

ROADS SERVE BANQUET

Unique Entertainment Given 650
Editors at Columbia Mo.,
May 11

A BANQUET characterized as "the most unique and successful" in its history, ended the world-famous Journalism Week of the School of Journalism, University of Missouri at Columbia, Mo., the night of May 11. It was attended by more than 650 newspapermen of the Middle West and their wives, and was sponsored by the American Railway Magazine Editors' Association.

The entire banquet arrangements were in charge of W. L. Huggins, Jr., of the Frisco, vice-president of the Railway Editors' organization. The food was furnished by the railroads, members of the A. R. M. E. A., and consisted of the following items: strawberries (Frisco), broiled lake trout (Rock Island), parsley butter (M-K-T), Parisian potatoes (Maine Central), fried spring chicken, southern style (Wabash), Klamath potatoes (Great Northern), new string beans fleurette (New York Central), whole tomatoes, peeled, chilled (Illinois Central), head lettuce, individual dressing (Southern Pacific), ice cream (Pennsylvania), salted peanuts (Norfolk & Western), blueberry conserve (Louisville & Nashville), mints (B. R. & P.), coffee (B. & O.), and cigars and cigarettes (Missouri Pacific and Chesapeake and Ohio).

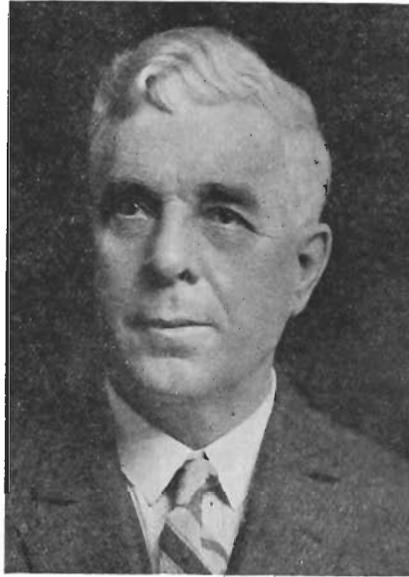
The entrance to the dining hall represented an observation car entrance, complete to the standards and illuminated rear sign, and the conductor who took the banquet tickets. Regulation chairs and trimmings greeted the eye, and one passed on into the main dining hall.

The speakers' table was a replica of the interior of a dining car. It was viewed from the audience as if it were cut in two, longitudinally. The kitchen could be seen, and the quartet tables were attractively and uniquely arranged and decorated. The layout was constructed in the Katy Shops at Sedalia, Mo., under the direction of Master Mechanic C. E. Carnish.

The fifty waiters who served the guests had on serving coats from five of the Missouri roads, with emblems signifying the road on each sleeve. Chef and steward stood in attendance at the speakers' table.

To add a realistic touch, Dean Walter Williams, who presided at the banquet called the meeting to order by ringing a huge locomotive bell.

Souvenirs were in abundance and each guest carried away an armful, following the delightful program.

They Head Traffic Clubs in Respective Cities

GEO. F. MACGREGOR



JOHN N. CORNATZAR

THE Frisco enjoys a unique distinction at this time of having two of its officers hold the position of president of traffic clubs in two of the most important cities on its rails. Mr. Geo. F. Macgregor, Executive General Agent for Frisco Lines at Kansas City, Mo., was recently elected president of the Kansas City Traffic Club for 1928. His election was followed by that of Mr. J. N. Cornatzar, Passenger Traffic Manager of Frisco Lines at St. Louis to the presidency of the St. Louis Traffic Club.

Mr. Macgregor has had 45 years' service with the Frisco, beginning in 1883 as a clerk in the accounting department of the old K. C. F. S. & M. Railway Company, now a part of the Frisco. He has been an officer in the accounting, operating and traffic departments during his career. From 1899 to 1901 he was assistant comptroller of the K. C. F. S. & M. and during the war was Director of Investigation of the U. S. Fuel Admin-

istration at Washington, D. C. Mr. Macgregor was made Executive General Agent at Kansas City in 1923.

Mr. J. N. Cornatzar has also had a long service in railroading, beginning in 1887 as a telegrapher for the Mobile & Ohio at Humboldt, Tenn. He also joined the Frisco forces through the K. C. F. S. & M. line as general agent at Atlanta, in 1901, when the Frisco purchased the road. He has been division passenger agent and assistant general passenger agent at Memphis, and was appointed passenger traffic manager of the Frisco in 1920. On March 1, 1928, Mr. Cornatzar was placed in charge of the Frisco's development activities and the additional title of Director of Development.

The St. Louis traffic club's new president succeeds Mr. W. R. Huey, traffic manager of the Bemis Brothers Bag Company. Founded in 1909, the traffic club now has 875 members and is one of the oldest traffic clubs in the United States.

Messrs. S. O. Dunn of the Railway Age and Hal S. Ray and W. E. Babb of the Rock Island Railroad were the speakers, and other guests of honor at the speakers' table paid high tribute to the American railroads.

Prior to the program, the Missouri Pacific Orchestra of Sedalia furnished a varied program of music, and one of the first numbers on the program was the Red Arrow Quartette of the Pennsylvania Railroad, sent to the banquet from Pittsburgh, Pa. They responded to numerous encores.

HUTCHISON ON PROGRAM

Mr. J. E. Hutchison, vice-president, in charge of operation, will be a principal speaker at the annual convention of the American Association of Railroad Superintendents, to be held at Memphis, June 12-14, and to be attended by approximately 2,000 railway superintendents from many parts of the United States, Canada and Mexico.

The best music—the laughter of a little child.

'BOARD FOR VETS' REUNION 2,500 Honor Roll Men and Wives to Springfield, June 18-19

ALL plans are complete for the annual reunion, barbecue, picnic, business meeting and banquet of the Frisco Veteran Employees' Association, to be held at Springfield, Mo., on Monday and Tuesday, June 18 and 19. Approximately 2,500 veterans and their families are expected to be in attendance.

The price of the tickets will be \$1.50 per person and one ticket will include admission to the picnic and barbecue at Doling Park, and entertainment given by the Frisco Girls' Club of Springfield at the Pipkin Junior High School, as well as the banquet on the following Tuesday evening, the 19th, at the Shrine Mosque.

As usual, the veterans will assemble at the Colonial Hotel, Jefferson and St. Louis Streets, on Monday morning, 7:30 a. m. to 9:30 a. m., for the purchase of tickets, registration, securing badges, etc. Special street cars and automobile service will be provided from the hotel to and from the park.

The crowd will assemble at Doling Park at 10:30 a. m., where the welcome address will be delivered by Hon. T. H. Gideon, Mayor of Springfield. At 12:15 p. m. the "chow" line will form and at 1:30 p. m. the group picture of the assembly will be made.

The athletic contests, consisting of races, horseshoe pitching contests, etc., as well as dancing in the pavilion and a bathing beauty contest and other aquatic sports will be held from 2:00 p. m. on. Valuable prizes are to be awarded the most graceful and the most awkward dancers on the dance floor. The dancing pavilion will be in charge of Mr. C. C. Mills, accident prevention agent, and the athletic events will be under the supervision of Mr. C. H. Baltzell.

At 7:30 p. m. an entertainment and musical revue will be given by the Frisco Girls' choral and dramatic clubs at the auditorium of the Pipkin Junior High School at the corner of Boonville and Webster Sts. Special cars and transportation will be provided from the Colonial Hotel to the school and return.

On Tuesday morning, June 19, the veterans will assemble at the Shrine Mosque at 9:00 a. m., while their wives, members of the Auxilliary, will assemble at 10:00 a. m. on the roof garden, Kentwood Arms Hotel. Both meetings will be devoted to the transaction of business, election of officers, etc. Members of the auxilliary have

Shrine Pilgrims to Miami Council Meeting Via Frisco Lines



This photo was taken at St. Louis Union Station a few moments before the two special Frisco trains left for Miami.

AROLLICKING group of members of Moolah Temple, Ancient Arabic Order, Nobles of the Mystic Shrine, of St. Louis, and the wives of many of them, in all numbering approximately 500, left the St. Louis Union Station at 9 a. m. April 28, in two special de luxe trains of Frisco Lines for a pilgrimage to the fifty-fourth annual session of the Imperial Council of the Order, to be held at Miami, Fla., May 1-3, inclusive.

This was said by members of Moolah Temple to be the largest group of its members ever to go to an Imperial Council session. Each of the two trains, which left the station a few minutes apart and will keep practically that distance apart all the way to Florida, was nearly a quarter of a

mile long. Each train contained two diners, coupled adjoining each other, two locomotives, double-headed, and Pullman compartment, standard sleepers, and observation compartment cars. At the rear of each observation platform a large, electrically illuminated emblem of Moolah Temple, was carried.

George H. Fox, potentate of Moolah Temple, and the Temple's band and its patrol, was aboard the two Frisco special trains. One of the trains was under the supervision of Harrison Will, division passenger agent of the Frisco, and the other was chaperoned by C. H. "Uncle Charley" Baltzell, special representative of the general manager of the Frisco, both of St. Louis.

arranged for a luncheon to be served at noon at the Kentwood Arms Hotel at seventy-five cents a plate, and have issued a cordial invitation for all veterans and their wives to attend.

At 2:00 p. m. the veterans and their wives will assemble in the Shrine Mosque where a musical entertainment, community singing, and short talks by veterans, officials, etc., will be enjoyed. Mr. Harry L. Westbrook, district attorney for the Frisco at Jonesboro, Ark., will deliver the principal address.

The banquet will be served in the Shrine Mosque at 6:00 p. m., and the women employes of the Frisco general office building will serve.

Following the banquet, the final session will be held in the auditorium of the Shrine Mosque, which will include a concert by the famous Springfield

Boy Scout Band and a drill by the Springfield High School Girls' Drum Corps, under the personal direction of Pro. R. R. Robertson.

The principal speakers at the farewell session will be President J. M. Kurn and Dr. D. J. Evans, pastor of the First Baptist Church of Kansas City and director of the largest business men's Bible class in the United States.

At a meeting of officers of the Ladies' Auxilliary, held in St. Louis, May 19, when Mrs. W. R. Boyd, president, Mrs. W. L. Spangler and Mrs. W. E. Belter, vice-president and Miss Susie S. Fish, secretary, were present, they requested all women employes with twenty or more years' service, as well as all veterans and their families to attend the reunion.

Frisco Passenger Trains 97.4 Per Cent on Time in April

Of the 5,626 passenger trains operated by Frisco Lines during April, 1928, 5,479 of these trains, or 97.4 per cent, maintained

their schedules or made up time, states the monthly comparative statement issued by F. H. Shaffer, general manager, Springfield, Mo. This com-

pares with 83.5 per cent for April, 1927, and with 97.3 per cent for March, 1928.

The statement:

DIVISION	Total Trains Operated		Total Trains Maintained Schedule or Made Up Time				Per Cent Trains Maintained Schedule or Made Up Time			Standing of Divisions		
	April 1928	April 1927	April 1926	April 1928	April 1927	April 1926	April 1928	April 1927	April 1926	April 1928	April 1927	April 1926
Western.....	210	206	210	208	205	208	99.0	99.5	99.0	1	1	1
Northern.....	1290	1272	1470	1278	1072	1445	99.0	84.3	98.4	1	4	4
River.....	1008	636	831	995	534	820	98.7	83.9	98.7	2	5	3
Central.....	598	534	720	584	467	712	97.7	87.5	98.9	3	2	2
Southern.....	780	743	840	755	627	815	96.8	84.4	97.0	4	3	6
Southwestern.....	900	825	840	870	656	826	96.7	79.5	98.3	5	6	5
Eastern.....	600	630	770	560	470	733	93.3	74.6	95.2	6	7	7
Total Operated.....	5386	4846	5681	5250	4031	5559	97.5	83.2	97.9			
Texas Lines.....	240	240	180	229	214	173	95.4	89.0	96.1			
Total for System.....	5626	5086	5861	5479	4245	5732	97.4	83.5	97.8			

FIVE OFFICERS PROMOTED

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sition he held at the time of his promotion to traffic manager.

Mr. J. E. Springer was born at Severeance, Kansas, and entered the service of the old K. C. F. S. & M. March 1, 1898, at Mountain Grove, Mo., in the capacity of night operator. He transferred to Grandin, Mo., as agent on September 28, 1901. He left the service August 10, 1902, but returned again as soliciting freight agent, Oklahoma City, October 1, 1903, and was later promoted to the position of traveling freight agent. He transferred to St. Louis, Mo., as industrial agent August 1, 1910; transferred to Houston, Texas, January 1, 1913, in charge of industrial work, New Orleans to Brownsville. Following receivership in May, 1913, he returned to St. Louis as chief clerk, department of development. During 1918, when the railroad administration discontinued all industrial work, he transferred to Birmingham as division freight agent. On December 1, 1918, he returned to St. Louis as assistant industrial commissioner, Frisco-Katy Lines, operating at that time under the same Federal Manager. When the commercial offices were opened March 1, 1920, he left the industrial work to accept the position of division freight agent, Tulsa, Okla. On August 15, 1920, he transferred to Atlanta, Ga., as general agent, freight department, serving in that capacity until his present appointment.

W. H. Crowe began his service with the Frisco as a call boy in the Memphis Terminals in 1912 and afterwards served in various clerical capacities in the terminal, earning the

reputation of being one of the most efficient and accommodating clerks at that point. In 1923 he came to the traffic department as assistant rate clerk, was later promoted to the position of chief rate clerk and then to traveling freight agent, which position he held until his appointment May 15, as division freight agent at Pensacola.

ENG. EKSTROM HONORED

Mr. A. T. Ekstrom of Muskogee, Oklahoma, engineer on the Muskogee sub, a member of John W. Nelson division No. 445 of the Brotherhood of Locomotive Engineers was honor guest at a banquet and meeting of the organization at the Woodman's hall, Fort Smith, Tuesday evening, May 15, when he was presented with the 40 year badge that is given by that organization to those that have been members of the organization for that length of time.

Mr. J. L. Haley, chief engineer of division 445 of Fort Smith, was toastmaster, and Mr. J. W. Thomason, secretary of the division and who had fired for Mr. Ekstrom, made the presentation speech.

After the banquet the following program was given: Solo dance, Lila Jean Ayers, accompanied at the piano by Esther Graham; piano solo, Virginia Walkord; reading, Lillian Harlan; vocal solo, Della Mae Dorough; and piano solo, Charlotte Nulph. The banquet was served by the G. I. A. Ladies of the B. of L. E.

Addresses were made by Messrs. S. T. Cantrell, superintendent of the Central division; J. D. Heyburn, master mechanic of the Central division; John W. Bowler, general chair-

man of the brotherhood of engineers on the Frisco; E. W. McCutchan, general chairman of brotherhood of engineers on the Kansas City Southern; and Mr. Clark, chief engineer of division 524, Van Buren.

OKLA. CITY GREET'S 'EM

When the representative business men of Oklahoma City, traveled via the Frisco Lines on their Twenty-seventh Goodwill Tour, May 12, it occurred to Mr. W. A. Schubert, roadmaster, that they should be greeted and welcomed with a word from the Employees Club of that City.

He drafted the following letter, mimeograph copies were made and one placed in the hands of every man on the special:

"The Frisco Employees' Club of Oklahoma City, extends greetings to representative business men of Oklahoma City on their 27th Goodwill Tour.

"We would like to invite your attention to the following figures which may be interesting:

"Payroll to Frisco employes living in Oklahoma City, approximately \$100,000.00 per month, or \$1,200,000.00 per year. Total number of Frisco employes living in Oklahoma City, 685, of which 330 own their own homes and have 1,220 dependents making 1,905 residents of the city spending inside of the city limits, approximately \$1,00,000.00 per year.

"The Frisco Railway operates daily into and out of Oklahoma City, 16 passenger trains, and 12 freight trains."

**A RECORD AT SPRINGFIELD
Freight Platform Employees Handle
25,513 Shipments On One Error**

THE freight platform employes at Springfield, Mo., made the best record for handling freight during April of this year that has ever been made on the freight platform of any of the stations in the so-called Group No. 1 stations which consists of St. Louis, 7th Street, St. Louis, Broadway Station; Kansas City; Memphis; Tulsa and Springfield, according to Mr. J. L. McCormack, superintendent of freight loss and damage claims.

There were 25,513 shipments handled during April and but one error reported in the handling. The nearest approach to this record was made by the employes on the Springfield platform in August 1924, when there were 24,480 shipments handled with two errors reported. Tulsa station also had a good record in January, 1928, when the employes at that station handled 21,826 shipments with but two errors. Tulsa station also made a record in April, 1928, when they handled 21,711 shipments with but three errors.

All the stations in Group No. 1 made a good showing for April, reducing errors for that month under the month of March, a total of sixty-two.

The men working under Mr. J. L. Boyd, foreman at Springfield and responsible for the good handling reported above and who are entitled to full credit, are as follows:

Mr. Lee Howell, block clerk, and Mr. I. G. Cox, seal clerk. Check clerks: Messrs. Wallace Hay, Chas. Helfrecht, A. P. Wells, P. W. McKinley, C. E. Clark, Guy Gallagher, and John DePriest. Check and Delivery Clerks: Messrs. Chas. Kelly, Fred Cunningham. Stevedores: Messrs. E. F. Henderson, Louis Sweetin, Otis Briggs, Jesse Bockman, Addison Compton, James M. Baker and Luther Trask. Pickers: Messrs. Sam Stanfield, Chas. Cannady, Jas. E. Foster, John W. Gates, Ed. C. Bockman, Fred Snow and John B. Scott. Truckers: Messrs. Oliver Stanfield, Nick Quisenberry, Dan B. Rainey, Lon S. Prophet, Carl Krischel, John S. Haflinger, Mack R. Thompson, Fred Sutter, Oliver Knox, Walter Pittman, Marion T. Kelly, Roy Chrisman, W. M. Ezell and Jay Ezell. Veal checker: Mr. Henry Krischel.

Most of these men have been in the Frisco service long enough to entitle them to hold merit transportation.

Young Woman—"And whose little boy are you?"

Sophisticated Willie—"Be yourself! Whose sweet mama are you?"

ACCIDENT PREVENTION RACE -!

**WE CAME OUT
"SECOND BEST IN
THIS RACE -
LETS
WIN
NEXT QUARTER
J.W. Skagers
SUPT TERMINALS
BIRMINGHAM ALA**

The mechanical department of the Southwestern division for the third consecutive quarter won the J. M. Kurn merit cup contested for by the mechanical departments of the division, and the west shops, the north shops, and the reclamation plant, the latter three all at Springfield, Mo. The J. M. Kurn merit cup contested for by the transportation departments of the divisions and the terminals, was won for the first quarter this year by the Memphis terminals.

The contests for both cups is based on casualties per 1,000 man-hours worked at the terminals and the shops mentioned and on the divisions, and announcement of the winner of each cup for each quarter is made by H. W. Hudgen, director of accident prevention, Springfield, Mo.

Memphis wins the mechanical department cup from the Western division which previously had won it from the Memphis terminal.

Of these two quarterly contests Mr. Hudgen said recently:

"These two cups offered by Mr. Kurn have created an active interest in accident prevention between the various divisions and terminals to the extent that a handsome decrease in casualties was made by employes the first quarter of this year, compared with the same period of last year.

"For the first quarter of this year the second best record among the mechanical departments was made by the Southern division and for this period the second best record among the transportation departments was made by the Birmingham terminals."

PRES. KURN LAUDS CONTACT

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think we can generally agree that there are two fundamentals underlying the success of salesmanship. The character of that which you sell must, in quality, be the equal of any commodity that may be in competition therewith. Having determined the quality, the price thereof shall be fair to the producer or seller, to the receiver or the consumer. If these two qualities representing successful salesmanship are in existence, then there should be no question as to the possibility of a proper preservation of the relationship that would or should exist in that particular transaction. If that be true in the material side of our affairs, why isn't it also applicable to the relationship which should be as between us if we are to have that which we are seeking to accomplish—the preservation of the tie, representing friendship, representing good will, representing assets far beyond those which may be a part or parcel of our individual holdings. Therefore, cannot I leave with you the thought that preservation is just as much to be had in connection with the tie that should exist even for business reasons as between men as it is in connection with the tie you produce and sell to my railroad.

I have heard you all through various agencies call attention to the necessity for conservation. Of course, that might possibly have been more from our side than it has been from your side. Possibly it has been and is now true that it is to the interest of the railroad to conserve that which you have sold it, the tie. It is to the interest of yourself, as well as the railroad, to properly conserve that from which the tie is produced—stumpage. It is to the interest of both to conserve something out of our respective businesses to those who may be called upon to function in our respective businesses after we are no longer here, but for the purposes of the moment, I desire to deal with the question of the conservation of the tie from the angle of the relationship as between us as men. When one makes an unfair demand; when one seeks to secure an unfair advantage; when one says that the decalogue of the Ten Commandments has no place in business; when one has an absolute absence of the slant of the other fellow, our contributions from that source cannot hope to result in the interest of a proper conservation and as to the permanency of the tie, not the one which you produce, but the one which I am thinking of, which should be continued as between us.

Possibly you and I, in the conduct of our respective businesses, have not given as much attention as we should have to that which is going to succeed that which has disappeared. In your business this is covered, possibly, by the well-known term reforestation. I know that I would like to talk to you about reforestation. I would like to say to you that during my lifetime and possibly the lifetime of a few successors, that we will never have a tie, and I now refer to the tie that you produce, that will have such fine transportation results as the present tie, the wooden tie. I possibly should say the treated tie, and I will. The concrete reinforced tie, or any of the substitutes heretofore considered or used for the tie which you produce, will never be enjoyed by those who possibly will continue to use the steam railways for their transportation. What I am endeavoring to convey to you is that if the tie as produced by you is to be continued, naturally reforestation is something to be considered properly and sensibly by us all, but I am not going to talk about the reforestation of that which may be a part of your production. I am going to talk about the necessity for reforestation as applicable to the continued and successful functioning of man. If a man gives no thought, in the hurry of his business, in his anxiety to accomplish a proper performance and proper return to that which is going to be necessary tomorrow, is there, or can there be, that proper tie as between us, that proper preservation, that proper conservation, that are so essential in connection with the continuation of that which we are all so anxious to have, a relationship as between us all.

In brief, are we giving a sufficiency of thought to those who are going to succeed us? Are the organizations being properly supervised? Are we giving but passing attention to the many young men who must be the leaders tomorrow? Could we do something that ultimately would mean that a better condition would exist in his generation for the property in which you are now chargeable with the responsibility of, if a reasonable portion of our time was being devoted to the development of that which is going to necessarily follow us—the young men of today. Should we not exert the same energy, employ the same common sense, in developing the man product of tomorrow as shown in the administration of the affairs under our observation and direction as of today? In brief, should not the question of the reforestation insofar as man is concerned be given the same serious thought as the re-

forestation of that which is essential in connection with the future production of your industry?

Can we not from my presentation of the basic principles of your industry, the tie, the preservation, the conservation and the reforestation, reach a conclusion as applicable to man so that a better contact as between us will result than possibly is the case today. We are all trying to draw near to each other, but the problem seems to be how we can actually accomplish the result. I believe every man to a certain extent honestly would like to sell himself to his friends and associates. Do we not oftentimes wonder why we cannot go more than fifty per cent in our endeavor to meet up with the expectancy of that which in the last analysis is so essential—salesmanship? True, many a person has messed up the whole situation for us by being offensive in his endeavor to be the whole show, but should we, because of the one, refrain from an actually healthy endeavor to sell ourselves and that which we produce to each other? Is it possible that the selfishness of the individual is at the base of our troubles? I have oftentimes heard that such is the case, but I question it. Oftentimes I am inclined to think that we are a little bit individually too sensitive as to how the other fellow might receive us, when if we but knew how anxious he might be to welcome the association that would come from a contact as between the two, we would jump at the chance of improving the relationship. It is my firm belief that there could be a vast improvement if each and every one of us would try honestly to approach the other with the idea uppermost in our mind that he, the other fellow, might have something which would be of material benefit if we but could draw him out and get next to him. I am very strongly of the opinion that a proper contact can and should be established as between individuals, and when established as between individuals, it will project itself into a contact involving groups, and when groups are involved, business comes into the picture and when we can have a proper contact in business, I think some of the vexatious problems which have confronted us all will, to a large extent, disappear. I, therefore, earnestly suggest for your consideration any plan that has for its purpose an improvement in the contact as between men.

Again I thank you for the pleasure of the moment.

Gentlemen, I thank you for your courtesies.