again I could talk to you possibly interestingly about the preservation of your tie, but I am going to talk about the preservation of the tie which I have just previously addressed my self to. How can you expect to preserve the tie of relationship? Is there any better way to accomplish this preservation than to adopt something which possibly again you may agree with me is being overlooked, and that is to sell ourselves to each other. How can this salesmanship be accomplished? I

(Now turn to page 23, please)

# GROSS REVENUE DECREASES \$5,146,470

**D**ESPITE a decrease in gross revenue for 1927, of \$5,146,470.00 as compared with the previous year, the St. Louis-San Francisco Railway Company, through increased efficiency and economies in operation, showed a decrease in net railway operating income of only \$1,215,116.00, the annual report issued by that company May 16 states.

Freight earnings for 1927 decreased \$3,467,853.00 and passenger earnings decreased \$1,494,218.00.

All other earnings show a decrease of \$184,399.00.

The Frisco's surplus after interest and taxes was \$7,464,235 as compared with \$7,546,153 in 1926. Taxes paid by the company for 1927 totaled \$4,992,531, equal to 5.52 per cent of its gross revenues, an increase of \$150,143 over the previous year.

Operating conditions during 1927 were the most unfavorable in many years the report states, due to excessive rainfall over most of the territory traversed by the company's lines which resulted in unprecedented floods, particularly in the Mississippi Valley during the spring and on two of its operating divisions during December. A cost in excess of \$500,000 was paid out in repairing resulting damage to the company's property. There was also a loss of revenue which cannot be established accurately, resulting from interruption of train service, destruction of early crops and the termination in many cases of agricultural activities for the entire season.

The expense of passenger train operations on branch lines was considerably reduced by the substitution of less expensive motor car service, resulting in a decrease of passenger steam train miles of 499,273 compared with 1926, while motor train miles increased 255,206 with a resulting decrease in operating costs.

The Frisco had a net credit for Hire of Equipment of \$332,014.00 compared with a net debit for 1926 of \$80,247.

At the close of the year the company was operating 5675.86 miles of road, an increase of 79.68 miles over the previous year. The increase in mileage came from the acquisition of the Butler County Railroad Company and the St. Louis, Kennett and Southeastern Railroad Company which the Frisco bought on September 1, 1927. The Butler County Railroad extends from Poplar Bluff, Mo., to Piggott, Ark., and from Osprey to Tipperary, Ark., with a total of 50.35 miles. The

## Efficient and Economical Operation Responsible for Decrease of Only \$1,215,117 in Net, Annual Report States

(From the official press release of May 16.)

St. Louis Kennett and Southeastern Railroad extends from Piggott, Ark., to Kennett, Mo., a total of 16.83 miles.

Dividends on the company's preferred stock were paid during 1927 in

*Frisco employes read with concern the annual report of our company contained in the morning papers of May 16. They noted a decrease of more than five millions in gross, and, reading on, found a corresponding decrease of \$1,215,117 in net railway operating income. Students of our property knew why, in the face of so great a decrease in gross, the net decrease was held so low. They realized that that commendable showing in net income was made only by constant plugging of small leaks, by great vigilance in operating our property as efficiently and economically as possible.*

*These same students of the road for which they work, realized that passenger trains were operated with many vacant seats in 1927, and that freight engines pulled less than capacity tonnage.*

*And many of them understood more completely than before, that their company needed help from its employes in filling those empty seats and placing additional box cars on its freight trains.*

*Our 52 Frisco Employes' Clubs were organized too late in 1927 to have much influence on business via Frisco Lines. But 1928 should tell a different story.*

*Those 52 clubs represent more than 65 per cent of the employes on this road, and their potential influence in securing passenger and freight traffic is being eagerly watched by the officers of this company.*

*Each employe should drive forward for more business and a bigger and better Frisco in 1928.*

—W. L. H., Jr.

quarterly installments at the rate of 6% per annum. Dividends on the common stock were paid during 1927 as follows; January 1, 1¼ per cent; April 1, 1¼ per cent, plus ¼ per cent extra, July 1, 1¼ per cent plus ¼ per cent extra; and October 1, 1¼ per cent plus ¼ per cent extra.

The Frisco property during 1927

was well maintained and generally improved, the report shows. Some of the most important maintenance projects included the laying of 178 miles of new 100 pound rail, releasing lighter rail; application of 316,700 cubic yards of ballast; the renewal of 1,410,680 cross ties and the separation of 12 highway grade crossings.

That section of the report devoted to traffic, industrial and agricultural development shows a total of 337 new industries located on the Frisco Lines during 1927. It states also that a heavy freeze in the Ozarks on April 21st practically destroyed the apple, grape and peach crop and reduced the production of strawberries from 4,500 cars to 1,900 cars. Wheat production was one third that of 1926 due to adverse weather conditions. Floods in the Mississippi Valley resulted in a heavy decrease in the tonnage of cotton, vegetables and other crops. Overproduction and state legislation restricting drilling caused a decrease in tonnage of oil well supplies, the report states, and the shut down of the Ford plants and curtailment of output of other plants was responsible for the heavy reduction in earnings on automobiles and auto trucks. There was, however, a substantial increase in tonnage of poultry, eggs and dairy products.

The report includes a eulogy of the late Mr. Festus J. Wade of St. Louis, a member of the Board of Directors who died September 28th, and extended felicitations to officers and employes for faithful service during the year.

### AN ON-TIME RECORD

Solicitors for LCL shipments of merchandise and package freight may point with pride to the record made on Frisco Lines for the month of April, with particular reference to merchandise cars operated out of Kansas City to schedule points, which shows the performance to be 99.8 per cent on time.

LCL shipments out of St. Louis showed an equally splendid performance of 97.7 per cent on time.

"This is a very good record, and one which we are more than proud to have printed," writes Mr. J. H. Doggrell, superintendent of transportation at Springfield.