

## Railroads Fail to Earn "Fair Return" Despite Record Business First Nine Months '25

*Rate of Return Was 4.77 Instead of 5.75 for All Class One Railroads Report Shows*

**D**ESPITE the fact that freight traffic, measured by the number of cars loaded with revenue freight has been the greatest this year for any similar period on record, Class I railroads during the first nine months in 1925 earned less than five per cent on their property value.

The rate of return for the first nine months of 1925, based on property investment, according to reports filed today with the Bureau of Railway Economics by Class I carriers representing a total mileage of 236,635 miles, was 4.77 per cent.

The net operating income of the Class I roads for the nine months period amounted to \$797,347,520 compared with \$679,445,117 during the same period last year. This increase in net earnings resulted from the increased efficiency and economy in the operation of the railroads, largely made possible by the additional capital expenditures of the past three years.

Gross operating revenues for the nine months period in 1925 amounted to \$4,538,461,444 compared with \$4,403,724,081 during the corresponding period in 1924. Operating expenses totaled \$3,398,739,554 compared with \$3,399,831,013 during the first nine months in 1924.

For the month of September, Class I railroads had a net operating income of \$134,584,916, which is at the annual rate of return of 5.42 per cent on property investment.

Net operating income is what is left after the payment of operating expenses, taxes and equipment rentals, but before interest and other fixed charges are paid.

Gross operating revenues of the Class I railroads in September totaled \$565,451,808, compared with \$541,046,829 during the same month last year. Operating expenses totaled \$388,096,129 compared with \$381,791,851 during the same month last year.

Expenditures for maintenance of equipment in September amounted to \$104,474,723. Locomotives in need of repair on October 1st this year totaled 10,643 or 16.7 per cent compared with 11,329 or 17.6 per cent on the same date last year, while freight cars in need of repair totaled 179,571 or 7.7 per cent compared with 206,044 or 8.9 per cent one year ago.

Twelve Class I railroads operated at a loss during the month of September, of which seven were in the Eastern District and five in the Western District.

## A \$10,000,000.00 PURCHASE

**Largest Single Equipment Order in Years Given by President Kurn, October 30**

**Four Thousand Cars Included—Contracts Divided Among Five Car Building Companies**

**P**RESIDENT JAMES M. KURN on October 30 authorized the expenditure of \$10,000,000.00 covering new equipment for the St. Louis-San Francisco Railway Company. This is one of the largest single railway equipment orders given in the middle west in recent years. The expenditure covers 4,000 cars and fourteen passenger coaches and the contracts were divided among five car building companies.

The following contracts make up the order: 2,000 box cars to the American Car and Foundry Company; 500 box cars to the General American Car Company; 500 automobile cars to the Mount Vernon Car Company; 500 automobile cars to the Pullman Company; 500 gondolas to the Tennessee Coal, Iron & Railroad Company, and fourteen passenger coaches to the American Car and Foundry Company.

In addition to the above orders, the General American Car Company will deliver to the Frisco twenty-five express refrigerator cars by January 1. An order for fifteen large Mikado type freight engines and ten Mountain type passenger engines will also be placed by the Frisco shortly.

In referring to the order, President Kurn said: "This large equipment order is evidence of the steady growth and productivity of the territory served by Frisco Lines. We of the Frisco realize fully that this expansion has only started, and we are prepared to fulfill every demand made upon us for equipment and service. All of the equipment included in this order is of the very latest type, and the automobile cars will be built in accordance with the requirements and specifications of the automobile industry. I am positive that with the freight equipment referred to, the Frisco will have, per mile of railroad, as many cars of the very highest type as any railroad west of the Mississippi river. People everywhere are realizing more and more that the new Frisco policy toward both freight and passenger service is making it one of the best railways in America."

an Illinois race horse speculator. Many years ago he came to Oklahoma and during his long service with the Frisco has offered service to the mothers who ride Frisco trains with frightened, crying children. The children do not forget him, and are always delighted when they find that "Dad" is on the train.

It is for sheer love of children and the thought that he might make the trip more pleasant for the mother that he started his unique service and it has grown with the years.

### Doctors Ride the Frisco Texas Special to Dallas for Medical Convention

**Annual Meeting of Southern Medical Association Attracted Special Pullman from St. Louis**

Due to the efforts of Mr. E. G. Baker, division passenger agent of the St. Louis offices, the doctors from St. Louis, who attended the Southern Medical Association convention at Dallas, Texas, November 9th to 12th, inclusive, traveled via the Frisco Lines on the "Texas Special."

Dr. R. A. Woolsey, chief surgeon, arranged with Mr. Baker to have special Pullmans operate on this train for the accommodation of the St. Louis doctors.

This train left St. Louis November 8 at 6:50 P. M. and arrived Dallas at 1:15 on November 9.

Every doctor who attended the convention is now strong for the cinderless, sootless route, and a score or more new boosters were added to the list.

### Sapulpa Brakeman Gains Unusual Reputation as Pacifier of Babies

**"Dad" Cavanaugh Quiets Youngsters When Mothers Cannot—He's Done It for Twenty-five Years**

G. J. "Dad" Cavanaugh, well known brakeman of Sapulpa, Oklahoma, has gained a reputation that has gone out over the State of Oklahoma as "the Frisco conductor who takes care of the babies." He is very popular because of his great love and friendliness toward the children who ride the Frisco trains.

Although he has no children of his own, Cavanaugh has acted as combination mother and nursemaid to a score of screeching infants en route to points along the Frisco Lines, and he has succeeded in quieting them, sometimes when their own mothers have failed.

Cavanaugh has been with the Frisco for a quarter of a century, and the time is not far off when he will be retired from active service. Before his service with the railroad, he was

## Frisco Son and Daughter Thrill Crowds with Air Stunts

*Robert F. and Esther McCrum with Aerial Circus—  
Father with Frisco for Thirty-three Years*

**A** SON will often follow in his father's footsteps in choosing his vocation in life. In the case of Robert F. McCrum he inherited his father's love of being master of some huge piece of mechanism, except that he chose an airplane instead of a Frisco engine.

she trips lightly up and down the wings of a plane speeding through mid-air. Her courage has brought admiration wherever the circus has flown.

The circus has combed the country this summer and has taken many a passenger through the clouds with safety.



*Miss Esther McCrum, fifteen-year-old step-daughter of a Frisco son, is shown in the above picture on the wing of a stunting airplane. In the insert are, left to right: Mrs. Robert McCrum, Ray McCrum, thirty-three years a Frisco employe, and aviator Robert T. McCrum, Ray's son.*

Ray McCrum, his father, has been in the cab of a Frisco locomotive for thirty-three years. He began his railroad career at the age of fourteen as a fireman and now pilots a huge engine over the Kansas City subdivision.

In accord with the youth of today seeking all the modern thrills, his son Robert chose to be an aviator and he has attained an enviable position in the world of aeronautics. He is the owner of a flying circus, consisting of three Lincoln Standard "J-1" airplanes, and employs three aviators, one a stunt flyer.

One of their more recent performances was given at Clinton, Mo., where they thrilled the spectators with their daring acts in midair.

But the most charming and unique feature of the circus is a fifteen-year-old girl, Miss Esther McCrum, step-daughter of Ray McCrum, who is an aerial acrobat.

With the ease of a ballroom dancer

"The first trip in an airplane should be as even and smooth as possible," Aviator McCrum says. "So often the passenger asks for stunts the first time, when the second or third ride will be time enough for a 'nose dive' or a 'tail spin.' An airplane ride is a wonderful sensation, and fear is soon overcome after the first spin, providing the aviator uses good judgment as to what the passenger can stand in the way of stunts."

And aviation holds the same thrill and fascination for Robert as being in the cab of a Frisco locomotive for over thirty years holds for his father. There is something about it that holds and weaves itself into life habits, making it almost impossible to turn to work of a less strenuous nature.

Twelve Class One railroads operated at a loss during the month of August of which three were in the Eastern District and nine in the Western District.

### THE VALUE OF PER-DIEM

I would like to call attention to a single little word  
That there's not a railroader living can say he never heard.  
The mudhop and the callboy—the conductor and the crew—  
The agent and yardmasters are all familiar with it, too.

It's a word of seven letters with a hyphen in between,  
But what a lot of dollars this little word can mean.  
And it's known to all employes by the little word "Per-Diem."

Per-Diem is just a dollar that this railroad has to pay  
For each piece of foreign rolling stock that stays with us a day.  
We've got to spend a good hard buck for every load or light  
That lingers on our right-of-way past twelve o'clock at night.

It doesn't sound much for that foreigner you've got down on the "Hold,"  
Or that bunch of plate mill empties that's getting kinda old—  
Or that pair of flats at the structural that's waiting for a trip,  
Or the half-a-dozen foreigners that's standing on the rip.

But when you count this station and the other stations, too—  
Try to see the hole it's eating in the railroad's revenue.  
Shake a leg and get them moving; never let a stranger stop  
Till it's got a load and going with a waybill right on top.

When you find a foreign flat wheel making rust spots on the rail,  
Find out why it ain't a-moving and then step on its tail.  
Keep 'em moving—keep 'em stepping, if you have to run 'em hot—  
For each day costs just a dollar when they're standing on the spot.  
—Anonymous.

### Retiring Veteran Spent First Christmas

*(Continued from Page 14)*

to Bertha Griesheim. They have two sons, Arthur W. Goehausen of Chicago and Walter J. Goehausen of St. Louis, both in the lumber business.

Mr. and Mrs. Goehausen reside at 3505 McKean Avenue and at the recent meeting of the pension board he was granted a pension allowance of \$96.85 a month, his service with the Frisco amounting to thirty-four years.

"I never worked under more pleasant surroundings and with finer men than Mr. Bunnell, Mr. Rex and Mr. Perkins," Mr. Goehausen remarked. "My time spent with them shall be among my most pleasant memories."

The net operating income of the Class One railroads in August was \$124,804,665, compared with \$95,706,867 in August last year.

## Use of Goggles Again Saves Eye of Machinist and "Night, Eternal Night" Comes Not

*Edward Homewood, Machinist at Chouteau Roundhouse, Finds Safety Precautions Bring Good Returns*

THE story of carelessness entitled "Night, Eternal Night," created quite a sensation in the November number of the magazine and it merited praise.

But the sad story of one who thoughtlessly paid the penalty of going a few seconds without a pair of goggles is counterbalanced in the following paragraphs of the story of one who heeded the warning which means so much—SAFETY FIRST!

1515. It only took ten to twelve minutes to do the entire job, but Homewood delayed the work just a second while he put on his goggles.

As he held the key rigid to be chipped, he looked down at the work, and all within the space of a second or two it happened! A sliver of steel broke and he saw it start toward his eye. With presence of mind he closed his eye and started to raise his hand to ward off its course. But those sliv-



Here is three-fourths of the happy family of Edward Homewood, Chouteau Avenue machinist, whose eye was saved by goggles. Mrs. Homewood is not in the picture. Homewood, at left, is holding broken goggles and glass slivers, while his two daughters, Evelyn, aged 7, and Doris, aged 2, are pictured on the right.

Edward Homewood is a first class machinist in the roundhouse at Chouteau Avenue, St. Louis, Mo., where he has worked for three years.

He is a young and healthy chap with life ahead of him, and ambition and energy vibrating in every move. He has a smile that won't come off and his fellow-workers know him as a "regular fellow."

A little wife and two children wait for him when he finishes his day at the shops, and each night he hurries eagerly home to greet them.

He has always been a firm believer in the safety first code, and follows the rules posted in the shops in regard to wearing goggles when the work requires them.

On October 16, Homewood was helping to chip an eccentric key for engine

ers of steel work faster and travel quicker than the eye or the hand, and just as he had his hand half way up, the whole eye glass fell to the ground in thousands of pieces!

He opened his eye and felt of it, hesitatingly. Then he looked around. Everything was all right. He glanced at the shattered glass and breathed a prayer, which, though inaudible, must have reached the heavens.

That evening he made his way home to the little wife and babies. He smilingly opened the door, threw his lunch box on the table, and caught both children up in his arms and kissed them as he had never done before. Then he called his wife and told them the story which might have had such a different ending.

Before the story was finished, night

## How the Iron Horse Is Groomed (Continued from Page 15)

pairing, the tank gang handles this class of work.

### The Final Touches

The air equipment is taken care of by a man who specializes in air equipment. All pipe work is taken care of by the pipemen. New rods, brasses, cylinder packing or valve work, other than that mentioned above, are cared for by a machinist and his helper.

There are also machinists who make new parts on the different machines in the machine shop.

After the work of inspections and renewals, cleaning and oiling is completed, the boiler is filled with hot water and the fire is lighted by the fire builder whose duty is to see that the engines are ready to fire up.

About two hours before departing time, the inside hostler and his helper take the engine out of the roundhouse and a full tank of water is taken—12,000 gallons on the 1500 class.

The engine is then set outside the roundhouse and the outbound inspector gets on the engine and tests out each appliance to see that everything is working correctly.

### And the Supply Man Last

Before the engine leaves the depot, the supply man checks over all the supplies and if anything is needed, he places it on the engine. He also checks up on the oil waste and grease, sees that all the oil cans are filled, free from leaks; that the torches are full of oil and have good wicks in them.

The engine is now ready to move to the station for departure and the outside hostler and a switchman will "take her up."

This entire operation, from the time the engine was placed in the roundhouse, until it appeared again, was turned and made ready for the train at the station, has consumed from two to three hours.

In the detail of work performed lies the secret of the efficient and safe handling of all Frisco trains. Each part of the engine is rigidly inspected. Frisco patrons are assured of a splendidly tuned locomotive.

had come, but not the dreaded "eternal night."

When he awoke next morning, thankful again that he had heeded warnings and practiced safety first, the landscape never looked quite so good—the sun never quite so bright, and life, happiness, and the world seemed within his grasp.

His "buddies" have been so impressed with the incident, that every one of them at Chouteau Avenue has taken a solemn oath that "eternal night" shall not come to any of them, due to their own carelessness.

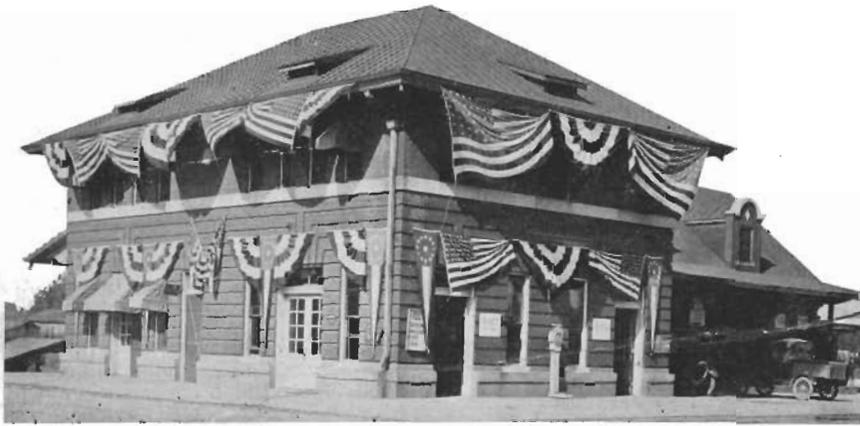
# Frisco Acquires Jonesboro, Lake City & Eastern Railroad When I. C. C. Approves Deal

*Eighty-six Mile Arkansas Feeder Line Became "Jonesboro Sub" of River Division November Nine*

THE Jonesboro, Lake City & Eastern Railway, an 86-mile road traversing the heart of the alluvial land section of Arkansas, became a part of the St. Louis-San Francisco Railway Company on November 9, when the Frisco acquired control of the road through purchase of the capital stock and a lease of the property.

capital stock and the lease of the road R. E. Lee Wilson, prominent railroad man of Wilson, Ark., and his associates, sold the capital stock to the Frisco Lines.

The Jonesboro, Lake City & Eastern Railway was incorporated April 27, 1897, for 99 years, under the general laws of Arkansas. The charter con-



*The general offices of the Jonesboro, Lake City and Eastern Railway Company, now the "Jonesboro Sub" of the Frisco river division, were dressed in gala attire for an American Legion convention when the above picture was taken.*

The J. L. C. & E. will be operated as the "Jonesboro Sub" of the River Division, under the supervision of J. A. Moran, River Division superintendent.

The acquisition of the Jonesboro railroad is a splendid one in view of its four Frisco connections at Leachville, Blytheville, Jonesboro and Wilson, Ark.

Since its construction in 1897, as a lumber road, it has proven a valuable feeder line to the Frisco, as well as to other railroads operating in that territory. In recent years, however, the lumber shipments have fallen off and a large area of the cleared lands is now devoted to agriculture and cotton is one of the principal crops. A quantity of fruit and garden truck also originates on the road, and two splendid lumber mills still send large shipments of forest products to the Frisco.

On July 6, 1925, negotiations for the purchase of the J. L. C. & E. were completed, and the matter was presented to the Interstate Commerce Commission for approval. The road was operated for the account of the Frisco from August 1 and on October 14 the Interstate Commerce Commission approved the acquisition of the

templated a railroad from Jonesboro to Lake City, a distance of approximately 15 miles. The road advanced, and between 1897 and the latter part of 1905 it built that portion of its present line which extends from Jonesboro to Blytheville, a distance of about 54 miles.

During 1905 it consolidated with the Chickasawba Railroad, which owned about 9 miles of railroad extending east from Blytheville to Barfield on the Mississippi river. It also acquired, during that year, a line from Osceola Junction (now Wilson Junction) to Ross and later, through purchase of the Wilson Northern Railroad, it acquired the line from Ross to Wilson, approximately 17 miles. This latter purchase gave the road its present total of 86 miles of track.

E. Stephenson, who has been vice-president and general manager of the J. L. C. & E. for many years, will remain in Arkansas with Mr. Wilson, the former owner, and J. B. Silas, formerly superintendent of the road, will come with the Frisco as assistant superintendent of the new "Jonesboro Sub," reporting to Superintendent Moran.

## A GREAT DIFFERENCE

Veteran Engineer Contrasts New and Old of Railroadng

C. E. Barnard Praises Signal Block System as "Step of Great Importance"

THERE is quite a difference in the service of today and of the years gone by when it took the old-time engines six hours to make a trip of 124 miles.

C. E. Barnard, veteran of thirty-eight years' Frisco service, holds the throttle of one of the new passenger engines steadily, while the modern day iron monster eats that same 124 miles in four hours.

Engineer Barnard was in service with the Frisco when the engines were of the small eight-wheel type and the trains consisted of four and five coaches. Now he presides at the throttle of the new passenger engines on some of the Frisco's fastest passenger runs, trains 105-106, 107 and 108.

White-haired, clear-eyed, and sixty-three years of age, he is the father of a family of ten, and his only bad habit, so the boys at Birmingham say, is "chawin' tobaccer."

He began his career with the Frisco in 1886 after working with the contractors who built the road south of Amory, and upon its completion he was employed as a fireman.

Barnard has the distinction of firing the engine on the first trainload of pig iron from the Alabama fields shipped via Frisco rails. The train schedule was twelve hours between Birmingham and Carbon Hill, a distance of sixty miles, where the crew tied up for rest.

After occupying the positions of hostler and switch engineer, he was finally promoted to passenger service.

In those days of pioneer railroadng, the railroad hobo was picked up at water tanks along the line and allowed to ride if he was willing to work his way over the road by shoveling coal for the fireman.

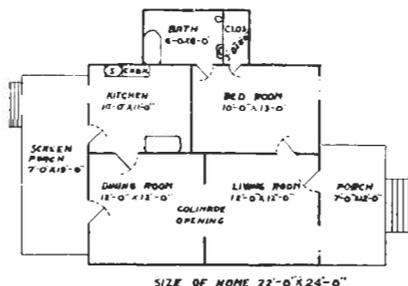
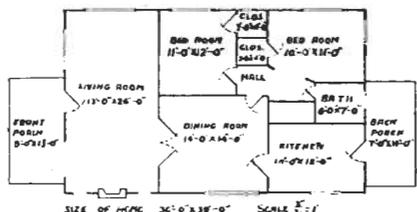
As the years progressed, the signal block system was put into effect, and Mr. Barnard is lavish in his praise of the new safety system.

"No one is more thankful than I," he said, "for the protection of block signals. It means the saving of life in many cases. We know when the road is clear and when it is not, and no other one step in the progress of railroadng has been of such great importance to the man at the throttle."

Those men with whom Mr. Barnard started his career have been retired from service one by one and he remains the one engineman of the original group on his particular division, the Birmingham Sub.

He has a record of thirty-eight years' continuous service with the Frisco, and is considered one of the most efficient engineers on the system.

## Two Attractive Homes Built by Springfield, Mo., Employees



The homes of John White (pictured above at left) and Fred Bullington, both Frisco employes of Springfield, Mo., are cozy and attractive. Ralph Ruggles, of the Frisco night school at Springfield, drew the accompanying plans, each of which appears under the respective home. Employees are requested to send photographs and plans of their homes to the Magazine.

FOR several months the Magazine has printed plans for homes. A splendid response has come from many points on the Frisco Lines and the Magazine department received letters asking for additional pages, and for more complete data regarding the plans shown.

Emery Haguewood, one of the Springfield reporters, wrote us that the employes at Springfield were taking an interest in home-making and home-building and that a number of them had erected their own homes. He forwarded pictures and plans of two recently built.

One shows the bungalow of John White, employed at the Springfield south roundhouse. This charming place is located on a five-acre tract just east of the city limits on the Division Street Road, and is indeed a home of which to be proud.

The best of material was used, including hardwood floors, redwood siding, a lovely fireplace and large porches on both the front and rear. The house is modern in every respect, with electric lights and bath. The home cost in the neighborhood of \$3,000.00.

The second picture and plans are of the home of Fred Bullington, of the night roundhouse force at Springfield. The home is located at 723 South Campbell Street.

This is an extremely homey place, complete with four large rooms and large porches both front and rear. The

cost of this home was about \$1,500.00.

Reporter Haguewood was so anxious to get the picture of the house that he held his camera in readiness while the last nail was being hammered in.

The Magazine is anxious to get pictures and house plans of employes' homes. More and more home building is going on among Frisco folks and the Magazine is anxious to print pictures of the homes.

### Second Largest Loadings

Loading of revenue freight for the week ended on October 24 totaled 1,121,459 cars, the greatest number loaded during any one week on record with the exception of the week of August 29, this year, which exceeded it by 2,977 cars, according to reports filed by the carriers with the Car Service Division of the American Railway Association.

The total for the week of October 24 was an increase of 15,345 cars over the preceding week due to increases in the loading of coal, merchandise and less than carload lot freight, miscellaneous freight, grain and grain products, coke and forest products. Decreases under the week before were reported in the loading of live stock and ore. This was the fourteenth week this year that revenue freight loadings have exceeded one million cars.

### Reclamation Plant Maintained by Frisco

(Continued from Page 13)

division where it came from, as one near the reclamation plant. Mr. Ley-saht has the saving of scrap worked down to such a fine point, he is anxious to let all know that the handling of this material is expensive and it is as worthless at the reclamation plant, Springfield, as where it was loaded.

The detailed work of accounting and crediting the different departments and divisions with scrap credit, is a complete story within itself and cannot be gone into detail. Suffice it to say that a close check is kept on cars arriving at the plant and numerous reports are issued. The shipping point is advised of the serviceable material found in the scrap car and also if the car was only sent in, half loaded with scrap. This system is complete and accurate and saves thousands of dollars when care is exercised in the loading of scrap.

And so ends the story of one of the most profitable and money-making ideas that ever has had its initiation on any railroad.

The old saying has proven true that it is not what you spend, but what you save that counts when the credits are all taken in.

### A Letter From Washington

Every once in awhile a letter comes in, that is like a glass of water if you're in the desert, or better still, a glass of something else, when you're not in Canada.

Here's one that just did the magazine office force a heap of good. It is from Montesano, Washington, and addressed to the editor, is signed by Mr. R. F. Round:

"I want you to know that I enjoy reading your magazine very much. It comes to me through the Union Pacific exchange. I have worked on nearly all the Frisco System in the telegraph line department. Mr. M. T. Fullington on the front page this last month looked as big as life.

"I also noticed that your president was buddying around in mighty good company with Dad White of Thayer.

"Quite a number of the old Frisco boys followed Mr. Gray to the Union Pacific. I run across them every now and then.

"Out here we have the much-touted Columbia Drive Way, man built it. But God made the Ozarks and Spring River and my heart is right there—a part of the time anyhow!"

### C. C. Proctor Appointed

Mr. C. C. Proctor, formerly commercial agent of the J. L. C. & E. at Blytheville, Ark., was appointed traveling freight agent with headquarters at that point. Mr. Proctor has always made his home in Blytheville and at one time worked in the Frisco local office at that point.