

SAFER THAN EVER BEFORE

Statistics Prove Increasing Safety
in Railway OperationLast Two Decades Brought Remarkable
Accident Reduction to
Employees

THE work of railway employees has been safer this year than ever before and the record for safe handling of passengers has been better within the last three years than ever before although not quite so good this year as last year. The Railway Age, which publishes statistics showing the increase in the safety of railway operation, says that it is now only one-third as dangerous to work for the railways and only one-fifth as dangerous to ride on their passenger trains as it was twenty years ago.

"The progress that has been made in increasing the safety of operation," the Railway Age says, "is strikingly illustrated by statistics of the last two decades. In 1904 one man out of each 357 employed by the railways was killed. In 1914 this had been reduced to one employe in 538, and in 1924 to one in 1,164. The record of 1924 as regards safety of employes is the best ever made in any entire year. In the first eight months of 1924, however, one employe in each 1,784 was killed while in the first eight months of 1925 only one in each 1,824 was killed, which indicates that the record of 1925 will show further improvement. The annual accident figures show that railway employment is less than one-third as hazardous as it was twenty years ago, and less than one-half as hazardous as a decade ago.

"In 1904 the railways carried 49,712,503 passengers one mile for each passenger who was killed. In 1914 they carried 152,401,815 passengers one mile for each that was killed, and in 1924, 244,642,919 passengers one mile for each that was killed. These figures show that travel by rail last year was only about one-fifth as hazardous as twenty years before and only somewhat more than half as hazardous as ten years ago. In 1914 the actual number of passengers killed was 441; in 1907, 610—the highest figure ever reached—and in 1924 only 149. In the first eight months of 1924 the number of passengers killed was 101, and in the first eight months of 1925 it was 106. Statistics of accidents show there is hardly anything a man can do now, excepting stay in bed, that is safer than riding on a passenger train.

"In spite of the increase in the number of motor vehicles even fatal accidents at highway grade crossings are beginning to decrease. There was a reduction of them in 1924 as compared with 1923, and in the first eight months of 1925 the number of persons killed at grade crossings was 1,324 as compared with 1,359 in the corresponding period of last year."

"It Was My Duty," Says Warehouse
Foreman Who Risked LifeEd. Browning, Granbury, Texas, Saves Six Box Cars
from Fire—Claims No Credit

By BEN B. LEWIS

"I didn't do a thing outside of my duty—no more than any man would do who considers the company's interest the same as his own."

THAT is the modest and loyal comment of Ed. Browning, 50, stalwart warehouse foreman of Granbury, Texas, who, on the morning of November 26, 1925, saved six box cars, three of them loaded with valuable commodities, from being consumed in a fire which raged at the plant of the Granbury Cotton Oil Mill before daybreak on that date.

Browning is a huge fellow, with brown eyes to match his name and a massive jaw which seems to back up his assertion that he can still outlift any man in Granbury and outwork any three of the young bucks who clutter up the payrolls of the railways in these effete, balloon-trousered times. He has been working for the Frisco for nearly thirty years, beginning, as he expresses it, as a "chunk of a boy," shortly after the Frisco first built into Granbury. In fact, he clearly remembers seeing Capt. B. B. Paddock and the captain's seventeen-year-old daughter ride the cowcatcher of the first train into the town, amid the cheers of the biggest crowd ever assembled in Granbury, either before or since.

Fire Alarm Woke Him

On this particular Thanksgiving morning Browning was awakened by the fire whistle about six o'clock, and on looking out of his window he saw the glare of flames in the direction of the depot, nearly half a mile away. Dressing hurriedly, and not waiting for his wife to get up and start the family flivver (for Ed. has never learned to drive), he ran toward the fire, and discovered that it was the Granbury Cotton Oil Mill which is located about three hundred yards from the depot.

The mill itself is housed in rock buildings that cover approximately one-fourth of a city block, and the adjoining boiler room is a lofty affair of framework, with galvanized roof and sides, where the two giant boilers are located.

Just outside the boiler room (where the fire started) is a sunken concrete vat capable of holding five tank cars of fuel oil, which was half full on this occasion. Alongside the buildings and the fuel vat, runs the spur track which serves this industry and on which, ten or twelve feet from the vat are the track scales. Across the tracks, about fifty feet further north,

are the stockpens and loading chute belonging to the Frisco.

Boiler Room Blazing

When Browning arrived on the scene the boiler room was an inferno. The fuel vat, whose rock-and-concrete rim rises about a foot from the ground, was on fire, and the oil was boiling over the top and spreading across the tracks and toward the stockpens. Some of the burning oil flowed down into the scale-pit, and the flames were licking upward through the cracks. Billows of thick smoke were blown on a stiff breeze, which carried the fire across the tracks.

On the scales sat a loaded car of cottonseed cake, for which the bill of lading had been signed the night before. One other load was next to this car, to the south, and a load and three empties were just off the scales to the north.

The night shift of mill hands was fighting valiantly, with what facilities they had, throwing sand and digging dams against the burning oil. The city firemen arrived and turned on the water, which seemed to do more harm than good. The car on the scales caught fire, was put out, and caught again and again. No question came to any man's mind but that the entire string of cars was doomed.

To no man's mind, that is, but Ed. Browning's.

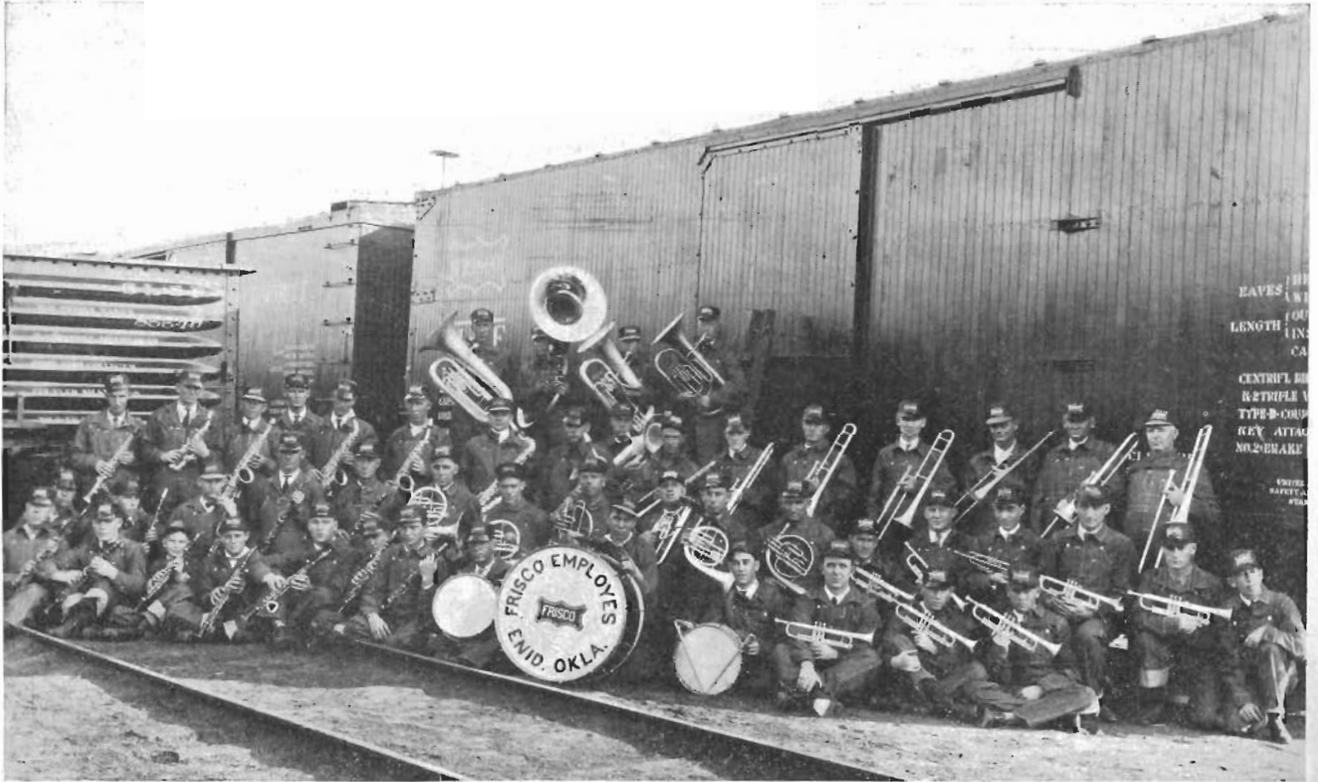
In the face of protests that the work was futile and dangerous, he secured his pinch bar from its niche in the stockpens, where he frequently needs it, and started the first empty down the incline which slopes from the mill toward the depot. Commandeering a sixteen-year-old boy who had some sporting blood in his veins, he ordered the boy to ride the car and set the brakes when the car should come to the public crossing. When this was done he went to work on the second car. A negro mill hand rode the second car, and Ed. started the third one.

The Last Car Saved

By this time, other men began to catch the fever, and willing hands began to push. All but the last car were thus rolled to safety, and by this time the flames were roaring out from the fuel vat in earnest. The

(Now turn to next page, please)

The Frisco Band of Enid, Oklahoma — Newest on the System



Several weeks ago, H. O. Hagans, of the mechanical department at Enid, Okla., began the organization of a Frisco brass band to rival that famous institution of Springfield, Mo. He worked quietly and in a determined manner. His efforts weren't advertised or publicized, and Hagans didn't want them to be.

October first his band was complete with fifty-six pieces. Men who had never played musical instruments before had blossomed into promising and competent musicians under his instruction. Uniforms were a hard problem, but when Hagans wanted to take a picture of his organization he ordered them out attired in clean, new, blue unionalls, arranged them in front of a freight car and told the photographer to shoot!

Then Hagans decided to tell the world about the Frisco Employes' Band of Enid, Okla.

Folks in Enid admit the worth of the shop band. It is recognized as one of Enid's best. The Enid News printed a splendid story about it. All over the western division it is playing for company programs of one sort and another, and with each weekly practice the quality of its renditions improves.

Hagans had only ten of the present fifty-six band members who could play a musical instrument when he started organizing. But that didn't worry him. He was a musical director in the World War, has organized four bands and directed eleven. Making forty musicians from a dead start wasn't much of a feat for one of his ability.

The band pictured above is the result of his efforts.

Director Hagans is at the extreme right of the picture in crouching posture.

"It Was My Duty," Said Warehouse Foreman

(Continued from previous page)

scale was blazing. The ground over an area seventy-five feet square was afire; the ties were burning; the rails were beginning to buckle and twist; and the rock-and-concrete rim of the vat was crumbling to ashes in the fierce heat. Across the tracks the stockpen chute was on fire, and the pens themselves would have burned if ready axes had not cut away a section of them. Men pleaded with Ed. to desist. He was taking a dangerous chance to try to get the last car through the flames, which were now

raging on both sides of the rails and from between.

But Ed. was out to save property, and he intended to see the job through. He demanded help. If they left the car where it was, it would surely burn. He shouted at them defiantly that it must move. A hundred men caught his spirit, and they gave that car a push. Over the scales it went, through the smoke and fire, with Ed. Browning perched on the forward drawbar, yelling at everybody to get out of his way, while a wild-eyed but exultant sixteen-year-old white boy yanked at the brake wheel on top.

Oh, yes. Count that up in money, somebody. Count up what six box

cars, three of them loaded, will amount to. That's what Ed saved.

But mostly count the value of the ingrained spirit of loyalty in a man who works thirty years for his railroad, and never considers that an extra lick or two is outside of his duty when the interests of his company are involved.

And it almost goes without saying that Ed. is carrying a letter around in his pockets these days, and showing it to his friends with a great deal of pride—a cordial, "personal" letter, signed by the vice-president and general superintendent himself, congratulating Ed. on his achievement, and incidentally making him a present of twenty merits—all to the good!

May his tribe increase!

EFFICIENT TRACK WALKER

George Stanley, Central Division,
Discovers "Walnut Stained"
Rail

Foreman J. J. Ford Explains Efficient
Track Inspection at Central
Division Meeting



Trackwalker George Stanley and the
"walnut-stained" rail he discovered.

THE fellow who advances in present times is the one who finds the most efficient and best way of performing his work, and this rule holds good in every branch of endeavor.

A most forceful example has come to the attention of the accident prevention bureau, which has to do with the timely discovery of a cracked rail by a track walker.

The story was told at a central division accident prevention meeting at Springdale, Ark., November 29 and the facts substantiated by the section foreman who produced the cracked rail which was discovered by one of his track walkers.

The section foreman, J. J. Ford, is fifty-five years of age, and for thirty-three years he has been watching track and instructing new men in the best way to inspect and keep it safe for operation.

A number of track walkers are under Ford's supervision. From his long experience he has learned that the best way to walk track is not down the middle, where the defect would have to be most apparent to be discovered, but on the outside, where the eyes can inspect the outside of the rail nearest and the inside of the rail further away. On returning over the same ground, the track walker takes the opposite side, and so, a thorough inspection is made of both side and top of the rail. In this way defects can often be detected that would otherwise escape observation.

George Stanley, track walker, started on his tour of inspection on the morning of November 25 with these instructions firmly in mind. His

experience totals nineteen years as a trackman and four years of this has been spent in the Fort Smith yard.

Saw "Walnut Stains"

Before he had gone very far he saw what is known in track walkers' parlance as "walnut stains" appearing on one side of the rail and running down to the ground. These tell-tale stain marks caused him to make a detailed inspection on hands and knees, and he found a longitudinal crack approximately twelve inches in length opposite the gauge side, or the outside of the rail, where the ball and web of the rail unite.

This crack could not have been detected by ordinary inspection on walking track.

At the accident prevention meeting which was held several days later, Mr. Ford appeared before the meeting and explained how a defect of this kind in a rail always shows a stain. He also gave an interesting and instructive talk on how he trains his men to discover hidden defects which, as in this instance, was an accident prevention example of a most important nature.

The cracked rail was immediately replaced and the defective piece shipped to Springdale, Ark., for exhibition.

Both Mr. Ford and his efficient track walker were highly commended.

The section men of the central division evinced so much interest in the accident prevention meeting, that twenty of the foremen left their homes and family on Sunday, November 29, to attend.

HERE Y' ARE—CHARLESTON

The Frisco is not without its Charleston exponents.

Louis Culkin and Gus Rothenheber, of the divisional department-traffic department, St. Louis, Mo., recently competed in a contest held at Loew's State Theatre.

Mr. Rothenheber, Gus' father, cashier and operator at St. James, Mo., with some thirty odd years' service with the Frisco, received an invitation for his son to appear on a local program in that city.

These two boys took with them a cousin of Mr. Rothenheber, Miss Genevieve Mooney, and the three presented a Charleston act which was received with enthusiasm by the crowd who witnessed it in the local opera house at St. James on December 9.

Following the program they were entertained in the home of the mayor of St. James.

They donated their remuneration to a local charitable institution.

W. T. Robinson Recovering

Mr. W. T. Robinson, an employe of the Frisco West Shops, Springfield, Mo., is recuperating from a severe illness.

His many friends have been more than solicitous of his welfare and he has received many visits from his co-workers.

He has written *The Magazine* to express his deep appreciation of the kindness shown him, and is glad to be able to say that he will be at work again after the first of the year.

Praises Frisco Employes

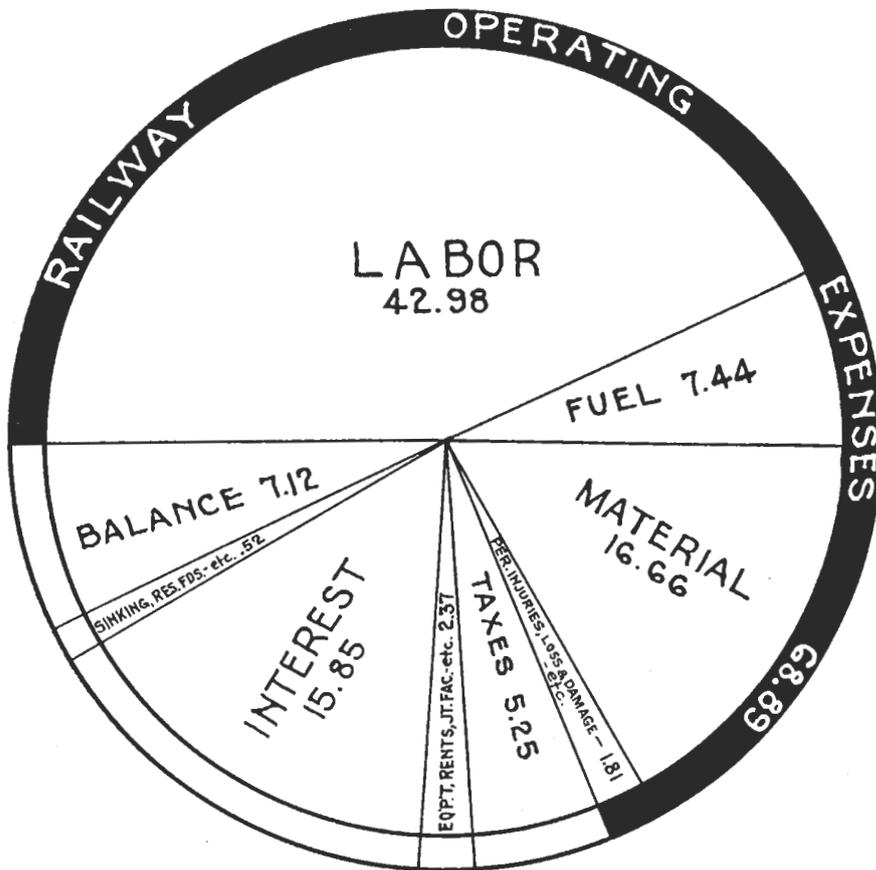
In its issue of December 11, the Birmingham (Ala.) News paid tribute to the spirit of Frisco employes, through the words of Mr. R. A. Polglaze, of the Alabama Water Company, as follows:

A BOOST FOR THE FRISCO

"I'm not surprised," says R. A. Polglaze, of the Alabama Water Company, "that stock in the Frisco is on the boom. It has risen some 500 per cent in my estimation since a recent experience with some of its employes. I recently made a trip to Jasper, Ala., on a Frisco train. After spending almost a day in Jasper, I discovered that I had lost my bunch of keys. After I had looked everywhere and failed to find them, I told Telegraph Operator Lawhorne, of the Frisco at Jasper. He asked, as if out of curiosity, on which side of the train I sat. Later it developed that he wired to Memphis, the car was searched, the keys found, and the conductor on the passenger train leaving Memphis the following morning was told to leave them with the Jasper agent. This he did a few hours later. They were mailed to me by a water company employe the same day and reached me here in Birmingham only a little more than 24 hours after I had discovered their loss. That, to my mind, would have been service par excellence if it had been in a matter in which the road was at least partly responsible. And coming as it did in a case where neither the road nor its employes could have any interest except to help a careless passenger, I consider it a record of which any company might justly be proud. And I have written several of the officials to this effect."

Where the 1925 Frisco Dollar Went

(Based on figures for ten months ended October 31, 1925)



FROM the maze of figures and statistics governing the operation of this great railroad system, the accompanying clearcut and easily understandable chart has been compiled by Mr. E. H. Bunnell, comptroller. It will quickly answer that oft-repeated question: "Where on earth does the dollar go"—although of course, this is a railway and not a personal 100 cents.

It is interesting to note that labor took 42.98 cents of the dollar, while personal injuries claimed only .98 of one cent—a remarkably fine record. The efforts of the fuel department held down the cost of fuel to 7.44 cents, while our material and supplies took 16.66 cents. The "law of the land" enters into the case with a claim of 5.25 cents for taxes and equipment rents, junction facility charges, etc., insist on their share of 2.37 cents. We should all take particular pride in the record of the loss and damage claims—held down to .55 of a cent. Interest on bonds called for 15.85 cents, sinking and reserve funds for .52 of a cent—and the railroad wound up the year with a balance of 7.12 cents out of every dollar. A splendid record from top to bottom.

But where did this dollar just analyzed come from?

The transportation of freight and passengers brought 91.33 cents of every dollar. That is the biggest part of the story.

Transportation of mail contributed 1.69; express, 2.17; switching service, 1.49; rents of equipment, road, buildings, joint facilities and miscellaneous income items, 1.60—and the balance totals in fractions.

The grouped figures follow:

WHERE THE DOLLAR WENT:	
	Cents
Labor	42.98
Fuel	7.44
Road service	6.33
Yard service	1.11
Material	16.66
Casualties	1.81
Personal injuries98
Loss and damage55
Damage to property, live stock killed, etc.28
Taxes	5.25
Equipment rents, joint facility rents, etc.	2.37
Interest	15.85
Sinking and Reserve Funds—miscellaneous52
Balance	7.12
	100.00

DEATH SPECIAL WINS

Special Train Tulsa to Avard, Okla., Cuts Schedule Two Hours

Mrs. Alexander Kerr Makes Avard Connection Due to Efficient and Rapid Handling

FRISCO service is equal to any emergency, and this proved true on November 30, when Mrs. Alexander Kerr of Sand Springs, Okla., asked J. W. James, executive general agent of Tulsa, Okla., for a special train to be sent from Tulsa to Avard. Her eleven-year-old son lay at the point of death in Los Angeles, following an injury in football practice, and Mrs. Kerr wished to make connection with Santa Fe train No. 21 at Avard, for California.

Mr. James received this request at 4:07 p. m. and the Enid, Okla., office about 4:30 p. m.

At 5:30 p. m. a train, consisting of engine 1109 and coach 991, left Tulsa in charge of Conductor C. D. Shacklett, brakeman H. S. Bailey, Engineer F. W. Macfarlane and Fireman C. J. Conley, and made the run of 120 miles in two hours and fifty-five minutes, arriving at Enid at 8:25 p. m. Here engine 187 was placed on the special with a new crew made up of Conductor W. M. Cannady, brakeman G. H. Brooks, Engineer W. H. Keiller and Fireman J. A. Parker, and at 8:30 the train left for Avard, fifty-seven miles away. It arrived at 10:15 p. m., or just one hour and forty-five minutes after leaving Enid, and made connections with the Santa Fe train at 10:30 p. m.

Only one hour and twenty-three minutes elapsed between the time special was ordered and the time it left, and the entire trip only consumed four hours and forty minutes, the distance being 177 miles.

The regular schedule for this trip is six hours and fifty-six minutes.

A record was made in clearing the main line between West Tulsa and Avard and everything was put on side tracks for the death special.

Mrs. Kerr did not forget to thank all those who played a part in this splendid service.

WHERE THE DOLLAR CAME FROM:

Transportation of freight.....	1925	73.26
Transportation of passengers.....	18.07	
Transportation of mail.....	1.69	
Transportation of express.....	2.17	
Sources related to freight service, such as demurrage, storage and special service.....	.37	
Switching service.....	1.49	
Sources related to passenger service such as excess baggage, parlor and chair car, milk and storage of baggage..	.73	
Station and train privileges, parcel room and miscellaneous.....	.07	
Rents of equipment, road, buildings, joint facilities and miscellaneous income items.....	1.60	
Transportation of men and material in construction work.....	.24	
Income from corporate investments31	
	100.00	100.00

NEW PLANTS TOTAL 401

Remarkable Showing Made In
1925 Report of G. W.
Green ShowsIndustrial Department Record Clear
of Serious Failures—Year
Biggest in History

THE year 1925 was one of the most successful years insofar as the location of new industries on its line is concerned, that the St. Louis-San Francisco Railway Company has ever experienced, according to the annual report of G. W. Green, industrial commissioner.

"During 1925, 401 live industries were located on the tracks of this railroad, with plant equipment approximating \$2,000,000 in value," the report states. "This is an increase of almost twenty-five per cent over the record for 1924, when 304 new industries were established, and an increase of slightly more than sixty per cent over the record for 1923, when 243 new industries were located."

More Than One a Day

The record of the industrial department commands particular attention when it is known that while the new industries were cropping up at the rate of more than one a day, there was not a single serious plant failure on the part of any of the industries served by the tracks of the Frisco.

"While every section and district served by the railroad is included in this year's report on new industries, we have been particularly fortunate in the establishment of plants making or distributing manufactured articles," Mr. Green said.

A total of 331 of the new industries are of this classification, the report shows, and are grouped as follows: Compresses and gins, 18; canning factories, 30; warehouses, 51; oil well supply houses, 59; oil distributing plants, 86; oil loading racks, 10; oil refineries, 9; wholesale houses, 6; miscellaneous factories, 40, and miscellaneous industries, 22.

The balance of the new industries are: Material yards, 56; rock crushers, 4; grain elevators, 6, and meat packing plants, 4.

Factories Greatly Desired

Since manufactured products bring the maximum of revenue to a railroad through a higher freight rate than other articles, and constitute approximately forty-five per cent of the Frisco's gross revenue, the location of these industries is particularly desirable, Mr. Green indicated.

At the present time, fifty-nine leases representing as many industries are pending which provide for permanent locations in addition to those already established, in caring for the increased capacity of the plants.

Live negotiations are now under way for the location of two large milk condenseries, one steel mill and two large sash and door glazing plants. These plans should be concluded March 1, Mr. Green says.

A New Year's Toast

"A TOAST to the old year; a toast to the new,
May its pleasures be many—its sorrows be few.
A hope for the future—a sigh for the past—
A smile for the present—the hours speeding fast.

A toast to the old friends—a toast to the new
A toast to the dear friends—and one to the true;
A prayer to our Maker—in reverent fear,
When we meet in a twelve month—that all may be here."
—Madeline Hughes Pelton.

A considerable amount of money was spent in the establishment of track connections with these new industries, the report showing an outlay of \$380,000 for industrial tracks laid during the year.

"The gratifying number of new industries located this year on our tracks makes 1925 the most prosperous one, in this connection, in the history of the road," the report concludes. "The ultimate return to us cannot be estimated at this time, and we will continue to profit for years to come. With the prevalent prosperous conditions, particularly in the south, I believe we may look for an even better year in 1926."

Tulsa Oil Man Thanks Frisco in
Glowing Terms for Service

"President of U. S. Could Not Have
had More Attention," He
Writes.

A. L. Funk, oil producer, his invalid wife, and a nurse en route to the Johns Hopkins Hospital, Baltimore, Md., occupied drawing room A and lower 12, car 50 on Frisco train No. 10 out of Tulsa recently.

Mr. Funk, wishing to shield his wife from much of the hardships of the trip, appealed to J. W. James, executive general agent at Tulsa to make arrangements for the transfer of Mrs. Funk from Frisco sleeper to B. & O. train on arrival in St. Louis.

Mr. James handled the matter and with the assistance of F. W. Dunard, Frisco depot passenger agent, arrangements were made to transfer Mrs. Funk to B. & O. sleeper at 10:45 the following morning, and it was only necessary to carry her across the platform between tracks 23 and 22.

Mr. Funk wrote Mr. James in glowing terms of Frisco handling:

"The President of the United States could not have had more attention than was given us; they had a man at every division point who came in our car to find out if we had everything we wanted. Wish you would wire and thank them for me."

DEMAND BUS CHECK

Enid, Okla., Employes Voice Pro-
test Against Unfair
CompetitionTwo Hundred Fifty Association Mem-
bers Indite Letter to Oklahoma
Corporation Commission

ENID, OKLAHOMA, employes are interesting themselves in the truck and bus situation, on which there has been so much written and said lately.

The following letter is self-explanatory and is an example of the interest taken by the employes of the Frisco in demanding that their railroad has fair competition:

Honorable Corporation Commission
of Oklahoma.
Gentlemen:

We, the members of the Frisco Association of the Metal Craft and Car Department Employes, Local No. 8, Enid, Okla., consisting of approximately two hundred and fifty men, in the main, men with families, taxpayers, and who support the churches and schools and all other agencies of upbuilding the community in which we live, respectfully enter our protest against the further issuance of permits to motor buses and truck lines. We believe now that the railroads operating in the state can and do meet all legitimate demands for quick action and safe transportation, both of passengers and freight. Therefore we request your honorable body to refuse permits to any more bus or truck lines to operate in this state unless in a community not served by a railroad.

(Signed) F. A. OF M. C. & C. D. E.
Frank Raab, President,
Otis M. Cobb, Secretary,
T. Bently, Treasurer.

This letter, which was approved by the association, came voluntarily from the employes themselves, in an effort to stop the unfair competition of the trucks and buses.