

## "Horse Racing" at West Tulsa Reduces Personal Injuries

### AGENCY CHANGES FOR APRIL AND MAY



This "racing chart," prominently posted at West Tulsa, Oklahoma, tells Frisco employes at that point each day to "Be Careful."

FRISCO LINES "horse-racing" is being carried on in earnest among the employes of West Tulsa, Oklahoma.

The "racing chart" shown with this article is proof of that.

But the horse-racing is not a Derby, nor yet a Preakness. Rather it is a sort of "life and death" medium, through which safety and carelessness are shown in their winning or losing paces.

On the first day of each month, all the horses representing the different departments are set with their nose to the tape, which represents 100 per cent or no personal injuries. The horses remain in this position until some department is unfortunate enough to have one of its employes injured. When the injury occurs, the horse representing that department is set back a distance equal to the per cent the number of men in that department bear to the total of 100 per cent.

This board was installed in January, 1926, and since its installation there has not been a single personal injury in the car department, machine shop, store department or among the engine men.

Since the board began its work, the various departments have worked a total number of man hours each as follows: machine shop, 78,234; car department 48,207; store department 7,864; engine men 27,000; yard men 40,500.

Up to the first of May the round-house had been unfortunate enough to have two minor injuries, but with the number of men employed in that department, that was a wonderful record indeed. There was also one injury among the yard men.

R. L. Beckwith, car foreman at that

point is the originator of the idea and his plan was to create interest through mental suggestion to the employes and give them a visible means of watching the great campaign which is being waged daily in the interest of accident prevention.

Kansas, May 6. J. H. Raney installed permanent agent Hollowell, Kansas, May 10. J. A. Sanderson installed permanent agent Bono, Ark., May 11. Effective May 12, Lake Hill, Mo., opened, George J. Stumpf installed ticket agent. T. H. Lucy installed temporary agent Welling, Okla., May 13.

The following changes in station agents for the months of April and May have been recorded:

Mrs. Kate M. L. Stites installed permanent ticket agent, Carleton, Okla., effective April 18. R. L. Schmelz installed temporary agent, Kirkwood, Mo., April 24. W. D. O'Farrell installed permanent agent, Monett, Ark., April 26. C. E. Barnes installed temporary agent Aylesworth, Okla., April 26. C. Purtell installed permanent agent Dodge, Oklahoma, April 26. M. C. Goldsmith installed permanent agent Leachville, Arkansas, April 27. T. F. Caldwell installed permanent agent Black Oak, Ark., April 28. Effective April 29, Sprague, Mo., agency closed. Effective April 29, Rich Hill, Mo., agency closed. Effective April 29, Hume, Mo., agency closed. F. M. Carlock installed permanent agent Sturdivant, Mo., April 30. G. H. Degener installed permanent ticket agent, Windsor Springs, May 1. Clarence Bradley installed permanent agent, Fountain, Ala., May 1. Wm. F. Hayes installed permanent agent Waco, Mo., May 3. O. D. Hathaway installed temporary agent Millerton, Okla., May 3. Wm. C. Kirby installed temporary agent Kelleyville, Okla., May 3. L. L. Sharp installed temporary agent Black Rock, Ark., May 3. T. D. Wages installed permanent agent Blue Springs, Miss., May 4. R. A. McClelland installed temporary agent Olden, Mo., May 4. L. S. Melton installed permanent agent McNab, Ark., May 4. F. A. Scribner installed permanent agent Ste. Genevieve, Mo., May 4. J. A. Stevens installed permanent agent Roff, Okla., May 5. E. E. Carriker installed permanent agent Durham, Ark., May 5. F. F. Cappus installed temporary agent Wilmot,

### Consideration for Humble Folk

The Birmingham (Ala.) News of May 13, printed the following quotation in its famous "Views and Interviews" column. Verily, there is human compassion and regard even among officers of the malignant and so-called "soulless" corporations.

"One of the rare and fine instances of consideration for humble and poor folk that occasionally arise in my business has just come to light," remarked W. H. Clark, of Weir Brothers Realty Company. "I had a client who wanted a certain piece of property, and I found out it was owned by the Frisco Railway. I wrote Mr. J. E. Turner, land and tax commissioner of the Frisco at St. Louis, and in reply he said in part: 'We own a tract in Block 293, fronting on Eighth Avenue, but it is the front part of two lots, one of which belongs to an old colored woman whose name I do not now recall, and the other to her son. I would not be willing to sell this tract to anyone else except these colored people, until after they have had an opportunity to buy same, for the reason that if sold to anyone else than these people it would deteriorate the value of their property materially, and in fact would in a measure shut them off from the street, a thing I would not like to do without first giving them the opportunity to protect themselves.' 'Isn't that a fine attitude? And from the head of a great land department of a great railroad, at that? I never saw finer or more thoughtful consideration.'"

# Forty Per Cent Reduction in Damaged Equipment Made During April

## Campaign to Reduce Freight Loss and Damage Claims Needs Help of All Employes

WHEN the Frisco Lines made its new low record in freight loss and damage claim payments for 1925, the railroad world acknowledged that the Frisco's strides had been remarkable in this line of endeavor. The claim total was the lowest in the history of the company, and the lowest ever made by any railroad similarly situated and handling practically the same kind of traffic.

The total paid by Frisco Lines in freight loss and damage claims for 1925, as announced in the April issue of the *Magazine*, was \$473,339.25. This amount constituted a decrease of 18 per cent, or \$103,811.97 over the payment for 1924. The 1924 payment was \$577,151.22.

In an open letter to all employes, Mr. John L. McCormack, superintendent of freight loss and damage claims, urged each worker to aid in bringing about the goal for 1926 which is a further reduction in claim payments of \$75,000, or a ratio of 50 cents per \$100.00 gross freight revenue.

Four months of the new year have been accounted for in the statistics presented later in this article and, according to Mr. J. L. Stephenson, assistant to the general manager, the results are not as satisfactory as had been expected, although the record is a splendid one compared with other roads.

"We have had commendable assistance from our employes in this 1926 effort," Mr. Stephenson said, "but we will need a great deal more if we accomplish our goal in its entirety.

"There was an increase of 14 per cent in total number of cars damaged in 1926 as compared to 1925, but on the

other hand we show an increase of only 1 per cent in the amount of damage to equipment. In March, 1926, we damaged considerably more cars than we did in March of 1925. However, April showed up much better and we made the splendid reduction of 40.5 per cent over March. This record will, I believe, very materially reduce the totals for the cumulative period and will enable us very shortly to show a decrease in 1926 as compared to 1925, both in the number of cars damaged and in the amount of damage."

The Central division is leading every other division of the Frisco proper in the reduction of damage to cars, with only one car damaged so far this year, out of 136,433 cars handled. The per cent of damage is only .0007. The Western division is second with only 3 cars damaged out of 75,365 cars handled. The per cent of damage is .0038. The Western division jumped from sixth place in 1925 to second in 1926.

Among the terminals Springfield is in first place for all three years, with Birmingham second and St. Louis third.

The slogan for May was "Make Every Frisco Man a Committee of One to Reduce Rough Handling of Cars," and was submitted by H. T. Jarrett, telegrapher of Baxter Springs, Kansas. A different slogan submitted by employes in connection with the papers on rough handling in the contest last fall is being used each month.

Employes are urgently requested to aid in the campaign by writing in their suggestions either to the *Mag-*

### AN OPEN SECRET

A prominent business man of Kalamazoo, Michigan, said recently:

"A president and general manager of one of the largest businesses in the United States was recently asked this question: 'What is the secret of the success of the business you represent?' Without a moment's hesitation he replied, 'I am.'

"At first blush that reply sounds rather egotistical, doesn't it? But just wait a minute and think it over.

"During the past thirty years I have come in pretty close touch with many big businesses, manufacturing organizations, employing sometimes hundreds and sometimes many thousands of men, and I recall no single instance where a fairly or unusually successful business has not been practically dominated by the thought, the personality, of one man.

"Yes, I grant you that this one man has to have an efficient organization, that he could not have conducted the business alone, and in many instances his captains and lieutenants have been in many ways more capable than he, but notwithstanding all of these concessions, I still contend that in every successful business you will always find that 'I am' man.

"He must be a far-sighted man; a man who keeps cool when others get hot; a man who is always willing to 'talk things over'; a man who does not make hasty decisions, but who, when convinced he is right, allows nothing to swerve him.

"Show me a successful business and I will show you an 'I am' man, who will occasionally err in judgment, who will occasionally make mistakes, but he will do these things less frequently than does the average man."

*azine*, to Mr. Stephenson, or to J. W. Skaggs, terminal inspector, chairman of the rough handling committee.

The statement for the first four months of 1926 on the Frisco proper, is as follows:

Division or Terminal	Number Cars Damaged			Amount Damage		Number Cars Handled			Per cent Damaged to Total Handled			Standing of Division or Terminal			
	1926	1925	1924	1926	1925	1926	1925	1924	1926	1925	1924	1926	1925	1924	
<b>DIVISIONS</b>															
Central	1	0	10	\$ 15.00		\$ 220.50	136433	127684	80872	.0007	.0124	1	1	2	
Western	3	10	11	35.00	\$ 163.00	155.00	75365	74200	58803	.0039	.0134	2	6	3	
Southern	16	19	74	723.00	2560.00	1368.48	341109	305039	294481	.0047	.0062	3	3	5	
Eastern	14	2	21	265.78	145.00	580.81	282403	265624	214563	.0049	.0007	4	2	1	
Northern	18	28	74	304.00	878.25	1827.36	352485	339081	307642	.0051	.0083	5	4	4	
River	18	39	119	559.00	1104.00	2620.00	151326	247380	148358	.0119	.0157	6	7	7	
Southwestern	81	38	113	2077.50	1354.00	2462.55	366114	373986	295912	.0221	.0102	7	5	6	
<b>Total</b>	<b>151</b>	<b>136</b>	<b>422</b>	<b>\$3979.28</b>	<b>\$6204.25</b>	<b>\$9234.70</b>	<b>1705235</b>	<b>1732994</b>	<b>1400631</b>	<b>.0088</b>	<b>.0077</b>				
<b>TERMINALS</b>															
Springfield	5	4	29	780.00	365.00	2406.50	260392	252381	230740	.0019	.0016	1	1	1	
Birmingham	13	24	28	2520.00	1151.00	458.50	290775	235351	222104	.0045	.0102	2	2	2	
St. Louis	14	29	46	424.00	1306.00	1654.00	245916	243885	210067	.0057	.0119	3	3	3	
Tulsa	75	75	119	1429.00	2482.00	2125.00	281598	270913	219116	.0266	.0277	4	5	6	
Kansas City	66	71	88	2393.00	1800.00	1571.00	225840	225158	219223	.0292	.0315	5	6	5	
Memphis	130	58	93	5386.20	3420.50	3206.00	393578	409736	420042	.0330	.0141	6	4	4	
<b>Total</b>	<b>303</b>	<b>261</b>	<b>403</b>	<b>12932.20</b>	<b>\$10524.50</b>	<b>\$11421.00</b>	<b>1698099</b>	<b>1637424</b>	<b>1521292</b>	<b>.0178</b>	<b>.0159</b>				
<b>Grand Total</b>	<b>454</b>	<b>397</b>	<b>827</b>	<b>16911.48</b>	<b>\$16728.75</b>	<b>\$20655.70</b>				Per Cent Increase 1926 over 1925—Number cars 14%			Per Cent Increase 1926 over 1925—Amount Damage 1%		

## Hoxie (Ark.) Employes Proud of New Station



The station employes at Hoxie, Ark., are well pleased with their new passenger station, and the accompanying picture shows them standing in front of the new structure.

The station is modern in every respect and replaces one which was destroyed by fire some time ago. This station is joint with the Missouri Pacific Railroad.

Reading from left to right, front row—U. M. Boles, baggageman; Thos. Creager, baggageman; J. R. Campbell, operator; Jno. Wiygul, check clerk; Fred Huffman, bill clerk; Bob Finley, trucker; Harry Bates, messenger; S. P. Donahue, operator.

Back row—Bob Young, porter; Ed. Mattox, bag-helper; Ed. White, bag-helper; E. M. Brasfield, agent; F. T. Reid, ticket clerk; E. A. Whaley, baggageman; W. L. Butler, operator, and J. L. Tilley, cashier.

## FRISCO LINES FEATURE AT VAN BUREN BERRY FESTIVAL

(Continued from Page 12)

Van Buren to eastern markets.

From start to finish the Frisco featured prominently in the affair.

A Frisco float designed by Frisco employes and manned by seven beautiful Frisco girls from the Fort Smith offices, drew prolonged applause from the parade crowd and Frisco officials and employes attended the affair almost en masse.

Visiting railroad officials were tendered a delightful luncheon in their honor by the festival committee and the Chamber of Commerce at noon of the festival day. Many business men and women of Van Buren attended and Mr. J. N. Cornatzar introduced the Frisco representatives present.

Following the luncheon Mr. A. W. Meier, general chairman of the festival, called upon Vice-President Hutchison for an address.

"We of the Frisco are particularly glad to participate in the celebration here today of an industry which we had a part in founding," Mr. Hutchison said. "For a great many years the Frisco has given its time and the best of its talent to building and developing the State of Arkansas. There was a time in the past, and not so very long ago either, when it was a difficult thing for our men to interest the people of Arkansas in fruit farming. But we persisted in every way we knew to point out benefits to the state in this particular pursuit. Today we are gratified at the progress. Four million dollars worth of strawberries will move over our lines this

year. That money constitutes the approximate value of a shipment of 2513 cars of this precious Ozark fruit. When I glance back over the years when Arkansas land went begging at twenty dollars an acre, and realize that that same land now producing so bountifully in fruits of one sort and another, is a good buy at \$500 an acre, I can see a dream of the Frisco coming true. Arkansas is coming into its own and we of the Frisco feel a pardonable pride in its tremendous strides.

We are for Arkansas, and we believe implicitly in her future as one of the nation's greatest.

Those who attended from Frisco Lines were: Messrs. J. E. Hutchison, vice-president in charge of operation; S. S. Butler, freight traffic manager; J. N. Cornatzar, passenger traffic manager; M. M. Sisson, assistant general manager; J. H. Doggrell, superintendent of transportation; W. L. Huggins, Jr., director of publicity and editor *Frisco Magazine*; W. L. English, superintendent agriculture and refrigeration; James G. Weaver, division freight agent; C. H. Baltzell, superintendent; S. R. Kennedy, superintendent; S. Kelton, assistant superintendent; C. B. Michaelson, marketing agent; E. C. Collett, division engineer; D. E. Eicher, horticultural agent; G. O. Gilbert, agricultural agent at Talihina; Alfred Ball, secretary to Mr. Hutchison, and Mrs. Elizabeth Temple, home economics department.

## Force at West Tulsa (Okla.) Passenger Station



The boys of the West Tulsa (Okla.) passenger station ticket office paused long enough to let the photographer bear down on his bulb one day recently. But that was about all. West Tulsa is too busy a place these days for long interruptions. Let's introduce these courteous men who administer to the needs of the traveling public. They are:

On the right—D. L. King, ticket clerk; W. P. Kent, depot ticket agent; James E. Manning, ticket clerk; J. A. Frye, information clerk; Wm. D. McCool, ticket clerk.

On the left—Pike Hailey, ticket clerk; Eugene Shannahan, information clerk and Ralph A. Heath, cashier.



Clarence Wiehs of the Superintendent of Transportation's office in Springfield makes another cartoon contribution to the Magazine with the above sketch.

### CREW ON CHADWICK HAS 222 YEARS COMBINED SERVICE

(Continued from Page 10)

tories spring up, and the stock and poultry farms develop and furnish a splendid source of revenue for the Frisco.

"We used to ship eggs to Springfield in crates—today we are bringing in our third car load", he said. This is only one example of the rapid growth of this Ozark country.

#### Recall Olden Days

Each of these men remembers the Frisco in the olden days, when hand brakes were in use, and the baby engines of long ago were regarded as monsters.

Every year of their service has brought to them an added part in the gigantic strides the Frisco has made in its progress, and with each year added pride has come, due to the fact that they are truly veterans, and that they have added their bit to the forward-moving wheel in its rapid turning.

And they proudly claim the Chadwick branch has increased one hundred per cent as a revenue producer, and it seems only fitting that these men who have been with the road so many years should be able to work among their people and transmit to them the

result of their years of experience in interesting the farmer in crops—in shipping via the Frisco Lines and explaining the interest the Frisco is taking in the people who reside on its right-of-way, and in making the country through which it passes productive.

### FRISCO LINES HAD YEAR OF GREAT PROSPERITY IN 1925

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built in the company's shops, 881 reconstructed and 5,736 given heavy repairs. A total of 1,551 freight cars, 26 locomotives, 15 passenger cars and 145 work cars were retired.

During the year the property was fully maintained and generally improved. The principal roadway improvements included the laying of 103 miles of new 90-pound rail, applying 640,000 cubic yards of ballast, renewing 1,458,503 ties, renewing 8 1/3 miles of trestle bridges and effecting 15 highway grade separations.

At the close of the year a new low mark for engines out of service was reached, when 113 engines or 11.4 per cent of the total owned were not in use. The number of freight cars out of service awaiting repairs was 1,058, or only 5.58 per cent of the total owned.

In regard to traffic and industrial development, the statement announces that 401 new industries were located on the Frisco Lines during the year, consisting of 18 compresses and gins, 30 canning factories, 51 warehouses, 86 oil distributing plants, 10 oil loading racks, 9 oil refineries, 59 oil well supply houses, 56 material yards, 6 wholesale houses, 40 miscellaneous manufacturing plants, 6 grain elevators, 4 meat packing plants, 4 rock crushers, and 22 miscellaneous industries. The agricultural development for the year in the territory served by the Frisco was "very satisfactory" and "despite unfavorable weather conditions resulting in serious damage to fruit and vegetables, the tonnage derived from this source increased considerably over the previous year."

#### Further Passenger Traffic Decrease

A decrease in passenger traffic is reported in the statement as "due to expansion in the building of hard roads, resulting in increased use of motor-driven vehicles, principally for short distance travel". There was, however, an increase over the previous year in long-distance travel.

A splendid increase was made in freight handled. The revenue freight loaded on line and received from connections increased 67,000 cars and 35.8 per cent of the increase represented high revenue producing commodities, such as automobiles, oil and iron pipe.

The company further reduced its operating expenses by a substantial decrease in payments for loss and damage to freight, damage to livestock on right-of-way and damage to property and personal injuries. Loss and damage claim payments per \$100 of freight revenue for 1925 were \$0.67, as compared with payments of \$0.88 in 1924.

### FIFTEEN HUNDRED FRISCO VETERANS TO ANNUAL REUNION

(Continued from Page 15)

each male adult and \$1.50 for each member of their family or lady guest.

Excellent hotel accommodations will be afforded, and the Colonial, Ozark, Marquette, Sansone, Lafayette, Ben Franklin and Metropolitan have made rates ranging from \$4.50 for a double room with bath down to \$1.75 for a double room without bath. Single room prices range all the way from \$4.00 with bath to \$1.25 without bath.

All veterans are requested to advise the Secretary, J. L. McCormack, room 105 Frisco Building, Springfield, as far in advance of the reunion as possible, whether or not they will attend and the number of persons in their party. Hotel reservations will be made if desired. Advance information as to the number that will attend is necessary in order to enable the committee to properly arrange for the barbecue, banquet, etc., and much time, inconvenience and congestion upon the first day of the meeting could be eliminated if each member who expects to attend, would secure tickets and reservations in advance.



*Fort Worth Defeats Sherman Five to Four in Ball Game, May 2*



Here are the members of the victorious Frisco Red Sox, Ft. Worth, Texas. Reading from left to right, standing: Moorman, Grace, Walker, Granger (Manager), Robinson, Parrott, and Bishop. Seated: Helton, Wallis, High and Cheshier.

TWO crack Frisco ball teams locked horns in Fort Worth, Texas, May 2, when the Sherman Bearcats, mechanical department ball club, accompanied by seventy-five fans and fanettes, invaded the territory of the Fort Worth Frisco Red Sox and went down to a hard-fought defeat. The score was Fort Worth, 5 — Sherman, 4.

O. H. McCarty, vice-president and general superintendent of the Texas Lines, pitched the first ball, and J. W. Surlles, master mechanic, caught it.

The game was cleanly and closely fought, and was replete with thrilling plays. Each side was credited with eleven strikeouts. Sistrunk of the Bearcats, knocked a home-run which was duplicated by Robinson for the Red Sox. The latter, however, failed to touch first base, and his effort could not be counted. Robinson later redeemed himself by lining out a long hit in the final inning which scored Grace with the winning run.

After the game the Frisco players and approximately one hundred and fifty other employes and their families repaired to Forest Park, where two hundred pounds of fish were fried and a picnic supper was enjoyed.

To R. W. Courtney, electrician, goes credit for arranging the meeting. Among the ladies who presided at the luncheon were noted Mesdames

Craft, Courtney, Wacey, Adams, Blentlinger, Reams and others.

"Prize Fan" honors go to W. A. Morgan, general car foreman, for Sherman, and G. A. Madden, engineer, for Fort Worth.

The next meeting between these clubs is scheduled for May 31, at Sherman, and a full day of entertainment is promised the Fort Worth employes and their families.

THE LINE-UP

Sherman	Fort Worth
W. H. O'Connell.....c.....	W. M. Walker
W. Campbell.....p.....	I. Helton
C. P. Sistrunk.....1b.....	W. B. Wallis
J. Raney.....2b.....	J. Devaney
E. Brooks.....3b.....	S. Lanham
C. Reid.....ss.....	W. P. Richardson
L. Cherry.....lf.....	G. W. Parrott
L. Rogers.....cf.....	J. Grace
J. L. Estes.....rf.....	O. L. Robinson
Leo. Miller.....Mgr.....	H. A. Granger

Dan Duncan pitched one inning for Sherman, but suffered a broken finger when he attempted to stop a line-drive with his bare hand.

—B. B. L.

The Kansas City Frisco ball team played the Ft. Scott, Kansas, team at Harkey Park, Ft. Scott, Sunday, May 9 and lost 6 to 1. The game was called in the eighth inning, in order for the Kansas City team to catch the Sunnyland.

SIDELIGHTS ON THE FRISCO CLUBS

THE FRISCO ball club of the St. Louis general offices has a record so far this season of three games played and all won by good margins. On May 1 the Frisco lads won 5 to 2 from the Triple A team of the Manufacturers' League. On May 8 the Friscoans defeated the More-Jones team 16 to 3 and on May 15 they hung up a score of 20 to 7 over the Mercantile Trust Company. The results of the games on May 22 with the Sunlights, and on May 29 with the Royal Arc could not be secured in time for this issue of the Magazine.

The team members are: R. Sack, C. Ernst, H. Conley, W. Ragland, J. Kinworthy, M. O'Brien, J. Rigoni, W. O'Neil, J. Eckert, D. Glimpse, J. Zweifel, J. McAuliffe, Al Durozier, M. Tretz and J. Lyons (manager).

The schedule for the season is as follows:

- June 5, Frisco vs. Triple A.
- June 12, Frisco vs. More Jones.
- June 19, Frisco vs. Mercantile Trust.
- June 26, Frisco vs. Sunlight.
- July 3, Frisco vs. Royal Arc.
- July 10, Frisco vs. Triple A.
- July 17, Frisco vs. More Jones.
- July 24, Frisco vs. Mercantile Trust.
- July 31, Frisco vs. Sunlight.
- August 7, Frisco vs. Royal Arc.

All Frisco workers are cordially invited to attend the games. Diamonds will be bulletined in various departments of the offices.

Frisco Junior baseball team at Seventh Street Station, St. Louis, composed entirely of Frisco boys under 21, has won five straight games. All the scores were so one-sided. They made a total of 78 runs, only 26 runs being scored against them. The teams they have met and downed are as follows: Boeman's Stars, Peters Branch of the International Shoe League (Muny Team), Freight Handlers, South Side Cubs and the Federals.

The battery consists of Chas. Kretchovel and Petie White. Kretchovel's pitching is so neatly done that no team has secured more than five hits and he has an average of seven strike outs per game. O'Neil at first, Zindel at second, Haug at third and Doomis at short, form a smooth infield. It has to be a mighty high and wide ball to get through. The "garden gang" had little to do, but it is hoped they keep slugging the ball all season, as they have started doing. Haug and Kretchovel have three home runs each, Depke two, O'Neil