

EXPLAINS TROUBLES OF RAIL LINES

BEGINNING with President Kurn's address to the Chamber of Commerce at Enid, Okla., on October 3, Frisco Lines definitely entered a campaign to bring to the attention of its friends, patrons and employes, the conditions of unfair competition which exists in these United States in transportation circles. President Kurn's address at Enid, which was reported in the November issue of the *Frisco Employes' Magazine*, was the forerunner of a series of addresses on the plight of the railroads due to the subsidization of other forms of transportation by the state and federal governments.

Three addresses on this subject were delivered during the latter part of October by Mr. J. E. Hutchison, vice-president in charge of traffic.

His first talk was to 385 members of the Frisco Men's Club of Springfield, at a banquet and smoker held in the Kentwood Arms Hotel on October 28. The next evening he spoke to 100 members of the Frisco Employes' Club of Monett, and on Friday evening, October 31, he addressed 400 members of the Employes' Club of Fort Smith, Ark.

Dealing principally with the competition on the highways and waterways, and its resultant decrease in earnings of the railroads and in the number of railroad employes, Mr. Hutchison said, in part:

"The great decrease in the number of railway employes—a reduction to approximately the 1910 figures—is caused by a number of contributory factors rather than just labor saving machinery and business depression. In fact, I believe decreases from machinery are fewer in the last decade than in the 30-year period which preceded it. Unfair competition is a far more important cause.

"The Federal government, participating in competition with the railways on the waterways, for instance, is a great cause, as is exemplified in the operation of the Mississippi Warrior Service. This is a government controlled and operated concern which did a gross business of more than \$6,000,000 last year at a net loss of \$192,000, paying taxes amounting to the munificent sum of \$24. The Federal government appropriated for 1930, \$300,000,000 to take care of the rivers of this country and the taxpayers are paying the bill, with the railroad's taxes comprising a large part of the total. Moreover, the

Vice-President Hutchison Makes Three Addresses —Stresses Unfairness Of Competition



J. E. HUTCHISON

government has published rates of 20 per cent less than rail rates where it is river and rail hauling and the rail lines are expected to absorb this 20 per cent. This is, of course, supposed to result in large savings to shippers, but the savings, as has been illustrated in many actual instances, are not real.

"Now the question that is foremost in my mind and in yours, I believe, is the inroads into rail employment caused by the building of hard roads. These roads, built at the expense of the taxpayers, have been turned over to commercial transportation concerns, and it has resulted in a transportation industry that has grown and grown and is still growing even past the point where it has already made itself seriously felt by the railroads. Busses and trucks used in this transportation industry operate over highways furnished them at a charge which is negligible at most. By way of illustration, I present the cost of some of the things the railroad must provide for itself which the taxpayers give almost free to busses and trucks. For taxes which the railways pay and the trucks do not, it costs a mill per ton mile of freight. For maintenance

of roadway, which is practically free to busses and trucks, the railroads pay about two and a half mills a ton mile of freight. For interest on the part of rail property that is allocated to roadway, we pay about two mills a ton mile. The sum of these is five and a half mills, and bear in mind that it does not take into account any expense that the rail line has except those that are furnished practically free to busses and trucks. The average revenue from freight is slightly more than one cent a ton mile. We have to spend half our earnings before we can compete equally with this competition. In addition, we have to compete with the unregulated rate making of this competition while we are under rigid supervision.

"There is a legitimate use for trucks and busses and we have no quarrel with that use. In fact, we wish to encourage it. But the highways were built primarily for automobiles and similar vehicles, and never intended for tremendous busses and trucks which operate over them at terrific speeds.

"Illustrative of the rapid growth of motor transportation: The Frisco built a line from Aberdeen, Miss., to Pensacola, Fla., recently, through territory, which was for the most part in decline. But with our road, idle plantations were re-opened, industry began to flourish and land values soared. There were no highways there, but as we helped the country progress, highways came and with them motor competition with its unregulated rate making, and now, trucks driven by men who earn a dollar a day and work twelve to eighteen hours, are hauling most of the cotton at a ridiculously low rate.

"Now we in the railroad business have gotten away from this dollar a day idea. We don't want men paid that sort of wage working for us. We are pretty well wedded to the idea of a fair return for services performed and believe that a fair return is one that will let the employe live decently and respectably.

"There is a strong sentiment growing all over the country against this unfair competition, but there is going to be a big job for railroad folks in remedying it. We must elect men to Congress and to the Legislature who will see that fair treatment is given. All we ask is a square deal.

"It is said that the Missouri high-

(Now turn to Page 24, please)

FROM SEWING NEEDLES TO TURNTABLES

THE word "multitudinous" is often used, but it assumes a new significance when applied to the duties connected with the management of the Frisco's Store Department at Springfield, Missouri.

Besides handling a total of 50,000 separate and distinct articles, this department ships to points on Frisco Lines everything from a small sewing needle to a huge turntable. There are, of course, thousands of intermediate items, such as tacks, locomotive wheels, passenger car trimmings, gasoline and other items too numerous to detail.

This store department is designated as the general store, to differentiate it from the division store departments under division storekeepers, but the Springfield general store has direct supervision over the Monett, Mo., Newburg, Mo., Lindenwood, Mo., and West Shop, Springfield, store rooms.

At one time the store department was under the direct supervision of the mechanical department, but in 1912 it was inaugurated as a separate and distinct department by J. R. Mulroy, who started the system of the general store with division stores at points on the line. A. W. Blume, now general storekeeper at Springfield, has been in the employ of Frisco Lines since November, 1913, having come to this road from the Santa Fe. Under Mr. Blume is C. E. Wheatly, who occupies the position of storekeeper of the Eastern division and is in charge of the Springfield general store.

The handling of this large amount of material, of 50,000 varieties, is a story within itself, and the system used in filling requisitions and checking stock has been worked out to a fine point. Stock clerks keep an accurate check of the stock on hand, fill requisitions and replenish the supply, while the checkers or foremen check the stock as it is loaded in and out of the cars for the various division points.

The division points are supplied with material through three sets of supply cars, which cover practically the entire system on monthly schedule. The materials are loaded in cars at the general store and the schedule of the supply cars is made up to fit in with the operation of local trains.

Requisitions requesting materials are to be in the hands of the general storekeeper not later than the 25th of each month and the cars leave the

Stores Department Handles 50,000 Articles Necessary to Rail Operations

general store once a month with the material. It requires from 21 to 25 days to complete the trip. A man from the store department with a helper, is in charge of each car to unload supplies, pick up empty containers and make exchanges of material not needed. There are from five to



A. W. BLUME

twelve cars in each outfit and each one goes in a different direction.

Besides the monthly service, there is also a car schedule for loading materials at the general store to each division and local store on the system which is handled on weekly service. Arrangements are made by the transportation department to cut cars in on fast freight service which eliminates delay.

All materials in the store department are in stock boxes and sectionized, with stock clerks allotted to certain sections. The rooms in which these sections are located care for all fabricoids and leather for coach seats, paints, engineer and firemen's seat

boxes, jugs, mops, flags, twine, axe handles, all signal material, electric globes, bells for office buzzers, cables, rubber hose, rope, cotton swabbing, car seals, linoleum for vestibules, water kegs for section men, headrest covers for coach seats, cotter keys of all sizes and motor car parts.

Fly screen in three varieties were found in the upstairs room, the common black used for screens on windows, the galvanized in soda ash filters and the copper for train windows.

Over 1,000 different sizes and kinds of special fittings for lubricators and injectors are kept on hand at all times. A small stock of brass is kept for making up small parts not carried in stock.

About ten different kinds of wicks for lamps, railroad crayon, door knobs, twine and rope of all sizes, buckets, and lanterns of every description, including a channel lamp which is used to mark the track over rivers, were included.

Another large item is that of car sealers, and it is estimated that approximately 35,000 of these are used monthly.

On the main floor one may find an amazing variety of material, from a tack to a heavy repair part for a derrick. One may get an idea of the variety of materials from a walk down one of the aisles.

For instance, in the section for globes, there were twenty-eight kinds, varying from switch globes to globes for candles, which are used in baggage cars in case of a light failure.

There are seventy tiers of steam hose fittings for locomotives, which consist of valves, gauges, etc., and an equal number of tiers which hold boiler studs for locomotives.

Close to 100 sections are used for nuts, which range in size from $\frac{1}{4}$ " to $4\frac{1}{2}$ " and are graduated in one-eighth inch sizes. As many sections are used for pipefittings, which run from $\frac{1}{4}$ " in size to 8" and are used in making applications of globe valves, water, steam and air valves and fittings.

One section is devoted to a small variety of repair parts for Brown hoists, ditchers and wreckers, and includes all heavy material.

To "do" the store right, it would take many hours of time and many more pages of type to tell of the thousands of articles which are housed on this main floor of the store depart-

(Now turn to Page 20, please)

O. M. A. MAKES MEN AT CLAREMORE

Only Military Academy on Frisco Lines Trained 320 Boys in 1930

THERE are many points of interest on Frisco Lines, many industries of more than passing interest, but Claremore, Okla., besides being the home of the famous Will Rogers, boasts the only military school on Frisco Lines and one of the best of its kind in the country.

Impressive in its location, the main building of the Oklahoma Military Academy faces the town from a high hill. A paved highway through the main part of the city, leads to it and the school is only a mile and a half from the Frisco tracks. On the grounds are two barracks buildings, one erected in 1919 and the second in 1927. There is also a central heating plant, a National Guard building, and a new hospital. This hospital is equipped with all modern apparatus and is complete. There is an overflow of cadets attending the academy this year and about forty of them are housed in the town. Another barracks building is now under contemplation and will no doubt be erected before another year.

While only a baby in years, this academy's advancement has been rapid, and it has received signal honors in athletic activities. It was founded in 1919 and its first year found 40 cadets enrolled. The enrollment for 1930 totals 320 which is an increase of 35 per cent over the previous year, and the cadets enrolled represent the states of Oklahoma, Missouri, Kansas, Pennsylvania, Louisiana and representatives from Canada and Mexico.

At the head of the school is Colonel Walter E. Downs, a veteran of the World War, having served in the 18th Infantry, First Division. He saw service in St. Mihiel and Meuse-Argonne Drives and his regiment received the Forregerue Decoration by the French for distinguished service in the Meuse-Argonne Drive. Under Colonel Downs is a staff of eighteen officers, all men of experience.

The school is under both State and Federal supervision, and has a Senior Unit of Infantry and a Senior Unit

of Cavalry, and provides a four-year academic course and a two-year Junior College course.

The Cavalry Unit was established by the Government at this school at a cost of \$150,000, and includes sixty head of horses, saddles, bridles, blankets and all equipment which goes with taking care of this unit, also rifles, sabres, pistols, blankets, and sketching material for special instruction. The stables are complete, with running water and concrete flooring, and the War Department sent

championship of the southwest and Jack Smith the middleweight class. Buddy Bishop received the Jack Dempsey Trophy belt as the most popular fighter entered in the Ozark Tournament. These boxers have been coached by Captain Murle Cline and Captain Lee Gilstrap. All of these boys are still at the Academy except Carpenter, who has gone to the George Washington University at Washington, D. C.

Each day is a busy day, with Reveille at 6:30 a. m., then calisthenics, then back to the barracks where each boy makes his bed and cleans his room and then into the mess hall for a hearty breakfast. Discipline is maintained in the dining room and the boys march in and out.

The grounds are policed following breakfast until regular class room work begins at 8:00 a. m. At 11:10 a. m. and until 12:10 p. m. there are military drills on the parade ground, which is followed by mess. Then classes until 3:30 p. m. The period between 3:30 p. m. and 5:30 p. m. is devoted to athletic activities of all kinds. This is followed by formation on the

parade grounds and the lowering of the flag with the evening meal at 6:00. From 7:00 until 9:30 p. m. there is the study period with an intermission of 30 minutes for relaxation. Tattoo is sounded at 9:30 p. m. and taps at 10:00 p. m., when all lights are out and each cadet is in bed.

A forty-six piece military band lends color at the athletic meets and football games of the academy, and supplies a prominent place in all parades and festivities given in the City of Claremore.

"We stress sportsmanship, leadership and team work," said Col. Downs, "and I feel that we have enrolled some of the finest boys in the country in our academy. Their record in the athletic world is a matter of great pride to me, as well as the grades they make in school."

The school convenes on September 4 and is dismissed on May 25. The
(Now turn to Page 9, please)



A Sunday dress parade on the grounds of Oklahoma Military Academy at Claremore, Oklahoma

fourteen men and one captain to care for the horses and equipment used in the Unit.

This military academy has made a name for itself in the athletic activities of Oklahoma and the southwest. In 1929 they won the Eastern Championship of Oklahoma with their crack football team, and played fifteen basketball games, winning thirteen. The football field has been equipped with flood lights, with the assistance of the City of Claremore and the football team of this military academy has played a number of night football games. A polo team will be organized in the spring.

They have five boxers which have won championships in the S. W. A. A. U. and Ozark Tournaments, at Springfield and Wichita, Kans. Ralph Carpenter won the championship heavyweight boxing title of Kansas, Oklahoma, Arkansas and Texas; Ernest Hollopeter won the light heavyweight

Frisco Flower Display at Springfield Attracts Large Crowds



WALTER STOOKEY A HERO

Walter Stookey, section laborer of Catale, Okla., has entered the ranks of whom it can be said, "He has saved the life of a fellow man." Stookey has more than the usual claim to the title of hero in that his quick thinking on October 4, instead of saving the life of one person, saved four men, the fathers of eleven children, all under ten years of age, from almost certain death.

Stookey had left his regular place as laborer and on October 4 was working as a teamster in order to help a foreman with mowing the right of way. While he was working on the north side of the track between 7 and 8:30 a. m., he saw a train approaching from the east over Sun-sweet Hill and at the same time he noticed four men on a motor car coming from the west on the same track, apparently unable to see the approaching train through the heavy fog. It quickly became obvious to him that neither the men on the car nor the crew of the train were aware of each other and that unless they were warned, the car would surely be struck. Unable to catch the attention of the men on the car, he left his team and ran toward the track, giving the engineer a stop signal, and through his action the train was brought to a stop just in time to avoid hitting the car. The two were about fifteen feet apart when the locomotive came to a standstill. Stookey, who is the husband of Mrs. L. E. Stookey, agent at Catale, insisted that no mention be made of his deed and had it not been for the insistence of others,

The large front display window of the J. L. Long & Sons Furniture Company at Springfield, Mo., was turned over to Don B. Fellows, Frisco florist, during the week of November 10 for a display of a miniature train with a background of plants and flowers from his floral shop.

On the evening of Thursday, November 13, the store was open and played host to hundreds of Frisco employees who received special invitations to visit the store from 7:00 until 10:00 p. m., when Mr. and Mrs. Fellows distributed potted plants.

The display consisted of a miniature Frisco Flower Special, featuring the Bluebonnet train of Frisco Lines. The train, from engine to coach, was electrically lighted, and at its left was the Frisco Flower Special, loaded with apples, three cars of oil, oil tank, box car and caboos. In addition to this train, a complete telegraph line, automatic semaphores, train control, crossing gate, block signals, passenger station and automatic electric switches were in operation.

The words "FRISCO LINES" were made of 244 live yellow Alternanthera plants. Back of the station is seen a small coal and wood yard with coal, sand, gravel, chatt and seventeen kinds of wood. These seventeen samples are from wood used at the Springfield shops on passenger and freight cars.

his heroism would have never been revealed. The men on the car were Robert Morgan, foreman, and Champ Copeland, George Kelly and Wm. Hunter, laborers.

CAR DAMAGE DECREASES Reduction of 42.5 Per Cent Made First Ten Months

ONE is almost led to believe that every car on Frisco Lines is marked "fragile" after examining the monthly report on cars damaged by rough handling and seeing how few out of the vast number handled are damaged from this cause. During the first ten months of the year only 316 cars were damaged out of the hundreds of thousands moved over the system and this represents a decrease of 42.5 per cent in comparison with the corresponding period of last year. The monetary amount of this damage decreased 55.8 per cent.

The per cent of increase in the number of cars handled per car damaged was 56.5 per cent during the first ten months of 1930 and the per cent of decrease in the amount of damage per car handled was 50.68 per cent during the same months, both in comparison with the corresponding periods of last year.

Of the Frisco divisions Central ranked first with three cars damaged out of 325,421 handled and Eastern division was second, handling 698,886 cars with eighteen damaged. South-western division was third in the report with 22 cars damaged out of a total of 841,419 handled.

Among the terminals, Springfield was first, handling 611,045 cars and allowing but 13 of them to be damaged, and Birmingham was second, handling 541,772 cars with 12 of them damaged. St. Louis was third, with eighteen cars damaged out of 603,146 handled.

TALIHINA FAMED FOR SANATORIUM

TALIHINA, OKLA., rich in Indian legend, is one of the most picturesque cities on the Frisco's Central division and the home of one of the most unique institutions, the Choctaw-Chickasaw Sanatorium for tubercular Indians.

The name Talihina, in Indian language, means Iron Road. There was no town until the Frisco built its tracks through Talihina on its way to Paris, Texas, and the town was named after the Indian nickname. The Indian Sanatorium is located several miles from the city, at the foot of Buffalo and Winding Stair Mountain. Shielded from the raw winds, its temperature is even throughout the year. It is 1,000 feet above sea level and no winter has brought more than two or three light snows.

This Sanatorium was founded by the Federal Government in November, 1916, and originally contained four sections of land (640 acres to the section). Several years ago one section was sold to the State to build a State Sanatorium nearby to care for other than Indians, and today the two are operating side by side at the foot of a beautiful chain of mountains.

At first only Choctaws and Chickasaw tribes were eligible to the Indian Sanatorium, but now members of other tribes are admitted when there is room, and it has a sixty-bed capacity. The older Indians did not take kindly to the hospital at first. There had to be rules and regulations, and the old fellows, slaves to habit and traditions, found the rules too binding. For instance, they rebelled when asked to take off their clothes and put on night clothes. They preferred to sleep fully dressed.

And so the greater percentage of the work has been done among the children, 14 to 21. Ninety per cent of the cases are contracted during these ages.

The work of the Sanatorium has progressed under the guidance of Dr. W. E. Van Cleave, whose work among the Indians has extended over a long period. He is a native of Indiana and a graduate of the Kentucky University at Louisville. Following his graduation, he learned the Government needed physicians for Indian Service and he took the examination. He passed and was assigned to service among the Navajos in New Mexico, where he re-

Tubercular Hospital for Indians Does Remarkable Work—Dr. W. E. Van Cleave in Charge

mained for three years. His work then took him to the Sioux tribe in South Dakota and later among the Cheyenne tribe in Oklahoma. He then traveled for five years as a



DR. W. E. VAN CLEAVE

physician among the Indians. He understood the Government was building the Sanatorium at Talihina and, following the construction of the hospital, he was assigned there, where he has remained.

Dr. Van Cleave became interested in the Frisco through its agricultural department. Mr. D. E. Eicher, horticultural agent, suggested that the land surrounding the hospital was fertile and in addition to the potatoes and vegetables Dr. Van Cleave had already set out, suggested he become a pioneer in the raising of strawberries. Under Mr. Eicher's direction, the first plants were set out and last year they reaped a crop of 1,500 gallons (approximately 250 crates) to the acre. Grapes have done well, and the potato crop has brought blue ribbons from Fairs to the Sanatorium. Samples of Irish Cobblers, Red Triumph, Portorican and the Nancy Hall sweet potato all won first prizes at the Poteau, Okla., County Fair. First prize was also won at the Free State

Fair at Muskogee with the Sanatorium's potatoes. In fact, it is not unusual for him to claim blue ribbons, for the products of the farm are always outstanding.

He is now trying out a new strawberry, Kellogg's Premier, and last year harvested the first crop. Members of the Oklahoma Chamber of Commerce, on a tour of inspection through Oklahoma, were served dishes of these strawberries and were high in their praise of them.

Dairying is fast gaining a stronghold in Oklahoma and Dr. Van Cleave has a herd of twelve very fine Holstein's which supply milk and butter for the patients. His barn is as splendid a structure as can be found, modern in every respect. A few hogs aid in disposing of the table scraps and later furnish lard and meat.

A trip through the hospital during "rest hour" shows rows of clean, white beds with bronze faces smiling from clean, white pillows. "Rest hour" generally follows two hours in school. Adjacent to the hospital is a little school house. More than 50 per cent of the children taking the cure are able to attend the school and are eager and anxious to do so. Dr. Van Cleave brought out some very beautiful baskets and pottery. They are allowed two hours of school in the morning, two in the afternoon and an hour in the evening. A picture show, once a week is an eagerly anticipated event and one which none of them would miss.

Practically every year a new building is added and the original buildings, the hospital, power plant and laundry, now have surrounding them, a school, employes' quarters, home of Dr. and Mrs. Van Cleave and a log cabin office. Everything new and modern is furnished Dr. Van Cleave and the latest equipment is an X-ray machine which occupies an entire room and which aids him materially in arresting the disease.

The holidays are all given their prominence. Turkeys are in evidence at Thanksgiving and Christmas, and there is a big tree and gifts at Christmas time. Boxes of gifts from Y. W. C. A.'s come to the Sanatorium. Last year a Y. W. C. A. in Birmingham played Santa Claus, and this year the gifts will come from another city. Dr. Van Cleave and his wife furnish candy and fruit and relatives come for visits and the Christmas spirit prevails.