

# MONETT, MO., WINS 1930 GARDEN PRIZE

**I**T HAS been a task this past summer to keep a flower bed watered, due to the severe drouth, but drouth or no drouth, Frisco employes at 1,000 stations on Frisco Lines have zealously guarded their flowers so they might compete for the best

flower bed on Frisco Lines and possibly win the \$25 prize and the silver loving cup which was to be the award.

The decision has just been awarded by the judges, who have made a complete trip over the entire Frisco system, and Monett,

**GEO. MORRIS** Mo., has been signally honored by winning first prize for the best garden on the entire system.

This prize winning bed was planned by Lenn A. Manley and Harry H. Westbay, claim agents stationed at Monett, and Peter Stolle, section foreman, furnished George Morris, a member of his gang, to do the work. The result of his care and attention proved to be well worth while. Assisting him in sprinkling and watering the grass, the Monett employes give thanks to Ellis Nunneley, employed as mail handler at the station platform.

In addition to the grand prize, there were first and second prizes for the best gardens on each division and a prize for each terminal, the system

## Flower Park Tended by Geo. Morris Chosen as Best Among 1,000 on Frisco Lines

(Additional pictures on Pages 36 and 37)

winner being picked from this group. Results of the contest are as follows: Garden at St. Mary's, Mo., first prize winner on River division, maintained by Harry Schroeder, agent; Western



*The Monett, Mo., station park looked like this in 1929.*

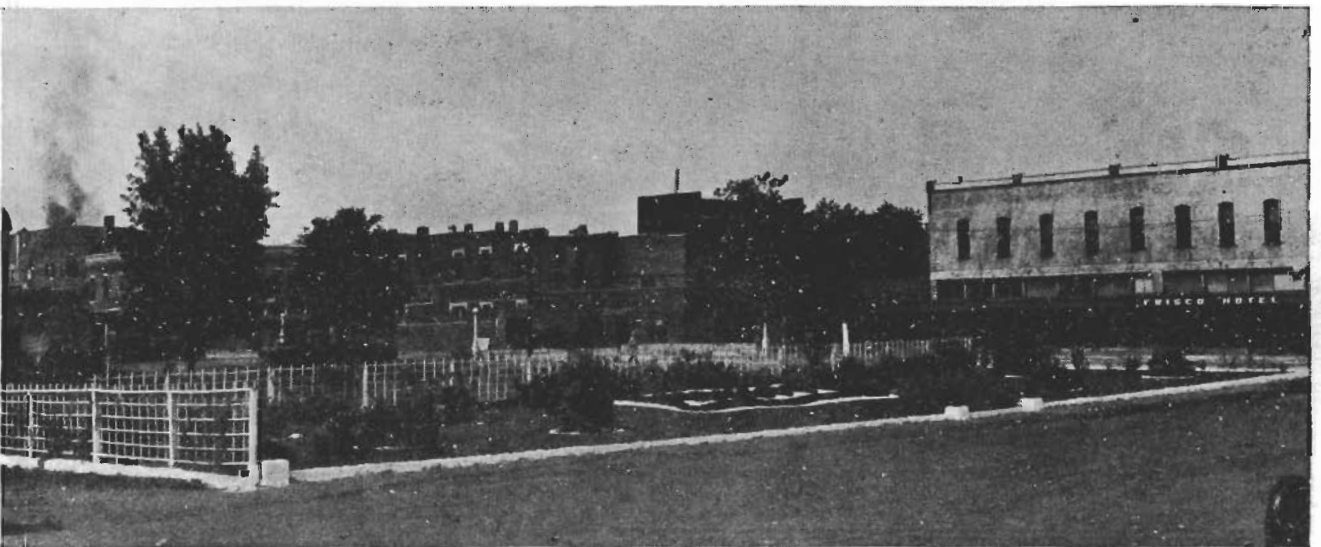
division, Winfield, Kans., maintained by J. H. Constant, agent, and John B. Vasilopus, section foreman; Southern division, Thayer, Mo., maintained by Sam Wooldridge, section foreman; **Central division, Fayetteville, Ark., maintained by Otto Sargent, section**

*But in 1930 the Monett station park looked like this—and won first prize for the prettiest station park on Frisco Lines.*

foreman; Texas Lines, Bluffdale, Tex., maintained by M. A. Hufstедler, section foreman; Southwestern division, Sapulpa, Okla., maintained by Wm. Patterson, colored laborer; Northern division, Mulberry, Kans., maintained by E. E. Tatum, agent.

Winners of first prizes for best flower gardens at the terminals include: Eastern, **St. Louis Terminals**, garden at Tower Grove, Mo., maintained by Henry Schaffer, station cleaner; Springfield Terminal, garden at Mill and Sherman Streets, maintained by George Russell, crossing flagman; Birmingham Terminals, garden at Block No. 1, maintained by C. M. Chance; Memphis Terminals, garden at east end Mississippi River bridge, maintained by Charley Martin, colored employe; West Tulsa Terminal, garden at master mechanic's office, maintained by Miss E. Kalt, file clerk.

Second prize winners and those receiving honorable mention for their gardens included: Eastern division, second prize, garden at Dixon, maintained by John Crow, pumper; Western division, second prize winner, garden at Arkansas City, Ark., maintained by H. R. Smyer, agent; second prize winner, Southern division, Atmore, Ala., maintained by Wm. Eggart, section foreman; River division, second prize winner, garden at Sikeston, Mo., maintained by Mr. and Mrs. W. T. Malone, agent and wife; Central division, second prize winner, Seligman, Mo., maintained by C. C. Larson, agent; Texas Lines, second prize winner, garden at Stephenville,



Top picture: First prize winner, Western division, awarded to park at the passenger station, Winfield, Kans.

Bottom row, left to right: First prize winner, Southern division, grounds at station, Thayer, Mo. (Center) Park at Fayetteville, Ark., first prize winner,



Central division. (Right) St. Mary's, Mo., first prize winner, River division and winner of first prize in 1929 contest.

At bottom of page, left: Mulberry, Kans., winner of first prize, Northern division. (Right) Park in front of office building, Sapulpa, Okla., first prize winner, Southwestern division.



Texas, maintained by John Smallwood, section foreman; Southwestern division, second prize winner, garden at Henryetta, Okla., maintained by Mr. and Mrs. W. F. King, section foreman and wife.

Honorable mention was given gardens at the following stations: Townley, Ala., Fayetteville, Ark., Catoose, Okla., Chelsea, Okla., Miami, Okla., Paola, Kans., Fall River, Kans., Centropolis, Mo., Springfield, Mo., passenger station.

The garden idea has grown rapidly since its inception in 1927, and has made greater progress since Mr. Fellows' appointment as Frisco florist in 1928. In 1927, 400 Frisco employes took advantage of the offer of seed, bulbs, shrubs and plants, and the first prizes for best gardens was inaugurated in 1929 when \$15 was given for the best garden on the sys-

tem and \$10 as second prize. The winner in 1929 was the garden at St. Mary's, and second prize went to the garden at Thayer, Mo.

The committee this year was composed of Mr. Walter Rathbone of Springfield, Mo., president of the board of regents, Southwest Missouri State Teachers College and vice-president of the Frank B. Smith Laundry Company (well known for his growing of exceptionally fine roses), Mrs. Don B. Fellows and W. L. Huggins, Jr., editor of the *Frisco Magazine*.

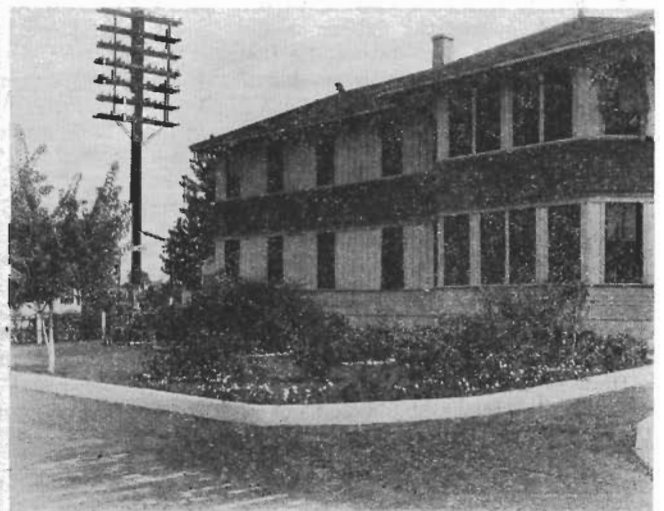
It is reported by this committee that the gardens were exceptionally fine considering the handicap of the great drouth and the way the men had maintained their section houses and station grounds was a matter of great comment. In fact, to quote one

of the judges, it "did not look like the same railroad property."

Flowers which thrived in the prize winning gardens this summer included, Summer Cypress, Kochia, Petunias, Zinnias, Marigolds, Snow on the Mountain and Periwinkle.

Florist Fellows has announced that next year the system will be divided into two groups; one group where water is available for the care of the gardens and another where it must be hauled to the garden. These two groups will compete separately. This will give every man a chance to compete in his class.

The committee required three weeks in which to make the inspection of the flower beds on the entire system. Presentation of the prizes and trophy will take place the early part of October.



# ENGINE 4213 BEATS ENDURANCE RECORD

**D.** L. FORSYTHE, general road foreman of equipment, and the man in charge of the Frisco's endurance locomotive, the 4213, set 9,700 miles as his goal when he began the 1930 endurance run on August 1. However, when the endurance locomotive tied up at Kansas City on September 1, after having been in service for an entire calendar month of 31 days, it registered 9,743 miles. The engine had been under continuous fire during the entire time, and the record was made between Birmingham, Ala., and Kansas City, Mo., a distance of 737 miles, with the last four trips being made between Kansas City and Springfield, Mo.

This endurance record will stand as a world's record for some time to come. In fact, according to Forsythe, the only way to surpass the record would be to run an engine on faster schedule and show more mileage at the end of the calendar month.

Forsythe, who only a year ago established a record of 7,350 miles in 24 days and 11 hours, was not satisfied with that record and immediately upon receipt of the 4213 engine by Frisco Lines, set out to break his own record and establish one which could never be equalled except on faster schedule, when more mileage might be piled up.

Today one may find him in his office at Springfield, pouring over charts and notes which he kept during the trip, for he rode the engine the entire distance with the exception of 400 miles, when he was called to Springfield, his home terminal, on business.

He has at this time condensed the report and secured the figures on the run, which show that during the test eighty different crews were used; 1,479,628 gallons of water; 1,023½ tons of coal and the charts show a total of 25,217,415 gross ton miles and 2,696 tons per train mile.

According to Forsythe there was not a minute's delay due to the engine. It handled its full tonnage over the entire time and the engine hauled its heaviest train on its last trip into Kansas City, which was 121 cars or 5,023 tons.

He says the success of the test was due to the systematic blowing out of the boiler so many minutes on each sub-division, (an accurate check was made which showed that the water from the boiler was blown out from

## *New Locomotive Raises World's Endurance Mark, Operating 9,700 Miles Under Continuous Fire*

six to eight minutes over each sub-division) taking care of the fire, shaking the grates only when the engine was drifting or standing still and keeping the water down to a



D. L. FORSYTHE

safe low level in the boiler, and to good lubrication.

The booster, with which the engine is equipped, was used a total of nine hours and forty minutes. It was cut in on steep grades and in starting the heavy trains. The average pounds of coal per thousand gross ton miles averaged 81 pounds.

The 4213 is one of a fleet of twenty new freight locomotives numbered 4200-4219, ordered from the Baldwin Locomotive Works only a short time ago, and embodies all the latest in freight locomotion. The 4200's are among the heaviest engines in this section of the country, with weight on trucks, 37,000 pounds; weight on drivers, 274,690; weight on trailer, 64,100; weight of engine, 375,790 pounds. The tractive effort is 69,600

pounds and the grate area is 80.3 square feet.

They are equipped with a radial stay firebox, and heating surface in the firebox is 390.0 square feet, with heating surface of flues, 3994.0 square feet, or a total heating surface of 4384.0 square feet, with a boiler pressure of 235 pounds to the square inch. Modern throughout, they are equipped with many new features such as a Coffin feedwater heater, Thermic Syphons and Type "E" superheater, which increases the temperature of steam to 730 degrees Fahrenheit.

Perhaps one of the most modern improvements is the alemiting system which does away with the old hand oiling system. The booster increases the total tractive effort to 82,000 pounds when in use. The main valves and cylinders are equipped with the force feed lubrication which operates automatically while the engine is in motion. The engines are fired by the Dupont B-K Stoker which does away with hand firing. These engines are capable of handling 8,000 tons on level track, or a train of 160 loaded cars of 50-ton capacity each.

Reports from the Kansas City roundhouse show that when the engine was taken out of service for inspection following the last trip, the firebox, grates, arch and front end were in good condition.

This engine has 201 3½-inch flues and 66 2¼-inch flues and at the completion of the trip there were only 58 of the 3½-inch flues stopped up and one small one. On inspection of the boiler, no scale or accumulation was shown at any of the washout plugs except about five inches of soft mud in the back water leg. Arch tubes and syphons were absolutely clean.

The feedwater heater was in perfect condition without intermediate washing and the B-K stoker was in A-1 condition and gave a good distribution of fuel which contributed to the good performance.

No flues or staybolts showed the least simmer and the valves and cylinders were examined and a scant one-sixteenth inch wear was shown on the piston heads and the packing was not renewed.

Before the record endurance run this engine had only made 3,234 miles in June, 3,264 in July and the endurance mileage of 9,743 miles, a total of 16,241 miles since receipt

from the Baldwin Locomotive Works by Frisco Lines. It made more mileage during the endurance test than in the two months previous to the run.

Forsythe has made all three tests with an engine numbered in the 4100-4200 series. The first test, made with engine 4100, ended by the engine having made 2,940 miles. This was in 1927. In 1928 Forsythe took the 4113 and between July 19 and August 13 broke the former world's record, held by the Great Northern Railway of 3,500 miles, by making a record of 7,350 miles. This was not equalled or broken until he broke his own record on the last run with the 4213.

"The run was made with three things in view," Forsythe said. "First, to definitely prove that a freight locomotive could be run for an entire calendar month without the flues getting stopped up to such an extent as to impair the steaming qualities of the engine; second, to see if a freight locomotive could be run without having the fires knocked and the boiler washed out from one government inspection period to the next and third, to see if the engine would steam as well at the completion of the calendar month period as it did at the first of the trip."

In speaking of the run, H. L. Worman, superintendent of motive power said that the test meant the speeding up of freight transportation and also clearly showed the need for fewer en-

### FACTS ABOUT THE 4213

Fired up at 2:00 p. m. August 1.  
 Fire knocked 10:00 a. m. September 1.  
 Total hours under fire—740.  
 Total gross ton miles—25,271,415.  
 Total crews on engine—80.  
 Average train handled—2,696 tons.  
 Total tons coal used—1023½.  
 Pounds coal per 1,000 g.t.m.—81.  
 Total gallons water used—1,479,628.  
 Total time on road—460 hours, 12 minutes.  
 Total time in motion—371 hours, 21 minutes.  
 Average speed between terminals—21 m.p.h.  
 Average speed in motion—26.1 m.p.h.

gines with which to handle the tonnage.

"I am greatly satisfied with the test," Forsythe said. "The 4200 locomotives are the last word in locomotion and I cannot say too much for them. Only the greatest freight locomotive in the world could make such a record, under continuous fire with

*This photograph of engine 4213 was taken at Springfield, Mo., on August 29, as the engine completed 9,097 of the 9,700-mile record endurance run.*

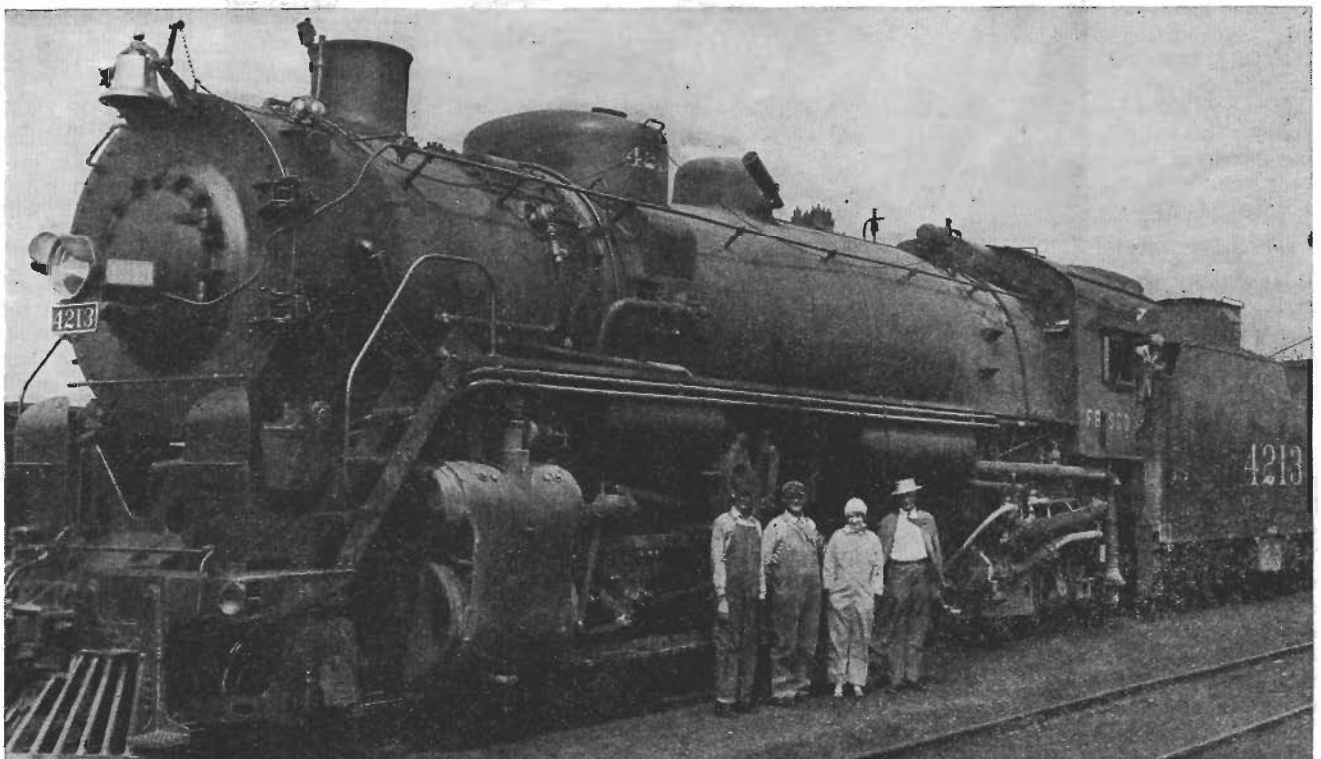
heavy tonnage for a month, only to turn around after government inspection and be placed in regular freight service, with only running repairs reported and no more work given than we give an engine on a through freight run.

"And now that the test is over, I am going to rest up a few days and await the blue printing of the charts I kept on the locomotive performance which I intend to send to each division point as an example of what one of the 4200's can do and what can be done in freight service by conserving coal, proper care of engine and the blowing out of the boilers in a systematic way."

### LOCOMOTIVE WHISTLE

Locomotive comin' through,  
 Shoutin' like it used to do:  
 "Never mind the boats that go  
 Where the oceans ebb and flow,  
 Never mind the airships grand,  
 Hurrying over sea and land.  
 Listen to me as I sing.  
 I am still the Travel King.

"With respect I still am heard.  
 Though I'm neither fish nor bird,  
 Robot powers I reveal.  
 I'm the giant built of steel,  
 Carrying burdens for the wise,  
 Leading unto sad surprise  
 For the speculative crew—  
 I am telling you Who's who!"  
 —Philander Johnson in the Washington Star.





# SEVENTH ANNUAL OIL SHOW OCT. 4-11

THE enormous success of the International Petroleum Exposition and Congress, a well known oil writer has pointed out, has been due largely to the aim of its leaders to make it a practical show, always attempting to hold the interest of the practical oil man.

The seventh Oil Show, October 4 to 11, however, will prove that this estimate is no longer even remotely adequate, and, further, that if those phases of the petroleum industry which deal with complex research problems, highly advanced theoretical considerations, and subjects properly in the fields of ethics, public relations, local and international policy, and the like, have been brought into the foreground, it has been because the industry and the public have demanded it.

It is proper here to note that it has been necessary this year to increase the size of the Exposition plant twenty-five per cent in order to provide facilities for conducting the Oil Show in accordance with this expanded policy. This building program has been completed at a cost of \$285,000.

At first sight, this article will strike many of the readers as an indication of warped editorial judgment.

"Why," it may be asked "should most of us visit the Oil Show? Why tell us about something that can only interest those who are engaged in the oil and gas business?"

That is just the point. Every person: housewife, doctor, beauty specialist, plumber, lawyer, writer, broker; every man, woman and child, without exception, is intensely interested in the products of the oil and gas industry, whether they know it or not.

And it is one of the most attractive

## International Petroleum Exposition and Congress at Tulsa, Okla., To Be Largest In History

By WILLIAM B. WAY, General Manager, International Petroleum Exposition and Congress.

features of the Exposition that it presents to the public in an interesting way the convincing proof of the industry's influence upon our every day life. Let me develop this point more graphically:

If you have just undergone an

then we will "come closer home."

You have heard our foremost students on world problems say that war, by becoming unbearably horrible, will eventually be outlawed as a means of settling international disputes. If these learned men are correct the banishment of war will make up for the terrible gifts that petroleum has made to the art of battle.

Best known among these is trinitrotolulene, T. N. T., and phosgene, a poison gas of which an incredibly small amount will annihilate an entire regiment of soldiers; liquid fire, which blankets the foe in tongues of flame.

Just as gold from Mexico and South America brought fame and wealth to Spain in the days of the Grand Armada, now oil enlarges the place in history of a number of nations. What ever may be our views on international questions, the fact remains that petroleum is largely responsible for the story that is written of Russia, of Roumania, of Persia and of parts of India.

Few in our stage of civilization are so provincially minded that they will contend that we are unaffected by world happenings thousands of miles removed. Our world has grown too small for that, and here

again petroleum has played a leading part.

But for this industry Lindbergh would not have spanned the Atlantic, Kingsford-Smith, the Pacific, and Byrd navigated over the two poles. The flight of the English hydroplane at a speed of 325 miles an hour would not even be a dream of the future; Daytona Beach with automobiles skimming its surface at four and a half miles a minute, would be unknown. Without automobiles, where would



An airplane view of the permanent home of the International Petroleum Exposition and Congress at Tulsa, Oklahoma, appears above. The seventh annual show will be held this year from October 4 to 11. Four special trains from St. Louis, and eighty special Pullmans from various points, were handled by Frisco Lines at the 1929 exposition, and an even larger movement is expected this year.

operation on the surgeon's table, does it interest you that it was a petroleum product which caused you to sleep peacefully as the scalpel slashed and the forceps bit deeply? If a petroleum product has, as the only known remedy, saved you from one of a number of once incurable maladies, do you not wish to know more about petroleum's contributions to the science of medicine?

Let us first consider the greater contributions of the industry, and