

COLUMBUS WELCOMES FIRST TRAIN

IT was good news, indeed, to Frisco employes when President Kurn announced two years ago, that Frisco Lines had acquired the Muscle Shoals, Birmingham and Pensacola Railroad. Frisco folks knew that this 150-mile line ran north from the splendid gulf port of Pensacola to Kimbrough, Ala. They knew that 148 miles north of Kimbrough, Ala., was Amory, Miss., an important point on the Frisco's main line from Memphis to Birmingham.

Therefore, when the news came from the president's office on December 1, 1925, it was a good Christmas present to this railroad's workers, because they knew that the Frisco had at last succeeded in its attempts to secure a tidewater outlet.

A good deal of water has gone over the dam since that announcement two years ago. A good many hundreds of thousands of dollars have been spent, hundreds of additional men employed, tons of steel, car loads of ties—all the vast mechanism that makes up the gigantic and expensive task of building a railroad in these days of high-priced material.

First Chief Engineer Jonah and his forces rehabilitated the Pensacola line. When that work was done the larger task of building 148 miles of new line from Aberdeen to Kimbrough was still ahead.

But let us ask the citizens of Columbus, Miss., and the fertile Lowndes County how the Frisco has accomplished the first part of the task of building a railroad to connect with the M. S. B. & P. at Kimbrough. For two years Columbians have watched eagerly while the twin lines of steel came nearer and nearer to their city. There has been no more enthusiastic locality on Frisco Lines than this beautiful Mississippi town. During the last two years its residents have become well acquainted with Frisco officers who have made frequent trips to Columbus as work on the new line progressed, and the city has absorbed much of the Frisco spirit. The Frisco's new \$50,000 station, now in process of completion, the layout of terminals, the securing of right of way—in fact every part of the Frisco program has interested Columbus and its people, and they have helped willingly wherever and whenever they could.

And now the Frisco is an integral part of Columbus. The main line of the Frisco has Columbus for its southern terminus toward the gulf, although rails are now laid two miles

Inauguration of Passenger Service on New Extension Dec. 16, Enthusiastically Received

further south than Aliceville, Ala.

Weeks ago Columbians began laying plans for a fitting celebration when the first passenger train

President Kurn's Greeting to Columbus

Today is a red letter day for the Frisco Lines.

Today we take our place as a new and enthusiastic factor in the service of your thriving city.

Months of planning, the expenditure of hundreds of thousands of dollars and the co-operation of this community have made possible our dream of train service from Columbus to the markets of the cities of the North—Memphis, St. Louis and Kansas City.

The first train leaves today. Through territory hitherto unserved by railroads it speeds to join the main line at Amory—marking an epoch in the history of Columbus and the Frisco Lines.

We are proud of this new line—proud, too, that the bright future of Columbus has made its construction possible.

But we have an equally important dream for Columbus and for the Frisco Lines. Day by day the Frisco pushes nearer and nearer to Pensacola. Soon—almost before you realize it, Columbus will have a direct outlet to the Gulf of Mexico and to the seven seas via the Frisco Lines to Pensacola.

The Frisco Lines assure you of whole-hearted co-operation and the best of service. This is the policy that everywhere governs over our more than 5,600 miles of road. It is a policy which we hope will perpetuate the wonderfully cordial welcome already extended the Frisco Lines by the City of Columbus.

JAMES M. KURN,
President.

whistled its way into town. H. M. Pratt, president of the Chamber of Commerce, I. L. Gaston and J. W. Slaughter, prominent bankers; R. E. Johnston of the Chamber of Commerce; Birney Imes and T. C. Bilups of the Commercial Dispatch; Mayor T. H. Sharp, Hugh Whitlow of the Frisco's colonization department and General Agent Ed Imboden—

these and many others of Columbus' business and social register joined hands in planning for the big event.

It didn't make much difference to Columbus if the first Frisco freight train did steam into Columbus on December 5. The town welcomed that train, too, but it wanted to save its enthusiasm for the passenger service.

All along the Frisco lines to the north, word spread of the "party" Columbus was having for that train, and it is a safe prediction that every worker on the road envied those who made up the Frisco's part of the celebration.

So Columbus was "all set" on December 16, when the first passenger train to operate south of Aberdeen, Miss., was run to Columbus, with engineer G. M. Schwend at the throttle, and conductor "Bob" Griffin, in charge.

Long before the arrival hour of 1:35 p. m., folks from Columbus and the surrounding territory began crowding the station platform and dotting the hillside near the tracks. The fact that a five days' rain had muddied the rich Lowndes county soil didn't retard that general movement toward the tracks a bit—the whole town turned out for the event.

Engineer Schwend knew what was awaiting his train, and a mile or so out of town he gave the whistle cord his attention. Around the curve came engine 186 and down the straight of way to the station platforms, whistle blasting away with full steam, bells ringing. By a given signal every bell and whistle on every factory in Columbus took up the welcome noise, and for a full five minutes the 5,000 people at the station platform were treated to a real southern reception of an important event.

Hats went skyward, people clapped each other on the back, yells and shouts and cheers were blended in the noisy reception, and engineer Schwend had to resist by force being hoisted on the shoulders of the welcoming mob for a regular "hero" ride thru the cheering Mississippians.

Waiting on the platform were Vice-President Koontz; Vice-President Miller and others of the Frisco's official party, and with them were Mayor Sharp, Mr. Pratt and the entire Columbus committee. Up to the head of the engine they went where photographer Truitt recorded the red letter event on his plates.

But all good things have to end,



The
Columbus
Special

Makes
First Trip
December 16



A part of the crowd greeting the first passenger train to enter Columbus, Miss., on December 16 via Frisco Lines is shown in photo at top. In center oval: Vice President Koontz (left) receives thanks in behalf of Columbus from Mayor T. H. Sharp with hearty handshake. Mr. H. M. Pratt, president of Columbus Chamber of Commerce stands at the extreme right. Directly above Train Crew, officers and Columbus reception committee greet each other at head end of engine 186 on train's arrival.

Above: When the first freight train arrived in Columbus on December 5, pulling eight loaded cars and arriving fifty-five minutes ahead of time, many Frisco officers accompanied it. Note spic and span engine. At left: The "Columbus Special" en route from Columbus to Amory on return trip December 16. One hundred and fifty girl students from Mississippi State College for Women, at Columbus, made Christmas holiday home trip on the return trip of the first train.

and conductor Griffin knew his train had to head back to Amory at 1:55. So he turned her on the newly constructed "Y" and returned to the station for his passengers.

And what passengers!

Columbus is the fortunate seat of the Mississippi State College for Women with an enrollment of 1,500 girls. Since many of the girls have heretofore had to take roundabout routes to Aberdeen, Amory, Holly Springs, Tupelo and other points now directly reached via Frisco Lines, the officers of the school dismissed classes a day early in order that girls who resided on the Frisco could ride the first train north.

One hundred and fifty of the girls filled the steel coaches of the "Columbus Special" and joined in making the party a Frisco affair all the way back. They met officers of the Frisco and newspapermen in a fine friendly way. They gave songs and yells to Mr. Koontz and Mr. Miller. They took possession of the train in just such a charming way as you've always heard Southern girls possess, and everyone was glad they did.

All along the line back to Aberdeen, people had come to right of way fences to cheer the train on its way, and another large crowd greeted the train on its arrival at Aberdeen.

There Mr. Koontz' business car

was attached, and without delay the train proceeded on its way to Amory where, by special arrangement, a coach load of girl students bound for points on toward Memphis, was cut in to the Kansas City Florida Special thus avoiding a change of trains.

The celebration was not over in Columbus, however. When Mayor Sharp and his committee tendered Mr. Koontz and his party a luncheon at the Gilmer hotel prior to the arrival of the train they started a program for the day that was not to end until late that evening.

Over at the broadcasting rooms of radio station WCOC, Major T. C. Bil-
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OUR RAILROADS AS TAXPAYERS

THE railroads of the United States pay more than a million dollars a day in taxes. A tax bill of \$394,243,640 was rendered to the American railroads for the year 1926. This was an increase of \$30,758,721 over the previous year. In the year 1876 the people thought that Congress had gone wild when it appropriated \$147,714,941 to run the governmental establishment for that fiscal year—\$246,528,000 less than was taken from the railroads in federal, state and local taxes fifty years later. Just ponder the above figures for a moment!

Twenty-five years later—in 1901—it was only necessary for Congress to appropriate \$457,000,000 to run the government for that year—just a trifle more than is now called from the railroads in taxation for a year.

Many legislators—local, state and national—have, in recent years, taken the position that the way to relieve others of tax burdens, or to raise more tax money, was to find an additional method of taxing the railroads of the country. They seem to assume that railroads have some magical way of creating money which they can endlessly pour into the hands of eager tax collectors. They never seem to grasp the idea that the only source of revenue the railroads have is what they collect from the people who travel on their passenger trains or from those who ship freight. Therefore, when the tax is increased they must necessarily raise the amount demanded by getting that much more from the public.

Every now and then some radical member of Congress, or a state legislator, or a theoretical college professor, or a socialist, or a communist, will noisily acclaim the virtues of government or political ownership of railroads. They forget to explain, however, upon whom they would call to put the \$394,000,000 now paid annually in taxes by the railroads. Government-owned railroads, you know, do not pay taxes.

It is interesting to note the rapid increase in railroad taxes over the ten-year period from 1916 to 1926—

This is an increase of 150 per cent in ten years. At this rate of increase it will not be many years until the railroads will be paying half a billion

Transportation Lines Pay More Than Million a Day in Taxes

H. O. BISHOP, in National Republic

dollars a year in taxes. Tax creating bodies never seem to get the idea in their heads that it is possible to spend less in the future than in the past. Each year they want more and more—and get it.

In discussing the high flood of taxation, a prominent railway official said: "I believe that everyone will readily agree that the rising tide of taxes—federal, state and local, constitutes a problem that is growing more acute every year and which imperatively demands a solution. Few of us, however, have the time to investigate this problem as thoroughly as we should. I was interested not long ago in learning that, whereas we are continually reducing the national debt, we are, by extravagant borrowing, continually increasing state and municipal debts. From 1920 to 1926 the national debt was reduced about four and one-quarter billion dollars; during the same period the debts of state and local governments increased by about three-quarter billion dollars. Our state governments increased by about six and three-quarter billion dollars. Our state governments contracted new debts during this period about twenty times as fast as they paid off the old debts.

"Stating the same facts in another way, the national debt is being reduced at the rate of about three-quarter billion dollars a year whereas the state and municipal debt in this country is being increased at the rate of one and one-quarter billion dollars a year. It can only be deduced from this that the federal government is doing its part to reduce its obligations, whereas state and local governments are continuing an orgy of spending and the piling up of obligations at an alarming rate.

"Very much the same picture is presented by an analysis of public expenditures. From 1920 to 1926 the expenditures of the national government were reduced approximately two billion dollars a year, whereas in the same period current expenditures by state and local governments increased more than two billion dollars a year—and they are still increasing.

"Now, increasing public debt and public expenditure mean more taxes and more taxes mean more money out of your pocket and mine—more money diverted from commerce and industry to the cost of government. It already requires forty per cent of national expenditures, twenty per cent of local expenditures and about ten per cent of state expenditures just to carry the existing public debt—the payment of interest and amortization. And greater sums than these will be required unless some way is found to introduce and establish economy and efficiency in the administration of state and local governments.

"Perhaps I can bring this tax situation nearer home. The enormous increase in public debt and public expenditure, brought about mainly by state and municipal governments, is reflected quite accurately in the volume of taxes that the railroads of the country are called upon to pay each year. And the railroads merely represent, in a large way, the situation that confronts all industry, agriculture and every individual today. Railroad taxes in this country are now running at the rate of a million dollars a day, or forty-two thousand dollars an hour. The railroads have to devote the net earnings of one mile out of every four to the payment of taxes.

"One of the reasons why we in the railroad business speak so feelingly of 'the rising tide of taxes' is because every other element of cost under the control of railroad management has been materially decreased since 1920, as a result of which freight rates have been reduced more than \$700,000,000 a year. The one big element of expense which shows no sign of decreasing is taxes which are subject only to the control of the public."

Oratorical demagogues and agitators who do not investigate, reason or think, often blame the cost of freight rates for the price that must be paid for the things we eat and wear.

Here are some transportation facts that are of real interest to everybody. Of the ten cents paid for a loaf of bread in Washington, New York, Chicago, Philadelphia, Pittsburgh, Detroit, St. Louis, or others of the larger cities of the country, according to the United States Department of Agriculture, the railroads receive a third of a cent for transporting the wheat to the mills and a sixth of a cent for

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FULLERS SERVE FRISCO 107 YEARS

THE railroad service of the Frisco's famous Fuller family began in 1884, when F. A. Fuller and his wife came to Newburg and Mr. Fuller secured work as water boy with a Frisco gang, then building the road into St. Louis.

Six sons were born to Mr. and Mrs. Fuller, each of whom entered the Frisco railroad service, and today five of them are still in service, one having been killed in performance of his duty in 1908. The father also died during the past year. The total service of the seven Fuller men, up to date, totals 107 years.

But that does not take in the years of service which the mother and wife has given in caring for her family of railroad sons. She, in reality, is a pioneer, for her service began when the road was being built out of Newburg, and the sound of the locomotive whistle was music to her ears, as she strained her face against the glass many times to catch a fleeting glimpse of her husband as he came into Newburg to tie up for rest.

Ed, Harry and Ivan chose to become machinists, while Herman chose the work of a switchman; Bert, the brother who died in 1908, served as a brakeman, and LeRoy now holds the position of traveling passenger agent. All the boys with the exception of LeRoy have served their entire time at Newburg. LeRoy is stationed at Kansas City.

"F. A." was always a pal with his sons, and they in turn were intensely interested in his work. They grew up with the Frisco, and when the time came for them to choose a profession, they were eager to follow in the footsteps of their father.

Ed, forty-four years of age, and the oldest boy, began his Frisco service in 1902, in the sand house at Newburg. "I received the staggering sum of twelve cents an hour, or \$1.08 a day," he said, "and I worked nine hours a day. I have a very vivid picture of my younger days. When the crew came into the roundhouse in the old days, when my father worked, they were supposed to wipe off their own engines. I remember I used to sneak in after school and wipe off the engine which my father fired. The foreman ran me out, time after time, but I

Famous Family Has Five Sons In Frisco Employ— "Dad" Served Before Them

always returned and worked as long as I could. I wouldn't know any other kind of work, and I don't believe any of the boys or myself have ever thought about leaving the old Frisco. It's just home. It was Dad's choice and we're satisfied too."

Harry, 39 years of age, began his service as a messenger boy in the roundhouse at Newburg in 1903. He then served his apprenticeship, and later became a full-fledged machinist. He at one time, served as assistant foreman and foreman in the Newburg roundhouse. "Even in my brief 24 years of service, the change in power and in railroading in general, is startling. When I was serving my apprenticeship, we used to take the side rods off the locomotives and carry them over to the roundhouse or back shop on our shoulders, for new bushings. Try and lift one now! I don't believe we have a man here that could lift a back end main rod brass, let alone a side rod. It's the best railroad in the world, and I intend to serve my years with it."

LeRoy is the only son not stationed at Newburg. His choice was not along mechanical lines, as were his brothers, but he chose to start with the Frisco as a night yard and ticket clerk at the Newburg depot in 1909. He served in several offices in this capacity, until November 12, 1917, when he entered the army, acting as non-commissioned

officer of the Eighth Division, and served in France from October, 1918, to June, 1919. Upon his return from France he took up his duties as cashier at Newburg until February, 1926, when he went to Springfield as city passenger and ticket agent, remaining there until February, 1927, when he accepted the position which he now holds, that of traveling passenger agent at Kansas City.

Bert, the deceased brother, was next in age. He was born in 1886, and started his career with the Frisco in 1902, calling crews at Newburg. From there he began his service as a brakeman, and was killed in the performance of his duties while at Valley Park, in 1908.

Ivan, age 28, first began his service in 1917, as a station clerk. He later worked as a clerk in the storeroom at Newburg and finally decided that the mechanical line was more to his liking. He became a machinist apprentice, served his time and is now serving as a machinist in the Newburg roundhouse.

Herman, age 24 is the youngest of the boys. His first service was as yard clerk in the transportation department at Newburg. He was sent to Osceola to take a similar position, but returned immediately to Newburg and accepted a position as switchman, so that he might serve in his home town.

"There was no eight-hour law when Mr. Fuller began his service, and many a time I have seen him come home and get a bite to eat and tumble into bed, only to have to get up within an hour and go out on another run," Mrs. Fuller said.

"And he was a real father," interrupted Harry, and the others quietly nodded their affirmation. "He was an advisor to us all. We would go to him with our little troubles. He would tell us what we should do, and in all my life I never heard him speak roughly to any of his boys."

During Mr. Fuller's early railroad career he had a through run from St. Louis to Springfield, which lasted for fifteen months, and the only opportunity Mrs. Fuller had to see him was when he stopped at Newburg, enroute. "I used to take my little family of boys and go down to the

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The Fuller family, left to right: Ed, Ivan, Harry, Herman and Mrs. Fuller. Insert: L. A. Fuller.



"BLUEBONNET" CHRISTENED ON FIRST RUN

MORE than 400 enthusiastic Frisco employes literally "crashed the gates" at the Union Station Sunday, December 11, to give the new Frisco-Katy train to Texas, "The Bluebonnet", a rousing christening.

"Bluebonnet" hat bands and streamers were prevalent, and the passengers enroute to Oklahoma and Texas points, were escorted through dense groups of smiling, shouting and cheering rooters for the new train.

"I've been here seventeen years," remarked one Frisco employe, "and I've never seen such an enthusiastic demonstration."

Promptly at 1:30 p. m., members of the two St. Louis Frisco Clubs, the Frisco Girls' Club and the Frisco Men's Club, met at separate points in the Union Station where they were furnished with hat bands and ribbon streamers. They then marched to the train, and as the gates were swung open, they filed in and marched on the platform from one end of the train to the other. Members of the Girls' Club entered the train at the far end and marched back to the observation end, where the christening ceremonies took place.

Miss Loretto Connor, president of the Girls' Club, standing beside R. L. Schoenberg, president of the Men's Club, broke a bottle of "Canada Dry" over a brass post of the observation car, christened the new train and wished it prosperity and success.

Directly following the ceremony, the girls grouped together and sang a song to the "Bluebonnet", a parody on "The Old Grey Bonnet". Then in single file they marched down to the engine cab, to give the train crew some rousing cheers. R. L. Jones, was the proud engineer at the throttle of the steaming 1505, and both he and Charles W. Teak, the fireman, got down out of the engine cab and shook hands with many of the girls.

As they marched back they encountered the presidents of the two roads, Messrs. J. M. Kurn and C. Haile, with their wives, and paused to give them hearty cheers. Messrs. F. H. Hamilton, J. R. Koontz, J. N. Cornatzar, S. S. Butler and J. W. Nourse were also accorded an enthusiastic reception.

"The Bluebonnet", so

Companion Train to Texas Special Into Service on December 11

named in honor of the state flower of Texas, runs to San Antonio, and is a companion train to the famous Texas Special. Leaving St. Louis daily at 2:05 p. m., the train arrives in Dallas at 8:30 a. m. the following morning, Fort Worth at 8:45 a. m., Austin at 3:20 p. m. and San Antonio at 5:55 p. m. Returning the train arrives in St. Louis at 8:05 a. m.

The equipment consists of an observation car, Pullman sleepers, diner, chair car, coach and baggage-express cars, and is drawn by huge mountain type oil burning locomotives. The illuminated rear sign includes a reproduction of the flower, the bluebonnet.

This new train, and the Texas Special, which travels the same route and leaves St. Louis daily at 6:50 p. m., provides service to Texas which Frisco officials feel will merit the unqualified support of ticket agents and meet with the hearty approval of Frisco patrons.

Other members of the train crew on the initial trip of the "Bluebonnet" were: R. M. Smith, conductor; Albert Adams, brakeman; Guy W. Williams, train auditor; Fred Wallace, train porter, and William Doty, Pullman conductor.

The first passenger to buy a ticket via the new train, was Myron R. Sturtevant, vice-president of the Liberty

Central Trust Company and his destination was Oklahoma City.

The leaving hour, close at hand, the crowd surged back to the observation end, to view the train as it departed on its first journey.

"All ab-oard!" shouted the conductor, and a fresh burst of cheering came from the crowd. Slowly and easily the train started and slid gracefully down the two steel rails—on and on, with the patrons and officials who accompanied it on its trip, waving a farewell to the crowd, from the observation platform. It gained momentum and soon was out of the sheds and had made the turn on its way.

Several started the song "Farewell to Thee," and they sang as they waved a fond goodbye to the Bluebonnet," on its way to the state of the famous flower.

Mayor Victor J. Miller, of St. Louis, wrote Arthur Stoehr, secretary of the Frisco Men's Club as follows:

"Dear Mr. Stoehr:

"I have received your announcement of the new Frisco Texas train. 'The Bluebonnet'. I trust that this new afternoon train will be a great success.

"The officials of the Frisco railroad are to be congratulated on the spirit and effort they have shown toward the rapid development of the great southwest in providing a real service institution for the traveling public.

"Sincerely yours,

"VICTOR J. MILLER, Mayor."

This song, to the tune of the "Old Grey Bonnet," was sung by members of the Frisco Girls' Club;

There's a stir and great excitement,
'Bout a certain new announcement,

By the Frisco-Katy Lines,
Of a new train leaving Sunday,
Reaching San Antonio Monday,

And 5:55's the time.
There are Pullmans now and shiny,
And an engine far from grimy.

With an engineer who's proud as proud as can be.
It was christened the "BLUEBONNET",

And it travels like a comet,
Serving both well you and me.

CHORUS:

Get on our new "BLUEBONNET",

With the new Pullmans on it,
With a big oil burner all the way!

Travels right to Texas,
Land of corn and cactus,
On the Frisco's right of way!

Frisco men and women giving the "Bluebonnet" a rousing send-off at St. Louis Union Station, December 11.

