

promised to give Frisco Lines all the business he possibly could, and following his talk the members discussed plans for a social gathering in the near future. Westbay, Wm. Caffey, and Mrs. Pearl Lewis were appointed to comprise a committee for making arrangements.

The session was concluded with a resolution of appreciation to Mr. Callaway for advertising Frisco Lines throughout Monett with posters. The resolution read, in part, as follows:

WHEREAS, Mr. R. M. Callaway, has always been loyal to Frisco Lines, having on numerous occasions done things for the Frisco and its employes which probably no other citizen in the community could have done so successfully in the upbuilding of the interests of the company, its employes and the citizens of Monett in general, and

WHEREAS, since busses and trucks have become a menace to the railways of Missouri, causing great reductions in revenues, affecting the employes, their families and this community in general, and

WHEREAS, at his own expense, he has prepared and circulated some printed matter advocating 100% loyalty to Frisco Lines in general, which act on his part having received the commendation and approval of Frisco officials and should have the approval of every citizen in Monett, and

WHEREAS, in order that this splendid act of Mr. Callaway's may be known to all concerned,

THEREFORE, be it resolved that we, the members of the Frisco Employes' Club of Monett, in regular session, by this resolution express to Mr. Callaway our sincere thanks and appreciation for the stand he has taken in a matter in which we are all so vitally interested and pledge to him our loyal co-operation in all his undertakings.

Done at Monett, Mo., this 10th day of November, 1930.

C. J. KUNZ, *President.*

PEARL E. LEWIS, *Secretary.*

Sherman, Texas

The meeting of the Sherman Frisco Employes' Club, held November 17, and attended by twenty members, was termed by those present as "A Business Getting Session." Nearly the entire discussion was devoted to this subject, with particular emphasis upon the matter of meeting bus and truck competition.

W. W. Johnson spoke briefly, telling the members that sentiment against unregulated competition was growing rapidly and W. G. Hall, who followed him, urged all members to do all they

Olathe Players On Frisco to Austin



Did you ever see a football team's backfield players go into a huddle and call their signals on their fingers? The team pictured above does it—and they're a cracking good football team, too. The boys in uniform are members of the football squad of the Kansas State School for the Deaf at Olathe, Kansas, and the picture was taken at Tulsa, Oklahoma, on November 20, when the squad stopped off for a practice and workout en route to Austin, Texas, where they played the Austin School for the Deaf on November 22. Coach E. S. Foltz appears in street clothing. The team used Frisco Lines from and to Olathe.

could toward meeting this rivalry. Their talks were followed by lengthy discussions in which all members took lively interest. It was suggested that the club have a meeting with the merchants of Sherman and a committee was appointed by H. L. McDuffie, president of the club, to arrange it and to set a date. It was decided that several out-of-town traffic solicitors be asked to make talks on that occasion. The committee in charge of arrangements was comprised of the following: W. A. Morgan, chairman; L. T. Jones, W. G. Hall, N. Thorworth, L. C. Fuller, H. S. Peavy, K. P. Guin, W. W. Johnson, E. Inglehart and P. L. Stenger.

Supervisors at Sherman sponsored a dance for employes on October 31, opening the season of fall entertainments there. Music for the occasion was furnished by Shells orchestra. Thanksgiving was set as the date for next dance.

Fort Scott, Kan.

The business and social meeting of the Fort Scott Frisco Employes' Club, held November 13, which was attended by forty-nine enthusiastic members and visitors, was opened with two entertaining readings entitled "The Squash" and "Views of Life in a Hotel", by Miss Martha Lou Payne, daughter of C. L. Payne, assistant superintendent.

E. A. Miller, general agent, made

an instructive talk on keeping old customers and getting new ones. He also urged all who had radios to tune in on WDAF, Kansas City, each Wednesday night for the Frisco programs. W. H. Bevans, superintendent, spoke about bus and truck competition, dwelling principally on the need for them to be under the same regulation as railroads. L. A. Fuller, traveling passenger agent of Kansas City, made a talk in which he told of his experiences in lining up passenger business. He also stressed the necessity of motor transportation being regulated. Following this, several out-of-town visitors made talks. It was pointed out in this meeting that all employes of neighboring towns are at all times invited to attend meetings of the Fort Scott club, and that any suggestions to increase the revenue of the company will be appreciated at any time. The session was closed with serving refreshments and cigars. The next meeting was set for the second Friday in December. Following are the visitors who were in attendance: L. A. Fuller, traveling passenger agent, Kansas City; J. W. Slaughter, agent, Railway Express Company; W. J. Mathias, route agent, Railway Express Company; E. W. Dalrymple, agent, LaCygne, Kan., and Mrs. Dalrymple; A. L. Milliken, agent, Galena, Kan.; and J. E. Baugh, cashier-operator, Lamar, Mo.

PARTY FOR GEO. DILLARD

Retired Road Foreman Surprised
by Friends at Springfield Home



GEO. E. DILLARD

GEO. E. DILLARD, road foreman of equipment with headquarters at Springfield, Mo., was the unexpected host to about forty of his railroad friends on the evening of Friday, October 24, when they gathered at his home to present him with a radio, as a token of their esteem and long friendship. Mr. Dillard was retired on October 1 after having served Frisco Lines for 48 years and 9 months.

He began his service with Frisco Lines November 11, 1881, as a fireman on the Eastern division, and was promoted to the position of engineer April 1, 1887, on the Lebanon Sub. He worked as road foreman of equipment, assistant superintendent locomotive fuel service, assistant superintendent locomotive performance and road foreman of equipment during his years of service.

Eleven road foremen, in town for a meeting in the office of J. W. Surles, assistant superintendent of motive power, attended the informal gathering at Mr. Dillard's home on Benton Avenue, as well as a number of his railroad friends from the St. Louis and Springfield offices.

D. L. Forsythe, general road foreman of equipment, served as master of ceremonies and called upon Mr. Dillard's older friends in the gathering for a short talk. Those who spoke

A Christmas Greeting to the Veterans

By MRS. D. R. BEELER, President, Veterans' Auxiliary

LET this holiday greeting bring you the best of good wishes. May the future be better than the best of the past and may you not only be happy, but conscious of usefulness and increasing fellowship with mankind. May you have the spirit that accepts the daily burden with a song and meets the unexpected with a smile; a heart that does not seek to shun the pain of the wounds of battle, but finds a joy in the conflict and its price, so long as it is waged for the right. May you realize a sense of honor, too clear for selfishness, too keen for indifference and a hope that floods the soul with light and paints the world with beauty. May the year, just closing, be a year of deep experience, which will bring an abiding fruitage of character and a wealth of life found in every change and gained from every lesson. In short, may you have a mind intent on pleasing God, and a courage to follow Him through all things common and all things high until the image of His Son is made perfect in your life.

The approaching Christmas season will carry many of us back to our childhood days, to that time in life when the abiding place of children

was truly honest, homelike home, with pop corn and nuts and where Santa with his reindeer came and filled the stockings hanging around the fire place with Christmas joys. Whether that home was a sumptuous palace or a modest place, was of no significance.

Today we are the same children, but grown to man and woman's estate, still looking forward to Christmas, but with a wider vision and a fuller understanding of its significance.

Realizing my inability to enjoy the personal contact which I should greatly appreciate could I personally meet and wish each member of the veteran and auxiliary the greetings of the season, I send my message of Christmas cheer through the columns of the Christmas number of the *Frisco Magazine*.

For your heart, a memory,
And for your life a song;
For your life the better things,
That keep you brave and strong.

For your feastings, all the good,
That Mother Earth provides;
For your fortune, all that's best
And happiest besides.

Peace and plenty for your home
Forevermore to stay,
And may God's own content be yours,
Forever and a day.

were: Robert Collett, fuel agent, St. Louis; T. B. Coppage, superintendent High Line, Springfield; J. L. Harvey, master mechanic, Springfield; J. A. Moran, superintendent, Springfield; J. W. Surles, assistant superintendent motive power, Springfield; C. H. Baltzell, St. Louis; J. D. Heyburn, former master mechanic at Ft. Smith, and the man who succeeded Mr. Dillard; J. W. Morrill, accident prevention agent, Pacific, Mo., and Engineer Press Moore.

Miss Susie Dillard, daughter of Mr. Dillard, and one of the leading pianists of Springfield, played the accompaniment to some old-time songs which the group sang, and several favorites of Mr. Dillard's were in the selections.

Mrs. Agnes Perry Williams gave a vocal solo, accompanied by Miss Dillard and following the presentation of the radio by Mr. Collett, letters of well wishes were read from Messrs. J. E. Hutchison, vice-president operation; H. L. Worman, superintendent motive power; F. H. Shaffer, general manager; M. M. Sisson, assistant general manager; E. L. Magers, former superintendent Eastern division; John Forster, retired mechanical inspector; W. G. Hall, assistant master mechanic,

and W. J. Foley, master mechanic at Enid, Okla.

While listening to a delightful program, which came to the group from the new radio, the guests were served with ice cream, cake and punch.

Mr. Dillard has the distinction of being the only road foreman of equipment on Frisco Lines to have reached the age of 70 years, and placed voluntarily on the pension roll.

FORT SCOTT WINS

While the garden at the Frisco station of Fort Scott, Kan., was just started this year and the plants did not obtain sufficient growth for it to place in the 1930 Frisco garden contest, it has been getting wide recognition in local competition, winning first prize among Class D business houses in a Fort Scott yard and garden contest.

Work on this garden was done under the supervision of E. A. Miller, general agent there, and the daily watering of the plants was taken care of by the porters at the passenger station. Plans are being made now at Fort Scott to offer strong competition in the 1931 Frisco garden competition.

TRAFFIC CHANGES AT K. C.

J. R. Coulter, assistant traffic manager at Kansas City, was appointed traffic manager there on October 1, succeeding George F. McGregor, who was promoted to executive general agent, according to a circular issued September 26 by S. S. Butler, general traffic manager.

Coulter came to Frisco Lines in 1925, as chief clerk to the traffic vice-president in St. Louis. He is a graduate of Colby College in Waterville, Maine, and has had previous railroad experience on the Boston and Maine, and the New York, New Haven and Hartford railways. He went to Kansas City as assistant executive general agent in March 1928, and became assistant traffic manager when the traffic department titles were changed.

George McGregor is known to thousands of Frisco employes and has been in Frisco service since October, 1883, filling many positions of trust and importance in the traffic department. He was at one time assistant general freight agent and general freight agent, and has spent most of his years of service in Kansas City, Mo., where his headquarters will remain.

TRAINS 97.4% ON TIME

Hovering close to perfection in passenger train performance as it has for many months, Frisco Lines operated a total of 4,296 trains 97.4 per cent on time during October, according to a report on the subject issued November 6 by the office of the general manager, Springfield, Mo.

Of the Frisco divisions, Southern had the best record for the month, operating 806 trains 98.4 per cent on time which compares with its record during September of this year when 780 trains were 97.2 per cent on time.

Western division was second with 109 trains 98.2 per cent on time. During September 160 were operated on that division and they were 100 per cent on time.

River division ranked third in the report with 758 trains 97.8 per cent on time which is the same percentage as the preceding month there when 772 trains were operated.

Records on the other divisions during October were Northern, 1,034 trains 97.2 per cent on time; Southwestern, 763 trains 95.4 per cent on time; Central 248 trains 96.7 per cent on time and Eastern, 558, 91.2 per cent on time.

Cora: "Does that rich young man of yours write convincing letters?"

Dora: "I can't say. The case hasn't gone to the jury yet."

WHERE'S YOUR GUN?

If you think Frisco employes in Springfield aren't alive to the competition that is threatening their jobs, read the following bulletin, issued by the presidents of Springfield's two employes' clubs on November 12. It will make you feel better.

*De cotton crop, hit sho' am po'
De droul dun got de cawn,
An' deys hard times acomin' sho'
Jes 'es sho' as you am bawn.*

*But de hic'ky nut is in de woods
An' de squirl am in de tree,
An' deys plenty rabbits in de grass
Jes' waitin' dar fo' me.*

*So, I gets down de ole shot gun
An' I oils it inter condishun,
Dey ain't but one thing pesterin' me—
Whar's I gwine ter git de ammer-
nishun?*

—W. J. BRITTON.

*Uncle Ned takes things philosophic-
ally. Not a thing worrying him but
a round or two of shells—ef'n he had
'em he'd be sot pretty.*

*And here we are bellikened about
business being off—some of us can't
even see the hickory nuts, rabbits and
squirrels! And the fact is they are
out in the business "fields" waiting for
you to "bag" 'em.*

*Quit moping! Quit listening to the
pessimist! Get out your ammunition
and go after 'em.*

*We have our double-barreled, auto-
matic, anti-backfiring business-getting
blunderbus oiled up and loaded with
excellent "service." So far, we have
not "bagged" our full share of the
"game," but are hunting for more—
gonna get it, too!*

*Have you taken a "shot" at any
business for the Frisco during the
past month?*

*"Gunning" for more freight and
passengers.*

BEATRICE DEMING,
G. C. ROOP,
Club Presidents.

SECTION WORKERS MEET

Fifty-two roadmasters, section foremen, trackmen and frog repairers were present at a meeting of the section foremen of the 60th Track Division at Winfield, Kansas, on October 26, and listened intently and also took part in the interesting program which had been outlined for them.

The meeting was in charge of W. N. Patterson, roadmaster at Enid, Okla. Track conditions of all kinds were discussed and suggestions of ways and means of doing the work more efficiently were discussed.

J. B. Soward, section foreman at Eagle City, Oklahoma, the oldest foreman in point of service on the division, was present, and a record of his efficient service was given. Mr.

FRISCO AGENT PRAISED

U. G. Ragain of Morley, Mo., Gives Personal Service

U. G. RAGAIN, Frisco agent at Morley, Mo., has been coming through recently with a brand of solicitation that is winning a great deal of highly competitive business and the success of his efforts is based to a large degree upon his willingness to go to almost any length to accommodate a patron.

Last November 8, for example, he sold a ticket to St. Louis, but it happened on that date the Frisco mixed service through Morley was in the other direction—a difficulty that could have easily stopped a less zealous solicitor. Not so with Agent Ragain. He solved the problem by taking his privately owned automobile and driving the passenger to Brooks Junction for connection with No. 802.

Nor does passenger solicitation constitute this livewire agent's sole business getting work. He is active in freight solicitation also. The largest movement he has secured in recent weeks was twenty-one cars of contracting equipment. This was a much sought after movement which a competitor had offered special service to obtain and it required three weeks of strenuous work for Ragain to secure it for Frisco Lines. Upon a rumor that a construction company that was at work on Highway 61 would soon complete their contract and would move to another point by rail, he started working for the movement. Competition only spurred him on, with the consequence that at about 1:15 p. m. on November 14, the crew of train 860 placed twenty-one empties at Morley and at 1:30 p. m., November 15, these cars moved out loaded with construction equipment. Trains 832 and 839 handled parts of this movement out of Chaffee at 12:30 and 3:30 a. m. on the same date. The revenue on this movement amounted to about \$1,322.

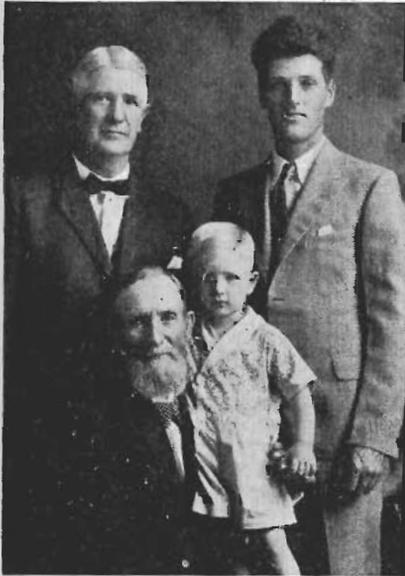
Soward has kept his section in wonderful condition, according to his supervisors, and deserves a great deal of credit since his is a dirt track section.

It was one of the last meetings on Frisco Lines attended by J. W. Morrill, retired accident prevention agent, and he addressed the meeting and stressed the fact that each foreman should give special attention to the accident prevention program.

At the close of the meeting the sectionmen were served a turkey dinner at the Flick Waffle House.

REAL FRISCO FAMILY

A Frisco family for four generations is the proud boast of the Edie family, and above are the members of the family who provide a basis for this claim. Seated is W. W. Edie, 79 years old, of Willow Springs, Mo., who was formerly an employe in the Frisco Lines track department, Burnham, Mo., and standing back of him



at left in the photograph is his son, E. M. Edie, 53 years old, freight and ticket agent at Rogersville, Mo. At right, standing, is P. M. Edie, New York, 30-year-old son of E. M. Edie, who served on Frisco Lines as baggage and express agent on the Current River line prior to the World War. The young man, whom W. W. Edie holds, is Master John M. Edie, 2-year-old son of P. M. Edie, who will perhaps work for the Frisco when he grows up as his father and forefathers have done before him and thus round out the claim of four Frisco generations.

The staff of the Frisco Employes' Magazine, including the reporters on the line and the linotype operators and compositors in the printing plant, and the editor and his assistants, join in wishing each reader of this publication a most merry and joyous Christmas.

A Further Decline in Employment

“**T**HAT the number of railway employes declined to 1,485,906 in September, 1930, is disclosed by statistics recently issued by the Interstate Commerce Commission,” says the Railway Age. “This represented a decline of 30,000 between August and September, was the smallest number ever reported since monthly statistics have been kept, excepting at the beginning of the nationwide shop employes’ strike in July, 1922, and was only 18,000 more than in that month. It was 232,000 less than the number employed in September, 1921, the last previous year of severe business depression, and 262,000 less than the number in September, 1929.

“Compared with September, 1929, the reduction in the number of employes engaged in train service was 13 per cent, in maintenance of equipment, 15 per cent, and in maintenance of way, 23 per cent. The expenditures for both maintenance of equipment and maintenance of way in September were smaller than in the corresponding month of any year since 1917, when, of course, wages and price materials were much lower than they are now.

“In effect, the reduction in the num-

ber of employes this year has been larger than the figures indicate, because in many cases the number of days worked per employe has been reduced in order to provide employment for more persons than otherwise would be the case.

“One of the principal reasons why so many railways have resorted to such drastic retrenchments is that New York state has a law requiring that the net operating income of a railway must be at least one and one-half times as great as its fixed charges to make its bonds eligible as investments for savings banks, and railways all over the country are struggling to avoid the blow to their credit that would be dealt if their bonds were thrown out as savings bank investments in New York. Other states have similar laws.

“Present conditions in the railroad industry strikingly illustrate the menace to both the credit of the railways and the jobs of their employes that is presented by government policies which so restrict the net return of the railways in years of prosperity as to make it necessary to resort to the most drastic retrenchment in years of depression to enable many railways to earn even their fixed charges.”

KANSAS CITY WINS CUP

The Frisco Lines terminal employes, of Kansas City, through strict adherence to all rules of accident prevention, were signally honored by winning the safety cup presented by President J. M. Kurn for three successive periods, namely the last period in 1929, and the first two periods in 1930.

The splendid record of these employes came to the attention of H. P. Wright, Frisco director of Kansas City, and with Mr. Kurn's permission he had a gold star made and attached to the cup, bearing the following inscription:

“Presented to Kansas City Terminal by H. P. Wright, Frisco director, July, 1930, in appreciation of winning this cup three successive periods.”

Since the star has been added, the terminal employes doubled their efforts along accident prevention lines, but were robbed of the cup for the third period, by the Southern division which reported a total of .0250 casualties per 1,000 man hours, while the Kansas City Terminal reported .0261 casualties.

USE 45,654 TONS OF ICE

The cantaloupes which were served on breakfast tables in many Frisco homes during the past summer were kept in perfect condition on iced refrigerator cars. Cantaloupes, as well as all perishable material, which moves via Frisco Lines is given special attention and the cars iced at various points and 45,654 tons of ice were used in this service by Frisco Lines during the first nine months of 1930.

This figure is for the system in eight states and does not take in the Frisco's Texas lines. Of this entire amount, 66,290,000 pounds were used during the summer in icing cars and 25,019,188 for miscellaneous purposes.

Cars are iced at Monett, Springfield, Rogers, Fayetteville, Kansas City, St. Louis and Yale, and the largest ice plants are at Springfield, Monett and Yale.

According to R. E. Bagent, assistant supervisor of refrigeration at Springfield, it requires one minute to ice a car, and when there are from 20 to 40 cars in the train, enough men are put on to keep this average up.

The Kansas City ice docks are the newest on Frisco Lines.

MERITORIOUS SERVICE

SOUTHERN DIVISION

October 13—Geo. C. Harbour, yard clerk, Amory, caught error in weight of SF 52015 and made proper report. Five merits.

October 18—Dave Sartin, section foreman, Cedar Gap, discovered broken wheel on car in train 136 and reported it. Ten merits.

October 24—R. Johnson, conductor, Amory, found broken rail north of Byhalia and stopped train and notified section foreman and dispatcher. Ten merits.

October 28—G. W. Creagh, conductor, Memphis, discovered brake beam down on train 135. Ten merits.

October 5—W. W. Davis, agent, Byhalia, noticed brake beam down on No. 934 as it was passing his station and reported it to dispatcher. Five merits.

November 9—T. F. Bouler, agent, Mexia, Ala., noticed car set out because of broken brass and although it was Sunday and he was not on duty, he brassed this car, getting it ready to move in a short time, saving delay to train 931. Ten merits.

November 2—Robert Johnson, conductor, Amory, discovered broken rail and took proper action. Ten merits.

EASTERN DIVISION

October 26—Wm. Vaughn, fireman, discovered car in train No. 34 with broken arch and notified the crew. Fifteen merits.

NORTHERN DIVISION

October 20—C. F. Conrad, engineer, T. Bowman, fireman, and H. Thrasher, brakeman, discovered bridge fire and extinguished it, saving bridge from destruction. Ten merits each.

SOUTHWESTERN DIVISION

November 5—C. Beard, operator, Okmulgee, noticed brake beam dragging as train 532 was passing telegraph office and stopped train. Ten merits.

RIVER DIVISION

B. McCammon, conductor, discovered fire in car at Harvard, September 29 and switched it away from others and helped extinguish the blaze. Commended.

H. A. Rogers, conductor, discovered and reported broken rail September 17. Ten merits.

H. O. Proffer, agent, looked after company's business at Quilin, Mo., when agent there suddenly became sick. Five merits.

W. Boyce, engineer, discovered switch open on crossover Koontz, October 21. Fifteen merits.

They Loaded This One to Capacity!

THE car of cotton in the accompanying photograph was loaded directly from the gin platform at Frenchman's Bayou, Ark., recently and contains 78 bales of uncompressed cotton, which have a total weight of 42,005 pounds. This, according to J. H. Doggrell, superintendent of transportation, is a fine example of what is wanted on the system in the way of heavier loading of equipment and the complete utilization of cubic capacity.

The loading of this car, SL SF 145316, was reported by Lester E.



Speck, manager of J. M. Speck & Company, Merchants, Planters and Ginners of Frenchman's Bayou, and G. K. Patterson, agent

there, and they are confident that this is a record loading for a car of this size. At any rate, Mr. Speck says whenever this record is beaten, they are willing to try again.

The men in the photograph are G. K. Patterson, at left, and J. M. Speck. Agent Patterson praises Mr. Speck highly for his co-operation in loading cars to capacity. Their average for an ordinary box car there is about forty-five bales.

KANSAS CITY TERMINALS

October 17—W. Richardson, yard clerk, discovered a car moving as empty when it was under load. Five merits.

BIRMINGHAM TERMINALS

November 6—C. M. Heneger, switchman, found a broken rail at east end of roundhouse and protected it with red light and notified the yardmaster. Five merits.

YALE TERMINALS

J. O. Sigman, caught error, preventing a car from going to wrong destination and avoided 500 miles back haul on it. Five merits.

ACCIDENTS DECREASE

Total casualties on Frisco Lines decreased 37.2 per cent during October and 29.6 per cent during the first ten months of this year in comparison with the corresponding periods of 1929, according to a report on the subject issued November 7 by H. W. Hudgen, director of accident prevention, Springfield, Mo.

The reduction of casualties among employes was 39.7 per cent during October and 37.6 per cent during the first ten months, both in comparison with the corresponding periods last year. Among the different departments, the greatest October decrease was in maintenance of way—46. per cent—and the transportation department second with a 40.2 per cent decrease, in comparison with October, 1929. For the first ten months of this

Ill health forced Miss Ila Cook, Magazine reporter, employed in the office of trainmaster at Chaffee, Mo., to take an extended leave of absence in Colorado.

In looking over the records of reporters for the Magazine, it is noted that Ila has never failed to make her monthly contribution to the Magazine.

When the time for the November report came, the mail brought a six-page letter of family news which she had written in approved style from a hospital bed. The items she secured from a generous supply sent her from her friends, and the items were newsy and up to date.

Her interest in the Magazine is indeed an example of overcoming difficulties, and it is hoped that the report for January will be received from her at Chaffee, where she expects to return with much improved health.

year in comparison with 1929, the mechanical department showed a reduction of 49.3 per cent and the maintenance of way was second with a 48.9 per cent reduction.

Of the different classifications of non-employes the greatest decrease—57.5 per cent—was among passengers during October and licensees were second with a 26. per cent decrease both in comparison with the preceding October. For the first ten months of this year compared with that period of 1929, the rank of these two classifications was reversed with an 8.4 per cent decrease for licensees and a reduction of 5.4 per cent among passengers.