

another is playing professional baseball with the Western League in Tulsa". He grabbed a long oil can and oiled up the old 592 which he takes out every day on its round trip of sixty-six miles.

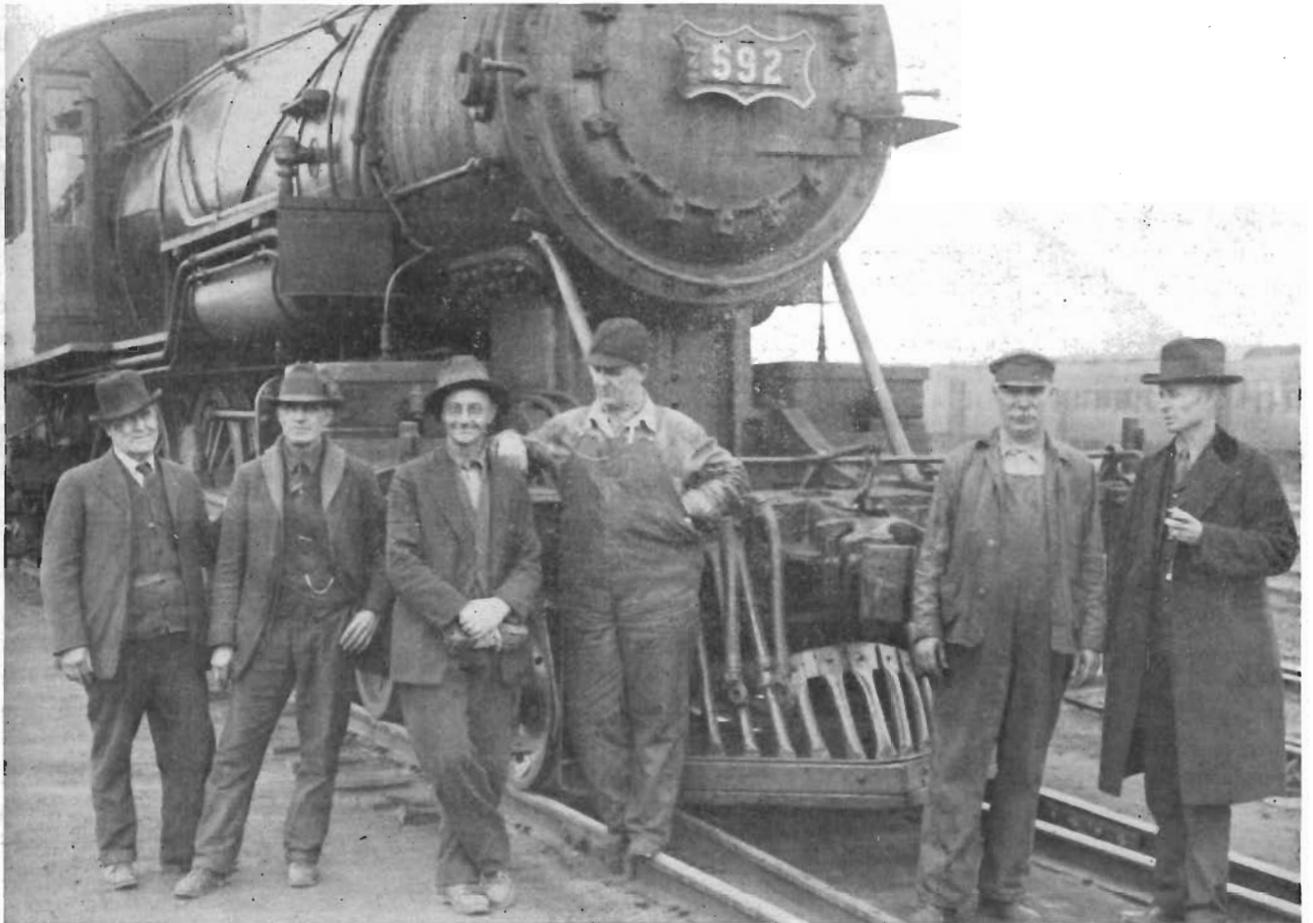
Mr. Lyons owns a great deal of city property in Springfield and his chief delight is his large farm just outside the city limits, which he has stocked with the finest cattle. The Lyons' reside at 1309 North Campbell Street.

Is Youngest of the Crew

W. R. Childers, who fires the 592 is the youngest in point of service of the entire crew. He and Engineer

engineer in emergency service; however, he has been on the Chadwick run over a year and a half. The fuel records are not at this time available, but the 592 should show up with a splendid one. Mr. Childers fires the engine with fuel economy in view. After every firing he sweeps up the coal that has fallen from the shovel.

If you were to ride with him, you would see him shout at some farmer near the right-of-way—"Hi, Bill, coming to town tomorrow", which shows that he has made it a matter of business to cultivate the acquaintance of the farmers along this line.



The Frisco's champion crew in point of combined years of service paused in front of their engine, No. 592, just before leaving Springfield one morning recently. The Frisco Magazine photographer made railroad history when he snapped the above picture. The members of the crew are, from left to right—Frank Murden, messenger; C. F. McBride, brakeman; J. M. Leitwein, brakeman; W. R. Childers, fireman; Robert Lyons, engineer and Harry C. Parvin, conductor. They have a total of 222 years of Frisco service, and Frisco employes believe their record stands supreme among crews on American railroads.

Lyons are the best of pals and work together in perfect harmony. Mr. Childers was born in Springfield, Mo., and is forty-five years old. He is very proud of a married daughter living in St. Louis.

His first service was with Fred Harvey on a dining car between Sapulpa and Fort Worth in the capacity of cashier and he entered the service of the Frisco as a fireman in 1907. In 1919 he was promoted to the position of engineer, and at this time he is used as an

The Childers reside at 2601 Pierce Street, Springfield, their home for many years.

Parvin Popular Conductor

H. C. Parvin is the conductor on this run. Every man who knows Harry Parvin likes him. He is a veteran in years of service with the Frisco. Born in Evansville, Indiana he came at an early age to Missouri and Springfield in particular and began his forty-

five years of service with the Frisco in June, 1881, as an office boy at the north side offices.

"At that time, the ground between North and South Springfield was a regular wilderness, overrun with blackberry bushes, and I carried Western Union messages as far as Division Street, which was the boundary line. My next service was in the car accountant's office. At that time there were only three men employed—quite a contrast to the present office with over a hundred employes. We worked under Sam Horner, car accountant", and he paused for a moment to recall his next service, which was in the general baggage agent's office.

From this place he went to the offices of the division superintendent, the general superintendent and finally in 1892 he entered train service as a freight brakeman. In 1897 he was promoted to the position of freight conductor, but a short time later started work as passenger conductor, in which capacity he has worked continuously since that date.

He recently lost his only son, who resided in California. He and Mrs. Parvin reside at 1525 Benton Avenue.

"I have an 85 year old mother. She travels quite extensively, alone. She lives in California and when I retire, I believe that is where I'll go", he said.

He is quite busily engaged at each station with orders and instructs the brakemen as to cutting cars in and out of the train. However, he always has time to give an encouraging word to the agent, pass the time of day, and he never fails to ask about the crops, or if the agent has seen certain parties to find if they were going to ship via the Frisco. The Frisco and its interests are his chief delight. Everybody is "Jake" and "Jim" and "Bob" to him and in return he is always saluted as, "Howdy, Harry", for when this little train pulls into a town, it is greeted by a veritable reception committee. People who come for their freight and people who are meeting it just to see who's goin' on down the line and if they know anybody on the train.

An Irish Messenger

Then there is Frank Murden, the messenger. He's an Irishman, too, although he was born in Chili, Indiana. He entered the service of the old K. C. F. S. & M. on August 10, 1886, as a passenger brakeman and ran between Springfield and Memphis.

"I was on the first train that went over the Memphis bridge, after it was completed. They ferried us over in the morning, and in the afternoon we went back over the bridge. This was in 1892 as I recall the date. I became a baggageman in June, 1892, and in 1896 was classed as a joint baggage and express messenger", and he recalled his many experiences while with the Frisco.

"What unusual baggage shipments do you have at different times", was a question which he was asked.

"I've had alligators and snakes shipped in all kinds of boxes, most of them coming from Florida. Now I'm beginning to get boxes of baby chickens not over two days old", was the reply.

He has lived in Springfield almost forty years. He and his wife reside at 301 South Grant Street.

A Combination Train

This train is mostly a freight special, with a small combination car for passengers and baggage on the rear, and each day it comes into Springfield with all the tonnage the little old 592 can drag. To do the great amount of switching at the different stations, it requires two brakemen.

J. M. Leitwein, one of the brakemen, began his service on September 26, 1886, as a freight trucker at the Springfield freight house. On May 10, 1893 he began his service as a train baggageman and passenger brakeman, in which capacity he has served continuously for forty years.

He was born at Union, Mo., and has lived in and around Springfield for many years. Just at this time he is living with a sister at 988 North Robberson Avenue.

Flowers are his hobby! The back and front yard of the home where he lives are planted with flowers of every variety and kind. He loves to work with them and to set out new plants and distribute beautiful bouquets to his many friends.

McBride has 33 Years

C. F. McBride is the second brakeman with a total of thirty-three years to his credit. He was born in Springfield and has lived there his entire life. He owns property in Springfield, but traded some of it for a whole town, and he is the sole owner of Cassidy, Mo.

"Here's my town—I own it", he can say, which is a unique sentence and one which few people can truthfully utter. The town consists of a general store, a blacksmith shop, a nice home-hotel, a postoffice, and several other small buildings. Mr. McBride rents the buildings and the land. He owns five square miles of it including every bit of the town.

He keeps in close touch with daily happenings in Cassidy, due to daily trips through there. He has a son, Ralph, in the service of the Frisco, in the offices of the purchasing department, St. Louis, Mo.

There are two daughters also, and the McBride home is at 1846 Main Street, Springfield. He has been on the Chadwick branch twenty-two years, and has watched the country grow and prosper. During his entire service on this run, he has seen hundreds of acres of strawberries set out, five tomato canning fac-

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All-Frisco Special Train Carries Tulsa Boosters on 3710 Mile Journey

Delegation of 135 Tulsans Carry Fame of Oil Capital to 24 Eastern Cities in May Jaunt

ALTERNATELY shouting and singing the praises of "Tulsa—the Oil Capital of the World—on Frisco Lines", 135 business and professional men of the Oklahoma oil center city left Tulsa, May 1, aboard a special train furnished by the Frisco, bound for a trip believed to be the longest single "booster" jaunt ever made in America.

The tour totaled 3,710 miles of rail travel and took the Tulsans to 24 principal cities of America, namely: Saint Louis, Indianapolis, Cincinnati, Columbus, Pittsburgh, Washington, Baltimore, Philadelphia, New York, Bridgeport, New Haven, Boston, Springfield, Mass., Albany, Schenectady, Utica, Syracuse, Rochester, Buffalo, Cleveland, Toledo, Detroit, Chicago, Kansas City and back to Tulsa. The tour lasted from May 1 to May 18, when the tired but happy party again made "Tulsa", the home port.

The 24-piece Frisco band of Springfield, Missouri, accompanied the tour as the "official band", and serenaded newspapers and public gatherings in towns en route.

According to railway men, the special train fitted out for the prize jaunt of 1926 was the most modern and complete special train ever put on rails. A tabulation of visitors showed that 6,220 people went through the train at Tulsa at the rate of 68 a minute.

The Chamber of Commerce announced the major aim of the expedition as publicity for Tulsa and her

splendid industrial and mineral resources, and the Frisco forces aided in every respect in making the train attractive.

An exhibit car which accommodated every sort of an exhibit from a miniature oil well in action, to displays of banks and clubs, educational facilities and mineral wealth, was made from a coach. The exterior was painted, portraying scenes in the Tulsa oil fields,

and noting statistics on Tulsa's many advantages.

A baggage car was transformed into a combination newspaper office and cold drink department. A newspaper, "The Tulsa Spirit" was published daily aboard the baggage car, and a linotype and small press turned the various editions out rapidly. The papers were distributed in each



Tulsa boosters on the famous "Educational Special" all-Frisco train had just returned from a trip through St. Louis when the picture above was snapped at Union Station. A few moments later they were en route eastward on the second lap of their 3710-mile journey in the interests of Tulsa.

town visited. The baggage car also accommodated the desks and waste baskets necessary in newspaper offices, and Tulsa newspaper men were aboard to supervise the edition of the sheet. A barber shop, cleaning and pressing shop, ice machine and cold drink department completed the baggage car equipment.

A buffet club car and three compartment cars, one of them compartment-observation, completed the consist of the nine-car train.

Credit for the equipment arrangements was cheerfully tendered G. W. Moore, assistant superintendent of motive power, J. B. Crews, general car foreman, and F. G. Baker, electrical engineer.

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Frisco Features Prominently in First Annual Strawberry Festival at Van Buren, May 12

Arkansas Celebration Attended by Many Employes — Frisco Sister Crowned Queen of Annual Event

FIFTEEN THOUSAND residents of Crawford County, Arkansas, and surrounding counties and cities in the section, attended the first annual strawberry festival held at Van Buren, Arkansas, May 12, and witnessed the crowning of another Frisco maiden, Miss Marjorie Carney of Rudy, Arkansas, as queen of Berryland.

Less than one month before at Rogers, Arkansas, another Frisco girl, Miss Lillian Ivie of Fayetteville, was crowned queen of the Northwest Arkansas Apple Blossom Festival. She is the daughter of Judge W. W. Ivie of Fayetteville, Frisco attorney. Queen Mar-

jorie Carney is a sister of Frisco Operator Carney at Rudy.

The celebration at Van Buren was ideal in every respect and a splendid parade, beautiful coronation and impressive pageant enchanted the thousands of visitors.

While the throngs of spectators were cheering the parade and attending the coronation exercises, seven Frisco express cars were being loaded with the precious berries at the Frisco station to swell the already large number of strawberry cars sent via Frisco Lines from

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The picture at the right portrays seven reasons why the first annual Strawberry Festival at Van Buren, Ark., May 12, was a success from an artistic standpoint. The seven beauties, all Frisco employes from the transportation, mechanical and stores departments at Fort Smith, Arkansas, accompanied the beautiful Frisco float to Van Buren. The girls are: left to right, standing—Pauline Smreker, Beatrice Limberg, Irene Woestmann. Seated, left to right: Johanna Ruge, Kathrynne McMahon and Grace Heyburn.

The Frisco float, shown below, was a tremendous applause-producer in the parade. The float was constructed by the forces of J. D. Heyburn, master mechanic at Fort Smith. The picture on the float represents a moving strawberry special and was painted by Harold Moody, painter in the Frisco shops. W. D. Stanley, wrecking foreman had charge of the actual construction work on the float, together with Arthur Harcrow, car foreman.



Frisco Lines Had Year of Great Prosperity in 1925, Annual Report Shows

Net Income of Seven Millions, Increase of 18 Per Cent Over 1924 — Passenger Traffic Decreased and Taxes Increased Ten Per Cent

THE year 1925 was one of great prosperity and splendid accomplishment for the St. Louis-San Francisco Railway Company, it is shown in the annual report of the company to its stockholders, made public May 18.

During the year the Frisco increased its mileage by 232 miles through the acquisition of the Muscle Shoals, Birmingham and Pensacola Railroad and the Jonesboro, Lake City and Eastern Railroad; purchased a record amount of new equipment, and through efficient management was able to show a surplus after interest and taxes of \$7,162,552.42, or 18.8 per cent increase over 1924. Taxes increased 10 per cent over 1924.

Operating revenues, the report shows, were \$94,715,374.71, an increase of \$4,206,235.95, or 4.6 per cent over 1924. Operating expenses were \$65,928,946.19, an increase of \$1,836,934.84, or 2.9 per cent.

Railway tax accruals totaled \$5,093,124.47, an increase of \$461,794.75, or ten per cent over the previous year.

The net railway operating income was \$22,322,104.56, an increase of \$1,249,214.15, or 5.9 per cent over 1924.

Net Income Increased 18.8 Per Cent

The net income of \$7,162,552.42 after interest and taxes, was an increase of \$1,132,350.17, or 18.8 per cent over 1924.

Full dividend of 6 per cent on the preferred stock for the year 1925 was paid in quarterly installments and full dividend of 6 per cent for the year 1926 on the preferred stock has been declared payable in quarterly installments.

On the common stock, dividends were paid at the rate of 5 per cent for the first three quarterly periods of 1925. On October 1, 1925, the dividend was increased to a 7 per cent basis. A quarterly dividend at the rate of 7 per cent per annum was declared, payable January 2, 1926.

In his letter to the stockholders, President James M. Kurn calls attention to the increase in mileage, results for the year in earnings and expenses, dividend payments, maintenance, traffic and industrial development and the economies affected during the year.

"The company acquired all outstanding bonds and stocks of the Jonesboro, Lake City and Eastern Railroad Company and leased its property as of November 1, 1925", the statement reads.

"The line extends from Jonesboro to Barfield and from Wilson Junction to Wilson, all in Arkansas, a total of approximately 86½ miles and is now consolidated with the company's river division. The country served by this property has developed rapidly agriculturally and is susceptible of much larger growth. Under unified operation, the gross earnings should be substantially increased."

With reference to the Muscle Shoals, Birmingham and Pensacola Railroad Company, the state-

Thirty thousand employes of Frisco Lines can thrill with pride in the splendid record made by their company during 1925, as announced by President Kurn in the annual report issued May 18. Every item of the report reflected efficient management and loyalty of employes. It took combined diligence and watchfulness to bring about an 18.8 per cent increase in net income in the face of a 10 per cent increase in taxes. It is, furthermore, doubtful if any railroad in America will show a better statement. The directors did not forget their employes and the report states: "The acknowledgments of the Board are renewed to the officers and employes for faithful and efficient service."

—W. L. H., Jr.

ment reads:

"On December 1, 1925, the company purchased the entire capital stock, consisting of 3,050 shares of the road for \$305,000. The Muscle Shoals Company owns a line of railroad extending from Pensacola, Florida, to Kimbrough, Alabama, 145 miles, together with branches of 13.97 miles, also docks at Pensacola, Florida, and is free from debt other than current liabilities. Through this acquisition, the company will ultimately obtain for its business a gulf outlet at Pensacola."

Largest Equipment Order Let

Contracts let during the year for equipment comprised one of the largest orders ever made by a middle western railroad and constituted the following: 10 mountain type locomotives, 15 mikado type locomotives, 14 passenger coaches, 500 fifty-five-ton gondola cars, 1,000 fifty-ton automobile cars, 2,500 fifty-ton box cars. During the year 1,158 new freight cars were

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