

RIDES ENGINES FORTY-NINE YEARS

ENGINEER CHARLES W. SCHANK looks back with a great deal of amusement nowadays to long ago, when as a boy of seventeen years of age he was asked by the foreman of the Frisco shops at Newburg to go out on his first run as a fireman.

In fact, he flatly refused and told the foreman he couldn't do it. However, after a little thought, he told the foreman he would go out with the engineer, but he wasn't sure he could shovel twelve or fourteen tons of coal which was required for the trip.

But he did, and the hardships which he endured and the lessons he learned in railroading at the young age of 17 are perhaps the cause of his being termed one of the Frisco's best engineers today.

Born at Pacific, Mo., on December 5, 1863, he began his eventful career as engine wiper and call boy in the roundhouse at the age of 16. At that time the little roundhouse was a seven stall affair and the Frisco's mileage numbered 326 miles, with Vinita, Indian Territory, the end of the line.

Promotion came more rapidly long ago than it does today and after a few months' work in the roundhouse, this seventeen year old boy, who weighed but 135 pounds was assigned to the position of fireman in yard service. He was promoted to the position of yard engineer in 1884, but owing to slack business at that time, he returned to firing. He got his regularly assigned engine in 1887 and ran as engineer from St. Louis to Newburg until 1898. From 1898 to 1901 he ran passenger from St. Louis to Springfield and from 1901 to the present time he has had a run between Newburg and St. Louis.

"In the old days," Mr. Schank said, "railroading was a game of chance. We had no standard rules and regulations as we have today—no airbrakes, and the old link and pin. The comparison in the little old 40-ton engine which was my first engine, and the big 1500 engine which I have today, which weighs 240 tons, is in itself a revelation of the marvelous progress made in our motive power."

In recalling his first trip as engineer, Mr. Schank related the following incident. "I remember when I was promoted to the extra board. There was a passenger engine which they wanted in Springfield just as

"Charley" Schank of St. Louis First Pulled Throttle When 17—Still doing it at 66



CHARLES W. SCHANK

quickly as they could get it there. Due to the heavy business and all the older engineers busy, I was called on to take the engine down there. When I returned, I found that the engineers were severely criticising the foreman for sending a 'kid' down there with the engine, and there was a great to-do about it but it finally died down. At any rate, I got the engine there in fine shape."

His comparison of the strict examinations now in effect for engineers and firemen to the old time examinations was an amusing one. "At that time there was no examination for engineers and firemen. If some engineer took a liking to you, he asked the foreman to make you a fireman, which was done. However, you were assigned to that engineer exclusively and regularly and he was responsible for your conduct. When the engineer advised that you were competent as a fireman, and knew how to handle a locomotive, then you were in line for promotion to the position of engineer."

He laughed heartily when he told of the various duties which the fire-

men and engineers performed for themselves. They were required to clean the engine and scour the brass, fill the grease cups and pack the cellars. About all the roundhouse forces did to the engine was to fire rod brasses, but the old-time engineer had to set up wedges, clean the headlight and even put in new water glasses.

"When I started to work there were only four passenger engines on the Frisco from Pacific to Springfield and today I go out on all the trains from 1 to 12 with the finest type of motive power at my command that there is in the country," he said.

In all of his forty-nine years of railroading on Frisco Lines he has never received a suspension and has never suffered an injury. Perhaps the responsibility which was placed on him while he was so young proved his best training, and engineers who know him say that while yet a fireman in his early teens he assumed the responsibility for the engineer's job as well as his own. They tell the story about him when he checked up on an old-time engineer in the days of long ago. The conductor and engineer at that time were the only members of the train crew who were required to carry a watch. However, Mr. Schank carried one and kept it always on time. Arriving in a station one day, they got orders to meet a train down the road. Mr. Schank looked at his watch and informed the engineer that they only had seventeen minutes to make the meeting point. The engineer, after looking at his watch, said he thought they had thirty-five. They called the conductor and, according to his timepiece, they had forty-five. However, the brakeman's watch was the same as that of Mr. Schank, and so they backed the train back to the little station and waited there for the approaching train. This story is indeed an interesting one, considering the accuracy of the timepieces carried by the train crews of today, and the rigid time inspection given them each month.

He was recently honored by the members of the Brotherhood of Locomotive Engineers when they presented him with a forty-year service badge at an impressive dinner given at the Statler Hotel on October 19. The badge was presented to him by Mr. E. H. Kruse, assistant grand chief engineer. He is a charter member of Division 428, and has always been

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MECHANICAL DEP'T HAS GOOD YEAR

THE performance in the mechanical department during the past year has been highly satisfactory. Our equipment being maintained in a relatively high degree of efficiency, both as to workmanship and output.

We have employed in the mechanical department, 5,600 men; divided 3,350 in the locomotive department, and 2,250 in the car department. This is the lowest number of men used in maintaining of the equipment in the history of the railroad and is due entirely to the efficiency with which these men are performing this work.

Our labor turn-over during the past year was lower than any other previous year, and is attributable to the fact that the management is leaving nothing undone in the way of providing favorable working conditions for its employes.

Shop facilities are being improved from day to day by installing modern, up-to-date equipment. Safeguarding of personal injury, providing group insurance at a very nominal cost to the employes for the protection of their families, any and all grievances are being promptly and properly handled to the entire satisfaction of all concerned, and the result has been the winning of the confidence of the employes that the management wants to and will treat employes in a fair and impartial manner.

During the past year at our West Locomotive shop in Springfield, our main repair shop for locomotives, classified repairs were given to 217 locomotives, divided as follows: class 1, five; class 2, twenty-nine; class 3, one hundred seventy-two; class 4, none; class 5, eleven.

In taking engines through our shops, we are giving them class of repairs required to put them in first-class condition. All work being done in a first-class workmanship manner. In giving these engines classified repairs the following improvements were made:

Item	Number Applied
Improved Water Column.....	22
Automatic Fire Door.....	132
Stokers	4
No. 6 N. Y. Air Pump.....	1
Boosters	25
Thermic Syphons	25
Flex. Bolts	5,234
8½ Cross Compound Pumps..	4
Converted to Oil Burners.....	49

Equipment Satisfactory and Personnel Excellent, Motive Power Superintendent Reports

By H. L. WORMAN,
Superintendent of Motive Power



H. L. WORMAN

Modernize	4
Commonwealth Steel Tank Frames	9
Arch Tube and Arch Brick Converted to Coal Burners....	3
Martin Water Table.....	1
Feed Water Heater.....	4
Aux. Counter Balance Blocks	10
Coal Pusher	1

The result is that today our locomotives' condition is better than it has been in several years. With the condition of the power as it is today, it has permitted operating of engines over several divisions without the necessity of cutting out at each terminal for attention. On our freight and passenger trains operating between Kansas City and Birmingham we formerly required 6 locomotives, whereas today we only use one. This has permitted us to reduce the number of locomotives required very materially, building up the mileage on those that are in use. This has permitted the setting aside of the smaller power, which is entirely inadequate to handle the long trains that are now being operated over the

railroads. It was thoroughly demonstrated during the past year with engine 4113, that made 5 complete round-trips between Kansas City and Birmingham, a total of 7,350 miles, without knocking the fires, that it is far more economical to maintain power and equipment in one hundred per cent condition than it is to pass up necessary repairs. We are today getting more mileage per day out of our locomotives than at any previous time and this is due entirely to the condition of our power. One of the most outstanding facts in connection with our power condition is the treatment of water used in the locomotive boilers. The boiler condition is one of the prime factors in keeping engines on the road. Clean flues and sheets make our engines steam freely and also when in a clean condition they will not leak. Untreated water causes a scale formation that is very detrimental to flues and side sheets, causing leaks. This scale forms on the heating surface and causes the metal to overheat, due to the scale being a very good insulator, but a very poor conductor of heat. When the fire is forced to maintain steam pressure, the metal surface gets hot, unnecessary expansion takes place, causing the opening up of flues in sheets as well as the knuckles of flue sheets. To give you briefly what the treatment of water has done to keep our power in service, in 1918 we had 575 leaking boiler failures; in 1923 we had 90 and in 1928, one, while in 1929 we did not have any failures chargeable to leaking boilers. Furthermore, we were required after every 30,000 to 50,000 miles to shop our power for flues, while we are today on passenger engines, getting 200,000 miles. All other classes have likewise done proportionately as well.

The Frisco owns 691 passenger cars, divided into many classes. Very substantial repairs have been made in this equipment during the past few years, until today our passenger equipment compares favorably with the leading railroads of the country. During the past year 5 passenger cars were equipped with roller bearings instead of friction journal bearings. Steel underframe and steel sheeting were applied to 6 cars; electric lights, steam heat applied to 22 cars, having

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1929 WAS GOOD AGRICULTURAL YEAR

THE total perishable movements of fruits and vegetables via Frisco Lines during 1929 was the largest ever handled, according to a statement issued from the office of Mr. W. L. English, supervisor of agriculture of Frisco Lines at Springfield, Mo. A total of 47,037 cars of perishables were handled, and a total of 30,152 cars of fruits, vegetables and dairy products, including those from connections were moved as compared with the 29,042 cars for 1928.

The Frisco has some exceptionally fine facilities for handling and protecting these cars moving under ice or heater service, with ample dock and ice facilities to take care of any increased volume of business. A recently completed and very fine ice plant and dock has been built in the Yale yards, and in December of 1929 a new dock of 25 car capacity was completed in Kansas City which is without doubt the best dock on Frisco Lines. A total of 380 heaters were used in protecting Carriers Protective Service shipments, also citrus fruit held for disposition, and bananas.

Despite heavy and continuous rains during the early spring, a prolonged period of drouth in the late summer and other obstacles not helpful to planting crops in the Ozark territory, reports from this department show, in practically all cases, an increased tonnage of the various commodities shipped from Frisco Lines.

The fruit crop of 1929, made a splendid record and trees and plants came through the winter in most excellent condition. The strawberry crop, while slightly decreased during the year due to low temperature and heavy rainfall showed a growing interest in the cold packing of berries in Frisco territory and the consumption from this angle was heavier than in the year past. Carlot shipments totaled 2,251 cars with an equivalent of 87 cars moving L. C. L., and 72 cars coming from connections. Sixty-seven of these cars came from the Pensacola Sub and half of them were loaded on Frisco rails.

The first oranges through the St. Louis gateway via Frisco Lines were handled this year. Seventeen cars of fine grade of Satsuma oranges came from the Frisco's recently acquired Pensacola territory.

A total of 593 cars of watermelons traveled to various points over the

Report of Agricultural Departments Shows Excellent Results—Perishable Movements Largest in History



W. L. ENGLISH,
Supervisor of Agriculture

Frisco during the past season, despite the unfavorable seasonal conditions just prior to shipping time.

Favorable fall weather proved advantageous for the late crop of beans and tomatoes and the total shipments of these two truck crops showed an increase and permitted the canners to increase their pack considerably. A total of 1054 cars of truck crops were handled during the year.

An early freeze and excessive rainfall during the early stages of the grape crop cut the yield short and hurt the quality of the fruit materially, however a total of 593 cars were handled. The expansion of the Welch Juice plants provided a market for an increased number of cars for juice purposes in Arkansas. Price to the growers showed good net returns.

The Ozarks, already known as a great poultry and dairy center, showed an increase for the year, and turkey movements from Oklahoma and Texas have been particularly pleasing. A total of 903 cars of dressed poultry were shipped during

1929 as compared with only 744 during 1928. In fact, carlot movement of all kinds of manufactured dairy products shows a slight increase over that of a year ago. A total of 1,279 cars of live poultry were shipped during 1929 as compared with 1,269 in 1928, 1,242 cars of butter, 190 cars of cheese, 778 cars of canned milk 119 cars of dried and powdered milk and the greatest gain in carload shipments of dairy products was the shipment of sweet cream which totaled 865 cars for the year as compared with 181 for 1928.

The 1929 wheat crop was seeded under unfavorable conditions. Early spring rains helped materially, however, and finally started the crop off in good shape and by April conditions were normal, but excessive rainfall during harvest time lessened the prospective yield considerably. The yield for Texas totaled 33,916,000 bushels for 1929, as compared with 22,176,000 for 1928. For Oklahoma the yield was 44,972,000 bushels in 1929, as compared with 59,576,000 in 1928. Kansas fell below last year, with 131,836,000 bushels for 1929 and 177,361,000 for 1928. However, carlot movement of wheat over Frisco Lines was greater during 1929 than in 1928.

Seeding for the 1930 crop has been completed and preliminary Federal estimates give the acreage seeded as follows: Kansas 12,687,000 acres, as against 12,083,000 in 1928; Missouri 1,613,000 acres, as against 1,792,000 in 1928; Oklahoma 4,328,000 acres, with 4,508,000 planted in 1928; Texas 2,653,000 acres as against 2,576,000 in 1928.

The corn crop was probably the worst in many years. Texas was particularly hard hit and practically no corn produced at all. Oklahoma's crop was of an inferior quality. Southeast Missouri and Northeast Arkansas raised the best corn crops that they have raised in many years, providing them with ample feed to meet all requirements and some to spare. The Mississippi and Alabama crop was slightly above the average. Late feed crops did well and by sowing catch crops, saving all the hay available and taking advantage of the very mild open fall, most of the farmers in Frisco territory will be able to hold their breeding stock. Wheat pastures have been abundant in Oklahoma and Texas whenever weather conditions

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GOOD AGRICULTURAL YEAR

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would permit the running of stock in the fields.

The severe drouth during July and August cut the cotton crop in nearly all states. Arkansas, Alabama and Mississippi show the best increases. Favorable weather during September and October permitted quick harvesting and less of the crop still remains in the fields than for many years past. Arkansas shows 1,490,000 bales as against 1,246,000 in 1928; Alabama 1,335,000 for 1929, with 1,109,000 for 1928; Mississippi 1,915,000 for 1929, and 1,475,000 for 1928; Missouri 215,000 bales for 1929 and 147,000 bales for 1928; Oklahoma 1,200,000 bales for 1929, and 1,205,000 bales for 1928; Texas 3,950,000 bales for 1929, and 5,106,000 for 1928. The figures for the entire United States show 14,919,000 bales for the past year, as compared with 14,478,000 for the year of 1928.

The favorable report of the agricultural department for the past year was due in no small measure to the workings of its inter-departments, dairy, horticultural and home economics. Meetings were planned by these workers of an educational nature.

In the dairy department the dairy agent held ninety meetings with a total attendance of 7,440 and several mass meetings where 5,000 to 6,000 people attended. In addition, Mr. A. J. McDowell, dairy agent, attended a meeting of the American Institute of Co-operation at Baton Rouge, and also broadcast an address over KMOX regarding dairying in the Ozarks. He worked out many schedules for various pick-up cars and formulated and supervised plans for the exhibit of Frisco Lines at the National Dairy Show at St. Louis and for campaigns of various kinds in several counties. Mr. McDowell also served as judge of dairy cattle at the dairy show in Durant, Okla., and spent a week in Mississippi and Tennessee aiding parties from Oklahoma to buy dairy cattle.

The assistant dairy agent, Mr. Paul Potter, held and assisted in forty-five meetings with an attendance of 4,025 and visited 46 dairy plants and the county agents in 27 counties. He also attended the Farmers Short Course at Fayetteville, the American Royal Livestock Show at Kansas City and had charge of the Frisco exhibit at the National Dairy Show in St. Louis.

Mr. D. E. Eicher, horticultural agent for the Frisco, judged horticultural exhibits at the Arkansas State Fair at Little Rock, and at five points

Sir Harry Lauder Uses Frisco Lines



Frisco Lines train No. 5 on January 5 had as its guest none other than the inimitable Sir Harry Lauder enroute to fill an engagement at Amarillo, Texas. Sir Harry got off the train at Tulsa, Oklahoma, and posed with engineer J. W. Cullum, J. W. James, traffic manager and J. E. Payne, assistant general agent.

Sir Harry's face is wreathed in smiles, for engineer Cullum has just told him that his father was a Scotchman who had come over to America when a young man. That introduction made Sir Harry and the engineer close friends, and Sir Harry expressed his interest in the huge engine which pulled him into Tulsa, and Engineer Cullum was more than eager to show him inside the cab.

in Oklahoma, Texas and Missouri. He also assisted in tours of fruit growers through the peach section of southeast Missouri, grape and strawberry district east of Springfield and potato section of Oklahoma. His aid in assisting at meetings where plans were discussed for truck growing and fruit growing of various kinds was of untold benefit to the farmer along the Frisco's right-of-way.

Mrs. Elizabeth Temple of the home economics department worked along poultry lines to a great extent during the past year and especial attention was paid to the state of Texas in an attempt to improve the turkey situation there. Attention along poultry lines has also been accorded each state except Florida. Mrs. Temple has assisted in holding 431 meetings with an attendance of 27,000. Of these, 216 were farm meetings, six big

shows, two state fairs, 71 women's groups alone and approximately 50 with Chambers of Commerce, Kiwanis and Lions' Clubs.

Mrs. Temple culled 23,000 birds during the year, judged poultry and eggs at eleven shows and held 153 culling lessons. The work has been carried on in 43 counties, working with 31 county agents, 17 home demonstration agents, 49 vocational teachers and 5 state specialists.

With the increased acreage of various truck crop farms and fruit trees noted, it is expected that, barring the severe spring frosts and heavy spring rains, 1930 should be a banner year, agriculturally.

Bachelor: "The time will come when women will get men's wages."

Married Man: "Yes, next Saturday night."

NEWS of the FRISCO CLUBS

St. Louis Girls' Club

WHAT would have been just another bleak day for seventy poor families in St. Louis was transformed into a joyous Christmas through the charity campaign completed by the Girls' Club of St. Louis, Mo., on Christmas Eve. This was the most extensive welfare program that this club has attempted in the three years that it has assisted in the Christmas charity work of St. Louis.

Each of the seventy families received a bountiful basket from the club. Each basket contained enough food for a complete Christmas dinner for a large family or enough to last a small family for several days. Included in each was a dressed chicken, potatoes, celery, onions, canned goods, bread, nuts and candy and in many of them, toys.

More than \$150 was collected by members of the club to provide these baskets. Each girl donated to this fund, in addition to her regular Community Fund donation and the fund was augmented by contributions of other Frisco employes and officials.

The names of the families to whom the baskets were distributed were furnished by club members and the baskets were distributed by the girls after the names furnished were cleared through the Community Fund to prevent duplication with other charities.

In addition to the distributing of baskets, this club furnished more than two hundred toys to the poor children of the city, delivering these to Radio Station KMOX for distribution. The method used by the club in collecting these toys is noteworthy in that it resulted in a large number of toys being assembled and at the same time provided pleasant entertainment at the luncheon of the Girls' Club held December 23 at the American Hotel Annex.

Notice was sent to members prior to this luncheon that each would be expected to bring a small gift or toy, costing not more than ten cents. While the 232 members and guests in attendance were enjoying the turkey dinner which the club furnished to them free, a jovial Santa Claus, in the person of Uncle Charley Baltzell, appeared and distributed the gifts with the assistance of two Red Caps from the Union Station. Uncle Char-

ley embodied all of the jocular qualities usually attributed to St. Nick and he and his assistants added to the fun by accompanying the distribution with appropriate remarks concerning recipients and presents.

Following the meal, Miss Lydia Peterson, president of the club, introduced the officials at the speakers' table and Mr. L. E. Martin, who attended the luncheon as Mr. J. M. Kurn's representative, made a brief talk. "I am very glad to be here," Mr. Martin said, "I consider it an honor to represent Mr. Kurn and I am glad that we have a Girls' Club. We have evidence of it doing great work." He went on to say that the traffic department appreciated any tips the girls could furnish and urged them to continue their present good work in the matter of soliciting business.

The Saxonettes, a trio of girl saxophone players, contributed to the musical part of the program with solos by members of the trio and numbers by the complete trio. Misses Melva Kountzman, Sylvia Kuntzsch, and Luties Morris comprised the trio. They were accompanied on the piano by Miss Louis Toenges. Miss Mary Crane, accompanied on the piano by Miss Emily Sparks, gave several vocal solos and Miss Sparks gave several piano solos.

The committee in charge of the club's welfare work was comprised of the following: Miss Martha Moore, chairman, Misses Mary Ansboro, Agnes Larkin and Lucille Kerr.

Madill, Okla.

While but seven members attended the meeting of the Frisco Employes' Club of Madill, Okla., held December 20, these seven members were seven live wires, who spent most of the evening discussing methods by which more business could be gotten for Frisco Lines. This discussion and the annual election of officers were the most important matters handled at the meeting.

The solicitation discussion was supplemented by the secretary reading a list comprised of the names of members who had secured business and tips during the past year. This review of the year's work was of aid in the discussion in that it recalled firms who had given their business to Frisco Lines in the past and reminded

members of potential business. Passages from the minutes of the convention of club presidents held in St. Louis November 25 and 26 were read, attention being centered on the passages that were most applicable to the business under consideration.

In the election that followed, C. K. Baxter was re-elected president for the ensuing year and O. F. Nowlin was re-elected secretary. T. D. Alexander was elected vice-president.

The serving of refreshments sent to the meeting by Mrs. C. K. Baxter followed the election. The meeting was closed with a vote of thanks to Mrs. Baxter.

St. Louis Terminals

Santa Claus has a rival for his place in the good graces of the seventy-five children who attended the Christmas party given by the Frisco Employes' Club of St. Louis Terminals at Moose Hall in Maplewood, Mo., December 20. These children were the guests of honor at the party and besides giving them a general good time, the club made an additional bid for St. Nick's place in their favor by giving each of them a present.

It has been said that an army marches on its stomach and although this statement has a rather distant connection with the Christmas party of the Terminals Club, this club did choose the route of the children's appetites to make them happy, by giving them presents which consisted of generously filled boxes of nuts, oranges, apples, candy and other delicacies dear to juvenile palates. Seventy-five contented children of employes went home from the party that evening.

A number of boxes remained after the children had received theirs and these were donated to the Girl's Club of St. Louis for distribution in their Christmas charity campaign.

But saying that the children were the guests of honor at this party might be doing the club an injustice, because all of the two hundred employes and guests who braved the wintry evening to attend, were given a royal good time equal to that of the children.

Interest in the attendance contests that were conducted was keen. The prizes were donated by local business firms. First prize for men was won by E. W. Thompson, a contractor of