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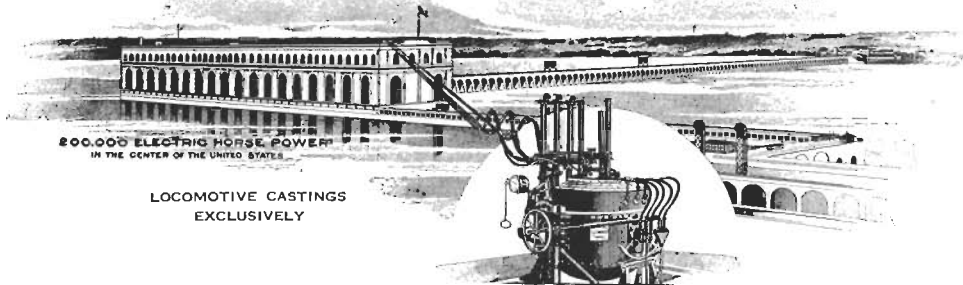
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# THE FRISCO EMPLOYEES' MAGAZINE

827 FRISCO BUILDING :: ST. LOUIS

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

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### THE FRISCO EMPLOYEES' MAGAZINE

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

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

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

# "The Sunnyland" Christened With Elaborate Ceremony at Kansas City, Mo., October Five as Maiden Trip to Florida Starts

*Miss Jeanne Koontz, Frisco Daughter, Is Sponsor—Mayor Albert I. Beach of Kansas City Officiates—Train Receives Rousing Reception Along Right-of-Way*

**W**ITH a triumphant blast of the whistle and a prolonged shout of enthusiasm from the large crowd of officials and spectators, "The Sunnyland," new Frisco train to Tampa and St. Petersburg, Florida, left Kansas City, Missouri, at 9:00 o'clock on the dot the morning of October 5.

The new train was christened with a pomp and ceremony befitting its merits, and all along the right-of-way from Kansas City to Birmingham, Frisco employes and Frisco townsmen lined the tracks to wave "The Sunnyland" God-speed.

## *Many Departments Aided Plans*

For months ahead the passenger department had busily ironed out the details of the Sunnyland's routing and schedule—in conjunction with the Southern and Seaboard Air Line Railways. For weeks ahead of that eventful maiden trip, many Frisco departments had a hand in its triumphant debut as a new train to Florida. Newspapers throughout Frisco territory ran stories of the new service, and on October first the detailed plans were finished.

Engine "1042" was chosen for the first run, and shipped at Springfield for decoration in honor of the event. "Sunnyland" was painted in gold on the tender, and "Frisco" was done over in gold under the cab windows. The engine was tuned from pilot to tender and sent to Kansas City on Sunday, October 4, for the last touches before the big day.

Sunday night W. B. Berry, master mechanic at Kansas City, issued final instructions to the roundhouse force. For several hours that night, hostlers and helpers willingly completed the decorating work.

Two large American flags were fastened securely in the flag-holders, and the handrails on the boiler were wrapped with red and white bunting from the cab to the boiler head. The pilot was also decorated in the colorful material, and when engine 1042 pulled the new train under the sheds at the Kansas City union station

at 8:30 o'clock the next morning, she bore her Frisco colors gaily and gallantly.

A royal welcome awaited the new train!

Never before in the history of Kansas City had new railway service been so enthusiastically received, and besides the official welcoming committee and the fair sponsor, more than a hundred other railway workers in the great terminals had joined Kansas City newspapermen and photographers to witness the event.

Hon. Albert I. Beach, Mayor of Kansas City, Mo., arrived at 8:45 o'clock and escorted Miss Jeanne Koontz, daughter of Mr. J. R. Koontz, vice-president in charge of traffic, to the head end where the christening ceremonies were held. Miss Koontz made an attractive sponsor for the splendid train.

Mayor Beach presented a bouquet of two dozen Imperial roses, the gift of employes in the passenger department at St. Louis, to Miss Koontz, while photographers from Kansas City newspapers recorded the event.

The official Kansas City photographer for the Frisco Magazine and the Frisco department of publicity took pictures of the various events for use of on-line newspapers and the Magazine.

## *Goodell Held the Throttle*

H. H. Goodell, of Kansas City, a veteran of 40 years' Frisco service, held the throttle of the new train and posed with fireman R. L. Harmon for a picture, as Miss Koontz shook Harmon's hand and wished him a successful trip.

Five minutes before the new train pulled out on its maiden trip, Miss Koontz broke a bottle of Florida water over the pilot and "The Sunnyland" was officially christened.

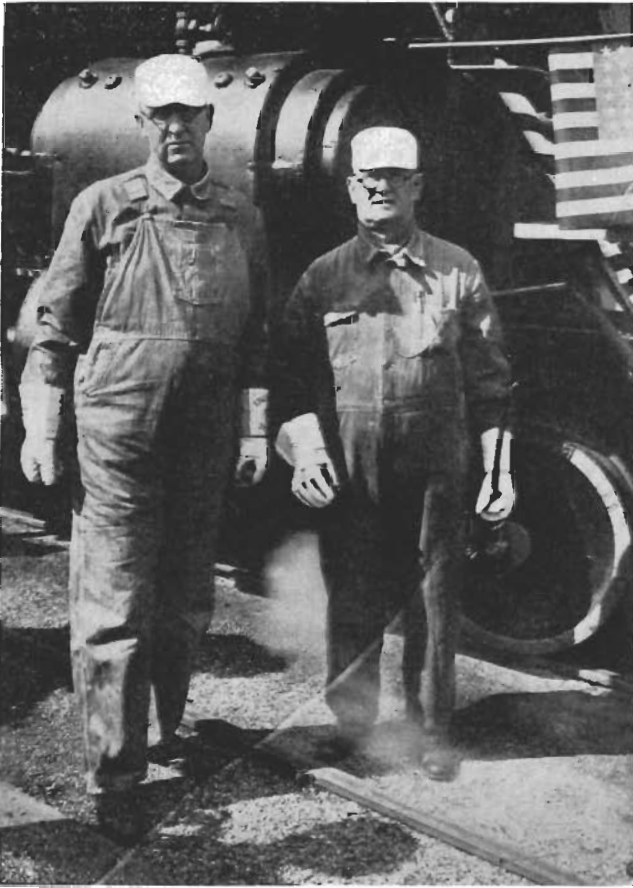
As the train sped on its way to Springfield, residents of towns along the line turned out to wave her on—Hillsdale, Paola, Pleasanton, Prescott, Fulton—and at Fort Scott a veritable ovation greeted the new service.

A welcoming party of several hundred thronged the platform at Springfield, including many Frisco em-

ployes, and the official photographer of that city again recorded her reception. "The Sunnyland" arrived on the minute—1:55 p. m.

Engineer Goodell gave way to J. W. Welch, 942 State Street, Springfield, a veteran of 39 years; and Fireman Harmon relinquished his gauges to C. W. White, 1637 Sherman Avenue, Springfield. Richard A. Gerard, of Kansas City, 36 years of service, who rode out as conductor, turned over his tickets and diagrams to M. D. Welch, veteran of 38 years, who resides at 3702 Carns Avenue.

Promptly at 2:00 p. m. Engineer Welch took the



Fireman White (left) and Engineer Welch

train out again—this time for another on-time run to Memphis.

Through Missouri and Arkansas crowds welcomed the train at every station even though they had to wave quickly, so speedily did the train disappear.

#### *Motion Pictures En Route*

An event of unusual interest thrilled the passengers at Jonesboro, Arkansas.

Lee D. Balsly, of 265 South Front Street, Memphis, manager at that city for Paramount Pictures, had read of the new train in a Memphis paper that morning. In company with a companion, he rushed 64 miles to Jonesboro, carrying with him motion-

picture reels of "The Pony Express", and boarded the train. In a few minutes Balsly had rigged up a motion picture screen in a Pullman, and invited the passengers in. For an hour the picture showed to an appreciative audience, but the arrival at Memphis at 9:15 o'clock (on time to the second), necessitated ending the film before the final close-up. But the passengers voted the entertainment original and pleasing.

Pictures of the christening ceremonies, together with stories on the services, appeared in many newspapers along the Frisco lines, and as far south as Tampa, where the Tampa Tribune "front-paged" the event.

The necessity of two trains daily to Florida became apparent to Frisco officials when the influx of persons from the Middle West to Florida crowded the "Kansas City-Florida Special" to its capacity. The Florida Special is a train twenty-five years in service, and its summer business has always been light until this year. As many people were carried to Florida on this train the past summer as rode it last winter, however, and the addition of the regular winter Florida travel to the tremendous tourist travel, occasioned the addition of "The Sunnyland".

### *Mr. R. B. Butler to Vacant Post*

**M**R. R. B. BUTLER, acting superintendent of the Southern Division, was appointed superintendent of that division, effective October 5, succeeding Mr. C. H. Claiborne, deceased. A notice of Superintendent Claiborne's death appeared in the October issue of the Magazine.

The railroad experience of the new superintendent, extensive as it is, has been spent entirely with the Frisco, and he is justly proud of that record.

He was born on a farm near Weaubleau, Missouri, located on the Frisco "High Line", July 24, 1884. His first work with the Frisco was in July of 1904, when he began as a night operator at Fort Scott Junction on the Northern Division. He served on the Kansas City sub a little later and in October 1910 went to the dispatcher's office at Fort Scott as dispatcher and night chief dispatcher. In March, 1918, he was made chief dispatcher on the Afton sub-division.

He was appointed assistant superintendent of the Eastern Division March 1, 1920, in charge of the Rolla sub-division and was transferred to Springfield as assistant superintendent of the Lebanon and Springfield subs in July, 1923. July first of that year he was made acting superintendent of the Western Division and remained there until September first of this year when he went to the Southern Division at Memphis.

Mr. Butler's many friends on the Frisco will be glad to hear of his promotion.

# Reclamation Plant Maintained by Frisco at Springfield Saves in Excess of Million Dollars a Year

*More Than 340 Varieties of Equipment Go Through Plant Each Month, Ranging From "Adzes" to "Wrenches"*

## Part I.

**T**HE magnificent reclamation plant of the Frisco Railway, located at Springfield, Missouri, and performing one of the most important works of any of the many Frisco departments, is, perhaps, the most misunderstood part of the entire railway.

It is not misunderstood, of course, by those who are directly interested in the reducing of operating costs—because those gentlemen realize the tremendous good the plant is performing. Nor is it misunderstood by the stores department, to which a gigantic amount of credit is turned each month which represents the savings affected by the reclamation plant in literally "reclaiming" from scrap, more than 340 separate items.

In the years before 1913 this "reclaiming" process was unknown.

A broken rail was thrown away. Unfit equipment was junked. Hundreds of articles which could have been put in shape by a little work were sold as scrap—because the equipment for their rehabilitation was not available.

When the reclamation plant was built in 1913, it started as an adjunct to the north side shops at Springfield. But so rapidly did it prove its worth, that in September of that same year, it was enlarged and moved to its present location.

In August, this year, the plant actually saved the Frisco Railroad \$111,441.51. In September that saving was \$106,929.00.

This tremendous amount—more than a million dollars a year—involved the reclaiming of many articles from "adzes" to "wrenches" right through the alphabet. The report of their reclaiming and return to service required the use of five large sheets of paper.

This, then, is the story of a remarkable plant—and

the Frisco can point with pride to the fact that it was the second "reclaiming" department to be installed on any railroad in America. The Santa Fe was first—the Frisco second—and Frisco reclaiming plant men are in charge of the plants now being operated by many other railroads which have patterned their reclaiming departments after that so admirably conducted by the Frisco Railroad.

### *Leysaht Is Superintendent*

The plant is under the direct supervision of Mr. A. W. Blume, general storekeeper, and under the active supervision of Mr. L. J. Leysaht, superintendent of the plant. He has a most efficient corps of workers, including his chief clerk, Mr. Harry Brown, his office force, a foreman of each shop, a yard foreman and two assistants, and a round-house foreman—constituting

a staff of some ten foremen and assistants.

The purpose of the plant is to receive all scrap from every point on the Frisco lines, work it over and recondition it for further use. The orders from the store department govern the output of the shop each month. Each stock clerk makes out requisitions on the reclamation plant, covering a period of thirty days and the reclamation plant plans the work accordingly.

Yearly the plant is being enlarged, thousands of dollars spent in new machinery, which increases the output and makes it possible to handle an added amount of scrap.

The force employed depends entirely on the amount of scrap on hand, but averages around 325 men a month. Some 300 cars of scrap a month are received at this plant and on an average of 150 cars shipped out. At the present time, there are 75 cars on hand to be reclaimed and disposed of, however, there are as high as forty awaiting disposition monthly.

We believe that this is one of the most remarkable stories ever appearing in a railway publication. It has taken a deal of time to prepare it, and that time is well spent. This article will acquaint 30,000 employes with a magnificent work which their railroad is doing to conserve its resources. And conservation of equipment is a prime factor in railroad operation of today. It should convince each employe of the Frisco that the savings of small items are beneficial. When "scrap" can be redeemed, reclaimed, and put back in service with a saving of more than \$100,000 a month—that effort is a well worth while thing. This is Part I of the story of the reclamation plant. Part II will be printed in the December number.

W. L. H., Jr.