

DEDICATE OKLA. CITY STATION JULY 15

OKLAHOMA CITY'S new Frisco-Rock Island station, another symbol of the growth of Oklahoma's capital from a small village of the territory days to a city boasting 200,000 population, was formally dedicated with pomp and ceremony on July 15. Civic pride and progress, uppermost in the minds of both city and railroad officials who planned and participated in the ceremonies, was symbolically expressed in the opening celebration.

Timed to coincide with the arrival at 10:45 a. m. from St. Louis of the Frisco's famous "Meteor," which made its first run to Oklahoma City in 1902, the opening program really began at 10:00 a. m., when four high school bands began their parade from north, south, east and west sides of the city toward the downtown district. On the top of the telephone building stood the parade master. From his vantage point he could see each of the bands as they began their march, and he directed their progress through radio broadcast to police cars which preceded the marchers. As the bandsmen paraded through downtown Oklahoma City, their stirring music attracted thousands of persons who joined in the parade to the new station, and when the Vol-tone whistle of Frisco No. 9 sounded at the yard limits, fully 8,000 people were jammed in the station and on its new platforms.

The "Meteor," pulled by a giant

New Frisco-Rock Island Plant Opened to Public in Elaborate Ceremony

1500 class Frisco engine, steamed slowly toward the crowds on the platforms, on time to the minute, and as its engine reached the far end of the platforms, little engine 94, a replica of the first Frisco engine ever to reach Oklahoma City, snorted forward. Together the two engines, one pulling the most modern train in the southwest, the other drawing two old-time coaches that the older residents of Oklahoma City well remembered, pulled abreast of the cheering thousands, their whistles blowing and bells ringing. The dramatic entrance thrilled Oklahoma Cityans and for fully five minutes they cheered this contrasting sight in motive power and passenger equipment. Crowds who had climbed on the new Rock Island engine and another of the Frisco's 1500 class locomotives, placed on nearby tracks for exhibition, helped out the cheering with prolonged blasts on the whistles.

Meanwhile, the Frisco's officials

A view of the crowd at Oklahoma City's Union Station opening. Col. Frank G. Jonah, chief engineer of Frisco Lines, can be seen on the speaker's platform in light suit, addressing the crowd.

who were on the arriving "Meteor" in the business car of Vice-President Worman, shouldered their way through the crowds to the speaking stand, erected above a platform exit, and decorated profusely with bunting and American flags. Here they joined Rock Island officials who had arrived earlier in the day for the festivities, and were welcomed by Mr. Dan W. Hogan, master of ceremonies for the event.

While the welcoming thousands jammed closely about the platform, a brief speaking program was held which began with an address of welcome by Lieut. Governor Burns of Oklahoma.

Vice-President E. T. Miller, of St. Louis, spoke for the Frisco in presenting the station to the city, and interestingly reviewed the progress of the state, the city and the Frisco railroad, throughout the years since the Frisco's first station was erected almost on the identical site where the new plant now stands.

The Rock Island response was made by Vice-President L. C. Fritch, of Chicago, and was followed by the introduction of C. C. "Uncle Charlie" Mills, veteran Frisco railroad conductor with 48 years' service, who ran the first train into Oklahoma City in 1898. George Morrow, who rode the "Meteor" in that morning as mail clerk, was also introduced. He, too, was on the first Frisco train to enter Oklahoma City.

Col. Frank G. Jonah, chief engineer



of the Frisco, who had charge of the construction of the new plant, was then introduced by Chairman Hogan, and presented a huge key, symbolic of the station's actual opening, to Mayor Blinn of Oklahoma City.

In the concluding speech at the station ceremonies, Mayor Blinn officially accepted the station on behalf of Oklahoma City, and delighted the great crowd by introducing pretty little Mary Jo Poole, granddaughter of a Rock Island engineer, who was selected for the honor of actually unlocking the station.

To the clicking of the cameras of newspaper photographers, little Miss Poole manipulated the large key in the especially made padlock which hung on the gate of the station underpass, and a great shout went up as the gate swung open and the crowd made a wild rush to enter the station proper.

The visiting railroad officials were not finished with their part in the day's program, however, and after a brief "look-around" at the station's beautiful interior, they entered special cars provided by Oklahoma City's Hospitality Club, and were driven to the Chamber of Commerce, where a luncheon was given in their honor.

Oklahoma City's civic clubs had postponed their regular weekly luncheons to join with the Chamber of Commerce in this welcoming gesture to the visiting railroad men, and seven hundred business and professional men and women cheered the rail men as they entered the room.

Mr. J. F. Owens, president of the Oklahoma Gas and Electric Company, presided over the luncheon as toastmaster, and introduced both present and past members of Oklahoma City's station committees, the city council members, Lieut. Governor Burns, ex-Senator Thomas P. Gore, presidents of the Wednesday, Optimist, Town, Co-operative, Rotary, Kiwanis and Lions Clubs, Real Estate Board and other notables. Visiting Rock Island officials were introduced by Mr. Hal S. Ray, director of public relations for that railroad at Chicago; and the Frisco's visiting officers were introduced by W. L. Huggins, Jr., director of publicity, St. Louis.

Vice-President E. T. Miller, official Frisco spokesman for the day, again talked briefly on the problems of the railways and their efforts to meet them with economies in operation, and bespoke the assistance of Oklahoma City people in making their new station a gateway for an increasing amount of rail travel into and out of the capital.

L. M. Allen, of Chicago, vice-president and passenger traffic manager

The Railroads' Plight

"Railroad conscious" are the people of Birmingham, Alabama. The following resolution entitled "The Plight of the Railroads" was adopted, ordered printed and given wide circulation, at the regular meeting of the Kiwanis Club of Birmingham recently.

The unrestricted competition confronting the common carriers who are controlled by State and Federal Governments is contributing materially to the current depression.

Aside from necessity for reduction in personnel, the enormous purchasing power of the railroads has been so curtailed as to be materially felt in all industry. Business men are interested in fair treatment of the carriers, whose bonds and stocks are held so largely by the insurance companies, which securities are vitally affected by reason of the carriers' decreased earning power. The railroads employ 1,700,000 persons and purchase in excess of Two Billion Dollars from industry, whose employes de-

pend upon railroad purchases for employment. Thus directly and indirectly the railroads employ more than 3,000,000 persons. Each state and municipality served by the railroads are themselves interested as they pay large amounts in taxes. In many counties in this State more than Fifty Per Cent of the taxes are collected from the railroads. No one questions that it is necessary for the railroads to function. Are you prepared to let things drift into Government ownership? Fifteen months operation by United States Government during the World War shows a deficit \$1,092,584,354.56. Another legacy—wages in 1929 were \$720,000,000.00 above 1916, while earnings were \$440,000,000.00 less.

of the Rock Island, who has had 50 years of service with his company, spoke of his early recollections of Oklahoma City and praised the community for its remarkable, well planned growth. The entire program was broadcast over WKY broadcasting station of the Oklahoma Publishing Company.

Following the luncheon, which ended promptly at 1:30 o'clock, waiting automobiles took the visiting railway officers to the Oklahoma City Golf and Country Club, where they were honor guests at a reception planned by the Chamber of Commerce and welcoming bodies of Oklahoma City.

Oklahoma Cityans were rightfully proud of their new station, and officials of the Frisco and Rock Island railroads were proud of the completion of the project. While the celebration was under way, a slightly built man who went to Oklahoma City as station master on the new "job" before it was finished, and while the passengers were being cared for in two passenger coaches which served as a temporary station, was quite busy being the proudest man of the day. It was a day of days for L. A. Fuller. Not only was he celebrating the opening of the new station. He was commemorating 15 years of service with Frisco Lines, beginning on July 15, 1909, when he went to work as a call boy at Newburg, Mo.

And so everyone was happy, all around.

Frisco officers who attended the opening included: Vice-President H. L. Worman, F. H. Hamilton, E. T. Miller; S. S. Butler, general traffic manager; W. S. Merchant, assistant general traffic manager; Col. F. G. Jonah, chief engineer; R. C. Stephens, architect, all of St. Louis; F. H. Shaffer, general manager; M. M. Sisson, assistant general manager; J. H. Doggrell, superintendent of transportation; J. W. Surles, superintendent of motive power; F. G. Lister, assistant superintendent of motive power; J. K. Gibson, assistant to superintendent of motive power, all of Springfield, and C. T. Mason, superintendent of Southwestern division, of Sapulpa.

Rock Island officers who attended included: L. C. Fritch, vice-president of operations, Chicago; L. M. Allen, vice-president and passenger traffic manager, Chicago; Hal. S. Ray, director of public relations and personnel, Chicago, and others from nearby cities in the southwestern territory.

Shipwrecked Sailor (swimming for life toward an object he has just sighted): "Glory be, professor, it's a buoy!"

Shipwrecked Professor (absently, as usual): "Ah, I had hopes—but never mind, how is the mother doing?"

A Description of Okla. City's New Union Station

THE new Oklahoma City Union Station which serves the Frisco-Rock Island Railways and was completed at a cost of \$2,000,000, is one of the most modern railway plants serving the great trunk lines of the middlewest.

The Frisco Railway takes pride in knowing that the entire development of this layout was directed by Col. F. G. Jonah, chief engineer, and projected to conclusion under his general supervision. R. C. Stephens, Frisco architect, made the plans for the main building and the subsidiary units.

The station plant is situated on a plat of ground embracing several blocks, located between Hudson and Harvey Streets, with the main facade facing Choctaw Street. The center feature of this group of buildings includes the waiting rooms for both races, various smoking rooms, rest and toilet rooms, ticket office, lunch room, news stand, telephone and telegraph facilities. On either side of this unit, with direct communication, are the baggage and mail buildings on the west and express building on the east. Directly south of this group are the passenger tracks and platform, with every panel protected by covering of butterfly type. The power plant, with its concrete stack, is located immediately south of these tracks.

The station is of fireproof construction, with roof supported on steel trusses and reinforced slabs to carry the tile roofing material. The walls are of various types of masonry, including reinforced concrete, brick, tile and having an exterior facing of stone.

The station's loggia, which forms the principal entrance to the building, is reached by a circular concrete driveway approach. The center of this approach is enriched with floral designs and bordered by spacious lawns.

The exterior face of the building is constructed of rock-faced stone in irregular shapes to harmonize with the modern character of the building's design and embellished with smooth stone trimmings of dignified ornamentation.

A pleasing feature of the structure is the heavy variegated flashed tile roof and decorated openings, which blend together, developing a very pleasing effect in the entire composition.

The waiting rooms are provided with extremely high ceilings, which permit a massive decorative treatment in Venetian and Travertine ef-

fects. Another pleasing and harmonious color scheme has been produced in the colored marble floor and base treatment has been laid out in an attractive design. These waiting rooms are featured with massive electrical fixtures, especially designed to meet the requirements of the general treatment.

From the main entrance one enters, on the left, the general waiting room and on the right the waiting room for colored people. Adjacent to each of these waiting rooms and directly connected with them are the women's rest room, men's smoking and toilet rooms for both races and sex.

Between the waiting room and the exit to trains is a spacious lobby with walls and floor of marble and tile and the interior decorated in treatment similar to that of the waiting rooms. A news stand is conveniently located in the lobby and adjacent to it is a combination lunch and dining room. Access to trains is made by means of an incline located across the lobby. Stairways from the underpass at the bottom of the incline take passengers to the train level.

The entire east wing is occupied by the Railway Express Agency and the north end has been set aside for baggage. Six large oil operated elevators are provided for elevating and lowering mail, express and baggage from the two operating levels. This eliminates the customary dragging of baggage and grips forcibly from trucks to the ground and again elevating them on tracks for delivery, and this new method protects the traveler's luggage.

In addition to the series of walks surrounding the premises, the landscape has been artistically treated with hardy evergreens and the spacious lawns have been studded with variegated colored plants. At each corner of the main street intersections, the emblems of the Frisco and Rock Island Railways are conspicuously brought out in colored border plants. A lovely feature of the station layout is the sunken rock garden with a water basin as a central figure. The garden is decorated with rare plants and flowers and is easily seen from the main lobby.

Heat and hot water supply for the plant is supplied from a central heating plant, which is modern in every respect. Buildings are heated by both unit heater and direct radiation system, the former being automatically controlled to maintain a uniform, even temperature. Waiting rooms are heated by a mechanical system.

J. B. HILTON ELECTED

Chosen Second Vice-President of Development Association

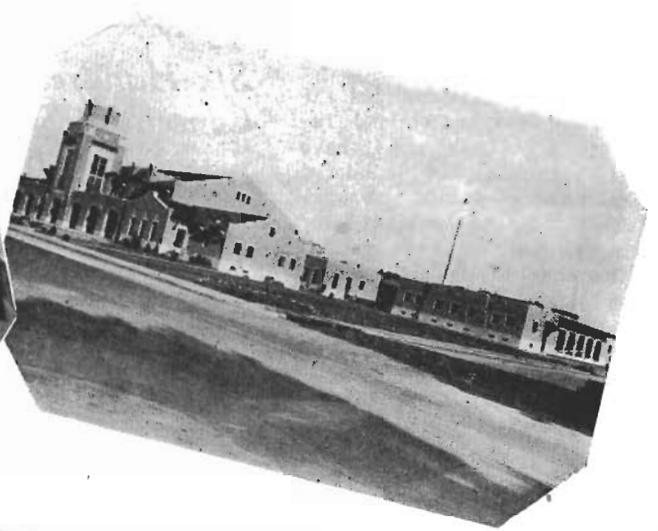
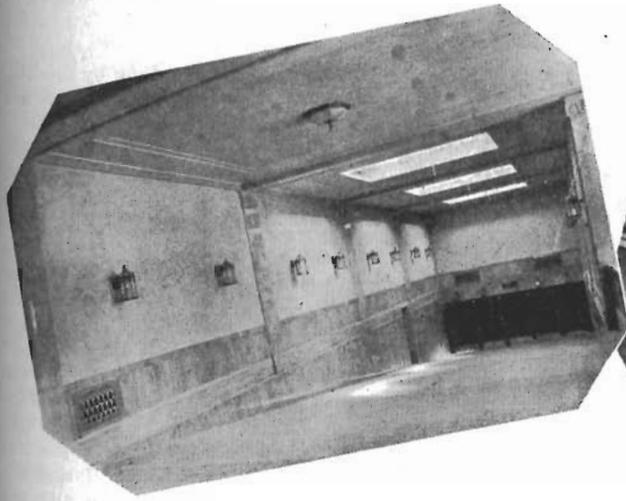
JOSEPH B. HILTON, Frisco Lines industrial commissioner, was honored by election to the office of second vice-president of the American Railway Development Association, at the twenty-third annual convention of that organization held in Philadelphia, Pa., June 17 to 19.

Mr. Hilton has for some time been actively identified with the Association which has a membership comprised chiefly of railroad officials engaged in industrial, agricultural, real estate and land and tax work. During the year previous to his recent election as vice-president, he served as chairman of the organization's industrial section.

He has been the Frisco's industrial commissioner since September 1, 1926, and has been with the company continuously since 1907 when he entered the service as clerk to the general foreman of the bridge and building department at Springfield, Mo. He later served as assistant accountant, statistician to the general superintendent, and in 1911 went to Sapulpa as a superintendent's chief clerk. He returned to Springfield in 1912 as chief clerk to the superintendent of the Eastern division and in March, 1915, was made transportation inspector in the office of the general superintendent. Two years later, he was again promoted and assumed the duties of chief clerk to the general superintendent. He was transferred in 1917 to the general offices of the Frisco at St. Louis as special accountant in the comptroller's office and continued in that position during Federal control of railroads in the World War period. In November, 1922, he was made chief clerk to the president and served in that capacity until appointed to his present position.

AUXILIARY MEETS JUNE 17

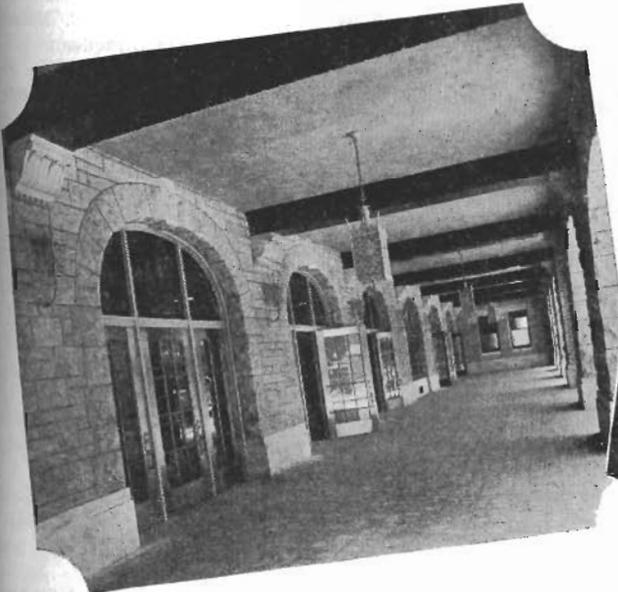
Unit No. 6, Auxiliary to the Frisco Veterans' Association, met at the home of Mrs. Ray Batchelor at Kansas City, Mo., on June 17. Following a short business session, when Mrs. J. B. Gleason resigned, due to illness in her family and Mrs. J. Rich accepted the presidency of the auxiliary, the women enjoyed a card game. Refreshments were served at the close of the afternoon. The members planned regular meetings, and Mrs. Rich asks that all members watch the Kansas City papers for announcements of future gatherings.



Directly above is a view of the incline from the waiting room level to the underpass leading to the train stairways. Note the spaciousness of the passage. At right, above, a general view toward the entire station unit. In the center oval appears the beautiful rock garden constructed by Frisco Florist Don Fellows in the remarkable time of four days. It is located in the center of the station unit and on the day of the opening, visitors to the plant were delighted to find a dozen wild ducklings swimming contentedly in the rock garden's central pond.



Below at left is a length-wise view of the station's loggia, showing the symmetrical design of the entrance doorways to the waiting rooms. At the right is an excellent view of the main waiting room (white) with the news stand and cigar counter in the background. The station's restaurant is located at the left of the news stand, but is not seen in the picture. Note the spaciousness of the waiting room, and its high ceilings and beautiful lighting fixtures. All pictures used with this story were made by R. L. Jungling of the architect's office in St. Louis.



FRISCO VETERANS IN ANNUAL REUNION

FRISCO veterans of both sexes, men who have manned the trains and maintained the track and women who have packed lunches and laundered overalls and performed the myriad duties of the household for their railroader-husbands, gathered together in Springfield, Mo., on June 22 and 23, for the Ninth Annual Reunion of the Frisco Veteran Employees' Association. Five hundred and eighty-three of these sturdy pioneers, all of them with more than twenty years service and many with records of forty to fifty years with Frisco Lines, registered in for their meeting to honor the eighty-eight veterans who have passed on since their last meeting, and to reminisce over the railroad days gone by.

The crowd was small enough for each veteran to single out his friends, and from the time they met at the Colonial Hotel to register, until they departed on various trains at the station, they enjoyed each other's fellowship.

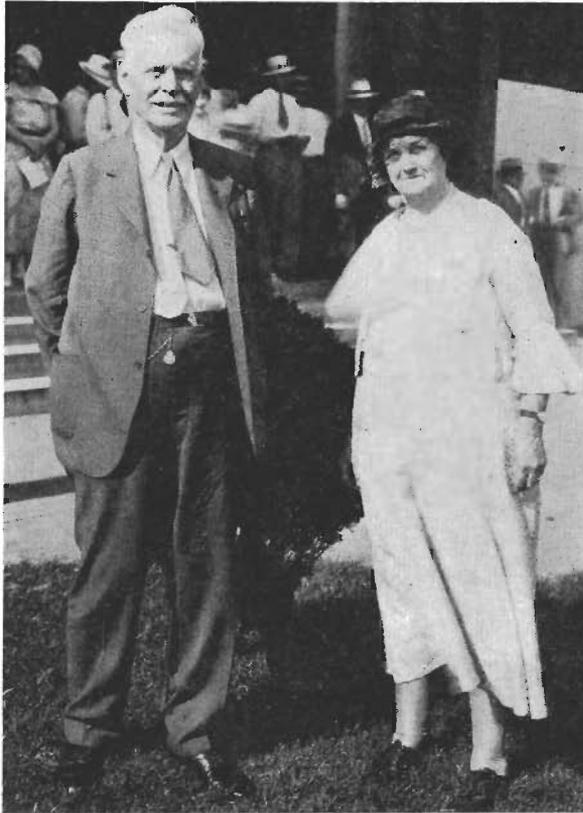
As was their custom they registered early Monday morning at the Colonial Hotel in a crowded lobby. There greetings were exchanged and at 10:00 a. m. they boarded street cars for Doling Park, the scene of their first day's entertainment.

It was several degrees cooler there, and they grouped themselves on benches and on the grass. There was no program of speeches or welcome by the Mayor this year. As has been demonstrated in the past, Springfield always welcomes these old timers and they consider Springfield the "home of the reunion."

About 12:30 somebody yelled "Dinner is served!" And quicker than it takes to tell it, the "bread line" formed, and it was a long one. And how those veterans did eat! The food was prepared under the direction of Chas. E. Gray, of the Central Boarding & Supply Company, and the meat had been barbecued for fifteen hours and was tender and delicious. The list of what those veterans consumed includes 800 pounds of beef and pork, 140 loaves of bread, 14 gallons of potato salad, 5 gallons of pickles, 60 pounds of leaf lettuce, 90

Six Hundred "Old Timers" Convene at Springfield June 22-23—John Forster Elected President

gallons of coffee, 100 gallons of lemonade, 1,080 packages of ice cream, 2,700 cookies, 30 pounds of white Bermuda onions, 4 gallons of ketchup, 100 pounds of cane sugar, 9 gallons of



The Veterans' new presidents, John Forster and Mrs. Chas. Ring. Mr. Forster is a retired mechanical inspector of Kansas City, Mo., and Mrs. Ring is the widow of a Monett, Mo., engineer.

coffee, cream and other edibles.

There were twenty white-coated men to assist in serving the plates, and those men were members of the Frisco family who had been aided by the Frisco Relief Fund this past winter. They were courteous and helpful, and were glad to serve in this capacity.

A number of tables and benches had been placed close to the end of the serving tables, and those who did not find seats there, scattered about over

the ground and along by the lake where they sat on the grass and enjoyed the repast.

The crowd assembled for the big panorama group picture at 1:30 p. m. at the entrance to the cave, and from there they scattered, a number going to the dance pavilion, but the greater number to the point where the athletic contests and horseshoe pitching games were being held. "Uncle Charley Baltzell was in charge of athletic contests. The prizes for both the dancing contests and the athletic events were donated by merchants of Springfield, Mo., and they were all most attractive.

Winners of the athletic events, follow:

50-yard dash for men over 180 pounds: 1. Adolph Blass, Cherryvale, Kans.; 2. Albert Parsons, Columbus, Miss.; 3. J. E. Dwyer, Springfield, Mo.

50-yard dash for men under 180 pounds: 1. C. W. Bashe, Seligman, Mo.; 2. J. E. Harris, Kansas City; 3. M. B. Kraig, Cape Girardeau; 4. W. T. Tooley, Springfield.

25-yard dash for men over 70 years: 1. W. L. Heath, St. Louis; 2. Jas. Workman, Wichita; 3. C. J. Wright, St. Louis; 4. W. H. Mead, Kansas City.

50-yard dash for girls between 12 and 20: 1. Marion Tooley, Springfield; 2. Mademoiselle Tooley, Springfield; 3. Naomi Parsons, Cape Girardeau.

50-yard dash for girls under 12: 1. Ann Lovell, Springfield; 2. Virginia Dillard, Springfield.

50-yard dash for boys under 15: 1. James Reed Action, Springfield; 2. Warren Burnside, Springfield.

Ladies' Egg Race: 1. Mrs. E. Kingdom, St. Louis; 2. Susie Dillard, Springfield; 3. Mrs. M. Kahrt; 4. Mrs. C. J. Wright, St. Louis.

Bean Race, ladies and gentlemen: 1. Mrs. W. L. Heath, St. Louis and F. L. Napier; 2. Mrs. E. Kingdom, St. Louis and C. E. Kingdom; 3. Mrs. M. Kahrt and M. B. Craig, Cape Girardeau.

Horse Shoe Pitching Games: 1. H. T. Hutchison, Kansas City; 2. A. R. Vanzant, Kansas City, Kansas; 3. Frank Ellis, Springfield.

The results of the dancing contests were as follows: