

FUEL SAVERS MEET NOV. 18

Frisco Sponsors Southern Division Gathering At Memphis.

S PONSORED by Frisco Lines a joint fuel meeting of all the railroads entering Memphis was held there the night of November 18 with approximately 200 men, both railroaders and coal mine executives, attending. This was one of the best fuel meetings ever held on the Southern division of the Frisco.

Speakers said: That fuel is the second largest expense item of railroads, labor being first; that coal companies welcome the railroad fuel-conservation progress as an agency for increasing railroad prosperity, with resulting benefit to supply industries; that unnecessary train stops and too much blowing of locomotive whistles are fuel wasters; that expansion of the Frisco Railroad in the Alabama section is unlimited due to the heavy coal carrying business; that railroad men should do all they can to help their respective railroads save fuel, and that railroads soon buy their coal on specification, as they now buy their other supplies.

D. L. Forsythe, general road foreman of equipment for the Frisco, Springfield, was chairman.

It takes 16 pounds of coal per passenger car mile to run the passenger trains of today, one of the speakers said. Another stated that it takes approximately 300 pounds of coal to stop a large train.

After the addresses the audience for two hours viewed a motion picture which featured the "limited-cut-off" and the booster. This picture was run through the courtesy of The Franklin Railway Supply Co., Chicago.

Speakers included: W. Carson Adams, vice-president, Adams, Rowe and Norman Coal Industry, Birmingham; Milton H. Fies, vice-president, DeBardleben Coal Company, Birmingham; A. R. Long, president Brookside-Pratt Mining Company, Birmingham; W. F. Cobb, general manager, Galloway Coal Company, Carbon Hill, Ala.; J. L. Marley, secretary, General Fuel Conservation Committee, Illinois Central Railroad, Chicago; W. J. Sullivan, traffic manager, Grider Coal Sales Agency, Birmingham; J. E. Whalen, general fuel supervisor, Frisco Lines, St. Louis; J. J. O'Rourke, Pratt Fuel Corporation; R. B. Butler, superintendent Southern division, Frisco Lines.

A strictly-Frisco-meeting was held in the Memphis coach yard the afternoon of November 18.

FRISCO THANKED FOR SERVICE

"Here was a case in which a railroad showed it had a heart."

This sentence is quoted from the account in the Lebanon (Mo.) Rustic, of a special stop at Stoutland, Mo., October 6, of the fast Ozark Limited, to take aboard and rush to Springfield, Mo., for hospital treatment, Mrs.

ANOTHER BEAUTIFUL STATION



The Frisco station at Bassett, Ark., on the River division was beautified this summer, as shown in this picture, by M. Owens, agent, who sent the photograph to the Magazine.

BARENDRECHT AT PENSACOLA

Through the courtesy of Frisco Lines, the railroad's docks at Pensacola, Fla., were open to the public November 6 to give people an opportunity to view the world-famed Dutch tanker, Barendrecht, which rescued the crew of the monoplane, American Girl, near the Azores, October 13. The tanker moored to the Frisco docks to take on coal before sailing for European ports, and hundreds of persons accepted the railroad's invitation.

The invitation to the public to view the famous vessel was extended by Charles Thorburn, traffic manager of Frisco Lines at Pensacola.

"The compliments of the St. Louis-San Francisco Railway to the people of Pensacola, and all others who wish to take advantage of the opportunity of making a personal observation of the Barendrecht are extended in connection with the turning over of the Frisco docks to the public while the ship is in port," Mr. Thorburn said in making the announcement.

The crew of the American Girl was comprised of Ruth Elder, Florida aviatrix, and her co-pilot, George Haldeman.

The Barendrecht, of which Captain T. Goos is master, stopped at Pensacola to take on bunker coal. The ship had a cargo of gasoline from Baytown, Texas, and was bound for European ports. Cary and Company is the agent at Pensacola for the vessel.

Ethel DeBerry, who had been severely burned when she fainted and fell against her kitchen stove while she was cooking dinner.

Mrs. DeBerry is the wife of Alpha DeBerry, postmaster at Lebanon. When Mr. DeBerry learned of the accident to his wife, he appealed to J. L. Fry, Frisco agent at Lebanon, who made the arrangements to stop the Ozark Limited.

Gratitude of Mr. DeBerry to the Frisco has been expressed in a letter he wrote October 14 to E. L. Magers,

RECENT AGENCY CHANGES

E. J. Sutterfield installed permanent agent, Stanton, Mo., October 31.

F. A. Thomas installed permanent agent, Durham, Ark., October 28.

H. R. Horne installed permanent agent, Garnett, Okla., October 27.

C. Bloodworth installed permanent agent, Haworth, Okla., October 26.

J. A. Chronister installed permanent agent, Leachville, Ark., October 26.

Hugh Hays installed permanent agent, Boynton, Okla., October 25.

J. F. Ellis installed permanent agent, Lowell, Ark., October 24.

C. Powell installed permanent agent, Pitt, Mo., October 22.

T. E. Keating installed permanent agent, South Greenfield, Mo., October 22.

B. P. Melton installed permanent agent, Rush Tower, Mo., October 21.

A. W. Wasson installed permanent agent, Grubbs, Ark., October 21.

R. V. Johnson installed permanent agent, Henson, Kans., October 21.

E. L. Singleton installed permanent agent, Grove, Okla., October 19.

Amagan, Ark., opened as a freight agency, October 18. J. J. Causey remains as freight and ticket agent.

C. E. Shock installed permanent agent, Manson, Ark., October 17.

W. L. Moffitt installed temporary agent, Black Rock, Ark., October 17.

Todd, Okla., ticket (only) agency closed, October 17.

W. H. Townsend installed permanent agent Burnham, Mo., October 14.

G. L. Henson installed temporary agent, Gravette, Ark., October 14.

W. E. Williams installed permanent agent, Arbyrd, Mo., October 13.

F. R. Ludwig installed permanent agent, Clarkton, Mo., October 12.

M. L. Moyer installed temporary agent, Red Fork, Okla., October 12.

Lon Richards installed permanent agent, Netherlands, Mo., October 8.

J. L. Stinson installed permanent agent, Rogers, Ark., October 8.

G. B. Homan installed temporary agent, Manila, Ark., October 8.

M. F. Holder installed temporary agent, Miller, Mo., October 7.

J. C. Wimberly installed permanent agent, Rush Tower, Mo., October 7.

B. S. Gruner installed permanent agent, Capleville, Tenn., October 7.

Lon Haynes installed permanent agent, Winfield, Ala., October 6.

P. A. Weathers installed permanent agent, Lorraine, Kans., October 6.

superintendent of the Eastern division, Springfield, in which Mr. DeBerry said:

"Now that she (Mrs. DeBerry) is on the road to recovery, myself and a number of friends, desire to express our thanks to Mr. Fry and everyone else responsible for this courtesy."

Safety First

"Do you drink?"

"No."

"Then hold this quart while I tie my shoe lace."

PHENIX MARBLE QUARRY

(Continued from Page 13)

small engine, and the roundhouse is built much on the order of a garage.

Stone has been removed from the quarry until great ledges have been formed. In the pit, the work of extracting the huge blocks of marble goes on daily. The top ledge of rock is blasted off and used for road work, and when the marble itself is reached, a channelling machine is placed over it which runs on a double track. This machine is operated by an operator and a fireman, while the machine goes back and forth, drilling a channel through the solid rock at the rate of eight square feet an hour. Water follows the drill as it cuts through, to wash away any particles which might block its progress. This water is furnished from a well, 608 feet deep, and is pumped into a tank conveniently located near the quarry.

When the 125-ton ledge is cut, usually in a size 22 feet long, 13 feet deep by about four feet two inches wide, it is then lifted out and cut into blocks by air drills. These blocks are raised by derricks and placed on flat cars, and the "dinky" locomotive hauls the flat cars to the stone saw mill, where they are cut and sized again.

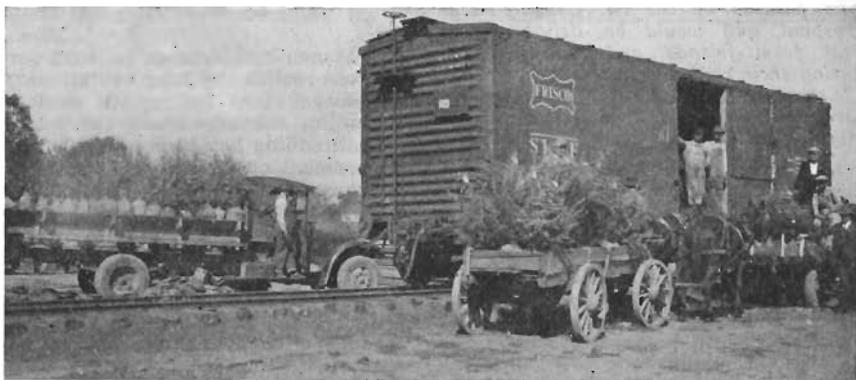
Preparing the marble to ship is another item of interest, for much of it goes to distant cities in the East and West. To properly brace a car for a long haul entail an expense of labor and material of from \$35.00 to \$40.00.

The power house, where two great engines furnish the power for the quarry and mill, is of unusual interest. The floors of this plant, as well as most of the plants of the marble company, are of solid stone. One of the fly wheels which operates in the power house weighs 17,000 pounds and as it spins around there is no vibration. Half of it is visible, while the other half operates in a pit cut from solid rock.

Due to the heavy rains over the country, road work has been greatly delayed, but preparations are now being made to furnish crushed rock from this quarry to many points in Missouri. A rock crusher takes the waste rock from the quarry and after crushing it, loads it into Frisco cars at the rate of four or five a day and it is consigned to various points in Missouri to be used in road work.

The town of Phenix, Missouri, is composed mostly of the marble company's employees. The company owns three hundred acres of land on which may be found the quarry, homes and community house of its employees. And they are a happy lot. The company has recently erected for them a modern and up-to-date community hall at a cost of \$18,000. Keil Hall, as it is known, was designed by a Kansas City architect and contains its share of Napoleon gray marble work, with two immense fireplaces on either side. The

First Car of Shrubs From Columbus, Mississippi



THIS car of evergreens and shrubbery was loaded at the Frisco team track at Columbus, Miss., by T. G. Owen & Son, which owns and operates at this point a thirty-acre greenhouse, a hundred-acre nursery and a 250-acre nursery.

This is the first car shipped by T. G. Owen & Son via Frisco from Columbus. The freight station was opened only recently. The routing was secured by the personal solici-

tation of Horace Harding, assistant division engineer, and Bill (Red) Jones, chief clerk in the division engineer's office at Columbus.

T. G. Owen & Son have made shipments to England and France, and supply florists in cities in practically all sections of the United States.

Edwin Imboden, Frisco general agent, Columbus, sent this picture and details of this carlot shipment.

hall proper seats 600 people, and the stage is ample for giving any kind of a performance. There are dressing rooms, reading rooms and a complete radio shop.

The company rents homes to its employes at the rate of \$5.00 and \$6.00 a month. Most of these homes have little garden plots and pastures for stock. In the summer the company sponsors several picnics and bands come from the neighboring towns to furnish music for dances and band concerts.

Although Phenix is not prominently located on a main line, it is known the world over to dealers in marble, for it has a product which is in great demand, and the world has made a path to Phenix, and taken from it a product which has aided in beautifying some of the most famous buildings in the United States.

A SERVICE RECORD

In the thirty-three years of his service with Frisco Lines, George W. Carlisle, agent-operator at Bloomfield, Mo., has been away from duty not more than ten days, when he broke an arm while on a speeder. Even then he insisted on working but the company physician told him to stay at home.

Mr. Carlisle started railroading about 1894 as telegraph operator, division superintendent and conductor on the old Houck railroad, which extended from Bloomfield to Zeta, Mo., and from Bloomfield, via Aquilla and Brownwood to Zalma, all in Missouri. This line was later acquired by the Frisco.

NEWS OF FRISCO CLUBS

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declared running heavier than usual and during the week of November 14 three "overflow" cars were received at Clinton, "something unusual for this time of the year," to quote from the report of the club meeting; live stock movement and local solicitation.

Because of the Christmas holidays the December meeting will be omitted and the club will meet jointly with the Ladies' Auxiliary in January.

One hundred and fifty members of the Magic City Club, of Tulsa, Okla., their families and friends turned out for an enjoyable evening of dancing and speaking at Tulsa, November 16.

Mr. S. S. Butler, freight traffic manager, was the honor speaker of the evening, and was introduced by President Faye Warren. Following the brief program the Frisco celebrants danced until midnight. The party was voted a rousing success and plans were laid for another affair of similar nature shortly.

J. W. James, executive agent of Frisco Lines at Tulsa, who attended the party with Mrs. James, termed it "one of the finest affairs Tulsa Frisco people have had in months."

Father, Dear Father!

Florence: "Mother, I think I will slip on my raincoat and go to the post office for the mail."

Mother: "Why, it isn't fit for a dog to be out in this kind of weather! Let your father go."

AT FRISCO HOSPITALS

The following Frisco employes are now patients of the St. Louis Frisco Hospital, and would be delighted to hear from friends and acquaintances during their confinement.

Letters may be addressed to them, in care of the Frisco Hospital, 4960 Laclede Avenue, St. Louis.

H. Rinehart, Rolla, Mo.; L. Braundel, St. Louis, Mo.; G. L. Hendire, Arkansas City, Kans.; A. Ponder, St. Louis, Mo.; R. McQuain, Pleasanton, Kans.; E. Marston, Fayetteville, Ark.; C. Coffey, Valley Park, Mo.; L. Jones, Tulsa, Okla.; J. C. Freeman, Tupelo, Miss.; J. Miller, Kansas City, Mo.; M. Brayfield, Springfield, Mo.; W. E. Burgess, St. Louis, Mo.; Wm. Conely, Joplin, Mo.; A. G. Rosenberry, Oklahoma City, Okla.; J. Hunter, Pittsburg, Kans.; R. Cardetti, Knobview, Mo.; A. Richters, Pacific, Mo.; E. G. Swyers, St. Louis, Mo.; H. W. Nichols, Bonanza, Ark.; J. Tillman, Arden, Ark.; H. J. Dienolf, Smithfield, Mo.; E. A. Rea, Enid, Okla.; A. Todd, Alton, Okla.; J. E. Springer, Atlanta, Ga.; B. M. Sharp, Snyder, Okla.; G. Patterson, Wichita, Kans.; L. Eakes, Parma, Mo.; R. Leonard, Fagus, Mo.; W. H. Coughlin, St. Louis, Mo.; J. Thurman, Medora, Kans.; M. Glasier, Overland, Mo.; H. Tucker, St. Louis, Mo.; F. Martin, Leachville, Ark.; Wm. Spratley, Oklahoma City, Okla.; H. L. Vanderburg, Holly Springs, Miss.; G. Robson, Springfield, Mo.; Wm. Pittman, Springfield, Mo.; L. Mouser, Ft. Smith, Ark.; G. T. Dunbar, St. Louis, Mo.; E. Monger, Springfield, Mo.; J. Stokes, Chaffee, Mo.; C. A. Koenig, Monett, Mo.; C. Thomason, Chaffee, Mo.; D. E. Bishop, Oklahoma City, Okla.; E. Bond, Chaffee, Mo.

On the Evolution of Railways

By M. J. DENNISON, Switchman, Birmingham, Ala.

FEW men employed in railroad service realize the long evolutionary process that led up to modern railroading nor appreciate the factor that railroading has been and is in the advancement of civilization.

In the year 900 B. C., history shows us trade routes first were established and after the distribution of wares began the seed of culture also was sown.

The Phoenicians were in possession of alphabetic writing and with the exchange of their commodities, knowledge of their alphabet was made known along trade routes. Exchange of commodities was accompanied by exchange of ideas.

Nearly 2,800 years has elapsed between the time primitive transportation began on the earliest trade routes and the present complex mechanical age in which we are living.

Let us say something of steam and of its application to railways.

Richard Trevithick, in 1804, tried a high pressure engine with smooth wheels on a plate-way near Merthyr Tydvil, England. The engine was found more expensive than horses and was cast aside. In 1811, John Blankenship patented an engine with cogged wheels which proved a commercial success. Then came William Headley's two locomotives, Puffing Billy and Wylam Dilly. The Blucher, the production of George Stephenson, in 1814, drew a train of eight loaded wagons, weighing thirty tons, at a speed of four miles per hour up a gradient of one inch in 450 feet.

The first railway, the Stocton & Darlington, was authorized by the English parliament in 1821. This line, with three branches, was thirty-eight miles long and on September 27, 1825, a train of thirty-four vehicles, making a gross load of ninety tons, was drawn by the Blucher at the rate of ten to twelve miles per hour and attained a speed of fifteen miles per hour on favorable parts of the line. The Blucher was driven by its inventor, George Stephenson. In October, 1825, the Stocton & Darlington inaugurated passenger service.

In order that we may readily compare the first locomotives in use with our most modern locomotives, we

give here the dimensions. The prize winning locomotive of 1829, whose dimensions were as follows and at that date were marvels as our loco motives are to us today.

The Rocket, later built by Stephenson, had two steam cylinders, eight inches in diameter with a stroke of sixteen and one-half inches and the drivers, which were placed in front under the funnel or smoke-stack, were four feet, eight and one-half inches in diameter. The engine weighed four and one-half tons and the tender weighed 6,400 pounds. The two loaded carriages drawn by the Rocket weighed 19,100 pounds. Thus the weight drawn was twelve and three-fourths tons and the gross total of the train was 17 tons. The boiler evaporated 114 gallons of water per hour and the steam pressure was 50 pounds per square inch.

This engine is the starting point of our great railways and think that only one hundred and fourteen years have elapsed and see what strides have been made in the railroad world as it seems today.

The history of American railways dates back almost as far as the English.

The Delaware & Hudson Canal Company, known today as the Delaware & Hudson Railroad, purchased three engines in England, one from Stephenson and two from Foster & Rostrick. The one purchased from Stephenson was received in New York in January, 1829, and was named "The America," but was not the first to be run. The "Stourbridge Lion" was the first locomotive to run in America.

The first locomotive built in America was the "Best Friend of Charleston" and was made at the West Point, (N. Y.) foundry in 1830 for the South Carolina Railroad. It had a vertical boiler on four wheels, all coupled. The two cylinders, placed in an inclined position, had a bore of sixteen inches and a stroke of sixteen inches and traveled at a speed of 16.21 miles per hour, hauling forty or fifty passengers. "Best Friend of Charleston" was blown up by its engineer, who was annoyed by escaping steam and tied down its safety valve.

94.6 PER CENT ON TIME

Frisco Lines during October operated 5,691 trains, of which 5,386, or 94.6 per cent, maintained schedule or made up time. This compares with 92.9 for October, 1926, and 90.8 for October, 1925.

Western division, with 99.5 retained for October first place, which it assumed for its September performance, which was 100 per cent. River division remained in second place for the second month.

The passenger train performance comparative statement for October, issued by F. H. Shaffer, general manager, Springfield, follows:

DIVISION	TRAINS OPERATED			TRAINS MAINTAINED SCHEDULE OR MADE UP TIME			PER CENT TRAINS MAINTAINED SCHEDULE OR MADE UP TIME			STANDING OF DIVISIONS		
	Oct. 1927	Oct. 1926	Oct. 1925	Oct. 1927	Oct. 1926	Oct. 1925	Oct. 1927	Oct. 1926	Oct. 1925	Oct. 1927	Oct. 1926	Oct. 1925
Western.....	215	199	217	214	185	216	99.5	93.0	99.5	1	2	1
River.....	942	672	643	915	661	587	97.1	98.4	91.3	2	1	4
Central.....	620	620	806	592	610	795	95.5	98.4	98.6	3	1	2
Northern.....	1325	1343	1605	1261	1242	1538	95.2	92.5	95.8	4	3	3
Southern.....	837	775	859	788	698	668	94.1	90.1	77.8	5	5	1
Southwestern.....	861	847	868	793	761	784	92.1	89.8	90.3	6	6	5
Eastern.....	643	682	798	586	625	686	91.1	91.6	85.0	7	4	6
Total.....	5443	5138	5796	5149	4782	5274	94.6	93.1	91.0			
Texas Lines.....	248	248	186	237	221	158	95.6	89.9	84.9			
Total System.....	5691	5386	5982	5386	5003	5432	94.6	92.9	90.8			

PULLMAN CONDUCTORS

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half an hour before the train was due to start its long run southwest to Oklahoma City.

Many prominent persons have been passengers on "The Meteor" with conductor Alexander, among them William Gibbs McAdoo, and the late General Leonard Wood.

Special Frisco Lines trains aboard which Mr. Alexander has been Pullman conductor were: The Tulsa Chamber of Commerce "Educational Special," which toured the east for sixteen days last year, and the "Dairy Special" of the Fort Scott Chamber of Commerce, which ten years ago was sent to Michigan, stopping, among other places, at the dairy farm of Colonel Pabst at Oconomowoc, Mich., known as the finest dairy farm in the world.

The entire railroad career of Mr. Alexander has been with the Pullman company. He began in 1905.

The first railroad conductor Edward Chapman ever saw was the Frisco at Cuba, Mo., where he was born in 1879, and where he resided until he grew up. He helped his father on the farm near Cuba. Then he went to St. Louis and worked for a while with a dry goods company.

Mr. Chapman entered railroad service as a conductor for the Pullman company in 1906, and made runs out of St. Louis on several railroads before he made his first run on the Frisco on a special train out of St. Louis bound for Fort Worth which carried homeseekers. His first regular run for the Frisco was in 1907, St. Louis to Burrton, Kans. Then for nearly five years he served on other railroads, all these trains running out of St. Louis. He was Pullman conductor on Frisco No. 3, St. Louis to Fort Worth, and later was assigned to the Meteor and has been with that train ever since.

Famous passengers on trains with Mr. Chapman have been Will Rogers, William Gibbs McAdoo, Senator James A. Reed and many Oklahoma oil millionaires.

Oklahoma City was a town of approximately 10,000 and Tulsa approximately 600 population when Mr. Chapman made his first trip to Oklahoma as a conductor.

"We hardly hesitated at Tulsa, a little town on a hill," said Mr. Chapman. During Mr. Chapman's service on the Frisco he has seen the advent of big engines, improved roadbed, and new stations.

"It is very common for me to hear passengers on the Meteor say that they are glad to get back on the Frisco; that they feel at home," said Mr. Chapman.

When the Meteor pulls into the Union Station, St. Louis each morning, one of the three men will alight, and stand near one of the Pullman cars, ready to locate friends, relatives, misplaced baggage or to answer any inquiries directed to them; and at

41 YEARS A SURGEON

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three grandchildren, residing in St. Louis.

Doctor Billings was graduated from the Miami Medical College, now Cincinnati University, in 1873. He began to practice medicine at Clay City, Ill., shortly after his graduation and in 1881 moved to Lebanon where he has practiced ever since.

Mrs. Billings was born at Wheeling, West Virginia, and is eighty-two years old.

Speaking of the celebration of his wedding anniversary Doctor Billings said:

"We had a fine time. I am enclosing a few verses written on the occasion of the anniversary by my wife, who has put up with myself for the past sixty years and never even thought of securing a divorce. That seems strange at this day."

The verses are as follows:

"In these modern times 'tis not always the plan
To spend one's life with just the same man;
Change is the slogan for these speeding days;
Keep up with the crowd, be a good sport in all ways.

"Three score years have come and gone;
Content still together we journey along;
Looking back to youth seems a long span;
Many things we've learned as time swiftly ran.

"In those long ago days of youthful striving
'Twould have seemed a fairy tale told of both surviving;
Much happiness there has been—also sorrow and care,
Always a faithful heart, ever ready each to share.

"Many friends we've loved that we see no more;
Just dreams of a happy meeting on that other shore,
Where we'll see no shadows nor feel any pain,
But all is sunshine and never a cloud or rain.

"We'll waste no moments in vain regret
When our day is done, our sun ready to set;
So sing no sad songs for us nor make any moan
For we've heard the message that call us home."

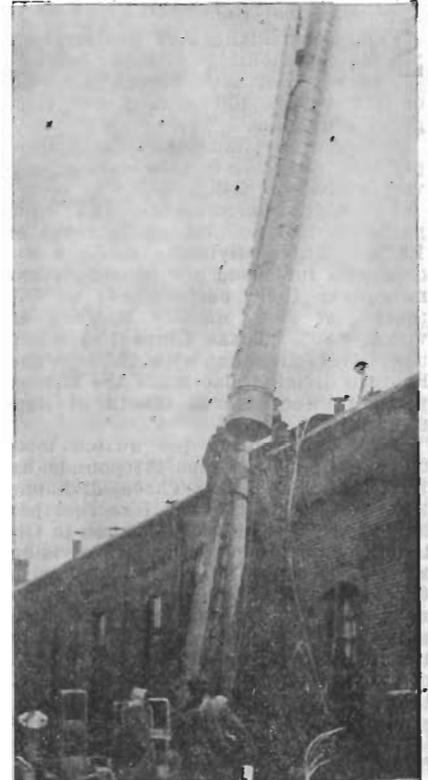
6:58 p. m. each evening when the Meteor is due to depart, one of them stands at the gate entrance with the regular Frisco conductor, smilingly inquiring for your pullman reservation.

"He knows all the best people in town."

"Then why doesn't he associate with them?"

"They know him."

TACKLING A TOUGH ONE



The raising and placing in position on the new furnace at the north blacksmith shop at Springfield, Mo., of the long and heavy smokestack in the accompanying picture was no mean engineering feat. The men who placed the smokestack were Henry Potter, John Sumner, Claude Hereford, Frank Lamar and Coleman Dorris.

GOOD USE FOR CINDER STRIP

A harvest consisting of 600 pounds of sweet potatoes, three bushels of cucumbers and two bushels of beets was raised on a strip of the Frisco right-of-way, thirty-six by ten feet, this year by D. R.



D. R. FAIRCE

Fairce, car inspector at Durant, Okla., who planted the plot, near the inspector's shanty, just to keep down the weeds.

Mr. Fairce did not expect to raise many vegetables on the plot as the ground had cinders on top.

The beets were canned by Mrs. Dragoo, wife of one of the section men at Durant. Mr. Fairce sent several of the sweet potatoes to the accident prevention department at St. Louis, the largest of these potatoes weighing seven and one-half pounds.

FRISCO FUEL RECORDS FOR NOVEMBER

(Office of Fuel Agent.)

SYSTEM freight fuel performance for the month of October increased 6% over same month last year or 171 versus 170 pounds per 1,000 gross ton miles.

Western Division made the largest per cent decrease in this class of service which was 6.49%.

Passenger performance 15.5 compared to 15.2 pounds, an increase of 1.97%. Three divisions made a decrease in fuel used per passenger car mile over their performance of October last year, namely Eastern division 6.80%, Texas Lines 1.95% and the River division with .72%. The Eastern division also made the largest per cent decrease in month of September.

Fuel consumption per switch locomotive mile, 140 versus 138 pounds, an increase of 1.45%. Three divisions and two terminals used less fuel per unit in this class of service than in October previous year; Southern division ranking first of the divisions with 6.62% decrease and St. Louis terminal first in the performance of terminals, with a decrease of 9.55%. This terminal was also first in the month of September and indicates the effort that is being put forth to maintain the standing as the terminal making the largest per cent decrease in switch fuel consumption each month.

Performance records by individual engine crews follows:

EASTERN DIVISION

Rolla Sub: Engineer M. WILLIAMS, fireman M. J. JONES, train first 38, engine number 25, Newburg to Gratiot, October 8, handled 2,749 gross tons, using 18 tons of coal for the entire trip or 122 pounds per 1,000 gross ton miles.

Engineer H. A. PEARSE, fireman H. WILSON, train number 6, engine 1505, Newburg to St. Louis, October 30, 12 cars in train, burned 801 gallons of oil, performance .56 gallons per passenger car mile.

Engineer JOHN LYNCH, fireman WM. VAUGHN, train number 9, engine 1516, St. Louis to Newburg, September 11, 14 cars in train, burned 997 gallons of oil; performance 7.14 pounds per passenger car mile; also same crew on number 9, September 26, with engine 1512, 16 cars in train, burned 1,345 gallons of oil, performance 8.33 pounds.

Engineer R. SHERRY, fireman M. WHITSITT, train number 15, engine 1059, St. Louis to Newburg, October 6, 5 cars in train, consumed 790 gallons of oil, performance 10 pounds per passenger car mile. This is a local passenger train and the performance made by Messrs. SHERRY and WHITSITT is much below the average.

Lebanon Sub: Engineer S A M KING, fireman HOLT, train 34, engine 4, Springfield to Newburg, October 10, handled 2,661 gross tons,

performance 127 pounds per 1,000 gross ton miles.

Engineer G. T. McKENNA, fireman T. GALBREATH, train number 3, engine 1512, Newburg to Springfield, November 3, 8 cars in train, performance 8.9 pounds per passenger car mile.

SOUTHERN DIVISION

Willow Springs Sub: Engineer KELSEY, fireman McGILVERY, train number 105, engine 1521, Springfield to Thayer, 9 cars in train, performance .81 gallons per passenger car mile.

Engineer O. MEDSKER, fireman ATKINSON, train number 135, engine 4107, Springfield to Willow Springs, October 27, handled 1,660 gross tons, performance 120 pounds.

Engineer BAKER, fireman COLE, train number extra north, Thayer to Springfield, engine 4127, October 24, 1,550 gross tons in train, performance 127 pounds per 1,000 gross ton miles.

Engineer CREWS, fireman BAUER, train extra south, engine 4112, Springfield to Thayer, October 27, performance 132 pounds.

Memphis Sub: Engineer THORN, fireman MARTIN, train number 105, Thayer to Memphis, engine 1521, October 4, 9 cars in train, performance .77 gallons per passenger car mile.

Engineer PHILLIPS, fireman INGRAM, train 131, engine 4007, Thayer to Jonesboro, 2,560 tons in train, consumed 6 tons of coal, performance 58 pounds per 1,000 gross ton miles.

Tupelo Sub: Engineer JACKSON, fireman MATHIOS, train 107, engine 1522, Memphis to Amory, October 27, 11 cars in train, burned 907 gallons of oil, performance 7.61 pounds per passenger car mile.

Engineer AMEY, fireman W. T. RYAN, train 106, engine 1520, Amory to Memphis, 9 cars in train, performance 8.33 pounds per car mile.

Engineer F. STARK, fireman J. T. ASHE, train 126, engine 30, Amory to Potts Camp, October 15, 2,325 gross tons handled, performance 87 pounds per 1,000 gross ton miles.

Engineer T. SMITH, fireman O. BROWN, train extra north, Amory to Potts Camp, engine 7, October 11, handled 2,345 gross tons, burned 7 tons of coal, performance 86 pounds.

Engineer WELLS, fireman SWAN, train extra north, engine 32, Amory to Potts Camp, October 15, total of 194,700 gross ton miles, performance 82 pounds.

Birmingham Sub: Engineer AYERS, fireman BERT DAVIS, train 106, engine 1522, Birmingham to Amory, October 29, 9 cars in train, performance .89 gallons per car mile.

Engineer W. GREER, fireman WATKINS, train number 131, engine 21, Memphis to Amory, October 27, handled 1,946 gross tons, consumed 14 tons of coal, performance 112 pounds per 1,000 gross ton miles.

Engineer WILSON, fireman W. WILSON, train 934, engine 29, Carbon Hill to Amory, October 12, handled 2,350 gross tons, performance 108 pounds per 1,000 gross ton miles.

Engineer J. HOLLINGSWORTH, fireman J. BOSTON, train 934, engine 16, Carbon Hill to Amory, October 15, performance 112 pounds.

Engineer ROONEY, fireman CHAPPELL, train extra north, engine 1, Carbon Hill to Amory, October 19th, total of 157,280 gross ton miles, performance 114 pounds.

RIVER DIVISION

St. Louis Sub: Engineer L. STORY, fireman J. BOYTS, train first 832, engine 4012, Chaffee to St. Louis, October 25, performance 63 pounds per 1,000 gross ton miles.

Engineer WOODS, fireman ANDREWS, train first 832, engine 4012, Chaffee to St. Marys, November 10, 4,500 gross tons in train, performance 65 pounds per 1,000 gross ton miles.

Engineer J. BARROW, fireman CHRISTENSEN, train first 832, engine 4012, Chaffee to St. Louis, October 24, performance 84 pounds per 1,000 gross ton miles.

Chaffee Sub: Engineer J. B. ROBINSON, fireman O. SNYDER, train 832, engine 4021, Hayti to Chaffee, October 18, 4,281 gross tons in train, performance 67 pounds per 1,000 gross ton miles.

Engineer SLAUGHTER, fireman VASSELL, train 835, engine 4021, Chaffee to Harvard, November 12, total of 389,635 gross ton miles, performance 76 pounds.

Engineer GETTINGS, fireman W. ANDERSON, train 835, engine 4016, Chaffee to Hayti, handled 2,348 gross tons, performance 86 pounds.

Engineer BARCLY, fireman W. DUNCAN, train 835, engine 4000, Chaffee to Hayti, October 20, 2,635 gross tons in train, performance 90 pounds per 1,000 gross ton miles.

NORTHERN DIVISION

Kansas City Sub: Engineer O. J. NORRIS, fireman J. STROUD, train first 162, engine 4128, Ft. Scott to Kansas City, November 4, 81 cars of oil, 3,814 tons, took 6½ tons of coal at Paola and 8½ at Kansas City. Average consumption 79 pounds per 1,000 gross ton miles.

Engineer ANDERSON, fireman KIRKPATRIC, train first 131, engine 4132, Kansas City to Ft. Scott, November 1. On duty 4 hours and 20 minutes, delayed only 42 minutes, which included train and air inspection at Rosedale and coal and water at Paola, handled a total of 209,908 gross ton miles, consumed 8½ tons of coal, performance 84 pounds.

Engineer BATTEN, fireman KIRKOW, train 105, engine 1520, Kansas City to Ft. Scott, October 15, 11 cars in train, performance, 71 gallons per car mile.

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