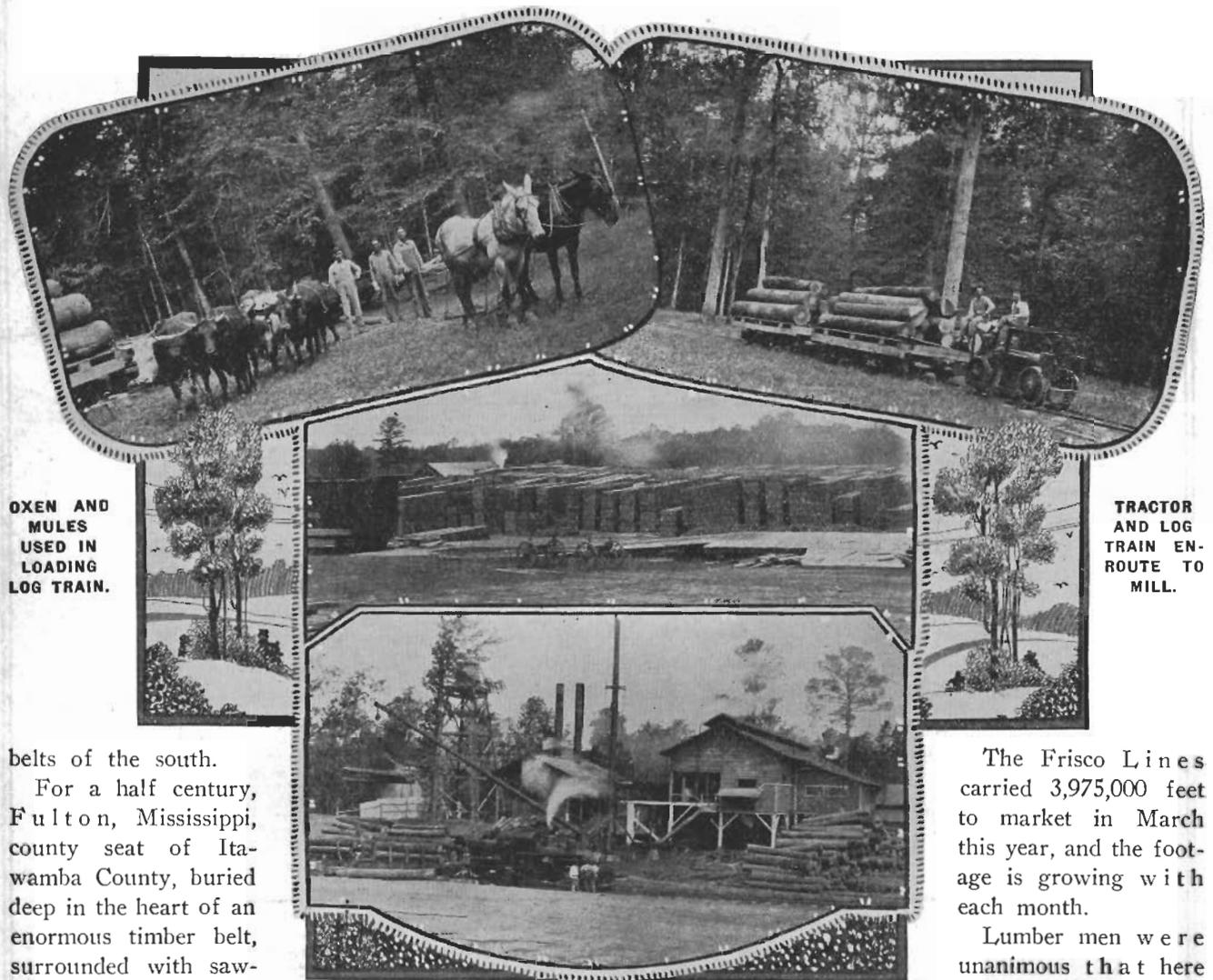


Largest Timber Belt in South Connected with Frisco by Mississippian Railway

Completion of 24 Mile Line from Amory to Fulton, Miss., Will Deliver Millions of Feet of Lumber to Frisco Monthly

WITH the opening of the Mississippian Railway from Fulton to Amory, Mississippi, the Frisco Railroad has obtained exclusive railroad connections with one of the largest and most important timber

Estimates from experts were that the forest contained between 100,000,000 and 400,000,000 feet of lumber—a supply that it would take 15 years to cut, and then start on the second growth.



OXEN AND MULES USED IN LOADING LOG TRAIN.

TRACTOR AND LOG TRAIN EN-ROUTE TO MILL.

CENTER—LUMBER STACKED AT MILL READY FOR PLANING.
BOTTOM—THE B. H. BAIN LUMBER SAW MILL.

belts of the south.

For a half century, Fulton, Mississippi, county seat of Itawamba County, buried deep in the heart of an enormous timber belt, surrounded with saw-mills, has had connection with the outside world only through timber roads. Its lumber industry has been carried on mainly by horse-drawn wagons—lately by automobiles.

Lumbermen became interested in Fulton and its forests.

The Frisco Lines carried 3,975,000 feet to market in March this year, and the footage is growing with each month.

Lumber men were unanimous that here was a timber country that needed the services of a railroad.

Mr. L. E. Puckett, of Amory, head of one of the largest lumber companies there, the Gillmore-Pucket Company, was the original booster for the railroad. Through him Mr. John T. Cochrane, Sr., president

of the Alabama, Tennessee and Northern Railroad took up the scheme, and began the road.

Two years ago, with steel furnished by the Frisco and backed by strong financial interests, the Mississippi Railway was begun!

Mississippian Is Actuality

Today the "Mississippian" is an actuality.

The road starts at Amory, and the distance to its northern terminus, Fulton, is 24 miles.

John T. Cochrane, Jr., vice-president and general manager of the "Mississippian", has superintended the construction of this road, and it is with great pride that he conducts visitors over the little railroad, which is so important to the town of Fulton.

The Mississippian follows the valleys and for a time runs along the banks of the Tom Bigbee River. It penetrates the bottom land of Itawamba County, where the huge timber district is ready and waiting to be cut.

More than 465 mills are operating in the county, getting the timber ready for shipment. Many of these mills are small affairs but they can be moved from place to place and this aids in keeping down expenses. There are, however, a number of big mills in the county and the hum of the saws can be heard at almost every point along the route of the Mississippian.

The outbound business is increasing daily, but not all the cars returning into the new section, return empty. The inhabitants of Fulton, White Springs, Smithville and along the line need supplies.

As a result of the visit of Frisco officials to the line, a weekly merchandise car has been established and it is expected that within a short time this will be increased to two cars weekly and more cars, as the business justifies.

After the Mississippian Railway has completed the placing of gravel ballast along the 24 miles of track, there will remain large quantities of gravel that may be shipped. Gravel is plentiful in that region and it has been used to good advantage in road making, but

now it will be used by the railroad for a roadbed and later will be shipped to places where gravel is needed.

Cross Tie Business

The cross tie business offers a splendid field of endeavor. Many folks in Itawamba County had never seen a cross tie at close range before the Mississippian invaded that section. Now they are cutting cross ties. Thousands have been sold to the Mississippian and other thousands are stacked along the right of way, ready for shipment.

The land through which this road runs is very fertile and hundreds of acres are in cultivation, while open spaces where the timber has been cut out, are being plowed for planting corn and oats. Later on, cotton will be planted.

At another point on the line, a derrick is seen, drilling for oil, and still another point a coal mine is being worked.

For miles and miles on each side of the right-of-way there is a vast forest awaiting the invasion of men and saws to convert it into lumber.

The little town of Fulton rests on top of a hill, overlooking the countryside. It is typical of the small town, with court house, jail, several up-to-date stores, two banks and office buildings, a hotel, and various other business enterprises.

Fulton seems to be awakening to her possibilities. New industries are starting, more land is being cultivated. Fulton is becoming acquainted with the outside world through a new channel, and her future seems very bright, due to her abundance of natural resources.

Today, although the task is far from completed, trains are operating daily, inbound and outbound service shipments are increasing and big opportunities are in store for Fulton country.

But, greatest of all and most satisfying to Fulton's countrymen, is the fact that this railroad, talked of for so long a time, is a reality.



A CLEARING IN THE INTERIOR OF THE TIMBER BELT

Three Frisco Shopmen Still Have Sight Due to Use of Goggles

Machinists Wells, Morton and Hunsaker only Slightly Injured when Flying Metal Shatters Glass Lens—They Endorse Goggles to Mates

The dearest thing in the world is health and the use of our complete physical being. The loss of a leg, an arm or an eye is a terrific calamity to any person. In the accompanying story it is recounted how three Frisco employes saved themselves from partial blindness by the use of goggles at work. Their experience should be a beacon light to guide Frisco folks to a fuller realization of the slogan "Safety First".—W. L. H., Jr.

INDISPUTABLE evidence of the value of goggles among shop employes is contained in the knowledge that three shopmen of the Frisco, positively owe their eyesight to the goggles they wore while at work.

The men are Orlis Wells, 3rd class machinist at Springfield; Francis Morton, 2nd class machinist, also of Springfield, and Leonard E. Hunsaker, of Ft. Scott.

Each of these men was struck on the glass of his goggle with a flying piece of metal while at work.

In each case the glass of the goggle was shattered, but no one of the men was injured sufficiently to cause even temporary damage.

Several small pieces of glass were removed from Machinist Wells' eye, but he suffered no pain and lost no time from work.

Morton had his upper eye-lid only slightly cut by the glass and lost only a half day.

Hunsaker's injury was also slight, and he suffered no ill effects or loss of work.

"I consider this proof of the most positive nature that the use of goggles among shopmen is a foremost 'Safety First' precaution," said H. W. Hudgen, head of the safety department of the Frisco.

Mr. Hudgen looked up the 1924 records on eye injuries among Frisco employes.

These Men Say "Wear Your Goggles"



1.—Goggles worn by Leonard E. Hunsaker, Fort Scott, showing shattered lens which saved Hunsaker his eye-sight. 2.—Machinists Orlis Wells and 3.—Francis Morton, Springfield. They are holding affectionately the goggles which saved them each an eye! Both men had their goggles shattered by flying metal pieces, yet neither suffered injury.

"During that year we had a total of 1,129 eye injuries to our employes," he stated. "That was before our strenuous safety campaign was started.

"On January first this year, President Kurn authorized us to purchase the finest and best goggles on the market, and issue them free to shopmen.

"We urged all master mechanics to see that the shopmen wore their goggles, and our safety supervisors stressed the importance of this precaution.

"Now we have the concrete and irrefutable proof of the value of this action. The cases of Hunsaker, Wells and Morton tell the story. These cases should serve as a forceful incentive to all shopmen to use the precautions which the Frisco provides for their welfare."

(Continued on Page 31.)

"Frisco Better Service" Contest Starts This Month for All Employes

Gold Button to Man Employe With Best Business-Getting Suggestions—Gold Bar Pin to Girl

SOME enthusiastic, six-cylindered, high pressured Frisco employe is going to wear a gold button in his coat lapel next month, as a signal to the wide-wide world that he is the most original "business-getter" on the entire Frisco system.

And maybe a vivacious, peppy, all-for-Frisco girl employe will wear a gold bar-pin, suitably engraved, as a token of her fine service to this railroad.

And with these preliminary remarks, the *Frisco Employes' Magazine* launches the "Frisco Better Service" contest—open to all employes.

J. R. Koontz, vice-president of traffic, is the originator of a new idea for the Frisco's future success in business promotion through the co-operation of employes.

With this story there is printed a list of several of the largest products handled by the Frisco Railroad in 1924.

Mr. Koontz believes these individual reports can be considerably swelled in 1925, through the earnest efforts of this road's folks.

Every employe, no matter what position he or she holds, is eligible for the contest.

It is a contest of work, and wits, and brains and loyalty.

Each month the winner will be awarded the gold button for that particular month, and if a girl wins, her prize will be a gold bar-pin. One of St. Louis' best artist-engravers is now working on a suitable design for these prizes.

Here is the working plan:

Every employe of the Frisco has an interest in the road's future prosperity. He is striving each day to build it into a more workable, more perfect organization.

Many times ideas which could be turned to valuable use in procuring both freight and passenger business, are harbored by an employe.

Mr. Koontz and the traffic department want to know those ideas.

Write them down and send them to Henry F. Sanborn, assistant to the vice-president, Frisco general offices, St. Louis.

You may either be general or specific, although specific ideas are preferred.

Tell in your letter what particular business you believe the Frisco could get, what is the best way to go about it, where it is and approximately what it would amount to.

Make suggestions for improvement on service to shippers, stating specifically what improvement you believe should be made, and what you consider the best manner to be employed in making the change.

Make your letter short and snappy, and don't leave out any important facts.

Sign your name plainly, stating position with the road, and office and home address.

But that need not be all if you desire to do

more. There is plenty of business to be procured by a little additional effort. If you can find time to do a bit of personal solicitation of business—incorporate your results in your report to Mr. Sanborn, and it will be credited you in making up the best suggestions and picking the monthly winners. The hearty interest of all employes should be given this campaign for better Frisco business.

In the July issue of the *Magazine* the name of the winner of the "Frisco Better Service" contest for June will be announced, and a picture of the winner printed, together with a picture of the button awarded him. If a girl wins the prize, she will receive a bar-pin, and her picture will also be printed.

Honorable mention in the *Magazine* will be given those entering suggestions that fall short of winning the prize, yet have merit.

Here's your chance to perform a real, additional, service for the St. Louis-San Francisco Railroad.

All together—let's go!

DID YOU KNOW—

That during 1924, Frisco Lines Handled:	
1,109,303	bales of Cotton
123,206	cars of Coal and Coke
113,477	cars of Forest Products
110,141	cars of Refined Petroleum and its Products
44,236	cars of Flour and other mill Products
35,812	cars of Grain
69,132	cars of Clay, Gravel, Sand and Stone
39,077	cars of Livestock
28,299	cars of Fruits and Vegetables
12,776	cars of Packing House Products, Poultry and Eggs
11,249	cars of Ores and Concentrates
14,392	cars of Bar and Sheet Iron
14,201	cars of Cement
18,414	cars of Hay, Straw and Alfalfa
7,828	cars of Brick and Artificial Stone
3,681	cars of Salt
3,439	cars of Sugar and Molasses
1,283	cars of Pig Iron
A N D	
7,802,435	passengers?

Three Hundred Thirty-seven Frisco Pensioners Received \$126,446.70 From Road in 1924

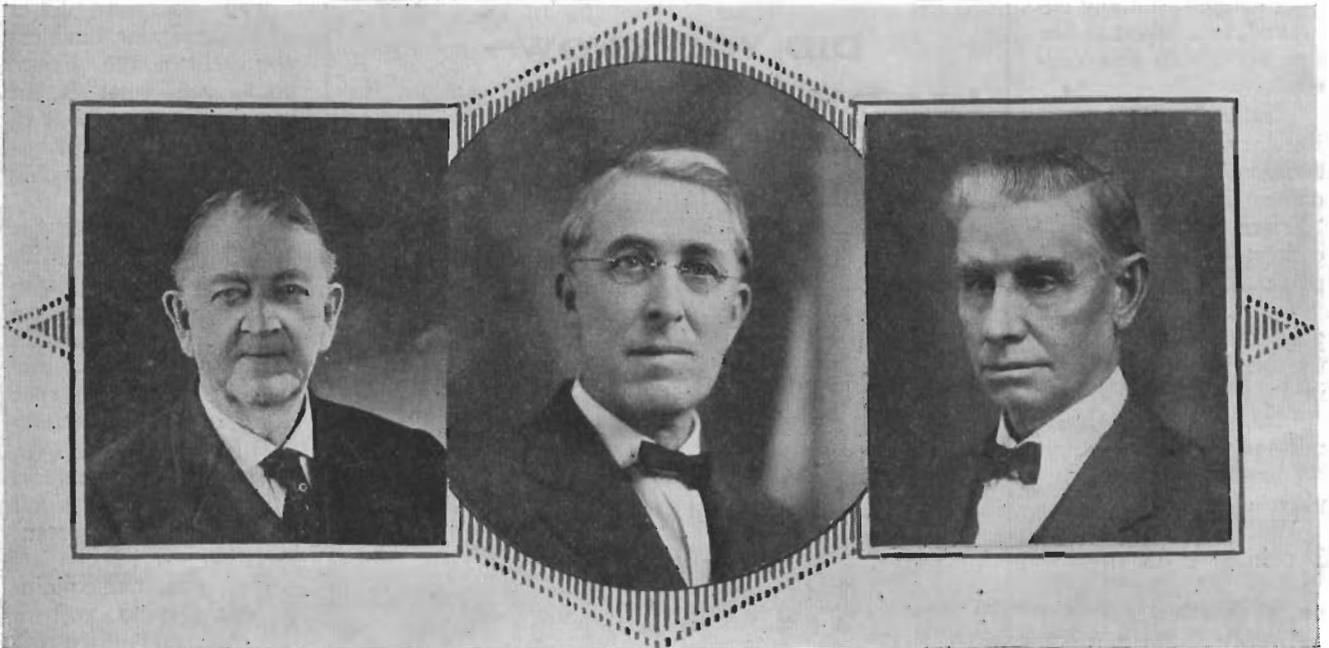
Annual Report Board of Pensions States Average Each Month Last Year \$10,337.23—R. H. Briggs, 92, Is Oldest Pensioner

A TOTAL of \$126,446.70 was paid out in pensions to 337 pensioners by the Frisco Railroad during the year 1924, according to the annual report of the pension department made recently.

The average amount paid out each month in 1924

its retired employes since the start of the board in 1913.

The average age of pensioners retired because of the age limit is 75 years 11 months, and the average length of their continuous service was 28 years. Among the pensioners retired because of disability the average



P. M. GAMBLE

WILLIAM PAYTON McCOOL

ELBRIDGE NEWTON STAPP

totaled \$10,337.23, and the average amount paid per man was \$33.35 a month.

Five hundred and ten employes have been pensioned since 1913, when the department was created, according to W. D. Bassett, secretary of the board of pensions, and 173 pensioners have died since that year.

R. H. Briggs, "grand old man" of the Frisco, is listed as the oldest pensioner on the board's rolls. Mr. Briggs is 92, resides at Memphis, and was pensioned in 1913, shortly after the board was created.

Parnell Quick, 39 years old, who was pensioned in 1923, because of disability, is the youngest pensioner. Mr. Quick resides at Webster Groves and was employed as a clerk in the accounting department at the general offices in St. Louis prior to his retirement.

The pension roll increased \$20,000 in 1924 over 1923, making a total of \$725,207.07 paid by the Frisco to

age is 66 years and 3 months, and the average length of these pensioners' continuous service is 28 years and 11 months.

The average age of all pensioners is 70 years, and the average of continuous service is 28 years and 10 months.

Another faithful Frisco veteran was retired recently when P. M. Gamble, operator at Neodesha, Kansas, received his pension after 37 years' continuous service.

Mr. Gamble was born in Louisville, Tenn., in the year 1854. At the age of 18 years he learned telegraphy under the station agent of the Illinois Central Railway Company, near Richview, Illinois. His first employment as telegrapher was on the Iron Mountain at Glen Allen, Missouri, in 1873. April 1, 1888, he entered the service of the Frisco as telegraph operator at Neodesha, Kansas. During the year 1890 he served