

**RAILS EARN ONLY 3.64%  
Net For First Seven Months  
Decreases \$227,447,745 Over  
Last Year**

**C**LASS I railroads of the United States for the first seven months this year had a net railway operating income of \$458,943,343, which, as at the annual rate of return of 3.64 per cent on their property investment, according to reports just filed by the carriers with the Bureau of Railway Economics. In the seven months of 1929, their net railway operating income was \$686,391,088 or 5.56 per cent on their property investment.

Property investment is the value of road and equipment as shown by the books of the railways, including materials, supplies and cash. The net railway operating income is what is left after the payment of operating expenses, taxes and equipment rentals, but before interest and other fixed charges are paid.

This compilation as to earnings for the seven months of 1930 is based on reports from 171 Class I railroads representing a total of 242,679 miles.

**Gross Revenues Decline 13.2%**

Gross operating revenues for the first seven months of 1930 totaled \$3,148,700,980 compared with \$3,626,465,518 for the same period last year or a decrease of 13.2 per cent. Operating expenses for the first seven months of 1930 amounted to \$2,405,088,199 compared with \$2,638,986,808 for the same period one year ago, a decrease of 8.9 per cent.

Class I railroads in the first seven months of 1930 paid \$213,064,188 in taxes, compared with \$232,520,016 for the same period last year, a decrease of 8.4 per cent. For the month of July alone, the tax bill of the Class I railroads amounted to \$31,658,421, a decrease of \$3,665,503 under July of the previous year.

Twenty-four Class I railroads operated at a loss in the seven months of 1930, of which seven were in the Eastern, three in the Southern and fourteen in the Western District.

**July Earnings at Rate of 3.76%**

Class I railroads for the month of July had a net operating income of \$82,750,153 which, for that month, was at the annual rate of return of 3.76 per cent on their property investment. In July last year, their net railway operating income was \$123,824,669 or 5.76 per cent.

Gross operating revenues for the month of July amounted to \$457,025,113, compared with \$558,386,428 in July last year, a decrease of 18.2 per cent. Operating expenses in July

**These Tulsa Employees Won Least-Error Pennant**



**T**HE group of employees in the above photograph comprise the wide-awake station force at the Tulsa, Okla., freight house, which won the Group One least error pennant during August, giving them the distinction of leading their group in efficient freight handling each consecutive month for a complete year. During August they handled 25,734 shipments with only fourteen errors.

Appearing sixth from the left is L. I. Burd, warehouse foreman, to whom a large share of the credit for this station's remarkable record is due. He leads the war on errors at Tulsa and devotes a great deal of study to methods and means which tend to reduce them. Burd handles each error file with the party concerned personally and frequently calls meetings of his force to discuss error reduction. In these frequent meetings, which are attended by the entire force, the handling of merchandise is discussed and every effort is made to stimulate interest on the part of employees. Ef-

fort is made at all times to have the same stowmen load the same schedules, with the idea that the men become more efficient as they become more experienced in the particular schedule. One of the most important factors in keeping errors down, according to Burd, is the fact that the force is made up of very conscientious employees and there are few changes. "My entire force," he says, "is interested in the elimination of errors and tries hard to avoid them by doing a good job of checking and stowing. They are always on the alert for shipments going to the wrong car."

At the extreme left in the photograph is Allen S. Lewis, assistant warehouse foreman, and standing immediately to his right and slightly in front of him is G. R. Warren, day yardmaster, who is responsible for the prompt placement of merchandise and switching of out-bound loads of merchandise from the house. Fourth from the left is F. A. Connell, freight agent.

totalled \$331,561,565 compared with \$389,257,584 in the same month in 1929, a decrease of 14.8 per cent.

In the Western District, of which the Frisco is a part, Class I railroads for the first seven months in 1930 had a net railway operating income of \$151,921,824 which was at an annual rate of return of 3.33 per cent on their property investment. For the first seven months in 1929, the railroads in that district had a net railway operating income of \$243,503,703 which was at an annual rate of return of 5.47 per cent on their property investment. Gross operating revenues of the Class I railroads in the Western District for the first seven months this year amounted to \$1,167,334,256, a decrease of 13.6 per cent under the same period last year, while operating expenses totaled \$899,393,236, a decrease of 8.8 per cent compared with the first seven months the year before.

For the month of July, the net railway operating income of the Class I

**FLORAL EXHIBIT IN OKLA.**

A floral exhibit arranged by Don Fellows, Frisco florist, attracted considerable attention at the Oklahoma Free State Fair, held in Muskogee, September 27 to October 4. The exhibit featured a model of engine 4213, fifty varieties of flowers, a miniature farm scene, and a miniature Bluebonnet train. Another attractive part of the exhibit was a rock garden with two pools of running water. During the week many baskets of Ozark-grown grapes were given away, together with 10,000 assorted flowers and bulbs. The exhibit was transported to Springfield in a Frisco baggage car, and sent back to Springfield where it may be seen soon in the display windows of the J. L. Long & Sons Furniture Store.

railroads in the Western District amounted to \$38,246,424. The net railway operating income of the same roads in July, 1929, totaled \$54,029,885.

## OIL SHOW IS SUCCESS

### Eighth International Exposition at Tulsa Assured for 1932

TULSA, Okla., Oct. 12.—The brilliant success of the seventh International Petroleum Exposition and Congress here, October 4-11, 1930, has given very substantial promise of a greater event in May of 1932, when the Natural Gas Division of the American Gas Association is scheduled to meet with the Oil Show, in the fact that the pleased exhibitors in more than 200 cases have already filed their contracts for space in the 1932 Exposition.

This is more than half of the total number of contracts for display space, 398, in the Oil Show just concluded.

From the enthusiasm engendered by the lively spirit of the business men who are supposed to be undergoing a period of depression, the Oil Show management has found the courage to talk of a further expansion of the Exposition plant, although a \$200,000 building program had just been completed before the last show.

If a good start is an indication of final success, the Oil Show and Congress was "made" on the opening day when two members of President Hoover's cabinet made the formal addresses. These were Robert P. Lamont, secretary of commerce, and Patrick J. Hurley, secretary of war.

On the speakers' platform with Mr. Lamont and Mr. Hurley were such notables at Edwin B. Reeser, president of the American Petroleum Institute; Henry L. Doherty, president of the Henry L. Doherty Company, and father of the unitization plan; William G. Skelly, president of the Skelly Oil Company and of the Exposition, and donor of the \$325,000 stadium dedicated on the opening day of the Oil Show; James M. Kurn, president of Frisco Lines, and J. R. Koontz and B. T. Wood, Frisco vice-presidents.

Because, as seemed to be the most general explanation of the show's success with the exhibitors, the financial transactions in the petroleum industry are now definitely on a lower plane and therefore operations must be more economical, the leaders in the industry thronged the Oil Show plant to learn how they might cut down the costs which marked the difference between profit and loss.

The announced sales by exhibitors during the Exposition, indicate that the Oil Show advanced as a market place in 1930 over the record-breaking figure of \$6,000,000 in sales during the 1929 show.

## Here's A Splendid Family of Frisco Folks



**T**HERE are ten good reasons why Mr. and Mrs. William M. Pitts of Monett, Mo., might be called the wealthiest couple in that city. The ten reasons are their ten children, which range from 1 year and 5 months to 24 years of age.

Mr. Pitts has the distinction of having the largest family of any switchman in the Monett Yards and perhaps one of the largest on the entire system. He entered the service of Frisco Lines in 1906 as switch tender, was promoted to switchman January 4, 1907, and has worked in that capacity for 23

years. His salary from the Frisco has made it possible to educate the ten children. All of them are at home but one son, who is a senior at Drury College, Springfield, Mo.

From left to right, their names are: (top row) Carl, age 22; Paul, age 25; Walter, age 19; Leon, age 14.

Second row: Jeannetta, age 16; Mr. and Mrs. Pitts, and Margaret, age 18.

Bottom row: Donald, age 8; Billy, age 6; Ella, 1 year and 6 months, and Denton, age 10.

## CASUALTIES DECREASE

Total casualties on Frisco Lines decreased 22.1 per cent during September and 28.6 per cent during the first nine months of this year in comparison with the corresponding periods of last year, according to the statement on this subject issued October 13 by H. W. Hudgen, director of accident prevention, Springfield, Mo.

A decrease of 35.2 per cent was effected in the number of casualties among employes during August, and during the first nine months of the year employe casualties decreased 33.5 per cent, both reductions in comparison with the corresponding periods of 1929. A decrease was recorded for each of the departments both for the month of September and for the first nine months in comparison with last year. These reductions in order of their size were as follows for the month of September: Main-

tenance-of-way department 56.1 per cent, mechanical department 39.1 per cent, and transportation department 18.7 per cent. For the first nine months these reductions were: Mechanical department 50.4 per cent, maintenance-of-way department 49.4 per cent, and transportation department 13.1 per cent.

Among the different classifications of non-employes the greatest decrease during August was among the licensees—28.5 per cent compared with August, 1929. Autoists were second with a 26.3 per cent reduction in the same comparison. A decrease of 5.8 per cent was recorded for the licensees during the first nine months of this year in comparison with the same period last year.

Son: "Her niece is pretty good looking, isn't she, Pa?"

Pa: "Don't say 'knees is. Always say 'knees are.'"

## HOW ABOUT THE BUSES?

Editor Mathews of Rich Hill, (Mo.) Inquires About Legislative Action

Close readers of the weekly newspapers published in the rural communities of the nine state territory served by Frisco Lines have noticed a growing sentiment urging regulation and restriction of the bus and truck traffic, and advocating legislative fairness in the competition between this method of transportation and the railroads. Particularly is this true in communities adjacent to cross-state hard roads, where the residents have forcefully brought to their attention, the tremendous amount of trucking over the state-maintained highways.

Editor Leon W. Mathews of the Bates County Republican, published at Rich Hill, Mo., sets his type and publishes his paper in an office from which he has an all-day view of U. S. Highway No. 40, which crosses Missouri from St. Louis to Kansas City.

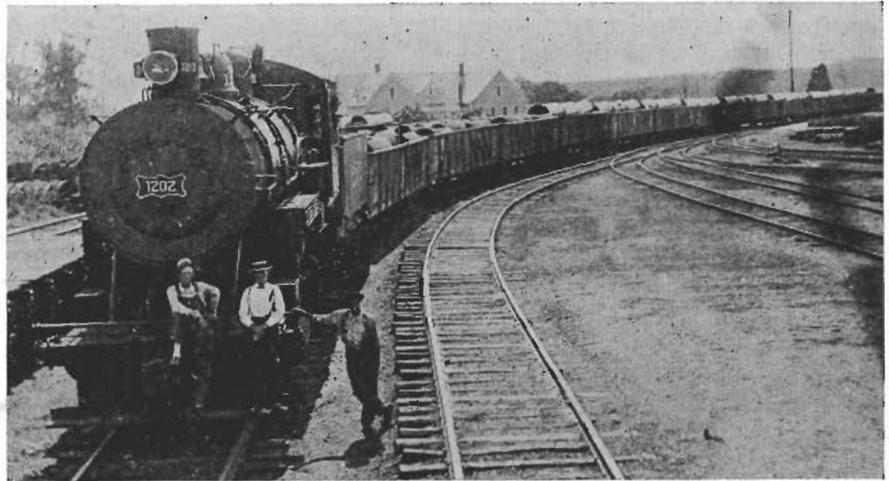
What Editor Mathews had to say about the buses and trucks in his issue of September 5, follows:

—W. L. H., JR.

**W**HEN the next State Legislature meets, one of their main objects should be to see to it that the busses that are using the Missouri highways should pay for the use of these highways in proportion to what the railroads are paying to operate their lines. The busses are in direct competition with the railroads, they are hauling people who would otherwise use the railroads and yet they are using for their road bed the highways that were built for the people of this State. They pay a small fee, of course, but in proportion to what it would cost them to build and maintain these roads they are paying practically nothing. They come into every town along the line, use the streets of the town, and yet they pay nothing whatever to maintain these streets and in no way reimburse the towns for the wear and tear upon their streets. It isn't fair or just.

In opposition to the busses we have the railroads. They build and maintain their own roads. They own property in every county where they do business. They have their employes living in every town and hamlet where they operate and pay them their wages. These employes in turn spend their money in each community to live, help support the enterprises of the different towns. They help even with the streets as we had evidence recently when we paved Park Avenue here. The town paved on each side of the railroad, but the railroad built the road across their own tracks. When a community plans anything out of the ordinary the railroads are always willing and anxious to do their part toward making it a success. They give free instruction along any line of home development

## Trainload of Pipe From Alabama to Mid-West



**I**T IS train loads like the one in the above photograph that help turn pessimists into optimists. This train was loaded with pipe from the United States Steel Plant at Bessemer, Ala., destined for mid-western points, and appearing left to right in

the photograph are R. S. Weeks, flagman, M. H. Jones, conductor, and Charlie Ware, colored brakeman. The plant at Bessemer produces a great amount of pipe, a large portion of which moves west and the Frisco never fails to get its share.

that their roads run through. They employ experts in the agricultural lines who are always glad to help or assist the people who ask them about any problem that might come up in regard to farming.

And yet these same railroads who build up everything rather than tear down the public utilities of the State are the ones who are given the dirty deal in favor of the busses. We feel that the State of Missouri should make a reasonable adjustment of the affairs so that the railroads could get as good a deal as the busses. The men running for the State Legislature from Bates County should see to it that if they are elected they will make it a point to see that things are equalized to some extent. We are mighty proud of our highways and want them to last a long time and we don't think that it is right for them to be used to put other people out of business who are just as essential to the State as the highways.

"Here you are, sir," cried the hawker, extending a bouquet. "Buy some nice flowers for your sweetheart."

"Nothing doing," responded the young man. "I haven't got a sweetheart."

"Buy some flowers for your wife then."

"Wrong again," was the answer. "I'm not married."

"Well, then, Guv'nor, buy the bloomin' lot to celebrate your luck."

### TRAINS 95.3% ON TIME

4,342 Passenger Trains Made Schedule During September

**T**HE high standard of performance which Frisco Lines strives to maintain in all phases of its service is probably nowhere better exemplified than in the on-time performance of its passenger trains. During the month of September, for instance, a total of 4,342 passenger trains were operated on the seven Frisco divisions and were 95.3 per cent on time, according to a report on the subject issued October 14 by the office of the general manager, Springfield, Mo.

Western division led the others by making a perfect record during September, operating 160 trains 100 per cent on time, which compares with the record of 186 trains operated 98.9 per cent on time there during August of this year.

The division with the second highest per cent of trains on time during September was the Central where 280 trains were 98.9 per cent on time. During August 310 trains were 99 per cent on time there.

River division had the third best performance with 772 trains 97.8 per cent on time in September. During August of this year the 798 trains operated on that division were 98.1 per cent on time.

### WHO CAN BEAT 'EM?

"I have just read your article, 'Who Can Beat 'Em,' on page 27 in the September issue of *The Frisco Employes' Magazine*, referring to the fast handling of foreign cars," writes Acting Yardmaster J. R. Finney of Hugo, Okla.

"I am giving below one of the records made here at Hugo recently:

"Car TCX 4836, loaded with gasoline for the Texaco Company, arrived in Hugo on Train 736 at 9:50 a. m., September 8th. It was placed to unload at 11:30 a. m. and the consignee was notified at that same time. The car was made empty at 3:00 p. m. on that day and was moved out on 737 at 11:45 p. m. the same date. This was the first train out after the car's arrival. Elapsed time was 13 hours and 55 minutes. Movements of this nature are made possible by the close co-operation of the local agent for the Texas Company, Si Williams."

The above letter is self-explanatory and other cases of rapid handling, every one of which also huris forth the challenge: "See if you can move 'em faster," follow. The first was sent in by Trainmaster Grace of Texas Lines. This, he says, is a sample of Texas Lines handling:

"Car MK&T 46642 and six other cars of cattle were received from the MK&T at Dublin, Texas, at 3:00 a. m., on September 5th. They were moved, Dublin to Whiteland, on Trains No. 35 and Local Extra, leaving Dublin at 5:00 a. m. and arriving in Whiteland at 2:45 p. m. The cars were released and moved out of Whiteland on Local Extra North at 3:20 p. m., connecting with No. 34 out of Brownwood and arriving in Dublin at 8:35 p. m., September 5th and five of the cars were delivered to the MK&T at that time. The other two were delayed because of no room until transfer was pulled by MK&T, and were delivered at 12:10 p. m., September 6. This was a 222-mile movement made without per diem by five of seven cars."

J. S. McMillan, superintendent of the River Division, calls attention to the following movements of cars in and out of Cape Girardeau:

"Cars, B&O 258053, PLE 43019, PLE 44442, all loaded with red mud for the Marquette Cement Manufacturing Company, were received on Train 835 at 6 a. m., August 18, and were placed at 9:00 a. m. the same date. They were unloaded and moved out on 832 at 7 o'clock in the evening of that day.

"Car PRR 381124, loaded with cinders for the Marquette Company, was received at 7 a. m. on August 18th, was unloaded, pulled and forwarded on Extra 732 at 5 p. m. on the same date."

## TEXAS—A Little Truth and Fiction About the "Lone Star" State

*Well, well—those folks down in Texas have been bragging again!*

*Vice-President J. E. Hutchison doesn't know whether the bragging account which follows was written by O. H. McCarty, vice president and general superintendent of the Texas Lines, or not. At least "OHM" forwarded it to his superior. And at any rate, it's worth reading, partly because it's partly true, and partly because it shows to what heights of literary ecstasy a true Texan can rise when writing about the Lone Star State.*

*Here 'tis—author unknown:*

### "TEXAS"

"Texas occupies all of the continent of North America, except a small part set aside for the United States, Canada, and Mexico. Texas owns the north half of the Rio Grande, one of the few rivers in the world with one bank WET and the other DRY! Texas is bounded on the north by 25 or 30 states, on the east by all of the oceans except the Pacific, on the south by the Gulf of Mexico, and South America, and on the west by the Pacific ocean and the rest of the world! Underneath Texas they have, at this writing, been down only 8,000 feet or so for oil, and up in the air Texas has in Guadalupe Peak, 9,500 feet above sea level, the highest hill in the United States east of the Rockies!

"Texas is SO BIG that the people in Brownsville call the Dallas people Yankees, and the citizens of El Paso speak of residents of Texarkana as being 'effete Easterners.' It is farther from El Paso to Texarkana than it is from Chicago to New York, and Texarkana is closer to Milwaukee by air-line than it is to El Paso. (Try this on your Rand-McNally.) The United States with Texas left out would look like a three-legged Boston Terrier!

"The chief occupation of the people of Texas is to try to keep from making all the money in the world, and at that the wealth of Texas increased 539 per cent between 1900 and 1927! At one time Texas was SO WILD that not even the LAW OF GRAVITATION was obeyed. The chief pursuit of the Texans was Indians and Mexicans, but now it is crop records and oil productions. It is so healthful in Texas that out in EASTLAND a Horned Frog lived 30 years sealed in a cornerstone without food, air or water!

"The word 'Texas' is of Indian origin and means 'friends,' and the Texas people are that way yet, unless you take a slam at their state.

"If your front gate is not at least 18 miles from your front door, you do not belong to Society as constituted in Texas. Down on the King Ranch the front gate is 150 miles from the front porch and the owner is think-

ing of moving the house back so as not to be annoyed by passing automobiles!

"Other Texas landlords have whole mountain ranges on their ranches, and one Texan has 40 miles of navigable river on his farm.

"If the proportion of cultivated land in Texas was the same as in Illinois, the value of Texas crops would equal that of the other 47 states combined. If all the people of the United States were to move to Texas, it still would be no more densely populated than is Massachusetts. Texas has land enough to supply every man, woman and child in the whole world a tract 20x200 feet, and have enough left over for all the armies of the world to march around five abreast!

"To move the Texas corn crop would take a string of box cars longer than the distance between New York and San Francisco. If the 1,500,000 tons of sulphur mined in Texas annually were in the hands of his Satanic Majesty, they would solve his fuel problem! If all the cotton grown in Texas was baled and built into a stairway, it would reach the Pearly Gates!

"If the 255,557,000 barrels of oil produced in Texas in 1928 were made into gasoline, it would run a well-known make of light car throughout eternity!

"If all the hogs of Texas were one hog, he could dig the Panama Canal in three roots and one grunt!

"And if all the Texas steers were one steer, he could stand with his front feet in the Gulf of Mexico and his hind feet in Hudson bay, and with his horns punch holes in the moon and his tail brush the mists off the aurora borealis!"

### Strenuous

Helen: "Does your husband exercise regularly?"

Bess: "Why, yes, last week he was out six nights running."

### Most All Do

Daughter—"When did you first get acquainted with dad?"

Mother—"About three weeks after we were married."

## INVALID PRAISES FRISCO Purd Sparks of Tupelo, Miss., Writes Pres. Kurn of Courtesies

**A**N unusual letter of appreciation on Frisco service was received by President Kurn, on July 23. The letter was from a young man, Mr. Purd Sparks, an invalid for eight years, who has used Frisco Lines at least twenty-five times and who writes of his appreciation for the attention given him.

Mr. Sparks, a bright young man with life offering every pleasing prospect, was suddenly attacked with an unusual malady, a complication of inflammatory neuritis and phlebitis of the right leg. He is forced to remain in bed most of the time. Skilled surgeons have failed to relieve his suffering. He is thirty-six years old, an accountant by profession, and served in the air service during the late World War.

He lives with his father and mother on a farm four miles from Tupelo, Miss., and his home, only a few feet from the highway, has become known to thousands of persons.

As they go by he waves to them and they return his greeting, and when they make the return trip many of them stop and tell him that they like his smile and wave and decide that they should be friends. Tabulations show that he has had 20,000 visitors in seven years. He is showered by gifts from strangers as well as friends, which range from literature, flowers, food of every description, a hospital cot, rolling chairs, furniture, pajamas, bed linen, and a new radio to money.

The letter, which fully expresses his appreciation of Frisco service, reads:

"During the past eight years that I have been afflicted, I have used the Frisco Lines lots. Most of the time I have been handled by an ambulance into the Pullman as I have not been able to sit up much.

"I used the Frisco to Kansas City and return on a trip to Mayo Brothers at Rochester, Minn., to New Orleans and return via Memphis and possibly I have made twenty-five trips to Memphis.

"Most all of these trips I have made alone and at times I was hardly able to raise my head off a pillow, and I depended entirely on the train crews to take care of me. I can assure you that every courtesy and kind treatment has always been extended to me by them and I always feel safe to start on a trip alone on the Frisco, knowing that I will be well cared for."

## Four-H Winners Visit National Dairy Show



**T**WENTY-ONE eager boys and girls from Alabama and Mississippi, winners of Four-H Club contests in their communities, were given tickets via Frisco Lines to attend the National Dairy Show in St. Louis, October 11-18, inclusive. The youthful delegates arrived in St. Louis on Monday, October 13, in charge of A. G. Anderson, Frisco agricultural agent at Atmore, Ala., and were escorted from their special Frisco car to the American Annex hotel, which was their home during their St. Louis stay. During that day they visited the zoo, and the Lindbergh trophies, and the snake house at Forest Park, and had lunch at the Forest Park Highlands, then were shown through Shaw's garden and arrived at Purina Mills early in the evening for a banquet. During the balance of the week more entertainment was arranged for them, including a river trip and a banquet by the St. Louis Kiwanis Clubs. Most of all, however, they were interested in the gigantic Dairy Show, and most of their time was spent there.

They greatly admired the Frisco's exhibit booth (see picture above), and they thought Robert Leonard, St. Louis artist, did a good job when he painted that picture of the little boy and girl eating corn flakes and drinking lots of fine milk. They liked the smiles and pine boughs which Florist Don Fellows brought up from the Pensacola Line especially to help decorate the booth, and they were cour-

teously taken care of by C. B. Michelson, farm marketing agent; A. J. McDowell, dairy agent; Paul Potter, assistant dairy agent, and Ray Reed, of the St. Louis traffic department, all of whom alternated at the booth.

Besides these bright young folks from the sunny south, thousands of other people from all over the country passed by the Frisco's booth, and paused to comment, or question the attendants about it.

But the boys and girls themselves absorbed more about the Frisco's interest in dairying and agriculture, than any other group at the show, the Frisco officers think.

The lucky youngsters to make the trip were:

Thomas Roebuck, Aberdeen, Miss.; Lucille Barnett, Shannon, Miss.; Kelly Whiteside, Hickory Flat, Miss.; Hubert Autrey, Hickory Flat, Miss.; Marian Anderson, Hamilton, Miss.; Ruby Rae Robbins, New Albany, Miss.; Hazel Weathers, Steens, Miss.; Ika Haddock, Potts Camp, Miss.; Alia Bostick, Golden, Miss.; Ben Henderson, Potts Camp, Miss.; James Crosby, Hamilton, Miss.; Sherrill Avery, Crawford, Miss.; Lutzer Newton, New Albany, Miss.; Albert Tibbs, Jr., Demopolis, Ala.; Eloise May, Gallion, Ala.; Aubrey Coleman, Eutaw, Ala.; David Norwood, Eutaw, Ala.; Hewlett Leatherwood, Gordo, Ala.; Albert Foster, Carrollton, Ala.; Russell P. Womack, Lake Cormorant, Miss., and J. B. McCullough, Jr., Nesbitt, Miss.