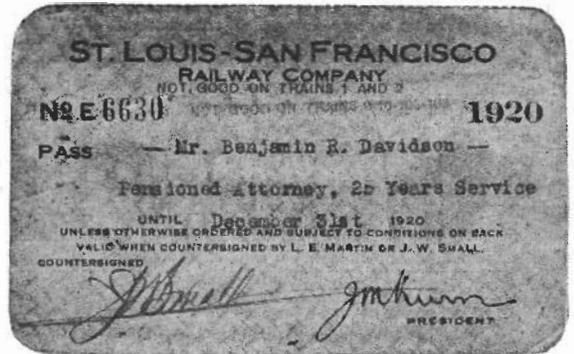
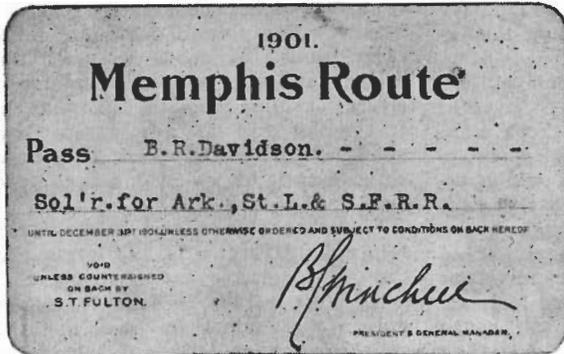


Major B. R. Davidson of Fayetteville was plain "Mr." when the Pullman Palace Car Company gave him his first pass in 1895. The pass appears above and was printed by a penman. A pass signed by former President Geo. Nettleton appears at the right, top.



The pass at the left is fifty years old. Are there any older passes among Frisco veterans? A 1901 pass over the famous "Memphis Route" appears at the lower left, and the first pass issued to Major Davidson by President James M. Kurn appears at the lower right.



press and an artistic card pass for the transportation of freight packages via Southern Express Company Lines.

It would be impossible to describe the entire lot which he possesses but it is doubted if there is a pensioner on Frisco Lines with such a collection. In his capacity as solicitor for the Frisco he was placed in a position to receive more foreign transportation than the greater number of veterans, but those who treasure their old Frisco passes would be highly inter-

ested in seeing his collection.

Major Davidson resides in a beautiful old southern mansion in the city of Fayetteville. Although he has reached the ripe age of 83 years, he goes daily to his office in all kinds of weather, and his interest and knowledge of the affairs of the state and country make him much sought after by clubs and organizations as a speaker. He has never grown old, and never intends to. His health is

excellent and the fund of stories which he has, keeps his listeners smiling.

He frequently makes trips to St. Louis and visits with old friends in the law department, and young or old could spend a delightful day in his company, and depart with a fund of valuable information gleaned from the experience and knowledge which this man has gained in his eventful career.

OLDEST CONDUCTOR RETIRES

(Continued from Page 6)

field. On his last trip on January 30, the train encountered heavy snow and practically impassable track and was delayed into Springfield. His brakeman made the remark that some tall explaining would be necessary when the delay showed up on the 87

report, and Mr. Coover said for once he wasn't worried. When he got to Springfield he would be through for good!

A group of his conductor friends presented him with a beautiful Gladstone bag as a gift to use on such trips and they also gave to Mrs. Coover a beautiful parasol. Not to be outdone by the conductors, his brakemen and official friends gave

him a beautiful overcoat and a Stetson hat.

"But I'm glad it's all over," he said. "I'm glad that I have my health and my memories of a useful and busy lifetime spent on the Frisco railroad. Its interests will always be mine, and I shall continue to keep up with all activities through the *Frisco Magazine*, through visits with my old friends, and I'll always attend the Veterans' Reunion."

RAILWAY SERVICE AIDS PROSPERITY

THE improvement in the freight service rendered by the railways probably has contributed more toward increasing the prosperity of the people of the United States within the last six years than any other single influence.

This improvement in service has been due to better co-operation between the railways and shippers; to a huge expenditure of capital which the railways have made in providing better facilities; and to more efficient work by railway officers and employes.

Railway employes have done their full share in the accomplishment of this improvement of service. They will, therefore, be interested in information given by business leaders regarding the effects it has produced upon the conduct of business in general, and the benefits that industrial and commercial concerns have derived from it, and which, in numerous ways, have been passed on to all classes of the people.

Much of a general character has been said regarding the improvement in railway service and the benefits that it has conferred. The Railway Age, believing that the heads of business concerns know best what actually have been the effects produced upon general business, a few weeks ago sent a questionnaire to the presidents of all the nation's large industrial and commercial companies asking them to give the facts comprehensively and specifically regarding the way in which their own lines of business have been affected. In reply, more than one hundred officers of companies ranking among the most important shippers in the country have given information and made comments which constitute as high a tribute to the managements and employes of the railways as was ever paid to the managements and employes of any industry.

In this article I will try briefly to summarize, first, the improvements in railway freight service that have been made; and, secondly, the views expressed in these letters by business leaders regarding the benefits that have resulted from them.

The most important improvement made in railway freight service has been the elimination of "car shortages." For a long period of years which ended in the early part of 1923, business concerns and farmers became unable, in almost every period of heavy movement of traffic,

Improvement in Freight Shipping Contributes Greatly to National Affluence, Editor Says

By S. O. DUNN,
Editor, Railway Age

to get enough cars in which to load the freight they wanted to ship. This condition has been completely corrected. The last general car shortage ended in the early part of 1923. For some years now the railways, even in periods of record-breaking traffic, have been promptly furnishing to all shippers more than 99 per cent of the cars for which they have asked, and in 1929 they filled promptly 99.99 per cent of all the orders from shippers for cars. Perhaps never in history has any other industry made such a record in filling the orders of its customers.

This complete elimination of car shortages has been due to several causes. A few years ago there were organized in all parts of the country, Shippers' Regional Boards, which estimate the number of cars that will be needed by the various classes of shippers during the next three months, and in regular meetings with railway officers arrange for such distribution of cars as will cause them to be placed just where they will be needed. The American Railway Association established a Car Service division, which, on behalf of all the railways, supervises the distribution of freight cars throughout the country.

In addition to the distribution of cars being greatly improved, the speed and regularity of freight service have been correspondingly increased. The average movement of freight cars is always greater in the fall than in any other season, because traffic is heaviest then and more cars are actually in use. Take the figures for the months of October in recent years. In that month in 1922 the average freight car moved less than 27 miles a day; in 1923 almost 31 miles; in 1927, 34.7 miles, and in 1929, 36.3 miles. But freight cars are not in trains most of the time. They have to be repaired, they have to be switched in yards and to and from shippers' plants and freight stations and often they are standing on sidings because there is no de-

mand for them. The speed with which cars actually in trains are moved also has been greatly increased. The average freight train, and therefore the average car when in trains, moved 247 miles a day in 1920; 261½ miles in 1923, and about 320 miles in 1929. Most freight trains are now run on schedules, and whereas the average speed of trains not many years ago was only 10 miles an hour it is now more than 13 miles an hour.

Let us now see how these improvements in freight service have affected the conduct of the country's industry and commerce. Every business concern must at all times carry on hand stocks of goods which are commonly called "inventories." The manufacturer must carry coal and raw materials for the processes of manufacture, and also some finished products with which to fill the orders from customers constantly received by him. Every retail merchant must carry stocks of goods to meet the daily demands of his customers. Every business concern also has in transit by rail at any given time quantities of freight which have been shipped to it or which it has shipped out.

Now, the slower and more uncertain freight service is, the larger are the inventories every business concern must carry, because if it has only a small stock on hand and the railways do not deliver freight when needed, it may become impossible to maintain operation or to fill orders from customers. By the same token, the faster and more reliable freight service is, the smaller are the inventories that business concerns need to carry.

There is a large expense in carrying inventories. Stock on hand represents an investment upon which interest must be paid. It has to be stored and rehandled. Many kinds of commodities, when in storage, rapidly depreciate in value. It has been estimated by experts that, considering these and other factors, the average annual cost of carrying inventories of all kinds is 25 per cent of the investment in them. It is evident, therefore, that an improvement in railway service which enables all classes of business concerns to reduce the inventories carried by them saves them a large amount of expense.

Practically every business leader who replied to the Railway Age's

questionnaire stated that the improvement in railway service has made it possible to reduce inventories, the reductions mentioned ranging from 15 to 75 per cent, and averaging about 40 per cent.

The Packard Motor Car Company said it produced about four times as many cars last year as in 1922, while carrying inventories considerably less than in 1922, which, considering the increased volume of business done, was equivalent to a reduction in inventories of 75 per cent. The Jewel Tea Company said that it has reduced its reserve stocks 50 per cent in its distant branches, and 75 per cent in branches near its home office. The Electric Auto Light Company of Toledo, Ohio, said that although it has increased its sales 250 per cent since 1923, it has reduced its inventories 38 per cent. The F. W. Woolworth Company stated the matter in another way by saying that it used to turn its stock about six times a year, but now it turns it about nine times a year "on account of quicker deliveries, which make it unnecessary to carry such large stocks of merchandise."

The Interstate Department Stores Company said it finds that the inventories in its various stores have been reduced about 20 per cent "due to the time cut off by the efficiency of railroads in delivering freight to the cities in which our stores are located." The Curtis Publishing Company, which publishes the Saturday Evening Post and other large magazines, said that it formerly found it necessary to keep a stock of paper in Philadelphia which taxed the capacity of its paper warehouse, but that "due to steady improvement in shipping conditions and dependability of service" it has been able to convert about one-third of its paper warehouse into manufacturing space, although the amount of paper used by it has largely increased. The Allis-Chalmers Company said that formerly it was necessary for it to maintain branch houses with a considerable number of tractors in stock in each of them; but that now, owing to the excellent service afforded by the carriers, it does not have to carry these stocks. It also mentioned that the increased reliability of railway service has enabled it largely to reduce the stocks of coal that it has to keep on hand for its manufacturing operations.

These are but a few of many examples that might be cited illustrating the extent to which improved railway service has made it practicable to reduce inventories in practically all lines of business.

Business men mention numerous

other benefits that have resulted. The regularity with which freight is delivered enables manufacturers to schedule their operations better and to stabilize their labor forces, thus resulting in increased efficiency all along the line. Loss and damage of freight has been greatly reduced, thus

THE TRAINS GO THRU!

In fair weather when roads are good, motor truck competition with railroads thrives, but when winter winds blow sleet and snow in huge drifts across the highways, trucks hibernate until better days, while Frisco Lines operates its trains as usual and even runs additional trains if necessary.

The truth of the foregoing statement was driven home vigorously at Tulsa, Okla., during the recent severe weather, when a raging blizzard was piling snow on highways for miles around. The Tulsa World was scheduled to send 5,000 copies of its evening edition, by truck, to Claremore, Okla., from which point they were to be distributed to other towns by rail.

"U. S. Highway 66 blocked east of Tulsa. Impossible to get through," was the message the World's circulation manager received from his road men. Hasty consultation among the World's officials followed and as a result, the circulation manager called J. W. James, Frisco Lines traffic manager, and asked if he could arrange a special train. A short time later, a Frisco special comprised of an engine and a caboose departed with the papers.

The next morning the highways were still blocked, but subscribers in distant parts of the World's circulation territory read their papers as usual. Through its emergency service Frisco Lines was again victorious over other forms of transportation.

also reducing the trouble and expense of shippers in getting claims against the railways settled. Much freight that was formerly moved by express is now moved by freight train, and the shipper saves the difference between the freight rates and the higher express rates. Because of the regularity with which freight cars are delivered shippers and consignees do not have to pay as much demurrage on freight cars as formerly.

The Bucyrus Erie Company of South Milwaukee, Wis., says that it was not unusual several years ago for it to have several men following freight shipments, in order to avoid having the shipment held at division

points, and frequently being set out on side tracks for repairs to rolling stock. It required the entire time of one man to follow shipments through the Chicago district alone. All of this trouble and expense have been eliminated by improved service.

The Pennsylvania Coal and Coke Corporation says: "The improvement in rail transportation has changed the bituminous coal mining business materially, and has been valuable, in that it has checked the violent fluctuations in prices due to car shortages, and the heavy stocking due to fear of shortages, with the inevitable period of depression following while excess stocks are being worked off. It has helped to concentrate production at the most economical mines, and to close down many mines which were kept open merely that they might receive their quota of cars during times of transportation difficulties. It is helping to stabilize the industry."

The National Dairy Products Corporation says that in 1923 there was a lack of faith on its part in the ability of the railroads to perform a constant, dependable service, and it was, therefore, necessary to carry a stock of milk bottles far in excess of actual requirements, but "since the carriers have proven their ability to meet all emergencies without interruption of traffic, this unit has been able to reduce its inventories approximately 50 per cent."

General J. B. Harbord, president of the Radio Corporation of America, says: "The most marked improvement in railroad service which affects us is that in the case of the 'less than carload' shipments, because we use that method to a great extent in transporting our goods to our wholesale distributors. Expedited railroad service is essential to the proper conduct of the radio business, since not only is our business seasonal, but new models, brought out from time to time, require rapid distribution to all parts of the country so that they may be introduced simultaneously all over the United States. The success that we feel that this corporation has had in this effort is ample testimony to the increase in good service of the railroads of the United States."

The Canada Dry Ginger Ale Company, which, of course, uses a large number of bottles, says: "Bottles are bulky, easily broken, and, therefore, extra handling means loss and waste. We have such confidence in our rail transportation service that we carry only a few days' supply of bottles in our plant, then we have routed to us so many carloads every day, the

(Now turn to Page 19, please)

NEWS of the FRISCO CLUBS

Chaffee, Mo.

THE interest of the Frisco Employes' Club of Chaffee, Mo., in obtaining the good will of its community, and in working for the civic betterment of Chaffee was manifest in the appointment of a Civic Improvement Committee by H. Hopkins, president of the club, at a meeting held February 13. Sixty members and visitors were in attendance at this meeting.

The matter of giving a free show at the Empress Theatre of Chaffee for Frisco employes was discussed and Mr. Hopkins promised to investigate and report at the next meeting of the club. A report was made on the party given by the club January 31. It was attended by fifty-four visitors and guests.

Following the business session, those in attendance went from the Chaffee passenger station in which the meeting was held, to the Blue Lantern Cafe, where they spent the remainder of the evening playing cards. The first prize in bridge for ladies went to Mrs. E. L. Brand and second prize to Miss Anna Kane. Mrs. W. J. Ferguson was awarded the consolation prize. E. A. Riessaus won first prize for the men and H. E. Hubbard took second prize. The consolation prize went to A. F. Reser. Walter Burgess won first prize at pin-ochle. Following the presentation of prizes, ice cream, cake and coffee were served.

Blackwell, Okla.

The business and social meeting of the Frisco Employes' Club of Blackwell, Okla., held March 10, was marked by wholehearted enthusiasm on the part of all the forty-three members and visitors who attended.

C. E. Schofield, president of the club, opened the meeting with a talk on business conditions and following his talk, Mr. Kurn's pamphlet, "The Value of a Smile," was passed out. F. W. Coleman, a former president of the club, made a very interesting talk on solicitation work. Miss Ver-tise Banner suggested that the club have an auction sale of boxes of food donated by members, for the purpose of buying Easter eggs. An egg hunt to be held in the city park of Blackwell, was set for April 20.

At the close of the business session, Mrs. V. Powell, chairman of the en-

tertainment committee, took charge. A string quartet, comprised of V. Powell, E. L. Fosdick, Mr. Osserbrook and Mr. Beavers, gave several selections. A reading, "Just Cause I'm Ten", by Miss Geraldine Mize, followed. The surprise of the evening came, when the orchestra suddenly struck up a lively tune and A. Braden sprang into a solo rendition of his impression of the "Spring Dance". In the words of one who was there, "You ain't seen nothin' till you see this dance". Misses Lorena Schofield and Florence Flood gave a dialogue entitled "Nothing but Nonsense" and Miss Dora Perkins made a decided hit with a Charleston number in which she executed ninety-nine novel steps. The auction of the boxes of food which had been suggested earlier in the meeting proved very successful. Mr. Braden acted as auctioneer. The party ended with a cafeteria-style luncheon.

Neodesha, Kans.

Members of the Frisco Employes' Club of Neodesha, Kans., besides engaging in a large number of social and recreational activities, constantly have their ears to the ground, so to speak, for solicitation possibilities. As a result, they have been in on the ground floor on a number of projects recently and have secured a good portion of the business resulting therefrom for Frisco Lines. During the month of February, H. M. Cloud, A. Malmgren and E. E. Carter each secured from one to three carlot shipments because of this, it was reported at the meeting of the club held March 4. In addition, other members obtained several valuable tips as well as other business.

It was reported at this meeting, also, that arrangements had been made for the appearance of a carnival company in Neodesha during the last week of April, under the sponsorship of the club. The club realized \$150 from its sponsorship of a carnival last year.

As a means of getting larger attendance at monthly business meetings, it was decided to promote a number of boxing matches among members of the club. A report was made on the club's annual oyster supper, which was held February 27. Entertainment at the supper consisted of popular songs, dancing and card games.

Henryetta, Okla.

Traffic solicitation seems to be foremost among the interests of the members of the Frisco Employes' Club of Henryetta, Okla. The entire meeting of that club, held March 11, was devoted to this subject. Eleven members were present.

In discussing the various phases of solicitation, nearly all present made brief talks and more lengthy talks on the part of courtesy in solicitation, methods of getting more passenger business, and kindred subjects were made by F. A. McClaren president of the club; Mr. Fine, A. G. Wolfe, yardmaster, and H. G. McKinstry, agent. The next meeting was set for April 8.

Sapulpa, Okla.

As a tribute to the installation of their new president, Mr. John Stroud, engineer, eighty-one employes of the Sapulpa Frisco Employes' Club and friends, attended the meeting at the Railroad Y. M. C. A., March 3.

The meeting was called to order at 8:00 p. m. by Mr. L. A. Wright, former president of the club, who introduced the newly elected officers for the ensuing year.

Mr. Stroud took charge of the meeting, following the introduction, and expressed his appreciation of the attendance. This club has always been fortunate in receiving the attendance of supervisory officers at Sapulpa and practically all of them were present at this meeting. In addition, Mr. C. J. Stephenson, assistant general manager, in Sapulpa for the day, was present at the meeting, also R. M. Page, agent at Vinita, as well as Messrs. O. H. Reed, general agent, J. E. Payne, assistant general agent, and F. A. Connell, traveling freight and passenger agent, who drove down from Tulsa.

Mr. Stephenson, who has been an active supporter of the Frisco Employes' Clubs, attending meetings in towns along the line wherever possible, made a splendid address. He spoke of the value of service, and particularly asked that the employes solicit L. C. L. shipments. "We should feel free to go out and solicit business for the railroad in which we have invested our time, and which brings to us such fair returns," he said.

Mr. Mason told those assembled that he was particularly proud of the

splendid attendance and felt sure they would continue to support the newly elected officers. He also advised that in talking with the business men, the members should emphasize the fact that the Frisco's prosperity is Sapulpa's prosperity.

The three representatives of the traffic department urged the membership to solicit friends and acquaintances for passenger routings, and offered their services whenever needed.

Mr. H. W. Hale, assistant superintendent spoke on the future aims and accomplishments of the Sapulpa club, urging increased interest in solicitation, and support of the Sapulpa club.

Miss Martha Moore, associate editor of the *Frisco Magazine*, told of the organization of the women's clubs on Frisco Lines, and also several interesting instances of business solicitation, applicable to every member of the Sapulpa club.

Following a short musical program, which consisted of a vocal solo by Mr. L. A. Wright, assisted at the piano by Miss Ella Thrasher, and a vocal solo by Miss Thrasher, accompanied by Miss Dorothy Flowers, the guests were served with refreshments and the meeting was adjourned until the first Monday in April.

Kansas City, Mo.

The Frisco Sunnyland Club of Kansas City, Mo., celebrated the winning of the Accident Prevention Merit Cup by the Kansas City terminal during the fourth quarter of 1919 by giving, on February 24, one of the largest parties ever attempted by that club. About 700 attended.

Mr. J. E. Harris, chairman at the meeting, opened the program by telling just why the party was being given and what the Kansas City terminal had accomplished in the past year which had enabled them to win the cup. Following his talk, Miss Geraldine O'Brien, daughter of T. J. O'Brien, switchman, gave a piano solo, and T. A. Ryan switchman, gave a vocal solo. After these numbers, M.

M. Sisson, assistant general manager, made a speech of presentation and gave the cup to J. W. Skaggs, superintendent of terminals. Mr. Skaggs made a short speech of acceptance in which he brought out that it was not he who had won the cup, but the employees who had given their earnest support in the accident prevention campaign. A black face team, comprised of R. F. Blanke, yard clerk, and George Sleightholm, switchman, then gave a number. This was followed by a brief talk by Z. B. Claypool, assistant director of accident

prevention. The meeting of the Frisco Sunnyland Club of Kansas City, Mo., held March 4. The following officials spoke: G. F. Macgregor, traffic manager, J. R. Coulter, assistant traffic manager, and E. G. Baker, assistant general freight and passenger agent. The meeting was attended by about 75 employees.

Club officers for the ensuing year were elected at this meeting. C. R. Ehni, machinist, was elected president and Alvine Moline, clerk in the stores department, was chosen for the vice presidency. H. J. Hoke, chief clerk to the superintendent of terminals and retiring president, was elected secretary and E. C. Lindeman, cashier at local office, treasurer.

Ladies' Club, Tulsa, Okla.

A very novel and entertaining method of raising club funds was put into effect at the meeting of the Frisco Ladies' Club of Tulsa, Okla., held March 7. The members were asked to each pay a small amount for a chance on a mystery package, with the understanding that the winner would be expected to furnish a mystery package at the succeeding meeting. Miss Fannie Turley won the package at this meeting. There were about twenty-five members in attendance.

O. L. Young, superintendent of terminals, made a brief talk to the club in which he promised his continued co-operation to

the club and stated that he felt the club could accomplish a great deal of good along solicitation lines as well as to cement employe relations and advertise Frisco service.

It was agreed that the club should have a luncheon during March and that the April meeting should be held on the 15th of that month. A committee was appointed to make arrangements for the luncheon. It was comprised of Mrs. Geo. Gladson, Mrs. O. L. Young and Mrs. C. T. Mason. A committee to plan the refreshments for the April meeting was appointed also. This committee was comprised of Mrs. R. W. Harper, chairman, Mrs.



Employees in the Kansas City terminal have a great sense of satisfaction in knowing that their support of safety first measures caused their terminal to be ranked as the safest one in which to work during the fourth quarter of 1929. They made a record of only one accident per 200,000 man hours. Their sense of satisfaction was increased manyfold, however, when they received the handsome Accident Prevention Merit Cup contributed by President J. M. Kurn. The cup is shown above with M. M. Sisson (left), assistant general manager; James Harris (center), yardmaster and chairman of the Kansas City terminal safety division and J. W. Skaggs (right), superintendent of the Kansas City terminal. Mr. Sisson made the presentation and Mr. Skaggs received it with a short speech of acceptance on behalf of the terminal employes.

prevention. Miss Betty Smith, daughter of Dan Smith, traffic manager of the Ford Motor Company, gave a dance and subsequent to this, E. P. Scrivner, a Kansas City attorney, gave two readings. The program was concluded by a brief speech on safety by J. O. Armstrong, division engineer.

At the close of the program, the floor was cleared and the remainder of the evening was spent in dancing. A feature of the dance was the spotlight waltzes in which the light was played upon couples on various parts of the floor.

Interesting talks by officials fea-