

Frisco Florist Advises On Proper Cultivation of Spring Flowers

Four hundred and thirty section foremen and agents of Frisco Lines have availed themselves of General Manager Shaffer's circular on flower planting, and ordered plants and bulbs from Frisco Florist Don B. Fellows. Frisco station and section properties should be beautiful with blooming flowers this summer. The flowers will be supplied free of charge by the Frisco, and many varieties, including dahlias, scabiosa, elephant ears, gladiolas, cannas and zinnias are ready to be shipped to those who placed their orders.

WHEN you have cut flowers in vases, if you will change the water each day, cutting the stem about one-quarter inch each time you will prolong the length of the prettiness of your flowers.

Care should be exercised in watering your flower garden and do not water until necessary. When you do water, give same a good soaking, either late in the evening or early in the morning. Think it preferable to water in the evening, and then as it begins to dry off the next morning work your ground good, in this manner preserving the moisture which the plants need. As you all know weeds should be kept out of each bed, but whether there are weeds or not, give your bed a good hoeing at least once a week, oftener if possible, as this will give you what they call a dirt mulch. If possible do not let your water touch the foliage as it is apt to rust or turn brown.

In my previous article I failed to mention the fact that late planting of dahlias is advisable. Would prefer to plant all dahlias after June 1, and as late as July 15. Last year I planted dahlias on July 26 and had wonderful blooms until the frost came. When planting early, the plants will get a good start, make a lovely plant, and when hot weather sets in the wood will harden and some of the leaves will dry up. When this happens and the cool weather of autumn comes the plants will brighten up but the blooms will not produce. If your plant happens to start to dry up it would be advisable to cut them off at the ground about August 1, and then water plentifully until ready to set out buds. If your clump of dahlias should put up more than one shoot, the strongest one only should be allowed to mature. This can be done by either pulling same up or cutting off just under the ground. Dahlias should be pruned the same as tomatoes, and a good many of the suckers cut off unless you wish a bushy plant with many small blooms on it. If you wish large specimens, they can be had by disbudding, that is, only leave the middle bud to mature in each branch. Dahlias should be kept free from weeds and should be staked well for the taller varieties. Fertilizer can be applied before planting the tubers, by placing a four-inch flower pot full of pulverized sheep or cow manure with a handful of bone meal in the bottom of each hole. Do not let any of the fertilizer come in contact with the tubers, however. Liquid manure can be applied when the

plants begin to have buds on same. Deep cultivation is advisable between all plants, but do not disturb the tubers.

Gladiolus, if planted deep, need very little attention except to be kept free of weeds and then when bloom spikes start to form, water them freely. When the first bud begins to open they can be cut, but be sure and leave four or five leaves on the plant in order that the bulb will keep on growing and produce bulbets. The water should be changed daily, and faded blooms pulled off.

Scabiosa are very pretty flowers coming in white, blue, pink and red, and will last for nearly a week in water. Seed pods should not be allowed to develop, as they will take all the strength from the plant and will not allow other buds to form. The closer the blossoms are pinched, the more flowers they will produce.

Cannas are very effective as a border plant for mass planting and also look fine in any flower bed. At blooming time they should be mulched and watered well, and all faded blossoms kept off and not be allowed to go to seed.

Zinnias should be planted in full exposure to the sun, given plenty of room to grow, and kept free from weeds and the flowers pinched frequently for nice showing plants. Nothing surpasses a big bed of zinnias with their bright and showy colors and for cut flowers they last indefinitely. When cut, only the stems should be allowed to come in contact with the water as the water seems to effect the color of the bloom.

About all that caladiums, or elephant ears need in the way of attention, is a very deep mulch of barnyard litter and plenty of water and sunshine which will develop some very large green leaves which look very pretty either as single specimens, in beds, or in rows. All old withered leaves should be removed.

Peonias should be sprayed as soon as possible each spring with Bondeaux mixture, and again when the buds are about the size of a marble. If any of the plants, leaves or stems have a sign of being diseased, the effected part should be cut off and burned. A good many times they will not bloom but the spraying as outlined above seems to allow the buds to develop. When the buds begin to mature they need an abundance of water. If cut when the color begins to show and stored in a cool place they will last for a long time.

Iris, or flags, can be used either as

C. H. BALTZELL HONORED

When C. H. Baltzell received a wire from one of his "boy" friends at Ft. Smith to be sure and be in that city on March 13, he made preparations to be there. "I didn't know just what was going on," he said, "but I thought maybe the bunch was going to have an outing or a swimming party."

But after his arrival, he found that he, together with five other fathers, were to be initiated and given honorary membership in the Kappa Alpha Phi, a fraternity of which his young son is a member. This fraternity is a national secondary one.

"I've had a lot of very nice things handed to me in my time," said Uncle Charley, "but, honestly, I can't recall anything that got under by old, thick hide like this did. The way those boys handled the whole thing was simply wonderful to me. This was a case of real friendship, and gave me something that money cannot buy—the friendship of the finest, smartest and most loyal bunch of boys in the world."

The six fathers were given the full initiation that the sons received, when they became members. Following this, an elaborate dinner was given at the Goldman Hotel, where each father was called upon for a few words, in appreciation of his election.

"Now, that my home is in Springfield," said Uncle Charley, "I have already received an invitation to visit the Springfield chapter of this fraternity. Am I going? Well, you'd just better bet I am. Nothing like young boys, old swimmin' holes, and good fellowship to keep an old fellow like me young!"

a border or planted in mass formation or any way that a person desires. The purple dwarf iris, which does not grow over four or five inches tall and blooms in March or April, will give flowers when little else is in bloom, and they will help to brighten up any room. This variety last pretty well in water. This plant should be divided about every five years.

And last, but not least, who doesn't enjoy a beautiful bed of violets? I have growing in my garden the purple and white sweet-scented, purple and white variegated and the white and purple which are not fragrant. Some people plant their violets in the shade, but I think they do best in full exposure to the sun. Last spring I set out three short rows about fifteen feet long of the purple sweet-scented, setting out a plant or rather a small root about every three inches and this spring I never saw such a mass of flowers. We picked about twelve hundred one evening and you could not miss the blooms.

In concluding this series of articles I hope that I may have been of some assistance to some one who, like myself, is a lover of "Flowers Beautiful" and would be glad to hear from any who have any problem that I might help them solve.

FESTIVAL IS DELUGED

Famous Apple Celebration Rained Out on April 14

DELUGED throughout the day by rains which reached torrential proportions at times and positively forbade the elaborate parade and ceremony which had been planned for the day, the fifth annual Northwest Arkansas Apple Blossom



DOROTHY BUTT

Festival, held at Rogers, Arkansas, on April 15, was forced to a postponement of many of its main events. The crowning of Queen Dorothy Butt of Fayetteville, Arkansas, was held at the Queen's Banquet when Governor John Martineau placed the jeweled crown on the brow of the young lady who will henceforth in 1927 rule the destinies of the Apple Kingdom, but the twenty-five gorgeous floats prepared by the towns participating in the festival were never taken from the garages where they were housed, and the elaborately decorated stage in the famous Apple Bowl was never used on the Festival Day.

Thousands of people from neighboring cities and states found refuge from the deluge of the day in the Frisco station at Rogers, in the hotel lobbies, in garages and under awnings. Now and then Jupiter Pluvius (perverse god) would cease his unwelcome downpour, but not once did the clouds roll away even for a few moments.

Frisco officials and employes who attended the event included General Manager, Shaffer, Passenger Traffic Manager Cornatar, Farm Marketing Agent Michelson, Horticultural Agent Eicher, Editor Huggins, associate Editress Martha Moore and others.

The parade and Apple Bowl ceremonies were held on Sunday, April 17.

Conductor Wooderson Holds 1893 Pay Check

AFTER Conductor T. R. Wooderson had checked train 101, running between Kansas City and Springfield, recently, and had found that he had a reporter for the *Magazine* aboard, he returned to him and said:



T. R. WOODERSON

"If you've got the time, come back here. I've got something in my suitcase that might interest you. "Here's a check," he said, "dated March 1, 1893. It is in pay for some overtime worked then, and it is in the amount of thirty-six cents. Have you any idea how long it took me to earn that amount?"

"Don't believe I have," promptly replied the reporter.

"Just three hours, and here's the story: Back in 1901, when the Frisco took over the old K. C. F. S. & M. road, there was no schedule for rates or overtime in effect. Conductors received \$80.00 a month and brakemen \$50.00. No allowance was made for overtime and no limit to the hours of service. The first real schedule was put into effect in 1892, and based on \$3.60 for a ten-hour day for conductors, and \$2.60 for a ten-hour day for brakemen, with overtime after the tenth hour. I received this check for thirty-six cents for three hours' work, helping southbound local No. 43 up Bois d'Arc Hill, west of Springfield. The conductor on the train which helped this freight from off the Clin-

a construction train that was building the road out of Clinton. In the latter part of 1885 he went with a construction train with the Burlington, and after assisting in the building of 100 miles of new track for that railroad, he came to the old K. C. F. S. & M., in September, 1886. He was promoted to freight conductor in 1889 and to passenger conductor on January 1, 1901. His entire service has been on the northern division and the Clinton Line, and he claims Clinton, Mo., as his home.

"I worked on the Frisco Railroad when they put on the first diner. I think it was in 1901. They ran it from Kansas City to Paola, Kansas, and served both breakfast and lunch to a crowd of newspaper reporters and patrons of that train—I don't recall the train number, but the diner was one of the 600 series.

"Yes, I remember the big flood in Kansas City in 1903. I was on the last train that got into the yards before the water came up. We could not get out until it went down, which was a week later.

"There are so many improvements now in locomotive equipment in the way of modern safety devices. Brakes, now set by the engineer in the cab, relieve the brakeman of the burden and responsibility of controlling the speed of the trains.

"There is one thing that I am afraid these young brakemen and 'to-be' conductors do not realize as much as they should, that it was we old fellows, working at \$80.00 a month—with hours of overtime at thirty-six cents an hour, who paved the way for the modern fellow to make the salary which is paid conductors now, ranging

Kansas City Fort Scott & Memphis Railroad Co.

PAYABLE AT OPTION OF THE HOLDER AT
MIDLAND NATIONAL BANK, KANSAS CITY, MO.
CITIZENS NATIONAL BANK, FORT SCOTT, KANS.
GREENE COUNTY BANK, SPRINGFIELD, MO.
OREGON COUNTY BANK, THAYER, MO.
FIRST NATIONAL BANK, MEMPHIS, TENN.
STATE BANK OF ST. LOUIS, ST. LOUIS, MO.

Kansas City, Mo. MAR 1ST 1893 No. 71476
SERIES A Roll No. 170
At sight pay *T. R. Wooderson* or order
thirty six cents Dollars \$ *36 cents*
For wages due for the month of FEB 1893
This receipt will not be honored if drawn for an amount exceeding Two Hundred Dollars
To Cashier

Kansas City Fort Scott & Memphis RR Co. } *[Signature]*
Kansas City, Mo. } *[Signature]* Superintendent

ton Line, was only allowed an hour's pay for this work, whether it took an hour or ten hours. The following month it took us another hour to get the old freight up this hill and again I received an overtime check for thirty-six cents. A total of seventy-two cents for four hours' work!

"I've figured it out," he said, "and I find that if a conductor put in the hours of service now that he did in those days at the present rate of pay, he would get \$450.00 or \$500.00 a month—where we got \$80.00!"

Mr. Wooderson started with the old Blair Line in 1885, as a brakeman on

from \$210.00 to \$350.00 a month for passenger men, and from \$200.00 to \$300.00 for freight men. It took pioneers in the field to make the start, and perhaps some of these younger fellows might appreciate their jobs more, had they had to work for three hours, and draw an overtime check for thirty-six cents."

Mr. Wooderson runs between Kansas City and Springfield, via Fort Scott, trains 101-107, 105-103, with eight intervening days to complete the rounds from either of the above trains, until returning to the corresponding train again.

FRISCO BOY IN MOVIES

Geo. A. Goforth of Hal Roach
Comedies Former Frisco
Telegrapher

"YOU'VE got to have a lot of weight to get into the movies," jovially remarked G. A. Goforth, formerly of Frisco Lines and now one of the actors who helps to make Hal Roach comedies popular.

And when you know that he weighs 325 pounds, is 5'10" high, can stand and kick 6'6", holds the world's rec-



G. A. GOFORTH

ord in breast expansion of 11¼", can ride a bicycle, run, and wrestle, you'll wonder if he meant weight, or weight! Pull or push!

Anyway a great number of Frisco employes will read with interest this account of his movie career, for they know him well from the days when he pounded the key at an operator's desk on the Frisco Railroad. In answering a letter from the *Frisco Magazine*, Mr. Goforth wrote:

"Your letter asking for a history of my railroad and movie career, brings back fond memories. As a boy I was fond of the trains, and received many a spanking from my father for riding on the cow-catcher of the little engine that ran between Bloomfield and Zalma, Missouri. Brownwood, where I learned telegraphy, was at that time a junction point for several lines, and I will never forget the morning that G. W. Carlisle, superintendent of the St. Louis & Gulf Line, and commonly known as 'George,' came into the office and said to me: 'How would you like to go to Zalma as agent and operator?' The job will pay you \$25.00 a month and express commissions. You will make nearly \$40.00.'

"He will never know how happy he

The Metropolitan Insurance Company paid to its Frisco policyholders in the month of March, 1927, for death, disability, health and accident claims, a total of \$24,934.95.

The supervisory group received \$12,000 death and \$1,725.04 total and permanent disability claims during March, 1927; the shop crafts, \$5,000.00 in death, \$459.36, total and permanent disability and \$4,440.03 in health and accident claims; clerks' group, \$1,000 death, \$310.52 total and permanent disability.

made me feel, and by the way, my board and room at the old James Hotel was \$3.00 a week.

"After leaving Zalma, I was operator for W. W. Fagan, general superintendent of the construction on the new line then being built between North Cape Girardeau and St. Louis. After leaving that work, I was stationed at a number of points south of Cape Girardeau. Then the wanderlust grabbed me and I started west, however I wound up down south, after working south, east and north for various railroads, press associations and brokers. I returned to Missouri and worked as relay operator and dispatcher for several years, and after spending some five years in Colorado and Wyoming, came to Hollywood."

V. E. Hopkins, operator for the Frisco at Chaffee, Missouri, recalls that Mr. Goforth was one of the first operators on the road built from Cape Girardeau to St. Louis.

After Mr. Goforth arrived in Hollywood, he immediately visited the different studios, and secured his first work in "The Nickel Hopper," with Mabel Normand. He then appeared in "Are Brunettes Safe" with Charley Chase, and then in "Jewish Prudence" with Max Davidson, that famous Jewish character who helped to make "Abie's Irish Rose" famous on the New York stage.

Just now Mr. Goforth has a part in "The Out-Law Dog" directed by J. P. McGowan, and "The Cheek I Love to Touch" with Albert Cooke and Danny O'Shea, whom he calls "stars" of the comedies.

"It has been my pleasure," he writes, "to meet several of the leading lights since I was initiated into the 'Stage and Movie 233 Club' recently, where Douglas Fairbanks, Harold Lloyd, Monte Blue, Water Heirs, Tom Mix and nearly all the stars and near-stars get acquainted. The 233 has some 1,800 actors, directors and producers as members and is building a 14-story club room on Holly Boulevard and Vine Street, which is located in the heart of Hollywood and filmdom.

In one of the closing paragraphs of Mr. Goforth's letter he says: "I would like to mention to the girl readers of the *Frisco Magazine* one thing in particular. If you girls are thinking of coming to Hollywood, or if you know of any girl who contemplates making a try for the movies, be

ENDORSED BY FRISCO!



Miss Regina Steffens, of Tulsa, Oklahoma, pretty candidate for election as one of the Princesses of the Tulsa Rose Carnival had no trouble securing the endorsement of Frisco employes at Tulsa in her campaign. Mr. J. W. James, executive general agent, assured Miss Regina of Frisco support, not only because of her own worthiness, but because her "dad" is T. H. Steffens, president of the Sand Springs Railway. Miss Steffens was also endorsed by the Vandever Dry Goods Company, Kerry Glass Company, Optimist Club, Kiwanis Club and the Tulsa Traffic Club.

warned that unless you have been given special training, stage experience, and also have sufficient funds to keep yourself for a year or so, it is a sad thing to come.

"There are 12,000 people registered at Central Casting, the main casting office where the large studios obtain their talent, and the smaller casting offices who furnish to the independent producers, have probably 5,000 and some of them do not work but two or three days a month. To be perfectly frank it is pitiful to see some of the girls trying to 'make the grade.' So please say a word along this line, for there is all kinds of talent here, and it is hard to 'sell' yours unless it is backed by stage or screen experience."

Mr. Goforth is more than anxious that some of his old friends get in communication with him, and gives his address as 1033 North Edgemont Boulevard, Hollywood.

He'll Learn

Woman (who has given some food to a tramp): "You have a very awkward way of eating, man."

Tramp: "Yes, ma'am; I s'pose it's 'cause I'm out of practice."

Zone Accounting on the Frisco

By C. B. REX, Assistant Auditor

FOR several years past a number of Eastern roads have been making a special study of freight accounting in an effort to eliminate duplication of work in the freight auditor's office and in the offices of station agents and to overcome as far as possible errors in original work.

It has been estimated by various authorities that at least 40 per cent of the time of employes in the office of a freight auditor of any large railroad is devoted to the correction of errors.

The freight waybill being the basis of practically all freight accounting work, the subject naturally resolves itself into one of having waybills correctly rendered and correctly handled through the accounts.

On any railroad the volume of business handled at about 75 per cent of the stations is not sufficient to justify the employment of men to handle the accounting work only; as a result the employes at such stations must of necessity be selected with particular reference to their experience along operating and traffic lines and the question of their accounting ability is given secondary consideration.

The principle of specialization and volume production, with the aid of mechanical devices, under intensive supervision, has long been recognized as productive of the greatest efficiency in any line of work. It is, of course, apparent that intensive supervision by thoroughly qualified freight accountants cannot be extended daily to the work performed at 600 stations, and the problem is, therefore, one of concentrating as much of this work as possible at a few central points where the more important classes of work can be assigned to a specialist and the purely mechanical work can be handled with the aid of the most modern mechanical devices.

These mechanical devices can only be profitably employed on volume production, hence the necessity of concentrating it at central points.

The use of "Punched Cards," while new to a great many people, has been employed in various departments of the U. S. Government at Washington, in the general offices of many railroads, and in large manufacturing and other industries for more than 30 years, and their use has made possible the compilation of important statistical information, the cost of which would be prohibitive under any other plan.

The old longhand method of compiling information requires a re-transcribing of all the data for each particular class of information required, and with each transcription errors creep in which cause difficulty in balancing. Under the card plan all the information required for the various reports is punched into the card at the first operation and, when once in balance with the control figure, can be re-sort-

ed in any number of ways.

Cards can be punched with all the necessary information, two or three times as fast as the information could be transcribed by either longhand or typewriter. After the cards are once in balance they can be re-sorted into any other grouping at the rate of 400 cards a minute; then all the information on the card printed and totals made at the rate of 75 cards a minute.

As an illustration, take the Agents Local Received Abstract, Form 35 Local. Under the present plan this is either typed or written up in longhand and balanced.

On receipt in the audit office, cards have to be punched from each waybill to verify the agent's abstract, to use as a check for unreported waybills and for statistical purposes. Under the Zone Plan, instead of typing the abstract, a card is punched from the waybill in the zone office and the agent's abstract is printed from these cards. This operation in the zone can be completed with no greater expenditure of labor than was formerly required to type and balance, and after the abstract is completed, the cards are forwarded to the audit office and the punching and balancing of cards in the audit office is eliminated.

Up to this time we have experimented only with the Local Received Abstract, but effective April 1, we began to handle the Interline Received Abstracts in the same manner, and as our plans mature will no doubt work out a similar system for handling Forwarded Abstracts.

As previously stated a number of roads have been experimenting with this plan for several years, with fairly good results. An investigation of the various plans developed the fact that no two were working along exactly the same lines and naturally each felt their system was the best and it was impossible to decide which of the various plans would best fit our requirements. So it was decided to start an experimental zone at St. Louis and endeavor to utilize the best points of the various other systems.

Effective May 1, last year, the first zone office was started at Seventh Street, St. Louis, handling the accounts of Seventh Street station only. This work was handled by Mr. Snyder with the assistance of representatives of the accounting department and was continued on this basis up to December 31, when it was decided the plan was entirely feasible and should be extended.

Effective January 1, the entire accounting force was transferred to the jurisdiction of the auditor-freight accounts and his representative placed in charge, and at this time the plan was extended to all stations between St. Louis and Chaffee and, effective March 1, is being extended to the balance of the main line stations, Riv-

ENDORSES VETS' REUNION

"Those veteran employes who are eligible to membership in the Frisco Veterans' Association, and do not take advantage of the opportunity, certainly are missing a treat once a year," writes J. A. Murray, veteran engineer of forty-three years' service, Memphis Terminal.

Mr. Murray enthusiastically claims that the reunion brings the veterans in close contact with each other, where they can renew friendships of a lifetime.

"I have been a member of this association for the last two years," he said, "and I have never attended any labor or fraternal organization where there was near the sociability which exists at this assembly."

He also gives credit to those who are responsible for making the reunion a success, and to the good people of the City of Springfield, Mo., who welcome the visiting veterans so wholeheartedly.

er division.

The second zone office was opened at Kansas City, March 1, to handle the accounts of Kansas City station only. No further extension of the zone plan is contemplated for some months to come.

Along with the zone accounting it is expected to inaugurate zone revising, or, in other words, at the points where zone offices are located, the final audit office revision will be placed on the waybills before they are expensed and on stations reporting to the zone final revision will be made before the waybills are taken into station accounts which will result in corrections due to revision being returned to agents within a few days and undercharges collected while the matter is still fresh in the minds of all concerned, thus eliminating correspondence and avoiding misunderstandings.

It is expected by relieving station forces of the bookkeeping and accounting work that they will have more time to devote to other important duties. More care can be used in billing freight, in applying rates, making extensions, etc., thereby materially reducing the number of corrections. More time can be spent in checking freight to see that the freight as actually billed has been sent forward in accordance with billing instructions.

At destination stations employes have more time to revise rates and extensions and to properly render and check their freight bills before presentation to patrons for collection.

Station forces will be able to assist in reducing the amounts paid on account of loss and damage claims by seeing that the freight as received is properly checked against the waybills and proper notations made on freight bills and waybills.

More time will be afforded agents to follow up their uncollected and the solicitation of freight.

A. O. DRENNAN ELECTED

Cabool, Mo., Employe Chosen as Gen'l Chairman, B. R. S. of A.

THE election of A. O. Drennan, signal maintainer at Cabool, Missouri, to the position of general chairman of the Frisco Unit of the Brotherhood of Railway Signalmen of America, was announced at Springfield March 27. Mr. Drennan succeeded Earl M. Stewart, who resigned following his transfer to Ft. Worth, Texas, recently.

The new general chairman has spent 17 years with the Frisco, always in the employ of the signal department. He will represent a present membership of 100 men. Drennan is married and the father of one son. He resides at Cabool and will maintain his present position with this company while serving as general chairman of his organization.

AGENCY CHANGES FOR APRIL

Mrs. Rae B. Langley installed temporary ticket agent, Upalika, Mo., effective April 1. S. Doyle left the station February 26, and Mrs. Langley has acted as ticket agent from that date.

R. E. Nichols installed temporary agent Webster Groves, Mo., effective April 4. Nichols had acted as agent since March 17.

F. M. Means installed temporary agent, Olden, Mo., effective April 5.

L. L. Sharp installed permanent agent, Portia, Ark., effective April 6.

Wm. McKenzie installed permanent agent, Cold Springs, Okla., effective April 6.

T. K. Orr installed permanent agent, Piedmont, Kans., effective April 11.

R. W. Berry installed temporary agent, Valliant, Okla., effective April 11.

A NO-OVERTIME RECORD

If you'd like to know how to eliminate overtime, it might be well to have a talk with W. P. Gustin, general yardmaster at Springfield, Missouri.

The last overtime in that yard was made on December 23, 1926, and for a portion of the time between that date and the present one, 18 crews were working. This number was recently reduced to 17.

"The yard and engine men in the terminal are very proud of this record," Mr. Gustin writes, "and it was accomplished by the co-operation of these men and the supervision given by the assistant yardmasters.

"The shifts are so arranged that in case a crew does not complete a piece of work, another crew is used to finish it. On outside engines the foreman makes a report of the work left undone and another engine completes it."

Mr. Gustin's aim is to continue this record as long as conditions permit.

Better Service Campaign Brings Good Results First Three Months

THE first three months of 1927 have wrought many changes in the standing of terminals and divisions in the better service campaign for rough handling reductions, according to the April 9 report of Mr. M. M. Sisson, assistant general manager.

Mr. Sisson calls attention of all employes to the fact that through their co-operation a 44.7 per cent decrease in the number of cars damaged the first three months of 1927 was made, compared with the same period of 1926. A further decrease of 47.1 per cent was made in the amount of damage per car handled, and a

corresponding increase of 63.5 per cent was made in the number of cars handled per car damaged.

The Springfield terminals continue to hold first place, with Birmingham a close second and St. Louis in third position. Tulsa terminals hold the same position as last year, with Memphis advanced one point, and Kansas City dropped from fifth to sixth position, occupying the place held by Memphis last year.

The Southwestern and Western divisions are tied for first place among the divisions, but that coveted position was awarded to the Southwestern when it handled 275,902 cars the first

three months of this year without damaging a car. The Western made a similar record of no cars damaged, but handled 60,669 cars as compared to the Southwestern's greater number. The Northern division dropped from fourth to sixth place, while the Central dropped from second to third position.

The slogan under which the campaign was carried on during April was submitted by G. I. Gann, engineer of Newburg, Mo., and is: "Much of the Business Depends on the Proper Handling of Equipment."

The table of comparisons for 1925, 1926 and 1927, appears below:

DIVISION or TERMINAL	NUMBER CARS DAMAGED			AMOUNT DAMAGE			NUMBER CARS HANDLED			PER CENT DAMAGED TO TOTAL HANDLED			STANDING DIVISION OR TERMINAL		
	1927	1926	1925	1927	1926	1925	1927	1926	1925	1927	1926	1925	1927	1926	1925
TERMINALS															
Springfield ...	2	4	4	\$ 725.00	\$ 655.00	\$ 365.00	178,782	193,874	186,195	.0011	.0021	.0021	1	1	1
Birmingham ...	7	13	13	423.50	2,520.00	591.00	192,549	216,446	171,461	.0036	.0060	.0075	2	3	2
St. Louis	19	7	23	266.00	204.00	1,111.00	179,886	182,102	180,390	.0106	.0038	.0127	3	2	3
Tulsa	20	61	58	2,099.00	1,270.00	1,885.00	175,576	207,382	196,583	.0114	.0294	.0295	4	4	6
Memphis	43	114	56	1,225.00	5,149.20	3,407.50	217,672	310,293	317,438	.0198	.0367	.0176	5	6	4
Kansas City ..	47	59	49	1,002.50	1,844.00	1,258.00	168,238	168,319	173,260	.0279	.0350	.0283	6	5	5
Total	138	258	203	\$ 5,741.00	\$ 11,642.20	\$ 8,617.50	1,112,703	1,278,416	1,225,327	.0124	.0202	.0166			
DIVISIONS															
Southwestern ..	—	75	24	—	\$ 1,947.50	\$ 634.00	275,902	274,540	268,681	—	.0273	.0089	1	7	4
Western	—	—	6	—	—	120.00	60,669	54,007	53,757	—	—	.0111	1	1	6
Eastern	6	12	2	136.00	257.78	145.00	195,820	207,763	194,329	.0031	.0057	.0010	2	5	2
Central	5	1	—	220.00	15.00	—	98,837	102,965	96,165	.0051	.0009	—	3	2	1
Southern	15	11	13	320.00	612.00	2,390.00	227,805	257,705	229,889	.0066	.0043	.0056	4	3	3
River	13	15	34	675.00	516.00	1,059.00	104,555	112,262	111,736	.0124	.0133	.0304	5	6	7
Northern	36	12	24	939.00	219.00	838.25	233,824	259,042	255,060	.0154	.0046	.0094	6	4	5
Total	75	126	103	\$ 2,299.00	\$ 3,567.28	\$ 5,186.25	1,197,412	1,268,284	1,209,617	.0063	.0099	.0085			
Texas Lines ..	1	3	13	25.00	50.00	292.50	25,447	36,639	43,396	.0039	.0082	.0300			
To. System.	214	387	319	\$ 8,065.00	\$ 15,259.48	\$ 14,096.25									

1927 Compared with 1926

Per cent decrease in number cars damaged.....	44.7	Per cent increase in number of cars handled per	
Per cent decrease in amount of damage.....	47.1	car damaged	63.5
		Per cent decrease in amount of damage per	
		car handled	41.54