A New Year Message From President Kurn

To All Employees:

The year 1930 has been one of the most trying in all my railroad experience. Am sure that all will share this view with me. The loss in revenues, due to conditions altogether beyond our control, made it necessary to seriously curtail our improvement program this year. In some instances, work that was started has not been completed. In others, the beginning of the work is being held up indefinitely. This has resulted in doing only such work as necessary to keep the property in a safe operating condition. Much to our regret, it has meant the depletion of our forces to an alarming extent and this is a measure that is most distasteful.

You may rest assured that the management is bending its best thought and effort toward ways and means of effecting a quick return to normal conditions; but there are many agencies which are making this a tremendous task. Almost overnight, the bus and truck situation has become one of the greatest factors with which the railroads have to contend; the airplane and its influence is being felt; and, among other things, we have had the introduction of a new mode of transportation in the form of pipelines for the handling of gasoline and refined oils.

The transportation industry is going through a transitory period, and if we of the railroad fraternity are to survive, we must fight vigorously for our rights. Our local and national legislators must be apprised of our conditions, so that they may, through the exercise of their legislative prerogatives, bring under the control of the various state and national regulatory bodies these other forms of transportation. Also, they must make a redistribution of the taxes, now so burdensome to the railroads, so that these other agencies will be compelled to assume their just and equitable proportion.

It has been a source of deep gratification to me to know how willing and anxious our employees have been to help bring about a more stable and healthy condition in the territory which we serve. This has come about through the media of employees' clubs and personal contacts, as well as the regular routine duties; and were it not for this attitude and this spirit, can assure you that the task would be almost insurmountable. Only by the closest co-operation can we hope to recover, in a measure, the things we have lost and the patronage which rightfully belongs to us. Am absolutely certain that the management can continue to count on all employees for their most hearty support in the problems that lie before us.

Permit me to take this opportunity of extending my sincerest wish for a happy and prosperous New Year and the hope that it will hold an abundance of all of the good things in life for you and yours.
FRISCO GETS 40,000 BARREL OIL WELL

Newspapers throughout the southwest carried a brief item on December 4, which brought a thrill to Frisco employees. The papers said:

"Frisco Lines today announced that the T. B. Slick organization brought in a well at 3:50 p.m. yesterday at Frisco property at Oklahoma City. The well came in at a depth of 6,420 feet, with an estimated capacity of 40,000 barrels of oil and 43,000,000 cubic feet of gas, for a 24-hour period. Well No. 2 is now being drilled and there will be at least five wells drilled on this property."

That brief announcement didn't tell the full story.

Ever since oil was discovered in large quantities in the Oklahoma City fields, President Kurn and his staff have felt that large oil deposits were to be found on the property in Oklahoma City owned by Frisco Lines. Geologists backed up this belief and oil companies began negotiations for drilling rights early in the spring of 1930.

The lease was drawn up with the T. B. Slick organization on May 28, and the location of the well, to be known as Frisco No. 1, was staked out June 18. A drilling permit was granted on June 16, and the concrete base finished on June 28.

Two views of Frisco No. 1, forty thousand barrel oil well, brought in December 4 on Frisco property at Oklahoma City, are shown below. The large photograph shows a part of the rack and the derrick at the extreme left, and the three separators appear just beyond the pile of railroad ties. In the inset: a close up view of the flow of mud, oil and sand just after the well came in, during the cleaning operation. This flow was later diverted through the separators into the storage tanks. Two storage tanks of 1,000 barrel capacity each are located on the lease.

Drilling for oil in these enlightened times is sometimes a speedy work. In a full week from the day the drilling began the well was down 2,029 feet. Things progressed favorably until a depth of 4,710 feet was reached, and then the first trouble started when the bit and one joint of pipe was lost. A day later both bit and pipe had been "fished" for and recovered, and the well was down to 4,730 feet and into the shale and lime.

The real blow came on August 9, when at a depth of 4,930 feet, the drillers lost 37 joints of the drill pipe. Until August 15 all efforts at recovering the pipe came to naught, but on that day they recovered several lengths, and backed up to 4,046 feet where they cemented against the wall of the well and again went ahead. But they continued to have trouble in side-tracking the lost pipe, and progress was considerably retarded. By September 11 they were down to 4,880 feet, when "Old Man Trouble" arrived on the scene again. This time they backed up to 2,160 feet and began the drilling from that level.

(Forging ahead)
FOURTY presidents of Frisco Employes' Clubs were at the entire system, gathered in the Kentwood Arms Hotel at Springfield, Mo., on Monday morning, December 8, to begin their annual two-day convention, where they made reports on the activities and progress of their respective organizations during the past year.

During the afternoon session of the first day's meeting, they were joined by thirty-five superintendents and assistant superintendents, called especially to "sit in" with the club presidents, by Vice-President Hutchison. While the convention was strictly a and running straight 9 o'clock in the morning, it was an open, frank club presidents' affair, Mr. Hutchison and his junior officers felt that a better understanding of the problems facing the clubs could be reached by the officers on the ground, if they attended the meetings.

Beginning promptly at 9 o'clock in the morning, and running straight through the day until 5 o'clock, the men representing a large majority of the Frisco employes in their personnel activities placed their problems before the convention and listened to the advice and suggestions of brother presidents. W. L. Huggins, Jr., of St. Louis, chairman of the central committee, opened the meeting.

It was an open, frank discussion of problems which confronted the clubs, and the members, the minutes of the meeting showed that these presidents discussed each one with frankness. Valuable suggestions were given for the betterment of the Frisco Men's Club at Springfield, the Springfield Girls' Clubs, the Greater Frisco Employees' Clubs, the Frisco Men's Club at St. Louis, the Oklahoma clubs, the Kansas City clubs, and the Missouri clubs.

The Springfield Men's Club is the largest on the system and has more members and Mr. Roop, said, that he was not altogether satisfied with the results of the year's work, and urged for the continued efforts of each and every club member present in advancing solicitations business for the Frisco.

The matter of posters, to be placed in the windows of merchants in various towns was brought up, and as was the case with many of the suggestions, their application was different at each point. Presidents from

The three presidents, Miss Beatrice Deming of Springfield (left) and Miss Louise Gibson of St. Louis, representing the Girls' Clubs in their respective cities. Miss Gibson was elected vice-president of the Association of Greater Frisco Employes' Clubs. Photo, courtesy the Springfield Leader.

CLUB PRESIDENTS MEET AT SPRINGFIELD

Convention Urges All Employes to Further Solicitation Activity—Vice-President Hutchison Speaks

Many of the smaller points advised that they had had splendid success with placing cards, advising that this merchant "was a friend of the Frisco and was patronizing the road," while the clubs in larger cities felt that it would be impossible to carry out this form of procedure.

Without the cooperation of every employe, the club movement will have its weak points and practically every president there reported a renewed enthusiasm in the club activities, and the Thayer, Ark., report, made by T. H. Edmundson, who attended the meeting in place of T. K. King, president, was one of the best.

Mr. Hutchison addressed the guests briefly at the combined meeting of the presidents and superintendents and their assistants. He did not touch on the bus and truck problem, but rather told of his keen appreciation of being able to present and hear the problems which confronted the club presidents, brought up and discussed. He urged upon his superintendents that they attend the meetings, not as officers, but as employes and that they undertake to perform any task which might be set before them.

The meeting adjourned on the first day at 5:00 p.m. and the guests met in the ballroom at the Kentwood Arms hotel at 7:00 p.m. for the annual banquet.

Guests at the speaker's table included, Messrs. J. E. Hutchison, H. L. Wornom, W. H. Braden, J. E. Butler, W. L. Engh, J. H. English, J. E. McCormack, J. H. Doggett, C. C. Krueger, Mr. and Mrs. C. R. Hawley, Miss Beatrice Deming, Martin C. Moore and Mr. and Mrs. C. R. Hobbs of Kansas City.

W. L. Huggins, Jr., toastmaster of the evening, introduced the guests and Messrs. Huggins and Butler made the three principal addresses. Mr. Hutchison spoke at length on the bus and truck question, outlining the difficulties and reviewing the meetings of the presidents and superintendents, and the wholehearted support to the club and its principles was reported as most gratifying by club presidents. There are seven presidents at this time serving as presidents of various Frisco clubs, two switchmen and one conductor. Both the report of Mrs. Louise Gibson and Miss Beatrice Deming, presidents of the St. Louis and Springfield girls' clubs, respectively, were interesting and showed these two clubs in splendid financial, as well as social and business condition.

The Springfield club reported its net income for the year, and showed the hearty co-operation which is getting from its members. Alabama, Tennessee and Oklahoma clubs all reported renewed enthusiasm in club activities, and the Thayer, Ark., report, made by T. H. Edmundson, who attended the meeting in place of T. K. King, president, was one of the best.

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much of education propaganda to be properly spaced. He spoke of the unregulated rates, which did not per-
melt of fair and just competition and of the propaganda which is being cut out by the bus and truck companies that they were paying almost as much tax as the railroads. In regard to the latter question, he said that he
did not know what they were counting in taxes paid. Yet, that there certainly is no sum that they could figure in any way that would equal the taxes paid by the railroads, and that it is
doubted if the entire operating costs of all the buses and trucks operating in the United States would equal the amount of money the railroads are paying for taxes alone.

Inland waterways came in for a part of his discussion and he stated that the railroads in this country were pioneers and empire builders, and when the railroads applied for the land grant they had to convince Con-
gress that they had been sufficient capital to build and operate the railroad. The truck and bus did not have to do that, and the capital of the bus and truck of one operator is possibly $4,000,000 or $6,000,000 of the Frisco and yet these one-man operated trucks are able to cripple the railroad by their

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doubt. In regard to the matter of land grants, he said that the

expenditure, he said that the

n in the total gross revenue derived by the government in develop-

of the Frisco and Warrior rivers.

In his discussion and he stated that

by H. L. Worman, superin-
tendent of motive power) through the Frisco's immense west shops, where they might get an insight into the

field shops, furnished some delightful

stories from the old south, humorous address of the evening, re-

ward solicitation activities, that

Chamblee, Dora, and Howard Hoke, also spoke of his abiding faith in the

American people to meet a crisis and
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PRES. KURN EXPLAINS RAIL ASSISTANCE

S T A T E M E N T S made in a re- cent St. Louis address by Secretary of War Patrick J. Hurley, that the assistance being rendered inland waterways by the United States Government now is analogous to the assistance given the railroads in their pioneering days through land grants were brought in issue by J. M. Kurn, President of Frisco Lines, in an address at Cape Girardeau, Mo., December 17, before a special meeting of civic clubs.

Mr. Kurn devoted a considerable portion of his address to pointing out that the government has received a handsome return from the land grants made the railroads 50 years ago.

"I do not care to get into a public discussion with the Secretary of War," Mr. Kurn said, "but when Secretary Hurley compared present day subsidies of inland waterways with the land grants initially made in the case of a number of railroads, he does not give the complete picture.

"Every railroad that was given land grants was re- quired, in return, to allow the government reduced rates, and a decision of the Supreme Court of the United States more than fifty years ago held that government materials and troops must be carried at one half the per cent of the regular rates, while some roads had to do likewise with the materials and troops for nothing.

"During the period from 1934 to 1928—and remember, this was during peace—no less than $4,000,000 was paid by the government to the railroads. The government held that these materials and troops for nothing.

"The government records also show that the value of land grant property amounted to more than $4,000,000 annually. Even this was not the total saving to the government because of the same conditions as are all other basic industries, but as are all other basic industries, but they had to pay and pay.

"Of course, we are bound by law to do anything to do. The busses were forced to give freight relief to trucks and buses. Too bad they forgot who bought their goods. How's helping them make it in time?" The Frisco is just as good now as it was 12 years ago. They had better get them and still do, but when other things take a notion to do their part, I feel the Frisco will get up of the shade and select their men back to work. All we ask is that busses and trucks be treated equal to railroads. We build our own highways. So here's to our dear old Frisco. May they prosper. When we get busses and trucks treated like they should be, we will get our prosperity. More power to the Frisco.

FRISCO MAN'S WIFE.

Says Government Help to Railroads and Waterways Not Comparable, in Cape Girardeau Address

The following letter appeared in the public column of the Springfield, Mo., Leader on November 18.

To the Editor of The Leader:

In answer to Mr. Cusson's letter would just like to say I am for the Frisco 100 per cent, now and always. Of course, we are bound by law to do anything to do. The busses were forced to give freight relief to trucks and buses. Too bad they forgot who bought their goods. How's helping them make it in time? The Frisco is just as good now as it was 12 years ago. They had better get them and still do, but when other things take a notion to do their part, I feel the Frisco will get up of the shade and select their men back to work. All we ask is that busses and trucks be treated equal to railroads. We build our own highways. So here's to our dear old Frisco. May they prosper. When we get busses and trucks treated like they should be, we will get our prosperity. More power to the Frisco.

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