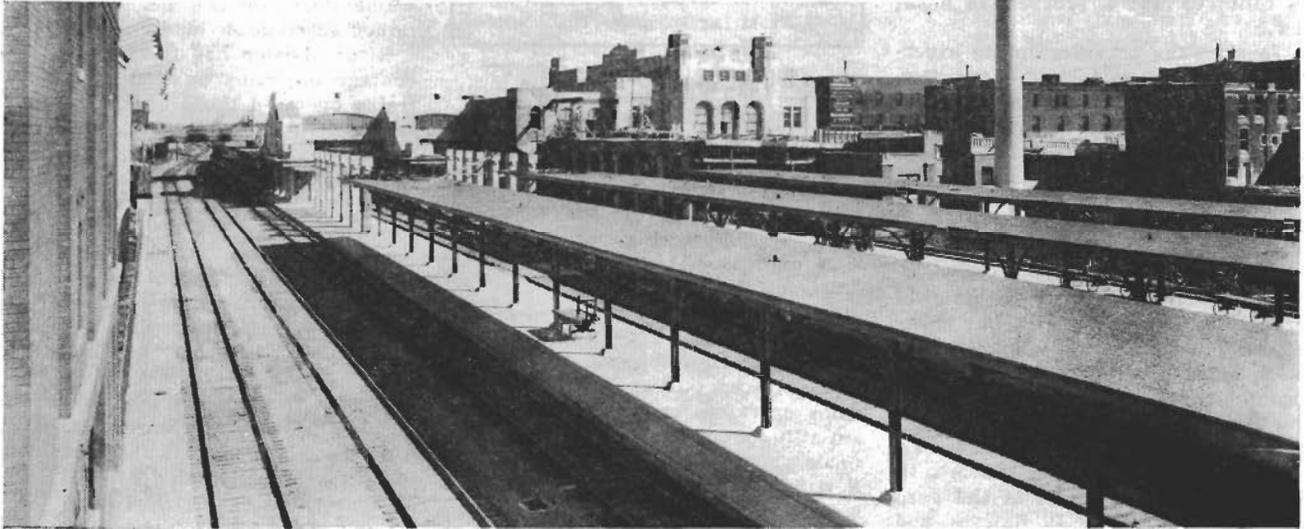


Tulsa's \$2,500,000 Station Nears Completion



The photograph above is of the Frisco's \$2,500,000 Union Station plant at Tulsa, Oklahoma, and was taken February 10 from the Boulder Avenue viaduct, west of the station site. The two main line freight tracks appear at the left. The reinforced concrete smoke-stack at the right towers 145 feet and 6 inches in height. The station will be ready for occupancy about April 1, the contractors estimate.

FRISCO DEBATERS WIN Georganna Hubbell and Robert Hitch of Burrton Star in Tournament

IN a recent debating tournament of schools at Hutchison, Kan., Georganna Hubbell, age 16, daughter of G. M. Hubbell, agent at Burrton, and Robert Hitch, age 16, son of L. Hitch, car repairer, constituted a team which won eleven out of fifteen debates. The subject under discussion was the chain store.

Georganna fought her way through the recent Arkansas Valley League Tournament and gained the distinction of being chosen by the judges as the best debater in the League. But according to L. B. Mahin, debate coach at Burrton, Kansas, she was only displaying a concentrated form of the same salesmanship and ability which her father has used in his efforts to increase traffic over Frisco Lines for the last thirty years.

"As to Bob Hitch," Mr. Mahin writes, "he reminds me of the old saying, 'You don't have to steam up an Irishman.' Just get this little debater started out in the right direction and

get out of the way. I heard one judge say to another, 'You should have heard that little kid burn 'em up!' That expresses young Hitch's style. He travels at full steam and burns up the track."

Mr. Mahin adds that if these two representatives of Frisco families are indicative of the general run, he would like to have the executive offices of the railroad manage to establish a junction or headquarters at Burrton.

Burrton won a large majority of the debates in which its teams competed this year and some of the competing teams defeated by them in tournaments were: St. John, Cheney, Chase, Hutchinson, Mountridge, Isabel, Alden, Hillsboro, and Lorraine.

Perhaps You Know Him

A local business man who takes 'em long and cool or short and straight, was driving along in a woosy condition when he had an accident and was thrown into a five strand wire fence. When they found him he was fingering the wires lovingly and they heard him murmur, "Thank goodness, they've given me a harp."

FREIGHT CLAIMS DECREASE

The number of freight claims on Frisco Lines decreased 11.5 per cent and the amount of the claims decreased 23.3 per cent during 1930, compared with 1929, according to report covering the year of 1930, issued February 12 by J. L. McCormack, superintendent of freight loss and damage claims, Springfield, Mo. The number of claims during 1930 totaled 29,333 and amount claimed in 1930 was \$602,074.19. Claims during 1929 totaled 33,152 and the amount claimed was \$785,076.05. Payments of freight loss and damage claims decreased 11.5 per cent during 1930 in comparison with the preceding year. System loss and damage claims paid during 1930 amounted to \$379,317.59 and during 1929 amounted to \$428,775.46.

Over and short damage reports received during 1930 decreased 21 per cent, compared with 1929. The total during 1930 was 86,489 and during 1929 was 109,302. Disposition requests received, both carload and less than carload, decreased 21.7 per cent. The 1930 total was 18,850 and in the preceding year it was 24,074.

FORM SHIP-RAIL CLUBS

Meetings Held at Wichita, Fort Scott and Neodesha

APPROXIMATELY 700 rail employes of Wichita, Kan., assembled on January 30 and organized a Ship By Rail Club. Paul K. Tait, Missouri Pacific conductor, presided and it was agreed that every person in the city who was interested in railroads was a prospective member.

To start the organization an executive committee, comprised of two men from each railroad, was selected and this committee met February 5 and chose C. M. Morrison of the A. V. I. as president; E. Hoyt of the Rock Island as vice-president, and C. Byerly of Frisco Lines as secretary-treasurer. The committee also appointed a general committee, comprised of representatives from each department of each road. Frisco Lines is represented on the general committee by E. J. Immele and Frank Archer, office of the general freight and passenger agent; S. P. Haas and Ralph Dinsmore, of the local office; Claude McGee, C. Steelsmith, Murl Calvert, H. Goodwin, and V. Brady, of the yard and train forces; S. B. Ramsey and George Patterson, car foremen; C. E. Armstrong and W. F. Kelly, track men; and E. C. Fuson, B. G. Morgan and E. C. Hadler of the mechanical department. The Frisco's representatives on the executive committee are R. B. Grimes, yardmaster and John Bailey.

Unfair competition was the subject stressed in the organization meeting of the club, with particular attention called to the difference of the requirements made of railroads and of their competitors. Among the rail executives making talks were: R. B. Campbell, president of the A. V. I.; G. C. Derby, superintendent, Santa Fe; J. M. Kelly, assistant superintendent, Missouri Pacific, and C. C. Cunningham, assistant superintendent, Rock Island.

The meeting of the Fort Scott Ship By Rail Club, held January 22, brought out an attendance of approximately 175 rail employes and business men and was one of the most enthusiastic of its kind held in recent months.

W. E. Childress, Missouri Pacific yardmaster, president, presided and Joe Travis, Frisco fireman and vice-president of the organization, was one of the leading speakers. Travis made a splendid talk in which he comprehensively presented the case of railroads as opposed to busses and trucks. All speakers at this session stressed

WRECKING THE ROADS

MOTORIZED transportation is here to stay. The main question now is the regulation of the business. Congress still delays action on a bill that will give the Interstate Commerce Commission authority on interstate traffic. In the meantime the heavy traffic is wrecking many roads and not making for safety of the highways.

—From the Decatur (Ill.) Review.

the fact that Ship By Rail Club meetings were open to any and all persons who are interested in securing regulation of unfair competition.

Several of the merchants made talks in this session, the principal one being made by a Fort Scott drygoods man who expressed himself as follows: "A truck has never backed up to either the front or back door at my place of business, and one never will. Early in the development of highway transportation, I was solicited by truck operators and told them, and I am still convinced of it, that the railroads mean entirely too much to Fort Scott for me to patronize a competitive agency."

This club was organized at a meeting held early in January and at that time the following officers were elected: William E. Childress, president; Joe Travis, Frisco fireman, vice-president, and J. W. Slaughter, agent of the Railway Express Agency, secretary-treasurer.

The recently organized Ship By Rail Club of Neodesha, Kan., held its first regular meeting January 9 and at that time by-laws were drawn up and committees were selected to handle various phases of the club's activities during the ensuing year.

The purpose of the club is to induce all Neodesha business men to ship by rail, both in and out of Neodesha and to make Neodesha a bigger and better city. It was pointed out in this session that a large portion of railway employes there are taxpayers who own their homes and that the railroads pay their share of taxes in the city and in Wilson County, while the part of the tax burden borne by trucks is negligible. Comparison was made, also, between payrolls of motor transportation agencies and railroads. The club sponsored the printing of "Ship By Rail" placards to be placed in the show windows of business houses and these were given to each merchant who became a member of the organization, in order that the public might know he supports the railroads.

TRAINS 97.8% ON TIME

4,362 Passenger Trains Make a Splendid Record During January

FRISCO LINES opened 1931 in an impressive manner by operating 4,362 passenger trains 97.8 per cent on time during January, a report, issued February 2 by the office of the general manager, discloses. Of the trains operated 98.6 per cent maintained schedule or made up time.

River division had the highest percentage of trains on time. The 798 trains operated there during January were 99.4 per cent on time, which compares favorably with December, 1930, when the same number of trains were 98.8 per cent on time on that division.

Second highest percentage was made on the Western division, where 124 trains were 99.2 per cent on time. During the preceding month the same number was 93.5 per cent on time there.

Central division operated 310 trains 98.7 per cent on time during January. This was third highest and compares with 270 trains operated 94.4 per cent on time there during December.

RUSHING THE CARS

The attention that is being directed to fast handling of foreign equipment on Frisco Lines is productive of splendid results as is exemplified in the two recent instances that follow. The first was reported by S. T. Cantrell, superintendent of the Central division and the other by J. S. McMillan, superintendent of the River division, and both may be pointed out as examples that can be equalled or excelled only by unusual efficiency.

The agent at Lincoln, Ark., on the Central division, reports as the first example that on December 15 he received MOP-120520 under load in train 757 at 11:05 a. m. At 2:00 p. m. on the same day this car was unloaded and four hours later it went forward in train 756 to be delivered empty to its owners, thereby saving per diem expense.

As an instance of River division handling, cars SL&H 4104 and 4134 moved from St. Louis to Cape Girardeau in train 835, December 9, and went from there to Morley, Mo., in No. 861. They were unloaded at Morley while the train was performing station work and moved in the same train to Brooks Junction, Mo., where they were picked up by No. 832 and handled to St. Louis. The entire movement, including branch line handling, took but thirty hours.

W. B. Thomson Surprised With Radio Party

W. B. THOMSON, machinist, has heard his name called in many a Frisco meeting; he has heard it spoken by many of his friends, but on January 23 he was surprised to find that it was floating through the air—broadcast from Station KFDS at Cape Girardeau, Mo. The occasion was a surprise banquet given Mr. Thomson at Chaffee, by approximately 130 of his friends on his seventieth birthday and a part of the program was comprised of a fifteen minute radio program dedicated to him. Later in the evening he was presented with the radio which conveyed the program.

The announcer at the station gave the high lights of Mr. Thomson's service with Frisco Lines and wished him many happy returns of the day. Vocal and instrumental selections followed the introductory talk.

Mr. Thomson has had twenty-seven years with Frisco Lines, having entered service as a gang foreman in Kansas City shops in February, 1904.

He was promoted to master mechanic at Cape Girardeau in January, 1907, and served in the same capacity at Chaffee, where he was transferred in January, 1909. He also served as roundhouse foreman and general foreman at Cape Girardeau and in June, 1923, was made traveling inspector out of the mechanical department at Springfield. He has served as machinist at Chaffee from April, 1924, to date.

The program was most cleverly arranged by J. S. Meidroth, road foreman of equipment, River division, and Sam Frissell, engineer.

Old time favorite songs sung in unison by the guests occupied more than half hour of the program. Mr. Meidroth entertained the audience with a Scotch song, following which he and Mr. Thomson gave a vocal duet.

Bill Andy Thomson, son of the honor guest and Robert E. Mumma, son of

assistant superintendent, gave an alto horn duet and Fred Claiborne, son of J. W. Claiborne, assistant superintendent, a violin solo. During the dinner and following, an orchestra of six pieces, led by Mr. Claiborne, entertained the guests.

A portion of the program was given over to greetings from Mr. Thomson's old friends who were present. Mayor X. O. Ray, of Chaffee; Dr. G. A. Sample, Frisco Company physician; G. A. Bienert, former mayor and Frisco employee; W. H. "Pap" Adams, retired engineer; John Forster, retired mechanical inspector; D. Forsythe, general road foreman of equipment, and others paid tribute to this man whom they had known so long.

Mr. Meidroth read letters from Messrs. J. E. Hutchison, H. L. Worman, B. G. Gamble, Robert Collett, J. A. Moran, O. H. McCarty, and others, expressing their regret on their inability to be present at the meeting and wishing Mr. Thomson a happy birthday.

John Forster, who had just been

released from the Frisco hospital, expressed his delight at being able to attend the banquet. He has known Mr. Thomson for forty-five years, and said that the banquet given for his old friend was one of the bright spots in his life and that he wished Mr. Thomson the best of health and happiness.

It was fortunate that Mr. Thomson's brother, sister and brother-in-law were able to be present at the banquet. His sister and brother-in-law, Mr. and Mrs. C. H. Summer, came from London, Canada, and his brother, James Thomson, from Wyoming. They were all introduced to the audience.

The final number on the program was the presentation of the radio to Mr. Thomson. The presentation speech was made by S. J. Frazier, superintendent of the Southern division, who said that he respected Mr. Thomson more than any man he knew, and hoped that the radio, a gift from Mr. Thomson's friends, would bring him

IN THE FRISCO HOSPITAL

The following list contains the names of patients confined in the Frisco Employes' Hospital in St. Louis as of February, 1931. They will be glad to hear from their friends:

- A. H. Thompson, Springfield, Mo.
- Harry Madgen, Springfield, Mo.
- J. N. Johnson, Oklahoma City, Okla.
- Guy Lee, St. Louis, Mo.
- Grant Towers, Thomas, Okla.
- Maude Bedell, Springfield, Mo.
- Miss A. P. Blackwood, Ferguson, Mo.
- J. J. Harrington, Jonesboro, Ark.
- J. B. Olsen, Afton, Okla.
- O. A. Hudson, Fall River, Kans.
- H. C. Huckins, St. Louis, Mo.
- F. W. Warren, Tulsa, Okla.
- K. C. Simmons, Tulsa, Okla.
- H. Whitenack, Ft. Smith, Ark.
- B. D. Seaman, Springfield, Mo.
- H. L. Lagrange, Chaffee, Mo.
- C. Morris, Chaffee, Mo.
- L. W. Caviness, Ft. Smith, Ark.
- S. S. Wilder, Tulsa, Okla.
- Earl Long, St. Louis, Mo.
- J. A. Foster, Memphis, Tenn.
- P. L. Tomlin, Boligee, Ala.
- J. H. Wayfield, Sapulpa, Okla.
- C. G. Neuman, St. Louis, Mo.
- R. J. Kelly, Ellsworth, Kans.
- Fred Frear, Monett, Mo.
- R. D. Gibson, Springfield, Mo.
- L. S. Kirkpatrick, Tulsa, Okla.
- J. A. Morton, Birmingham, Ala.
- C. R. Lashley, West Plains, Mo.
- W. M. Meador, Springfield, Mo.
- J. W. Thomas, Sapulpa, Okla.
- V. Andrews, Birmingham, Ala.
- J. W. Crane, Ft. Scott, Kans.
- F. Schoenemann, St. Louis, Mo.
- M. J. Barrett, St. Louis, Mo.
- C. J. Womack, Ft. Smith, Ark.
- A. S. Abbott, Salem, Mo.
- M. Mullane, Kansas City, Mo.
- E. Carlson, Ft. Scott, Kan.
- C. Clemmons, Oswego, Kan.
- L. M. Compton, Hugo, Okla.
- O. E. Jones, Ft. Smith, Ark.
- A. Kelley, Monett, Mo.
- D. C. Shelton, Memphis, Tenn.



W. B. THOMSON

many evenings of pleasure.

Following the program, the orchestra entertained the guests with dance selections and a group was quickly formed to dance the old Virginia Reel.

Guests from St. Louis included the following: Mr. and Mrs. W. E. Belter, Mr. and Mrs. Dick Edwards, J. E. Whelan, and Miss Martha Moore. There was a splendid representation of firemen and engineers from the River and Southern divisions, and from the trainmaster's office.

TOURS OF SAFETY CUPS Trophies Move Often in Non-Accident Competition

THE accident prevention merit cups, which were donated January 1, 1927, by President J. M. Kurn and which have been effective in promoting safety competition, have moved about considerably in the four years they have been in the field, it is disclosed in a report issued January 31 by H. W. Hudgen, director of accident prevention, Springfield, Mo. It is of exceptional interest to note travels of these cups in the mechanical and transportation departments.

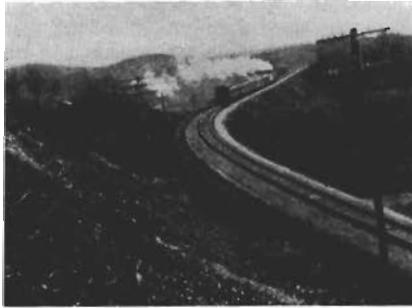
During the first two quarters of 1927, the mechanical department cup was won by the Central division and the transportation cup went to the Southern division the first quarter of that year and was won by River division the second three months period. During the last half of that year, the Southwestern division won the mechanical cup and also won it during the first two quarters of 1928. The transportation cup went to Memphis terminal at the end of the third three-month period in 1927 and was won by Western division the final quarter of that year.

Central division won the mechanical cup during the last two quarters of 1928 and the transportation cup went to Memphis terminal the first quarter of that year, to Birmingham terminal the second quarter, to River division the third quarter and to Tulsa terminal the last quarter.

Western division won the mechanical cup the first quarter of 1929 and Central division the second quarter. During the third and fourth quarters it was won by Southern and Eastern divisions, respectively. The transportation cup was won by the Springfield terminal the first quarter of that year and during the second quarter Tulsa terminal won it. During the third and fourth quarters it went to Memphis and Kansas City terminals, respectively.

West Coach Shops, Springfield, took the mechanical cup the first half of last year, Central division won it during the third quarter and the Texas Lines won it during the last three months of the year. West Coach Shops had a perfect record during that period, but were closed a major portion of the time and for that reason the cup went to Texas Lines, which had the second best record in the mechanical department. Kansas City terminal won the transportation the first half of last year and Southern division during the third quarter. Springfield won it during the closing quarter of 1930.

AT OZARKS' TOP



O. L. Ousley, magazine reporter for the Springfield telegraph department, snapped the above picture one cold February day. It was taken a little south of Cedar Gap, and shows southbound train No. 103 on its way to warmer climes. The picture was taken about 500 feet from the point which is claimed to be "highest in the Ozarks." Reporter Ousley doesn't wish to be held responsible for the accuracy of his claim, however, and neither does the editor.

FREIGHT ERRORS REDUCED

Eighty-seven fewer errors were made in handling shipments on Frisco Lines during January than in the preceding month, according to a report issued February 6 by J. L. McCormack, superintendent of freight loss and damage claims, Springfield, Mo. Errors during January totaled 365 and during December a total of 452 errors was made. This is decidedly encouraging, it was pointed out by McCormack, especially since the total number of shipments handled at each station in the various groups showed a substantial increase over the preceding month.

Tulsa won the Group One pennant during January, making the third consecutive month that station has had the fewest errors of any in the group. Eleven errors were made there during the month in handling 23,910 shipments. St. Louis 7th Street Station was second in the group with 49 errors in handling 34,157 shipments and Springfield was third with 39 errors to 23,704.

In Group Two, Birmingham had the best record and held the Group pennant during February. That station also led its group during December. A total of twelve errors was made there during January in handling 11,613 shipments. Oklahoma City, which was second, made 13 errors in handling 10,100 shipments.

Wichita led Group Three with a perfect record during January and received the pennant from Joplin to hold during February. Two thousand two hundred sixty-two shipments were handled there.

AGENCY CHANGES

The following were installed permanent agents at the stations which follow their names:

Don Edmonson, Brownington, Mo., January 30. Stafford G. Smith, Fort Sill, Okla., January 29. William R. Searcy, Garland, Kan., January 28. Clarence E. Hall, Grubbs, Ark., January 29. Clell H. Reed, Keysville, Mo., January 22. Ira Nevils, Raymore, Mo., January 27. Ernest J. Lemmons, Riverton, Kan., January 31. Arthur C. Marsh, Spring Hill, Kan., January 31. Thurmon W. Weaver, Troy, Okla., January 27. Frank J. Wagar, Waco, Mo., January 29. Clarence N. Ellison, Wetumka, Okla., January 28. W. L. Moffit, Clarkdale, Ark., January 22. O. O. Gilbert, Crescent, Mo., January 17. C. P. Barron, Fagus, Mo., January 17. L. W. Johnson, Grubbs, Ark., January 21. W. W. Norwood, Garland, Kan., January 24. Frank E. Klos, Headrick, Okla., January 20. W. T. Baskett, Keysville, January 20. B. F. Burt, Moselle, Mo., January 14. O. E. Hays, Moyers, Okla., January 17. J. H. Spears, Nettleton, Ark., January 21. W. E. Matthews, Perryville Junction, Mo., January 19. J. R. Boyd, Perryville Junction, January 24. A. H. Owen, Phenix, Mo., January 26. W. O. Powe, Pickensville, Ala., January 20. A. W. Wasson, Sedgwick, Ark., January 19. W. C. Harris, Turrell, Ark., January 17. W. M. Lewis, Weaubleau, Mo., January 19. Alfred R. Miller, Bay, Ark., January 15. Cassius M. Whirlow, Bennington, Okla., January 9. Clyde R. Sally, Billings, Mo., January 8. Doren Cresswell, Bourbon, Mo., January 14. Forrest DeBerry, Brownington, Mo., January 6. Robert J. Kilcrease, Frisco City, Ala., January 12. Walter L. McCall, Huxford, Ala., January 15. Miss Ellen H. Busey, Kimbrough, Ala., January 13. George I. Jones, Magnolia, Ala., January 16. Miss Irene V. Culpepper, Mounds, Okla., January 12. Emil K. Cope, Olden, Mo., January 16. Clarence F. Brockman, Phillipsburg, Mo., January 12. James J. Corum, Schuler, Okla., January 8. Joseph T. Mahaney, Strafford, Mo., January 13. Otto K. Neidhardt, Walnut Grove, Mo., January 7. Albert F. Daw, West Monroeville, Ala., January 15. Everly F. Oaks, White Oak, Okla., January 13.

R. V. Johnson was installed agent at Keighley, Kan., January 19. He had been acting agent there since January 17.

C. R. Catlin was installed permanent ticket agent at Tower Grove, Mo., January 19.

COL. F. G. JONAH HONORED Elected President of Society of American Military Engineers

COL. F. G. JONAH, chief engineer for the Frisco with headquarters at St. Louis, was signally honored on January 19, when he was elected President of the Society of American Military Engineers of Washington, D. C. Maj. Gen. Mason M. Patrick was the retiring president.

The Society of American Military Engineers, organized in 1920, had its inception in the experiences of the



COL. F. G. JONAH

engineering profession in the World War. It is composed of engineers and others who believe that the lessons of the past should be preserved and studied as a guide to the future, and who deem it their duty to assist the nation in the work of the preparedness, and to save it so far as they can, from the spirit of indifference and unreadiness into which it has so quickly lapsed after every war in which it has been engaged. Local posts of the society are located in all leading cities of the United States. The society has 7,800 members.

"The Military Engineer" is the organ of the society and is one of the most beautifully designed and well edited magazines issued today. Its pages are replete with etchings made by engineers who served during the war. Many of the sketches are of ruins resulting from the war and of quaint villages.

The past presidents of the society include some of the famed men of the country. Since the inception of the organization in 1920, they have been: Major General Wm. M. Black (1920-21); Lt. Colonel G. A. Young-

Frisco Completes New Branch in Oklahoma



AN important industrial branch of Frisco Lines between Shamrock, Okla., and the Tidal refinery at Drumright, Okla., was completed recently and has been officially opened. The road extends three and one-fourth miles, from Shamrock to the Tidal plant south of Drumright, and while this is two miles from the City of Drumright proper, the station, which has been constructed, will be known as Drumright. The accompanying photograph shows the major job of the project—a 26-foot cut made through almost solid rock just out of Shamrock and the bridge, fifty-six feet across, which spans it. The bridge, built at the expense of Frisco Lines, is equipped with safeguard fences to protect motorists and pedestrians.

The line, which was constructed by the Frisco for freight and oil transportation, was located last June, the work getting under progress early in the fall. S. K. Titus, of Ponca City, was the resident engineer in charge of construction and the contractors were Allhands, Davis and Briley Company, of Joplin, Mo. A crew of from forty to eighty men was used, as well as two steam shovels and a squad of trucks.

The line has been permanently laid and is standard in every respect. A new 1600 engine has replaced the old 700 which was used for a number of years. This line was built with 75-pound rail and creosote ties.

Much of the work on this line was heavy. There are several cuts and a number of fills. One of the largest ravines in that area, Devil's Hollow, is crossed by the tracks.

This branch of Frisco Lines was formerly the Sapulpa and Oil Field Railway, and was later purchased by the Frisco. Fifteen years ago the Sapulpa and Oil Field Railway Company gave a statement to a Tulsa newspaper that a road would be built between Tulsa and Drumright, according to a clipping in possession of S. K. Titus. They began the line, but had not counted on the expense of crossing Devil's Hollow, so the branch was extended no farther than Shamrock. This line now, including the recently completed branch, covers a distance of nearly fourteen miles between Depew, Shamrock and the Tidal Refinery, two miles south of Drumright. It traverses one of Oklahoma's most famous oil fields.

berg (1922); Maj. Gen. Wm. C. Langfitt (1923); Maj. Gen. Lansing H. Beach (1924); Maj. Gen. Harry Taylor (1925); Brig. Gen. Cornelius Vanderbilt (1926); Brig. Gen. Edgar Jadwin (1927); Brig. Gen. Charles G. Dawes (1928); Mr. S. M. Felton (1929); Brig. Gen. Mason Patrick (1930).

Descendants of men who aided William the Conqueror in his invasion of Saxon England have formed a society. It seems to be a social asset, nowadays, to have an ancestor who muscled into some racket in a big way.—Chicago Daily News.

... that ought to place these truck-and-bus lines at the head of the 400.