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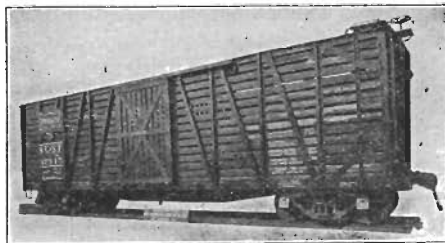
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THE FRISCO EMPLOYEES' MAGAZINE

ROOM 743 FRISCO BUILDING :: ST. LOUIS

WM. L. HUGGINS, Jr., *Editor*

MARTHA C. MOORE, *Associate Editor*
H. A. PICKENS, *Asst. Ed.—Frisco Mechanic*

WM. McMILLAN, *Advertising Manager*
J. J. KAPLAN, *Advertising Solicitor*

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THE FRISCO EMPLOYEES' MAGAZINE

The Frisco Employees' Magazine is a monthly publication devoted primarily to the interests of the more than 30,000 active and retired employees of the Frisco Lines. It contains stories, items of current news, personal notes about employees and their families, articles dealing with various phases of railroad work, poems, cartoons and notices regarding the service. Good clear photographs suitable for reproduction are especially desired, and will be returned only when requested. All cartoons and drawings must be in black India drawing ink.

Employees are invited to write articles for the magazine. Contributions should be typewritten, on one side of the sheet only, and should be addressed to the Editor, Frisco Building, St. Louis, Mo.

Distributed free among Frisco employees. To others, price 15 cents a copy; subscription rate \$1.50 a year. Advertising rates will be made known upon application.

MEMBER



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ST. LOUIS TRAIN HANDLING HUGE TASK

WHEN the Frisco Lines' "Meteor", longest of the 266 passenger trains daily using the St. Louis Union station, noses its way from the West into the 500-mile network of tracks of the Terminal Railroad Association, passes two switch towers, stops, backs into the huge station used jointly by eighteen railroads, and comes to a gentle halt on one of the thirty-two station tracks, probably none of its passengers realizes the wonders of mechanics that make this train handling possible.

As soon as the train passes Grand Avenue, the boundary line between the Frisco and the Terminal tracks, more than three miles from the Union Station, the chief train director of the Terminal has in mind a designated track for it in the station. Word has been flashed to the stationmaster's office that Frisco No. 10 is in the yards and "Red Caps" stand eagerly awaiting advice as to what station track it will occupy. Then it winds into the yards, with the engineer cautiously observing the semaphores.

The chief train directors of the Terminal, E. Reed and H. G. Sanford, who might be likened to train dispatchers of a railroad (one on the night shift and one on the day shift), stand at a long, elevated desk in Tower No. 1, opposite the station and view the entire yard. Each is assisted by a train director. On a lower platform in the tower are the levermen, four on each shift, who accurately manipulate the 225 levers which signal and switch the trains.

Now the Frisco's Meteor has passed Tower No. 1 and is ready to back in. Mr. Reed consults his sheet and calls out "57-39-48-16". The levermen answer him by repeating the order and throwing the levers so numbered. The switches change, the yard signals show the clear or caution order, and the Meteor backs in. Accuracy, speed and efficiency are not only valuable, but essential, and several tower employes boast of thirty years' service.

Frisco Meteor Largest of 266 Trains a Day in St. Louis Terminals

According to J. M. Perry, passenger trainmaster, as many as six trains may enter or leave the station at one time.

"The Frisco Meteor is the longest train that enters the station," he said. "It has from 14 to 17 cars each morning and when it has been backed into

are fifty inbound and twenty-eight outbound passenger trains handled at the station by the Terminal during those hours.

"We try to bring each train in on its accustomed track," he said, "but sometimes a train will pull out a draw bar or be held for a connection. Any of these things will disrupt our entire schedule and in a few moments of feverish work, we must re-route our entire yard and have things moving again."

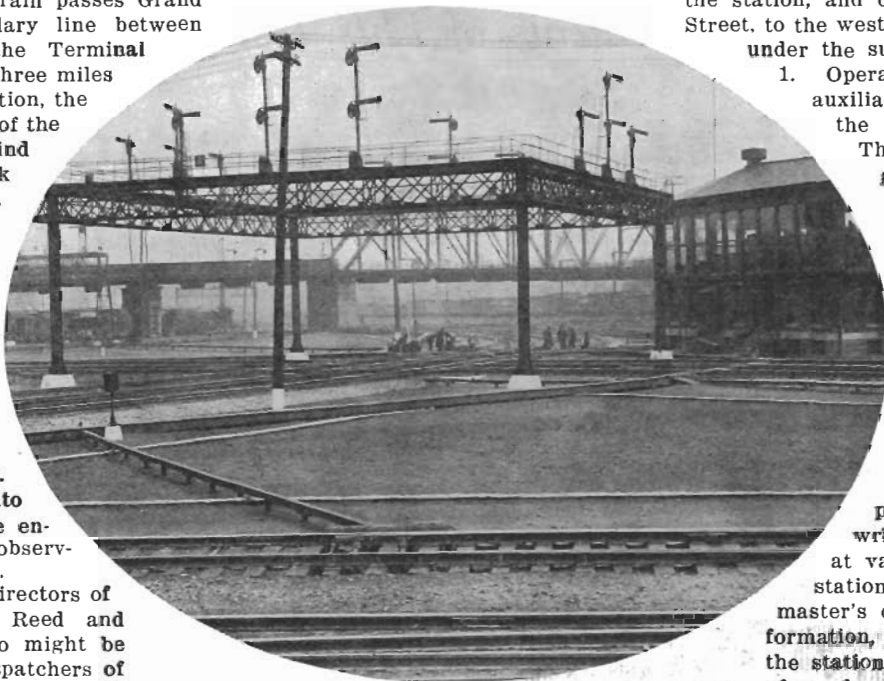
There are two auxiliary towers, one at Fourteenth Street, to the east of the station, and one at Twenty-third Street, to the west of the station, both under the supervision of Tower

1. Operators in these two auxiliary towers report the trains to Tower 1.

The telautograph is of great value in recording the arrival of trains. The telautograph operator in Tower 1 writes a message in longhand as it is given him by the chief train director and the writing is electrically reproduced as he writes it on receivers at various places in the station such as the stationmaster's office, bureau of information, ticket office and on the station platform. A corps of workers compile statistics and train reports. A power director and his assistant have charge of all the Terminal Railroad Association's yard engines.

On each station platform, at four locations a white square has been painted to denote that between the platform and the rail at those points there is an annunciator push button. A minute before a train is ready to depart, the conductor steps on one of the two push buttons beside his train and thereupon a dial on a board in front of the train director in Tower 1 lights, informing him that the train on the track indicated is ready to depart and that he has one minute in which to line up the appropriate switches.

The Terminal semaphore system is reproduced in miniature including lights, in Tower 1 and operates simul-



A view of Tower No. 1, looking to the southeast. The semaphore bridge, directly on the left of the Tower is known as bridge No. 8. The entire second floor of the Tower is devoted to the desks of the chief train director, his assistants and the levermen, while the first floor contains the desks of the men who compile the various reports issued by the Tower.

the station, the engine is a quarter of a mile from the train gate.

"Few people realize the safety features involved. We try very hard to get the trains into the station on time. We have train connections to make for the registered mail, and are responsible to the government for its safe and quick transfer. We are responsible to the Frisco and the other seventeen railroads for a delay in our yards of even one minute."

The hours between 7 and 9 in the morning are the busiest and there

taneously with the semaphores out in the yard. This miniature semaphore system is particularly valuable to the operators at night or in foggy or stormy weather, when it may be impossible for them to see some or any of the semaphores in the yards.

Freight trains are also routed from Tower 1, but they are handled at times that do not interfere with passenger train movements. Freight trains are switched into the individual freight yards of the various railroads.

The comfort and convenience of the public is ever borne in mind and consideration is given the express companies, as well as the baggage and mail departments. One hundred pound rail is used throughout the yards and various safety devices for the protection of switch points and frogs have been installed. Air whistles, controlled from the tower and located on the various bridges, are used to stop trains in case of danger or to call attention to existing signal indications when not promptly acted upon by train or enginemen.

To maintain the service at the highest possible standard, it is necessary that towermen, trainmen and enginemen be required to conform absolutely to the rules prescribed for the handling of trains, and each deviation is rigidly investigated for the corrective benefit that may be derived therefrom. The towermen are drilled and

educated until a thorough fitness for handling the work has been developed, while each conductor and engineman must pass a satisfactory examination on rules and signals and receive a certificate, attesting his competency, from the proper official of the Terminal Company before being permitted to assume charge of a train operating over the Terminal tracks.

The power used to operate the switches and signals is compressed air, electrically controlled, furnished by two compressors, at the power house, of 2,180 cubic feet capacity each per minute at a pressure of 80 pounds per square inch, this being the pressure which is maintained at the cylinders of the switches and signals. From these compressors the air is delivered into receiving tanks, thence through a system of pipes for the purpose of eliminating by precipitation any moisture or other impurities that may be contained in it.

The Terminal private branch telephone exchange is comprised of more than 200 miles of telephone circuit and 400 telephone stations through which are made an average of 10,000 connections during each 24 hours. In

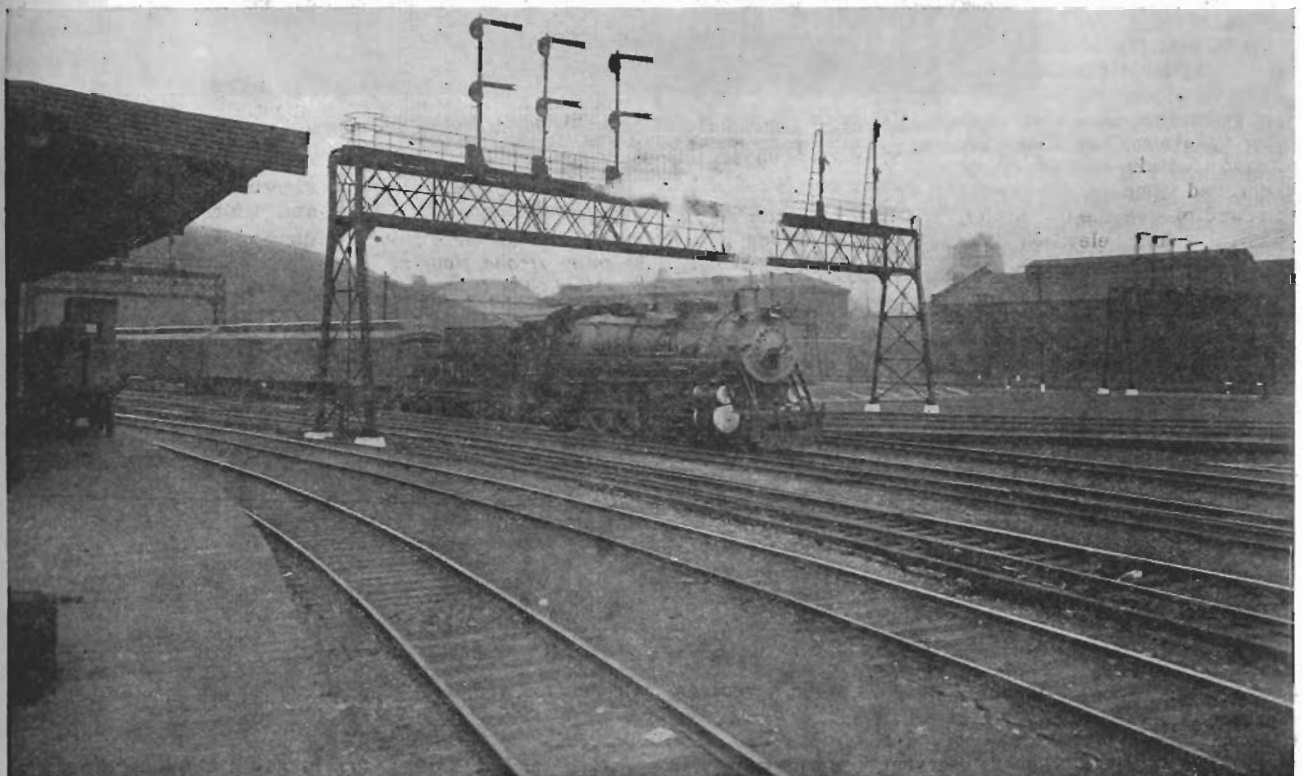
furthering quick communication, private lines are installed where found needed and in the Union Station interlocking district, fifteen such lines are in tower use alone. Private lines connect the east and west side yards, and relieve the exchange in many instances of a very heavy amount of work.

"I would like passengers on the Frisco to know that when their train stands for a few moments in the yard, it is in the interest of safety. The engineer is waiting for a clear order so that he may wend his way through the network of tracks with safety for his trainload of passengers. We have often had folks jump off the train in the yards and run into the station, trying to make a connection with an east-bound train, while if they only knew, we had handled that train many minutes before and in nine cases out of ten arranged to hold it for this Frisco connection," Mr. Perry commented.

Few non-employees are allowed in the tower. The employees concentrate on their work, and there must be no disturbing element.

With such systematized organization and such efficient operation in the interest of accident prevention the routing of trains at the Terminal is an excellent illustration of the statement that travel by rail is the safest mode.

"The Bluebonnet", pride of the Frisco, leaving the St. Louis Union Station. Engineer Geo. Burger and Fireman Wm. Gruensler are in the cab.



TULSA PLANNING PETROLEUM SHOW

THE City of Tulsa, Oklahoma, has been working for months on plans to accommodate the great crowds that will be there October 20 to 29 to attend the Fifth International Petroleum Exposition and Congress, and the Frisco Lines will play an important part in transporting visitors to and from the exposition city, in hauling from various points material to be used to construct the large number of buildings decided on, and in transporting the exhibits.

The exposition is the outgrowth of the holding of an oil men's reunion and machinery show in the streets of Tulsa in 1923. Carnival methods first were relied upon. Two years ago it was determined to go out of the show business, except as to things directly concerned with oil. A year ago the first exposition was held on the permanent site, where several large buildings are already up. The covered space and the open space are about equal.

It is said the intrinsic value of the exhibits at the big oil show this year will be \$10,000,000, and they will include \$100,000 derricks and \$100,000 engines, down to nails and oil cans.

Tulsa dates its growth, firstly, from the building of the Frisco, and secondly, from the rise of the oil business along the Frisco. Tulsa has grown from a few hundred people to 150,000 in little more than a generation. Oil is a billion-dollar business—and then some. Railroads play the major role in the hauling of oil.

This world's fair of the oil industry was projected jointly as a fair, a school and a market place. It is the show window of the industry, in all its lines and in all lands. It is one of the biggest of single-industry exhibitions. It is participated in by in-

Fifth International Petroleum Exposition and Congress to be Held October 20 to 29

ventors, makers of devices, explorers, developers, refiners, marketers, geologists and transportation men. Steamship, railroad and oil men from abroad and governments of several countries interested in oil also participate in this Tulsa event. Russia, for instance, has sent notice it will participate in

is the Rotary International president; and, secondly, Rotary visitors of many countries will attend the Rotary affair and many of these visitors are interested in oil. Rotary is in 40 countries.

Recognition by the United States Government, the railroads, by commercial, scientific and professional societies, and by foreign governments and international syndicates, and the fact that Tulsa is the recognized of capital, gives the exposition and congress great prestige.

Every feature on the program is an oil feature. The safety contests will have more than national importance. The reunion of old-time oil men is a big feature. The number of new inventions to be displayed will be large. A great many notable people attend the event each year. The event last year brought Lindbergh and Goebel together for the first time after their respective flights over the Atlantic and the Pacific oceans. John D. Rockefeller furnished the medal for the oil veterans.

W. G. Skelly, an oil operator, financier, business man and active citizen of Tulsa, is president of the exposition and congress. He is also president of the Tulsa Chamber of Commerce. J. Burr Gibbons is general

manager, and the directorate is made up largely of men with oil companies and men with industries directly allied with oil.

The Frisco passenger department is arranging to care for the many visitors who will visit the Petroleum show. The railroads share, very decidedly in oil interests for the reason that at every stage the railroad hauling is important, immediate and extensive.



Night Scene of the 1927 Exposition



Representatives of Oklahoma Indian tribes meet leaders of America's great petroleum industry at 1927 International Petroleum Exposition, Tulsa, Okla.

In this picture are W. G. Skelly, president of the exposition and president of the Tulsa Chamber of Commerce, Skelly Oil Company, etc.; Isaac Marcossou, special writer, *Saturday Evening Post*; R. M. Young, president, Carter Oil Company; J. Edgar Pew, vice-president, Sun Oil Company; Ernest K. Nicklos, manager, Texas Company; D. D. Wertzberger, president, Wertzberger Derrick Company; Carl Young, western manager, American Petroleum Institute; William Holden, secretary, Tulsa Chamber of Commerce and Exposition; J. S. Sidwell, superintendent, Prairie Oil & Gas Company; J. Burr Gibbons, general manager, Exposition; B. E. Horrigan, producer, and J. M. Hayner, president, Hayner Royalty Co., both directors of the Exposition.

the 1928 exposition and congress. It will have a government exhibit. Last year the sales at the exposition grounds to Russian interests were very large.

Many organizations, for convenience, hold their annual meetings at Tulsa during the oil exposition and congress. Half a dozen big events already are scheduled. One is the Rotary International dinner. This will be held in Tulsa for two reasons: firstly Harry H. Rogers, Tulsa banker,