

# THE FRISCO-MAN



VOL. IV  
No. 8

PUBLISHED MONTHLY  
BY THE FRISCO  
FOR ITS EMPLOYEES

AUGUST  
1910

THE FRISCO-MAN

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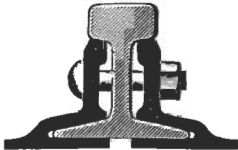
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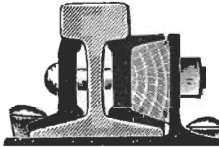
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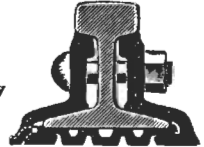
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so the Frisco, C. & E. I., will get the revenue.

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## Think This Over.

It may interest the business men if you tell them that the railroads had 169,000 fewer men on the payroll in 1909 than in 1907. They surely want these 169,000 men to earn and spend money.

SOME of our friends do not use figures fairly, but most of them do not mean to be unfair; they don't know or don't think.

A good deal has been said about the "enormous increase" in net earnings of the railroads for the fiscal year which ended June 30, 1909. It is stated widely that the increase was over ninety-three million dollars, without any further facts.

Ask the next man who mentions this fact if he knows that the comparison was made with the figures of the poverty-stricken year 1908; ask him if he knows that, compared with the year 1907, there was an **actual decrease** in net earnings of more than **thirteen millions**, and that but for the radical retrenchment of expenses resulting in no work for some and lessened work for others, closing of shops, decreased purchase of rails and ballast, etc., the decrease, compared with 1907, would have been **a great deal more serious**. (The operating expenses of the roads were **decreased** \$133,000,000.00.)

That is to say, the population and general development of the country probably increased 18 or 20 per cent from 1907 to 1909, but railroad **gross** earnings fell off **\$146,000,000.00**, and the net decreased \$13,000,000.00 during the same period, with a noticeable decrease in the physical condition of many roads.

The fair citizen will, when he knows the facts, concede that the railroads need more money per unit of service given, and he is beginning to understand that the rate basis must be high enough to enable the companies to keep up with the needs and growth of the country.—B. L. WINCHELL.





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Vol. IV, No. 8

SAINT LOUIS, MO.

August, 1910

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## Another Pull-Together Letter.

F. E. APPLE.



AGREE with Mr. Williams in the July FRISCO-MAN. His letter should be read by every Frisco employe. It seems to me that every fair-minded man should see the bad effects so much radical railroad legislation is having on the general business conditions of the country.

Just now there are a number of candidates seeking our support for various offices, and before any railroad employe gives any of them his support, he should first find out how they stand on the regulation of railroads.

We are all interested in the welfare of the company which gives us employment, and should do everything in our power to elect men for the various State and National offices who will at least give the railroads a square deal. A square deal for the railroads means a square deal for the 1,500,000 employes on the various railroads in the United States.

A good public opinion is one of the most valuable business assets in the world. Without it no business or individual can hope to prosper, more especially a railroad company.

All employes, and station agents in particular, should be very careful to put in a good word to the shipper or traveling public when they come to him with their troubles.

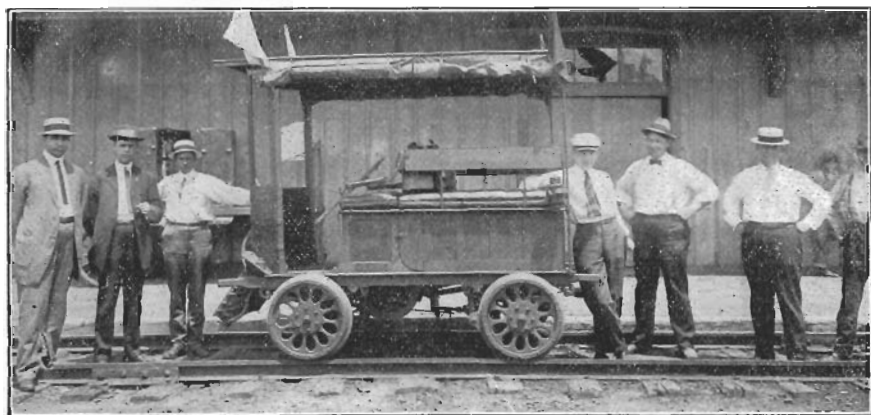
Not a day passes that some one does not come to me looking for freight which they believe to be over due, asking why certain trains are late, why they can't make connections at some junction point, and dozens of other things, seemingly trifles to me, but in many cases important to them.

When these various questions are asked me, I have the opportunity of either creating a good or bad impression of the company, and I have found in my railroad experience that a good impression is invaluable both to the company as well as myself.

We should educate ourselves as to the cost of transportation, both passenger and freight; also operating, maintenance, and the hundreds of other expenses the railroads are constantly put to, and be prepared for the fellows who are always ready to say "the railroads get the money."

About nine times out of ten those fellows know absolutely nothing about the operation of railroads, and are usually repeating what they have heard some equally as ignorant politician say. Be ready for them, boys, and when you hear any one make an assertion that you think would be a detriment to the company for which you work, go after him.

I believe if Mr. Yoakum's speeches could be distributed among the employes, it would do a world of good. Let the railroads educate their employes, and they in turn will help turn the tide of public opinion to a more friendly feeling between the railroads and the public.



**Motor at Jasper.**

The motor car shown in the accompanying illustration is used for making inspection trips over the Southeastern Division. The photograph was taken while the car was at Jasper, Ala., and forwarded to THE FRISCO-MAN by J. S. Jameson, B. & B. Clerk at Amory, Miss. Reading from left to right are: Superin-

tendent J. H. Jackson, General Superintendent J. E. Hutchison, General Foreman B. & B. and W. S. J. C. Pentecost; George Clark, secretary to general superintendent; Fuel Inspector L. J. Joffery, Assistant Superintendent J. F. Liston and M. C. Heaton, water service foreman.

### "Muggie" and Others.

The photograph herewith reproduced was sent to THE FRISCO-MAN by F. C.



Husted, joint agent, Rock Island Frisco Lines, Randolph, Okla. Mrs. Husted and her little daughter, as well as some of the station employees, make up the group. Reading from left to right they are: C. H. Spears, clerk; F. J. Dowling, operator; Mrs. F. C. Husted, Miss Lucille Husted; C. N. Webster, clerk, and "Muggie," the mascot.

### Bank Widening Example.

In addition to the picture reproduced on our cover page this month, of a piece



of track near Chandler, Okla., Oklahoma Subdivision, Roadmaster J. H. Weed

sent to THE FRISCO-MAN the photograph herewith reproduced, which is an excellent illustration of bank widening with steam shovel, near Jones, Okla. Of course this picture was taken prior to ballasting of the track.

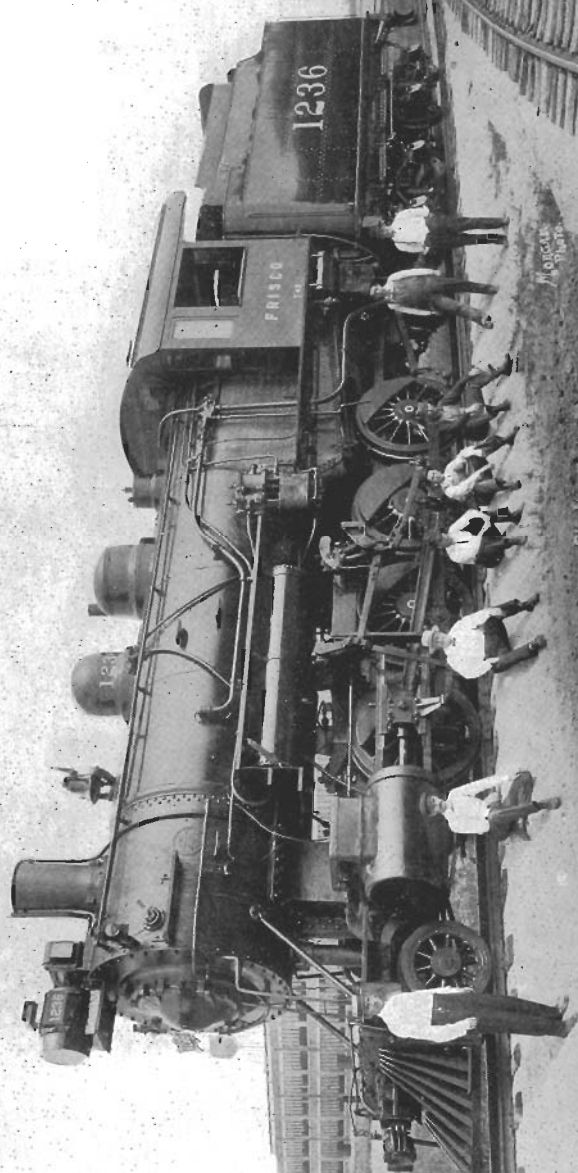
### 1103 at K. C.

The accompanying cut is of Engine 1103, on train No. 101, standing in the Union Depot at Kansas City, Mo., showing Engineer R. F. Burr on the right



and Fireman T. Johnson on the left. The picture was forwarded to THE FRISCO-MAN by Engineer Burr, who is a member of No. 337, Big Four Lodge, B. of L. F. & E.

The report of the Frisco Employees' Christmas Fund Association shows the average earnings per share July 6, 1910, to be .170, as against .186 at the same period last year.



8 1/2 HOURS  
WORLD'S RECORD  
GENERAL REPAIRING  
SPRINGFIELD, MO.  
JUNE 28-10

## Engine Repair Record.

G. W. Lillie, superintendent new shops at Springfield, Mo., issues the following bulletin regarding what is claimed to be the world's record in engine overhauling:

On Wednesday, June 28, at 7:30 a. m., engine No. 1236 was taken into this shop for general overhauling (Class 3 repairs) and engine was pulled out of shop ready to couple up to tender and fire up at 5 p. m. the same day. Engine was backed off the transfer table and coupled up to tender at 5:15 p. m.

This is one of our heaviest consolidation engines.

Cylinders 22x30; drivers 57; flucs. 386-2"x14'-6½" long; weight on drivers, 187,000 pounds; weight of truck, 20,000 pounds; weight of engine, 207,000 pounds; weight of tender, 148,400 pounds; total weight, 355,400 pounds. Boiler pressure, 200 pounds; fire box, 68x108"; tractive power, 43,300 pounds.

It is the practice at large Eastern shops, to have standard material worked up ahead in order to facilitate repairs and in order to get the engines through the shops quickly and return them to revenue service. It was partially to demonstrate the value of this policy and also to demonstrate the efficiency of our organization, the loyalty of our men and to fittingly wind up our first year of operation, that this record was made.

New driving boxes, driving box brasses, shoes and wedges, rod brasses and bushings, pistons, rods and cross-heads were fitted up beforehand ready for the final machine work necessary after the engine was stripped. New knee brackets for top guide were made up and ready. New front sections of side rods work, and in order not to hold up the front end. Also four new crank pins.

It is impossible to double up on the boiler work to the same extent as on the machine work and in order not to hold up the other men at the finish we opened up the front end and cut out the old flues the day before and had a set of flues ready to apply on the morning of the test.

We attempted to keep a record of time taken to perform the various operations, but some were lost in the hurry. The following is a log of the test, as far as we were able to get it:

Work commenced 7:30 a. m.; front cylinder heads off 7:38 a. m., back on 10:45 a. m.; links (Walschaert) off 7:38 a. m., back on 12 noon; steam chests, covers, casings and valves off 7:40 a. m.; first valve back from

planer 8:15 a. m., first steam chest cover back from planer 8:50 a. m.; started to face valve seats 7:55 a. m.; last finished 9:00 a. m.; first valve back from planer 8:15 a. m.; second steam chest cover back from planer 9:15 a. m.; steam chest closed and port marks taken, left 9:58 a. m.; right 10:10 a. m.; brake rigging down 7:45 a. m.; smoke stack off (old style) 7:48 a. m.; new stack and base on (base laid off and drilled) 10:15 a. m.; air pumps off 8:00 a. m., back on 11:59 a. m.; a stuck bolt in left main rod strap delayed unwheeling 25 minutes; engine lifted off wheels by crane 8:28 a. m.; engine clear of running gear 8:33 a. m.; engine on steel blocking 8:37 a. m.; side rods off 8:40 a. m.; boxes and collars off 8:43 a. m.; driving tires 3/16" wear and sharp flanges: First pair driving wheels in lathe (large lathe) 8:48 a. m.; out 9:59 a. m.; second pair driving wheels in lathe (small lathe) 8:53 a. m.; out 10:53 a. m.; third pair driving wheels in lathe 10:02 a. m.; out 10:56 a. m.; actual turning, 40 minutes; fourth pair drive wheels in lathe (large lathe) 11:07 a. m.; out 12 noon; 4 new crank pins applied; last one in at 10:37 a. m.; first driving box bored in 16 minutes; first pair of driving boxes fitted (filed) started 10 a. m.; finished 10:25 a. m.; collars up on these boxes 10:35 a. m. Spring rigging down 8:45 a. m.; spring rigging up complete 11:10 a. m.; began putting up new ash pan 8:45 a. m.; finished putting up new ash pan 10:45 a. m.; binders down 8:05 a. m.; binders started to put up 8:40 a. m.; finished 9:30 a. m.; shoes and wedges laid off at 10:30 a. m.; all back from planer 11:35 a. m.; binders up after wheeling and wedges set 3:50 p. m.; right piston pulled 8:50 a. m.; left piston pulled 9:00 a. m.; right piston in place (new) 10:20 a. m.; left piston in place (new) 10:28; cyl. heads on with casings, striking points taken right 10:50 a. m.; cyl. heads on with casings, striking points taken, left 10:28 a. m.; tumbling shaft down 8:58 a. m.; tumbling shaft back, bearings trued up and holes bushed 1:10 p. m.; started hanging lower guide, left 9:15 a. m.; finished 10:15 a. m.; started hanging lower guide, right 9:10 a. m.; finished 9:55 a. m.; sixteen new guide bolts applied. Link brackets off 8:30 a. m.; link brackets back with new bushings 11:02 a. m.; both links

up 12 noon; valve motion connected up complete 4:50 p. m.; injectors off 8 a. m.; back 1:00 p. m.; brake valve off 8:00 a. m.; back 9:30 a. m.; lubricators off 8 a. m.; back 1:08 p. m.; whistle off 8:00 a. m.; back 9:30 a. m.; pump governor off 8:00 a. m.; back 9:30 a. m.; steam and air gauges off 8:30 a. m.; tested and back 10:00 a. m.; boiler checks ground in; gauge cocks repaired; throttle box removed and ground to stand pipe; throttle valve ground to box; lost motion taken out of throttle rigging; throttle lever repaired; new gaskets applied to dome cap and steam chests; relief valves repaired; new piston and valve stem packing applied.

Began putting flues in boiler 7:30 a. m.; started to roll flues in front end 9:55 a. m.; finished pinning and rolling flues in front end 1:30 p. m.; 386 flues, time 2 hours and 35 minutes; started beading back ends 10:37 a. m.; finished beading back ends 11:15 a. m.; lifted engine off blocks 1:15 p. m.; wheels placed 1:19 p. m.; let down on wheels 3:05 p. m..

Delayed account trouble connecting up engine truck equalizer and spring rigging.

Binders and wedges up 3:50 p. m.; pressure on boiler 2:10 p. m. Pressure 225 pounds; 9 flues to renew. Water out of boiler 2:53 p. m.; began removing the 9 flues 2:53 p. m.; all back 3:53 p. m.; boiler filled with water for firing up 4:20 p. m.; new style front end arrangement applied with diaphragm ahead of the pipe. Dome casing on 3:27 p. m.; new pilot on 4:10 p. m.; front end door rings on 4:00 p. m.; front end door on 4:10 p. m.; side rods hung complete, left side in 11 minutes, done 2:37 p. m.; side rods hung complete, left side in 13 minutes, done 2:55 p. m.; left main rod up; started 3:46 p. m.; done 3:53 p. m.; right main rod up; started 4:34 p. m.; done 4:41 p. m.; tender out of shop, coaled and watered 4:50 p. m.; engine pulled out of shop onto transfer table 5:00 p. m.; engine coupled up ready for fire 5:15 p. m.; engine fired up next morning (no work done on engine at night) 7:00 a. m.

Following is a partial work report of repairs made:

Dome cap removed; gasket new; boiler tested; 225 pounds pressure; wash out plugs removed; holes re-tapped; blow-off cocks repaired; mud ring corners caulked; sixteen stay bolts renewed; 386 flues changed; smoke box front patched (no new casting on hand); smoke box door repaired; smoke box netting repaired; petticoat pipe renewed; new stack and base; number plate repaired; new grates and bearing bars; new Rock Island ash pan and rigging; all brass fittings overhauled; safety valves repaired; whistle rigging overhauled; gauge cocks repaired; cylinder cocks and rigging new; relief valves new; steam gauges and connections; cab fountain, lubricators, injectors, checks and in injector throttles overhauled; new air pipe connections; two new feed pipes and hose; two new piston heads; rods repaired; cylinder packing new; valve stem packing new; slide valves planed; seats faced; yokes repaired; stems turned up; balance strips repaired; steam chests have new gaskets; covers planed; cross heads and pins new; gibs new; guides (2 bar) overhauled; 16 new guide bolts applied; two new style knee brackets applied to upper guides; driving wheels removed and tires turned; right new driving boxes; brasses and collars; right each new shoes and wedges, also new wedge bolts; 4 new crank pins applied; 3 new driving springs applied; new pilot; new scat boxes and cushions; air brakes overhauled; No. 6 N. Y. pump overhauled; all air brake parts on engine and tender cleaned and repaired; bell and bell ringer repaired; sand box and sanders repaired; electric headlight overhauled; running boards and cab riveted to brackets; engine and tender painted; tender—tank repaired; new side boards applied per standard print; also standard coal gates and new steps applied; tank frame repaired; new steel center casting applied at front end of frame; tender trucks overhauled; new column and journal box bolts; new cast wheels on 5-1-2x10" journals.

## Time vs. Accent.

"Waiter," said a traveler in a railroad restaurant, "did you say I had twenty minutes to wait, or that it was twenty

minutes to eight." "Nayther. Oi said ye had twenty minutes to ate, 'an that's all ye did have. Yer train's just gone."

### Crew at Crews.

The accompanying reproduction is of Crews, Ala., Southeastern Division.



The first two persons shown in the picture are Agent A. C. Kelly and wife.

### A Doggrell Group.

The accompanying reproduction is of the statistical department of car accountant's office at Springfield, Mo.



### Interlocking Improvement.

The accompanying reproduction shows a lead-out with rocking shafts on



channel irons at the interlocking tower at Oran, Mo. This is quite an improve-

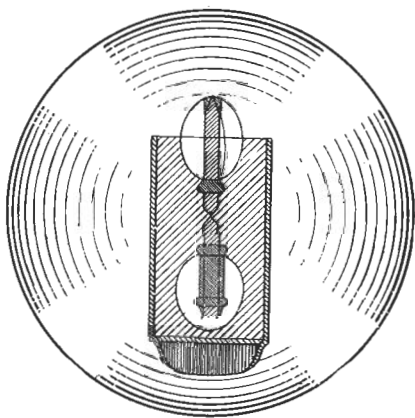
ment in interlocking devices and was constructed by Harry Barron, signal foreman.

Through the courtesy of H. A. Burger, towerman at Oran, we are able to present this picture.

### Reduces Breakage.

Since the electric headlight has come into general use a large amount of headlight glasses are broken, due to the rays of the lamp being concentrated to a very small space on the surface of the glass.

Assistant Roundhouse Foreman T. G. Evans, Kansas City, Mo., has gotten up a very simple device wherewith the



breakage is eliminated about ninety per cent, and at the same time has not decreased the efficiency of the lamp.

Looking into the headlight from the front you will note a small galvanized iron frame, soldered to the reflector, which holds an ordinary 4x8 inch glass. This is placed about four inches from point of contact of the carbon and electrode.

Nearly all of the engines of the Kansas City district have been equipped with the device and it has proven very satisfactory.

### Muskogee Freight Force.

The group shown in the accompanying reproduction are the office force at



the freight house, Muskogee, Okla. The picture was taken by J. W. Kline and forwarded to THE FRISCO-MAN by Jack Dunlap. Those shown in the photograph are, from left to right: C. V. Gregory, revising clerk; W. P. Cowan, cashier; C. L. Rowland, bill clerk; Jack Dunlap, check clerk; E. W. Jackson, car clerk; and Art Harris, manager National Transfer Co.

### Our Correspondent.

F. P. Wilmarth, Sr., crane operator at the Springfield, Mo., South Side shops,



entered the service of the Frisco in the mill department of the North Side shops

at Springfield in 1898. He remained in this department until November 21, 1904, when he was obliged to leave the service because of illness. He returned to the Frisco September 27, 1905, in charge of the Niles electric crane at the South Side Springfield shops, which position he continues to fill.

Mr. Wilmarth is special correspondent for THE FRISCO-MAN at Springfield, and through his efforts we have been able to publish many items and reproductions of interest to our readers.

### Caught Several Pounds.

The picture of Kennett, Mo., passenger station herewith reproduced was



taken just as the group standing on the platform were starting off for a fishing trip, at which several pounds of fine fish were caught. Among those shown in the picture are: Conductor J. S. Brownfield, Brakeman F. G. Eagle, Roadmaster L. Ramey, Paul Ramey, son of L. Ramey, and J. J. Cunningham, roadmaster's clerk. Conductor Brownfield and Brakeman Eagle run on trains 821 and 822, between Kennett and Memphis, with layover at Kennett.

Through the courtesy of Brakeman Eagle we are able to present this reproduction.

James Donohue is appointed traveling freight agent, with headquarters at 117 West Main Street, Oklahoma City, Okla., effective July 18.



## Mileage of 158.

The following interesting account of mileage of Engine 158 was sent to THE FRISCO-MAN by Al Geister, Road Foreman of Equipment, and A. W. Nelson, Division Foreman, Neodesha, Kans.:

No doubt the readers of THE FRISCO-MAN will be interested in the performance just completed by Frisco engine 158, which was F. L. Street's regular assigned engine on the Kansas-Wichita Subdivision.

The engine was built by the Union Pacific Railroad Company in 1890, has cylinders 18x24 inches, wheel centers 57 inches and the boiler has 201 flues, two inches in diameter; the weight of the engine is 103,000 pounds, total weight of engine and tender 190,000 pounds, boiler pressure 160 pounds.

This engine was acquired by the Frisco at the time that the Oklahoma Central and Western was taken over by them, and was last overhauled at the Springfield shops, receiving Class 3 repairs, and put in service between Neodesha and Wichita August 8, 1908.

The engine handled trains Nos. 2 and 309, Nos. 7 and 8, train consisting of five and six heavy coaches. The grade between Keighley and Fredonia is 53 feet to the mile, length of grade 8,000 feet, and the grade between points above going west is 63 feet to the mile, length of grade being 30,600 feet.

Train No. 7 makes the trip from Neodesha to Wichita, a distance of 105 miles, in four hours and ten minutes, and train No. 8 makes the trip from Wichita to Neodesha in three hours and thirty-five minutes, both trains making stops at nearly all of the stations.

In the latter part of October, 1908, the engine was taken out of service on account of her crown sheet leaking, and the crown sheet and crown bars were cleaned, being out of service thirty

days while the work was done at Neodesha shops. She was again laid up for repairs at Neodesha, September 28, 1909, and this time twenty-three of the bottom flues were taken out (but not on account of condition of the flues), and other light repairs made. It was thought that there was mud in cylinder part of boiler on account of there being no washout plugs near the front end of cylinder part of boiler, but after the flues were removed it was found that there was very little mud accumulated, and had this been known it would not have been necessary to have removed the flues. The cost of above repairs, including labor and material, was \$173.20.

The engine again went into service October 10, 1909, and continued in service until June 28, 1910, when she was sent to the Springfield shops, having then made the sum of 92,087 miles during this time.

No. 158 is an oil-burning engine and has her original firebox, with a patch about 6x10 inches on the firebox flue sheet near the left side, and a patch about 6x8 inches on the firebox door sheet near the fire door, and there was one flue plugged when she was sent in for overhauling.

While making the above mileage she had very few failures, and only one of which could be charged to the condition of firebox or boiler, this one being a bursted flue.

Considering the hard service this engine was required to perform, this is a pretty fair demonstration that oil is not any more severe on flues and fireboxes than coal, if the oil burner is given the same chance as the coal

burner, and with careful handling and judicious use of flue sand.

This engine was regularly assigned to F. L. Street, who is one of the oldest engineers in point of service on the Frisco lines, his seniority dating from July 1, 1880. The mileage, as well as good service made by this engine, can to a great extent be attributed to the careful handling of Mr. Street.

Mr. Street kept a record of the mileage made by No. 158 each day, and when taken out of service to be sent to the shops, the record of the mileage kept by Mr. Street almost corresponded with the record kept by Superintendent of Car Service.

Of course, we must give the round-house foreman and his men credit for making the necessary repairs which were needed from time to time. This also demonstrates the fact that an engine will stay out of the general repair shop and give better service with a regular assigned crew than if run in pool.

While we are aware that engines have made as much or more mileage, we believe that the work this engine performed handling heavy trains, which were equal to her freight tonnage classification, and making passenger trains schedule over heavy grades and bad water district, this is an exceptionally good record.

We wish to state further that there were two other engines, about the same class of engine as No. 158, which had regular engine crew assigned to them, and were doing the same class of work. They also gave just as good service and were taken just as good care of. Unfortunately, however, one of them met with an accident, while the other was transferred to another division in first-class condition, this on account of heavier power assigned to runs. Both of these engines would have made a record worthy of mention.

These engines were handled by Engineers Dale and Love, veterans of twenty-five years' service record.

## Boquet for Roberts.

The following communication received by General Passenger Agent A. Hilton, from Mr. J. H. Rader, in charge of the Army Medical Supply Depot, War Department, St. Louis, Mo., is but an index of what may be expected at every station on the Frisco:

WAR DEPARTMENT  
ARMY MEDICAL SUPPLY DEPOT  
204-208 South Eighth Street  
St. Louis, Missouri.

JULY 21, 1910.

Mr. Alex Hilton, G. P. A., "Frisco," St. Louis, Mo.:

DEAR MR. HILTON—As a member of a party of five, just returned from a two weeks' camping trip at Scotia, Mo., I desire to express to you the appreciation of the entire party for the

very courteous treatment accorded us by your representative at Leasburg, Mo., Mr. J. N. Roberts.

This gentleman not only gave us all the information that it was possible to obtain with reference to camp site, etc., but made arrangements for the transportation of the party from Leasburg to Scotia, as well as arranging with one of the merchants at Leasburg so that we could get certain provisions when we arrived, as we arrived there on a Sunday.

It is not only a pleasant surprise but a genuine pleasure to travel over a road that employs such courteous gentlemen as we found your representative at Leasburg to be, and I take this opportunity, as a patron of your road, in saying as much.

Very truly yours,

(Signed) J. H. RADER.

## Telephone vs. Telegraph.

H. D. TEED.

In the fall of 1906 the Frisco, like many of the other large systems, realized perhaps for the first time that its increasing business required more rapid



means of communication than the telegraph afforded, and in common with the other progressive roads worked out comprehensive plans to make use of the telephone for the movement and control of its trains as well as for its message service.

Before these plans could be carried out, however, it necessitated practically the rehabilitation of the pole line in nearly all of the main line territory and entailed an enormous expense. This work is now nearing completion, and following closely upon the heels of the reconstruction forces can be seen the wire-stringing gangs placing four copper wires on approximately 750 miles of the main line territory.

While this work was being done we find one of the most modern telephone exchanges has been installed at Springfield, with approximately 112 stations connecting with all departments as well as with the commercial lines of the Bell Telephone Company at Springfield. A

similar exchange has been installed at Kansas City, and with the one already in service at St. Louis, our heavier centers are well provided with a rapid means of communication locally.

In September last two heavy copper metallic circuits were completed between Springfield and Kansas City and each station provided with a telephone and signaling apparatus that enables the dispatcher to call or select any station desired without the knowledge of any other station. Similar service is rendered on the second circuit, designed for message service, and both of these circuits terminate in the private branch exchanges at Springfield and Kansas City. When the dispatcher desires to call or select any particular station he merely turns one of the fifteen or twenty keys which are placed in a neat cabinet in front of him, and in eight seconds he hears the bell at that particular station ringing through the medium of a telephone receiver which he wears continuously, and in the instrument recognizes the voice of the regular oper-

Patrick, lately over, was working in the yards of a railroad. One day he happened to be in the yard office when the force was out. The telephone rang vigorously several times and he at last decided it ought to be answered. He walked over to the instrument, took down the receiver, and put his mouth to the transmitter, just as he had seen others do.

"Hello!" he called.

"Hello!" answered the voice at the other end of the line. "Is this eight-six-one-five-nine?"

"Aw, g'wan! Phwat d'y'e tink Oi am? A box car?"

ator at that station answering by pronouncing the name of the station and proceeds to put out the order or transact whatever business he has.

The dispatcher saves the labor task of calling the station from five seconds to five minutes, as formerly, and is

enabled to gather the collateral information so essential in the issuance of train orders, and, therefore, it gives him more time in which to formulate his plans for train movement. It has been proven that a dispatcher can handle approximately twice the volume of business with the telephone that could formerly be handled by means of the telegraph, with less physical effort on the part of the dispatcher.

On the message circuit double the number of messages can be handled by two operators than with the telegraph. The speed of the sender on the Morse circuit is usually limited to the ability of the receiving operator to read and transcribe the Morse characters, and the average way operator's ability to do so varied greatly. With the telephone it has been found that the speed with which messages can be handled is remarkable and is limited only to the speed of the receiving operator's ability to write or copy on the typewriter, as it requires no skill to catch plainly spoken words. The message circuit between Springfield and Kansas City was originally cut at Ft. Scott. The rapidity with which the business could be handled permitted this circuit to be cut through between these two points without delaying the handling of business normally and leaving room for five to ten-minute conversations between the subscribers on the private branch exchange at Springfield as well as those at Kansas City.

Superimposed upon these two metallic circuits is a third circuit, technically referred to as a phantom, over which the through business between Springfield and Kansas City is handled without interference with the conversations going on on the metallic or physical circuits. This latter circuit, while used to some extent by the commercial companies, was never attempted by any of

the other railroads which have similar telephone facilities, for the reason that the best telephone engineers in the country had never undertaken to phantom circuits equipped with the special selector system of calling. The first experiment with the phantom proved so successful that it is being placed on all of the circuits as rapidly as they are completed. Today we have completed the two circuits between St. Louis and Springfield, between Springfield and Thayer, Springfield and Monett, and between Birmingham and Jasper, and it only remains for station apparatus to be installed to enable any station in St. Louis to talk with way stations or agents between St. Louis and Kansas City, Monett or Thayer, or vice versa, including any station on the private branch exchange at Springfield or Kansas City. The phantom circuits are designed to carry the through conversations in the same manner that the through Morse circuits carried the long distance messages, except that the long circuits can be instantly connected with the shorter circuits leading to a station.

The value of this ready means of communication is inestimable in case of a wreck on one of our passenger trains, which will be equipped with emergency telephone sets which can be instantly attached to the dispatcher's wire, and the conductor can communicate with the dispatcher or any officer direct in half a minute from the scene of the wreck, where formerly he was obliged to walk to the nearest station and through the medium of a third person, the telegraph operator, report the accident. Likewise, it gives the wrecking boss a means of notifying the dispatcher of the progress of the work and the probable minute on which the line will be open.

Space forbids a detailed explanation of the mechanism and operation of the

selective device, which is conceded to be the greatest step in the advancement of the telephone in its application to railroad service that has been made

in the past fifteen years, and without it the telephone remained inapplicable for train dispatching and its field very limited for message use.

## The Reward of Vigilance.

The catastrophe herewith related happened at Monett. Those taking part may be recognized by the following illustrations, and it is hardly necessary to give names and titles.

sack had stolen it from some other car and was trying to hide it for a short time in the empty, the vigilant official sought an officer, but being unable to locate one related the circumstances to



It seems one of the parties, while passing through the yard near the roundhouse, saw a mysterious stranger throw what he supposed to be a sack of merchandise into a car and run. Presuming that the person throwing this



another representative of the Frisco. It was finally agreed that they would go to the car and examine the package. The sack seemed to be animated from within and the contents are shown in illustration No. 2.

## Woman Wins, Of Course.

Of the numerous responses received regarding the initial guessing contest in the last issue of THE FRISCO-MAN, the prize goes to Miss Anna Willigan, stenographer in office of W. T. Tyler, General Superintendent. The correct names for the initials in order are as follows:

B. F. YOAKUM  
W. T. TYLER  
W. B. DRAKE  
B. F. BOWES  
J. E. HUTCHISON  
W. B. BIDDLE  
W. F. EVANS

W. C. NIXON  
M. C. BYERS  
F. H. HAMILTON  
J. A. MIDDLETON  
C. R. GRAY  
B. L. WINCHELL  
A. HILTON

## Changes on the Frisco.

W. H. VAN HORN.

Looking backward today, thinking of the changes time has wrought, I happen to recall those that have been made on the Frisco since I entered the service in 1884, and thought these changes might interest some of the younger employees of the Frisco.

In 1884, the Frisco was commonly called by all the boys "The Cow Path," and only extended through Missouri, Kansas, Arkansas and Indian Territory. Now it enters ten States and extends from the great lakes to the Gulf of Mexico, and is an important trunk line.

At that time, on the Eastern Division, now known as the Rolla District, there were four passenger engineers in through service, one in suburban service, nine in through freight, and two in yard service—one working during the day and one at night.

Today we have ten passenger engineers in through service, four in suburban, twenty in freight and sixteen to twenty in yard service, eight or ten for the day and the same number for night work.

There is also a marked difference in the equipment of engines. The passenger engines in use in 1884 were very small, having eighteen-inch cylinders, carrying 135 pounds of steam, 2,700 gallons of water, and tank holding six tons of coal. These engines were able to handle five cars, and made the time from St. Louis to Newburg in five hours, and we were very proud of the fast time we made.

Now our engines weigh 226,000 pounds, carry 200 pounds of steam, tank holds ten tons of coal, and we carry 8,100 gallons of water. These engines handle seven to nine cars and we make the

trip from St. Louis to Newburg in 3.23 to 4 hours.

Train No. 1, which was the finest and fastest train on the Frisco in the early days, consisted of three coaches, a small baggage car and a combination mail car and smoker. One of these coaches being somewhat finer than the others was known as the "ladies' coach." All were lighted by coal oil lamps or sperm candles and heated by coal or wood stoves.

Now we carry seven to nine cars, with coaches heated by steam and lighted by electricity or gas. We have many steel coaches and carry diners on all the through trains, a luxury or extravagance then unknown to the Frisco.

In the early 80's, on leaving a terminal the engineer and conductor went into the office together and both signed any orders that were issued their train. After leaving we stopped at any station where the operator had out a red flag, gave him the number of our train, and asked if he had any orders for us. If so, he gave them; if not, we proceeded according to the time card and with nothing but the operator's word to go on.

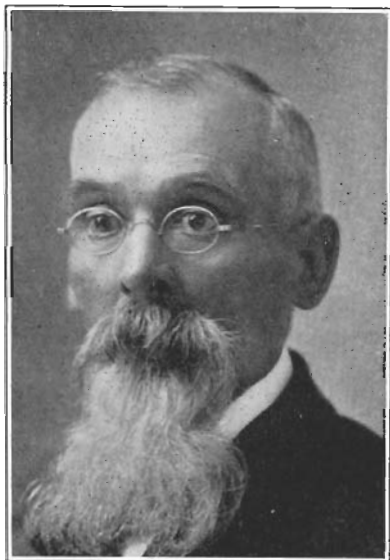
According to the rules of the present day the engineers do not sign any orders, this being done by the conductor only. The conductors now bring orders and clearance cards to the engineers. Then, too, we have the automatic block system from St. Louis to St. Clair, and the manual block system from St. Clair to Newburg. What would we have said to this twenty-five years ago, or even in 1896, when the Frisco was sold at public auction at Chouteau Avenue?

The greater part of this development has been made since then, until now the little "Cow Path" has become one of the trunk systems equal to the needs of the vast territory through which it runs, and is responsible for the settlement and development seen everywhere "along the Frisco."

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### Veteran Passes Away.

It is with the deepest regret we announce the death of E. Y. Emmerton,



foreman of the South Side blacksmith shop at Springfield, Mo., at St. John's Hospital, June 30. The funeral took place from his home, three miles east of Springfield, on July 3. The burial was in Maple Park Cemetery.

Mr. Emmerton's record shows that he served in the capacity of blacksmith foreman at Springfield for the last twenty-four years. He began his railroad career as an apprentice in the blacksmith shop of the Great Northern at Toronto, Canada, later went with the

C. B. & Q., thence to the Kansas City, Fort Scott & Memphis at Kansas City. He served at Kansas City until October, 1886, when he was transferred to Springfield, Mo., in charge of the blacksmith shop, in which position he remained until the time of his death.

Mr. Emmerton is survived by a wife, a son and a daughter, to whom sincere sympathy is extended. He was a faithful and loyal employe and was held in high esteem by his associates and fellow shopmates. He leaves a host of friends among the railroad people and the citizens in general in and around Springfield, to whom the news of his death came as a sad message.

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### Death of Mrs. Gibson.

We regret to announce this month the death of Mrs. Frank A. Gibson, which occurred at El Paso, Texas, July 11. Mrs. Gibson will be remembered as Miss Belle Murray, daughter of the late Thomas Murray, of Springfield, Mo., who was well known all over the Frisco lines because of his many years of service as engineer.

Mrs. Gibson was afflicted with tuberculosis and had been ill for some time. The body was brought to Springfield for burial.

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### Leased Equipment for the Frisco.

The American Car and Foundry Company has undertaken to build for its own account and to lease to the Frisco lines a considerable lot of equipment, comprising 500 box cars, 500 dumping stock cars and 250 tank cars. Delivery will be made of this equipment as soon as the builders can construct the cars. The Frisco lines will pay a fixed rental to the car company, the railroad retaining all the earnings.

# Railroad Baiting

---

**"RAILROAD BAITING"** has become a habit with the American public. Years ago certain railroad builders were pirates and buccaneers. They looted public treasuries, bought legislatures, corrupted Congress. The public's present attitude toward the railroads is a remnant of the spirit of right indignation toward such reprehensible tactics.

But such tactics have been swept into the discard. Today there is a set of strong, honest, and righteous men at the head of the great railroad systems. They stand for the **SQUARE DEAL**. They are making the word "corporation" synonymous with the word "Co-operation." They are working hand-in-hand with the Brotherhoods, and both are serving the public as never before.

In a recent issue of

## THE MEDIATOR

A Magazine of Industrial Economy

J. K. Turner presents a strong, sane, and vigorous article, entitled "Railroad Baiting." He shows wherein the public and the government have been treating the railroads unfairly. A copy of this issue of **THE MEDIATOR** will be sent you **FREE** on request. Every railroad man should read Mr. Turner's article.

**THE MEDIATOR** is not a muck-raker. Its editorial policy can not be bought or corrupted. Every railroad man, from section hand to president, should read it. Many are subscribers. Are you?

A magazine full of timely discussions of vital questions at issue between employers and employees, and of the relations of both toward the public.

The columns of **THE MEDIATOR** are open at all times to exponents of both sides of railroad questions.

**WANTED**—Representatives and correspondents in every town. Liberal inducements. Write for particulars. Live hustlers can earn big sums of money.

Subscription price: One Dollar a Year. A special six months' subscription to readers of "**The Frisco Man**" for twenty-five cents.

## THE MEDIATOR

ROCKEFELLER BUILDING

CLEVELAND, OHIO



## Station Agent Changes.

Mingo, Mo., is opened as a ticket station; Mrs. Lilly Mary Withington appointed agent, effective July 23.

R. D. Sublett succeeds C. S. Bell as temporary agent at Hallett, Okla., effective July 22.

M. W. Laymon succeeds J. J. Hood as temporary agent at Terlton, Okla., effective July 22.

Pirtle, Okla., is opened as a ticket agency, J. W. Briggs appointed agent, effective July 20.

R. T. Poplin succeeds L. O. Pitts as permanent agent at Butterfield, Mo., effective July 20.

P. M. Rasmussen succeeds E. Jackson as permanent agent at Hayward, Okla., effective July 19.

W. W. Redmond succeeds C. K. Willis as permanent agent at Holmes, Mo., effective July 19.

R. L. Drury succeeds T. J. Hopkins as temporary agent at Biggers, Ark., effective July 18.

C. V. High succeeds J. W. Whittington as temporary agent at Edward, Kan., effective July 18.

J. F. Mayo succeeds W. L. Dunkin as permanent agent at Warwick, Okla., effective July 16.

C. F. Lester succeeds I. L. Yarbrough as permanent agent at Covington, Okla., effective July 14.

S. W. Metcalf succeeds W. O. Bradshaw as permanent agent at Arden, Ark., effective July 14.

O. E. Raffety succeeds C. E. Huxenbaugh as agent at Asbury, Mo., effective July 12.

V. A. Gendron succeeds B. R. Crouch as permanent agent at Arapaho, Okla., effective July 12.

H. M. Miles succeeds W. A. Simco as temporary agent at Fort Towson, Okla., effective July 10.

W. R. Boone succeeds O. H. Collins as permanent agent at Cold Springs, Okla., effective July 10.

W. C. Hyde succeeds H. A. Rice as permanent agent at Scullin, Okla., effective July 8.

A. D. Mills succeeds W. H. Fryer as temporary agent at St. Clair, Mo., effective July 7.

M. Steeter succeeds H. E. Gilbert as permanent agent at Garland, Kan., effective July 7.

A. L. Gieger succeeds A. A. Whitaker as permanent agent at Merriam, Kan., effective July 6.

J. M. Hunter succeeds T. A. Hopkins as agent at Minden, Mo., effective July 6.

C. A. Hardee succeeds W. C. Hyde as permanent agent at Troy, Okla., effective July 6.

J. J. Cunningham succeeds F. A. Maier as temporary agent at Kennett, Mo., effective July 5.

J. W. McPherson succeeds J. M. Hunter as agent at Opolis, Kan., effective July 5.

W. A. Jones succeeds A. L. Geiger as permanent agent at Iantha, Mo., effective July 5.

J. R. Johnson succeeds A. D. Mills as permanent agent at Weableau, Mo., effective July 5.

W. R. Jackson succeeds D. C. Farrington as agent at Winfield, Kan., effective July 1.

J. G. Sarius succeeds W. W. Gyles as permanent agent at Cape Girardeau, Mo., effective July 1.

L. Minton succeeds J. M. Harrison as permanent agent at Taneha, Okla., effective July 1.

R. R. Rowden succeeds C. L. Sweet as agent at Swedeberg, Mo., effective July 1.

A. G. Ward succeeds R. R. Rowden as agent at Franks, Mo., effective July 1.

J. M. Noonan succeeds L. Minton as permanent agent at Bushyhead, Okla., effective June 30.

C. E. Hoover succeeds R. E. Walden as agent at Wister, Okla., effective June 30.

M. R. Bailess succeeds R. M. Lain as agent at Arbyrd, Mo., effective June 30.

N. G. Julian succeeds W. R. Jackson as permanent agent at Perry, Okla., effective June 29.

W. A. Moore succeeds A. C. Jones as permanent agent at Sherman, Miss., effective June 28.

M. W. Neff succeeds N. C. Julian as permanent agent at Mannford, Okla., effective June 27.

J. Oran succeeds C. F. Lester as temporary agent at Wilmot, Kan., effective June 23.

C. E. Holbrook is appointed permanent agent at Huntington, Ark., effective June 21.

C. E. Tracy succeeds C. E. Hoover as permanent agent at Idabel, Okla., effective June 23.

L. D. Pitts succeeds R. T. Poplin as temporary agent at Butterfield, Mo., effective June 24.

C. S. Lester is appointed agent at Fisher, Okla., opened as a freight and ticket station, effective June 24.

C. R. Rodgers succeeds E. R. Smith as permanent agent at Puxico, Mo., effective June 24.

F. O. Gully succeeds B. F. Johnson as permanent agent at Johnsons, Ark., effective June 23.

O. R. Martin succeeds C. R. Rodgers as permanent agent at Gibson, Mo., effective June 23.

Henry Moore succeeds V. C. Williams as permanent agent at Roby, Okla., effective June 22.

G. H. Woodward succeeds C. R. Marlin as permanent agent at Sturdivant, Mo., effective June 22.

L. H. Jewell succeeds F. H. Rapp as temporary agent at South Greenfield, Mo., effective June 22.

G. E. Guin succeeds S. S. Sargent as permanent agent at Greenwood Springs, Miss., effective June 20.



## The Frisco Float.

Among the many attractive floats in the big parade at Jonesboro, Ark., on July 4, the Frisco boys were second to none, as shown by the accompanying reproduction. Reading from left to right stooping are: Hamp Barham, James Rose and Mr. Lawler; standing, our genial agent, C. A. Bache, W. K. Lackey,

cashier, and J. T. L. Brooks, general yardmaster. Seated in the float are Ned Bache and Marvins Biddle. The attractive sign on the side of the float, "Ship your freight via Frisco," showed up well.

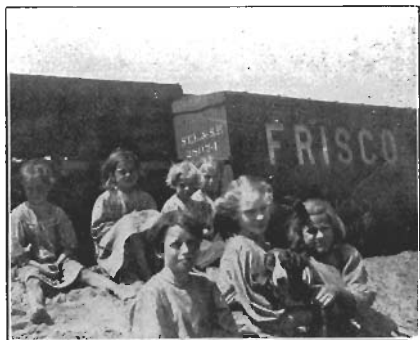
The photograph was forwarded to THE FRISCO-MAN by G. F. Bradley.

## Along the Line

Notes of improvements, personal mention of employees and all items of general interest will be gladly received for this department. You should see that your town is represented every month.

### Cherryvale.

The accompanying picture was taken at the Okmulgee Coal & Brick Company's plant at Gaither, Okla., and forwarded to THE



FRISCO-MAN by Edward Carrons, of Cherryvale. Mr. Carrons' two little sisters are among those shown in the group.

### Paris.

The stock pens at Paris have been recently overhauled, repaired and put in good condition.

M. Miller, boilermaker, who with his family have been enjoying the cool breezes of Galveston, returned to work July 14.

Miss Carrie Lake, of Springfield, Mo., visited the family of Master Mechanic McCauley the week of July 17, and was much pleased with our city.

A certain young lady who owns an auto had the misfortune a few days ago to run over and kill a favorite canine belonging to Conductor Friar.

John Liddell, engineer on the Paris-Tahina Local, together with his family, will leave in a few days for an extended visit to Hot Springs, Ark.

Superintendent H. H. Brown and Master Mechanic A. S. Abbott, of the Central Division, spent July 19 and 20 in Paris looking after business of the company.

Earl Condry, popular bill clerk at the freight office, who has been on a pleasure trip to St. Louis, Chicago, New York, Boston and other points, has returned and again resumed duties.

Material is being received for the new 75-foot turn-table; a street has been paved east and west of the depot, and many other improvements made preparatory to the building of the new depot.

Our hustling car inspector, W. E. Willis, has been kept very busy the past month because of the heavy fruit and vegetable business, but so far has had no delays account of inspection or repairs.

### Randolph.



Frank C. Husted, agent, sent to THE FRISCO-MAN the photograph herewith of Randolph, Okla., station, on the Red River Division.

## Joplin.

Mrs. Charles Pinson is visiting friends and relatives at Parsons, Kan.

Engineer Sam Bowser, of Enid, Okla., has been working at Joplin temporarily.

Mrs. Nora Carrithers, wife of coach foreman, is visiting relatives and friends at Brazil, Ill.

Patrick Henry, boiler-washer, has just returned from a short vacation trip to Tahlequah, Okla.

Mrs. H. E. Lake, who has been in the hospital here for some time, has returned to Monett much improved.

Our popular car inspector, L. B. Ferrier, has reduced the number of bad order cars this month from 125 to 44.

Mrs. William Black, wife of our blacksmith, accompanied by her son, is visiting friends and relatives at Iantah, Mo.

Machinist Charles H. Johnson, formerly with the Missouri Pacific, is filling the temporary vacancy of Machinist Randall.

Engineer Phillip Conboy has taken back his old job on the Carterville run, and says there is nothing like the sage brush country for him.

George L. Seanor, division foreman, is enjoying a short vacation. During his absence his work is being looked after by Machinist James Randall.

A. J. Althaus, third trick operator, has entered the service of the Union Pacific at Omaha, and is succeeded at Joplin by Operator Werdein, of Cherryvale, Kan.

Conductor Al. Mathis, together with his wife and children, spent several days during July with relatives and friends at Baxter. Mr. Mathis enjoyed fried chicken every day.

The marriage of Brakeman Frank Carter and Miss Ethel Rutledge took place at Columbus, Kan., on June 19, but not until July 20 did the secret become known to their many friends.

## Francis.

R. W. Haker, machinist, is taking a fifteen days' vacation, which he is spending at Ada, Okla.

Mrs. W. A. Rabb, wife of our good-natured timekeeper, has just returned from a visit to Fort Smith.

Machinist R. W. Davidson is making preparations for his vacation trip about the first of August.

Mrs. E. J. Eaglehoff and children have arrived from Mammoth Spring and will now cheer Ed's home.

Assistant Superintendent J. F. Hickey is back from the hospital and hopes to be able to resume work soon.

E. J. Hoffman, chief clerk to Superintendent S. H. Charles, is at the Sherman Hospital because of an attack of appendicitis.

Storeroom man H. A. Kern is making student trips with the best engineers, preparatory to firing an engine of his own.

Yardmaster S. W. Rodgers and wife have returned from a vacation trip. Mrs. Rodgers' mother is with them for a short visit.

Boilermaker T. J. Perkins expects to spend the month of August visiting at Denver, Colo. Mrs. Perkins will accompany him.

James Turiff, Jr., has brought his family from Sherman to Francis, and has moved into a new residence erected by J. H. Norman.

The recent rains in this section of the country are a guarantee of good crops, and the railroad's prospective future business is good.

Division Foreman C. E. Deweese and Engineer D. W. Jones are making extensive repairs and additions to their present poultry yard.

General Foreman B. & B. Whitenack has just completed his new residence, but because of the death of Mrs. Whitenack's sister at Seneca, they have been unable to move into it as yet.

Fred Adkins, clerk at round-house, has resigned and is attending commercial school at Fort Worth. His place is being temporarily filled by J. H. Norman, formerly with the transportation department.

John Salter, car repairer, and son, are spending a month in "Old Arkansas," among the hills where John was raised, fishing and bathing in the same old swimming holes with which he is so well acquainted.

Engineers are jubilant over the liberal supply of valve oil they are now able to draw at Francis, due to the fact probably of the arrival of an eight-pound boy at the home of day storekeeper E. Z. Morrow.

W. G. Keeran, car foreman, and Hans Higginson, car carpenter, are having dreams of younger days and are arranging to take their wives and wander back to the rocky slopes of Missouri, where they can not even hear the sound of the "car knocker" hammer or the plaintive tale of the Inspector's woe.

### Lilbourn.

The picture reproduced herewith of Joint Frisco and Cotton Belt depot at Lilbourn, Mo., was sent to THE FRISCO-MAN by T. C. Clayton, agent at that point. T. C. Clayton,



agent and operator; W. W. Hoehn, chief clerk; T. C. Clayton, Jr., night clerk, and T. E. Bellan, clerk, are among those shown in the picture.

### Springfield.

Jessie Jaquith, tin shop foreman, South Side shops, was off duty July 25 because of illness.

W. Creamer, machinist at South Side shops, together with his family, spent a week with relatives at Brookfield, Mo.

L. E. Bates, machinist helper at South Side shops, with Mrs. Lincoln, spent a week during June with relatives at Bristow, Okla.

Edward L. Chumley, South Side machinist, who spent a few weeks with his mother at Birmingham, Ala., returned to work July 12.

Burley Dyer, formerly a machinist helper at the South Side, who has been touring the West for some time, returned to work July 12.

Samuel Gaston, stock clerk South Side shops, is able to be around again, after a recent operation at the employees' hospital for appendicitis.

J. C. Breckenfeldt, machinist at the new shops, recently had an appendicitis operation at the employees' hospital. Mr. Breckenfeldt is recovering rapidly.

G. W. Dodson, employed at the cinder pit, South Side shops, had his right foot mashed by an ash-pan wrench falling on it, and was taken to the employees' hospital on July 25.

John Schappler, one of the oldest engineers in point of service on the Frisco, who for the last sixteen years has run passenger trains 3 and 12 between Springfield and Fort Smith, is touring Germany, Austria and Switzerland, in company with his daughter. They will remain in Europe about six months.

Charles Selmer, engine truckman at the South Side shops, returned to work July 6 after a sixty days' vacation, during which time he visited St. Paul and other Northern cities. He says he had a most enjoyable time.

Wiley Thornberry, a helper at the new shops, while oiling a fan on the balcony, was caught by one of the cranes and rolled between the crane and a post. He was sent to the employees' hospital, but died shortly afterwards.

John Fowler, South Side shops stationary engineer, returned June 25 from a ten days' visit to Liberty, Tenn. He also stopped for a short while at St. Louis, Evansville, Ind., Hopkinsville, Ky., and other points, and reports a fine time.

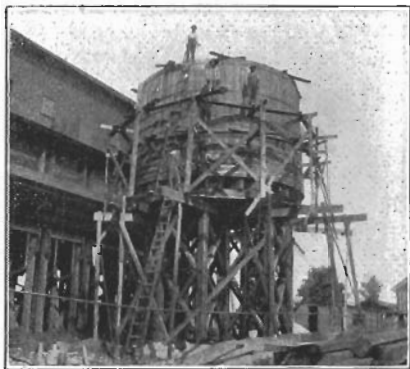
The South Side shop at Springfield has been renovated thoroughly. The walls have been whitened, windows cleaned, benches, cupboards and machinery painted. The machines are painted green and black and the crane is painted white. Master Mechanic Bissett's office has also received a coat of paint. For cleanliness the South Side plant is hard to beat.

### Amory.

A new viaduct over our yard at Holly Springs is nearing completion.

A. B. Hooper, cashier at Carbon Hill, spent a few hours in Amory Sunday, July 17, shaking hands with old friends.

The accompanying reproduction is from a photograph taken of water tank at Potts Camp, Miss., during the course of construc-



tion. Through the courtesy of J. S. Jameson, of Amory, Miss., we are able to present this picture.

Mrs. H. H. Snow, wife of pile driver, is visiting friends at Kansas City.

J. R. Buchannan, agent at Amory, is the proud possessor of a buzz wagon.

S. E. Dalton is now employed as bridge inspector of the Southeastern Division.

G. E. Rittenhouse, steel bridge inspector, was over the Southeastern Division during July.

A standard ballast deck bridge has just been completed over Town Creek, near Sherman, Miss.

The piecework plan brought into effect on the repair track at Amory, is working successfully.

Piling has been driven at Byhalia Creek, near Byhalia, Miss., for a standard ballast deck bridge.

The work of renewing Mag Ellen trestle, which is 822 feet long and 50 feet high, will be commenced September 1.

The pile driver is now busy driving Buttachatchie River bridges. There are three channels at the point where our track crosses the river.

W. C. Dalrymple, stenographer and clerk in the office of assistant superintendent, is contemplating a trip during the month of August. We wonder why.

J. M. Bentley, who has been employed as water service foreman on the Southeastern Division for the last two years, has resigned and removed to Cleburne, Texas. M. C. Heaton, of Cleburne, succeeds Mr. Bentley as water service foreman.

### Neodesha.

Master Mechanic Frank Burns was at Neodesha July 9.

Division Foreman A. W. Nelson visited in Monett, Mo., July 5.

Storekeeper John C. Moore returned from a visit to Enid, Okla., July 6.

Engineer F. L. Street and wife will leave for Rockport, Mass., July 20.

Engineer M. W. Lansdown was reinstated June 16, also Engineer R. Jett.

Boilermaker Bodine returned from Denver, Colo., July 16, after a visit of about thirty days.

Machinist Fred Walters and Storekeeper John J. Jefferson left July 22 for Ogden, Utah.

Timekeeper Bert M. Lovett went to Wichita July 16 to purchase a new typewriter.

Engineer J. H. Brown has returned from Eldorado Springs, where he was on a visit for his health.

Glenn H. Wylie, former clerk at Neodesha, visited us on July 8. He will move his household goods to Monett.

The car department have increased their force and are now repairing from fifteen to twenty-five grain cars a day.

The whitewash machine was at Neodesha July 12 and 13 whitewashing the roundhouse, which made a great improvement in its appearance.

### Kansas City.

Engineer D. F. Gumm is off on a thirty days' vacation visiting relatives and friends in and around Parkersburg, W. Va.

Switch Fireman M. J. Leahy left the latter part of July for a trip to the Old Country to visit relatives. We all wish him a pleasant journey.

Fireman H. O. Adams is off on his annual vacation visiting relatives in Montana. Mr. Adams will spend some time fishing and hunting in the mountains.

Engineer S. B. Smith has returned from a three months' visit in the East and is again on his regular run. Mr. Smith was accompanied on the trip by his wife.

Road Foreman of Equipment W. R. Scott, of the Eastern Division, made Kansas City a visit recently, and returned to Springfield via the High Line, looking after the engines belonging to his division.

Engineer S. W. Batton has returned from a thirty days' sight-seeing trip in and around Washington, D. C. Sam says everything is fine and lovely back there and Washington is a very pretty city, but he does not like the tipping system.

Front End Inspector Al. Eastman spent the first fifteen days of July visiting relatives and friends at Willow Springs, Mo. While there he took unto himself a fair young wife. Congratulations and best wishes for every success are extended.

Round-House Foreman G. F. Wing, Fireman Kirkpatrick, Engineer Buchner and Fireman Gilliland spent a day and night fishing at Fulton about the first of July. Mr. Wing had the misfortune to have one of the largest fish take his pole and go visiting with it while he was off watch a few moments. After a long search and many anxious moments he regained the pole, but, alas, the fish had gone.

# LEARNING TO SAVE

## Bitter Experience the Usual Teacher

BUT

## Prudent Men Avoid her School-Room

It has been said that 75 out of every 100 men are "flat-broke" at some time before the age of 40. In other words three out of four men put in from ten to twenty of the best and brightest years of their lives and at the end have nothing, perhaps less than nothing to show for it. And why? Simply because they wait for adversity to teach them the necessity of thrift; because they must learn to save by pain and privation just as a horse learns to obey by whip and spur.

Some of them never get on their feet again, but the ones that do struggle back to prosperity have learned their lesson once for all. They save steadily, persistently, doggedly. Some of them profit so well by their harsh teaching that they get farther ahead than they ever were before, but the thought of what might have been if they had started making hay while the sun first shone is an ever-present regret.

For the twenty-five out of a hundred who are taught to save by foresight rather than by trouble are years ahead of the other seventy-five. They are the men of substance, the men of strength and influence in their communities. The prudent man makes saving and earning go hand in hand. His savings account holds a first claim on his pay envelope. The regular deposit is, with him, a payment that must be made before all others, and his living expenses are based not on his salary direct but on what remains of his salary *after* that deposit. And the fact that he has a savings account actually increases his saving power. After a few deposits his balance gets a pulling power of its own, not very strong perhaps, but strong enough to turn the scale of judgment between provision for the future need and desire for the present pleasure.

A Mississippi Valley Account will keep your money safe, pay you 3½% on it and help you to increase it. Wherever you live and whatever your income you can open one *now*. And if you have a future to provide for you ought to have one.

**MISSISSIPPI VALLEY TRUST CO.**

Fourth and Pine Sts.

St. Louis

## Sapulpa.

The Frisco now has more team track space than any other road at Oklahoma City.

Assistant Foreman C. P. Lyle claims the honor of being the only Sapulpa man at Big Mill at Reno.

Dispatcher A. M. Strouble has just returned from a short vacation, which he spent at his farm at Thayer, Mo.

Material for the second \$3,000,000 packing plant at Oklahoma City (S. & S. Co.) is beginning to arrive.

Corn and cotton on the Chickasha subdivision are looking as if they will make box-cars get busy before long.

The new sleeping car line, Lawton to St. Louis and Lawton to Kansas City, seems to be appreciated by the traveling public.

"Pa" Davis has resumed his run on Oklahoma-Quanah. Nos. 9 and 10, after ninety days in California account of rheumatism.

Ed. Ilusey, wrecking foreman at Oklahoma City, has his outfit so modernized that he wouldn't trade it for the Springfield outfit.

The tracks in and around the round-house and yards have been filled in and leveled off, which adds greatly to the general appearance.

Fred Morgan, clerk in office of general foreman, has returned to work after an absence of fifteen days spent in Texas with friends.

T. T. Cronin, chief dispatcher, has left for a short vacation, which he will spend visiting Chicago, Buffalo, New York and other Eastern points.

The watermelon crop on Chickasha subdivision will be a record-breaker. It is probable 300 cars of cement will be shipped, as against 138 last year.

Bayford Crawford, chief dispatcher's clerk, leaves shortly for San Francisco, where he will spend his summer vacation. It is rumored that Mr. Crawford will not return alone.

A. G. Bailey, foreman of the transfer platform, is taking a week's vacation for a fishing trip. He will spend a day on Kansas City and Springfield platforms before returning.

Superintendent's office at this point is now equipped with the long distance telephone connecting with stations at A. V. & W. Junction, Tulsa, Claremore, Vinita and Afton.

Carl Noble, assistant cashier at Sapulpa freight house, who has been acting day ticket clerk at Tulsa, is home on a sick leave, having been in St. Louis Hospital for an operation.

New fuel oil storage tanks are being installed at Sapulpa, which, when completed, will eliminate the necessity of engines having to go a mile to the oil refinery to be supplied with fuel oil.

Blacksmith C. Warren has just returned from Springfield, where he had gone with his son who was suffering from an attack of appendicitis. Mr. Warren informs us his son is improving rapidly.

Chief Clerk Duve, of the local freight office, has a new filing system, which greatly assists him in answering correspondence, and getting it so lined up that the increased amount of work is handled without additional force.

Engineer C. E. Morris is gaining quite a reputation as an amateur boxer, and it is even thought by his friends that after about two more years he will be a match for the present heavy weight champion. At present he issues challenge to any one in Texas, Oklahoma or Kansas at 280 pounds.

Our popular car foreman, W. H. Ipsen, was married on June 22 to Miss Emma Gruebel, of Springfield, Mo. After faking their honeymoon trip visiting Chicago, Buffalo and other Eastern points, they have returned to Sapulpa and located corner of Hobson and Linden streets, where they are at home to their friends.

One of the Sapulpa train dispatchers has recently invented an attachment for switches which, it is claimed, eliminates the use of switch lights. It prevents trains from running through switches, and can be placed any distance from a switch stand; can also be placed on trestles and draw-bridges. This equipment can be manufactured and installed for about \$2.50 a mile.

Increased amount of business handled over the Sapulpa transfer platform and city merchandise, has made it necessary to enlarge the warehouse and transfer docks, and carpenters are now adding 100 feet on west side of the freight house. The office, which at present is located on the west end, will be

removed to the east end, and when completed will be large enough to accommodate the entire force, as well as records for two years on one floor. The transfer dock is now on the east end and is 600 feet long. This will be torn down and two 400-foot docks added to the west end, one dock to be 18 feet wide and the other 16 feet 4 inches wide. The dock on the north side is to be extended 240 feet east on freight house side of office. All receiving will be done at doors next to office at the foot of Main street. It is the present plan to use the south dock, which will hold eleven cars, and the two middle docks, which will hold ten cars each, for empties to be loaded into. The north side of the north dock will be used as a live track for merchandise cars to be emptied. This dock will hold seventeen or eighteen cars at a setting. This will be a great improvement over the present system of transferring, as it will enable us to load into empty cars entirely, and prevent misloading of freight.

## Changes.

T. J. Powell is appointed purchasing agent, with headquarters at St. Louis, Mo., succeeding M. E. Towner, resigned, effective July 1, 1910.

Frank Anderson is appointed Industrial Commissioner, with headquarters at St. Louis, Mo., vice M. Schuller, resigned, effective August 1.

Mr. E. R. Hibbard, president of the Grip Nut Company, Chicago, accompanied by his wife and 16-year-old son, left Chicago July 28 on a ten weeks' trip to the Orient. Mr. Hibbard says he is going to "teach the heathen to use Grip Nuts."

## RAILROAD ASSOCIATION INSTITUTE

OFFERS COURSES IN

**Mechanical Drawing, Air Brake, Telegraphy, Boiler Firing,  
Engine Practice, Railroad Bookkeeping**

TUITION NOMINAL

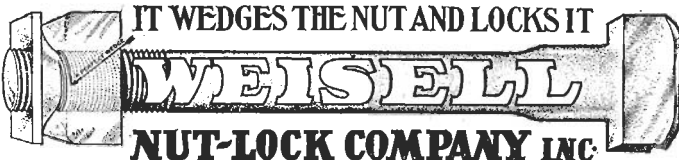
**RAILROAD YOUNG MEN'S CHRISTIAN ASSOCIATION**

**UNION STATION BRANCH**

**ST. LOUIS, MO**



Easy to  
apply and  
easy to  
reapply



It  
retards  
wear and  
"slack"

The Weisell Nut-Lock is not a spring. It is not a washer. It is a perfect wedge. It decreases maintenance work and lost and broken bolts on both track, equipment and power more than 50%.

1500 Republic Building



Chicago, Ill.

The Weisell Nut-Lock, manufactured by the Weisell Nut-Lock Company, of Chicago, depends solely for its sufficiency upon the wedge principle.

It consists of a piece of steel, square or hexagonal, as shown by the cut, of sufficient thickness to withstand the necessary wrench strain, with convex flange, its center punched out to the size required to fit the bolt and then "tapped," or threaded. When being applied, the thread of the nut-lock follows the thread of the bolt into the head of the nut which "rides" the flange of the nut-lock, forcing the nut to one side and driving the flange of the nut-lock between the nut and the bolt.

So perfectly do Weisell Nut-Locks hold the nuts in place that the oscillation of the rail joint is minimized, thereby greatly retarding the wear of the parts composing the joint. This wear of parts is so rapid under ordinary circumstances that it produces an early loosening of joints, even though the nuts remain fairly tight.

Therefore, in using this nut-lock it is not necessary to go over the bolts with the frequency with which they must be gone over

when using any and all other devices. Consequently, the principle benefit of the nut-locks lies in decreased maintenance work through absence for long periods of time of "slack," or wear.

There are only two things which can prevent the utmost efficiency of this nut-lock. One of these is failure to use sufficient wrench force to drive the nut-lock into the head of the nut until it is as tight as it can be without stripping the threads of the nut-lock. The other is to use too much wrench force and thereby strip the threads of the nut-lock. Neither of these things can happen with intelligent handling.

A few of the points of superiority of the Weisell Nut-Lock over all other devices may be summarized as follows:

Simplicity; it is easier to apply than the nut itself.

It is easily taken off.

It does not injure the bolt or nut.

It can be re-applied repeatedly.

There is no breaking and consequent loss of bolts and nuts when renewing Weisell Nut-Locks, such as frequently occurs when using spring washers.

### At Post 523.

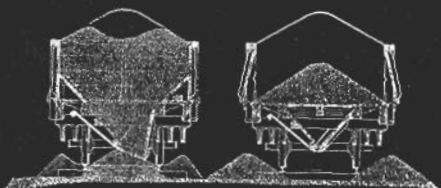
The accompanying reproduction is of our track at Mile Post 523 on the Southeastern Division.

The photograph was forwarded to THE FRISCO-MAN by J. W. Brown, section foreman, who has had charge of Red Banks, Miss., Section C-80, for the last four years, and who has been in service on the Southeastern Division for about seven years.



# Hart Convertible CONSTRUCTION BALLAST **CAR** and GONDOLA

A Center-Dump, Side-Dump and Flat-  
Bottom Gondola—All in One



Diagonal shading shows position of ballast after being spread by the  
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Rodger Ballast Car Co., Railway Exchange, CHICAGO, ILL.

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ARE BEING USED ON OVER 12,000 LOCOMOTIVES  
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Please send me the Bettendorf  
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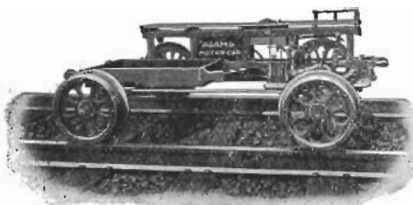
R. R.....

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## THE ADAMS MOTOR CAR



The ONE MAN car that anyone can  
run, without any previous experience.

And it will not give any trouble.

It is bound to run at all times, owing  
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**Ruckstuhl's Patent Lens Finder Fever Thermometer**, the one with the two red lines engraved on the prism for quickly and accurately locating the mercury. When the family needs a Fever Thermometer, it pays to buy one of known reputation. I am the only manufacturer that guarantees his thermometers against everything but breakage. Price, **\$1.25**.

**Mydyl Antiseptic Wafers**. Non-poisonous. Non-irritating. For Pimples, Eczema, Skin Eruptions, Sunburn, Prickly Heat, Nervous Itchings of the Skin, all Scalp Troubles and Chafed Limbs. For sale by all druggists, **50c** and **\$1.00** sizes. From all druggists, or write for sample and literature.

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**MORGAN MANUFACTURING CO.****Manufacturers of Hickory Handles for Railways, Mines, Etc.**

Axe, Pick, Sledge Hammer and Hatchet Handles. Railway Handles a Specialty.

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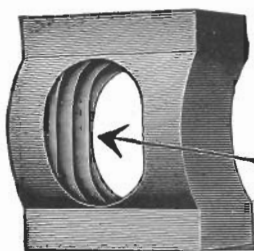
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FOR RAILWAYS AND SHIPPERS****SEALING PRESSES FOR SAME****CHICAGO CAR SEAL COMPANY**

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It Locks Itself Upon the Bolt Threads (See Cut)

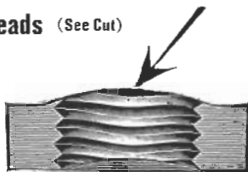
And Does Not Injure Them

### Not a Spring Nut

GRIP NUT COMPANY

Chicago

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This cut shows an exaggerated curve in thread pitch.

## CHASE'S GOAT BRAND MOHAIR CAR PLUSHES

ARE THE STANDARD

Twenty-five years of use has demonstrated their superiority in finish, fastness of color, and in strength of fabric.

**L. C. CHASE & CO.**

89 Franklin St., Boston    341 Broadway, New York  
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## AN EVERY DAY IN THE YEAR CAR

It is just as necessary your car operate reliably during the winter months as on the hottest days of summer. Buda cars are built upon practical mechanical principles, built to do hard work in an economical and dependable manner. They will run in any season, under any conditions. You can always rely upon them.

Our No. 11A Motor Velocipede is particularly suitable for repair, line or signal work. Carries three; tray on guide arms provide plenty of space for tools and baggage.

Motor is an air-cooled 2 1/2 HP single cylinder engine of the four cycle type. Drive—through compensating sprocket, by chain, to front wheel. Lower sills of frame (carrying motor) square steel tubing, upper sills and guide arms wood, latter reinforced by iron side straps. Wheels—Buda pressed steel, axles of steel. Operation is very simple.

Reliable  
and  
Economical



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**BUDA MOTOR VELOCIPED No. 11A**

*We build many other Models of Motor Velocipedes and Cars.  
You'll undoubtedly be interested in them. Get Booklet 138F.*

To all reputable railroad men, furnishing references as to their responsibility, we will sell on time payments. Our pay-as-you-use terms are very reasonable.

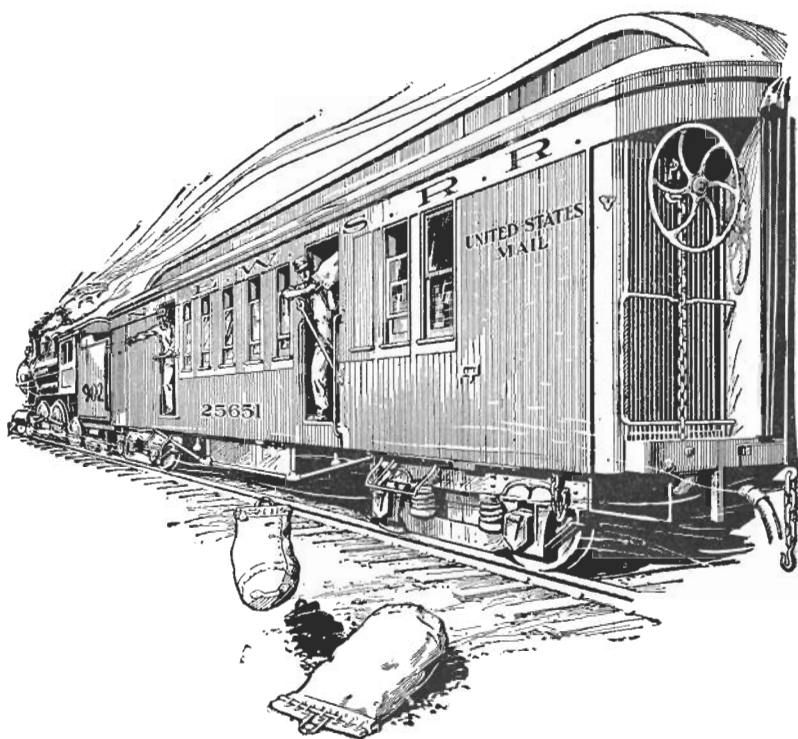
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The above picture appeared in an advertisement of a paper manufacturer offering CATALOGUES made strong enough to "stand the mile a minute bump received when the mail bags are thrown from a rapidly moving train."

Catalogues may be strong enough for this--WATCHES ARE NOT.

**WALTHAM WATCH CO.**  
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COAL CHUTES are a Success.  
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WATER TREATING PLANTS  
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WATER STATIONS.  
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Any and everything pertaining to coal  
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*Gas Engine Works*  
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**Union Switch & Signal Co.**  
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General Office and Works: **SWISSVALE, PA.**  
NEW YORK MONTREAL CHICAGO  
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SOLE MANUFACTURERS  
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## GALENA LUBRICANTS

Perfection Valve and Signal Oils  
AND  
Galena Railway Safety Oil

FOR  
STEAM AND ELECTRIC RAILWAY USE  
EXCLUSIVELY

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## THIS LANTERN APPEALS TO SWITCHMEN



No. 90 Switchman's Lantern.

**BECAUSE** it is light in weight. Short and compact. Has a rigid bail of bent wood, practically indestructible, of ample size to insure firm grip.

Takes No. 39 standard globe as furnished by the railroad companies.

Of the hundreds that we have sold, we have not had a single complaint, nor one returned. When you receive the lantern, if not found satisfactory, return it and we will refund your money, less transportation charges.

**Price, complete.**

**\$1.50 Each**

Same, without globe,  
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Money to accompany order.

Please use post-office or express money order in making remittance.

**THE ADAMS & WESTLAKE CO.**  
319 West Ontario Street : CHICAGO

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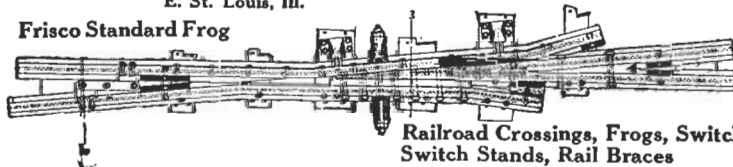
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