

No. 2001.

The picture herewith of Engine 2001 was snapped recently while in front of



the North Side round house, Springfield, Mo., by R. A. Wooldrige of that point.

“Mallay.”

In reply to question recently asked THE FRISCO-MAN as to whether our new big engines are pronounced “Mallay” or Mallet, will state these engines are the invention of a Frenchman, and according to the usage of the French language final consonants are silent in words of this kind. Therefore, if called after the inventor they should be “Mallay” engines. As an example: “Depo” is spelled depot, but no one would ever think of calling it D-E-P-O-T.

Frisco Float.



The accompanying snap-shot represents the float in the Labor Day Parade, built by Frisco men at Sapulpa, Okla.,

with engine mounted on float and box car and caboose on trucks.

Can You Beat It? *on the S.P.?*

On our cover page is reproduced this month photograph of Engine 1409 on turntable at Fort Smith, Ark., and the accompanying shows 1409's crew, Engineer Walter Clark and Fireman E. O. Ellig.

Both engine and crew have a record to be proud of, as this engine since last overhauling, which was in March, 1910, has made 59,824 miles, has never missed her turn, never had a minute's delay nor engine failure, neither has an extra pint



of valve oil or engine oil been issued to this engine other than the regular supply. The grease cellars have not been filled since this engine was overhauled, and the crew have never missed their turn since the engine was put on Arthur Subdivision, May 17, 1910.

No. 1409 worked between Springfield and Fort Smith on the Fort Smith Subdivision directly after coming out of the shop, making her first trip into Fort Smith on train 11, March 13, 1910, afterwards being put on trains 5 and 6. On several occasions this engine would double the mileage between Springfield and Fort Smith, on account of doubling out of Springfield on train 5 after getting in on train 6.

New Frisco Office Building, Springfield, Mo.

The new office building at Springfield, Mo., is located at the northwest corner of Jefferson avenue and Olive street, and is less than a block from the new Woodruff Building and the Colonial Hotel.

One of the most important features in connection with the building is that the

stairways are constructed of reinforced concrete, and the partitions are either hollow tile or glass.

The frontage on Olive street is 119 feet, and length of the building facing Jefferson avenue is 140 feet. The entrance will be on the Jefferson avenue side of the building, and as the build-



construction is absolutely fire proof, which will reduce to a minimum the chance of loss of records by fire.

The building is constructed four stories high, with provision for a fifth story when found necessary. The walls are constructed of buff pressed brick, which gives to the structure a very pleasing effect and is identically the same material as that used in the new Woodruff Building. The floors and

ing is located back from the street a considerable distance a very pleasing park arrangement, including a number of existing shade trees, can be worked out.

The lot on which the building is located is elevated above the street surface and is of ample size for an extension to be placed on the north end of the building as an ultimate development, should this additional space be found necessary in the future.

The first floor of the new office building is occupied by Mr. Doggrell, car accountant; Mr. Hutchison, general superintendent; Mr. O'Dowd, chief tie and timber inspector, and also the mail room.

The second floor is occupied by Mr. Levy, superintendent of transportation; Mr. Tyler, general superintendent, and the telegraph office.

Mr. Hancock, general superintendent of motive power, is located on the third floor, and in addition to Mr. Sills, district engineer, there will be provided an assembly room, which will be used for time-card meetings and other purposes.

Mr. Price, general baggage agent, is located in the three rooms on the fourth floor, and the balance of this floor has not been assigned at the present time.

Oxy-Acetylene Gas for Welding.

J. P. MALLEY, General Foreman Boiler Department, Springfield.

The Anderson Manufacturing Company, of Coffeyville, Kan., devoted the week of February 20 to demonstrating to the employes of the North Side shops, Springfield, Mo., what they could do with oxy-acetylene gas for welding and recasting, and showed that it had instruments for handling the gases different from anything ever used in this line of work.

The first showing was the welding of a front flue sheet on Engine 342, which was cracked about six or seven feet, directly in root of the flange, also welding sixteen broken bridges in the same sheet. This was boiler iron.

The next weld was made on an engine front truck frame, wrought iron, which was accomplished in forty-five minutes.

Several injectors, which had been badly cut by the cab resting on them, were next taken up. On these eight to twelve inches had to be filled in, and repairs were made in from twenty to forty minutes. This test was on brass.

The next weld was on a cast-iron header out of Engine 1281, used in connection with the Baldwin Superheater Tubes, which was cracked about six inches long in two places and deemed

impracticable to patch. The weld on this was made at a very nominal cost.

A steam end of an air pump which was cracked was next welded, and after welding this cast-iron cylinder it was subjected to a cold water test without showing any signs of distress.

Then the superheater header or steam pipe was tested to 400 pounds cold water pressure and showed no sign of leakage.

The Anderson devices are made with extensions to reach any point desired for both welding and cutting, with other devices for work that a straight torch can not reach.

While the plant used at the North Side shops was a small one it did not back out from any repairs that were asked to be made, and showed that all repairs could be made at a minimum cost. All plants of the Anderson Company make their own gases as needed.

It might also be added that a weld was made on hand hammer, which was separated through the eye completely. This was welded successfully and needed no filing or dressing, either to the eye or the outside part, after the completion of the weld.

Shipments Improperly Packed and Marked.

C. F. KIRCHNER, Traveling Agent.

The item of freight loss and damage costs the railroads large sums per annum in money paid out for claims. The economic loss to consignor and consignee is a very large one, inasmuch as damaged shipments cause dissatisfied customers, loss of sales, shutting down of plants, etc. The greatest single source of this loss is due to improper and inadequate packing or marking shipments for transportation.

The interests of all parties in shipping, as well as the railroads handling, are identical. All want, or should want, to obtain the greatest margin of profit. One means of enlarging this margin is by getting shippers to properly mark and use boxes or crating that will carry goods safely. Each package, bundle or piece offered for shipment should be presented to carrier in condition to stand the wear and tear of modern transportation, the shippers bearing in mind the increased size of box cars, fast schedules, the loading of all classes of merchandise together, switching in terminals and the stopping of trains by the application of air, there necessarily being some shifting after loading is completed. This, however, is not the case, as you are all aware the boxing and crating is of the very lightest material that can be obtained in the larger number of shipments. We are receiving daily a large number of household goods claims for settlement, most all on account of damage to chairs, stands, tables, stoves and various other articles which are never crated, and I believe if agents, before receiving same, would suggest to shippers that they be crated or boxed, or whatever the best way of packing to make safe handling, the

large majority of shippers would do so, as the most of them are anxious to have their goods delivered in a first-class condition if they only knew the correct way in which they should be packed.

Within the past few days I saw a shipment of cast-iron stoves, if I remember correctly eight in number, every one of which was in a dilapidated condition. You are all aware how a consignee complains when a shipment of this kind arrives, as it is impossible to repair same unless returned to the factory. The cost of proper crating for these stoves would have been very little, much less, without doubt, than the damage sustained by shippers in future business from this firm, while the manufacturer, the railroad and the consignee would all have saved time, money and annoyance.

Another shipment I can't help but mention was a set of five pieces of mahogany parlor furniture, valued at \$175.00, which arrived with a leg of both settee and chair broken off. Consignee refused the entire set, stating that he did not want patched-up furniture in his new home. While it is true shipment was properly wrapped with paper, excelsior and burlap, still not one article of this set had any sign of crating. We, of course, realized something out of the sale of this shipment, but I understand our loss to be about \$85.00. In talking with this consignee a few days after arrival of this shipment, he informed me that shippers were to blame in not properly crating, and when he purchased balance of furniture for his new home he would look elsewhere.

Any number of such cases could be cited, but I don't believe it necessary, as

hardly a day passes in which some similar case does not come to your attention.

Shippers and consignees blame the carrier in most cases when a shipment reaches destination in a damaged condition. In the beginning, the fundamental rule of carriers in accepting merchandise was the requiring of each package to be plainly marked, showing full name of consignee and destination as well as being properly boxed or crated. From a willingness, no doubt, to oblige patrons, this vital requirement has been somewhat "side tracked," so to speak. I am sorry to say of some of our agents it is not unusual to see boxes, bales, bundles or pieces in transit improperly boxed or very poorly marked, and if shippers would only stop to think, it is more their fault than the carriers if shipments arrive in a damaged condition at destination.

You have all noticed the gradual decline in the strength of packages in which goods are now being shipped. Boxes and sacks are made of thinner

material, paper substituted for wood, crates used instead of boxes and sacks are now being used by some shippers for articles which should be shipped in them. The classification in many cases provides for higher rates when shipments are not properly packed, crated or marked, and I believe if agents would familiarize themselves with these exceptions, assessing the higher rate when provided for, it would have the tendency to quickly bring to shippers' notice. All of us working toward the same end, it will, without doubt, bring a decided improvement.

All agents can do a world of good at their own stations by talking to their patrons, calling their attention to articles improperly marked, boxed or crated, requesting their co-operation in handling with shippers, and I think it would only be a short time until thousands of dollars would be saved by the Frisco in claim payments yearly, the reducing of reports and correspondence, giving our patrons such service that in the end would greatly increase our l. c. l. business.

In Our New Springfield Offices.



DEMURRAGE BUREAU.

Henry Johnson, Chief Clerk, Springfield, Mo.



FOREIGN RECORD DEPARTMENT IN OFFICE OF CAR ACCOUNTANT, SPRINGFIELD, MO.

Left to right: Miss Sadie Doran, Miss Jule Cook, Miss Georgiana Green and Miss Edith Cramer.