

BOY SCOUTS VISIT PRESIDENT HOOVER

"GOSH! What a trip!" That's what 48 Pontotoc County, Okla., Boy Scouts are still exclaiming to each other and to their friends since they returned to Ada, August 23, from a trip to Washington, D. C., arranged by Frisco Lines.

A less enthusiastic utterance would fail to express how the boys and Scout officials feel about this trip—a trip on which all the doors at the nation's capitol were open to them, including those of President Herbert Hoover, Secretary of War Pat Hurley and General C. P. Summerall, chief of staff, United States Army.

To a large degree, credit for the tour's success goes to Uncle Charley Baltzell, special representative of the general manager, who made it possible for the boys to have audiences with important personages in Washington. The party arrived there at 6:55 a. m., August 18. The morning of that day was devoted to seeing the sights of the capital and the afternoon was occupied by a baseball game. The following morning they went to Mount Vernon, Va., to view the relics displayed at George Washington's home city. That afternoon back in the capital, Uncle Charley Baltzell, who has long been a personal friend of General Summerall, arranged for the boys to meet the general. Although it was late in the afternoon, General Summerall waited for the boys and coming from his office at 5 p. m. he shook hands with each of the Scouts and gave them all a cheery greeting. The following morning after going through a number of government buildings, the group gathered in the office of Secretary of War Hurley at 10:30 and were cordially received by Major Savage. Secretary Hurley then greeted each of the boys personally and posed with them for a photograph. At 12:30 p. m. on the same day, came the thrill of thrills as far as this trip was concerned, for at that time the

Ada, Oklahoma, Troop Meets Government Officers on Eastern Trip Planned by Frisco Lines

Ada Scouts assembled on the White House lawn where President Herbert Hoover joined them and after he had been introduced to them by Uncle Charley, the boys gave the Scout pledge in his presence to the clicking of many news cameras. This meeting with the president, which came rather unexpectedly, was arranged for the party by General Summerall at the request of Uncle Charley.

To the boys, the happenings at the baseball game between Washington and Detroit, which they attended on their first day there were only slightly of less importance than meeting high government officials. Through Congressman McKeown arrangements were made for them to attend the game as guests of the Washington team. On entering the stands they were given baseballs autographed by Walter Johnson, team manager and former star pitcher, and later they received autographed balls from the Detroit team also. "Liza" Funk, of the Detroit team, who formerly starred with an Oklahoma team, came over to the stand and posed for several photographs with the boys. Following the game they went into the dugout of the Washington team where Walter Johnson met each lad personally.

The photograph below was taken on the White House lawn when the Frisco's special movement of Boy Scouts called on the nation's president. Adults in the picture, from left to right, are: Dr. F. C. Needham of Ada, Harry Miller, Scout Executive of Ada, C. H. Baltzell of Frisco Lines, President Herbert Hoover, and George Akerson, the president's secretary.

The foregoing are merely the highlights of the second annual tour of the Ada Boy Scout troop. The boys left Ada on August 15 and went to Washington via Tulsa, Memphis, Sheffield, Ala., and Chattanooga, Tenn., and returned via Asheville, N. C., Memphis and Springfield, Mo. At every point on the trip they were given opportunities for sight seeing, viewing the birthplace of Helen Keller and the Muscle Shoals electrical unit, both near Florence, Ala.; Lookout Mountain, near Chattanooga; all of the important Washington buildings, the tomb of the Unknown Soldier, the burial places of Woodrow Wilson and Admiral Dewey, the Smithsonian Institute, the beautiful scenery around Asheville and hundreds of other places of interest and beauty.

"Everything was perfect," was the opinion of Harry W. Miller, county Scout executive, who conceived the trip and was in charge of the boys as they made their journey to the east coast and back, and as far as the boys were concerned the comment of a bystander as they detrained—"The happiest bunch I ever saw"—describes their feeling.

Scout officials, parents, and the boys are unanimous in praise of Uncle Charley Baltzell, J. E. Payne, assistant general agent, Tulsa, and L. G. Denny, Frisco agent at Ada, for their painstaking effort to make this trip a memorable one to the boys.

A CHAMPION SHOT

Claude Campbell, boilermaker at the North Shops, Springfield, is proud of his son Gerald, who attended military school at Leavenworth, Kans., and made a record by scoring a 76 out of a possible 100 at rifle practice, winning the medal as a sharp shooter.

The record is remarkable, in view of the fact that Gerald had had no previous experience with a rifle. He also held the first chair in the band as a French horn artist.



TRAINS 97.8% ON TIME
4,766 Passenger Trains Make
Splendid Record During
August

WHEN one considers the numerous things that can happen to delay a train, it seems impossible that 4,766 passenger trains could be operated 97.8 per cent on time. That, however, is exactly what took place on Frisco Lines during the month of August, according to a report on this subject issued by the office of the general manager, September 8, and this typifies the sort of passenger train performance that is maintained on the Frisco at all times.

Of the Frisco divisions, Central had the best performance during August, operating 310 trains 99 per cent on time which compares with the same number trains operated 96.5 per cent on time there in the same months last year. During August, 1928, 248 trains were operated and were 92.3 per cent on time.

The report places Western division in second place. One hundred eighty-six trains were operated 98.9 per cent on time there in August. During the same month a year ago 185 trains were operated there 100 per cent on time and during August, 1928, 186 trains were 99.4 per cent on time there.

Southwestern division is given third place with 806 trains run 98.3 per cent on time. Eight hundred forty-five trains were 96.6 per cent on time there in August, 1929, and during that month in 1928, a total of 743 trains were 95.2 per cent on time.

On Texas Lines, 186 trains were 99.5 per cent on time during August of this year which compares with August, 1929, when the same number of trains were 98.9 per cent on time and with August, 1928, when 248 trains were 99.1 per cent on time.

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

The Part Railroads Play in Nation's Business

Dr. Julius H. Parmelee, director of the Bureau of Railway Economics, wrote a statement for the Savings Bank Journal recently, in which he pithily summarized the part played by the nation's railways in the nation's business. A part of his statement follows, and is recommended to every reader of the Frisco Magazine as an illuminating bird's-eye view, so to speak, of the great magnitude of the railway plant.

- W. L. H., Jr.

THE railway capital program has the nature of a continuous project. As fast as new items are authorized—new equipment, new yards, new stations, or what not—the amounts they will represent in future expenditure enter the program, and remain there until the actual expenditures have been completed. Expenditures as made, gradually drop out of the program. So the program as a whole is not unlike a reservoir, into which are flowing the new projects as authorized, and from which are deducted the expenditures as made.

Capital expenditures actually made for new equipment during the first quarter of 1930 aggregated \$89,070,000, compared with \$37,642,000 in the corresponding period of 1929. Roadway and structure expenditures aggregated \$134,702,000 compared with \$89,477,000 in 1929. The total for the quarter was \$223,772,000. (For the corresponding quarter of 1929, capital expenditures totaled \$127,119,000.)

"A Direct Flow of Cash"

Railway capital expenditures represent a direct flow of cash into the channels of trade, and normally exceed \$800,000,000 annually. In addition to these expenditures the railways purchase annually more than \$1,300,000,000 of supplies for utilization in current operations and for maintenance; they maintain an annual payroll of close to \$3,000,000,000;

pay more than \$400,000,000 in taxes to our state, local or Federal governments; and distribute approximately a billion dollars in interest and dividends to their bond and stockholders. These additional distributions of money indicate the important part the railways play in relation to the economic welfare and activity of the nation.

How Money Is Raised

The primary function of our transportation machine is to transport goods and passengers, efficiently and economically, and under just and reasonable rates. The capital outlay requirements of the carriers are raised largely through the issuance of notes and other forms of securities at fair interest rates; they are, therefore, dependent upon adequate credit.

The railways have been making every effort to establish continued and sufficient credit through the development of an adequate transportation machine to meet the needs of commerce in an efficient and economical manner.

The operating performance of our railway system of today is on a higher level than ever before, and there is reason to believe that there will be still further progress in maintenance, performance and service. In their advance toward such a goal, capital improvements have been, and will continue to be, a factor of vital importance.

"How'd you get that smudge on your face?"
 "Well, honey, the car broke down and I had to fix it."
 "Since when do you grease your car with red grease?"

DIVISION	Total Trains Operated			Total Trains Maintained Schedule or Made Up Time			Per Cent Trains Maintained Schedule or Made Up Time			Standing of Divisions		
	Aug. 1930	Aug. 1929	Aug. 1928	Aug. 1930	Aug. 1929	Aug. 1928	Aug. 1930	Aug. 1929	Aug. 1928	Aug. 1930	Aug. 1929	Aug. 1928
Central.....	310	310	248	307	299	229	99.0	96.5	92.3	1	5	6
Western.....	186	185	186	184	185	185	98.9	100.0	99.4	2	1	1
Southwestern.....	806	845	743	790	816	707	98.3	96.6	95.2	3	4	4
River.....	798	914	819	790	896	800	98.1	98.0	97.7	4	2	2
Northern.....	1116	1116	1054	1094	1091	1010	98.0	97.8	95.8	5	3	3
Southern.....	806	909	679	787	868	632	97.6	95.5	93.1	6	6	5
Eastern.....	558	589	494	522	544	430	93.5	92.4	87.0	7	7	7
Total Operated.....	4580	4868	4223	4474	4699	3993						
Per Cent Operated.....							97.7	96.5	94.5			
Texas Lines.....	186	186	248	185	184	246	99.5	98.9	99.1			
Total System Operated.....	4766	5054	4471	4659	4883	4239						
Per Cent Operated.....							97.8	96.6	95.5			

NEWS of the FRISCO CLUBS

Girls' Club, St. Louis, Mo.

The luncheon of the Frisco Girls' Club of St. Louis, held August 27 at Hotel Statler, was featured by entertaining and instructive talks. Mr. Lawrence McDaniels, former Circuit Attorney, was the chief speaker and talks were made also by the following officials: F. H. Hamilton, J. H. Doggrell, M. M. Sisson, R. V. Cooper and S. S. Butler. About sixty-four members and guests were in attendance.

Mrs. Louise Gibson, president of the club, opened the meeting that followed the meal by announcing the names of the girls whom the club had lost recently by marriage—Misses Katherine Frable, Dolyne Scott and Matilda Froh. A resolution of sympathy to the brothers and sisters of Miss Virginia Manning, a widely-known and liked member of the club, who died recently, was read into the minutes. Mr. Jack Murphy gave several piano solos and Mr. Alfred Corcoran played several cornet solos, accompanied at the piano by Mr. Russell Bond, who also gave a number of piano solos.

Fort Scott, Kans.

The discussion at the meeting of the Fort Scott Frisco Employes' Club, held August 8, was devoted principally to planning a picnic to be held at Pittsburg, Kan., September 21. Twenty-nine members were in attendance at this session.

It was decided that invitations should be extended to the Frisco Employes' Clubs of Joplin, Neodesha, Wichita, Kansas City and other nearby towns for the picnic. E. E. Carter, acting superintendent, made a brief talk, in which he suggested amusements for the occasion. He urged dancing and competitive athletic contests, and expressed a hope that the attendance would be large. Earl Schumaker, and Ed. Knox, clerks, were appointed to comprise a committee to make further arrangements.

Following this, a solicitation report was read disclosing that nine important traffic tips had been secured by club members recently and that a lively spirit of competition was springing up between the various departments in the matter of obtaining business. Several interesting and instructive talks were made on solicitation with E. A. Miller, general agent, C. L. Payne, assistant superintendent,

and T. W. Moreland, chief clerk, contributing some very worthwhile suggestions toward increasing the effectiveness of employes efforts in securing business.

Ladies' Auxiliary, Kansas City, Mo.

Bridge, pinochle and bunco were the chief amusements at the regular monthly card party and business meeting of the Ladies' Auxiliary to

ners of the bunco prizes. Hostesses for the meeting were Mesdames O'Connor, Hamilton, Combs and Davis. Following the games, cake and punch were served by the hostesses.

Wichita, Kans.

A very interesting discussion of solicitation and the formation of plans for a social meeting constituted the business transacted at the meeting of the Frisco Employes' Air Capital Club of Wichita, Kans., held August 11. Eighteen members were in attendance at this session.

Several members made talks on solicitation and especial mention was made of the present building activities in that section. Considerable business had been secured since the last meeting, it was reported, each of the following obtaining sizable items of traffic: A. R. Lester, H. L. Byerly, A. R. Newcome, W. R. Caskey, and H. B. Sigler.

It was decided that the next social session should be held late in September and several members suggested entertainers whom they could likely obtain. The secretary was instructed to write letters of invitation to the employes at the nearby stations and a committee comprised of Messrs. Hadler, Kelly and Patterson was appointed to arrange entertainments and other details.

Monett, Mo.

The primary purpose of the August 29th meeting of the Monett Frisco Employes' Club was to talk over ways and means of securing more business for Frisco Lines. Fifteen members and one visitor, G. H. Jury, assistant superintendent, were in attendance.

The session was opened with a talk by R. G. Kaufman, president of the club, who urged all employes to do their utmost to divert bus and truck business to the Frisco, saying that he believed practically all of this business could be secured. Mr. Jury also made a brief talk in which he brought out the importance of employes being alert at all times for traffic opportunities. Mrs. Pearl Lewis, freight department clerk, gave the meeting some very interesting information on the increase in freight business during the last two months, calling attention to an important talking point; that the Frisco gives twenty-four hour service to practically all shipping points in that sec-

CAN YOU DO IT?

Many a Frisco employe has said: "I'd help get traffic for the company in a jiffy if I could just figure out a way to do it?"

Miss Anna Meyers, of the Kansas City revising bureau, said that one morning—and set out to find a way. She did, too.

Miss Meyers belongs to the Criterion Sunday School Class of the Linwood Methodist Church. Last year this class, one hundred and fifty strong, made its first annual Labor Day trip over the Kansas City Southern to Noel, Mo. Sometime during March of this year, when Miss Meyers heard various members of the class discussing the 1930 Labor Day outing, she communicated that information to Mr. E. G. Baker, assistant general passenger agent at Kansas City.

Result: The Frisco took a special train load of Criterion Class members to Bella Vista, Ark., and return—Frisco all the way—and collected approximately \$1,000 revenue. The movement was not a matter of record with the Kansas City passenger office, Mr. Baker explains, and but for the alertness of Miss Meyers the movement would have been lost to Frisco Lines.

Yes, sir, there are ways and ways of getting traffic if you're on your toes, looking out of both eyes, and using both ears.

Try it some time and see! ! !

the Frisco Sunnyland Club of Kansas City, Mo., held September 2 in the W. B. A. club rooms there.

Prizes in pinochle were won by Mrs. Geiger and Mrs. Moore and bridge prizes were won by Mrs. Schmitz and Mrs. O'Connor. Mrs. Clark and Mrs. Leonard were the win-

tion. Upon a suggestion by William Walpert, it was decided that a social evening should be arranged in the near future to which all the townspeople should be invited, affording an opportunity for cementing friendships between employes and other citizens, and a committee was appointed to make arrangements for this affair.

Memphis, Tenn.

The meeting of the Greater Traffic Committee of the Memphis Frisco Employes' Club, held in the freight office there, September 10, was devoted almost entirely to a discussion of traffic possibilities and to reporting tips and business secured.

The following had secured business, tips or both, it was reported: H. D. Robertson, route clerk; D. E. Creeden, disposition clerk; J. L. Edwards, cashier's clerk; S. L. Oliver, Mrs. Leha Lenhan, stenographer; B. S. Linville, night chief clerk; Gordon Robertson, cashier; A. E. Elliott, platform foreman; A. V. Foster, chief revising clerk; H. C. Fryar, cashier's clerk; B. C. Scruggs, assistant cashier; J. I. Fazzi, inbound delivery clerk; J. F. Wright, chief bill clerk; T. E. Bryant, yard clerk; N. R. Walker, check and receiving clerk; T. E. Bagwell, rate clerk; W. A. Moore, assistant platform foreman; H. S. Crothers, expense clerk, and E. W. Holcombe, rate clerk. Following the report on solicitation, Mr. Oliver read a letter from S. F. Clark, of Clark, Burkle & Company of Memphis, in which the Frisco was highly complimented on the service given in handling both inbound and outbound shipments. In this letter was quoted a letter from one of the firm's with which Clark, Burke & Company does business, the Purity Oats Company of Keokuk, Iowa, the latter requesting all of its shipments to be routed Frisco because of the splendid service given them. The next meeting of the club was set for the second Wednesday in October.

St. Louis Terminals

Discussion of solicitation constituted the greater part of the business at the meeting of the St. Louis Terminals Frisco Employes' Club, held on August 28, with nearly all of the thirty members present, making practical suggestions regarding traffic possibilities.

During the month since the last meeting, sizable items of traffic had been secured by each of the following, it was reported in the meeting: John Davis, special agent, John Schnorr, Fred Gibbons, W. J. Ficke, general foreman, John Daniels, president of the club, and Hobart Conley,



Sprightly Miss Agnes McCaffery has for some time been delighting meetings of Frisco Employes' Clubs and other gatherings at Springfield, Mo., with charming solo dances. She is the daughter of J. R. McCaffery, Frisco Lines boiler inspector at Springfield, and has developed her natural talent under the guidance of Miss Anna Louise Horn Bostel, widely known Springfield dancing instructor.

agent. The meeting was concluded with a vote of thanks to the committee which made arrangements for the club's annual picnic, held at Ten Brook, Mo., July 20.

Chaffee, Mo.

Two meetings were held by the Chaffee Frisco Employes' Club during August, one on the 14th and the other on the 28th.

The meeting of August 28 was attended by five members and was devoted chiefly to discussing solicitation and to planning club activities for the future. The committee which had arranged the club's street dance, held August 2, was highly commended by the meeting and H. Hopkins, president of the club, outlined plans for the club to make announcements regarding Frisco service over Radio Station KFVS at Cape Girardeau. After some discussion, it was decided to postpone any action on this matter until it was authorized by the management.

The meeting at Chaffee, August 14, was attended by six members and was opened by a report from the committee which had charge of the dance given August 2 on the St. Ambrose picnic grounds. An estimate showed that twelve hundred persons attended,

from which the club received a profit of \$77.05.

A report on solicitation activities revealed that business had been secured by each of the following since the preceding meeting: Walter Essner; L. E. Rice, conductor; Carl Fatchett; John Lenon and H. Hopkins, president of the club.

The Chaffee Club also had a meeting on July 24. This session was attended by six members and was devoted almost exclusively to planning a street dance to be held at the annual St. Ambrose picnic, August 2.

Fort Scott, Kansas

A report made at the meeting of the Fort Scott Frisco Employes' Club, held September 12, brought out that arrangements were progressing splendidly for the picnic which that club was planning to hold jointly with the employes clubs of Joplin, Neodesha, Kansas City and other neighboring cities in Lincoln Park at Pittsburg, Kan., on September 21. Eighteen members were present at this session.

The major entertainment feature at the picnic was to be a baseball game between the Kansas City team and the Kansas City Southern Ball Club of Pittsburg, it was reported. According to the plans announced in this meeting, the Fort Scott employes were to go to Pittsburg on Train 127, arriving there at 12:30 p. m. and return on 128, leaving at 4:45 p. m. The Kansas City club had requested two extra cars on Trains 107-127 and 128-108, and the Neodesha club was to have a special train. Joplin employes were planning to drive to Pittsburg. All members in attendance were requested to take basket lunches, which were to be supplemented by coffee and other drinks which the Pittsburg Park Committee had agreed to provide.

Following the picnic report, a solicitation discussion disclosed that thirteen traffic tips had been turned in since the club's last meeting, the various departments obtaining them as follows: engineering department 2; claim agent 1; telephone office 1; assistant superintendent's office 1; superintendent's office 5; roadmaster's office 1; telegraph office 1 and B.&B. and water service department 1.

Chaffee, Mo.

A social meeting and a home talent play, both to be given within the next few weeks, were among the important fall activities planned at the meeting of the Chaffee Frisco Employes' Club held in the passenger

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CAR DAMAGE DECREASES

Reduction of 34.7 Per Cent Made First Eight Months

THE report issued September 6 by the car accountant at Springfield, on the damage to freight cars by rough handling during the first eight months of this year serves to emphasize that "Frisco handling" is synonymous with "careful handling." Only 264 cars out of the hundreds of thousands handled on the system during the first two-thirds of this year were damaged from this cause—a reduction of 34.7 per cent from the corresponding period of last year. The monetary amount of this damage decreased 45.4 per cent.

The per cent of increase in the number of cars handled per car damaged amounted to 40.9 per cent during the first eight months of 1930 in comparison with the first eight of 1929, and the per cent of decrease in the amount of damage per car handled decreased 40.59 per cent in the same comparison.

Of the Frisco divisions, Central ranked first with three cars damaged out of 263,078 handled and Eastern division was second, handling 559,706 and damaging 15 of them. Southwestern division was third in the report with 18 damaged out of a total of 671,803 cars handled.

Among the terminals, Birmingham had the best record handling 441,393 cars and allowing but 8 of them to be damaged. Springfield was second with nine cars damaged out of 492,797 han-

195 NEW INDUSTRIES

Despite the recession of business activities throughout the country, the St. Louis-San Francisco Railway Company on August 14 announced the location on its rails of 195 new industries during the first seven months of 1930. Total value of these industries is estimated at \$6,555,000.00, an increase of \$2,310,000 over the value of similar industries located on Frisco Lines during the first seven months of 1929. Thirty-three new industries were located on the Frisco during July.

Included in the July locations are two canning factories, eight coal and material yards, seven warehouses, eleven bulk distributing stations for petroleum products and several miscellaneous industries. Estimated annual carlot production from these thirty-three industries is placed at approximately 3,600 cars.

dled. St. Louis ranked third with fourteen cars damaged out of 485,369 handled.

Nine cars were damaged on Texas Lines during the first eight months of the year out of 87,554 handled. This compares with 13 damaged there out of 96,412 handled there during the first eight months of last year and 20 cars damaged out of 98,194 handled there during the same period of 1928.

The report, giving the rough handling on the system in detail, appears below:

ACCIDENTS DOWN 29.5%

Total casualties on Frisco Lines decreased 35.8 per cent during August and 29.5 per cent during the first eight months of this year, in comparison with the corresponding periods of last year, according to a report issued September 10 by H. W. Hudgen, director of accident prevention.

The reduction in casualties among employes during August amounted to 51.6 per cent and during the first eight months of the year it amounted to 37.6 per cent, both decreases in comparison with the corresponding periods of 1929. Among the different departments the largest reduction was affected in the mechanical department both for August and the first two-thirds of the year. During August the decrease there was 66.4 per cent and during the first eight months it was 51.8 per cent. Maintenance-of-way department was second for August and the first eight months with a decrease of 50.5 per cent during the former and 48.4 per cent during the latter.

Among the various classifications of non-employes the largest decrease in casualties during August was among autoists—a decrease of 17.9 per cent in comparison with the like month of last year. The decrease in passenger casualties amounted to 12.8 per cent during the first two-thirds of the year in comparison with the same period in 1929, and casualties among trespassers decreased 15.7 per cent during August compared with August, 1929.

DIVISION OR TERMINAL	NUMBER CARS DAMAGED			AMOUNT DAMAGE			NUMBER CARS HANDLED			PER CENT DAMAGED TO TOTAL HANDLED			STANDING TERMINAL OR DIVISION		
	1930	1929	1928	1930	1929	1928	1930	1929	1928	1930	1929	1928	'30	'29	'28
Northern.....	27	51	81	\$ 808.00	\$ 2,433.00	\$ 4,381.50	671,686	725,053	710,068	.0040	.0070	.0114	4	7	7
Southern.....	33	39	42	1,688.00	2,237.00	6,617.00	635,425	689,702	608,725	.0048	.0057	.0069	5	5	5
River.....	35	16	24	1,600.00	1,167.50	1,315.00	243,183	282,403	275,531	.0144	.0057	.0087	7	6	6
Total Divisions, First District...	95	106	147	4,096.00	5,843.50	12,313.50	1,600,294	1,697,158	1,594,321	.0059	.0062	.0092			
Kansas City.....	26	49	81	588.00	2,309.00	4,003.00	502,517	520,079	514,612	.0052	.0094	.0157	5	5	6
Memphis.....	34	31	70	3,305.00	1,102.00	1,562.50	378,797	398,364	513,161	.0090	.0078	.0136	6	3	5
Birmingham.....	8	13	17	197.00	317.00	1,080.00	441,393	471,476	479,681	.0018	.0028	.0035	1	2	2
Total Terminals, First District...	68	93	168	4,180.00	3,728.00	9,645.50	1,223,707	1,389,919	1,507,454	.0051	.0067	.0111			
Eastern.....	15	26	38	531.18	2,420.00	2,910.50	559,706	616,944	582,671	.0027	.0042	.0065	2	3	4
Central.....	3	8	16	90.00	487.00	458.00	263,078	271,033	264,058	.0011	.0030	.0061	1	2	3
Southwestern.....	18	35	19	812.00	1,709.50	669.00	671,803	712,457	691,835	.0027	.0049	.0027	3	4	2
Western.....	13	—	2	293.00	—	35.00	145,897	170,374	168,720	.0089	—	.0012	6	1	1
Total Divisions, Second District.	49	69	75	1,726.18	4,616.50	4,072.50	1,640,484	1,770,808	1,707,284	.0030	.0039	.0044			
St. Louis.....	14	47	70	649.00	1,466.00	2,273.00	485,369	559,613	530,356	.0029	.0084	.0132	3	4	4
Springfield.....	9	4	11	527.00	1,062.00	1,120.00	492,797	524,556	527,964	.0018	.0008	.0021	2	1	1
Tulsa.....	19	64	38	1,305.00	5,721.50	4,520.00	514,021	639,530	618,559	.0037	.0100	.0061	4	6	3
Total Terminals, Second District.	42	115	119	2,481.00	8,249.50	7,913.00	1,492,187	1,723,699	1,676,879	.0028	.0067	.0071			
Birm'ham Belt.....	1	8	3	3.00	261.00	110.00	77,767	81,560	32,409	.0013	.0098	.0093			
Texas Lines.....	9	13	20	56.00	276.00	1,172.00	87,554	96,412	98,194	.0103	.0135	.0204			
Total System.....	264	404	532	12,542.18	22,974.50	35,226.50									

1930 Compared with 1929

Per cent decrease in number cars damaged.....	34.7	Per cent decrease in amount of damage per car handled.....	40.59
Per cent decrease in amount of damage.....	45.4		
Per cent increase in number cars handled per car damaged.....	40.9		