

MAKING A GOOD THING BETTER!

# HEADLIGHT UNION MADE OVERALLS

Are now made of our own  
Headlight Special Weave

# EIGHT OUNCE DENIM

HEAVIER STRONGER

A cloth of incredible toughness and durability to more than ever justify our proven claim—that Headlight Overalls will outwear **two** ordinary pair.

Ask for them at our dealers

Lot 1 Price	REG. U. S. PAT. OFF. W42 L32	<i>This SPECIAL WEAVE DENIM is made EXCLUSIVELY FOR HEADLIGHT OVERALLS</i>
<b>HEADLIGHT OVERALLS &amp; PANTS</b> UNION MADE LARNED, CARTER & CO. DETROIT ST. LOUIS SAN FRANCISCO PERTH AMBOY, N. J. TORONTO		<i>This cloth is the result of years of experiment and most exacting tests for Strength, Washing quality and durability. The yarns are spun from long staple cotton dyed with pure indigo and woven in America's best denim mill.</i>
		<b>REMARKABLE GUARANTEE</b> <i>If, when this Overall is completely worn out, you do not think that Special Weave HEADLIGHT Overalls are BETTER and will OUTWEAR ANY other Overalls made, I will give you back your money. Beware of imitations. Demand the Genuine.</i>

This Ticket on every pair of Headlight Overalls means that the garment must give you unequalled service, perfect satisfaction, or I will refund your money.

*Alvan E. Larned*  
PRESIDENT  
LARNED, CARTER & CO.  
DETROIT

LARNED, CARTER & CO.

Detroit, Michigan

World's Greatest Overall Makers

Factories and Branches at: Detroit, St. Louis, San Francisco, Perth Amboy, N. J., Atlanta, Ga., Chicago, New York City. Canadian Factory: Toronto, Ontario.

Write me for one of our new Railroad Time Books, they are free!

# THE FRISCO EMPLOYEES' MAGAZINE

827 FRISCO BUILDING :: ST. LOUIS

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

MARTHA C. MOORE, *Associate Editor*

WM. McMILLAN, *Advertising Manager*

VOL. III

SEPTEMBER, 1926

No. 12

Permission is given to reprint, with credit, in part or in full, any article appearing in the Magazine

## Contents of This Issue

	PAGES
Frontispiece—	
"Trees".....	6
<i>By Joyce Kilmer</i>	
Frisco Car Shops at Yale, Tennessee, Set Pace for American Railroads.....	7-9
(Pictures on Pages 36 and 37)	
Conductor Alex Ham Leaves River Division Run Named for Him.....	10-11
Three Oldest Telegraphers Recall Days of Long Hours and Few Facilities.....	12-13
Famous Memphis Bridge Is Longest on Frisco Railroad Today.....	14-15
Frisco Switch Tracks Damaged in Freakish Cave-in at Memphis.....	16
In Those Good Old Days.....	17
Boy Scouts Band of Springfield, Mo., Delight St. Louisans.....	18
Frisco Girls on "Birthday Tour" Abroad.....	19
Industrial Commissioner George W. Green Killed in Accident.....	20
Equipment Damage Decreased 6.78% in First Seven Months.....	21
Miss Selma Hoffman, Supervisor of Telephones, Has Important Office.....	22
Accident Prevention Efforts Redoubled During Hot Months.....	23
Questions and Answers on Railroad Problems.....	24
Thirty Thousand Persons Attend Ozark Grape Festival August 18.....	26
He Didn't Believe in Signs—A Story in Pictures.....	27
Some Facts on Locomotive Combustion.....	28-29
<i>By D. L. Forsythe</i>	
Homemakers' Page .....	30
Fall Togs for Frisco Ladies.....	31
The Pension Roll.....	32-33
Flashes of Merriment.....	34
Frisco Babies .....	35
Views of Car Building Shops at Yale, Tennessee.....	36-37
Frisco Mechanic .....	38
Editorials .....	39

### 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 employes of the Frisco Lines. It contains stories, items of current news, personal notes about employes 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.

Employes 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 employes. To others, price 15 cents a copy; subscription rate \$1.50 a year. Advertising rates will be made known upon application.



## TREES

By JOYCE KILMER

I think that I shall never see  
A poem lovely as a tree.

A tree whose hungry mouth is prest  
Against the earth's sweet flowing breast;

A tree that looks at God all day,  
And lifts her leafy arms to pray;

A tree that may in summer wear  
A nest of robins in her hair;

Upon whose bosom snow has lain;  
Who intimately lives with rain.

Poems are made by fools like me,  
But only God can make a tree.

# Frisco Car Shops at Yale, Tennessee, Set Pace for American Railroads in Construction Work

*Ten New Coal Cars a Day Sent From Yale Yards to Coal Fields—  
Yards Have Kept Stride With Frisco's Progress*

TO THE hundreds of motorists who daily drive the beautiful Hollyford road in and out of Memphis, the long bridge over the Frisco tracks at Yale, Tennessee, is merely another crossing to be safely negotiated.

It is doubtful if more than an occasional one or two out of the hurrying daily horde ever casts more than a passing glance at the busy men in those extensive yards to the right and left of that bridge for several hundred yards, and it is a certainty that none but an experienced railroad man would fathom that orderly confusion and businesslike hubbub for what it is—one of the busiest and most productive car building yards maintained by any American railroad.

The "Yale Yards" of Frisco Lines are famous among American railroads today.

From a start a few years ago as a light repair tracks for coal equipment, the steady advance of the Frisco has boomed and boosted the work of the Yale yards and improved its facilities until today it is one of the best equipped plants of its kind in America, and is daily and yearly making records in car building envied by many roads and many car builders throughout the nation. For several months the plant has turned out the remarkable average of ten coal cars a day.

Yale, Tennessee, lying just out of Memphis, was chosen in 1912 as the logical place for the repair of Frisco cars. Light repair tracks and light equipment were installed and until 1918 a small force of men was maintained at Yale to handle the light repairs to all classes of equipment that found its way to the southern division and needed attention.

In 1918 the favorable location of Yale to the southern division and its close proximity to the rapidly growing coal fields of Alabama, combined to bring it up from the light repair class to the classification of a heavy repair plant, and the capacity of the yards was increased to enable a larger force of car workers to do such work as going over body and trucks, replacing defective parts with new material and other work in the "heavy repair" catalogue.

It was, in addition, freed from the work of repair-

ing all classes of equipment, and designated as the only hopper car repair shop on the Frisco, and was sent only the coal cars for work.

In 1921 the "Yale Yards" had proved out and were moved up another notch in the Frisco's rapidly growing organization, and designated as car building yards.

During 1921 and 1922 the Yale yards force of husky workmen builded the 80,000-capacity, all-wood coal cars at an average of fifty a month, turning out 1,200 of these cars in the twenty-four month period. During the months from July, 1922, to January, 1923, inclusive, the yards were shut down, due to the well-remembered strike, but in January 1, 1923, the Yale plant opened again.

This time work began on a still larger scale, and 130 men again began turning out the 80,000-capacity "gons" at the rate of 50 a month.

The coal tonnage of the Frisco was growing by leaps and bounds at this time, and more and more cars were needed to haul the precious black diamonds from the Alabama fields.

"We were doing a big work at Yale in 1923," a Frisco official states, "but we were destined to do still greater things. We did them, too. Today we are spending 10 times as much on car building as we did in 1923. The Frisco has increased its business about twenty

per cent, though, in the last few years, and the demand for equipment, especially coal-hauling equipment, has grown daily."

During 1923, another 1,200 of the 80,000-capacity, all-wood "gons" were turned out, and in 1924 the yards expanded further and increased the monthly average from fifty to sixty-five cars.

There was a heavy demand for equipment in 1925, and the first four months of that year found the yards at full capacity. Four hundred of the Government type coal cars were turned out during January, February, March and April—an average of 100 a month. The rest of the year the average of 50 a month was carried on.

For the first four months of 1926 the Yale plant was marking time waiting for material for new cars.



"Jake" C. Lutz is the smiling car foreman at Yale, Tennessee. Lutz came to the Frisco in 1922 as assistant to car foreman, from the American Car and Foundry Company. He was promoted to car foreman on June 15, 1923. During his 17 years' service with the American Car and Foundry Company he was general foreman at Memphis and Detroit, and spent two and one-half years at Wilmington, Delaware, during the war. "Jake" is highly popular with his men and is known as an expert in car work. He lives in Memphis.



*The men in the above two pictures are responsible for the splendid records being made at Yale, Tennessee, in the building of coal cars. Under Jake C. Lutz, car foreman, these workers have set a pace for other roads in swift, efficient car construction. The men in the upper picture are car carpenters and wood mill workers, airbrake men and painters. The negroes in the lower pictures are steel car workers, truck builders and laborers.*

But on the seventeenth day of May a force of 225 men—an increase of 125 per cent since 1922—started on an order of 950 coal cars.

During the 12 remaining days in May the men under car foreman Jake C. Lutz, turned out fifty cars. In June, 228 cars were built with the same 225 men, a car and a fraction to each man. In July they averaged ten cars a day, and the average for August was slightly better.

The Frisco is both spending and saving money in the Yale yards. The expense approximates \$450,000 a month at Yale now and the force is turning out an average of 250 cars a month. Each car is valued at \$1,800.

There are two other car building shops on the Frisco with as great a capacity, both at Springfield. But the coal cars will be built at Yale as long as the Alabama coal fields produce. As fast as the cars are finished they go right to the coal fields, 200 miles south of Memphis at Carbon Hill, Dora and Jasper, Alabama, and begin their journey via Frisco Lines to all parts of the United States and Canada, filled with the coal produced in the Frisco's territory.

An average of 250 coal cars per day are loaded in the Alabama fields alone, and consigned to points all over the country. In the Kansas fields an average of 200 cars a day are loaded and during the winter months this average increases to 250 or 280 cars a day. In addition to this, about 150 coal cars a day are used in loading sand, gravel and crushed rock, at various points all over the system.

The significance of this tremendous demand—600

coal cars a day—is realized when it is known that that amount of business is equal to almost 20 per cent of the Frisco's total car loadings.

The most rigid economy is maintained in building the new cars and the saving is shown monthly in the saving per car. The trucks for the new cars come to the Yale yards from all over the Frisco system. The truck bolsters are changed, two new cast steel truck side frames put on each car, a new spring channel and new truck springs are installed all around, and new brass, journal wedges, dust guards, box packing, brake beams and brake beam hangers, hanger pins and brake connections, put in. This is done to each set of trucks before they are considered fit for the new equipment.

The trucks leave the truck shop for the first position in the building of the finished car, and are put on the building track. The body is lifted on by a Brown hoist which steams merrily up and down the tracks shunting cars from position to position and aiding greatly in the orderly efficiency of the place. Fit up men place all stakes and braces and in 30 minutes the car is moved to the next position where reamers ream 1,000 open holes in the steel in about 30 minutes. Then comes the driving position, and the car is assaulted by a crew of 16 hammermen, buckers and heaters, and the 1,000 freshly reamed holes are riveted in about 45 minutes. Then the car is floorboarded with another crew of six men in about 35 minutes and after one more operation in which safety appliances are put in place, the car is cleaned up for the painter.