

GENE SUTCLIFFE RETIRES

Widely Known Memphian Was City Passenger Agent 42 Years

FORTY-TWO years ago a "young sprout" who had already had six year's experience as a city passenger agent with the Memphis and Charleston Railway, joined the soliciting force in Memphis of the Kansas City Fort Scott and Memphis Railway Company.



EUGENE SUTCLIFFE

On January first, 1930, he retired with "full railway honors," with a host of friends in his home town, and still in possession of the same title which he took in 1887, city passenger agent.

This venerable 70-year old pensioner is Eugene Sutcliffe, known to a great majority of Frisco employes by the affectionate term, "Old Gene." He has been an institution in Memphis, and one of his proudest claims is that he assisted Mr. J. N. Cornatzar, now assistant vice-president of the railroad to his first position in Memphis with the "Memphis line."

Mr. Sutcliffe was born in Marion, Ky., and grew to young manhood in that town. He attended the University of Kentucky at Lexington, but was forced to quit school because of impaired vision. He "went to clerking" in a store, but a fire which destroyed his place of employment sent him to Memphis in 1878, and he clerked on the levee until 1881. In that year he entered the career he never forsook, railroading, by accepting a job with the Memphis and Charleston as city passenger agent. On March

Pensioners to Receive Service Certificates

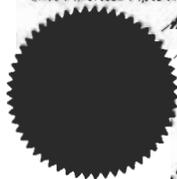


CERTIFICATE OF SERVICE

In recognition of long and faithful service, this Certificate is issued to

who was in the service of this Company years months, most recently in the capacity of and in pursuance of the Company's established rules has been honorably relieved from active duty, and is now enrolled as a pensioned employee.

In Witness Whereof, St. Louis-San Francisco Railway Company has caused this certificate to be signed by its President, and its seal to be hereunto affixed, and attested by its Secretary, this



day of 19
St. Louis-San Francisco Railway Company.

Attest:

By

SECRETARY

PRESIDENT

As a further mark of appreciation of long and faithful service rendered by pensioned employes, President Kurn has authorized the preparation of a Service Certificate to pensioned employes of record at time of issuance. This is now in the hands of the printer and will be sent out from the office of the Secretary, Board of Pensions shortly.

The certificate, which is herewith reproduced, is lithographed on heavy rag paper, bears the personal signatures of President Kurn and Secretary Hamilton and has the Corporate Seal of the Company affixed. Each certificate is engrossed with the holder's name, the occupation in which he was last employed, and the period in years and months of his continuous service as shown by the pay rolls up to the date of his retirement.

It is a handsome piece of work and will undoubtedly afford much pleasure to pensioned veterans, and it is the purpose to issue one of these certificates to every employe who may hereafter be placed upon the pension roll.

15, 1887, he came to Frisco Lines with the same title.

During his long career "Old Gene" has had many thrilling experiences. He represented his railroad when President and Mrs. Cleveland visited Memphis in the 80's, and recalls vividly meeting them both. He has assisted Presidents Taft and Roosevelt in making train reservations. He witnessed the burning of the river packet "Golden City" in the Mississippi one morning in the 80's, when she was carrying a circus, and the river was alive with struggling elephants, lions, tigers, and other wild animals that jumped overboard to escape the flames. He knows the inside history of the old ticket scalping days, when Memphis railroads sold tickets as far as New York City for \$5.00 in ruinous and desperate competition. And he knows all the higher officials of raildom not only on his

own railroad but on the others entering Memphis.

It is a fitting tribute to "Old Gene" that three days before his retirement he received a letter from Eldon, Iowa, which read:

"I am informed by my wife of the wonderful services you performed for her while she was waiting in Memphis for a train to Jacksonville last Saturday and I wish to thank you personally for your thoughtfulness. I am sure that if every employe was as much in earnest in his work as my wife declared you to be this would certainly be a fine old world to travel in. I am sure that when you have retired, as my wife tells me you will shortly, your employers will miss your genial smile and welcoming hand. May you enjoy long years of pleasure in your period of rest, for which you have worked so faithfully. Sincerely yours, Robert L. Smart."

PLAN BASEBALL LEAGUES

Springfield Employes Urge Formation of System-Wide Series in 1930

RAPID formation of plans which will assure Frisco Lines a giant Frisco ball league for the Southwest have been announced at the Springfield offices. The prospects took on an even rosier hue when it was learned that Mr. J. W. Seabough, otherwise known as "Doc", past president of the Frisco Employes' Club of Springfield, and for a number of years president of the Western Association, has consented to lend his valuable advice and assistance in its organization.

Of course, the actual organization of the league is at present in the embryo stage and it may be that two leagues, Eastern and Western, Northern and Southern may be formed. The idea of the plan is to match the winning two teams in a giant game toward the last of the season. It might be considered practical for teams in Eastern territory to make up one league and those in Western territory, the other. By way of illustration, points on Eastern, Southern and River divisions would comprise the Eastern league. Or it might be that a centrally located point, such as Monett or Joplin be considered the dividing line, one league including all points north and east, and the other made up of teams from the south and west. This, of course, is to be decided upon at a later date.

Messrs. Jay Hoover, Paul Rice and Joe Goodrich of the West Shops have conceived the idea and it promises to gain more than passing interest. If the idea is carried out, however, a split season would be played, the first half champion meeting the winners of the second session, the winners receiving a pennant or some suitable trophy.

Baseball interest has always been exceptionally high on the Frisco and the success of last season's teams at Ft. Scott, Kansas City, St. Louis, Newburg, Springfield West Shops, Memphis, and many other points demonstrated the fact that it was the favorite pastime of the Frisco employes. It will be remembered that the West Shop-Ft. Scott game at the Northern division picnic at Joplin last summer was truly one of the most successful features of the day. The league idea has been highly successful on other railroads and its sponsors can see no reason why the Frisco cannot have one of the fastest leagues in the country.

Frisco Winners to American Royal



THIS photograph of fine, young folk was taken at Kansas City during the American Royal Live Stock Show recently. They were winners of trips via Frisco Lines to the show from their various communities, having won high honors in the 4-H clubs on Frisco Lines during the past year. A similar group, also winners, were awarded trips to the St. Louis National in October.

Reading from left to right, they are (first row): Marie Owens, Roff, Okla.; Winnie Cooper, Madill; Lola Stryker, Vinita; Sylvia Stults, Wynneward; Lena Hudson, Hollis; Elva Brown, Marshall; Vinita Cannon (no town listed); Irene Wright, Eagle-

town, and Marie Clarke, Talogo, all in Oklahoma.

Second row: Roy McMillan, Jones, Okla.; Bythel Louey, Joe Dotterer (no towns listed); Marlin Sean, Rocky, Okla.; Keith Bilbrey, Imboden, Ark.; Roger Nolen, Borling, Ark.; Harold Roberson, Antlers, Okla.; Leland Severs, Ryers, Ark.; Joe Wells, Pochontas, Ark.

Third row: Harry Beatty, Thayer, Mo.; Earle Moore, Hugo, Okla.; Odell Parker, Calera, Okla.; Nelson Brensing, Pawnee, Okla.; Otha Johnson, Ravia, Okla.; Sterling Crawford, Maysville, Okla.; Tommie Hamilton, Lowry, Okla., and Frank Parsons, Winfield, Kans.

Mr. J. K. Gibson, assistant to superintendent motive power at Springfield, said he favored such a league and thought that it would inspire interest and wholesome sport. He also said that such a league might be formed, providing the members of the team did not let the playing of out-of-town games interfere with their work. He also stated that if the league were formed, arrangements might be made to make transportation good on fast trains so that out-of-town games might be arranged.

Those interested in the organization of such a league would like to hear from every point with actual or prospective baseball teams. It will undoubtedly be necessary that representatives from the various teams get together before the actual drafting of a playing schedule is done. It has been suggested that the various Frisco Employee Club Presidents take the suggestion up before their respective clubs as to their representation in such a league.

Letters regarding the league may

be addressed to Mr. Joe Goodrich, care Frisco West Shops, Springfield, Mo., and before the March issue is out, it is hoped that more definite plans may be reported.

CAMERON SETS RECORD

Cameron, Okla., continues victorious in the battle against per diem. The most recent victory being the handling at that station of MEC 30780, loaded with flour and feed.

This car, according to a report from the superintendents office, reached Cameron, consigned to Hill Brothers, at 9:00 a. m., November 27, was unloaded by the consignee at 3:00 p. m. and was moved out for home at 5:30 p. m. the same day.

A previous case of rapid handling at this station was the movement of MKT 170098, also consigned to Hill Brothers. This car arrived in Local Train 744 at 2 p. m., September 17, was unloaded the same afternoon and forwarded on Local Train 745 at 9. a. m., September 18.

HE MAKES RECORDS

Gene Autry of Sapulpa Scores as Recording Artist

MANY Frisco employes who own Victrolas have purchased the records of Mr. Gene Autry, of Sapulpa, Okla., however, few of them know that this highly talented boy is an employe of Frisco Lines. He has just returned from a trip to New York City, where he made eight records of



GENE AUTRY

sixteen songs for the Velvetone people, among them "Dust Pan Blues," "Hobo Yodel," "Sluefoot Lou" and "Waiting for a Train."

But this distinction of making records with a selling value did not come to Mr. Autry through coincidence. He has had very little musical training, however, plays two instruments, the guitar and ukulele, and has a remarkable recording voice. During 1929 he made a trip to New York with the intention of trying out with some recording company. He tried several, among them the Brunswick and Columbia, but was unable to secure a tryout with either.

He was not discouraged, however. He remembered that he had known Frankie Marvin, a Victor recording artist for several years and also his brother, Johnny, who is also a popular Victor recording artist. Through the two brothers, Mr. Autry secured a tryout with the musical director of the Victor company. He made one record, titled "My Dreaming of You" on one side and "My Alabama Home" on the reverse side. The record, so he was advised, made a good seller.

In October, 1929, he made another trip to New York and recorded two songs, "Blue Yodel No. 5" and "Left My Gal In the Mountains" with the Velvetone people. This record was on the market three weeks later and

Frisco Trains 94.8 Per Cent on Time in 1929

FRISCO Lines for the year just closed made the remarkable record of operating 58,741 passenger trains, 94.8 per cent on time.

The statement "operated 58,741 passenger trains 94.8 per cent on time during 1929" sounds prosaic enough in itself, but the accomplishment of this feat was far from prosaic. Back of this performance is the story of many obstacles surmounted.

By the law of averages alone there are bound to be many occurrences beyond human control which delay passenger trains during a twelve month period, especially on a far-flung system like Frisco Lines, and 1929, like past years, got the share of delays allotted to it.

This twelve month period found an

increasing number of difficulties in keeping trains on schedule increase as the year grew older. Winter came when fall should have been here and crowded out the fine autumnal days that other years get. Frequent heavy snows drifted and covered many parts of the system for days at a time. Sleet storms equaled the snow storms in size and frequency and exceeded them in fury and damage.

Such were a portion of the difficulties that were overcome. The record of operating 58,741 trains 94.8 per cent on time is a noteworthy tribute to the spirit of Frisco Lines employes whose motto is, "The trains must go through on time."

The table showing standings by months, following:

Month	Total Trains Operated	Total Trains Maintained Schedule or Made up Time	Per Cent Trains Maintained Schedule or Made up Time
January	4974	4673	93.9
February	4541	4273	94.1
March	4985	4777	95.8
April	4862	4673	96.1
May	4960	4616	93.1
June	4869	4685	96.2
July	5027	4901	97.5
August	5054	4883	96.6
September	4806	4570	95.1
October	4943	4604	93.1
November	4784	4555	95.2
December	4936	4481	90.8
Total	58741	55691	94.8

was their second largest seller as shown by the records of that company.

Things seemed to be coming along nicely for him, when on November 15 the Velvetone people wired him to come to New York. He made another trip on December 1 and recorded eight records or sixteen songs, all of which were ok'd and two of them released on January 7. The two released were "Dust Pan Blues," "Hobo Yodel," "Slue-Foot Lou" and "Waiting for a Train." And one of the nicest parts of the recording was the check for approximately \$1,000 which he received.

It seems that this musical genius has a bright future. With a bit more experience and publicity there is a chance that he might get on the Orpheum circuit, the Velvetone Company promising to furnish him financial backing when he has acquired the experience and publicity and when his records have become more popular.

Meantime one finds him hard at work as a telegrapher in the Frisco offices at Sapulpa, and working hard on his repertoire, and when his chance comes, it will find him ready to accept it.

I. R. GARRETSON PROMOTED

Mr. M. D. Riggs, assistant general agent for Frisco Lines at its Chicago office, recently resigned from that position to accept services with Halsey-Stewart, brokers of Chicago, according to an announcement received from Mr. H. F. Sanborn, Chicago general agent.

Mr. Riggs' position will be filled by Mr. I. R. Garretson who is not a stranger to Frisco Lines, having come to the Chicago office as chief clerk in November, 1923.

Mr. Garretson was born at Osceola, Clark County, Iowa, March 18, 1881, and graduated from the high school of that city in 1899 and from the Cedar Rapids, Iowa, business college in 1905. He entered railroad service with the Chicago & Eastern Illinois railroad in the freight traffic department in 1909 and was employed by Mr. B. H. Stanage, who was then chief clerk to Mr. F. C. Reilly, general freight agent. His next position was that of chief clerk in the Chicago office and his present promotion was effective January 6.

Mr. Garretson's father, Mr. A. B. Garretson, served as president of the Order of Railway Conductors for many years.

AGENCY CHANGES

T. C. Adams was installed permanent agent at Grubbs, Ark., Dec. 9.

D. T. Mayfield was installed permanent agent at Herman, Ark., December 16. (E. P. Littlejohn has been acting agent there since December 3, on account of J. V. Brower being transferred to Olden.)

W. R. McLin was installed permanent agent at Holmes, Mo., December 10.

Effective December 14, L. & A. withdrew joint agency at Hope, Ark., ticket station. Frisco now has exclusive freight and ticket agency.

Effective December 1, the St. Louis S. W. absorbed the B. L. & A. S. R. R. Co., and effective December 16, the St. Louis S. W. established its own exclusive agency. Frisco not now joint with any other road at Leachville, Ark.

T. Munn was installed permanent agent at Magnolia, Ala., December 7.

C. E. Hall was installed permanent agent at Pickensville, Ala., December 16. (W. M. Byrd had been acting agent since November 5, without transfer.)

E. R. Haymes was installed permanent agent at Republic, Mo., December 18. (J. L. Copening had been acting agent since November 19. Agent H. J. Nelson died November 23.)

E. G. Kilpatrick was installed permanent agent at Schuller, Okla., December 31.

G. N. Van Patten was installed temporary agent at Steelville, Mo., December 14.

F. DeBerry was installed temporary agent at Steelville, Mo., December 28.

G. N. Van Patten was installed permanent agent at Vista, Mo., December 30.

C. R. Alexander was installed permanent agent at Weaubleau, Mo., December 16.

F. E. Klos was installed temporary agent at Amber, Okla., January 2.

Mrs. Minnie B. Williams was installed permanent ticket agent at Becker, Miss., January 6. She took charge of the agency January 1.

David A. Dwyer was installed ticket agent at Deicke, Mo., January 3.

J. C. Vanpool assumed charge of the Galena, Kans., station as temporary agent, relieving A. T. Edwards, January 4. No audit of accounts was made.

Frisco Again Reduces Freight Claim Payments

By J. L. McCORMACK, Superintendent, Freight Loss and Damage

EXCEPTIONALLY gratifying results are disclosed in the annual report of the freight loss and damage claim department. A total of \$425,509.34 was paid in settlement of freight loss and damage claims in the past year which was the lowest amount paid in any year subsequent to 1915. The ratio of 59c per \$100 freight revenue is the lowest since 1903 and perhaps the lowest in the history of the railroad, al-



J. L. McCORMACK

though statistics prior to 1903 are not available.

In the year 1921, which could properly be termed the reconstruction period following the World War, the Frisco freight loss and damage claim payments, including claims growing out of Federal control, guaranty and corporate periods were \$1,746,162.30, and our ratio per \$100 gross freight revenue was \$2.99, and had our ratio in 1929 have been the same as in 1921, we would have paid out \$2,169,278.50 or \$1,743,769.16 more than we did.

Claim payments for the year 1928 totaled \$454,740.90 or a ratio of .66c per \$100 gross revenue. The year of 1929 showed an increase in freight revenue of \$3,279,227.71, or 4.7 per cent, with a decrease in claim payments of \$29,231.56, or 6.4 per cent over the preceding year.

Effective January 2, the ticket only agency at Greenbrier, Mo., was closed.

A. L. Kirk was installed permanent ticket agent at Holdenville, Okla., January 2, and on that date Frisco Lines took over control of the joint

There is no better barometer as to the physical condition of a railroad, the efficiency and morale of its employees, than the amount of money that it is necessary for it to pay out in settlement of freight loss and damage claims. Inadequate facilities, careless and indifferent station and yard operation, train delays, rough handling of cars, defective track, defective motive power and equipment or the lax and indifferent inspection thereof, inadequate or impractical train schedules, improper and unscientific distribution of cars for loading, supply the grist that keeps the claim mill in operation. Therefore the officers, supervisors and employees, especially the rank and file, those upon the firing line performing the work and serving in the operating, maintenance, mechanical and transportation departments are entitled to the credit for this remarkable reduction in freight loss and damage claims that is an outstanding achievement in the history of the American railroads.

To operate a railroad in a manner that there will be no loss or damage claims is "a consummation devoutly to be wished," but that time will never come, for claims, like the poor, will always be with us, but like the poor, the fewer we have the happier and more prosperous will be our condition.

I earnestly solicit the continued co-operation, assistance and support of every employe in the matter of reduction of freight loss and damage claims. If, during the year just past, correspondence or reports from the freight loss and damage department resulted in criticism, reprimand, or the assessing of discipline, I assure you that at no time or in any case was it actuated by malice, ill will or personal feeling and that in every instance its necessity was deeply regretted.

Personally and on behalf of the management, I congratulate you one and all upon the results achieved, thank you for your past efforts and most earnestly solicit your cooperation and assistance throughout the coming year.

agency—such control to be held for a period of three years when the Rock Island will again control the passenger station for three years.

F. H. Smith was installed permanent city ticket agent at Memphis, Tenn., effective December 31.

NEWS OF FRISCO CLUBS

(Continued from Page 15)

The Frisco Girls' Bowling Club of Springfield, formed during the past year, has made remarkable progress in the short time the club has been active.

The girls are divided into six teams composed of five players on each team, with the following officers: Miss Loretta Henry, president; Mrs. Etta Acton, vice-president; Miss Freddie Draughon, secretary-treasurer. The teams have been named, Red Ball, Air Line, Lindy Special, Friscoettes, Wreckers and High Line.

The following members are honored with holding high scores: Miss Hazel Clark, average, 127; Miss Frances Gustin, 110; Miss Mamie Gurley, 104; Miss Ann McClernon, 107; Miss Eunice Morrow, 107 and Miss Lenore Sutherland, 105. The high individual scores are accorded the following: Miss Hazel Clark, 157; Miss Frances Gustin, 133; Miss Helen Dryden, 130 and Miss Lucy Good 129.

Henryetta, Okla.

Members of the Frisco Employes' Club of Henryetta, Okla., were somewhat surprised when their secretary read the total of the business they had secured during 1929, at a meeting held January 14, to find that they had secured 130 carlots of freight, 115 LCL shipments and 54 passengers—an impressive total for a club whose membership is small compared with many on the system. These totals present a striking example of what can be accomplished if club members keep alert and get business at every opportunity. Often the particular item of business secured by an individual may seem insignificant to him, but these small items of business take on an important aspect when they are totaled as they did in the case of the Henryetta club. Nine members were present at this meeting.

In addition to the report on business secured, talks were made by H. G. McKinstry, agent, and D. B. McCain, clerk. Mr. McKinstry spoke on solicitation and Mr. Cain on courtesy. Following the talks, there was an election of officers in which all of the officers serving were re-elected.

F. A. McClaren, president of the club, gave a report of the convention of club presidents which he attended in St. Louis. The next meeting of the club was set for February 11.

Willow Springs, Mo.

The Frisco Employes' Club of Willow Springs, Mo., is conducting a canvass of the merchants there who use

MORE INDUSTRIES IN 1929

A total of 454 new industries, with a capital investment of \$7,361,825, were located on Frisco Lines during 1929, according to the annual report of the industrial department, made by Mr. J. B. Hilton, industrial commissioner. The number of industries is an increase of 28 over 1926, heretofore the banner year on the railroad, and an increase of 89 over 1928.

New spur tracks and extensions to existing spur tracks to serve industries numbered 88, and involved an expenditure of \$173,988. During the year the department handled 353 new leases and reissued 140 leases. A considerable increase in oil well supply houses was made during the year, principally due to the oil development in the vicinity of Wichita, Kans. Because of the activity of Shell, Barnsdall, Mid-Continent, Phillips and other producing companies, a considerable increase was made also in bulk oil plants during the year. Other increases noticed were in compresses and gins, material and coal yards and mines.

transportation other than Frisco Lines, with a view of winning them over to the Frisco. A report on this canvass will be made at an early meeting of the club.

This club had a business session January 14 at which solicitation was the chief topic of discussion and interesting talks were made on this subject by several members. The next meeting of the club will be held February 11.

Kansas City Auxiliary

The regular monthly card party of the Ladies' Auxiliary to the Frisco Sunnyland Club of Kansas City, Mo., held January 7, was followed by the election of officers for the ensuing year.

Mrs. E. W. Grace was chosen for the presidency and Mrs. W. B. Berry was elected vice-president. Mrs. Amel Myers was elected secretary-treasurer. The next meeting of this club was set for February 4.

St. Louis Men

The Frisco Men's Club of St. Louis in a recent election of officers chose the following: R. B. McBride of the purchasing department, president; Walter Studt of the legal department, vice-president; John A. Culver of the agents accounts department, sergeant-at-arms; Col. Arthur Stoehr, secretary. Col. Stoehr was re-elected to this office.

IN THE FRISCO HOSPITALS

The following list contains the names of patients confined in the Frisco Employes' Hospitals in St. Louis and Springfield as of January, 1930. They will be glad to hear from their friends.

ST. LOUIS HOSPITAL

Glover, J. R., Enid, Okla.
 Southard, D. H., Joplin, Mo.
 Williams, E. L., Sapulpa, Okla.
 Parson, W., Birmingham, Ala.
 Burnett, H., Kewanee, Mo.
 Rutledge, W. O., Oklahoma City, Okla.
 Berry, Curtis, Garden City, Mo.
 Hughes, R. T., Oklahoma City, Okla.
 Williams, Luther, Memphis, Tenn.
 Lamn, R. L., Amory, Miss.
 Malley, J. P., Springfield, Mo.
 Baker, Warren, Bartlesville, Okla.
 Hale, W. O., Cape Girardeau, Mo.
 Nensel, C. H., Kansas City, Mo.
 Reeves, J. A., Chaffee, Mo.
 Kane, T. E., Chaffee, Mo.
 Sullivan, M. A., Tulsa, Okla.
 Harris, C. T., Memphis, Tenn.
 Rimby, Ralph, Springfield, Mo.
 Mary Van De Walle, St. Louis, Mo.
 Lambert, L. G., St. Louis, Mo.
 Lawson, O. H., St. Louis, Mo.
 Fatchett, T. J., Chaffee, Mo.
 Scott, T. O., Joplin, Mo.
 Armstrong, J., Tulsa, Okla.
 Lantz, Lee, Sapulpa, Okla.
 Gibson, C. R., Memphis, Tenn.
 Lewis, A. R., St. Louis, Mo.
 Coble, Orville, Springfield, Mo.
 Carter, E. E., Neodesha, Kans.
 Orr, E. T., Kansas City, Mo.
 Musick, J. O., Birmingham, Ala.
 Blume, A. W., Springfield, Mo.
 Johnson, Roy, Eureka Springs, Ark.
 Warfield, J. H., Tulsa, Okla.
 Ponders, Alfred, Holland, Mo.
 Odom, T. J., Chaffee, Mo.
 McKenzie, F. H., Joplin, Mo.
 Pond, J. M., St. Louis, Mo.
 Ogle, A. F., Enid, Okla.
 Proffer, H. O., Chaffee, Mo.
 Safely, Alex, Neodesha, Kans.
 Rowell, F. M., Tulsa, Okla.
 Leroy, R., Springfield, Mo.
 Jones, G. H., Tulsa, Okla.
 Herbold, J., Yale, Tenn.

SPRINGFIELD HOSPITAL

Parker, J., Mammoth Springs, Mo.
 Porter, A., Springfield, Mo.
 Riker, W. H., Springfield, Mo.
 Rose, A. M., Springfield, Mo.
 Sutter, F., Springfield, Mo.
 Lafferty, W. E., Bolivar, Mo.
 Plank, R. A., Galloway, Mo.
 Nichols, R. E., Springfield, Mo.
 Adams, J. M., Springfield, Mo.
 Taylor, J. C., Springfield, Mo.