

# Four Hundred Texas Lines Employees Hold Celebration at Sherman May 31

## Employees Special Carries 206 Ft. Worth Boosters to Sherman— Ball Game and Barbecue Are Features of Outing

PICTURES ON PAGES 38 AND 39

Two hundred and six employes of the Frisco offices at Fort Worth, Texas, made a pilgrimage to the neighboring Texas City of Sherman on May thirty-first. There was no rivalry in the friendly affair except a ball game between Frisco teams of Fort Worth and Sherman—and that game was rivalry itself, deep, intense and palpitating.

The Fort Worth folks made the trip in a special train—The Frisco Employees' Special—and en route to Fort Worth on the homeward bound trip, with every one tired and happy from the play of the day's outing, Ben B. Lewis, division editor of the Texas Lines, was visited by the muse. The following from Lewis' typewriter tells the story of the day's events:

"LISSEN!" drawled the Texas Coyote to sleepy Joe White and Bub Ward on the homeward bound Employees' Special out of Sherman, May 31st. "Take yore accumulated feet out o' my face, an' pay clost attention while I howl me a few howls. I don't object t' feet as feet, yuh understand, but three or four uv these yere specimens is more'n even a coyote c'n stand.

"But what I mean is this: we lef' Fort Worth this mawnin' with exactly two-hundred an' six people, an' we're a-comin' back with exactly two hundred an' six Sherman boosters.

"I ain't a-sayin' I didn't enjoy th' free ice cream an' cookies on th' way up, copiously provided by them wide-awake Fort Worth supervisors, C. E. Blentlinger, B. Boydston, R. W. Courtney, S. J. Payne, A. T. Todd and E. F. Tuck, assisted by Engineer Andy Madden. I ain't a-sayin' I don't appreciate th' fact, same as y'all do, that th' trainmen on this Special donated their services, free gratis an' fer nuthin', an' lost a day's run besides. Fellers like Clifford McClain, engineer, Andy Madden, acing fireman, W. D. Casey, conductor, E. H. Lauterbach and J. J. Fitzgerald, brakemen, have got a lot uv us bested on 'spirit', an' here's one hombre claims they're th' best bunch uv train crew in th' whole wide world! Furthermore, an' while we're a-straddle uv th' subject, we want t' make it as plain as a sizzlin' new brand that th' Frisco Railroad get's our unanimous vote uv thanks fer loanin' us this

engine, train an' right-o-way, not t' mention whut fuel we burns, an' bein' personally conducted by O. H. McCarty an' Jim Grace.

### The Sherman Hospitality

"But aside frum them interestin' an' indubitable facks, th' main intention uv this elocutionary discourse is t' point out that them Sherman folks has got Ole Man Hospitality hog-tied an' eatin' out o' the'r hands!

"Think o' me, now, bein' met at th' train by a colored brass band, with that Frisco emblem a-quiverin' at every boom uv th' drum! Hot-a-mighty! Mebbe yuh reckon my heart didn't jump sideways, an' thrilly waves o' pride go chasin' themse'ves frum head t' foot! Wisht I c'd remember th' names uv all th' folks which displays the'r sparklin' teeth at us beribboned visitors while simultaneous pumpin' our hands amid shouts o' welcome! Right there's where th' red an' white ribbons uv Fort Worth met th' blue ribbons uv Sherman, an' frum then on, yuh c'd see th' old tri-colors flutterin' aroun' t'gether, plum natchul-like, all over town.

"But, say, brother, weep! All this lovin' kindness callously disappeared when that ball game started! Like a pay check aroun' Chris'mas time! That dang band 'ud blare a tune ever' time a Sherman boy made a good play, which was often an' many; an' W. A. Morgan, general car foreman, an' generalissimo uv Sherman arrangements, purty near grinned hisse'f into a lockjaw when his side made a home run!

"Th' umpire come near gittin' thrown out o' th' park by J. W. Surles, master mechanic, an' C. B. Dorchester, Frisco director; but after a policeman yanked these gents off th' diamond, it turned out t' be a frame-up, an' th' crowd roared it's appreciation.

### Ft. Worth 4—Sherman 3

"There wasn't but one thing beat th' Sherman ball team, an' that was a tally. Four t' three was th' score, an' Pitcher Helton fer Fort Worth made three uv th' four, when he whammed a high one clean over the right field fence, with two men on. It was just at this juncture that I

busted me a bran' new Panama hat, but fortunately it wasn't mine. Ef I ain't mistaken, it belonged t' E. F. Tuck.

"Then, when this rip-snortin' ball game is over, somebody hitched a hay rake on to a high-powered automobile, an' W. A. Morgan edified th' frenzied populace with a wild ride uv defiance, a-straddle uv that rake. No, he didn't gather in no sheaves, that time!

"By this time ever'body is hot, horse an' hungry; so they carry us out t' Woodlake, an' amid them sylvan surroundin's we has our pictur' took; an' while that band, which has follered us aroun' all day, plays some lively pieces, we proceeds t' annihilate th' contents uv some long tables, includin' real, smoke-flavored barbecue, fourteen varieties uv home-made cake, several new washtubs full o' free lemonade, an' plenty et cetera an' so forth. There's a peculiar fascination about free lemonade an' barbecue which struck me early in life an' ain't never left me till yet! An' I hope it never does!

"Then, after some swimmin' an' dancin' an' singin' an' talkin' we're brung back t' town on some special street cars, which make connection with our special train at a crossin', t' save us th' trouble uv walkin' two er three blocks (boys, I'm tellin' yuh—they figgered ahead on everything!), an' now we're high-hittin' fer home.

"I said sumpin' awhile ago about thankin' th' Frisco fer this special train, an' now lissen! Looky yonder!"

Further back in the car, Pep Squad Leader Ben Morgan was waving his arms; and now came a song which drowned the roar of the night-flying train:

They say the old Frisco, she ain't got no style,  
She's style all th' while, style all th' while!

They say the old Frisco, she ain't got no style,  
She's style all th' while, all th' while!

Whooooo-o-o-o-o-o-o-o!

"Well," murmured Joe White, drowsily, "it won't be long now!"

"Don't kid y'self," retorted the Coyote. "It'll be a whale uv a long time before we run into another day like this'n has been! Boy, howdy!"

## VETERANS' REUNION

It is a matter of genuine regret to the editor that this issue of the Frisco Magazine does not contain a review of the most important employe event of June—the Veterans' Reunion at Springfield, June 28-29.

The Magazine goes to press on the 23rd of each month, and since this issue was on the presses five days before the start of the celebration, it obviously cannot have stories of the reunion.

However, the August issue of the Frisco Employees' Magazine will be known as "The Veterans' Number."

In it you will find many stories of the doings of those grand old men of the service from the time they dismounted from the several special trains at Springfield on through the gala celebration at Sequiota park, the dance that evening, the business sessions and the banquet. There will be pictures of the "vets" and their wives and children, pictures of the athletic events and of the dancing contests and banquet.

Remember—look in "The Veterans' Number"—the August issue—for complete details of this famous annual event on the Frisco Lines.

The Editor.

## STATION AGENCY CHANGES

The following changes in station agents were made during June:

R. F. Reeve installed permanent agent Black Rock, Ark., June 1.

Effective June 1, 1926, Eldon, Okla., ticket commission agency closed.

J. H. Robson installed permanent ticket agent Holdenville, Okla., effective June 1.

Effective June 1, Marie, Ark., located on the river division between Kaiser and Wilson—old J. L. C. & E. Road—opened as a ticket only commission agency. Oscar M. Hill installed ticket agent.

G. W. Curtis installed permanent agent Spring Hill, Kans., June 1.

L. L. Sharp installed permanent agent, Olden, Mo., June 2.

F. J. Wager installed permanent agent Waco, Mo., June 2.

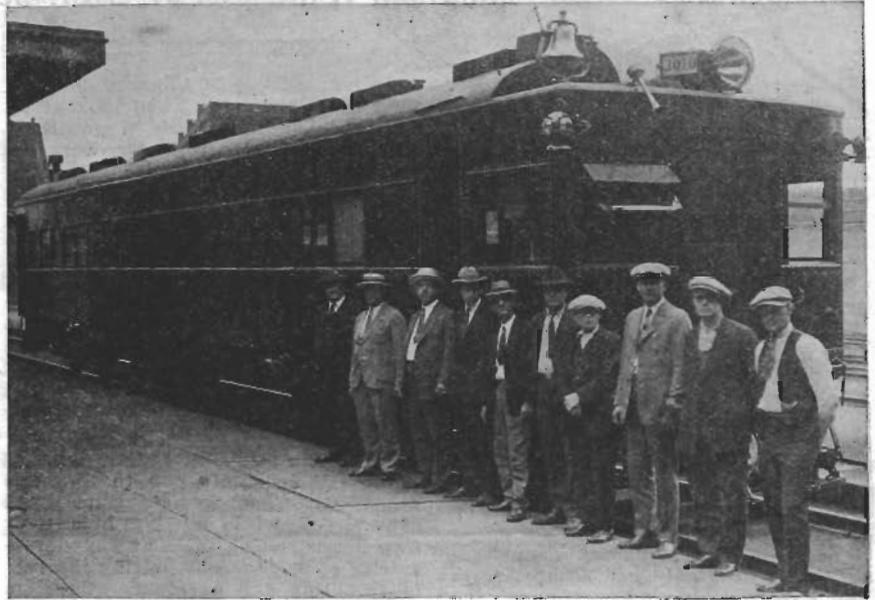
Pitt, Mo., was opened as a freight and ticket agency June 7, A. J. Cook, installed agent.

C. Powell installed permanent agent at Kewanee, Mo., June 9.

Wm. F. Haynes installed temporary agent at Greenfield, Mo., June 11.

# New Motor Car for Central Division Last Word in Design and Construction

*Gasoline Driven Car Accommodates Sixty-two Passengers—Will Run Between Ardmore and Hope*



The men in the above picture accompanied Motor Car No. 3010 on its initial trip from St. Louis to Newburg, Mo. They are, reading left to right: L. L. Campbell, of the Campbell Transmission Co., Buchanan, Mich.; C. A. Chasey, of the Safety Car Heating & Lighting Co., St. Louis, Missouri; M. P. Winther, Vice-President, The Sykes Company, St. Louis, Missouri; V. L. Downing, Chief Engineer, The Sykes Company; L. A. Toupin, Frisco supervisor of motor cars; H. W. Knoerr, Frisco engineer; W. J. Corcoran, Frisco conductor; J. M. Boyd, Frisco operator; L. F. McCullough, service engineer of The Sykes Company and F. C. Adams, Frisco brakeman.

THE accompanying picture of motor car 3010, was taken at Tower Grove Station, St. Louis, Mo., as the car left there on the morning of June 16 for a trial trip to Newburg, Mo. It will be placed in service on the A and A Sub between Ardmore and Hope.

The car is the last word in motor car design, and was built for the Frisco by the Sykes Company, car builders of St. Louis, Mo., and is the first of two cars ordered from that company last year.

The car is somewhat different from any previously purchased or built by the Frisco, since it is a straight gasoline mechanically driven car. Some of the previous ones have been gas-electric. The engine is known as the Sterling Coast Guard, of six cylinders, 6¼ inch bore by 7¼ inch stroke, of 300 horse power. Special provision has been made for proper cooling.

The transmission has six speeds forward and six speeds for reverse. The forward speed will develop from two and one-half miles an hour at 750 r.p.m. of the engine in low gear, to sixty miles an hour or 1,425 r.p.m. of the engine in high gear. The trans-

mission is of the constant mesh type, and no sliding gears are necessary.

The driving is done on the two rear wheels of the front trucks and the two front wheels of the rear trucks.

The body is designed especially to carry the weight of the car. It is sixty-two feet, three inches long over bumper and nine feet, five and three-fourths inches wide.

There is seating capacity for sixty-two passengers; eighteen in the smoking compartment and forty-four in the main compartment.

The trucks are of standard railroad design, having thirty-three inch wheels, full elliptic springs and plain bearings. The equipment, including the trucks, lights, body lights, etc., is of standard railroad type—the lighting furnished by a belt-driven generator through a standard regulator panel. When ready for a trip, carrying gasoline, water and oil the car weighs 73,800 pounds.

Due to the weight and the even construction, the car rides smoothly and can develop great speed. The motor runs quietly, and the car handles easily as a trailer.

# Two Frisco Section Men Win Honors in Railway Review Magazine Contest

*Section Foreman Robert Swift and Son Virgel of St. Genevieve, Mo., Awarded Watches For Contributions*

When the Monthly Extension Issue of the Railway Review began offering prizes for papers on certain specified subjects, Robert Swift, section foreman at Ste. Genevieve, Mo., and his son, Virgel Swift, extra gang laborer of the same city, decided among themselves that if the Monthly Extension issues ever brought a subject near their domain of duty, they would try for the prize.

In the May issue, both father and son took the honors. With his article "Hand Car vs. Motor Car on the Section" Section Foreman Swift won the gold watch awarded to the winner, and his son, Virgel, received honorable mention for an article entitled, "The King Snipe On and Off Duty", in which, like a good son should, he rose to the defense of his railroading father.

The two articles follow. They were reprinted, with only one change, from the Extension Issue for May of the Railway Review.

By ROBERT SWIFT

IN THE scrap bin lay two conveyances formerly used by the same section gang. One an aged, but still serviceable, hand or lever car; the other a new, but wrecked, motor car, which had been hauled in that very day, after having been struck by the fast fruit train.

"Ha ha!" said the lever car, "I knew they'd want me again."

"How's that, Old Timer?" the motor car asked.

"I knew these new fangled ideas of speed wouldn't work long," the lever car answered with a voice of self-praise. "For ten years I carried this same gang. And you—the modern car—two days, and you've already landed in the scrap bin. While I'll be rolled out of here tomorrow morning and they'll again depend on 'Old Jerry' to take them safely to their work. And Old Jerry'll be there ready when they want to come in."

"But you can't blame me and my fellow-cars because this gang was too careless and not well enough acquainted with my class to get me off the rails in time." The wrecked motor car wailed.

"But I heard the boss say that the wheels were slick and the brake wouldn't hold, so all they could do was to jump and let you be struck," the delighted lever car argued.

"Even though my wheels were slick, if he had been better acquainted with my class and had been careful, he could have safely stopped me; he was

speeding, too. Most foremen do when they first meet us. Then look at all my other qualifications. I get them there quickly, and they can work until within a few minutes of quitting time before starting in. And take speed for instance; I can run many times as fast on straight track. While if caution is used as a watchword I can make thirty on curves. Just look at the time I save, and the labor I save the men who are compelled to work to make you go. And I am one of the age—yes, this is the age of speed and labor saving—while you're an old timer not meant for the present day," the motor car boasted.

"Yes, but Mr. Motor Car, look at the many accidents due to the rage for speed. The world's gone mad over speed, while my kin hold their own in restricting them at a moderate rate of speed, thereby cutting the rate of fatalities and accidents that so often kill and injure the human burdens we carry. Yes, 'tis true you take them to work faster thereby saving time, but can you be depended on? I have no belts to break, I have no batteries to weaken, no spark plugs to be out of order, no tank to be empty at the wrong time, and I never need a mechanic's skilled care. Anyone can repair my parts. And as for saving labor, I think I outclass you in the men's eyes. On cold bad days the men are not compelled to cling to their seats and freeze by being rushed through the raw air, without exertion or even motion. While of evenings after the men have become warm and damp with perspiration they eagerly cling to your seats and invite all kinds of germs to prey upon their exposed bodies and soon they are coughing and sneezing with colds, lagrippe, and occasionally pneumonia; while I allow them to cool slowly as they exert their muscles in working my levers. I am much lighter and easier handled with a small gang. Then, too, think of the foreman who will spend idle days, if he is not discharged, for being one of the speed mad age. While you may have me outclassed for long journeys on short time, I still maintain that I am best suited for short sections with few men."

And far into the night the argument continued, leaving each assured of its own supremacy. And true to the lever car's words, it was set on the rails the following morning, but with a new foreman presiding for thirty days.

Proud was the aged lever car that day, and for the next thirty days that followed. But the poor old fellow's glory was short lived, as on the thirtieth day the repaired motor car was back on the scene and was put into service immediately.

"Ha ha! And you thought your class had come back to stay?" the motor car fairly yelled, as the aged lever car again shoved into the scrap bin.

"Well Mr. Motor Car, I guess I am compelled to say that I've been outclassed. But I've had my day and I'd like to live to see you when you are as old as I am. I'm sure that all I'd recognize would be the chug, as the world's still changing and you're due to change with it. Many are the railroad devices that have gone this way in my time. Many have arrived and departed in my days. I've carried that self same gang many, many days and the felt just as proud as they do now. So I'm ready to go now. Good-bye and good luck New Timer till we meet again, when you join me among the 'Has Beens.'"

By VIRGEL SWIFT

WE HAVE all met the typical old "king snipe," or section foreman, as he reigns over his four to six men, on his six to eight mile domain. But did you ever stop to think of the life the king leads as time rolls by from one low joint to another?

The majority of them are queer old fellows, to say the least. Eight a. m. to five p. m., he reigns over his gang along his section, or domain. But does this comprise his full duty in his position as the lowest class of official that the railroad has? Being a "crown prince" or the son of a king snipe, I can safely say that it is not in the least.

If he is a very conscientious king and I am sure the majority are, his mind is constantly working, arguing, figuring, and planning, on how, when, and where to start and finish each day, in order to keep his section in A-No. 1 shape, and thereby know that his domain is safe for any train, and any speed.

Many are the instructions and criticisms that he receives from day to day. And many are the moments of thought needed, ere he knows which and how to start first. "Low joints mile post so and so, to mile post so and so." "Track riding

(Now turn to Page 19, please)

## A CONVENTION MONTH

### Frisco Handles Many Special Trains and Extra Cars During June

**JUNE**, the month of conventions, reunions and celebrations of fraternal orders of many kinds, was a happy month for the Frisco. Special trains moved over almost every division of the road and regular trains carried many special cars.

It is estimated that 1,500 people traveled via Frisco Lines to the National Convention of Realtors, held at Tulsa, Oklahoma, June 7-11, inclusive.

With special trains arriving from 6:30 a. m. on the morning of June 7 until late in the afternoon, Tulsa people were kept busy, and the military, police and reception committees welcomed one of the largest convention crowds Tulsa has entertained for a long time.

Thirty-nine sleepers carrying over 595 people from the cities of Chicago, Ill.; Cleveland, Ohio; Louisville, Ky.; Boston, Mass.; points in New Jersey; Pittsburg, Kans.; points in Florida; Birmingham, Ala.; Memphis, Tenn., and Savannah, Ga., moved via Frisco Lines on June 6. On June 7, nineteen sleepers carrying over 381 passengers from St. Louis, Mo.; Akron, Dayton and Columbus, Ohio; Kansas City, Mo., and Amarillo, Texas, moved to Tulsa, via Frisco.

The above only includes the special trains. The regular trains via Frisco Lines brought in scores of realtors who began to arrive in Tulsa as early as June 5.

Eight special trains with a total of 58 sleepers were handled on the going trip and six special trains on the return trip, the balance of the crowd returning on the regular accommodations.

The program for the Convention was well planned and moved with precision. The entertainment features were interesting to the visitors, many of whom had never visited in the Oklahoma oil field territory. One feature of the program was an Indian show, another "The Stampede." There were bands, and quartets, and all of the trains were met by a reception committee, and the visitors welcomed in true western style.

Among the divisions of realtors who attended the convention were: Brokers, Co-operative, Apartments, Lands, Home Builders and Subdivisions, Industrial Property, Mortgage and Finance, Property Management, Realtor Secretaries.

There were many sight-seeing trips arranged for the visitors, and 1,000 automobiles were used by the reception committee in taking the visitors over the city.

The return movement of the special trains started on June 10 and continued until the last train had left June 13.

A special Frisco train carrying six sleepers and seventy-eight passengers left Dallas at 6:30 p. m. June 11,

## Re-Icing Record Made by Frisco on Strawberry Special June 6



A sample package of genuine, dyed-in-the-wool Frisco efficiency is contained in a record made on June 6th by Frisco workers at Kansas City, Mo.

One of the famous Frisco "Strawberry Specials" arrived in Kansas City with fifty-one cars of strawberries. The cars were spotted at the icing racks in the Frisco yards, and turned over to the City Ice Company, which works with Frisco Lines.

In seventy-three minutes, or an average of one minute and forty-three seconds to a car, the entire train of fifty-one cars was re-iced and ready to go out on the rest of its journey.

Seventy-six tons of ice were required. The fifty-one cars had approximately 20,420 crates of strawberries of 24 quarts each, or enough berries to make approximately 490,080 short-cakes of the luscious kind like "mother used to make."

The cars were consigned to Appleton, Wis.; Hutchison, Kans.; Chicago, Milwaukee, northern Wisconsin, St. Paul, Des Moines, Winnipeg, Saskatchewan, Minneapolis, Omaha, Sioux Falls, S. D.; Sioux City, Iowa; St. Louis, Grand Island, Neb.; and Indianapolis. They were grown in the Frisco-Ozark strawberry territory of southern Missouri and Arkansas.

carrying delegates to the Travelers' Protective Association, which met in Philadelphia, Pa., June 14-19.

The train was via the Texas Special route and arrived in St. Louis at 12:20 p. m. June 12, for connection with eastern roads.

More than 500 visitors and delegates to the convention in St. Louis of the Mystic Order of the Veiled Prophets of the Enchanted Realm were handled into St. Louis via the Frisco Lines.

They came in special sleepers from Birmingham, Ala.; Ft. Smith, Ark.; Paris, Texas and Tulsa, Oklahoma. The festivities lasted for three days and the number of out of town visitors was estimated at 50,000.

Special train movements via Frisco Lines consisting of eighteen sleepers carrying about 250 people, moved on June 12 and 13, enroute to the Rotary Convention at Denver, Colorado, on June 14-18.

These sleepers handled delegates from Florida, Georgia, and points in Tennessee and were delivered to western roads at Kansas City, Mo. Agent G. L. Oliver of Memphis accompanied the southern delegation.

### THIS DRIVER STOPPED



Here is another example of the results of carelessness at railroad grade crossings.

The driver of this car at Clarksdale, Ark., observed the sign. But not until after a train had called his attention to it. His car was sold for junk. He is in the hospital.

# River Division Leads in On-Time Passenger Train Performance With 98.7 Per Cent

**Total of 5,710 Trains During May Maintained 96.6 Per Cent On-Time—Eastern Division Low With 90.3 Per Cent**

**F**RISCO LINES passenger trains made another splendid record of on-time performance during the month of May, when 5,710 trains were operated over the system at 96.6 per cent on-time. The performance percentage is 1.3 per cent lower than that made by 5,681 trains in May.

The comparison of the on-time performance for the past three years shows a steady increase for the system as a whole.

In 1924 the on-time percentage for May was 95.3, in May 1925, 96.4, and the 96.6 per cent average for May of 1926 is .2 per cent better than in 1925.

Four divisions on the Frisco exceeded the railroad goal of 98 per cent on time. The Western division with 217 trains operated, made a record of 214 trains on time or a percentage of 98.6 and the Central division operated 680 trains with 668 on time for a percentage of 98.2.

The Northern division had the heaviest train haul of any division and with 1,487 trains operated, it kept 1,462 on time for a percentage of 98.3. The River division operated 826 trains, 817 on time, for a percentage of 98.7 on time.

The River division, under Superintendent J. A. Moran, held the highest on-time average, and the Eastern division, under Superintendent E. L. Magers was lowest.

The Eastern division kept 719 of its 796 trains on time and its percentage was 90.3. The Southern division was next lowest with an on-time percentage of 95.3—797 trains out of 836 operated running on time.

As the standings are reported this month the Western division is first, Central second, and the Northern River, Southern, Southwestern and Eastern following in the order named.

Among the crack Frisco trains, the Kansas City-Florida Special and the Memphian, clicked off their mileage

with regularity and dispatch during May.

The Kansas City-Florida Special, leaving Kansas City at 6:00 p. m. as No. 105, arrives at Birmingham at 3:20 p. m. the following day. There it is delivered to the Southern Railway for its trip on south to Jacksonville, Fla. The "Special" was on time every day during May at Springfield, and arrived at Memphis 30 days on time, and maintained its schedule on 31 days. It arrived at Birmingham 26 days on time, maintaining schedule on 27 days. The May record for the "Special" is better than its April performance. In April it arrived at Springfield 29 days on time, Memphis 27 days on time, and Birmingham 28 days on time.

On its return trip as No. 106, the "Special" was received from the Southern Railway 11 days late during May at Birmingham, but arrived at Springfield 24 days on time, seven days late, making schedule on 29 days. It arrived at Kansas City 26 days on time, 5 days late or actually maintained schedule on 31 days.

The famous "Memphian" had a perfect on-time record between St. Louis and Memphis, for May, arriving at the Memphis terminal 31 days on time. On the return trip the "Memphian" arrived at St. Louis 30 days on time but actually maintained schedule on 31 days.

The Magazine wishes to again extend an invitation to the 30,000 employes of Frisco Lines to send in their suggestions for the improvement of passenger service and the betterment of on-time performance. The need for keeping Frisco passenger trains on time from day to day is indeed a vital one.

The statement showing division passenger train performances for May, 1926, as compared with the same month in 1925 and 1924 follows:

## F. E. H. A. BOARD MEETS

### B. T. Wood Heads Committee to Report on Springfield Hospital

**A** COMMITTEE of six men, headed by Vice-President B. T. Wood as temporary chairman, was appointed to study the situation at Springfield, Mo., in connection with the question of constructing a Frisco hospital at that point, at a meeting of the board of trustees of the Frisco Employes' Hospital Association held at St. Louis May 19. Other members of the committee are: F. G. Jonah, H. L. Worman, J. W. Bowler, H. E. Sullivan and W. M. Underwood. The committee was also instructed to make a study of the revenues and expenses of the association and to make recommendation as to whether any change should be made in connection with the revenues or expenses. The committee was instructed to report at the meeting of the board the latter part of June. It is estimated that the cost of a new hospital at Springfield will be approximately \$500,000, with equipment to cost an additional \$100,000.

The board authorized the purchase of new sterilizing apparatus for the Frisco Employes' Hospital at St. Louis and extensive repairs to the operating room.

Vice-President J. E. Hutchison who is president of the Association presided at the meeting. He read a communication from Mr. Byron Moser, president of the Security National Bank, Savings and Trust Company, in which Mr. Moser complimented the Association upon the splendid condition of its investments.

"I am very much interested in the list of bonds which the Association owns," Mr. Moser wrote. "When I read the list over I remarked that it was more like the Security Bank list than anything I had ever seen, because every bond in the list appears to be an unusually high-grade one. I also note particularly that you believe in short maturities for a fund of this kind, and I agree with your policy. Once again I congratulate you on the fine showing of the association."

The letter was addressed to Mr. F. H. Hamilton, Vice-President, Secretary and Treasurer of Frisco Lines, who is Treasurer of the Frisco Employes' Hospital Association.

DIVISION	TOTAL TRAINS OPERATED			TOTAL TRAINS MAINTAINED SCHEDULE OR MADE UP TIME			PER CENT TRAINS MAINTAINED SCHEDULE OR MADE UP TIME			STANDING OF DIVISIONS		
	May 1926	May 1925	May 1924	May 1926	May 1925	May 1924	May 1926	May 1925	May 1924	May 1926	May 1925	May 1924
Western.....	217	248	248	214	242	243	98.6	97.6	98.0	1	3	1
Central.....	680	810	868	668	806	850	98.2	99.5	97.9	2	1	2
Northern.....	1487	1360	1302	1462	1308	1264	98.3	96.2	96.3	3	4	3
River.....	826	600	550	817	593	524	98.7	98.8	95.3	4	2	4
Southern.....	836	806	806	797	768	765	95.3	95.3	94.9	5	5	5
Southwestern.....	868	866	864	838	823	796	96.5	95.0	92.1	6	6	6
Eastern.....	796	703	612	719	659	560	90.3	93.7	91.5	7	7	7
Total Operated.....	5710	5393	5250	5515	5199	5002						
Per cent. Operated.....							96.6	96.4	95.3			