

RAILWAYS AID PROSPERITY

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bottles being taken right from the cars to the machines, thus saving handling and breakage."

Oil companies have a large amount of capital invested in tank cars, which they own and in which they ship their oil. The Sinclair Consolidated Oil Corporation reports that its loadings of cars in 1928 were 196 per cent greater than in 1922, but that the average number of cars it had in service in 1928 was only 18 per cent greater than in 1922. "This gain in efficiency," it says, "was due to the fact that the average mileage per car per day increased 70 per cent." The Skelly Oil Company reports that during the same period it doubled the number of cars it owned, but trebled the amount of oil it shipped in tank cars, which means, of course, that on account of the increased speed of railway service the efficiency with which it was able to use its cars increased 50 per cent.

Railway officers and employes will be interested in the fact that numerous business men in their letters paid special tribute to the increased efficiency and courtesy shown by the personnel of the railways in dealing with their customers.

A Parr, traffic manager of Nash Motors Company, said: "I am glad to testify to the splendid improvement and the present high standard of the railway service of the nation and to pay tribute to the directing and operating forces of the railroads. They have done a fine job, indeed." G. M. Williams, president of Marmon Motor Car Company, said: "Last, but not least, are the outstanding improvements made during the past four years in passenger train operation and employes' service to passengers. All of this seems to indicate to me a co-operation between employer and employe which has resulted in almost perfection in railroad service." L. M. Monkheimer, vice-president of the May Department Stores Company, said: "The co-operation of the traffic agents of the various roads has been of the most constructive character." Robert H. Crawford, vice president, American Stores Company, said: "The railroad service of today is on a good, efficient basis, in the respect that cars are coming through from the source generally on better time and the employes are serving their customers more efficiently and more congenially, thereby establishing much better morale at the point of delivery." F. C. Rand, president of the International Shoe Company, St. Louis, said: "In addition to concrete improvements

NEW WEST SHOPS SUPT.



A. C. REEVES

A recent photograph of Mr. A. C. Reeves, newly appointed superintendent of the Frisco's large West Shops at Springfield, Mo., appears above. Mr. Reeves succeeds Supt. J. W. Surles, who was promoted to assistant superintendent of motive power. Both appointments were effective March 1.

effected by the railroads, we feel that they are going far toward building up good will between themselves and their shippers because of the fine courtesy that is evidenced today, as contrasted with some years ago, and the greater consideration given to public interest."

It has not been many years since most shippers apparently believed that the main thing they needed from the railways was low rates. This resulted in pressure upon regulating authorities which not only prevented needed advances in rates, but resulted in reductions when advances were needed. The consequence was that the net return earned by the railways declined, that they became unable to make adequate investment in equipment and other facilities, and that the nation found itself confronted with a serious shortage of transportation facilities which lasted for some years and was not ended until 1923. The improvements in railway service that have since been effected have given to business men a new understanding and appreciation of the value of good railroad service. They have found that when a shipper gets a reduction of his freight rates he gains only the benefit of a reduction in his total freight bill; but if the reduction is

unreasonable he will probably have to bear with a deterioration in railway service which will cost him a good many times more than the reduction of rates is worth.

The improvement in railway service within the last six years has saved the business of the country a great deal more than it would have gained by any reduction of rates that could have been made without bankrupting the railroads. *Assuming, for example, that the annual cost of carrying inventories is 25 per cent of the investment in them, a reduction of one billion dollars in the total inventories carried by all the industrial and commercial concerns of the country will effect an annual saving to business of \$250,000,000.*

There is no reliable information available regarding the aggregate inventories formerly carried or carried now by all industrial and commercial concerns; but they amount to many billions of dollars. Therefore, the reductions in inventories must have amounted to several billion dollars.

The indirect effects of the reductions of inventories and all the other benefits derived by general business from the improvement of railway service are almost incalculably great. For example, the amount of capital in the country at any given time is limited. If part of it is used for one purpose it cannot, at the same time, be used for another purpose. If it is tied up in inventories it cannot be used in any other way. When inventories are reduced a corresponding amount of capital is released for use in production and commerce, and the effect is the same as that of an increase in the total amount of the nation's capital that is available for effective use in carrying on production and commerce. The amount of capital available for such use determines the amount of labor that can be employed, the wages that can be paid, the amount of commodities that can be produced. The larger is the production of goods per capita, the lower, other things being equal, will their cost of production be, and the larger will be the amount of them that a man can buy with a given amount of income. Therefore, while the improvement in railway service has been of direct advantage to business, it has been of indirect benefit to every person in the country, whatever his work or income may be. It is for this reason that, as was said in the opening sentence of this article, "the improvement in the freight service rendered by the railways probably has contributed more toward increasing the prosperity of the people of the United States within the last six years than any other single influence."

EARN \$89,109,286 IN 1929

Frisco Net of \$10,192,073 Is Increase Over 1928, Annual Report States

THE St. Louis-San Francisco Railway Company earned \$89,109,286 in 1929, an increase of \$3,326,468 over 1928, according to the annual report of the company made public March 12, by President Kurn. Net railway operating income for the year was \$21,028,240, an increase of \$58,795 over 1928. Surplus totaled \$10,192,073, an increase of \$1,975,565 over the preceding year and equal to \$11.82 a share on the common stock.

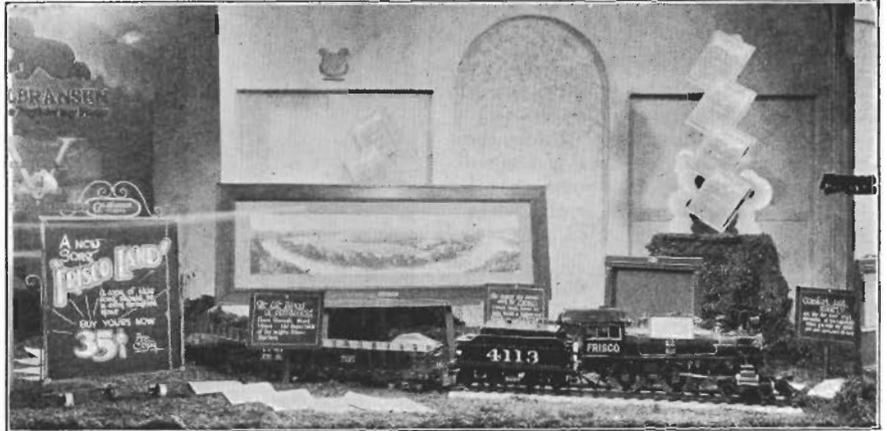
While passenger earnings during the year decreased \$878,501, freight earnings increased \$3,094,402 and all other earnings increased \$1,110,567, making a total increase in gross revenue of \$3,326,468. Expenditures for maintenance of equipment, roadway and structures kept pace with the year, and exceeded 1928 expenditures by \$2,440,277. Revenue freight loaded on line and received from connections increased 48,790 cars, compared with the previous year, and a new high record for loadings was established in October, when 105,211 cars were moved, as compared with a previous high in October, 1924, of 100,293 cars. Average earnings per car during 1929 were \$71.61.

A significant part of the report shows that taxes paid by the company during the year amounted to \$5,222,248, an amount equal to 5.86 per cent of the year's gross revenue.

Acquisition of the entire capital stock of the Miami Mineral Belt Railroad Company during the year is reported. The stock was acquired on November 26, and consisted of 2,000 shares of \$100 par value, which the Frisco secured for \$500,000. The Frisco then leased the property of the company and began its operation on January 1, 1930. The line extends from Quapaw to Picher, Okla., thence to Baxter Junction, Kan., approximately 11 miles, with 29 miles of spurs and sidings to lead and zinc mines in the district. It connects with Frisco Lines at Quapaw and Baxter Junction.

Dividends on the Frisco's preferred stock were paid during 1929 in quarterly installments, at the rate of 6 per cent per annum, and declared in advance for the year 1930 as follows: 1½ per cent payable February 1, 1930, to stockholders of record January 2, 1930; 1½ per cent payable May 1, 1930, to stockholders of April 12, 1930; 1½ per cent payable August 1, 1930, to stockholders of July 1, 1930, and 1½ per cent payable November

A Window Display for "Frisco-Land"



The Martin Music Company of Springfield, Mo., devoted a window to the display of "Frisco-Land," the song written by Mr. C. C. Fuller, during the week of March 10. The decoration was arranged by Mr. Geo. Forrester, general agent at Springfield.

The little Frisco engine, which has been shipped over the country for display, is in a prominent place in the window, and behind it is a train of cars. Three posters add much to the display. One of them reads, "The Life Blood of Springfield Flows Through Steel Veins of Forged Rails of the Mighty Frisco System." Another reads, "The Money you Spend with the Frisco Comes Back Home to Help Build a Bigger and Better Springfield;" and a third contains the message, "Comfort and Safety Are the Two Most Vital Elements of Transportation. When You Ride the Frisco You are Assured of Both."

A beautiful scene of territory through which the Frisco runs is at the rear of the display. The window attracted hundreds of people who stopped to look—and buy.

Frisco employes may receive a copy of the song free of charge by writing the *Magazine* department.

1, 1930, to stockholders of October 1, 1930.

Common stock dividends were paid as follows: January 2, 1929, 1¼ per cent, plus one-fourth per cent extra; April 1, 1929, 2 per cent; July 1, 1929, 2 per cent; October 1, 1929, 2 per cent. A quarterly dividend of 2 per cent on the common stock was declared payable January 2, 1930, to stockholders of record December 2, 1929.

As a means of bringing employes in more intimate contact with the property, the management during October, arranged through its bankers to sell officers and employes an aggregate of 2,500 shares of the company's preferred stock, at \$92.50 a share, on a twelve-installment payment plan. The installments are collected by monthly deduction from subscribers' payrolls. The offer was fully subscribed, the report states.

Activity in the company's car and locomotive building shops during the year was maintained, the report states, with the construction of 314 new freight cars, and in addition, heavy repairs were given 3,991 freight cars and 321 passenger cars. Equipment retired during the year

comprised 4,126 freight cars, 41 locomotives, 13 passenger cars, and 168 work cars. At the close of the year, 101 engines, 11.2 per cent of the total owned were out of service for repairs, and 1,325 freight cars, 3.5 per cent of the total owned, were being serviced.

Important maintenance projects completed during the year included 119 miles of new 110-pound rail laid, five miles of open deck pile trestles renewed, 720,330 cubic yards of ballast applied, 1,572,779 cross ties renewed and 11 highway grade separations.

Industrial development brought a total of 454 new industries on Frisco Lines during the year, consisting of 26 compresses and gins, 5 canneries, a grain elevator, 3 meat packing plants, 90 material yards, coal yards and mines, 41 warehouses, 27 oil well supply houses, 2 oil refineries and loading racks, 118 oil distributing plants, 4 wholesale produce houses, 12 rock crushers, 2 creameries and 38 miscellaneous manufacturing plants and 85 miscellaneous industries.

The report concludes with a eulogy of the late Benjamin F. Yoakum, Frisco Director, who died November 26, 1929.

PROMOTION TO SURLES

Made Assistant Superintendent of Motive Power March 1, Worman Announces

APPPOINTMENT of Mr. J. W. Surles to the position of assistant superintendent of motive power made vacant by the recent death of Mr. P. O. Wood, was announced February 27 by Mr. H. L. Worman, superintendent of motive power. The appointment was effective March 1.

Mr. Surles, widely known on Frisco Lines, has devoted a great portion of his life to railroad mechanical work. His first connection with Frisco Lines was in 1923, when he came to Spring-



J. W. SURLES

field to take the superintendency of the north shops there. He resigned in 1925, with the intention of retiring from railroad work, but the old, old story "once a railroader always a railroader" held true with him as it has with many another, and 1926 found him back in the Frisco organization as master mechanic of the Texas lines, with headquarters in Sherman. He was promoted to the superintendency of the Frisco's large west shops in Springfield on July 28, 1928, and occupied that official position at the time of his promotion to assistant superintendent of motive power.

The mechanical department's newest officer was born February 11, 1875, near Detroit, Mich., and received a grammar school education in Centralia, Ill., where his family moved when he was still a small boy. His first railroad job was at the age of 16, when he apprenticed himself as a

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A WORD TO THE WISE

The editor of the Lincoln (Ill.) Courier recently spoke his mind, editorially, concerning discourtesy from railway passenger trainmen. We do not believe many employes on Frisco Lines need the thoro-going rebuke which this editor administers. If there are Frisco employes who do, let them read on.

"Whenever we meet up with a gruff, grouchy railroad conductor or other trainman who seems to have dyspepsia in an aggravated form we wonder why a progressive railroad will tolerate their services for one minute," the Illinois editor writes.

"Those who use the railroads considerably will tell you that this type of discourtesy, grumpiness and officiousness is by no means uncommon. It is seen almost every day. And it is out of step with the modern expectation of courtesy in business.

"You all have seen the conductor who is so bent backward with his own importance or so filled with his own misery that he will scarcely deign to snap or growl a civil answer to the passenger who chances to require information.

"These men are exceptions, of course. What a relief it is, in contrast, to experience friendly, human conductors, porters and stewards. They are legion, and thank goodness, they are in the majority. But it takes a lot of the good kind to offset the sour taste created by their bad-mannered associates."

FEWER "HOT BOXES"

Due to rigid inspection and proper packing of boxes, Frisco Lines have shown a marked reduction in the number of hot boxes per passenger and freight car mile each year for a number of years.

The figures for 1929 have just been compiled and show that in 1929 there were 45 hot boxes per 57,761,491 passenger car miles, or 1,283,589 miles per hot box. This was a reduction over the previous year when the statement showed 50 hot boxes per 57,331,606 passenger car miles which averaged 1,146,632 miles per hot box.

A reduction was also made in the hot boxes per freight car miles, with 3,961 hot boxes per 430,425,720 freight car miles, or 108,666 miles per hot box, during 1929. In 1928 the report shows 4,271 hot boxes per 404,868,970 freight car miles or 94,795 miles per hot box.

WILL RAZE TULSA DEPOT

Construction of New Union Station Will Begin Shortly

RAZING of the Frisco Lines passenger station at Tulsa, Oklahoma, was begun March 3, with ceremonies fitting an event of such importance to both Tulsa and Frisco Lines. The new union station which will arise in its place, will house Frisco, Santa Fe and Katy railroad forces in Tulsa, and construction will be started immediately razing of the present structure is completed.

A tremendous crowd of Tulsa citizens was on hand for the ceremony on Monday, March 3, at 2 p. m. Harry Schwartz, president of the Tulsa Trades and Labor Council, removed a brick from the top of the station, and slid it down an especially constructed chute to J. W. James, Frisco's traffic manager in Tulsa. James in turn presented the brick to Harry H. Rogers, chairman of the Tulsa union station committee, and Chairman Rogers handed it to Mayor Dan Patton of Tulsa. Thus did the official destruction of the present Frisco station begin.

J. W. Nourse, passenger traffic manager of Frisco Lines, represented his railroad at the meeting and was one of the principal speakers. In his address he said:

"This day marks the completion of many months of arduous labor and thoughtful consideration by the union station committee of Tulsa and of the railroads interested. Every issue has been settled harmoniously and satisfactorily. Some thirty years ago when the Frisco was feeling its way thru the comparatively unsettled territory that is now the State of Oklahoma, none could foresee the metropolis that would arise at this place, and none could foresee the need for this new union station. This great city has grown by leaps and bounds and its transportation facilities have grown with it. Now we have reached another forward step in the transportation progress—the new station."

Other speakers at the ceremonies included Chairman Rogers, Mayor Patton, A. L. Farmer, president of the Tulsa Chamber of Commerce; William Holden, executive vice-president of the Chamber; Victor F. Barnett, managing editor of the Tulsa Tribune; Noel Boulware, president of the Junior Chamber of Commerce, and Harry Schwartz.

Temporary station facilities have been provided for use during the period of razing the old depot and completion of the new union station.

PIERRE O. WOOD DIES

Asst. Supt. of Motive Power Succumbs to Heart Attack
February 20

PIERRE O. WOOD, affectionately known to thousands of Frisco employes as "P.O.", assistant superintendent of motive power on Frisco Lines since 1920, and Frisco employe since 1893, died suddenly at his home in Springfield, Mo., February 20, after a heart attack. Mr. Wood spent the morning of February 20 at his office, apparently in the best of spirits, but was stricken at his home shortly after lunch.

On June 6, 1893, "P.O." Wood began with Frisco Lines as a machinist apprentice in Memphis, Tenn. He finished his apprenticeship in February, 1889, and worked at his trade with the Frisco in Memphis until August, 1903, when he resigned to take a job on the Illinois Central as fireman. The Frisco claimed him again in December of that year, however, when he returned to take employment as an air brake machinist in Memphis. In 1904 he became a fireman on the Frisco's Southern division, and in 1907 he was promoted to engineer. In 1913 he was made assistant superintendent of locomotive performance and in 1914 was placed in charge of that department. He became assistant general superintendent of motive power in 1916, superintendent of the Southern division in 1917, and was promoted to assistant superintendent of motive power on November 15, 1920.

Perhaps the tribute that Mr. Wood would value above all others was once applied to him by a fellow worker who said: "He is a first-class railroad man and a high class gentleman." One of his most prominent achievements in the realm of motive power work, was his reconstruction of the famous "71" class engines. Several years ago when the engines came to the Frisco they were found to be "kicking" the rails over which they operated. Mr. Wood found the trouble, and applied the remedy.

Surviving him are his wife, Mrs. Erma Wood; two daughters, Mrs. Lucille Eason and Miss Helen Wood, both of Springfield; two sons, Stanley of Springfield, and P. O., Jr., of St. Louis; one sister, Mrs. Carrie Ferguson of Houston, Texas, and one grandson, Robert Eason.

Funeral services were held in the Christ Episcopal church in Springfield, Saturday, February 22. Frisco master mechanics who had worked with Mr. Wood served as honorary pallbearers, and his fellow officers in Springfield were active pallbearers.

Via Frisco Lines to Haiti



Among the distinguished persons who chose Frisco service during February, list the Hon. William Allen White of Emporia, Kansas, editor of the famed *Emporia Gazette*, author, stalwart Republican, sometime critic of American modes and manners, and now member of President Hoover's Haitian Commission. Mr. White chose the Kansas City-Florida Special for his trip from Kansas City to Palm Beach, where he joined other members of the commission for the journey to Haiti. He left Kansas City February 20. In the above photo Editor White appears in the center, flanked on the left by J. R. Coulter, assistant traffic manager at Kansas City, and on the right by E. G. Baker, assistant general passenger agent.

Tulsa and Hugo Hold Pennants

Rivalry in the three groups of stations for the pennant awarded to the station having the fewest errors in handling freight continues keen despite the fact that records for December show that the pennant for groups one and two remain at the respective stations that won them during November.

The rivalry was especially keen in group three where three stations tied with perfect records and consequently were allowed to divide honors in holding the pennant of the group during January. Jonesboro, Ark., which was one of the stations in this triple tie, won the pennant the two preceding months. The other stations in this group having perfect records were Wichita, Kan., and Okmulgee, Okla. Three thousand one hundred twenty-one shipments were handled without

error at Jonesboro and Wichita and Okmulgee handled 2288 and 2105 shipments without error respectively.

Tulsa, Okla., retained the group one pennant, having handled 3403 shipments for each error made. This station has won the pennant of its group for four consecutive months. Springfield, Mo., was second in this group, handling 2580 shipments for each month.

Hugo, Okla., led group two with a perfect record. This makes two months in succession that this station has achieved a perfect handling of freight. Three thousand seven hundred ninety-one shipments were handled there during the month of December. Birmingham, Ala., was second in this group, handling 2211 shipments to each error.

AWARDED \$500 PRIZE

**Miss Gladys Wright of St. Louis
Writes State Anthem of Texas**

MRS. Gladys Yoakum Wright, employed in the office of the auditor of revenues at St. Louis, returned from Austin, Texas, on March 13, where she went to be present at a reception in her honor and at which time she was presented with a check for \$500.00 for her part in writing the words to the State Anthem of Texas. She wrote the words, and Mr. W. J. Marsh of Ft. Worth, composed the music.

This song was officially accepted after six years of contesting and decisions, and had to be approved by the legislature. In making the selection the judges considered melody, rhythm, sentiment and literary value. More than 700 songs were entered in the contest.

The celebration took place at Austin, March 11, in the House of Representatives at a joint session of the House and Senate and before a large and enthusiastic audience. Mrs. Pearl Calhoun Davis, noted soprano of Wichita Falls was present and sang the song, as she has done, several times while it was being considered.

The presentation of a check for \$500 was made by Senator Margie E. Neal, Texas' first woman senator, who was also instrumental in getting it adopted. Former Governor Neff presented Mrs. Wright with a beautiful volume of the History of Texas which he wrote during his administration, and which contains the words to the song.

Following the presentation, Mrs. Wright and Mrs. Marsh were kept busy for an hour or more, autographing copies of the song, which will be sung by the school children of Texas and at all public meetings.

The words of the winning anthem are as follows:

Texas, our Texas!
All hail the mighty State,
Texas, our Texas!
So wonderful—so great!
Largest and Grandest,
Withstanding every test;
O Empire, wide and glorious,
You stand supremely blest.
(Chorus)
Texas, O Texas!
Your free-born single star,
Sends out its radiance
To nations near and far.
Emblem of Freedom!
It sets our hearts aglow
With thoughts of San Jacinto
And glorious Alamo.
(Chorus)
Texas, dear Texas!
From tyrant grip, now free,
Shines forth in splendor
Your star of destiny.
Mother of heroes!
We come, your children true,
Proclaiming our allegiance—
Our faith—our love for you.

BREAKS NAVY RECORD

**"Dick" Greene, Frisco Son of Sapulpa, Joins Famous "N" Club
Following Event**

MIDSHIPMAN Richard Greene, son of C. O. Greene, widely known veteran Frisco passenger conductor of Sapulpa, Okla., is giving his parents and friends every reason to feel proud of him by the record he is making as a member of the swimming team of the United States Naval Academy at Annapolis, Md.



RICHARD GREENE

Dick's swimming achievements have been widely publicized since he broke the Academy record in a meet with Rutgers College. His work in this meet gave the Academy an unexpected victory over Rutgers by a score of 32 to 30. The result of this dual tank meet was undecided until the relay in which he took part. An excerpt from a New York newspaper describes this relay as follows: "Intense excitement attended the swimming of the relay race. The first lap—between Cronin, Rutgers, and Ashworth, Navy, was a dead heat, but Greene of the Navy outswam Smith in the second lap by two feet and this proved to be the basis of the Navy's victory." This feat won for Dick, membership in the exclusive "N" club at Annapolis—the only club in the United States Navy. Its insignia is a large block "N" and its membership is made up only of those who have broken records.

Besides breaking the Academy record, which is also an inter-collegiate record, in the meet with Rut-

FREIGHT ERRORS DECREASE

The report on the number of errors in the handling of freight during the month of February shows that 19 fewer errors were made in that month than in January. The smaller number of days in February, however, decreases the impressiveness of this reduction somewhat. None of the stations outside of those in the pennant groups had as many as five errors in February and this portion of the report in particular was characterized as "splendid" by J. L. McCormack, superintendent of freight loss and damage claims.

In group one, Tulsa, Okla., had the best record and since this station won the pennant of its group during January, the pennant was retained there during March. During February, 3,293 shipments were handled at Tulsa for each error made.

Hugo, Okla., of group two, had a perfect record. This station also won the pennant of its group during January and the group two pennant remained there during March. A total of 3,614 shipments were handled at this station in February.

Okmulgee, Okla., and Jonesboro, Ark., had perfect records during February and each held the group three pennant for fifteen days during March. Muskogee, Okla., held this pennant during February. The number of shipments at Okmulgee totaled 1,465 and 2,917 shipments were handled at Jonesboro.

gers, Dick has turned in stellar performances in a number of meets since. In a meet with the City College of New York, held February 8, his winning the 100-yard free-style race was a feature, and aided materially in giving his team a victory by a wide margin. In the Academy's meet with Princeton University, he turned what seemed to be a defeat for the Academy relay team into a victory by gaining three yards on his opponent in the second lap of the relay.

In addition to being privileged the letter of the "N" club, Dick has won two other letters—one for participating in a 'varsity meet and the other for earning a place at the athletic training table.

Dick graduated from the Sapulpa High School in 1927 and in 1928 was appointed to the Naval Academy by T. D. McKeowan, congressman of the third district. He has another year at Annapolis and with the training and skill he has gained, should prove a formidable opponent to teams that oppose Annapolis during the next season of swimming meets.