A black and white photograph showing two men on a small boat in the middle of a large body of water. The men are silhouetted against the lighter water. One man is standing and looking towards the other, who is seated. The water has a textured, shimmering appearance. The word "June" is written in a large, white, cursive font with a black outline, positioned in the lower right quadrant of the image.

June

THE FRISCO EMPLOYEES' MAGAZINE

ROOM 743 FRISCO BUILDING :: ST. LOUIS

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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.

Tulsa Becomes Largest Frisco Terminal Where Sapulpa Facilities Are Abandoned

Frisco's \$2,000,000 Payroll Largest of Any Tulsa Industry—1,200 Employees Have Home Terminal at Tulsa

By W. L. H., Jr.

(Pictures on Pages 40 and 41)

THIRTY odd years ago the Frisco's lone employe at Tulsa, Oklahoma, an agent, might have yawned wearily in the stuffy ugliness of his clap-board station office, looked speculatively out across dirt streets and past one-story buildings, and appraised the property owned by the company whose representative he was.

He would have been unimpressed. His gaze would have encompassed, within a radius of only a few hundred feet, some small, but acridly odorous stock pens, a pile of ties near a short side track, and the main line track of the Frisco, running southward to Sapulpa, its southwestern terminus.

That Frisco representative of the '90's has faded from the picture of those early Tulsa days, with the long-horned Texas cattle in the odorous stock pens, the cowboy and blanketed Indian, the dirt streets and ramshackle houses and false front stores. A diligent search of this railroad has failed to locate him. But wherever he is, it is a certainty that today he would not only fail to recognize the Tulsa he used to know—he would be amazed at the Frisco in Tulsa today.

From that small and humble beginning, helped forward by oil along its right-of-way, helped also by the State of Oklahoma, which succeeded and welded Indian Territory and Oklahoma Territory, urged by progressive citizens, growing businesses—but most of all by the flowing gold of the Mid-Continent Field—the Frisco Railroad today has the largest payroll of any individual industry in Tulsa, Oklahoma, has seen Tulsa hold first place, month after month, in point of passenger ticket sales and freight car loadings, and is just now completing the consolidation at Tulsa, of the Tulsa and Sapulpa terminals of Frisco Lines.

The consolidation will bring a payroll of more than \$2,000,000 a year to Frisco employes in Tulsa, will make Tulsa the largest terminal on the Frisco's 5,630 miles of railroad in nine states, and will double Frisco's interests in Tulsa.

It would have taken a prophet of uncanny propensities to have foreseen the tremendous development

which was to come to Tulsa when the old Atlantic Pacific Railroad Company, great-grandfather of Frisco Lines completed its line into Vinita, Oklahoma in 1871. The "A. & P." was pioneering into unkn territory. Wise railroad men shook canny heads. The road ended at Vinita for eleven years, and not until 1882 was it extended to Tulsa, to Red Fork in 1886, to Sapulpa in 1886, to Oklahoma City (Louis and Oklahoma City Railroad) in 1898.



This gentleman had a busy time of it when Tulsa terminal was enlarged. He is J. W. Skaggs, acting superintendent of terminals, regularly attached to the office of general manager.

Texas cattle, brought up to "Indian Territory" for fattening before shipment via Frisco Lines to eastern markets, formed the principal revenue for the Frisco then, and for many years, train service west of Vinita consisted of a mixed passenger and freight train each day. Stations were ten miles apart, trains made fifteen miles per hour at "top speed", and engines were changed six or eight times between St. Louis and Oklahoma City.

By 1916 the miracle of oil had come to stay in Tulsa and Oklahoma. The Frisco had discontinued its railroad between Tulsa and Sapulpa, passenger and freight service was the equal of any in the country, the "Meteor" the "Oil Fields Special", other crack Frisco trains, were serving Tulsa.

The old days were forgotten; the old wooden depot on the west side of the track, about 1,000 feet

from the present station, gone; the stock pens gone; the odor gone.

From the original \$2,500 side track and stock pen investment of Frisco Lines in Tulsa, this railroad expended more than two million dollars up to 1922 in necessary facilities to handle the more than 125,000 carloads of oil a year that moved from more than 13 refineries on Frisco rails in the Mid-Continent Field. New tracks were laid, yard properties improved, switching facilities enlarged, more engines and men put to work. The lone switch track of the '90's had grown to 105 miles of track in the Tulsa terminal proper.

There was still much to be done, and operating economies demanded the removal of the southwestern

division terminal at Sapulpa, Oklahoma to Tulsa.

At midnight on February 10, 1927, sleeping Tulsans did not realize that hard-working railroad men were completing one of the most remarkable tasks in the history of southwestern railroads. In one night the terminal was moved from Sapulpa to Tulsa. Trains carried office equipment, office records, paymaster's roll, file room supplies, typewriters, pencil-sharpeners, clips—to Tulsa. The Sapulpa terminal was abandoned.

With the consolidation, the number of station employees in Tulsa increased from 113 to 152, the yard force was increased from 201 men to 306; store room from 9 to 24; mechanical department from 164 to 347 employees; 250 trainmen and 90 engine men had their home terminal changed from Sapulpa to Tulsa, and 100 other miscellaneous employees were added to Tulsa's Frisco employed citizenship roster.

Few Tulsans knew on the morning of February 11 that Tulsa's Frisco railroad population had increased from 487 to 1,200 employees; that the Frisco payroll in Tulsa had increased from \$65,000 a month to \$175,000 a month; that within a few weeks 12 miles of new track would be laid in West Tulsa to accommodate the handling of 4,000 cars a day where 1,500 were handled before; that more than \$400,000 of Frisco money was being spent to make the necessary improvements in trackage facilities, yard service, machinery and buildings.

The story of the movement of the terminals and the work of putting the new terminal in condition to handle its increased load is one that only the valiant railroaders who performed the job will completely understand.

It was a job that called forth expert railroading, painstaking planning, and excellent co-operation. But the job was done speedily, efficiently, Frisco-standard. Roadmaster Fred Shedd, Acting Superintendent of Terminals Skaggs, Master Mechanic Spencer, General Foreman Brown, Superintendent S. R. Kennedy (who

is now convalescing in the Frisco hospital at St. Louis), all deserve a great deal of credit for their efforts.

But they were unanimous in disclaiming any credit for themselves.

"President Kurn, whose foresight and ability to see a needed move occasioned this terminal consolidation, is the man we think deserves the credit," they said.

The night of February 9 found Roadmaster Shedd and a large gang of men working in a drizzling cold rain, far into the night, to complete a cross-over switch at the west end of the West Tulsa yards—a switch necessary to the move. For forty-five days Roadmaster Shedd directed 300 track men in laying new rail necessary to handle the 2,500 cars a day increase.

When ten miles of new mechanical and yard tracks went in, new road beds had to be prepared, graded, ballasted. Five hundred and thirty cars of chat ballast were used, approximately 60 carloads (24,000) ties, 84 new 90-lb. steel switches, many new leads of 90-lb. steel. The repair tracks were lengthened to hold 125 cars instead of the 65-car capacity prior to the terminal consolidation. Terminal Superintendent Skaggs found himself in charge of 34 switch engines instead of 22, working night and day shifts to discharge the task at hand.

In the mechanical department, R. B. Spencer, master mechanic, moved up from Sapulpa to face an extensive improvement

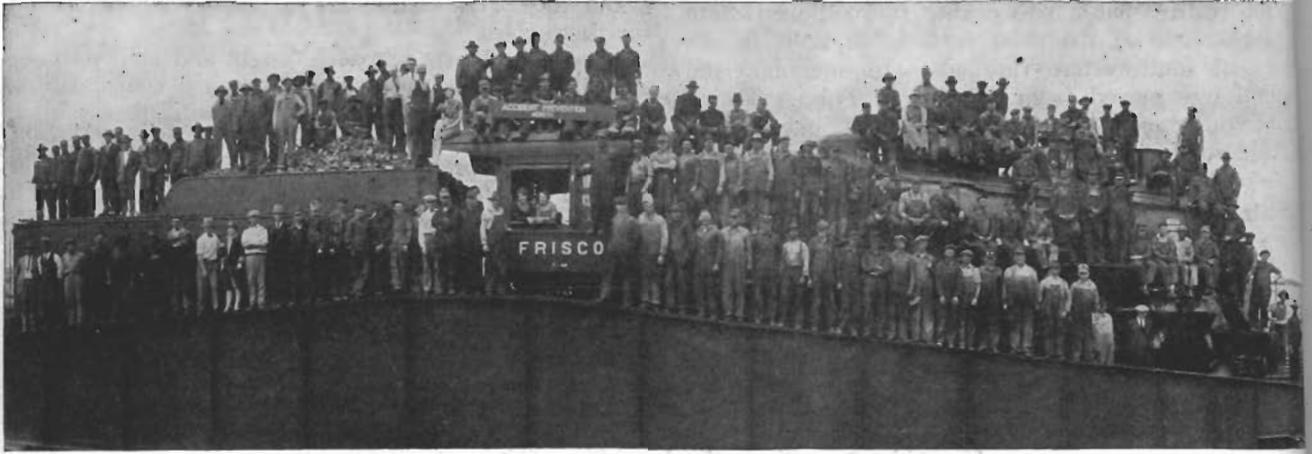
and building program to care for his increased work. A new mill shop for heavy car repairs was built, 150 x 90 feet, many thousands of dollars worth of new machinery installed. A new water treating plant went up, along with new locker rooms, oil houses, supply rooms, and wash rooms. Out at the roundhouse, workmen dug two new cinder pits, installed three new conveyors, and enlarged the coal chute pocket to serve four tracks instead of three.

Supervisor of Agriculture W. L. English made hurried trips to Tulsa to consult with contractors on the building of a new icing dock with 10-car capacity, equipped with electric ice conveyors. Tulsa firms will



The men above "withstood the siege" of West Tulsa when the Sapulpa Terminals were moved. They are, left to right, top row: E. W. Brown, general foreman; George Jesse, assistant roundhouse foreman; Harry Davis, machine shop foreman; George Alexander, boiler foreman; Walter Strain, hostler foreman; (below): Ray Bohlen, roundhouse foreman, and J. De Cou, deadwork foreman.

THESE TULSA EMPLOYEES SEND GREETINGS TO 30,000 FRISCO LINES FELLOW WORKERS



furnish the ice and perishable shipments will find expert and complete icing facilities at Tulsa.

At the far end of the west yards, 4,250 feet of 4-inch water line was laid to water the forty new stock pens constructed to care for stock shipments that had formerly been handled at Sapulpa. Thirty-six of the new pens are native pens and four quarantine. Their capacity is forty carloads.

At the roundhouse, already extensive, new stalls and radial tracks have been added. The roundhouse now has twenty-nine stalls inside and six outside, and four other radial tracks lead from the turntable for wheel and engine storage. Five new drop pits have just been completed. Other improvements are being made in the mechanical and locomotive departments.

Through the years since that first clapboard station with agent's living quarters upstairs was erected to serve the Frisco at Tulsa, the interests of Tulsa and the Frisco have been joined, welded. Together, they have presented a solid front; today they are more solid than ever.

The Frisco has given Tulsa its largest individual payroll, made Tulsa its largest terminal, given Tulsa excellent passenger and freight service to North and South.

Tulsa has given the Frisco its largest station in point of revenue, its largest city in point of car loadings.

Today the fifty freight trains and the twenty-two passenger trains in and out of Tulsa each day present a vivid contrast to that mixed train of passenger and freight of thirty odd years ago.

And so, too, does the towering Tulsa 1927 skyline contrast radiantly with the false-fronted, single-story stores of the old days.

"This," says J. W. James, executive general agent in Tulsa for Frisco Lines, "is the city I've always looked for. It is real, its people are real, its prosperity is real."

"And the Frisco," Tulsa returns, "is our railroad. Its officers and men are good citizens, its trains are good trains, its service is the best in the Southwest."

Judge E. T. Miller Made Vice-President of Frisco Lines

A NNOUNCEMENT of the appointment of Judge E. T. Miller, general solicitor, to the newly-created position of vice-president and general solicitor, was announced by President Kurn on May 23. Judge Miller has been general solicitor since May 15, 1925, at which time he succeeded the late Judge Evans.

The Frisco's new vice-president is widely known to Frisco Lines employes as well as to the legal profession of the middle west. He entered the Frisco's legal department in 1908 as an attorney and was made general attorney one year later.

He was born in Keytesville, Mo., in 1871, and was educated in the common schools there, later attending Wentworth Military Academy at Lexington, Mo. He attended Westminster College at Fulton, Mo., from

1877 to 1879, and was graduated with the degree of Master of Science.

Mr. Miller returned to Keytesville and read law three years before he was admitted to the bar in 1892, at the age of 21. He practiced in Keytesville until 1898, when he established an office at Brunswick, Mo., also maintaining the Keytesville office. From 1901 until 1903 he practiced only in Keytesville.

His first legal position in St. Louis came to him in 1903, when he became associated with the firm of Boyle, Priest & Lehmann, remaining with them until 1908, when he came to the Frisco as attorney.

He is a member of the American Bar Association, the Missouri Bar Association and the Bar Association of St. Louis and belongs to the Noonday Club of St. Louis and Bellerive Country Club.