

## A New Year's Greeting From President Kurn

As this issue of *The Frisco Employes' Magazine* reaches the 30,000 members of our far-flung Frisco Family, 1929 recedes into history and 1930, with its problems and joys confronts us.

As the new year dawns, it is again my privilege to send heartiest greetings and best wishes to the 30,000 workers of this company, who have valiantly and intelligently helped make 1929 a successful year for Frisco Lines.

Several important accomplishments in which employes and management have joined hands come to my mind in reviewing our record for 1929. Chief among them is the splendid manner in which Frisco employes have given of their time and effort in soliciting traffic for their railroad. The results from this endeavor, as reported through the various employes' clubs, has amazed and delighted us all and it is my earnest hope that this activity will continue during 1930. This spirit of friendliness, of which traffic solicitation is only one manifestation, makes me proud to head so fine an organization.

In looking forward into 1930, am satisfied that never before in its long history was Frisco Lines so well-equipped to serve the public. The spirit of our personnel is at the highest point in its history. We have more and better power, heavier steel, better roadbed and more cars than ever before. Our budget for the year, \$24,127,177, is the largest amount ever appropriated in a single year by this railroad, and \$12,000,000 of it is going for more locomotives, cars and rail to supplement our present equipment.

And so we are entering 1930 in excellent condition, with a good year behind us and a better one ahead, and the satisfying knowledge that our army of employes will continue to give us the whole-hearted cooperation and support which we value so highly.

To you and yours I sincerely wish the happiest and most prosperous New Year possible.

Yours very truly,



# FRISCO TO SPEND \$24,127,177 IN 1930

## President Kurn Announces Largest Yearly Budget in Company's History— \$12,000,000 for New Equipment

The line with President Herbert Hoover's policy of business expansion during 1930, President J. M. Kurn, on December 7, announced that Frisco Lines will spend \$24,127,177 during the year on roadway and structures, new construction and new equipment. This is the largest yearly expenditure ever to be made by Frisco Lines.

The total roadway and structures appropriation is \$9,402,478, of which \$10,000 will be spent for 175 miles of new 110-pound rail to be laid in Frisco's heavy traffic districts.

Budget appropriations for new construction work contemplate the expenditures of \$1,646,646, for a new line between Vernon and Seymour, Texas. An application for authority to construct the line is now pending before the Interstate Commerce Commission. The Commission has already authorized the Frisco to build a 15-mile extension on the Matafor branch of the Gulf and Western Railway (Frisco subsidiary) into Motley County, Texas, and \$300,000 has been appropriated for this work. The Frisco has pending before the Commission an application to construct a line of 1 1/2 miles between Quanah and Acme, Texas and the budget sets aside \$214,475 for that line.

An even half million dollars is appropriated for the separation of twenty-two grade crossings during 1930. A total of \$12,563,053 will be expended during 1930 for new equipment, including the purchase of 2,500 box cars, 1,000 coal cars, 300 automobile cars, 20 large Mikado type freight locomotives, 10 baggage and mail cars, 10 baggage cars and 3 diners. The Pullman Car and Manufacturing Company of Birmingham was awarded the contract for 700 coal and 1,000 box cars. The American Car and Foundry Company of St. Louis was given the contract for 1,500 box cars. Three hundred automobile cars will be constructed by the General American Car Company of Chicago. Three hundred additional coal cars

will be constructed in the Frisco's own shops at Memphis, Tenn., the underframes of which will be fabricated by the Virginia Bridge & Iron



The above photograph of President J. M. Kurn was taken at his desk one busy morning recently, and is reproduced here for the first time. It is the latest photograph of the "Big Boss."

Company of Birmingham. A contract for twenty large Mikado-type freight engines was placed with the Baldwin Locomotive Company of Philadelphia.

Contracts for ten new all-steel, 70 foot combination baggage and mail cars, and ten 70-foot all-steel baggage cars were awarded to the American Car and Foundry Co., of St. Charles, Mo. Three all-steel dining cars will be constructed by the Pullman Car and Manufacturing Co., at Chicago.

An order for 175 miles of 110 pound steel rail to cost approximately \$2,000,000 was given the Tennessee Coal, Iron and Railroad Company of Birmingham.

Mr. Kurn sounded an optimistic note regarding conditions in the nine-state territory served by the railroad, in announcing the 1930 budget.

"Success of agriculture is abso-

lutely essential to the territory," the president said, "but if the agricultural and horticultural production holds up as against several years past, we find no reason why 1930 should not hold its own as against the good years of 1926 and 1929.

"Our survey finds wheat acreage about the same or slightly in excess of last year, with sufficient moisture to carry it well into the spring months. Bank clearances generally throughout Frisco territory are in excess of those a year ago, and the opinion of business men is for a continuation of the prosperous conditions that prevailed during 1929."

President Kurn subscribed heartily to the campaign launched by President Hoover in the matter of stimulating business activity.

"We feel that President Hoover struck the keynote when he said that work will accomplish the desired results, and our entire organization will campaign very actively to obtain the results contemplated by Mr. Hoover's action. This accomplishment is assuredly possible if all organizations will pursue the same activity."

Location of new industries on Frisco Lines during the first eleven months of 1929

was "very satisfactory", the Frisco's president said. A total of 420 new industries were located during that period, an increase of 90 over the same period of 1928.

"The fact that this industrial expansion shows no signs of diminishing further strengthens my belief that the industrial program during 1930 will exceed that of 1929," Mr. Kurn stated.

"From the standpoint of personnel, and physical equipment of the property, we feel quite sure our entrance into the New Year is being made under most auspicious conditions. In fact, I am satisfied that never before in its long history was our railroad so well equipped to serve the public. We have more and better power, heavier steel, better roadbed and more cars than ever before."

# SOLD FIRST AIR BRAKES TO FRISCO

**T**HE contact with officers of the KCFS&M, which Mr. F. A. McArthur, retired equipment clerk of Frisco Lines, made in 1887 while attempting to persuade that road to apply air brakes to its freight equipment, resulted in his employment with first the old KCFS&M and then the Frisco proper.

Up to his retirement on December 1, 1929, he had served these roads continuously for thirty-six years and his wealth of mechanical knowledge has been of great benefit.

Mr. McArthur is one of the busiest and happiest of the retired Frisco veterans. Unlike many, he finds the days too short for the things which he has planned to do during the years of his service. The nights, too, come and go rapidly now that he has his new Philco radio, a gift from his many friends as a token of their well wishes for happiness in his retirement from active service.

Mr. McArthur was born in Jackson, Mich., November 1, 1859. His interests ran to mechanics early in life and in October, 1876, he began serving his apprenticeship in the shops of the Michigan Central. From apprentice he was promoted to gang foreman and served from 1880 to 1882.

Salesman for the Detroit Lubricator Company was his next work, from January 1882 to January 1883, and his headquarters were in Detroit, however, he returned to the Michigan Central as superintendent of air brakes and general inspector. It was shortly after this that he was offered a position as expert and salesman for the New York Air Brake Company with headquarters in New York.

He came to Kansas City one day to interest the officials of the KCFS&M in applying air brakes to their freight engines. At this time, in 1887, there were very few freight engines equipped with air pumps, in fact only sufficient to relieve the regular passenger engines. Air pumps were put on a few of the freight engines on the Northern division, and a short time later the New York Air Brake was generally adopted by the KCFS&M and a large number of freight engines were equipped with pumps, ready to take care of such freight cars as might be equipped with brakes.

Due to his pleasant associations, the old KCFS&M management offered him the position of Superintendent

## *F. A. McArthur, Retired Mechanical Officer, Installed Then New Devices in 1887 —Thirty-six Years with Company*

of Air Brakes and General Inspector. Later he served as Superintendent of Motive Power, General Road Foreman of Equipment, Master Mechanic, Eastern division and Master Me-



F. A. MCARTHUR

chanic, Western division. He returned to Springfield September, 1919, as mechanical valuation engineer and has served as Equipment Clerk from December 1, 1923, to December 1, 1929.

"I have been reviewing my past years of service since my retirement," he said, "and the progress that has been made in railroad methods is almost unbelievable. I remember the old oil-lit locomotive, and then I remember the first electric headlight applied to a Frisco engine. I have seen the automatic train control come, and the big giant oil burners. I have seen little trains where the engine labored up a hill with seven cars, and the giant 4100's walk up with a load of over 100.

"One dares not venture to think of railroading methods employed fifty or even fifteen years hence. We thought at one time that nothing could be greater than the wireless. Now such tremendous feats have been accomplished by the airplane.

We wonder what it will be next

Mr. McArthur aided the Magazine several years ago through some old records in his possession, in establishing the fact that the Frisco was the first Western railroad to apply electric head lights. The first electric head light was applied in 1894, under the supervision of Mr. McArthur who was at that time superintendent of air brakes. While the first head lights were more or less of an experiment, they were without a doubt a sensational and progressive step in railroading.

Many tales are told of how the headlight, casting such a terrific flood of light down the track, frightened the residents of the country side. Interested spectators lined up at the stations to watch the train pull in. The electric headlight did away with many hazards of old-time railroading, and while the questions of the motor car at crossings had not reached such proportions as to accidents, trees on the track and obstructions of all kinds could be easily seen by the engineer.

"In the progress of railroading," he said, "I often wonder if the safety appliances, or the safety first movement should be given the most credit. Truly they have both been of significant importance."

There are many things to occupy the time of this retired man. He thoroughly enjoys hunting and fishing and he has hunted in the north. He has traveled extensively and has been actively engaged in his work for many long years.

But he has a hobby which is dear to his heart. In the basement of his home at 821 Pickwick, Springfield, he has a most complete private workshop where he spends hours of his time. He has always had this workshop, but the present machinery, which includes a good-sized lathe, is all electrically operated. And there he makes many of the delightful bits of furniture which may be seen at his home. He described a lamp which he had just finished for Mrs. McArthur, made from a piece of solid walnut wood.

When his friends presented him with a radio, and Mrs. McArthur with a beautiful basket of American Beauty roses, he immediately set the radio up and made a loud speaker in another room in the house.

"Busy? Say I'm so busy I have a  
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# FRISCO WORKER VISITS ENGLISH HOME

## *Mrs. Edith Austin of Ft. Scott Leaves Switchboard for Trip to British Isles—"I'm Back Now to Stay," She Says*

MRS. EDITH AUSTIN, telephone operator for Frisco Lines at Ft. Scott, Kans., sat at her board these days and between calls muses on the many interesting details of a trip which she was privileged to make this past summer, across the water to England, her birthplace. Behind her on the windowsill is a box filled with dried heather, wheat and hop flowers which she has brought back for inspection of her friends. In a bowl filled with dark earth she has started some peanut plants from seeds which she brought back and the boys in the office, feeling the peanuts were not growing fast enough, stuck matches with full-grown peanuts into the dish to add a realistic touch.

She related many of the interesting details of her trip one noon when the board was not busy.

"I'll tell you all I can about it," she said. "I visited Brampton Abbots in the southeast part of England, where I was born. My father is a farmer, and my mother died when I was very young. I have one brother and one sister and eight step-brothers and sisters.

"With so many children at home, I had an ambition to go out into the world, so I left home at the age of 14 years and went out in the families of the people at Swansea, South Wales, to care for their children. It was during that time that I met the man I later married.

"My husband came to America. We corresponded every week and then in 1909 I came from England to San Francisco. I had not been here a year when he died and left me with a six weeks' old baby. I returned to England and a month later the baby died.

"But I had been to America. I had gotten my first taste of this wonderful country and I wanted to come back, and I did. My husband's people lived in Ft. Scott and I came here.

"One day I went downtown and into the telephone office. I was so fascinated with it that I accepted a position as operator. Then I became supervisor and evening chief operator. I came with Frisco Lines in 1916.

"Have I ever been across the ocean before? Yes, this makes the seventh time I have crossed. My last trip was in 1920. I really don't know where to start telling about my trip. England is just the same as when I

left it—so quiet and so delightfully quaint. It was such a contrast from America.

"I believe they were more interested in my clothes than in anything



MRS. EDITH AUSTIN

else. You know they walk a great deal in England. There are some motor cars, but the tax on a motor car is \$5.00 for each horsepower, and a twelve horse power motor would cost \$60.00 a year. Gasoline is twice as high as it is here, and so one still sees the old horse drawn vehicle. And bicycles! I never saw so many. They go in, too, for motorcycles with side cars, and the girls think it great sport to be carried around in them.

"One morning I went to church in the old parish I had known as a child. I walked nearly two miles to the church with my brothers. On the way back we met several girls they knew and they would not let me go until I had told them numerous things of America. So we sat down in a field and I took out my passport and my Frisco pass and nearly the entire contents of my bag while they examined each thing in detail.

"Everybody has time for you over

there. If you drop in at 1:00 or 2:00 or 3:00 they all stop and you have a cup of tea and I admit I've had tea as many as seven times in one day!

"You know the English eat such rich foods, and they have four meals a day. They do love roast beef and I expect right now there are two English plum puddings on their way across the water to me. They have a week of celebrating at Christmas time in which they visit and eat and of course every bank holiday is a legal holiday over there.

"The trains are not nearly as nice as our American ones. You know they have compartments and several people ride facing each other in this compartment. The engines looked like little toys compared with the big engines I see coming through our yards each day.

"Work is scarce and in the big factories, where they work six days a week, they let one man work three days and then he must lay off and let another man have his position. That is in order that they can employ the greatest number of men. Their national insurance is also an interesting thing. A certain amount is deducted from each man's pay, and they are given cards. After a man has contributed to the fund a certain length of time, he is eligible to receive money when he is out of work, but the amount is only enough to keep body and soul together and so he hunts for work right away.

"I did not see many women employed in business, except society women who had shops of millinery and dresses. And the women are, as a whole, not as neatly dressed as they are in America. For instance, I went with a friend to pick out a dress, and instead of trying it on, she just held it across her shoulders to see if it would fit and was perfectly satisfied with it.

"They are thrifty, too. For instance, the housewife does not buy a hat each season, but one season she will put a bunch of pansies on one side—the next season a new bunch of roses will take the place of the pansies on the opposite side and she will wear that hat for ten seasons.

"I could talk for weeks on the marvelous cathedrals—the dense traffic and the spic and span policemen, who must pass a test for a certain height and waist measure. I could ramble on for hours of the wonderful condi-

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# CLUB PRESIDENTS MEET NOV. 25-26

## *Third Annual Convention in St. Louis at Invitation of President Kurn Well Attended—Both Business and Fun Sessions on Program*

**F**ORTY-FIVE presidents of the far-flung Frisco Employes' Club organizations on Frisco Lines gathered in St. Louis November 25 and 26 for the annual meeting of the master organization, known as the Association of Greater Frisco Employes' Clubs.

The occasion was the third annual gathering, last year's having been held in Pensacola, Florida, and the 1928 meeting in Springfield, Missouri.

There were familiar faces in the gathering, presidents who have been re-elected to their posts, including Murl Calvert of Wichita, H. M. Cloud of Neodesha, Luther Booker of Carbon Hill, J. C. Gravlee of Amory, F. A. McLaren of Henryetta, E. P. Olsen of Hugo, and other two and three-timers.

But many strange faces were in the crowd, too, despite the fact that they were strangers only for the few minutes preceding the first session of the meeting.

The convention was called by W. L. Huggins, Jr., chairman of the Central Committee on Personnel and president of the Association of Greater Employes' Clubs, who presided at the business sessions and acted as toastmaster at the banquet and luncheon.

Accomplishments of the two-day convention were many and varied. On Monday the presidents sat in business discussion all day, adjourning at five o'clock in order that all could be present at the banquet in Hotel Statler that evening. Tuesday morning's session began at 8:30 in the assembly room of the railroad on the tenth floor of the Frisco Building, and it was with difficulty that the presidents were able to finish the last of their business discussions in time to attend the gigantic joint luncheon in their honor at Hotel Statler, where they dined with 600 members of the three employes' clubs in St. Louis.

The business discussions were intensely interesting, and each club president was called upon for a report on the activities of his club. He was requested to give a thorough "airing" to any troubles or problems which may exist, and to also inform his brother presidents of any and all triumphs which his club had achieved during the past year.

Among the most interesting reports made at the meeting was one by E. P. Olsen, of Hugo, Okla.

"We have had a very good year, both socially and from a business standpoint," he said. "We have had a meeting of some kind each month, and in April all of the business men in town were our guests at a special meeting. \*We held the meeting in the assembly room at the Frisco station and were entertained with a fifty-two piece high school band. Following the concert our entertainment given by Frisco children, was staged upstairs, and we had many compliments on it. So successful was this meeting that we had a similar one at Talihina in May, attended by 50 or 60 of that city's most prominent business men. A Talihina banker was our toastmaster, and that get-together did the Frisco lots of good in that section. Next month, we had another joint affair at Antlers and besides a good number of employes, we had almost 100 citizens at Antlers in attendance. Believe me, those folks down there know we have a Frisco club at Hugo, and we've derived a great benefit from it, not only in good will, but in actual business over the line. We are again working this year on our charity program—an annual event at Christmas season, with the Hugo Club."

President Stubblefield, of the Chaffee, Mo., club, reported a splendid year, with active participation in the club's activities on the part of most of the Chaffee employes.

"We had 11 large meetings during the year," he said, "all of them very well attended. About 400 persons attended our picnic in April, and our ball game in August with the Memphis employes resulted in a special train with 498 passes and 203 revenue passengers from Chaffee to Memphis. We are also having good luck in solicitation."

President A. T. Laney of Clinton, Mo., reported especially fine co-operation on the part of the ladies' auxiliary in his city, and urged each club president to interest the wives and daughters of employes in the club work. "They'll do a great deal of good

for you," he stated.

President E. M. Carstensen, of the Fort Smith club, made a report that brought cheers from the club presidents, too.

"I've just been elected to the job," he said, "so I'm making the report largely for former president Lee Caviness. We've had a large social gathering every month in the year at our town and we have as many as 600 and 700 people at each one of them. Our townspeople are intensely interested in the club, and when we let them they buy tickets to our functions and come with bells on. We have guest cards printed, and each club member is furnished with them, and that helps a lot in getting the folks out to our meetings."

And so it went. Each president was enthusiastic for his club and for his club members. Some club presidents reported less interest in the social affairs of the club than others, but all presidents reported a keen and enthusiastic interest in the solicitation on the part of all members of all clubs.

The high light of the business sessions came when President Kurn made an informal ten-minute talk at the Tuesday morning meeting.

"I'm mighty glad to have you all for this meeting, and know you're getting down to brass tacks in your discussions, trying to figure out additional ways and means to help the employes and the Frisco Railroad," he said. "I appreciate more than I can tell you, the interest you are taking in your clubs, and you have accomplished great things for the Frisco in 1929. Our traffic department tells me you are a fine bunch of solicitors and I wish each of you club presidents would convey my personal thanks to your members for the splendid support you have given us during the past year. The Frisco is facing a splendid year in 1930 I believe, and we're spending a lot of money. We are buying about \$12,000,000 worth of new equipment, and it's going to take a lot of business to help us buy our new cars full and moving. I know you're all going to help us with that. The Frisco is mighty proud of these employes' clubs, and I think it is one of the finest things that has come on the property during my association with this railroad. Keep up the good work!"

Other official speakers who dropped in on the business sessions to say