



Above, left to right: Harry Granger, newly elected president at Fort Worth, Texas; W. E. Stafford, president at Fayetteville, Arkansas, and A. B. Smith, president at Oklahoma City.

bound during 1929. This was an increase of approximately 600 cars over 1928. Two new wholesale distributing oil stations had been erected there recently, it was also reported. Developments in the iron mining industry there are quite encouraging. Two new mines have opened there recently, it was further brought out, and eighteen cars have already been shipped with the prospect of the output being greatly increased in the spring.

Thirteen were present at this meeting. W. E. Counts, roadmaster from Newburg, Mo., made a brief talk, following which an election of officers for the ensuing year was held. W. S. Elayer, was elected president and E. A. Lape, vice-president. E. A. Mooney was chosen secretary.

Thayer, Mo.

T. E. King, president of the Frisco Employees' Club of Thayer, Mo., opened the meeting of that club, held February 14, with an instructive talk on the aims of the club. Fifteen were in attendance.

W. A. Davis, engineer, a member of the entertainment committee, announced that the committee was planning a club dance for February 28. Mr. King appointed a membership committee comprised of the following: D. J. Anderson, H. L. Emerson, and A. D. Anderson. Two additional members would be appointed later, he said. Following the business session, refreshments were served.

Clinton, Mo.

Most of the meeting of the Frisco Employees' Club of Clinton, Mo., held February 16, was devoted to a discussion of business conditions and solicitation. Six members were in attendance.

All present made brief talks. A committee was appointed to attend the meeting of the Ladies' Auxiliary, February 22, and to arrange with members of the Auxiliary for a joint social meeting. The committee was comprised of A. T. Laney, William Balke, J. B. Brown, and C. O. Claiborne.

Sapulpa, Okla.

The Frisco Employees' Club of Sapulpa, Okla., is among the many clubs on the system that are winning good will in their community. This part of club work is stressed by the employes of Sapulpa as is evidenced in the plans that were brought up in the meeting, held February 10, to invite the merchants of the city to attend the next meeting of the club which was set for March 3. Twenty-five employes were present.

An election of officers was held at this meeting. John Stroud being chosen president and Maurine Mahan was re-elected secretary. The following vice-presidents were elected: Oscar White, J. W. Thomas, V. P. Couch, J. L. Porter, R. E. Leach and A. Morgan.

All in attendance at the meeting displayed active interest and a number of suggestions were made as to how a larger attendance could be secured and more employes interested in the club's activities. A. Morgan, chief clerk, was appointed by L. A. Wright, retiring president of the club, to work out the organization of committees on membership, publicity, finance and on other matters.

Arkansas City, Kan.

All of the officers of the Frisco Employees' Club of Arkansas City, Kan., were re-elected at a meeting of that

club held February 6. The officers are, J. W. Siverd, president, Charles N. Keele, vice-president and J. H. Richardson, secretary. Thirteen members were present at this meeting.

Following the election, there was a general discussion of business conditions and solicitation work. The business outlook at Arkansas City is bright, it was reported.

Hugo, Okla.

Radio listeners will have an opportunity to hear a message from the Frisco Employees' Club of Hugo, Okla., over Radio Station KFFA, Dallas, Tex., sometime within the next few months if the plans of E. P. Olson, enterprising chairman of the club's entertainment committee, are consummated.

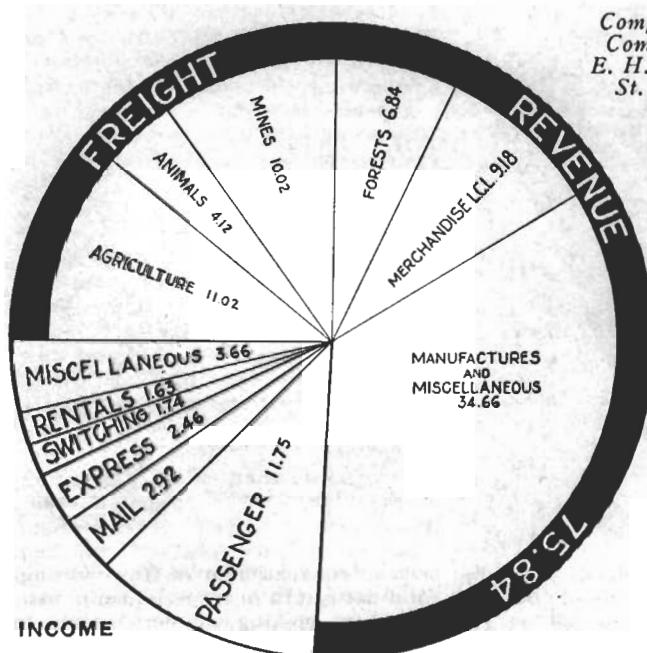
Mr. Olson reported at a meeting of the club, held February 11, that through the courtesy of the Hugo Chamber of Commerce, the club had been allotted an hour of broadcasting time over KFFA in any month desired after February. Mr. Olson will arrange a program and an announcement of the date of the broadcast will be made in the near future if the program is presented.

Following the report on plans for the radio program, J. R. Finney, president of the club, gave the result of the recent canvass to ascertain how many employes are working out of Hugo. It was found that there are 227. A discussion of solicitation concluded the meeting. Ten members were present.



H. Hopkins, recently chosen president of the Frisco Employees' Club of Chaffee, Missouri.

The 1929 Frisco Dollar—Where It Came From and Where It Went



Compiled by
Comptroller
E. H. Bunnell,
St. Louis,
Mo.



The two charts above show the source of every dollar of Frisco income and its disposition.

The first chart shows that 75.84 cents of every dollar is derived from transportation of freight. Transportation of persons, mail and express matter produces 17.13 cents, switching 1.74 cents, rent of facilities and rolling stock 1.63 cents. The remaining 3.66 cents designated on the chart as miscellaneous, includes an allowance

for transportation of men engaged in and on material used for construction work; dividends from corporate investments, interest on bank balances, etc.

The chart showing the outgo indicates that out of every dollar earned 43.08 cents is paid for labor; 5.85 cents is required for fuel and 14.07 cents represents cost of replacement material and miscellaneous supplies. Depreciation of rolling stock takes 4.15 cents and payments for personal

injuries, loss and damage to property amounts to 1.32 cents. These items, representing operating expenses, total 68.47 cents or approximately two-thirds of every dollar. Tax gatherers take 5.65 cents; rent of facilities and rolling equipment requires 1.29 cents, and interest on funded debt amounts to 13.61 cents, leaving a balance of 10.98 cents available for dividends to stockholders, for additions and improvements and other corporate purposes.

YOUR FLOWERS READY

Three hundred requests for flower seeds have reached the hands of Mr. Don Fellows, Frisco Florist as of February 16, which leads him to believe that more than 1,500 of the Frisco employees will plant flowers on Frisco Lines for the year 1930. The Southern division leads the rest with 55 requests, while the Central stands second with 50, and the Southwestern third, with 45.

Mr. Fellows advises that the seeds will be forwarded first, and the orders for bulbs, shrubs, trees and vines filled last. First shipments will start about March 10.

Quite a number have taken advantage of the shrubs and hedge plants and are going to plant ornamental hedges around their places which will help a great deal toward beautifying the railroad property. A number also plan on planting shade and apple trees.

The number of children who have sent in requests for seeds is below

last year and Mr. Fellows is urging that more children plan to plant a garden and enter the contest.

Twenty-two cash prizes and a silver loving cup will be awarded this year, and March 15 has been set as the last date for entering the contest. Send in your request now to Florist Fellows at Springfield and enable Frisco Lines to reach the 1930 Flower Slogan. "A Flower Garden at Each and Every Station."

ERRORS ON DECREASE

Frisco employees whose work is connected with the handling of freight started the new year right. The total number of errors during that month was 416, which compares favorably with the 463 errors made in the final month of last year.

Tulsa, Okla., won the group one pennant and since the pennant was held by this station during the preceding month, it was retained there. There were 3,010 shipments handled at

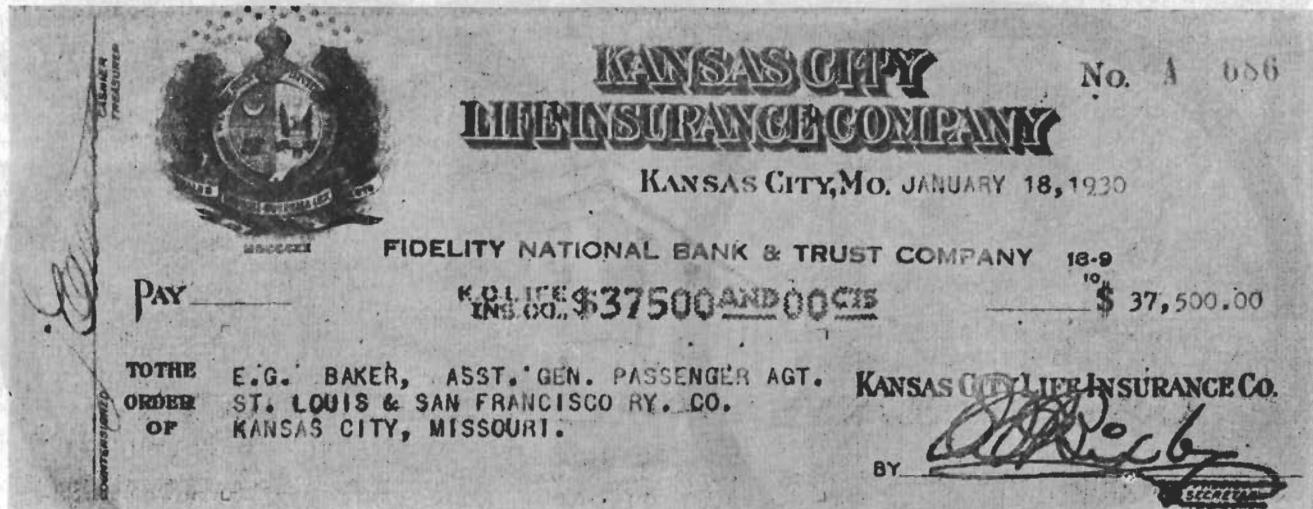
Tulsa for each error made. A total of 27,093 shipments were handled at this station.

The group two pennant was won by Hugo, Okla., and this station also held the pennant of its group during the preceding month. There were 1,778 shipments handled there for each error made. A total of 3,555 shipments was handled.

In group three, Muskogee, Okla., achieved a perfect record and won the pennant of the group. The pennant was held by Wichita, Kan., the previous month. One thousand forty-three shipments were handled at Muskogee during January.

In speaking of the reduction in the total number of errors, J. L. McCormack, superintendent of freight loss and damage claims, said, "This reduction which amounts to about 10.2 per cent and which all are pleased to note, indicates that each and every division is very much interested in keeping the errors down to the lowest minimum."

Here Is Largest Check for Passenger Movement



ABROAD smile wreathed the face of "Ed" Baker, assistant general passenger agent of Frisco Lines in Kansas City, on the morning of January 18. Mr. Baker stood in the office of Secretary Bixby of the Kansas City Life Insurance Company. In Mr. Bixby's hand was a check for \$37,500, payable to Mr. Baker. Mr. Baker continued to smile as Secretary Bixby passed the check to him—and the largest individual payment for a movement of passengers over Frisco Lines became a matter of history.

Frisco Lines was the originating road for the annual agency convention of the Kansas City Life Insurance Company, held in Hollywood,

Fla., January 22, 23 and 24. The three hundred and eight agents of the company who attended traveled on two luxuriously appointed special trains provided by Frisco Lines. One section containing 190 people started from Kansas City, and the second section from Springfield. The second was joined at Memphis by cars from Texas, Wisconsin, Illinois and St. Louis, while the first section contained all officers and directors of the company and delegations from points west of Kansas City.

Straight through to Birmingham on Frisco Lines went the specials, then via Southern Railway to Jacksonville and Seaboard Air Line to Hollywood.

Their convention over, the delegates did not return in a special train, many of them visiting southern points for several days.

But so well pleased were the delegates with the treatment accorded them by the rail lines that they passed a resolution expressing "great appreciation of the prompt and efficient service," with special thanks to "the employees and train crews and the representatives of these companies who accompanied us, for the many courtesies they extended us."

A copy of the resolution was sent Mr. E. G. Baker, by Mr. J. B. Reynolds, president of the Kansas City Life Insurance Company.

MAKING 'EM ROLL!

In these modern days "the world do move" and no better exemplification of this phrase can be found than in the handling of cars on Frisco Lines. Consider these cases:

At 6 p. m., February 4, SF-145333, a car of autos, was received at Tahlequah, Okla. By 11 a. m., the next day, the car was unloaded. At 5 a. m., the same day, the same car was reloaded with autos and ready to move, and was taken out on Extra 799, West, at 1 a. m. the next morning. SF-123650, a car of furniture was also received at Tahlequah at 6 p. m., February 4, and at 11 a. m., the next morning, this car was empty and ready to move.

At Gravois, Mo., recently, twenty cars of coal were released within twenty-four hours after their arrival there. Of this number, nine were released the same day they were received, which means that these cars were received, loaded, from connec-

tions at St. Louis, moved to Gravois, unloaded, moved back to St. Louis and delivered to connecting lines at the cost of only one day of per diem to Frisco Lines.

AN HEROIC RESCUE

Many stories of snow-bound trains and heroic rescues by American railroaders have followed the severe winter weather, but a story that merits special attention comes from the Frisco's Northern division, where the weather was perhaps the most severe of any on Frisco Lines.

Mr. R. M. Church, engineer on train No. 156 on January 18 was at the throttle of a Frisco engine, bucking the snow which covered the track and was piled up in drifts on the right-of-way. The thermometer hung around 12 below zero.

As the train was half way between Midway, Kans., and Minden Mines, Mo., he saw a little girl about 16 years of age, very scantily clad, stand-

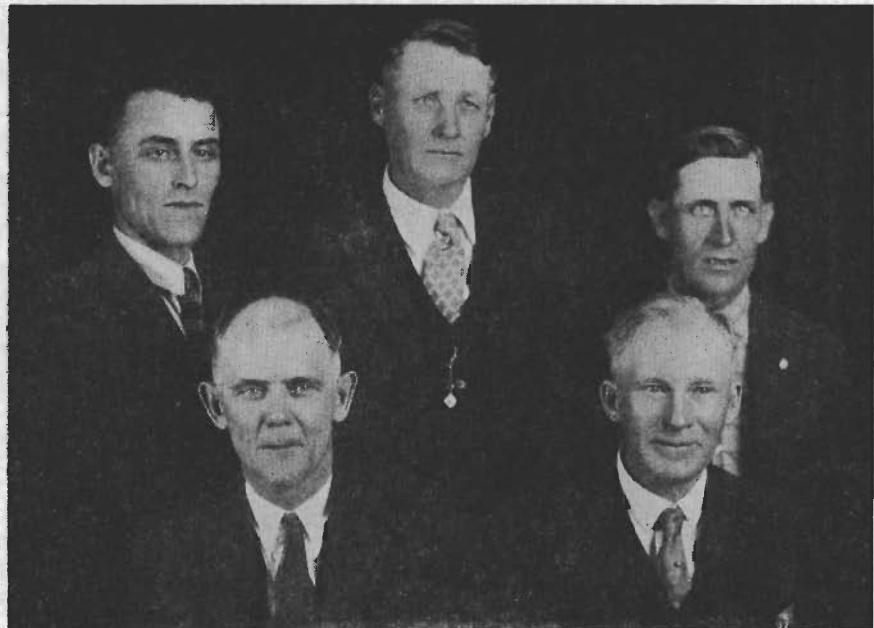
ing along the railroad track. Engineer Church did not debate the question of stopping his train for a moment. He set the brakes and picked the little girl up.

The conductor, Mr. G. R. Carson, took her into the coach and found that she was almost frozen. They piled coats over her and it was some time before she could talk. When the train reached Minden, she was taken into the station, where she remained until able to walk and talk.

It was later learned that her name was Miss Neola McGowan, age 16, the daughter of a deceased Missouri Pacific engineer. She was on her way to Minden mines to visit a brother who had been injured.

The crew of train No. 156 has been commended for the act, which indeed was a charitable one, and there is no question but what the girl would have frozen to death had she been exposed to the cold but a short time longer.

Train Crew Saves Boy's Life by Quick Run



STEWART LIGHTLE

ELEVEN - YEAR-OLD Stewart Lightle lay suffering from a ruptured appendix in Neal, Kan., on January 22. A raging storm drove sleet against the windows of the sick room and had already piled five inches of sleet on the fourteen inches of snow that lay on the ground.

There was one faint ray of hope for the boy's life. That was to get him to a hospital in a very short time. The boy's parents, Mr. and Mrs. W. F. Lightle, and Dr. Numan of Toronto, Kan., had inquired about the roads, but the only reply they got from all their inquiries was, "The roads are impassable." Finally, Mr. Lightle and Dr. Numan, in desperation, loaded Stewart into the doctor's car and began an uneven battle against the drift-covered roads, hoping to reach the hospital at Chanute, Kan. They reached Fredonia, Kan., a town forty miles from Neal, and could go no farther. Snow and sleet blocked the highways.

Frisco Lines was operating its trains despite the storm and the next train into Fredonia was No. 305. It would take them to Wichita where Stewart could be operated on, but 305 was not due for several hours. Meanwhile the little fellow must suffer.

Perhaps when the train did arrive it would be—too late.

But it happened that at this time, Frisco's engine No. 518, manned by J. M. Hall, conductor, Charles Ayars, engineer, George Archer, fireman, and A. Lane and E. A. Steele, brakemen, was in Fredonia, doing the station switching. Brakemen Lane and Steele heard about the boy and the urgent necessity of his reaching a hospital quickly. As men of the Frisco, whose paramount object is to serve to the best of

their ability at all

times these men did the one thing that might save the boy's life. They offered the service of their engine and caboose to take Stewart to Neodesha to a hospital. A wire was quickly sent to Dispatcher H. M. Cloud at Neodesha for authority and his permission was received immediately.

Stewart was made as comfortable as possible in the caboose and 518 got under way. The train moved speedily, but never did a light caboose ride so easily. The master hand of Engineer Charles Ayars was at the throttle. And throughout it all, Stewart was a plucky little fellow, suffering in silence. He even had the grit to smile at the boys, showing his appreciation for what they were doing for him.

LIMITED IN LEAD

The Kansas Limited of the St. Louis Girls' Club Bowling League holds high team at this writing with a score for three games of 1,391, and also holds the record for high single team game, total 498. Lillian Barnes, president of the league, holds high individual three games score, total 563, while Miss Alma Jennings of the Kansas Limited holds the high single game, 234.

The Meteor Team holds the record for having won 39 games and lost 24, while the Southwest Limited is in second place, having won 38 games and lost 25. The Kansas Limited, while holding high team record, is in fourth place in team standing, with 36 games won and 27 lost.

The St. Louis players have issued a challenge to the girl bowlers of Springfield and the match games will be played in Springfield, according to plans now under way.

Upon arrival in Neodesha, Mr. H. C. Mieneke was waiting with an ambulance beside the caboose when the train stopped. Mr. Cloud, upon learning of the case, had made arrangements for the hospital to have the ambulance in waiting. Less than an hour after the members of 518's crew had heard about Stewart's condition, he was in the hospital at Neodesha.

He was operated upon immediately and his operation was a success. Several days later, he was discharged from the hospital and now he has almost completely recovered.

Just how Mr. and Mrs. Lightle feel toward Frisco Lines is hard to express as they confess in a letter of thanks written a few days after Stewart left the hospital. The letter read as follows: "The Frisco Railway was so good in helping us in the time of great need that words cannot express the great thanks we feel for such a kind help, such a good turn, at a time when it saved our boy's life. Had it not been for your generous, good help, we would have surely lost him. We thank you again and may your service prove a great blessing to all."

Above is a photograph of 518's crew. It might be truthfully termed a "crew of heroes." Reading left to right, they are: back row, George Archer, fireman, A. Lane and E. A. Steele, brakemen. Front row, Charles Ayars, engineer, and J. M. Hall, conductor.

Also a Few Collectors

Teacher: "Johnny, if your father could save one dollar a week for four weeks, what would he have?"

Modern Child (promptly): "A radio, an electric refrigerator, a new suit, and a lot more furniture."

—The New Outlook.

FUEL MEN MEET

One of the most interesting of the Frisco's fuel conservation meetings was held Saturday, February 8, at Lindenwood, Mo. This was a joint meeting of the Eastern division, River division and St. Louis terminal and the meeting took the form of a general fuel rally. J. A. Moran, superintendent of the River division and Mr. Harvey, master mechanic of the Eastern division filling joint chairmanship. There were more than one hundred present.

Mr. D. I. Bergin, assistant general road foreman of engines and fuel supervisor of the Wabash R. R., Decatur, Ill., was present as the guest of Mr. Robert Collett, fuel agent, and was the principal speaker. Mr. C. J. Stephenson, assistant general manager and Mr. P. O. Wood, assistant superintendent of motive power, were also speakers at this meeting.

The Southern division also enjoyed a large attendance at their fuel economy meetings, held at Birmingham, Alabama, Thursday, February 13. There were three meetings held on this date, joint with the Southern division, Birmingham terminal and Birmingham belt.

S. J. Frazier, superintendent of the Southern division, was chairman of the regular fuel conservation meeting, held in the afternoon with an attendance of eighty.

The principal speakers were Messrs. M. M. Sisson, assistant general manager, and P. O. Wood, assistant superintendent of motive power. J. B. Hurley, general road foreman of engines and fuel supervisor of the Wabash railroad, was a guest.

A fuel rally was held in the evening in the Y. M. C. A. Assembly room at Birmingham, joint with the Louisville and Nashville, the Southern and the Central of Georgia Railroads and the representatives of the various coal companies. Mr. D. L. Forsythe, general road foreman of equipment, acted as chairman of this meeting.

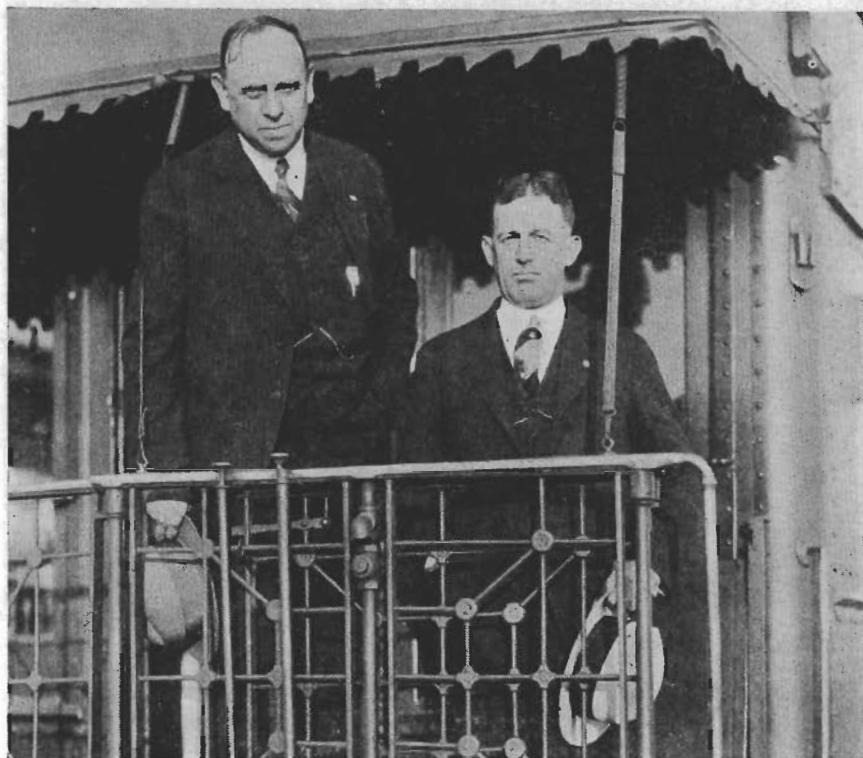
The colored fuel meeting was held in the forenoon of February 13, and was well attended by the colored employees—brakemen, firemen, switchmen, flue blowers, roundhouse and shop men. Mr. E. A. Teed, superintendent of terminals at Birmingham was chairman of the forenoon session.

GOGGLES FOR OPERATORS

N. E. Johnson, operator at Winfield, Ala., writes the Magazine to give a hint on accident prevention to the railroad's many operators.

A pair of goggles worn when handing orders to trains, will enable the operator to keep his eyes open, even

Oklahoma's Governor Is Frisco Guest



THE Frisco Magazine's photographer secured an historical picture when No. 4 arrived in Springfield, Mo., at 5 o'clock the evening of February 7. Frisco employes readily will recognize C. J. Stephenson, assistant general manager, who appears on the left above, and the gentleman at the right is none other than Governor William J. Holloway of Oklahoma.

Governor Holloway has evinced his friendship for and interest in Frisco Lines on many occasions, and when it was learned that he was planning a trip to Chicago to make a radio address, Mr. Stephenson offered to personally escort him from Oklahoma City to St. Louis in his business car. Mrs. Holloway and little Billy Holloway, their son, and Mrs. Holloway's nephew, Arnold Mosley, accompanied the governor.

An interesting insight into the good-fellowship of Oklahoma's young chief executive was given recently by Traf-

fic Manager Hugh Snyder of Oklahoma City.

"During the heavy snows the last of January, Governor Holloway was a passenger on our train which became marooned in a huge drift between Mustang and Tuttle," Snyder said. "The governor ate peanuts and drank soda pop for breakfast and lunch and joked with the passengers. When he got back to Oklahoma City after a delay of several hours, he told us he had actually enjoyed the experience, because he was away from callers and the jangling telephone. I'll remember a long time the words of praise the governor gave the train crew for their courtesy and efficiency in making things as comfortable as possible during the delay."

Gov. Holloway recently appeared before the Frisco Employes' Club of Oklahoma City as the honor speaker at a regular monthly meeting.

when coal dust or right-of-way dust is whirling about his head, he says. "The operator must keep his head up and eyes open until the engineer, conductor and flagman on the rear end have passed," Johnson writes, "and if this is not done some of the orders may be missed. Also the

operator is likely to get too close to the train. Wear your goggles and be sure to gauge your distance correctly, and you'll also keep your eyes free from flying particles."

We're glad to pass this information on to the operators, as Mr. Johnson requests.