

## Rough Handling of Cars on Frisco Decreased in 1926

AFTER a twelve-month battle with the enemies — "Carelessness" and "Indifference," the employes of the Frisco Lines finally emerged victorious in bringing about a reduction in the number of cars damaged by rough handling during 1926, as well as effecting a further reduction in the amount of damage to cars.

The final figures on the year's work, completed in the office of the operating department statistician at Springfield, show a reduction of 92 cars damaged in 1926 over 1925, and a 794 car reduction over 1924. Financially, \$15,385.00 less was spent in repairs to cars in 1926 than in 1925, and a \$27,020.00 reduction in this cost was made over 1924.

"While we did not bring about as great an improvement in 1926 as we had hoped for and anticipated, you will note we finally scratched in with a reduction," Mr. M. M. Sisson, assistant general manager said. "This

is assuredly better than no reduction, but I am sure you will all agree that we should have had a greater reduction in view of the intensive campaign we have been waging throughout the entire year."

A careful tally-up of the statement shown with this article, will reveal that the divisions did a little better than the terminals. The divisional reductions totaled 17 cars, with 58,314 more cars handled in 1926 than in 1925. The terminals totaled a reduction of 80 cars, with fewer handled in the terminals this year than last. Percentages show a decrease in the number of cars damaged of 6.5 per cent with a decrease in the financial amount of damage of 26.1 per cent.

Springfield, Birmingham and St. Louis terminals held first, second and third place respectively for the years 1924, 1925 and 1926. Tulsa jumped from fifth place three years ago to third place in 1926, displacing Mem-

phis, which dropped from fourth to fifth position.

Among the divisions there was little change. The Central took first place by forcing the Eastern to the second notch, while the other divisions held the same relative positions they occupied in 1925.

Mr. Sisson issued an appeal for further support of the campaign in 1927 in a letter to all division and terminal superintendents.

"We should further urge all employes actually engaged in the handling of trains and cars, to try harder in 1927 than they did in 1926," the letter reads. "Now is the time to begin work. I firmly believe it is possible to reduce the number of cars damaged, and the amount of damage at least 50 per cent in 1927 as compared to 1926."

The statement showing cars damaged by rough handling for the entire year of 1926, as compared with the years 1925 and 1924, appears here-with:

DIVISION or TERMINAL	NUMBER CARS DAMAGED			AMOUNT DAMAGE			NUMBER CARS HANDLED			PER CENT DAMAGED TO TOTAL			STANDING		
	1926	1925	1924	1926	1925	1924	1926	1925	1924	1926	1925	1924	1926	1925	1924
<b>TERMINALS</b>															
Springfield .....	11	21	36	\$ 1,205.00	\$ 1,886.00	\$ 2,542.50	778,355	862,004	752,245	.0014	.0024	.0048	1	1	1
Birmingham .....	45	70	88	3,475.00	2,043.00	3,009.00	847,330	733,402	623,694	.0053	.0095	.0141	2	2	2
St. Louis .....	91	87	129	3,285.00	4,768.00	7,950.00	778,539	784,363	698,011	.0117	.0111	.0185	3	3	3
Tulsa .....	144	263	306	2,643.00	8,408.50	9,047.00	682,658	862,312	716,033	.0211	.0305	.0427	4	5	5
Memphis .....	264	217	254	10,691.35	9,363.44	11,573.00	1,179,217	1,246,620	1,287,151	.0224	.0174	.0197	5	4	4
Kansas City .....	215	192	296	4,954.90	7,457.00	4,958.00	707,406	718,459	682,051	.0304	.0267	.0434	6	6	6
Total .....	770	850	1109	\$26,254.25	\$33,925.94	\$39,079.50	4,973,505	5,207,160	4,759,185	.0155	.0163	.0233	..	..	..
<b>DIVISIONS</b>															
Central .....	13	13	31	\$ 702.00	\$ 1,167.64	\$ 607.40	414,568	421,340	381,707	.0031	.0031	.0081	1	2	2
Eastern .....	35	24	51	925.28	1,350.00	2,708.26	889,782	900,175	755,959	.0039	.0027	.0067	2	1	1
Southern .....	67	85	142	3,108.50	7,349.10	5,573.22	991,484	948,050	888,742	.0068	.0090	.0160	3	3	4
Western .....	22	26	27	2,097.50	796.00	2,171.00	253,420	252,621	229,983	.0087	.0103	.0117	4	4	3
Southwestern .....	158	184	261	4,828.50	5,019.01	6,680.75	1,163,685	1,162,294	1,000,405	.0136	.0158	.0261	5	5	6
River .....	70	116	304	2,293.50	5,113.50	7,278.25	506,364	470,168	469,998	.0138	.0247	.0647	6	6	7
Northern .....	155	89	172	2,797.80	3,684.50	6,267.83	1,115,958	1,122,299	1,006,834	.0139	.0079	.0171	7	7	5
Total .....	520	537	988	\$16,753.08	\$24,479.75	\$31,286.71	5,335,261	5,276,947	4,733,628	.0097	.0102	.0209	..	..	..
Texas Lines .....	30	25	17	604.65	591.50	266.40	160,686	173,837	171,836	.0187	.0144	.0099	..	..	..
Total System	1320	1412	2114	\$43,611.98	\$58,997.19	\$70,632.61									

1926 compared with 1925—Per cent decrease in number cars damaged, 6.5%.  
Per cent decrease in amount of damage, 26.1%.  
Per cent increase in number of cars handled per car damaged 5.07%.  
Per cent decrease in amount of damage per car handled 24.73%.

### NEW ACCIDENT COMMITTEE

#### Kansas City Organization Already is Putting Pep into Prevention Work

INCIDENT to the birth of the New Year, the accident prevention campaign at Kansas City has taken on new life and a committee, known as the Pep Committee on Accident Prevention has been appointed. This committee met at the home of J. E. Harris, yardmaster, January 10. Those present were: Messrs. Gleason, Burch, Doane, Kew, DeFries, Leigh, O'Brien, Vanzant and Payne. Frank Morgan, assistant superintendent of terminals, was a visitor, as were Mesdames Burch, Morgan and Harris. Sub-committees to handle finance, hall, enter-

tainment and reception, were appointed.

A second meeting was held on January 31, at the home of Mr. Vanzant, where final arrangements on the appointment of the committees were completed.

### THE FIRST 1927 MARRIAGE

#### Mr. and Mrs. Raymond Ivey First on New Springfield Register

WHEN the clerk at the city hall at Springfield, Missouri, turned a clean sheet on the register to record the names of those who received marriage licenses during 1927, he wrote in bold letters to head the list—"RAYMOND E. IVEY - - FANNIE CRENSHAW."

Although Raymond, the genial red-

haired secretary to G. W. Moore, assistant superintendent of motive power, bet on New York during the ball season (and lost heavily), his first bet in 1927 was carried out as planned.

He had planned to marry charming little Miss Fannie in 1927—and he did, even though Municipal Judge Hubbard had to get out of bed at 11:30 p. m. to perform the ceremony. That's how they came to be first on the register for the year of 1927. Married at 11:30 p. m., January 1!

Raymond and his young bride, who was employed by the water company at Springfield, left immediately for the south.

"It was all so fast," Raymond told one of the office employes, "that we don't know just what we'll do when we come back, but we think we'll start housekeeping."

## GREAT POTS OF MOLTEN ROCK PRODUCE GLASS

(Continued from Page 8)

That, as briefly as can be told, is the story of the making of glass. But the Pittsburgh Plate Glass Company practically has "made" Crystal City.

As the inhabitants of that city are mostly plate glass workers, this company has established what is known as the Crystal City Library Association. It is a large three-story building, the first floor of which is given over to bowling, billiards, pool and a soda fountain; the second floor holds the library, with its 5,000 books of fiction and volumes of educational works and engineering subjects, the mayor's office, city parlors and the library manager's office. The third floor is for motion pictures and a dance hall. The operations are conducted under the direction of the manager, and with no desire to make any profit, but simply to provide amusement and recreation for the community. The affairs of the institution are administered by a board of directors, as well as representative citizens of the community.

It was through the courtesy of G. W. Oakes, plant manager, that departments of this wonderful plant were visited by a representative of the *Magazine*, and through the kindness of Fred Butler, local traffic manager, that the early history was secured.

Mr. Butler works closely with W. H. Pogge-meier, Frisco agent, in shipping from this enormous plant, the finished products of glass which are consigned, via Frisco rails, to points all over the United States, and to Manila, Japan, Guatemala and Havana. He is most complimentary in his praise of Frisco handling of the products of this plant.

Crystal City and the glass plant mean much to the Frisco, and the Frisco, in turn, takes the products of this plant to the far ends of the world.

A letter of appreciation of Frisco service has been received from the Ozark Cider & Vinegar Company of Rogers, Ark., addressed to S. S. Butler, freight traffic manager, and signed by P. H. Welborne, traffic manager of the Vinegar Company.

It reads:

"The transportation department of the Frisco is certainly according us wonderful service and the closest possible co-operation in the handling of our heavy shipping season at our four factories on the Frisco rails.

"Mr. Doggrell's office is very much to be commended, and it should be an easy matter for you to solicit competitive traffic when the shipper once becomes familiar with the service your transportation organization renders.

"We have before us just now, car of bottles out of Blackwell, Okla.,

## A 1904 "JOY BUGGY"



This motoring model of twenty-three years ago is one of Henry Ford's first one-cylinder cars. The driver of this "rig" is E. W. Miller, now chief clerk for the Frisco at Seventh Street Station, St. Louis, and seated next to him is A. B. Clark, formerly agent for the Frisco at Old Orchard, Mo., now deceased. The picture was made in the vicinity of Old Orchard, Mo.

If anything went wrong with the lights, it could easily be located in the gas tank and that rubber tubing on the side. (Note: Passengers were requested to alight with care, so as to keep clear of the "wiring".)

Absence of a windshield assured both front and back seat joy riders of all the air there was.

When it rained, old Dobbin and the buggy proved handy, for there was no top to this rig.

This antique specimen must have been a quivering runabout, with four wheels and no brakes, for we see the front wheel is blocked to keep the car quiet while the picture was made.

Reminds us of the story of the Ford driver who went to a station and, asking how many miles it was to a certain town, was told that it was about thirty. Turning to the oil station attendant and instead of asking for a supply of gas and oil, he said: "Fill her up with water, gimme a package of Camels and hold 'er till I get in."

yesterday morning—into Rogers a little after noon today. This is only a little over twenty-four hours. We think this is wonderful service, and we appreciate it. We also appreciate the spirit shown by Mr. Doggrell's office in so promptly and cheerfully responding to our numerous tracers."

## FRISCO CLERK IS OLDEST MEMBER SCOTCH SOCIETY

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violin maker can make two violins in a year, he is doing fine work."

The last trip Mr. Moodie made to Scotland was in 1921, although he had been over six times before on visits. He tells of the motor trips which he took with his mother and brothers while there, and of the fields of heather. "The Scotch are wonderful landscape gardeners, and every little cottage, no matter how small, has its flower garden," he said.

"And let me tell you something else," he said, and a smile crept over his face. "I used to be some golf player! And the best course in the world is in Scotland at Glenn Eagles. I loved to play golf, and I remember when I was a boy in Scotland I was a member of the St. George Golf Club. In a match we had there, I won first prize, which was four quart bottles of Scotch, four bottles of Sherry, and four bottles of Port wine.

"When this 'prize' was delivered at my home, my mother insisted that she could not accept it, as she had not ordered it, but the driver finally convinced her that I had won it in a golf match. Fifteen years later I went back to Scotland on a visit. At a dinner party which mother gave for me, she brought forth a very old bottle of Port wine. I told her it was very fine wine and asked her where she got it. She said, 'Laddie, that's part of the twelve bottles you won at the golf match, fifteen years ago'. That's Scotch thrift for you."

Two brothers reside in Scotland at this time, William, who is employed in the Customs House, and John, who is engaged in the piano business.

"I wish you would speak particularly of Andrew C. Moodie, my other brother, who came to the United States, too, and was employed by the Frisco in the statistical department for a short time, and who died two years ago. He had a wonderful mind and was a great literary man and an excellent extemporaneous speaker. He later was with the G. L. Mesker Company, structural engineers, of Evansville, Indiana. He used to sing Scotch songs, but he did not care for music as much as I did," Mr. Moodie said.

James Moodie is not married, and his life is to be devoted to delving deeper into music and all of its phases. He will hear wonderful concerts in America and some day, when he feels the call again, he will go to Scotland and browse among the musical and literary arts of Edinburgh, visit his old home and his relatives.

"But I'm coming back," he said. "Back to America, for this is home to me now."

"Do you know how to approach a girl with a past?"

"How?"

"With a present."—Exchange.

## For Meritorious Service

C. T. MASON, superintendent at Sapulpa, Oklahoma, addressed a letter to F. R. Fordyce, brakeman at Sapulpa, in appreciation of his aid in finding broken arch bar on SF34213 on train extra 4151 south, December 14, at Henryetta. Mr. Fordyce's record was credited with ten merit marks.

While inspecting train extra 4126 north at Weleetka, Oklahoma, December 5, R. B. Alexander, brakeman, found car GATX 14841 badly leaking at drain valve. He, in company with R. N. Tankersley, conductor at Sapulpa, repaired the car with a delay of only ten minutes to the train. Superintendent Mason credited the record of each of these men with five merit marks.

On the morning of December 8, E. B. Rambin, switchman at Francis, Oklahoma, discovered a broken rail between the depot and the main line switch at Francis and reported it immediately so that it was repaired. Superintendent Mason credited his record with five merit marks.

A report comes from S. T. Cantrell, superintendent of the Central division, that W. C. Brown, section foreman at Hugo, Oklahoma, found a parcel post package containing thirteen pairs of shoes, which he immediately turned over to J. O. Dick, the agent.

C. L. Shipley, brakeman at Ft. Smith, Ark., in looking over train and cars at Jenson, Arkansas, October 27, discovered about one foot of flange broken from a car of company coal, and had it held for a pair of wheels. S. T. Cantrell, superintendent at Ft. Smith, credited his record with ten merit marks.

E. E. Young, agent at Hillsdale, Kansas, discovered a broken arch bar on UP 71553 in MK&T train 1374 as the train was passing his station on December 23, which resulted in the car being set out for repairs. W. H. Bevans, superintendent at Ft. Scott, Kansas, credited his record with ten merit marks.

C. T. Mason, superintendent at Sapulpa, Oklahoma, credited the record of M. L. Hambree, yard clerk at Francis, Oklahoma, with five merit marks for his discovery of car ATSF 26291 with improper routing which would have delayed delivery.

Supt. Mason also credited the record of H. F. Kaps, switchman at Oklahoma City with ten merit marks. On the morning of December 15, a Mr. H. Fuss drove a Ford truck into the side of a car being handled by yard engine 3546. Mr. Kaps talked to the driver and secured his signature to a record in which the driver asserted he was entirely at fault.

J. Haynes, conductor at Oklahoma City discovered a broken arch bar on SF 125281 on train extra 4121 west at Dewey, Oklahoma, and had car set out. Superintendent Mason at Sapulpa credited his record with ten

merit marks.

Mr. Mason also credited the records of E. P. Randall, conductor at Sapulpa and Ike Walker, brakeman at Sapulpa with ten merit marks each, for finding SF 13389 with broken arch bar and seeing that the car was carefully handled to the rip track.

S. J. Frazier, superintendent at Enid, Oklahoma, quotes the following meritorious service performed by employees of the western division:

L. L. Lawless conductor and J. R. Hoy, brakeman, were given merit marks each for discovering broken rail.

A. G. Wolfe and Bert Erwin, conductors, were given a letter of commendation for the splendid way in which they handled work trains in cooperation with the construction company working on the filling of bridges on that division.

C. H. Garman, engineer, and J. O. Hadley, fireman, were given letters of commendation for assisting in the brassing of a baggage car in a passenger train.

J. D. Fountain, conductor, J. A. DeGamo and O. C. Shelton, brakemen, W. P. Gehrean, engineer and J. A. Parker, fireman, were given ten merit marks each for their handling of train of twenty-eight cars of special export oil in which they found one defective car on which the air would not operate. They repaired the car by cutting new threads on pipes.

Superintendent Mason commended W. R. Armstrong, engineer at Oklahoma City, for his finding of a loose driving tire in train No. 4, December 10. His record was credited with ten merit marks.

Superintendent Bevans addressed V. L. Stoker, operator at Columbus, Kansas, in appreciation of his aid in notifying crew of train 132, of a hot box, January 5, at Columbus, Kansas.

O. L. Young, superintendent at Birmingham, Alabama, has written a letter of commendation to C. A. Williamson, fireman, for discovering a car rolling down on track No. 4 at East Thomas yard, toward the lead. He got off the engine and stopped the car, which prevented a side swipe.

S. T. Cantrell, superintendent at Ft. Smith, Arkansas, gave commendation letters to J. B. Adams and Wiley Echols, water service department employees, for service given on train No. 6, December 2, handling mail between Poteau and Ft. Smith in order to keep the train on time during the holiday rush.

Mr. Cantrell also reports that George Bland, B&B carpenter, was deadheading to his gang at Hugo, when train ran into a place where chat had been washed away and where the track had to be repaired before the train could move on. Mr. Bland volunteered to help the section men and did so, for which action he was commended.

## POPULAR EMPLOYEE IS DEAD

W. D. McNair, Fayetteville Agent, Began Career with Carl Gray

FRIENDS of W. D. McNair, veteran Frisco station agent at Fayetteville, Arkansas, were shocked to learn of his death, December 18. He was 55 years of age, and had been employed by the Frisco since he was 12 years of age.

Born at Crocker, Missouri, March 3, 1871, Mr. McNair moved with his parents to Fayetteville in September, 1882. Both Mr. McNair and his father, the latter being the first agent



W. D. McNAIR

at Fayetteville, and the man who gave Carl Gray his first position, have repeatedly refused promotions for themselves, preferring not to leave that city. Mr. Gray, now president of the Union Pacific system, and one of the youngest railroad presidents in the United States, began his training the same time and place as did Mr. McNair.

One novel circumstance in connection with Mr. McNair senior and junior agency, was that J. H. McMurray, Sr., checked the senior McNair in as agent in 1882, and J. H. McMurray, Jr., checked in the junior McNair as agent in 1919.

Mr. McNair is survived by his widow, his father and mother, Mr. and Mrs. W. P. McNair, Sr., a brother, W. P. McNair, Jr., and a sister, Mrs. M. W. McRoy, all of Fayetteville.

Mr. McNair was succeeded as agent at Fayetteville by D. G. Lehn of Lincoln, Ark.

Sign in Eddyville, Ky., Restaurant: No checks cashed. We have arranged with the bank that we cash no checks and they sell no soup.

**COURTESY FRISCO'S CODE**

**Employes Should Heed Advice in Letter from Messrs. Cornatzar and Shaffer**

ALL Frisco employes would do well to heed the advice given in a letter issued jointly by J. N. Cornatzar, passenger traffic manager, at St. Louis, and F. H. Shaffer, general manager at Springfield, Missouri.

The letter, dated December 20, 1926, reads:

All Agents:

In recent years there has been a steady and alarming decrease in short-haul travel handled by the railroads, due, unquestionably, to the great volume of travel moving by automobile (largely in privately owned cars) and by motor busses.

Perhaps we railroad men have been too easily convinced that there is nothing we can do about this, and perhaps a great deal could not have been done at first.

But the people are beginning to appreciate the effect on the various communities through the loss of mail and express service through their withdrawal of the support of passenger train service.

It is our opinion that, at this time, much can be accomplished if every railroad employe will seize every opportunity to impress upon his friends and acquaintances the desirability of using passenger train service wherever possible and in this way help preserve a service in which they are vitally interested.

As the contact of the railroad with the public is, to a great extent, through the men at the stations, each agent is requested to discuss this matter with his station force and to reach an understanding as to the most effective arguments to use in his particular community—such as the comfort and convenience of service by rail, the cost of trips by auto, and any other factors that might be effective locally to induce the people to give the railroad a fair measure of passenger traffic.

When a patron purchases a ticket, even though for a short distance, let's express our appreciation and in each and every instance say: "I Thank You."

J. N. CORNATZAR,

Passenger Traffic Manager.

F. H. SHAFFER, General Manager.

Insurance Doctor (filling application): "Were you ever in the hospital?"

Dumb—"Yes, once."

Doctor—"What for?"

Dumb—"To see my uncle."

Benedict—"What possible excuse have you for being single?"

Scotty—"I was born that way."

"So you're lost, little man? Why didn't you hang on to your mother's skirt?"

Youngster—"Couldn't reach it."

**THE SUPERVISORY GROUP INSURANCE DIVIDEND**

By G. L. BALL,  
Supervisor of Insurance

Recent distribution of a dividend to the insured in the clerks' group, brings up frequently the question, "Where is the supervisory group's insurance dividend?"

To establish a premium rate on the group, fair to the insurance company and to the insured, the average age of the supervisory group was fixed as of August 1, 1923. This group does not afford same opportunities for maintaining a low age rating that is afforded by the shop and clerks' groups. Consequently, the age in the supervisory group has already advanced three to four years, but there has been no advance in rate to individuals insured in the supervisory group.

Age is not the only factor to be considered in the successful operation of group insurance plans. Loss experience is a vital element, and ratio of loss to premium in the three insured groups for the six months' period July 1, 1926, to December 31, 1926, was as follows:

Group	Loss Ratio Per Cent
Supervisory .....	95
Shop .....	60.7
Clerks .....	51

There is the answer, and instead of looking for dividends, we in the supervisory group must devote our energies to bringing into this group "new blood". There is no better protection anywhere; the rates are low:

Class A .....	\$5,000	\$4.42
Class B .....	7,000	6.14
Class C .....	9,000	7.88

Death is not the only basis for collection: total and permanent disability prior to age 60 stops your premium and provides for five years, monthly payments of

\$90.00, \$126.00 and \$162.00

for A, B and C, respectively.

The officer or employe who has either failed to take the insurance, or to take his limit under any one of the plans, is the loser; the railway company is the winner, because it reduces the railway company's expense per month for this insurance. Notwithstanding the fact that the company's expense will be increased by additional participation in these insurance plans on the part of officers and employes, the management prefers to have every man or woman eligible thereto take the insurance because of its value to our dependents; the peace of mind it brings to insured officers and employes, and its other advantages of low cost and first-class protection.

The widow and two small children of a holder of one of the shop group policies was forced to realize thereon before she could take the remains of the husband and father back home for interment in the family lot. There are many other instances of the value

**FRISCO PLEDGED TO AID CITIES**

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are keenly interested in fuel economy, and are not only giving their wholehearted support to it but are insisting that it be followed up. The engine crews, road foremen of engines, and fuel supervisors deserve the major credit for the results obtained.

In no other occupation is teamwork more necessary than in railroad service, and especially in locomotive operation. Engineers and firemen fully appreciate this. Good conditions make it easier for them to do a good job and everybody wants to do a good job. Our reputation and comfort and peace of mind depend on, as Mr. Nixon said, "In doing what is wanted if we only know what that is." And as I said in the beginning, the human side is the greatest factor of all. Is this after all not our city and our railroad? The factories and mills, the locomotives and cars and all the material agencies of industry are but tools with which to do our work as wisely as we know how. They cannot earn a penny of themselves. It is the human element that counts in results and it has been demonstrated over and over again that the "men of the rail" have never yet, nor will they ever be found wanting in contributing their willing share to the improvement of the service of American railroads and of making the communities of which they are a part, a better place in which to live.

**AN OLD BILL OF SALE**

H. W. Christy, of the St. Louis Material & Supply Company at St. Louis, recently brought an interesting old bill of sale, dated April 30, 1834, to the office of J. B. Hilton, Frisco industrial commissioner.

The document is so old and worn that a photograph could not be made of it, for the ink has turned to a light brown, the paper is yellowed with age and the edges are frayed.

The bill amounted to \$48.30, and a comparison of some of the prices with those of today, proves interesting. One item, 202 pounds of sugar at 6½ cents a pound. Sugar sells today for 7½ cents; another item shows eighty-seven pounds of coffee at 13½ cents a pound. The medium grade of coffee today sells for 55 cents.

One item in which there is no change whatever in price, is tea. The old bill shows three pounds at \$1.00 a pound and that is the price today.

Mr. Christy advises that this old bill of sale was given him by his father, who celebrated his ninety-second birthday in November, 1926.

of this insurance, and the Metropolitan Life Insurance Company stands ready to pay on the day of death if this be necessary to the requirements of an insured's beneficiary.

## MORE FUEL RECORDS

Some very good fuel records were made during the closing weeks of 1926, and as will be noted by various reports showing the performance and saving, we have behind us a record to be proud of in fuel conservation. The standard set for the system was not reached, however, and that gives something to work for during the coming year.

D. L. FORSYTHE, road foreman of equipment, Frisco Lines, was on the Pensacola Line the early part of December and reports the following performance on engine No. 1615, with ENGINEER ESTEIN, FIREMAN CHESTNUT and CONDUCTOR SHAW, from Mexia to Pensacola, ninety miles on train No. Extra South on duty 9 hours and 20 minutes, handled twenty-six loaded cars, a total of 1,872 gross tons, 168,487 G. T. M., and used eight tons of coal, an average of ninety-five pounds per 1,000 G. T. M. MR. FORSYTHE also was on this engine, riding with ENGINEER THANES, FIREMAN O. S. WEBB and CONDUCTOR PEACOCK from Kimbrough to Mexia, a distance of fifty-three miles, on duty 7 hours and 30 minutes, handled twenty-six loaded cars, a total of 99,216 G. T. M., used seven tons of coal, an average of 141 pounds per 1,000 G. T. M. These are exceptionally good performances, as the average pound consumption for the entire run from Pensacola to Mexia was 112 pounds per 1,000 G. T. M.

### EASTERN DIVISION

ENGINEER MULLIN and FIREMAN BURGETT, engine No. 55, train No. Extra West from St. Louis to Newburg, January 2, handled 1,708 gross tons a total of 193,004 G. T. M. and made a performance of 145 pounds per 1,000 G. T. M.

ENGINEER H. R. SMITH and FIREMAN WALLACE, engine No. 46, January 3, train No. 36, from Newburg to Gratiot, handled 2,464 gross tons, made a total of 278,432 G. T. M. and used fourteen tons of coal, an average of 100 pounds of fuel per 1,000 G. T. M.

The following is a trip observed by Fuel Supervisor G. T. Allison from Newburg to Lebanon, engine No. 40, train No. 34, of December 8, ENGINEER CARTER and FIREMAN EARP handled 2,280 gross tons, a total of 143,642 G. T. M. and used nine tons of coal, an average of 145 pounds per 1,000 G. T. M.

MR. ALLISON also reports the following performance observed on the Lebanon and Springfield sub-divisions of the Eastern division:

On December 3, ENGINEER RICE and FIREMAN DILLON, engine No. 25, train No. 1/32 from Springfield to Newburg, a distance of 119 miles, handled 2,318 gross tons and used fourteen tons of coal, including the amount allowed for firing up on the

return trip, an average performance of 110 pounds per 1,000 G. T. M.

### SOUTHERN DIVISION

Willow Springs sub-division, ENGINEER BAKER and FIREMAN BAUER Extra South, engine 14, January 31, from Willow Springs to Thayer, a distance of thirty-seven miles, handled 1,610 gross tons and used five tons of coal, an average of 171 pounds per 1,000 G. T. M.

ENGINEER MOTZ and FIREMAN ALBRIGHT train No. 135 from Springfield to Norwood, engine No. 56, handled 1,575 gross tons and used nine tons of coal, an average performance of 165 pounds per 1,000 G. T. M.

Tupelo sub-division, ENGINEER SPENCER and FIREMAN BROWN, engine No. 15, train No. 136 from Potts Camp to Memphis, November 30, average performance, 112 pounds per 1,000 G. T. M.

ENGINEER HERRING and FIREMAN BERGANS, engine No. 1525, train No. 105, December 7, from Memphis to Amory, made a performance of twelve pounds per pass. car mile.

Birmingham sub-division, ENGINEER ROONEY and FIREMAN McCAIN, engine No. 39, train No. 136, from Carbon Hill to Amory, December 11, average pounds per 1,000 G. T. M., 120 pounds.

ENGINEER THOMPSON and FIREMAN ELEXANDER, engine No. 29, train No. 131, December 10, from Amory to Carbon Hill, made a performance of 137 pounds per 1,000 G. T. M.

### RIVER DIVISION

Chaffee sub-division, ENGINEER BARRON and FIREMAN YACKLE, engine No. 1289, train No. 835, from Hayti to Harvard, December 15, average eighty-one pounds per 1,000 G. T. M.

### NORTHERN DIVISION

Kansas City sub-division, ENGINEER ZANE and FIREMAN MILLER, engine No. 4144, train No. 2/131, from Kansas City to Ft. Scott, December 14, handled 1,895 gross tons and used twelve tons of fuel, average performance, 127 pounds per 1,000 G. T. M.

ENGINEER JACKSON and FIREMAN RIGGS, engine No. 4144, train No. Extra North, from Ft. Scott to Kansas City, December 15, handled 2,269 gross tons and used thirteen tons of coal, an average performance of 115 pounds per 1,000 G. T. M.

Ash Grove sub-division, ENGINEER PARKER and FIREMAN TUCKER, on engine No. 4140, train No. Extra North, from Springfield to Ft. Scott, handled 1,183 gross tons and averaged 164 pounds.

Carthage sub-division, ENGINEER PHILLIPS and FIREMAN A. MALMGREN December 7, engine No. 1269, Wichita to Neodesha, train No. 332, on duty 5 hours and 40 minutes, with 50 minutes' delay enroute, handled 1,036 gross tons, Wichita to Beaumont, and 1,578, Beaumont to Neodesha, averaging ninety-nine pounds per 1,000 G. T. M. The average performance for the Wichita sub-division

for the month of December was 153 pounds, so this crew used fifty-four per cent less fuel per 1,000 G. T. M. on this trip than the average for the entire sub-division.

### SOUTHWESTERN DIVISION

ENGINEER GILLEN and FIREMAN GEORGE, engine No. 4147, January 12, train No. 1/434, Sapulpa to Afton, on duty 6 hours and 10 minutes, consumed fourteen tons of coal. Average performance of 116 pounds per 1,000 G. T. M. The average for the sub-division during the month of December was 160 pounds.

ENGINEER J. L. RENO and FIREMAN W. BALL, engine No. 4156, train No. 435, Afton to Sapulpa, January 14, 1,902 gross tons, used ten tons of coal, performance 119 pounds per 1,000 G. T. M.

ENGINEER C. M. HOGAN and FIREMAN C. DOWD, engine No. 4155, train No. 439, Afton to Sapulpa, January 12, handled 2,110 gross tons and used twelve tons of coal, an average of 131 pounds.

### CENTRAL DIVISION

ENGINEER N. V. ALLEBACH and FIREMAN S. E. ARNOLD, train No. 5 between Springfield and Ft. Smith, engine No. 1045, December 1, left Springfield, 3:59 a. m., held at Republic 4 minutes for orders and 10 minutes at Billings for orders 14 and 20; arrived at Monett 8 minutes late; consumed 371 scoops of coal, Springfield to Monett; left Monett 8 minutes late, had 11 cars in train and used 983 scoops of coal, Springfield to Ft. Smith. Same crew, train No. 6, engine No. 1045, December 1, left Ft. Smith 29 minutes late with nine cars in train; arrived Monett on time; left Monett for Springfield 19 minutes late; arrived Springfield 10 minutes late; consumed 884 scoops of coal from Ft. Smith to Springfield.

ENGINEER KEESEE and FIREMAN BUSCH, December 23, train No. 736, engine No. 1248, Madill to Hugo, 77 miles, handled 119,350 gross tons and potential rating 119,350 gross tons. Consumed 14,000 pounds of coal or 117 pounds per 1,000 G. T. M.

ENGINEER O'NEILL and FIREMAN MATTHEWS, December 23, train No. Extra 1248 east, engine doubled through Hugo from Hugo to Hope, 121 miles, handled 245,630 gross tons. Potential rating 223,729 gross tons, and consumed 12,000 pounds of coal, or forty-eight pounds per 1,000 G. T. M.

ENGINEER McCLELLAN and FIREMAN J. J. PERSON, December 23, train No. Extra 738 east, Madill to Hugo, 77 miles, handled 96,789 gross tons. Potential rating 88,550 gross tons. Consumed 12,000 pounds of coal, or 124 pounds per 1,000 G. T. M.

ENGINEER MILLER, FIREMAN DICKERSON, December 23, train extra No. 738 east, engine doubled through Hugo. Hugo to Hope, 121 miles, handled 159,687 gross tons. Potential rating 157,300 G. T. M. Consumed 10,000 pounds of coal, or sixty-two pounds per 1,000 G. T. M.