

## RECALLS INDIAN DANCES

(Continued from Page 10)

High School in Springfield, went to Drury College and then to St. Louis University. When he was 13 years old, during his summer vacation he was a news butch on a Frisco train which ran to Chadwick. Then he returned to school. Later on he worked in the West Shop, learning the boiler-maker's trade, but when school time came again, the school 'bug' bit him and away he went. He has stuck to his school work, and has laid aside his plans for marrying until he is established in business, and the latter will soon be at hand.

"I want you to tell the readers of *The Frisco Magazine* that it was the Frisco that made it possible for me to educate him. True, I have worked long and faithfully for the road, but I have always received good pay and wonderful treatment from its officers and employes and I feel that I owe the Frisco Lines a deep debt of gratitude, for without my position, I could not have sent him to school and could not have derived the pleasure I have from his success.

"He is at home now—ready to start practice and we have selected an office on the north side of Springfield, where he will begin his career as a doctor. Of course his mother and I are bursting with pride, and why wouldn't we be? The success of one's children is always a source of gratitude."

And there is another son and a daughter in the Fitch family. The son, Ollie F. Fitch is a machinist for Frisco Lines at the West Shops, Springfield, and the daughter is the wife of a cabinetmaker for the Missouri Pacific Railway at Little Rock, Ark.

He was asked if he had ever attended the Veterans' Reunion, and he said he had been so busy, sending his son to school and keeping the little garden and home in tip-top shape, that he had never felt he could spare the time. "Anyway," he said, "I'm only 66 years of age. I'm too young to belong to the Veterans' Reunion."

But retirement is but a few years off, and then Mr. Fitch plans to attend all the sessions of the association, and he can also watch the progress of the young son whom he sent to college and set up in his practice.

## Eliminated

"Are you the groom?" asked the bewildered old gentleman at a very elaborate wedding.

"No, sir," was the reply of the young man. "I was eliminated in the preliminary try-outs."

## Railway Earnings by Months Since 1925

(CLASS I RAILROADS)

	1925	1926	1927	1928	1929	1930
Jan.....	\$66,060,177	\$65,761,276	\$61,578,695	\$57,070,898	\$77,261,598	\$55,454,416
Feb.....	65,151,052	63,421,109	70,045,385	70,064,223	84,770,143	59,452,006
March.....	73,375,287	94,657,588	94,948,234	90,774,159	97,466,476	61,074,229
April.....	66,465,322	75,891,706	73,627,153	70,546,551	94,204,113	62,271,584
May.....	76,154,287	88,129,798	85,664,024	88,179,013	103,616,046	69,173,325
June.....	92,148,573	107,393,658	87,363,546	95,997,366	105,946,086	68,881,473
July.....	99,668,612	116,974,565	84,333,392	85,226,267	122,782,907	
Aug.....	124,943,509	132,959,653	118,224,507	123,350,136	141,436,100	
Sept.....	134,521,685	145,763,442	132,770,072	134,512,927	133,898,013	
Oct.....	138,032,531	146,357,979	133,776,136	166,311,162	152,987,127	
Nov.....	107,016,358	114,733,560	86,424,299	113,694,856	86,669,467	
Dec.....	94,608,453	80,893,175	55,476,000	94,385,667	72,227,197	
* Total.....	\$1,198,632,920	\$1,231,790,929	\$1,085,485,000	\$1,193,133,741	\$1,274,774,188	\$376,428,836

## Return on Property Investment

4.74%      4.98%      4.29%      4.72%      4.95%      3.61%

\* Yearly totals include certain corrections not appearing in monthly figures.

## AN OLD-TIME LADING

Company Assumed No Responsibility in 1880

**B**. J. GLEASON, general agent for Frisco Lines at Kansas City, Mo., recently sent the *Magazine* an old bill of lading handed him by a Mr. Houston, who is connected with Montgomery Ward & Co., of that city, which was found among the papers of his father, Mr. J. R. Houston.

The bill of lading shows a shipment of tobacco which was sent to an uncle in LaCygne, Kans., May 28, 1880. The old bill is yellow with age and too dim to reproduce, but the printing on it is interesting.

The goods were shipped over the old KCFS&G Railroad and the bill of lading states:

"—it being expressly agreed that the responsibility of this Company shall cease at this Company's depot at which the same are to be delivered to such carrier subject to the following conditions:

"This Company shall not be responsible for the loss of packages, the contents of which are unknown; for leakage of any kind of liquids; breakage or chafing of any kinds of glass, carboys of acids or articles packed in glass, stoves or stove furniture, castings, machinery, carriages, furniture, musical instruments of any kind, packages of eggs or for loss or damage on hay, hemp, cotton or any article whose bulk renders it necessary to transport in open cars or for damage to perishable property of any kind, occasioned by delay from any cause or change of weather, nor for any loss of weight of grain or coffee in bags, or rice in tierces, nor for loss of nuts in bags or lemons or oranges in boxes not covered by canvas, or for damage or loss by fire, unless it can be shown that such damage or loss occurred through the negligence or default of the agents of the company. It is further, especially

## EATS OZARK BERRIES

During one of the recent breakfasts given his cabinet by President Herbert Hoover, dishes of fresh strawberries were served. And when the comments were made about them, President Hoover remarked that they were from the Commercial and Kiwanis Clubs of Monett, Mo.

The Associated Press took up the story of the gift and every newspaper in the country printed an account of the crate of strawberries which were sent from Monett, Mo., to the President.

President Hoover wrote to the presidents of these two clubs as follows: "Representative Manlove has been good enough to present personally the crate of fine strawberries which the Commercial Club and Kiwanis Club of Monett have so generously sent to me and I want you and all concerned to know of my appreciation of your kind thought. The strawberries proved delicious and were greatly enjoyed. Yours faithfully, Herbert Hoover."

agreed, that for all loss and damage occurring in the transit of said packages, the legal remedy shall be against the particular carrier or forwarded only in whose custody the said packages may actually be at the time of the happening thereof, it being understood that the Kansas City, Fort Scott & Gulf Railroad Company assumes no other responsibility for their safe carriage, or safety, than may be incurred on its own road."

The statements appearing above show the contrast in railroading as of fifty years ago and railroading of today. Freight shipments are thoroughly protected now, handled on record time and in perfect condition.

Were the same conditions printed on bills of lading today, as of fifty years ago, there would be little need for a Freight Loss and Damage Department.



Despite a total lack of co-operation from the weather, the members of the group above showed remarkable speed in winning first and second places in the various athletic events at the annual picnic of the St. Louis Terminals Frisco Employees' Club, held at Ten Brook, Mo., July 20. The following comprise the group:

Back row, left to right: Charles Heath, first in the sack race; R. Klein, second in race for men 50 or over; J. W. Farrar, first in race for men 50 or over; Harry Fritz, winner, men's 100-yard dash; W. E. Exposita, second in 100-yard dash; George Zell, winner of the second 100-yard dash and John Burns, second in the sack race.

Front row, left to right: Leonard Tracy, first in boys' 50-yard dash; Mary Alice Fritz, first in girls' 50-yard dash; Yevonnee Times, second in girls' 50-yard dash; Mrs. A. S. Kirkpatrick, second in ladies' race; Mrs. W. W. Melton, first in ladies' race, and Gerald Macormick, second in boys' 50-yard dash.

## WHY EMPLOYMENT DECLINED

(Continued from Page 5)

gasoline taxes for the use of the highways, carriers on inland waterways have the privilege of operating free on a right-of-way provided and maintained entirely at the expense of the general public. These carriers are not nationally regulated, and do not have to earn any return or pay any taxes at all upon their right-of-way. Finally, as an example of the ultimate in subsidized competition with the railways, the government itself is operating a barge line on the Mississippi and Warrior Rivers which is not only free, as are all other water carriers, from any capital, tax, or maintenance charges on its right-of-way, but, in addition, does not have to earn any return at all upon its investment in equipment and facilities.

With such public treatment accorded to the railways' competitors, with such a large part of their costs being paid by public subsidies financed by increased taxes in which we all share, it is small wonder that railway traffic fails to increase.

Nor do these subsidies alone reflect the trend of public and government treatment of the steam railways. The transcontinental railways

have lost and are still losing a material volume of traffic to vessels operating through the Panama Canal, which was built with public money. They have repeatedly petitioned the Interstate Commerce Commission for permission to compete with these boat lines by reducing their rates to Pacific Coast destinations, without making similar reductions to inland points where this water competition does not exist. The Commission has denied these requests, and a bill has recently been introduced in Congress which, if passed, would forever prevent the railways from competing for traffic with the boat lines. Some employes of the Southern Pacific appeared before a Senate committee to oppose this bill.

As previously stated, the railways in the last nine years have lost about a third of their passenger traffic because of highway competition. Some railways have attempted to meet this competition by operating highway vehicles themselves, either directly or through subsidiaries. A recent bill introduced in Congress would make unlawful such railway operation of highway vehicles. These are but instances of the attitude of the public and government toward the railways and toward their competitors.

Railway employment is at a low level now because of the slump in business. It will increase, of course, as soon as business picks up. But whether, in the future, there will be further increased opportunities, or even as great opportunities as there are now, for employment on the railways will depend in very large part on whether the government and the public will give the railroads a fair deal in their struggle with their competitors for traffic.

Is there anything that railway employes could do to protect their jobs against the competition of other means of transportation that are being subsidized by the government?

Obviously, there is.

Other classes of persons are using their political influence to get public officials to advocate and members of Congress and state legislators to vote for the subsidizing of other means of transportation. There are enough railway employes, and they are scattered well enough through the various states and Congressional districts, to exert a powerful counter influence. It would surely be as legitimate for railway employes to exert their large political influence against such measures of government as it is for other people to use their large political influence for them. It is a remarkable fact, however, that while for years organized and successful efforts have been made by other classes to secure governmental action that will take traffic from the railways, there has never been any organized action on a large scale by railway employes to prevent such governmental action, although it is plain that whatever diverts traffic from the railways necessarily reduces the number of persons the railways can have any reason for employing.

It may be conservatively estimated that if the traffic of the railways had grown as much in proportion during the last nine years as it did during the preceding twenty years they would now be employing 500,000 more persons than they are. The number of their employes actually did increase 682,000 between 1900 and 1910, although even during that period great progress was being made in the improvement of plants and operating methods. But that was before the railways were subjected to such regulation and subsidized competition as they are now. Railway employes are better situated than anybody else to protect their jobs from attacks backed by political influence, and their efforts to protect themselves will have much to do with the number of persons the railroads employ in the future.

**TRAINS 98.7% ON TIME**  
**Passenger Performance During**  
**July Sets New High, Report**  
**Shows**

**T**HE on-time performance percentage of Frisco Lines passenger trains went to a new 1930 high during the month of July when a total of 4,762 trains were operated 98.7 per cent on time, a report on this subject, issued August 7 by the office of the general manager, reveals.

The best record on the system was made by Texas Lines, where the 186 trains operated during July were 100 per cent on time, which compares with the same number of trains operated 97.3 per cent on time during July, 1929, and 248 trains operated 99.1 per cent on time during that month in 1928.

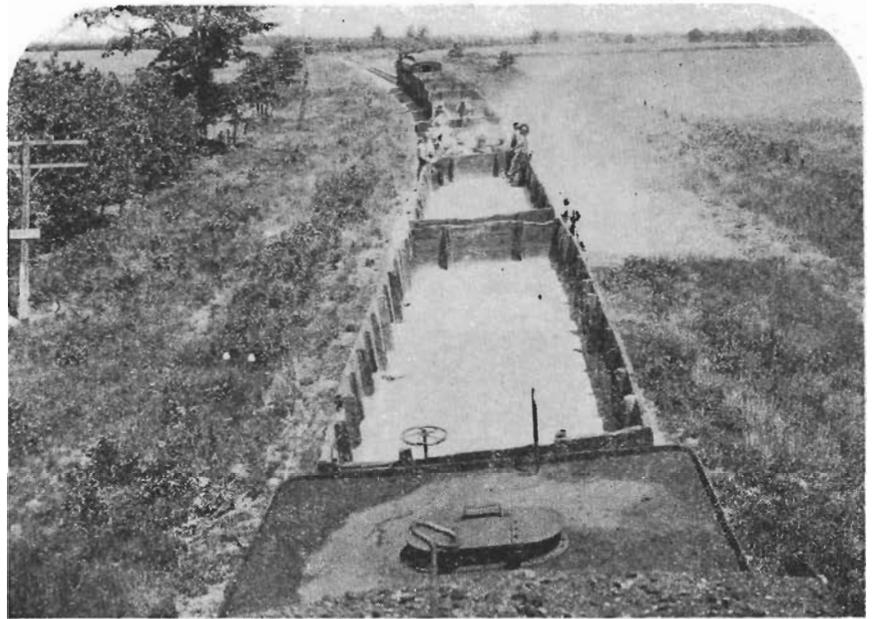
Of the different divisions, Central was ranked first during July, with 310 trains operated 99.7 per cent on time. During July a year earlier the same number of trains were operated on that division and were 98.7 per cent on time and during July, 1928, a total of 248 trains were operated 85.5 per cent on time there.

Southern division is ranked second in the report, operating 806 trains 99.5 per cent on time which compares with the 930 passenger trains operated 96.1 per cent on time there during July of last year. During July, 1928, the 679 trains operated there were 94.3 per cent on time.

The report places Western division in third place. One hundred eighty-two trains were operated 99.4 per cent on time on this division during the month of July and during the same month in 1929, a total of 186 trains were operated there and they were 98.9 per cent on time. One hundred eighty-six trains were operated there also during July of 1928, and they were 98.4 per cent on time.

The report, giving in detail the on-time performance on all divisions, appears below:

*Lime Special Over-Central Division July 25*



*Unloading lime for fields along Frisco Lines.*

**T**HE third special lime train to be operated over the Frisco in two years, moved July 25, from Monett to Seligman, Ark. The train consisted of nine cars, seven of which were unloaded to consignees along the right-of-way and the other two set out at Wightmann Spur and Seligman.

Mr. J. O. Martin, county farm agent at Cassville, Mo., sold the train and each of the farmers who contracted for a supply provided two men who went with the train to help in the unloading.

The lime was secured from the Independent Gravel Company at Carthage and is to be used for the sweetening and enriching of the soil in which valuable legume crops are raised and to increase both the quality and quantity of production.

Among the consignees of the lime

were: Messrs. Cline Hancock, O. R. Lamb and W. A. Emerson, Washburn, Mo.; Messrs. Chas. Catron, C. R. Sapp and J. M. Sapp, Exeter, Mo.; Mr. W. E. Hankins, Cassville, Mo.; Messrs. J. O. Roller, Virgil McGlothlan, Seligman, Ark., and Mr. Horace Gardner, Monett.

Mr. W. L. English, supervisor of agriculture, has received a letter of commendation from the gravel company praising Frisco service and a number of the farmers who received the lime, expressed appreciation for the unusual service.

"This is the finest car that I ever owned."

"But to me it sounds like a boiler factory in full blast."

"That's just the point. I can't hear my wife in the back seat."

DIVISION	Total Trains Operated			Total Trains Maintained Schedule or Made Up Time			Per Cent Trains Maintained Schedule or Made Up Time			Standing of Divisions		
	July 1930	July 1929	July 1928	July 1930	July 1929	July 1928	July 1930	July 1929	July 1928	July 1930	July 1929	July 1928
Central.....	310	310	248	309	306	212	99.7	98.7	85.5	1	3	6
Southern.....	806	930	679	802	894	640	99.5	96.1	94.3	2	6	4
Western.....	182	186	186	181	184	183	99.4	98.9	98.4	3	2	2
River.....	798	914	815	790	909	809	99.0	99.5	99.3	4	1	1
Southwestern.....	806	804	744	792	785	718	98.3	97.6	96.5	5	4	3
Northern.....	1116	1108	1054	1095	1078	985	98.1	97.3	93.5	6	5	5
Eastern.....	558	589	496	545	564	393	97.7	95.8	79.2	7	7	7
<b>Total Operated.....</b>	<b>4576</b>	<b>4841</b>	<b>4222</b>	<b>4514</b>	<b>4720</b>	<b>3940</b>						
<b>Per Cent Operated.....</b>							<b>98.6</b>	<b>97.5</b>	<b>93.3</b>			
Texas Lines.....	186	186	248	186	181	246	100.0	97.3	99.1			
<b>Total System Operated.....</b>	<b>4762</b>	<b>5027</b>	<b>4470</b>	<b>4700</b>	<b>4901</b>	<b>4186</b>						
<b>Per Cent Operated.....</b>							<b>98.7</b>	<b>97.5</b>	<b>93.6</b>			

# SOME AMERICAN HEROS.



NEW YORK GIVES BIG PARADES TO HEROS LIKE LINDBERGH-BYRD AND BOBBY JONES - HERE IS MR McSLUMP - WHO PLAYED A GAME OF BRIDGE WITH HIS WIFE WITHOUT ANY ARGUMENTS LETS HONOR HIM TOO -!



LET US PARADE IN HONOR OF JOSEPHUS DOUGH - HE HAS NEVER BOUGHT ANYTHING ON THE INSTALLMENT PLAN - NEVER BOUGHT STOCKS AND BONDS OR EVER SIGNED A NOTE FOR ANYONE -!



JOHN GODSEY

- AND LET US GIVE THE KEYS OF THE CITY TO MISS MABEL SNOOT - SHE HAS NEVER PARTICIPATED IN ANY NEIGHBORHOOD GOSSIP - AND REFUSES TO LISTEN TO ANY SCANDAL ON ANYONE.



A GREAT BOY IS HERMAN STAMPS HE ALWAYS GIVES AWAY HALF OF HIS CANDY AND FRUIT AND NEVER CHEATS IN A MARBLE GAME. HE NEVER ACCEPTS PAY WHEN RUNNING ERRANDS - WE SHOULD DECLARE A HOLIDAY FOR HIM.

## WHO CAN BEAT 'EM?

"I see on page 7 of the August *Frisco Employes' Magazine* a story of the fast handling of a foreign car at Manilla, Ark., giving the total time elapsed from receipt of the load until the car was emptied of six hours and twenty-four minutes and a total time held in yard of nineteen hours and twenty-nine minutes," writes J. W. Babcock, agent at Catoosa, Okla. That was a rapid movement, undoubtedly, but this story prompted Mr. Babcock to report an instance of handling at his station recently.

Can anyone report an example of more expeditious handling than the one below which is quoted from his letter?

"On July 31, I received by Train 443, Car BLE 4206, loaded with machinery. The car was placed on spot by the train on which it arrived at 4:14 p. m. The consignee was notified at 4:25 p. m. and at 6:45 p. m. on the same date the car was empty and ready to be moved out with an elapsed time of two hours and thirty-one minutes. The car moved August 1, at 10:02 a. m., making a total time in the yard of seventeen hours and forty-eight minutes, beating the record made in total elapsed time at Manilla, Ark., by one hour and forty-one minutes. This car carried a load of 65,100 pounds and the revenue on the load was \$766.76."

Right on the heels of Agent Babcock's letter came one from J. H. Doggrell, superintendent of transportation, telling of two other speedy movements—all marks to be shot at. The first, reported by E. L. Magers, trainmaster at Memphis, follows:

"Car IC-287060, loaded with sand for West Memphis, left Yale at 8:30 a. m. August 5, and arrived in Harvard at 10:00 a. m. It left Harvard at 10:30 a. m., arriving in West Memphis at 11:00 a. m. and was placed for loading on arrival. This car was unloaded at 2:30 p. m., moved to Harvard empty at 3:30 p. m., picked up by No. 247 at 5:00 p. m., arriving in Yale at 6:10 p. m. and was delivered to the Illinois Central at 10:10 p. m., August 5."

The movement below was reported by Mr. Sheehan, general yardmaster at Oklahoma City.

Car CNW-329567, loaded with oil well supplies, was received at this station (Oklahoma City) in Train 433 at 4:30 a. m., August 4. It was delivered to the Santa Fe and unloaded on their rails, then returned to us and went out on Train 432 at 7:15 p. m., the entire movement taking place on August 4."

## A FRISCO SERVICE!

An elderly lady, whose name was never learned, stood on the platform at Crocker, Mo., at 3:00 o'clock the morning of July 21. She had just dismounted from the "Meteor," and looked vainly for the relatives who were to meet her. Operator C. S. Musgrave was on duty, and left his key to ascertain the elderly lady's troubles. She was greatly worried, since the people she was to visit lived several miles in the country, but Operator Musgrave soon allayed her fears. Securing permission from the dispatcher, Musgrave took the lady in his car to her farm home, and, of course, refused her offer of payment. Frisco service again, and the kind that wins and keeps friends for a railroad!

## NEW FANS IN CARS

Passengers who ride in Frisco chair cars will now find them equipped with large electric ceiling fans.

These fans are the same type as those developed for the New York subways and there are three to a car. The fans have been placed in cars on trains Nos. 9 and 10, 7 and 8, 105-106, 805-806, 107-108, 807-808, 111-112, and 117-118.

A number of the cars so equipped have been placed in service and many favorable comments have been made on the comfort which they have given during hot daytime trips.

The work of equipping the cars was done at St. Louis and Kansas City in the Frisco's shops.

## LOCOMOTIVE FUEL PERFORMANCE RECORDS

Office of Fuel Agent, St. Louis

**A**T the fuel conservation meeting held at West Tulsa, Okla., May 22, 1930, we had as a visitor Mr. C. I. Evans, chief fuel supervisor of the Missouri, Kansas and Texas R. R. Co.

Mr. Evans is well known as a fuel conservation enthusiast, has been a locomotive fireman, engineer, and road foreman of engines, and consequently can speak what is termed, "railroadmen's own language."

Not having available space here to publish Mr. Evans' remarks in their entirety, will quote a portion of them:

"Fuel economy has been advocated and practiced for at least forty years that I know of, because I recall in 1886 or 1887 when I was firing on the C. B. & Q., a traveling engineer rode with us and gave me some instructions regarding the best method of firing in order to avoid clinking with a consequent waste of fuel.

"During the period of the World War it became apparent to the officials of the government, who were experienced railroad men, that the subject of fuel economy was of such importance as to warrant organizing a fuel conservation bureau, and from that time on this subject has been under constant surveillance by the various railroads and, as you know, great progress has been made since that time in the economical use of fuel.

"Gradually it has been brought home to all who have had anything to do with the handling or use of fuel, or the directing of the movement of power which uses fuel that it is not entirely up to the engineer or fireman to save all of the fuel. The engineer and fireman are responsible for using fuel economically but all those who direct the movement of power, either in the yards or on the road, have been made to realize that unless they can give thought and plan to do the work with the least number of moves in yards, and move trains on the road with the least number of stops and delays possible, that they are responsible (and not the engine crew) for the waste of fuel.

"To make a good fuel record it is essential that you have at least four fundamental conditions—

"First—Well designed power, maintained in a high state of mechanical perfection.

"Second—Power skillfully handled and fired.

"Third—Good track.

"Fourth—Good trainload.

"The lack of any one of these four fundamentals will certainly cause a bad showing.

"Most railroads now keep their power in first-class condition, generally speaking. I want to say, however, that a great deal of fuel is sometimes wasted when the machinery of the engine is in good mechanical condition. I refer to steam and air leaks.

"We have conducted on our railroad a very strenuous campaign on this particular feature and it is the goal of our mechanical department to have the boiler so tight that with 100 or 150 pounds of steam, with all throttles shut off, in the cab, a man standing on the ground cannot tell whether the engine is dead or under steam pressure, and we have a few that will pass this test.

"Now about the handling and firing. A noted superintendent of motive power and machinery recently said: "The question of running steam locomotives in order to obtain the most economical results involves the work of both the engineer and fireman, and if they do not function as they should, no amount of excellence in design, in engineering construction or maintenance practice will matter much."

"This is a great tribute to the engineer and fireman jobs and most of us believe it religiously. The engineer should not work the engine any harder than necessary and should study to haul his train on less fuel, if practical. The fireman should study to anticipate the coming conditions of work at all times so that he will use the least amount of fuel possible to keep the maximum pressure without letting the engine pop. The measure of efficiency in the fireman is the fuel performance, and I think the same thing applies to the engineer also.

"I believe one of the best things we have ever done to reduce fuel consumption was for the crews to keep their own individual fuel record on oil burning engines. Some may say, "We don't buy the fuel, why should we keep account of it?" The answer is—for the same reason a business man keeps account of his business—if you want to know whether you are

doing as well as the other fellow, keep the consumption per trip. Measure the oil before you start on your trip and again when you get in and before long you will naturally acquire a desire and habit to beat your previous trip. Later when you have a particularly good trip you will naturally make an effort to try and see how much less you will use under favorable conditions than you did under unfavorable conditions.

"We have one man running on the Kansas City division who was determined he was going to haul a full train from Parsons to Paola (93 miles) on 1,000 gallons of oil. He tried for more than a year before conditions were favorable enough for him to do this and it certainly is a fine thing for a man to establish a mark to shoot at himself and then try for a year before he makes his goal.

"The amount of fuel used in the terminals is certainly a big item and should not be overlooked. Twenty years ago our terminal consumption amounted to approximately 20 per cent of the total locomotive fuel used. It is now down to 10 per cent, but this is still enormous and we believe it can be further reduced.

"Every fuel supervisor and road foreman of equipment should look the board over at every terminal he visits and see what engines are under steam and if there are any that are not ordered, find out why.

"Our fuel consumption in yard service is still too high and last year we specialized on reducing yard and terminal consumption. I asked the engine foreman and switchmen to examine the switch list a little longer and a little closer than they had been, with the view of saving all unnecessary moves—also to see that they gave more correct signals and signals to indicate the exact speed they wanted the cars moved so that the engineer would be able to handle the engine more intelligently and exactly as the switchmen wanted the cars moved, which in turn would enable the fireman to fire according to the exact requirements—keep the engine hot according to the way it was worked and thereby save fuel.

"Needless to say, the results were very gratifying and believe we are on the right track in getting our switch performance down to where it should be.