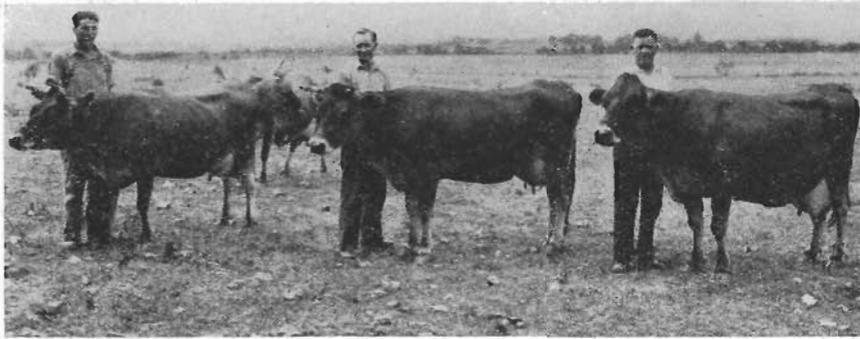


Frisco Conductor Has Champion Dairy Herd



Three of the record milk producers on the Campbell farm (left to right): Flying Fox's Gold Mine, Pride's Golden Rose Marie and Pride You'll Do. Standing at the head of each, from left to right, Messrs. Clifford Hulett, J. Ralston Campbell and W. W. Campbell.

W W. CAMPBELL, Central division Frisco conductor, believes in Monett and the future of the dairy cow in the Ozarks. Nineteen years ago he purchased a 240-acre farm just a few miles from Monett and stocked it with some excellent registered Jersey cows.

Today his farm is known not only around Monett, but in 1927 he claimed the Missouri State Champion Junior 4-year-old with a record of three pounds of fat a day. His interests lie in the production end, and the sixty-two gallons of milk a day are sold in Monett.

Mr. Campbell is on the road practically the entire time, and the care of the farm and herd is left to his son and to Mrs. Campbell. Every modern convenience is to be found on the farm which includes a splendid barn, a milking shed (the milking being done with electrical milking apparatus), a small house where the cream is separated and the milk bottled. All the feed for the herd is raised on the farm, including hay, clover and alfalfa and Mr. Campbell has at this time 22 head in the barn.

The record of the three cows which appear in the accompanying picture shows that Flying Fox's Gold Mine has a register of merit record of 8,064 pounds of milk and 391 pounds of fat at Class AAA, 305 days as a junior 2-year-old. Pride's Golden Rose Marie, register of merit record, 8,049 pounds of milk, 400 pounds of fat in 305 days, age 2 years and 5 months.

Among the best of the milk producers is an 18-year-old cow which the Campbells have had since they started their dairy farm, named Pride You'll Do. She is a granddaughter of the imported Oxford You'll Do and made 9,200 pounds of milk over a

period of five months, at the age of 15 years. She has four registered daughters of merit.

Another milk producer is Flying Fox's Lena, a 3-year-old cow. The first sixty days she was fresh she gave 2,644 pounds of milk.

Pat's Dainty Darling is credited with a record of having given 9,400 pounds of milk, 471 pounds of fat in 305 days. Two 2-year-olds on the farm in 1929 made over 8,000 pounds of milk in ten months.

The records of the herd are kept on a daily chart in the milking barn, and at intervals, representatives of the University of Missouri call at the farm and remain for three milkings of the herd and take the past record, also the record of that day and in this way determine the champion cow of the state.

On the Campbell farm is one of the best bulls to head his herd in the country. His registered name is Fawic Owl's Prospect No. 286740, and he was purchased in Massachusetts. His sire is Xenia's Prince, who is a double grandson of Fawic Prince, the greatest living sire of type and production. He is a Silver, Gold and Medal of merit sire. The dam, Owl Interest Peabody, No. 587600, has a record of merit of 7,669 pounds of milk and 418 pounds of fat as a Junior 2-year-old in 305 days, within ten pounds of fat of the Silver Medal. She has seven lines of Owl Interest blood and is a daughter of the great Spermfield Owl's Progress, who has had more daughters in the 50-pound list for the last two years than any bull in the world.

Dairymen who visit the farm, believe that he is one of the finest bulls they have seen in Missouri.

The Campbells hope to make new records in 1930.

NEW EQUIPMENT HERE

Delivery of \$12,000,000 worth of railway equipment for the St. Louis-San Francisco Railway Company which was ordered November 21, 1929, was completed during August.

The equipment includes 20 locomotives, 2,500 box cars, 300 automobile cars, 700 coal gondolas, 3 diners, 10 baggage and mail cars and 10 straight baggage cars. All of the equipment is now in service.

The twenty locomotives were constructed at the Eddystone, Pa., plant of the Baldwin Locomotive Company and are of the 2-8-2 Mikado type. They are the most powerful locomotives in service on Frisco Lines. The box cars are steel frame, single sheath, 40-foot cars with a 50 ton capacity. The automobile cars are 50 feet long, of 50 ton capacity steel frame single sheath and are equipped with steel end doors for greater facility in loading and unloading automobiles.

The companies building the equipment are: The Pullman Car & Manufacturing Company of Birmingham; The American Car & Foundry Company of St. Louis; General American Car Company of Chicago, and the Baldwin Locomotive Works.

RAIL EARNINGS DECREASE Class One Roads Earn 3.61% on Investment First 6 Months

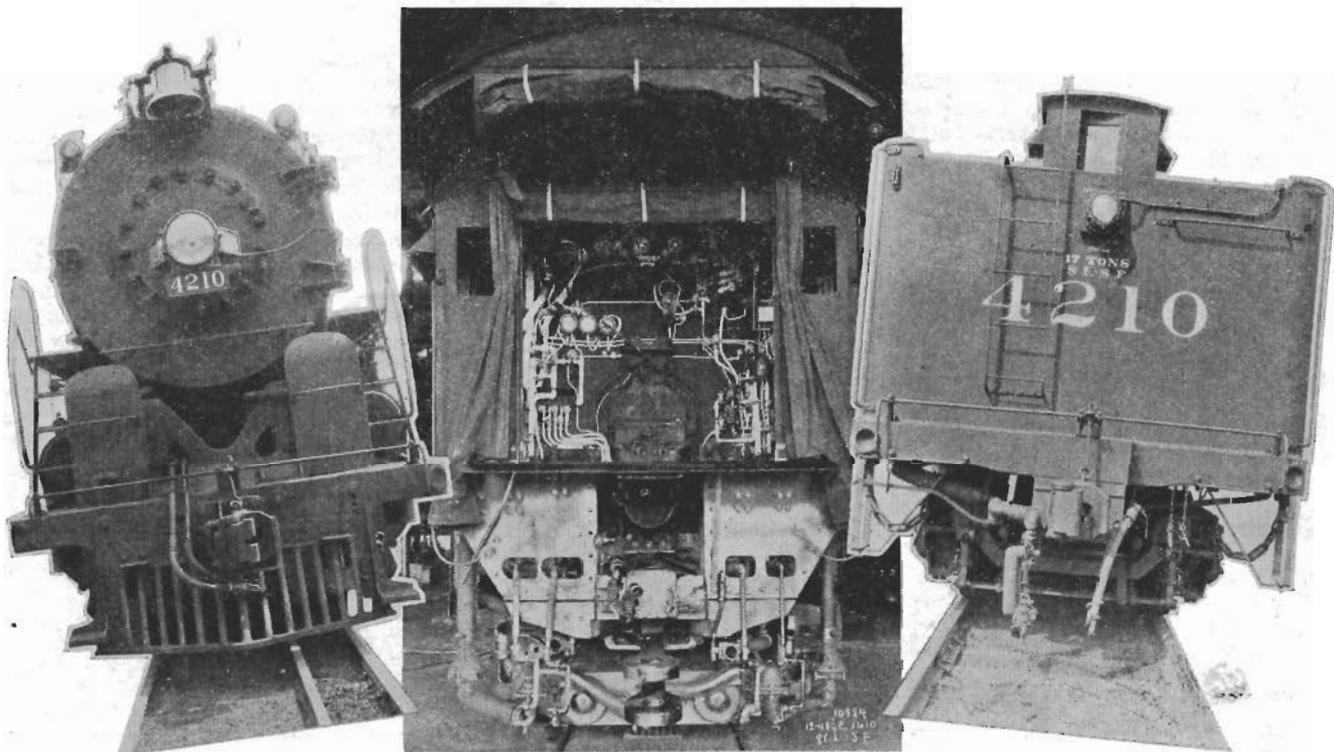
CLASS I railroads of the United States for the first six months this year had a net railway operating income of \$376,428,836, which was at the annual rate of return of 3.61 per cent on their property investment, according to reports just filed by the carriers with the Bureau of Railway Economics. In the first half of 1929, their net railway operating income was \$562,729,734 or 5.52 per cent on their property investment.

Property investment is the value of road and equipment as shown by the books of the railways, including materials, supplies and cash. The net railway operating income is what is left after the payment of operating expenses, taxes and equipment rentals but before interest and other fixed charges are paid.

This compilation as to earnings for the first half of 1930 is based on reports from 172 Class I railroads representing a total of 242,385 miles.

In the Western District—Class I railroads for the first six months of 1930 had a net railway operating income of \$113,760,609 which was at an annual rate of return of 3.12 per cent on their property investment. For

Three Views of New Monster Locomotives Recently Delivered to Frisco



(Left)—Front end of new 2-8-2 type locomotive—one of 20 delivered by Baldwin Locomotive Works this year. (Center)—Rear end of locomotive with tender removed. This picture shows the arrangement of brake valves, gauges, operating valves, fire door, etc., in cab, and below shows the application of the booster. (Right)—Rear end of locomotive tender, showing steam heat connection, tail light, and brakeman's cab.

IF 160 loaded freight cars of 50-ton capacity each, were sitting on a level track, coupled together, the engine pictured above could back on to them and easily pull them away. In other words, each of these 20 new 4200 class monster engines is capable of pulling 8,000 tons on a level track, and you couldn't buy one of them for a plaything unless you had \$107,000 you didn't need right away.

The "4200's" are the heaviest engines in this section of the country, according to Mr. H. L. Worman, superintendent of motive power, who, incidentally, is very proud indeed of them, thank you!

They have a boiler pressure of 235 pounds to the square inch and deliver a tractive effort of 70,000 pounds—which is considerably more effort

than Babe Ruth put into his home runs this year.

And are they modern!

Among the more important modernized equipment on the iron giants are feed water heater, thermic syphons and type "E" superheater, which increases the temperature of steam to 730 degrees Fahrenheit (hotter than it ever got in St. Louis this summer), a locomotive booster, which increases the total tractive effort to 82,000 pounds when in use, and a DuPont stoker, which does away with hand-firing (much to the delight of the fireman, though he probably won't admit it). The engineer wasn't forgotten either when the comforts of this monster-power were planned. This engine, if you please, is equipped with

the same kind of **Alemiting** system you've got on your automobile (providing it's a recent one) and the grizzled old boy on the right-hand side of the cab doesn't have to get out and "oil around" any more. That will be tough on the small boys who hang around the station to watch the hand-oiling with fascination—but it's darned nice for the engineer.

Another automotive principle applied to the new power is a system of force-feed lubrication on the main valves and cylinder, which works automatically while the engine is in motion.

And the ol' girl weighs 608,790 pounds in total—which is slightly more than "Prey-mo" Carnera tops the scales, even with his shoes on!

the first six months in 1929, the railroads in that district had a net railway operating income of \$189,505,892, which was at an annual rate of return of 5.32 per cent on their property investment. Gross operating revenues of the Class I railroads in the Western district for the first six months this year amounted to \$982,766,840, a decrease of 12.9 per cent under the same

period last year, while operating expenses totaled \$771,445,750, a decrease of 7.8 per cent compared with the first six months the year before.

For the month of June, the net railway operating income of the Class I railroads in the Western district amounted to \$26,029,644. The net railway operating income of the same

roads in June, 1929, totaled \$38,861,484.

Mr. W. H. Van Horn, President of the Old Timers' Club of Frisco Lines, organized at the Veterans' Reunion in June, announces that the first meeting will be held in St. Louis on October 7, Veiled Prophet's Day. Further notices from the Secretary will be sent to all members.

J. R. SCOTT RETIRES AUG. 1 General Airbrake Instructor Is Honored at Banquet July 31

THE banquet given for Mr. J. R. Scott, retiring general air brake instructor of Frisco Lines, on July 31 at the Kentwood Arms hotel, Springfield, was the delightful way which his friends chose of presenting him with a radio, in remembrance of his friendship and close association. More than 100 of his intimate friends were present and many of them participated in a well arranged program.



J. R. SCOTT

Mr. D. L. Forsythe, general road foreman of equipment, served as toastmaster. The program was a delightful arrangement of music and addresses, the first number a piano solo by Miss Susie M. Dillard, followed by Scotch songs by Mr. James Cook. Other numbers were, readings, Miss Martha Moore, associate editor, *Frisco Magazine*; tenor solo, Mr. Roy Prater, accompanied by Miss Jewel Prater, and a trumpet solo by Mr. Raymond Moses, accompanied by Miss Mary Virginia Wolfe.

Interspersed through the musical program, the close friends and associates of Mr. Scott paid tribute to his work and his friendship. Mr. Forsythe read letters of regret at inability to attend the banquet from Messrs. J. E. Hutchison, F. H. Shaffer, H. L. Worman, J. H. Doggrell, M. M. Sisson, John Foster, retired mechanical inspector, and J. D. Heyburn, master mechanic at Ft. Smith.

Speakers on the program included the following: J. W. Surles and

REBUILDING ENGINES

In line with its policy of speeding up local passenger trains, the Frisco is rebuilding four passenger engines, capable of making a speed of seventy-five miles per hour. The engines are being rebuilt at the shops in Springfield, Mo., and will be ready for service about August 20.

These are numbered 1011-1014, weight 330,500 pounds each, and have a tractive effort of 25,600 pounds. They are being equipped with superheaters and Waischaert valve gears and are being converted from coal to oil burners.

George Moore, both assistant superintendents of motive power; J. S. Meidroth, road foreman of equipment; Robert Collett, fuel agent; J. L. McCormack, superintendent freight loss and damage claims, and others.

J. W. Bowler, general chairman of the Brotherhood of Locomotive Engineers, was assigned the last number on the program, presented Mr. Scott and his family with a beautiful radio, a gift from his friends.

Mr. Bowler reviewed the life of Mr. Scott briefly, and said that he was born at Richmond, Canada, July 18, 1860, and began his railroad service at Topeka, Kans., May, 1884, for the Santa Fe, as a machinist helper. He served as fireman and was promoted to engineer in September, 1889. In 1900 Mr. Scott took a leave of absence and entered the service of the Scranton International Correspondence school as instructor and remained there until August 22, 1903. During this entire time he had been granted a leave of absence by the Santa Fe railroad. He entered Frisco service on August 22, 1903, at Enid, Okla., as an engineer and was made road foreman of equipment at Sapulpa in 1904, where he remained until 1908 when due to the financial panic he was set back to engineer. But he was again made road foreman of equipment in 1910, running out of Springfield, where he remained until 1919, when he was appointed general airbrake inspector of Frisco Lines by the late Mr. C. C. Higgins, superintendent of motive power. He held this position until his retirement.

Mr. Scott was succeeded on August 1 by Mr. Frank Ellis. Mr. Ellis has been with Frisco Lines since October 5, 1897, when he entered the service as a fireman. He was promoted to engineer July 29, 1901, and to road foreman of equipment of the Northern division on August 6, 1918. He was transferred in the same capacity to the Southwestern division November 18, 1926, where he served until succeeding Mr. Scott on August 1, 1930.

CHAS. FINNEGAN HONORED Frisco Son Wins Recognition in Scout Work

CHARLES E. FINNEGAN, Frisco Lines passenger agent at the Kansas City Union Station, can be pardoned if his pride broke the usual bounds on the evening of August 3, when out of a group of 175 Boy Scouts, who passed through the station, returning from camp at Osceola, one lad broke from ranks and embraced him, happily showing him a small leather pouch and an eagle's claw hanging from thongs about his neck. The Scout was Bill "Shanty" Finnegan, Charlie Finnegan's son, and the neckpiece was the reason for pride on the part of both, because it denoted that Bill had achieved highest Scout honors while at camp.

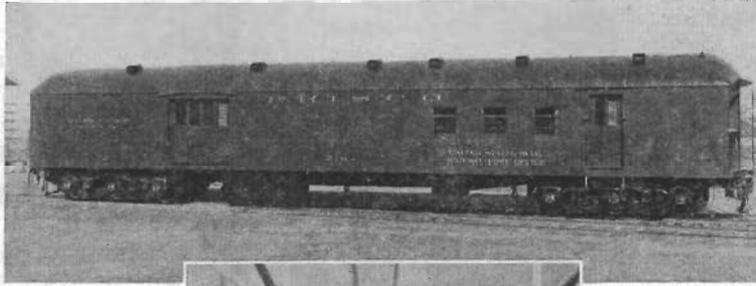


BILL "SHANTY" FINNEGAN

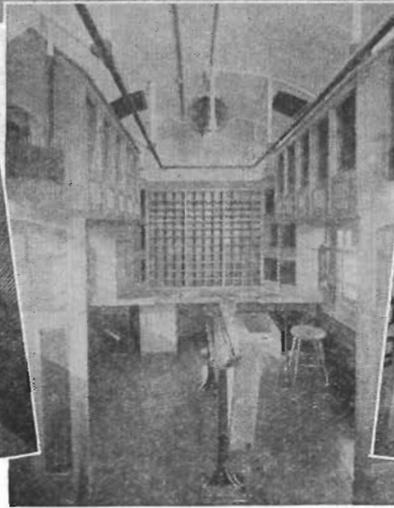
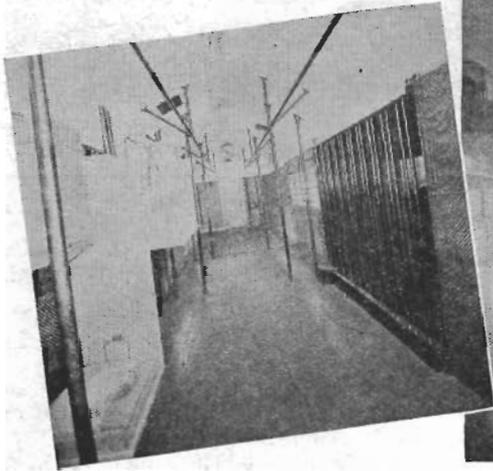
This neck badge evidenced Bill's membership in that exclusive camp organization known as the Indian tribe of Mic-O-Say. Membership in this tribe is drawn from the boys who attend the two-week sessions of the camp throughout the summer, and only Scouts who are outstanding from the standpoint of participation in camp activities and in Scout work throughout the year are chosen. No Scout is ever informed exactly how he qualified for the honor, but each, upon being selected, realizes that his general Scout work has been exceptional. The sign of the tribe is the pouch and claw which Bill showed his father and the single claw with the pouch denotes a brave in the ranks of the tribe.

Views of Frisco's New "B and M" Cars

(At top) — Side view of combination baggage and mail car No. 216, which is one of five cars built in 1930. This car is 70



feet long and has a 30-foot mail compartment in one end and a 40-foot baggage compartment in the other.



(At left)—Interior of baggage end of the above car. (Center)—Interior of mail compartment, showing letter case at end of car, package boxes along the sides of the car, mail bag racks underneath the package boxes, and mail distributing tables along the center, tables shown in a drop-down position. (At right)—Interior of baggage end of above car, facing the mail compartment end of car.

NO ACCIDENTS AT CROSSING

(Continued from Page 9)

to get a man to stay on the job. Year by year she proved her efficiency, which brought her raises in salary and the high esteem of all who know of her faithfulness to her task.

Investigation discloses the fact that during the war there were a number of crossing watchwomen on Frisco Lines, but as far as can be ascertained, Melinda holds the title of crossing watchwomen alone at this time.

A school, a summer resort and the regular traffic make every day a heavy day for her and the early and late hours are the ones when she is most occupied. Statistics show that a great percent of accidents are at grade crossings, and Melinda says that if there were ever an accident at her crossing, it would break her heart, and she would give up the position.

She knows every railroad man in the town and those who are on the through trains, as well as every resident of the town. She has a cheery greeting for all, and a wave of her

NEW CARS COMPLETED

The last of 230 new automobile cars were completed at the North shops of the Frisco Lines in Springfield, Mo., August 12, and placed in service immediately.

The building program on the 230, 50-foot, single sheathed, steel frame cars began April 1, and 200 men have worked steadily to produce the cars at the rate of four and five per day. They were completed at a total cost of approximately \$600,000.

An unusual feature of the cars is that they are equipped with end doors, as well as the regulation 12-foot side doors. The end doors lend greater facility in loading and unloading automobiles.

hand for the engineers on the fast trains. As the farmers come into town they stop and give her a watermelon, grapes, tomatoes and fruit. And Melinda accepts the gifts with a gracious "thank you."

Not long ago somebody suggested that a crossing bell be placed at the intersection, and the townspeople of Pacific rose up in arms.

Get rid of Melinda? Not while they lived there. Their children were safe at "Lindy's crossing". They felt assured that as long as Melinda was there, there would be no accidents.

And Melinda is still there. Newspapers have written her story—magazines have printed her picture, but none of them have kept her from her work while the interview was being obtained. And in her fourteen years of service, she has been late on the job but once and that amounted to one minute tardiness which she says she made up at the noon hour.

If faithfulness is rewarded, there are great things in store for Melinda, pioneering in railroad work of a unique character, but all Melinda wants of this world is to know that she may go to the crossing and guard the lives of all who pass it for years to come.

If you who read this story, happen to travel the Frisco between St. Louis and Springfield between the hours of 8:00 and 5:00, watch for Melinda—one of the most unusual characters of all the Frisco's women employes, and wave to her.

She'll give you a cheery smile.

CAR DAMAGE DOWN 26.3%

Decrease in Rough Handling Brings Consequent Reduction in Damage

THE care with which freight cars are handled on Frisco Lines has more than kept pace with the increases effected in freight train speed during the last few years. This is evidenced by the steady decline in the number of cars damaged by rough handling on the Frisco. During the first seven months of this year in comparison with the corresponding period of last year, for instance, the number of cars damaged by rough handling on Frisco Lines decreased 26.3 per cent and the monetary amount of this damage decreased by an even larger amount—41.2 per cent.

The per cent of increase in the number of cars handled per car damaged amounted to 26.1 per cent during the first seven months of 1930 compared with the first seven of 1929 and in the same comparison the per cent of decrease in the amount of damage per car handled amounted to 36.52 per cent.

Of the Frisco divisions, Central had the best record, handling 230,012 cars during the first seven months and damaging but three of them. Southwestern division is ranked second, damaging 14 cars out of the 584,330 handled and Eastern division is rated third. A total of 479,178 cars were handled there and fourteen of them were damaged.

Frisco Handling Praised by Tire Dealer



On June 12, a carload of Goodrich Silvertown Cord Tires left the plant at Akron, Ohio, bound for Cordell, Oklahoma. The car was given "hot-shot" handling over the Erie into Chicago, the C&EI into St. Louis, and the Frisco to Cordell, arriving bright and early on June 16. So pleased was Mr. J. H. Rice, of the Rice Tire Company at Cordell, over this prompt handling that he paid R. C. Canady, assistant superintendent, high compliment on the efficiency of the railroads involved. A photo of the car at Cordell appears above.

Among the terminals Birmingham ranked first during the first seven months with 8 cars damaged out of a total of 393,906 handled and Springfield was second handling 424,046 cars and damaging eight of them. St. Louis was third, damaging 12 cars out of 419,978 handled.

Nine cars were damaged on Texas Lines during the first seven months of the year and 76,787 were handled

there. During the same period in 1929, eleven cars were damaged out of 83,772 handled and during the first seven months of 1928, a total of 85,340 cars were handled there and 18 of them were damaged.

The report on the subject from the office of the car accountant, giving in detail the damage by rough handling for the periods under consideration, appears below:

DIVISION OR TERMINAL	NUMBER CARS DAMAGED			AMOUNT DAMAGE			NUMBER CARS HANDLED			PER CENT DAMAGED TO TOTAL HANDLED			STANDING TERMINAL OR DIVISION		
	1930	1929	1928	1930	1929	1928	1930	1929	1928	1930	1929	1928	'30	'29	'28
Northern.....	26	42	68	\$ 793.00	\$ 2,079.00	\$ 3,781.50	576,846	619,917	609,591	.0045	.0068	.0112	4	7	7
Southern.....	32	31	34	1,668.00	2,075.00	5,246.50	597,955	596,920	522,240	.0054	.0052	.0065	5	5	3
River.....	33	14	22	1,590.00	892.50	1,235.00	212,873	243,223	232,507	.0155	.0058	.0095	7	6	6
Total Divisions, First District....	91	87	124	4,051.00	5,046.50	10,263.00	1,387,674	1,460,060	1,364,338	.0066	.0060	.0091			
Kansas City.....	23	45	63	478.00	1,884.00	2,598.00	434,007	442,898	443,949	.0053	.0102	.0142	5	6	6
Memphis.....	33	29	65	3,370.00	1,077.00	4,002.50	332,882	346,682	465,404	.0099	.0084	.0140	6	4	5
Birmingham.....	8	13	17	197.00	317.00	1,080.00	393,906	416,692	420,379	.0020	.0031	.0040	1	1	1
Total Terminals, First District....	64	87	145	4,045.00	3,278.00	7,680.50	1,160,795	1,206,272	1,329,732	.0055	.0072	.0109			
Eastern.....	14	22	36	511.18	2,130.00	2,885.50	479,178	525,284	497,941	.0029	.0042	.0072	3	3	5
Central.....	3	3	16	90.00	360.00	458.00	230,012	230,351	227,645	.0013	.0013	.0070	1	2	4
Southwestern.....	14	27	18	505.00	977.00	654.00	584,330	610,258	598,854	.0024	.0044	.0030	2	4	2
Western.....	13	—	2	293.00	—	—	128,332	147,616	146,530	.0101	—	.0014	6	1	1
Total Divisions, Second District.	44	52	72	1,399.18	3,467.00	3,997.50	1,421,852	1,513,509	1,470,970	.0031	.0034	.0049			
St. Louis.....	12	42	56	642.00	1,412.00	2,111.00	419,978	479,684	453,120	.0029	.0088	.0124	3	2	2
Springfield.....	8	4	9	427.00	1,062.00	620.00	424,046	450,743	456,415	.0019	.0009	.0020	2	5	4
Tulsa.....	17	44	26	1,195.00	5,311.00	2,275.00	442,029	548,940	533,993	.0038	.0080	.0049	4	3	3
Total Terminals, Second District.	37	90	91	2,264.00	7,785.00	5,006.00	1,286,053	1,479,367	1,443,528	.0029	.0061	.0063			
Birm'ham Belt.....	1	7	2	3.00	256.00	65.00	68,623	71,541	21,520	.0015	.0098	.0093			
Texas Lines.....	9	11	18	56.00	251.00	1,117.00	76,787	83,772	85,340	.0117	.0131	.0211			
Total System.....	246	334	452	11,818.18	20,083.50	28,129.00									

1930 Compared with 1929

Per cent decrease in number cars damaged.....	26.3	Per cent decrease in amount of damage per car handled.....	36.52
Per cent decrease in amount of damage.....	41.2		
Per cent increase in number cars handled per car damaged.....	26.1		