

## A New Year Message From President Kurn

### *To All Employes:*

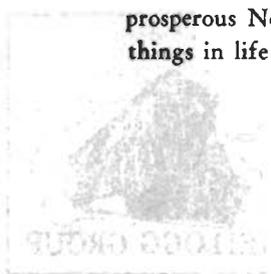
The year 1930 has been one of the most trying in all my railroad experience. Am sure that all will share this view with me. The loss in revenues, due to conditions altogether beyond our control, made it necessary to seriously curtail our improvement program this year. In some instances, work that was 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 apprized 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 employes 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 employes' 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 employes 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

**N**EWSPAPERS 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 on 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

## *Gusher Located Near Oklahoma City Roundhouse —Five More Wells to be Drilled*

granted on June 16, and the concrete base finished on June 28.

With those preliminaries rapidly completed, the Slick people began drilling on July 7, 1930.

Frisco employees who were "close to the picture" were greatly interested, and daily reports on the progress of the well were closely watched, al-

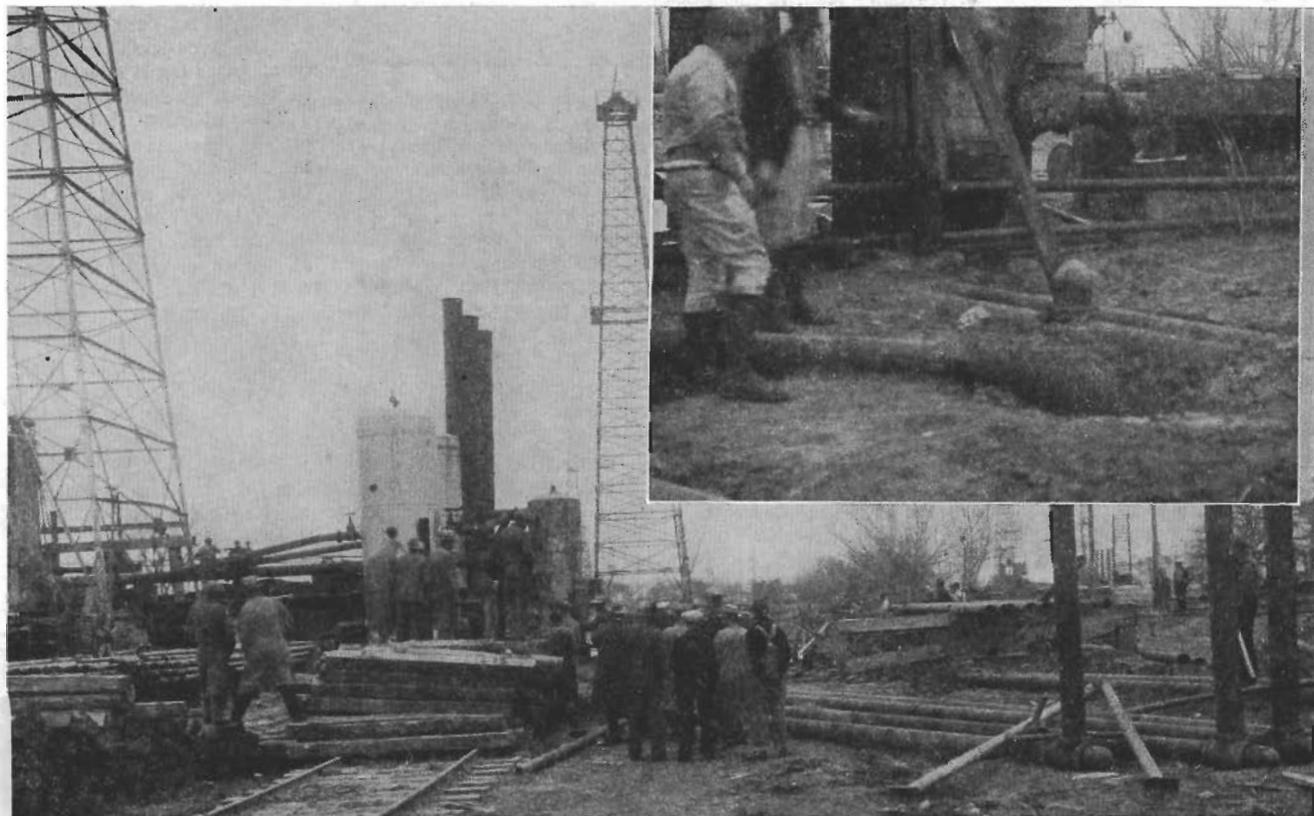
though the information was not given wide circulation.

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 began 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 4,790 feet and into the shale and lime.

The real blow came on August 9, when at a depth of 4,993 feet, the drillers lost 37 joints of the drill pipe. Until August 25 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 rap-

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*Two views of Frisco No. 1, forty thousand barrel oil well, brought in December 3 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. Ten storage tanks of 1,000 barrel capacity each are located on the lease.*



# CLUB PRESIDENTS MEET AT SPRINGFIELD

**F**ORTY presidents of Frisco Employes' Clubs over 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 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 meeting.

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 on personnel, presided.

It was an open, frank discussion of problems which confronted the clubs, and the minutes of the meeting showed that these presidents discussed each one with frankness. Valuable suggestions were given for the betterment of each club, and those who have attended the previous three conventions, felt that for enthusiasm and earnestness, this fourth convention was by far the best one held.

George Roop, energetic president of the Frisco Men's Club at Springfield, opened the discussion with a detailed report of the activities of his club. The Springfield Men's Club is the largest on the system and has more than 1,200 members. Mr. Roop reported a total of 149,827 tips turned in by these members during the last ten months, and 2,672 carloads, 1,225 passengers and 3,599 L. C. L. shipments secured from these tips. While this report was the envy of many of the club presidents, Mr. Roop said that he was not altogether satisfied

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

with the results of the year's work, and urged for the continued efforts of each and every club member present toward soliciting 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

son 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 Wichita, Kansas club report, presented by its president, Murl Calvert, was an interesting one and showed the hearty co-operation which he is getting from his members. Alabama, Tennessee and Oklahoma clubs all reported renewed enthusiasm in club activities, and the Thayer, Ark., report, made by T. H. Edmondson, who attended the meeting in place of T. E. King, president, was one of the best.

Mr. Hutchison addressed the presidents 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 be 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 given to 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. Worman, F. H. Shaffer, S. S. Butler, W. L. English, J. H. Brennan, J. L. McCormack, J. H. Doggrell, C. C. Kratky, Mrs. Louise Gibson, Miss Beatrice Deming, Martha C. Moore and Mr. and Mrs. C. R. Ebb of Kansas City.

W. L. Huggins, Jr., toastmaster of the evening, introduced the guests and Messrs. Hutchison and Butler made the three principal addresses.

Mr. Hutchison spoke at length on the bus and truck situation as confronts the railroads today, and among other things he said that he had been making a special study of the situation and the more he looked into it, the more he was astonished at what is taking place. The remedy, he said, was difficult, because there is so



These two presidents, Miss Beatrice Deming of Springfield (left) and Miss Louise Gibson of St. Louis, represented 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.

many of the smaller points advised that they had had splendid success with placing cards, advising that that 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 co-operation of every employe, the club movement will have its weak points and practically every president there reported a renewed interest in club activities by the engine and trainmen. With but few exceptions, the report of their solicitation efforts, and their whole-hearted support to the club and its principles was reported as most gratifying by club presidents. There are seven engineers at this time serving as presidents of various Frisco clubs, two switchmen and one conductor.

Both the report of Mrs. Louise Gib-

much of education propaganda to be properly spread. He spoke of the unregulated rates, which did not permit of fair and just competition and of the propaganda which is being put 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, but 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 Congress that they had behind them 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 \$100 as against \$3,000,000 or \$4,000,000 of the Frisco and yet these one-man operated trucks are able to cripple the railroad by their activity.

In referring to the active interest taken by the government in developing inland waterways, starting with the Mississippi and Warrior rivers, he said that the government had spent tremendous sums in making it possible for vessels of small draft to operate in these streams. Upon inquiry from an official who knew costs of this expenditure, he said that the interest on the amount of money spent for the lines alone is greater than the total gross revenue derived by the shipping on the Warrior river will amount to in ten years.

Mr. Worman spoke of his apprecia-

Springfield, Mo.,  
December 9, 1930.

**TO ALL FRISCO EMPLOYEES,  
GREETINGS:**

*At the Fourth Annual Convention of Presidents of the Frisco Employes' Clubs at Springfield it has been fully brought to our attention that our line has suffered much inroads on their earnings; that it has been necessary to curtail the operation of our trains to the extent that the number of employes have had to be reduced from time to time until our number is but a skeleton of its former personnel.*

*Therefore be it resolved: That every employe of the Frisco Railroad lend every effort possible in the recovery of this business which will return our fellow workers to their former positions, which can be brought about by giving tips on business to your immediate superior officer or designated party.*

*Be it further resolved that this resolution be given the widest publicity possible, giving various data in this connection to all departments and organizations on the railroad*

**L. W. Caviness, Chairman,  
George Roop,  
T. I. Dennis,  
N. R. Chamblee,  
Howard Hoke.**

tion of the loyalty which had been given to him by those under his supervision, and their earnest efforts to

*This photograph of the Frisco Employes' Club presidents and assistant superintendents who attended the club presidents' convention in Springfield, December 8 and 9, was taken in front of the Kentwood Arms hotel at the conclusion of the first day's session. Everyone seems to be in a good humor, too. The ladies in the front row are Miss Beatrice Deming, president of the Springfield Girls' Club, Miss Martha Moore, secretary of the Frisco Association of Employes' Clubs, and Miss Louise Gibson, president of the St. Louis Girls' Club.*

solicit traffic for Frisco Lines. He also spoke of his abiding faith in the American people to meet a crisis and said that he felt that they would meet this unfair treatment at the hands of the bus and truck as they met the big Liberty Loan Drive.

S. S. Butler, known as "Sunshine Sam" to his associates, furnished the humorous address of the evening, replete with stories from the old south, and now and then a serious reference to the solicitation of freight and traffic by Frisco employes. He gave a number of examples of ways and means of soliciting business of outstanding merit, accomplished by the clubs in securing that business.

Burch's orchestra, from the Springfield shops, furnished some delightful numbers during the banquet and directly following the last address.

On the second morning, the club presidents met alone to finish the remainder of their business. Those presidents who had not yet reported, gave a survey of the past year's work, and so much enthusiasm was displayed regarding increased efforts toward solicitation activities, that Chairman Huggins was asked to appoint a committee to draw up a resolution urging increased efforts of all employes to accomplish the goal of more business secured for Frisco Lines during 1931. L. W. Caviness, of Ft. Smith, Ark., served as chairman of the resolutions committee, with Messrs. Geo. Roop, Springfield, T. I. Dennis, Birmingham, N. R. Chamblee, Dora, and Howard Hoke, Kansas City.

The meeting adjourned at about 12:30 p. m., and the presidents were taken by automobile (through the courtesy of H. L. Worman, superintendent of motive power) through the Frisco's immense west shops, where they might get an insight into the capacity of the work which might be

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# PRES. KURN EXPLAINS RAIL ASSISTANCE

STATEMENTS made in a recent 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 general 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 compares present day subsidy 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 railway that was given land grants was required, 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 50 per cent of the regular rates, while some roads had to carry these materials and troops for nothing.

"During the period from 1924 to 1928—and remember, this was during peace times—the saving to the government from the land grant railways amounted to more than \$4,000,000 annually. Even this was not the total saving to the government because other rail lines which had not received land grants initially, were forced to reduce rates for handling material, government mail, troops, etc., in order to meet the competition of the land grant carriers, so that the saving to the government during the period mentioned was considerably more than the \$4,000,000 reported by the land grant carriers. Since these grants were made 50 years or so ago, it is quite obvious, I think, that the railroads, instead of receiving a subsidy, have in reality, paid a handsome price for the land granted them and may I call your attention to the fact that they will, of course, continue

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

to pay and pay.

"The government records also show that the value of land grant property was less than \$1.00 an acre. Assuming this as a fair value, the saving of \$4,000,000 a year which the government received during the period mentioned above, would have paid for the land more than twice over during the long period the land grants have been

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

To the Editor of The Leader:

*In answer to Mr. Cansen's letter would just like to say I am for the Frisco 100 per cent, now and always. Of course, we are laid off and haven't anything to do. The business men forgot and gave their freight order to trucks and busses. Too bad they forgot who bought their goods. Here's hoping they wake up in time. The Frisco is just as good now as it was 12 years ago. They had lay-offs then and still do, but when other things take a notion to do their part, I feel sure the Frisco will open up the shops and send their men back to work. All we ask is just that busses and trucks be taxed equal to railroads and they should build their own highways. So here's to our dear old Frisco. May she prosper. When we get busses and trucks taxed like they should be, we will quit our howling. More power to the Frisco.*

FRISCO MAN'S WIFE.

operated. Remember, also, that the roads have been paying taxes on the land at a very increasing rate for the support of the states and counties through which they operate and without which our rural school districts would be much more deficient, due to the fact that the railroads in many instances are the largest tax payers in communities through which they operate."

President Kurn also pointed out that many other perplexing problems confront the railroads today and paid particular reference to competition on the highways by busses and trucks.

"The basic industry of transportation, which is recognized by everyone as being second only to agriculture, is suffering from the same conditions as are all other basic industries, but in addition we are suffering from the effects of an evolution in transportation. Were it not for this fact, we

could reasonably expect a revival of our prosperity to the same extent that undoubtedly will come to other basic industries. However, it is a matter of common knowledge that motor trucks and busses operating on the magnificent highways of our nation have seriously reduced the railroads' passenger traffic and are making dangerous inroads into our freight revenues. I have no quarrel with competition when it is properly regulated, but there is practically no regulation today for the highway transportation systems, whereas the railroads are thoroughly regulated by both state and national regulatory bodies. It is

my belief, and I know most of you will agree with me, that the regulatory bodies of the country, both state and national, should fairly and justly regulate all transportation agencies. To do this they should prescribe rates and schedules for the busses and trucks and place them under the same rigid supervision as the railways. In addition to this, the State Highway Commissions, who have direct control over highway operation, should have rigid rules, properly enforced by legislation enacted in the interest of safety, and busses and trucks should not, in violation of the rights of the public, be permitted to operate over the highways at dangerous hazard and unregulated speeds. There

should be an automatic speed device on every motor vehicle for hire operating over the highways and violations thereof should be subjected to severe penalties. Motor vehicles should also be regulated as to length, size and height, and such restrictions should be properly enforced.

"We railroad folks do not believe we are being accorded fair treatment, when we are assessed tremendous taxes to be used for the maintenance and construction of good roads over which our competitors may operate by payment of only the ordinary state license fee and perhaps a gasoline tax. The busses and trucks should be assessed with a tax that will of itself pay for the construction and maintenance of the good roads placed at their disposal or if that is not feasible, then they should, as in the case of the rail carriers, be compelled to provide rights-of-ways of their own to

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