

Joplin, Mo.

The enterprising Frisco Employees' Club of Joplin and the Ladies' Auxiliary to that organization opened their meeting of January 15 with a novel feature—a radio program from station KWKH, of Shreveport, La. G. R. Maston was the speaker from this station and his address, which dealt with railroad topics, proved both interesting and instructive. Approximately seventy-five attended this session.

Following the broadcast, an election was held to choose a successor for the office of club treasurer, which was vacated by William M. Roche upon his leaving service and O. E. Hackworth was selected to fill the place. It was decided that the club vice-presidents, which represent various groups of employees, should list the men in their respective departments, so that a membership drive could begin. The plan for securing members which was agreed upon was that of selling each a membership card allowing the employe to pay from twenty-five cents to a dollar for it as he saw fit. A finance committee, the chief duty of which will be to authorize expenditures, was appointed, consisting of the following: C. G. Goodman; James A. Sapp, engineer, and A. L. Franklin of the mechanical department. Arrangements were made for keeping an accurate record of freight and passenger tips and these plans include a provision for the reporting of solicitation work at each meeting. J. H. Douglas, general agent, announced that at the last meeting of the Agents' Association plans had been formulated for a meeting of all railroad and express employees of Joplin on January 28, for the purpose of promoting acquaintance and fellowship and to urge them to secure more of the business that is now being handled by busses and trucks. Mr. Douglas mentioned in making the announcement that at that time there were about 612 railworkers in Joplin who receive a total of about a million dollars yearly. At the close of the business session the club and auxiliary joined for refreshments. The next meeting was set for the third Thursday in February.

Kansas City, Mo.

About 450 people enjoyed the New Year's Eve party and dance given by the Sunnyland Club at Drexel Hall the evening of December 31. Moonlight waltzes featured the evening. Just before midnight noise makers were distributed to those present, and the New Year was ushered in accompanied by great hilarity.

A very fine meeting was held at Yale, Tenn., Local No. 19, on January

THEY WON ELECTIONS



The young lady and young man above were designated as the most popular girl and the homeliest man at the entertainment given by the Chaffee Frisco Employees' Club, November 5, for the benefit of the local Provident Association. The young lady is Miss Mary Matthews, daughter of A. N. Matthews, B&B foreman, and her photograph discloses that the audience undoubtedly knew what they were about when they reached a verdict upon her popularity. In the case of the young man, who is Allan (Sammy) Hubbard, son of W. V. Hubbard, conductor, they may have been mistaken—or as one young lady put it, "If he is the homeliest in Chaffee, I am very curious to see some of the handsome men there." Miss Matthews was awarded a seven point compact as a winner in this contest and Sammy Hubbard received a pair of "Saw Mill Sox".

15, at which the supervision were present. These gentlemen were warmly received and expressed themselves as well pleased with the fine spirit of co-operation between the forces at Yale. The high light of the meeting was an action to get a statement of employment and payroll before the Memphis Chamber of Commerce. This is good work that might well be followed by other locals.

Monett, Mo.

J. A. Moran, superintendent of the Eastern division, was the chief speaker at the meeting of the Monett Frisco Employees' Club, held in a coach near the passenger station there January 12, and attended by forty-five members and visitors. Every department of service in the Monett station was represented by one or more employees. C. J. Kunz, president of the club,

presided, and expressed himself as much encouraged by the gain of 18 in attendance over the last meeting. Mr. Moran emphasized that co-operation among employes was more needed at this time than ever before. He concluded by stating that he was ready at all times to serve Monett in any way he could. W. A. Lassiter, a Monett grocer, also spoke, stating that he always insists on his freight being shipped by rail.

North End Beaumont Sub

C. H. Cowles, who has been the progressive leader of the North End Beaumont Sub Frisco Employees' Club during the past year, was re-elected president of that organization at a meeting, held at Winfield, Kan., January 8, and attended by sixteen members and visitors. J. O. Jones, cashier-operator, Winfield, who, in the capacity of vice-president took an active part in all club activities last year, was elected secretary and A. H. Walker, section foreman at Wilmont, Kan., was elected vice-president.

Cowles thanked the members for the confidence they had shown in re-electing him and also gave an interesting talk on the benefits of the club movement and outlined the results achieved by the North End Beaumont Sub Club during 1930. Following the talk by Cowles, there was a general discussion of cotton seed product shipments and of Kansas City local merchandise. All present agreed that the proposed two-cent passenger rate would result in a great deal of business which is now handled by competitors, and several made suggestions for the improvement of passenger service. A. L. Fisher, division engineer, of Enid, who was a visitor at this session, suggested that meetings be held at other points in the territory with local business men as guests, and after short discussion it was decided that the next meeting would be held at Latham, Kan., and that it should be social in nature, with families of employes invited.

St. Louis Men

The diversified program of speeches, music and novelty features at the luncheon of the St. Louis Frisco Men's Club, held December 22, made that meeting one of genuine benefit and enjoyment to all who attended. Approximately 225 members and guests were present.

Claude Ricketts, chairman of the State's Survey Commission, and a former member of the Missouri Legislature, made an especially interesting talk on the Commission's work. Talks were also made by Charles Summers, president of the Quanah, Acme and Pacific Railroad; F. H. Hamilton, vice-president, secretary

and treasurer; Dr. R. A. Woolsey, chief surgeon; J. E. Hutchison, special representative of president, and H. L. Worman, vice-president in charge of operation. Some very pleasing vocal numbers were given at this meeting by Misses Ann Schwartz and Mary Crane. Subsequent to this, Santa Claus, impersonated by "Uncle Charley" Baltzell, gave the meeting a hilarious aspect by distributing toys to the various officials in attendance. Attendance prizes, which consisted of baskets of fruit, fruit cakes, candy and cigars, were awarded to those who drew lucky numbers. Music was furnished during the meal by Bob Anslyn and his Frisco orchestra.

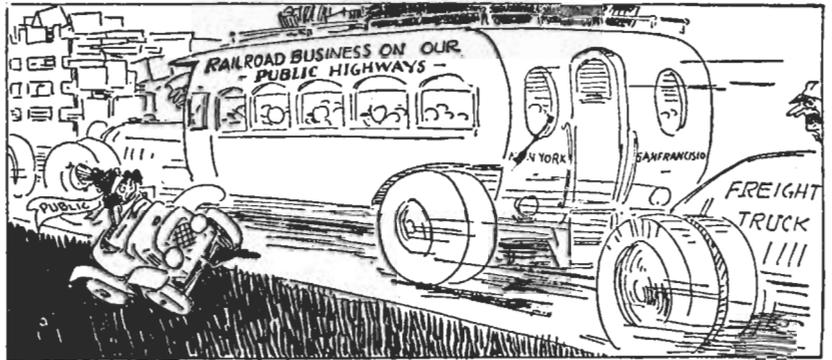
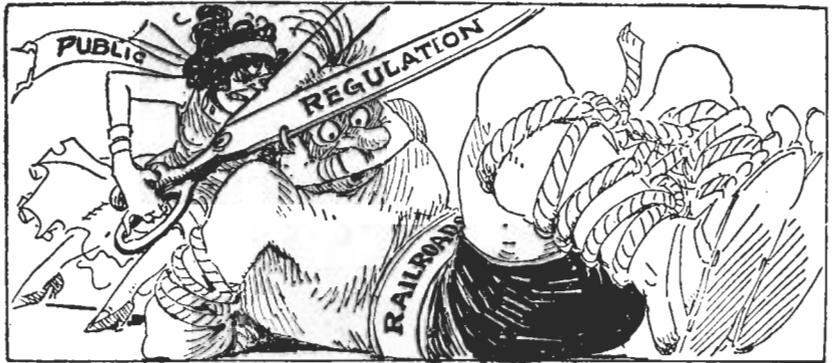
In an election held during December the following officers were chosen by members of the St. Louis Men's Club to serve during 1931: J. P. Lyons, president; R. J. Tschampers, vice-president; Arthur Stoehr, secretary, and J. A. Culver, sergeant-at-arms.

Girls' Club, Springfield, Mo.

A benefit bridge, recently given by the Springfield Frisco Girls' Club, netted \$275.00, which was used to spread cheer among those who were unfortunate at the Christmastime. Donations of friends brought this amount up to \$305.00. The sum of \$25.00 was given to the Frisco Relief Fund and the balance handled by the charity committee, which consisted of Miss Madge Morton, chairman, assisted by Mrs. Kate Beegle, Mrs. Sue Craig, Mrs. H. Dickerson, Misses Mabel Boren, Hazel Clark, Freda Fielden and Loretta Henry. Clothing and food were purchased and taken to the families whose names had been given to the committee and through painstaking efforts and investigation the needs of each family were filled. The committee purchased both the food and clothing at a good discount and the report of the committee shows that nine families were given a two-weeks' grocery order; eight were given Christmas baskets, containing a week's supply of food; 179 children were given candy, nuts, fruit and toys; 181 new garments were given away; 15 pair of shoes; 334 second-hand articles, including clothing, shoes and bedding, and a total of 52 families were aided.

Needy Frisco employes, who were being aided by the Relief Fund Committee, were given toys, candy and fruit for the young members of their families.

THUS IT CAME TO PASS THAT DELILA STARTED BUYING HAIR TONIC FOR SAMSON



J. N. Darling in the St. Louis Globe-Democrat.

ROSES IN ARKANSAS

While the Ft. Smith, Ark., employes did not enter the garden contest on Frisco Lines this past year, the private garden plot of O. H. Linton, car man and box packer, and his wife, of that city, would rival the prize garden at Monett, Mo.

The Lintons specialize on roses and in this plot, 150 x 200 there are more than 300 rose bushes containing 23 different varieties of roses.

Mr. Linton recalls his early boyhood days and the fact that he had always been interested in flowers, and roses in particular. As a student at both the University of Arkansas and

the University of Indiana he took courses in fruit growing, but the growing of roses remained paramount in his desires.

Practically every morning he brings a huge bouquet of tea roses to work with him, distributing them to his many friends, and last year there were roses on his bushes up until Christmas time.

Much of the work of keeping the rose bushes healthy and trimmed, falls to Mrs. Linton, who is as interested in the garden as her husband, and she furnishes many a bouquet for the clubs to which she belongs as well as to sick friends.

MERITORIOUS SERVICE

NORTHERN DIVISION

December 14—D. Witcher, agent, Boicourt, Kan., noticed an unusual noise as No. 106 passed his station and found a piece of car spring and marks on the track. It was later disclosed that spring was out of brake rigging on diner in 106. Five merits.

December 10—E. E. Young, operator, Paola, Kan., discovered broken arch bar on train 274 passing Paola. Five merits.

December 11—R. D. Doty and A. M. Reed, brakemen, Neodesha, Kan., helped in clearing main line of derailment near Ashley. Commended.

December 21—C. A. Lyons, brakeman, Joplin, Mo., persuaded a passenger to buy a ticket from Joplin to Cherryvale and continue on train to that point where he caught a Union Traction car to Independence, his destination, when he had intended to leave train at Joplin and go to Independence by bus. Commended.

T. P. Holland, engineer, W. L. Dunningan, conductor and M. B. Holland, brakeman, all of Joplin, Mo., discovered broken angle bar and two broken rails and promptly took action to protect trains. Ten merits each.

SOUTHWESTERN DIVISION

November 12—W. L. Reynolds, yard clerk, Oklahoma City, detected error in weight of car and check-weighed it. Five merits.

December 15—Chas. W. Robbins, telegrapher, Pierce City, noticed what appeared to be a flat wheel on dining car and notified mechanical forces at Monett who found that tread of a wheel was broken out. Ten merits.

SOUTHERN DIVISION

December 17—E. Hollowell, section foreman, Hardy, Ark., made repairs on empty stock car which was off center, saving delay and expense of sending out car man. Commended.

December 24—R. Johnson, conductor, Amory, was thanked by S. J. Frazier, superintendent, for informing him that he had received 15 merits for finding broken rail, through error. Frazier commended each member of the crew and Brakeman Liddell on train 934 for their part in finding this broken rail, December 2, and taking necessary precautions.

November 28—Clyde Gault, conductor, Amory, found broken rail and notified section crew so that it was repaired before trains arrived. Ten merits.

CENTRAL DIVISION

F. H. Caldwell, conductor, and H. W. Robinson, A. T. Beazley and W. E. Wallace, brakemen, rearranged load

A CHRISTMAS PROGRAM

Members of the St. Louis Girls' Club voted to donate \$50.00 to the Frisco Relief Fund for 1930, instead of proceeding with their usual charity program. However, with a balance of \$21.06 in the treasury from the last year's program, and with \$11.16 collected at the Christmas luncheon, they voted at the last minute to pack as many baskets as possible for needy families, names of which were supplied by the girls.

On Christmas eve, eighteen well filled baskets found their way to as many homes and made a real Christmas for their recipients. The baskets contained such nutritious edibles as chicken, potatoes, apple butter, bread, apples, cabbage, celery, carrots, sugar, coffee, flour, canned tomatoes and onions. Toys in abundance were heaped on top of each basket, and members of the girls' club, assisted by John Daniels, of the purchasing department, delivered the baskets.

and restaked car when they found a load of pipe had shifted. Ten merits each.

Robert Journant and C. P. Knighton, B&B carpenters, assisted in extinguishing flames when motor car caught fire. Five merits each.

EASTERN DIVISION

L. B. Doran, operator, Aurora, Mo., secured passengers from Tulsa to Chicago. Commended.

YALE TERMINALS

January 4—R. R. Meadows, yard clerk, Yale, discovered four bales of cotton piece goods destined for Caruthersville, Mo., in car that arrived at Yale as an empty and made proper correction. Five merits.

RIVER DIVISION

November 27—C. Stroud, conductor, discovered broken equalizer on mail car in train 805, set out car and transferred mail. Twenty merits.

November 27—C. Stroud, conductor; J. L. Johnson, engineer; C. W. Vickery, fireman, and Walter Jones, porter, the crew of train 805, discovered bad order condition in baggage car of their train, necessitating it being set out at Menfro. Commended.

December 7—H. Doughty, engineer, discovered switch lined up and locked for siding and stopped train before reaching siding. Fifteen merits.

December 17—Bert McCammon, conductor; R. G. Stackhouse and W. E. Jeffries, brakemen, crew of train 869, made repairs to car of ties picked up at Biggers for Springfield. Five merits each.

J. R. Abernathy, engineer, and M. L. Smith, conductor, promptly handled light engine from Chaffee to Brooks Junction because of fire. Fifteen merits each.

CASUALTIES DOWN 39.9%

Accident prevention work on Frisco Lines was productive of splendid results during 1930 according to the report of H. W. Hudgen, director of accident prevention, Springfield, Mo., which shows that total casualties on the system were reduced 32 per cent in comparison with the year of 1929.

The decrease in total casualties among employes amounted to 39.9 per cent in comparison with the preceding year, the report shows further, and among the different departments maintenance of way, with a reduction of 52.2 per cent had the best record with the mechanical department second, showing a decrease of 48.9 per cent, both in comparison with 1929. Reduction in total casualties in the transportation department amounted to 23.3 per cent compared with the year before. Of the different classifications of non-employes there was a decrease in the casualties among licensees totaling 11.3 per cent, and among passengers the decrease was 9.2 per cent, both compared with 1929. There was a reduction of 3.2 per cent in casualties among autoists during 1930 under 1929.

During the month of December compared with the same month a year earlier, total casualties on the system decreased 49.2 per cent and among all employes there was a decrease of 58.2 per cent in the same comparison. The maintenance of way department was first with a decrease of 69.5 per cent; the transportation department was second with a 55.2 per cent decrease, and mechanical department third with a 54 per cent decrease, all in comparison with December, 1929.

The total decrease in casualties among the classifications of non-employes during December was 20.5 per cent compared to that month the year before. The greatest decrease was among autoists—a reduction amounting to 40.4 per cent compared to December, 1929—and licensees were second with a decrease of 7.1 per cent compared to the same month of the preceding year.

WINS SCHOOL MEDAL

George C. Carson, son of Frank Carson, an employe of the Frisco's Fort Scott forces, is the possessor of a prized medal recently awarded him at the Westinghouse School for Apprentices at Philadelphia. The medal was given for the highest classroom average in scholarship at the school. The medal is of silver, enameled in blue on the front, with the large insignia "W," while on the reverse side is engraved, "J. E. Barkle Award for Highest Classroom Average, Presented to George C. Carson, 1930."

LOCATE 325 INDUSTRIES

Capital Investment of \$9,329,000
Exceeds 1929 Figures

THE year of 1930 has been a good one, all facts considered, according to the annual report of J. B. Hilton, industrial commissioner for Frisco Lines. While the number of industries, 325, is less than in 1929, the total investment is \$9,329,000, considerably more than in 1929. Three industries make up the major portion, the General Mills of Enid, and the Pittsburgh Plate Glass Company at Henryetta, each representing approximately \$2,000,000 investment and the fibre board plant of the Newport-Armstrong Company at Pensacola the latter with an investment of approximately \$1,000,000.

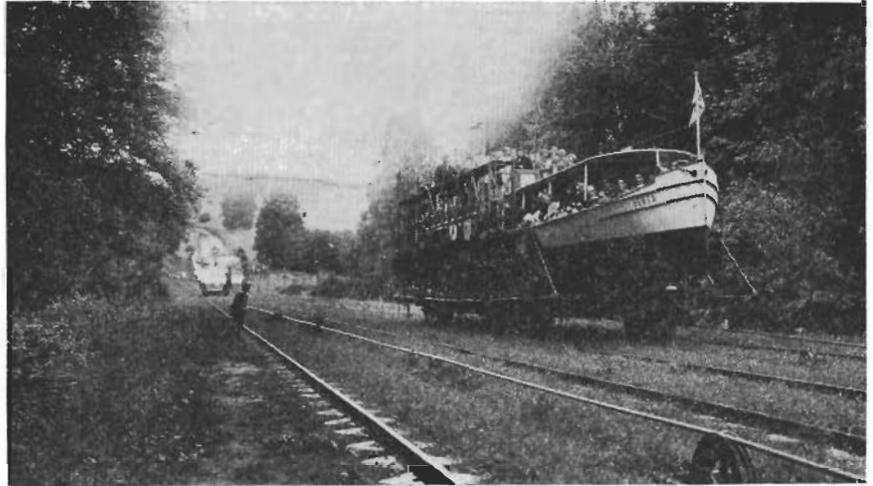
New spur tracks constructed and extensions thereto amounted to 86, the same number as in 1929. These tracks represent an estimated cost to Frisco Lines of \$124,000, to industry \$247,000.

While the number of industries as compared with last year show a decrease, the list includes some excellent concerns, including three small refineries at Oklahoma City and three leases for crude oil loading racks which will bring a good revenue. At Oklahoma City the industrial department was successful in locating the Makins Sand and Gravel Company which handles a ready-mixed concrete business and in addition this company handles 500 cars of cement a year. They have also located their gravel plant on Frisco rails near Sulphur, Okla., insuring us the haul on the entire gravel requirements.

Some of the other concerns located were Loose-Wiles Biscuit Company at Memphis; Oklahoma Wheat Pool Elevator Company at Enid; Kansas Gas & Electric Company's warehouse and storage yard, Wichita; Ranney-Davis Mercantile Company, Wichita; Galloyway Coal Company's building for the Patterson Transfer Company at Memphis; P. M. Bratton Company's warehouse at Ft. Worth; Shell Petroleum Company at Birmingham and D. Canale & Company at Jonesboro.

December of 1930 was perhaps the most active month during the entire year, with negotiations completed for the location of seventeen new industries classified as follows: one coal and material yard; four warehouses; one oil well supply yard; one oil refinery; seven distributing stations for petroleum products; two sand and gravel plants and one miscellaneous industry. These seventeen industries represent a capital investment in plants and facilities of \$645,150 and estimate their annual tonnage to be 4,500 cars.

Here's a Mountain-Climbing Ship in East Prussia



WELL, well, heigho, and happy day—what on earth can this be? We'll agree with you, gentle reader, that at first blush the strange picture appearing above might resemble (faintly, of course), something that a hard-working railroad man might see coming over the bedpost on New Year's morning. But instead of the bedpost those are real rails that the strange beastie is running over, and instead of New Year's morning in a rail-roader's bedroom, it is really a fine autumn afternoon in 1930, in East Prussia, Germany. Charles Layng, transportation editor of the *Railway Age*, who took the picture and sent it to *The Frisco Magazine*, explains that this "mountain climbing ship" is the good motor boat HERTA, and that it operates as one of a regular line of passenger and freight carrying boats in East Prussia, which indulge in a bit of mountain climbing for a portion of their journey. These boats, Layng explains, operate on a canal 125 miles long, which connects a chain of lakes. The level of the lakes varies from 45 to 75 feet, and that made it necessary to build the canal in sections, with land between. This, it will be plain to everyone including little Johnny, aged 6, was necessary to prevent all the water from running into the lowest lake. To get from one section of the canal to the next one, the ships are transported over the hills by means of trucks drawn by cables. The machinery to operate the 30 foot drums over which the cables run is driven by water power. Mr. Layng does not explain what would happen if—and when—the water power would fail or the cables break. However, that's the worry of the East Prussians who use the line, and shouldn't cause any sleepless nights among us Frisco folks.

CAR DAMAGE DOWN

The report on cars damaged by rough handling on Frisco Lines during the year 1930, tells an especially pleasing story in that the number of cars damaged from that cause during the year, decreased 44.1 per cent compared with 1929 and the monetary amount of this damage decreased 59.4 per cent in the same comparison.

The per cent of increase in the number of cars handled per car damaged amounted to 57.5 per cent and the decrease in the amount of damage per car handled was 53.87 per cent, both in comparison with 1929.

Of the Frisco divisions, Central had the best record, going through the entire year with but three cars damaged out of the 373,801 that were handled. Eastern division was second during 1930, handling 814,384 cars with damage to 19 of them, and Southwestern

division ranked third with 25 cars damaged out of 973,295 handled.

Among the terminals, Springfield, Mo., was first. Fourteen cars were damaged there out of 713,231 handled. St. Louis had second best record, handling 703,327 cars and damaging 18 of them and Birmingham ranked third, with 636,853 cars handled and 18 damaged.

Nine cars were damaged on Texas Lines during 1930, out of 130,140 handled there. This compares with 19 damaged there during 1929, when 150,857 were handled and 1928, when 33 were damaged out of 154,851 handled.

Prospect: "I want to pay cash for this car."

Auto Dealer: "Yes, sir, but this request is so unusual that I am afraid you will have to give us references."

"FRISCO" PASSES ON



"Frisco," the dog belonging to Miss Ruby Funk of Wallerville, Miss., and known to every trainman on the Frisco's Southern division, ended his earthly career as guardian of the mail sacks on Christmas Day, 1930.

"Frisco" was bought by Paul Davis, a Frisco fireman, when about a month old, from a party at Portia, Ark., where Mr. Davis's mother was serving as station agent. When a year old he was shipped to Wallerville to R. H. Funk, Frisco mail messenger. Miss Ruby Funk, who serves the Frisco as station agent, took "Frisco" to the station with her while she performed her various duties. He soon caught on to the fact that she had to meet 105 and 106 each day and bring back the mail sack. Although the train did not stop, the mail sack was thrown off.

Desiring to be of some assistance, Frisco began to meet the train and when the sack struck the ground, he would place his paws on it and hold it there until his mistress should arrive, and woe unto anybody who tried to touch it.

It was Frisco's habit to lie in the station and sleep beside the stove. When locals 921-22 would whistle for the station, he would continue to sleep, but just let 105 or 106 whistle for Wallerville and he was up and about his business. Occasionally 106 would go slow enough for the mail clerk to hand the pouch to Frisco, who would take it in his teeth and pull it to the side while 106 passed on. Every engineer, fireman and mail messenger knew him.

But after ten years of service for his mistress and the Frisco, he wound up his earthly career on December 25, at the ripe old age of ten years.

He will be missed by his many railroad friends who knew of his uniring devotion to the small part he played in serving the road on which his mistress was employed.

Delia Skelton, 17, Wins Rail-Bus Debate

WHILE it has long been known that bus and truck transportation was not popular around Winslow, Ark., there is a strong like-



MISS D. SKELTON

likelihood that it is even less popular now as the result of the arguments presented to the people of that community recently by Miss Delia Skelton, 17-year-old student in the Winslow Consolidated High School, who supported the affirmative in a debate on the subject, "Resolved: The Railroad Is More Beneficial to the Community Than Are Busses and Trucks." The logic of this straight-thinking young lady, which is very evident in her talk quoted below, easily won the judges' decision for her side; however, she modestly disclaimed credit for the victory, saying her opponents had very few grounds on which to base arguments.

Miss Skelton lives seven miles from the railroad in the Ozark Mountains and drives that distance twice each day in order to attend school. Her presentation of the subject follows:

"How many of you have ever stopped to think what the Frisco payroll means to your town, community and county? This payroll in Winslow alone amounts to \$35 a day on the average throughout the year and does not include from six to ten bridge men whose homes are here and whose families spend their money here every day. Compare this with the bus and truck lines which come into our town. How many employes do they have in Winslow? Only one lives here. Do they bring money into our town and spend it, or do they take money out and spend it elsewhere?"

"Compare the service given by railroads to that given by busses and trucks. When wash-outs or track trouble cause trains to be delayed or stop, the railways employ scores of men to work night and day in order to keep trains running to give passenger, freight, express and U. S. Mail service to the communities they serve. At present the highway between Winslow and Ft. Smith is being paved and no detour is provided so that busses and trucks can operate. Are the bus and truck companies wor-

ried about serving the people? Just investigate and you will find that they have suspended service over this section of the highway. This, alone, should convince you that the railroads give dependable service at any expense while during hardships trucks and busses cease operation and let the public get along any way it can.

"Railroad trains are much more dependable in all kinds of weather, because they are not hindered by traffic congestion and run on scheduled time. Moreover, they are much safer, because they are very carefully operated and are not continually swinging around on streets, endangering lives. The railways carry many carloads and pieces of freight which could not be handled by trucks. Raw materials, which must be transported to factories to be made into products of value and which could not be handled by trucks without prohibitive cost, come under this head. During 1929, the Fort Smith Rim and Bow Company, alone, spent more than \$18,000 in Winslow for timber (raw material) and the tie companies spent more than this in buying ties. This certainly could not have been handled successfully and economically by trucks.

"Now, consider the taxes paid by the Frisco Railroad in our town and county. During 1929, this was as follows: To School District No. 145, \$936; to School District No. 29, \$2,221.52; to School District No. 129, \$234. State, county and special bridge taxes paid to the foregoing three districts amounted to \$2,948.74. City taxes (City of Winslow), \$121.79. State, county and special bridge taxes paid on valuation in City of Winslow, \$381.20. Total taxes paid by Frisco Lines in Winslow Township, \$6,843.25. Total taxes paid in our county (Washington), \$45,938.38. These figures do not include special taxes such as paid by the many railroad employes on their homes and personal property.

"Now please compare this with the taxes paid by bus and truck lines operating in Winslow and in the county.

"Think of our beautiful new school building—the pride of the city and the community that surrounds it. It was paid for with tax money from the purses of solid, substantial, thinking citizens and the taxes of the railroad. This, alone, should cause you to realize how much our taxes would have to be to have such public buildings if we had no railroad in our community and county."