

## The Question of Today

By RALPH KISSINGER, Switchman, Springfield, Mo.

**S**HALL we lift all crossing signs and remove all crossing watchmen?

No! This would mean murder to helpless children. A crossing watchman is put there and paid by our railroad company and he makes a living for himself and family at this work. Some people seem to think he is "flirting" with them, and he frequently has to jump in order to escape being run over.

Stop and think of this! Our railroad company furnishes us the modern way of transportation, steam-heated, all-steel cars, and all safety appliances. A train of eight coaches and one engine has twelve wheels to each coach, two brake shoes to each wheel, which is twenty-four brakes to each car. On eight cars this means one hundred and ninety-two brake shoes. The engine has eight wheels, sixteen brake shoes, and is equipped with airbrakes. These trains are inspected at every terminal and new brake shoes put on if needed. Every one of them must be working and the engine is inspected in the same manner.

How often is your automobile looked after. Only when something goes wrong, and then providing you have the spare change. I am a car owner and know.

I am stating causes for a few of the delays to our Christmas merchandise. Our merchandise cars arrive on the north side of the City of Springfield, in what is known as the north freight yards. These cars are put on a track to go in transit to the south yards, where they are placed by our railroad company. All airbrakes must be working before this move is made. The railroad company has set a maximum speed for engines bringing this transfer over, of eight miles an hour over all crossings, on account of the the reckless drivers. A driver will actually drive out and try to stop the train. In order to make a sudden stop, the engineer has to apply his air, which sets the brakes on every car in the train. It takes five or ten minutes to release these brakes, which means money from our company and delay to the consignee.

Oftentimes when cars are being placed, drivers will park their cars on the track and leave them there. This causes delay. Probably it is a truck loading merchandise for some town right on a railroad, but he refuses to move until he has finished loading. The tracks were put there, perhaps, before he was born. Is this fair to the railroad company? He is robbing railroad employes of their daily means.

On December 1 of this last year, one of these trucks, loaded with dusty, damp merchandise, was crossing a railroad crossing at about thirty miles an hour. A train of ten cars

of stock for St. Louis, four cars of heavy lime, and a coach full of passengers was making eight miles an hour. The truck driver stopped on the crossing. The train stopped, too, in about forty feet, but tore the truck to pieces. Who was to blame in this case? The engineer, of course, will receive all the credit for the accident, if credit it can be termed. He should have stopped within four or five feet. That is what the driver said, but there were thousands of pounds behind the engineer.

I am employed by the Frisco Railroad and I want to tell you that I ride engines every day and I know the chances some of these drivers take. They will come down the street at thirty or forty miles an hour—drive up to the crossing and stop. But, suppose the brakes are not working or haven't been adjusted for months?

Approach crossings slowly, look in both directions and if the watchman is there, obey his signals. He is trying to aid, not delay you.

When you park your car near the tracks, park it eight or ten feet away, if possible. This will not only help the railroad company, but the industries waiting for their cars.

The New Year is here. Let us make it a happy, useful and safe one. Use precaution, especially on all corners and at railroad crossings.

Drive slow—you might meet a fool anywhere!

## BUSINESS EN ROUTE

Picking up business enroute is an accomplishment of J. S. Brownfield, a conductor on Train 806, The Memphian, which has brought praise from J. A. Moran, superintendent of the Southern division, Chaffee, Mo.

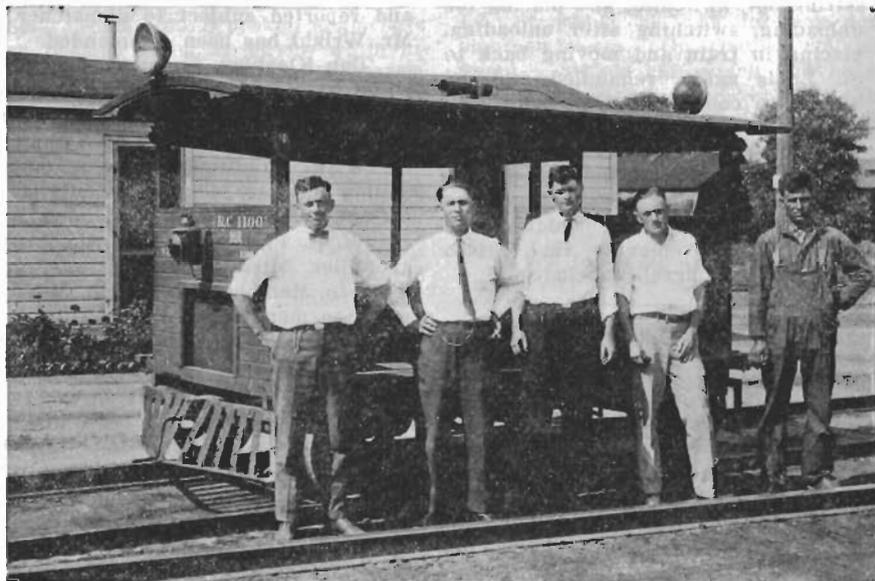
On November 27, while his train was enroute to St. Louis, Conductor Brownfield increased the earnings of the train six and one-half cents a mile.

Here is how it was done, in Mr. Brownfield's own words:

"Train 806, November 27, stopped at Osceola to pick up passengers. A negro came up and spoke to me. Said he was coming to St. Louis on the bus next day and I knew him and told him he should go with me. Only a minute to talk to him. I got him on, collected \$9.15 to St. Louis and I felt good over it.

"Same trip 806 stopped at St. Marys for water. I was looking over train and saw four boys out near highway at a fire. I went over and had talk with them. They said they were waiting for a bus. I asked them to go with me. They had a small trunk with them. One said 'You won't take our truck will you?' I told him 'yes.' So I helped them on, also their trunk, and got \$10.72 from them. I felt good over this trip and I hope I have several more like it."

## Makes Many Round Trips at Oklahoma City



Motor Car No. RC-1100 makes many round trips a month transporting employes from the east and south yards at Oklahoma City. It is electrically equipped and up to the minute in every respect.

Reading from left to right—W. A. Schubert, roadmaster; C. O. Parks, day motor car operator; Lee Glasco, night motor car operator; Jack Davis, roadmaster's clerk and Robert L. Coynor, relief motor car operator.

## RECORD IN CAR HANDLING

## J. H. Doggrell Praises Forces for Rapid Work

"A GREAT deal of progress has been made by everybody having to do with the handling of equipment for the betterment of service, both in the matter of per diem, loading, movement and mileage," writes J. H. Doggrell, superintendent of transportation. "In connection with the handling of C. B. & Q. 119182 by our St. Louis terminal forces and the forces at Cape Girardeau and the people on the river division, I would like for the following information to be conveyed to the readers of the Magazine, in order to show just what can be accomplished."

This car, CB&Q 119182, was received from the Terminal Railroad Association at St. Louis about 4:00 a. m., December 11, left St. Louis in train 835 at 10:15 p. m., same date; arrived Cape Girardeau at 5:00 a. m., December 12; placed, unloaded and the car released by 3:00 p. m., December 12; moved out in train 832 at 7:00 p. m., same day, arriving St. Louis at 6:30 a. m., December 13, and delivered to the Terminal Railroad at 1:00 p. m. same date.

"The car was in our possession just a little over 48 hours," Mr. Doggrell writes. "We paid two dollars per diem and made average of 131 miles per day in handling, which consisted of inspection, handling in the St. Louis terminal for placement in train 835, movement to Cape Girardeau, setting out, switching and placing for unloading, switching after unloading, placing in train and moving back to St. Louis again, rehandled and delivered to connection from which received.

"This is a splendid record and shows what can be accomplished, with everybody working toward the same end—that of handling quickly and efficiently movements via Frisco Lines," Mr. Doggrell concludes.

## A RECORD ON TURKS

Brady, Tex., Dec. 17—One of the fastest freight movements on local record was made in the delivery of a freight car of dressed turkeys routed from Brady via the Frisco to St. Louis, and over the Wabash to Detroit. The birds were actually placed on the market in less than 96 hours after leaving Brady at 12:15 p. m. on December 5.

No special movements were made in this rapid delivery. This record run is all the more unusual at this time of the year because of heavy freight shipments and naturally slowed movement.

## For Meritorious Service

## WESTERN DIVISION

Superintendent S. J. Frazier reports the following cases of meritorious service:

H. R. Smyer, agent at Arkansas City, Kans., recently, when a shipment consigned to a firm at Arkansas City, failed to arrive, ascertained that it had been sent to Winfield, Kans., by mistake, got in his automobile, drove to Winfield, loaded the shipment in his automobile, brought it back to Arkansas City and delivered it to consignee.

Charles E. Schofield, agent, Blackwell, Okla., gave valuable assistance to the railroad recently in connection with two crossing accidents near Blackwell, by obtaining names of witnesses and making measurements and observations prior to arrival of a claim agent. He has been commended both by the claim department and the division superintendent.

## RIVER DIVISION

Superintendent J. A. Moran reports the following cases of meritorious service:

C. S. Pawkett, conductor, while on Train 802, October 2, became suspicious of transportation tendered by a man, his wife and two daughters who were traveling on free transportation. He made a report to auditor of passenger accounts, an investigation was conducted immediately and it was found that transportation had been misused. Collection was made accordingly. Conductor Pawkett has been commended.

E. W. Segraves, bridge foreman, repaired a broken train line on a car at Lake City, Ark., September 10, thus preventing delay to movement of car of company material and his gang. He has been commended.

E. A. Paris, switchman, discovered, November 4, seven inches of flange missing from a wheel of a car that was being switched. He has been commended.

## SOUTHERN DIVISION

Superintendent R. B. Butler reports the following cases of meritorious service:

Mrs. M. A. Bisch, operator, Turrell, Ark., as train 847 passed that station recently, noticed a brake beam and a brake rod dragging, flagged train and car was set out. She has been commended.

H. A. Wright, conductor, while picking up cars recently at Norwood, Mo., noticed eight inches of flange missing from a wheel and a brake beam down and reported subject to dispatcher. Car was repaired before being moved. Mr. Wright has been commended.

Dan Kleckley, conductor, and Marion W. Reese, brakeman, on Extra 2004, while watching their train pull out of Bessie, Ala., mine track, noticed a rail break under engine, signalled engineer and had rail repaired. Messrs. Kleckley and Reese have been commended.

W. E. Hamilton, conductor, on Extra 4136-south, while inspecting train at Willow Springs, Mo., found badly broken arch bar on car of gasoline. Car was set out. He has been commended.

W. R. Prow, engineer, when power reverse gear piston broke on engine at Miller, Miss., chained power reverse crosshead in position and brought train to Memphis with little delay. His personal record has been credited with ten merit marks.

M. D. Bookout, brakeman, when fireman on Engine 4126 was injured, November 4, voluntarily fired the engine from Willow Springs, Mo., to Springfield, Mo., avoiding a serious delay to this train. Mr. Bookout has been commended.

## SOUTHWESTERN DIVISION

Superintendent C. T. Mason reports the following cases of meritorious service:

D. S. Wortman, engineer, West Tulsa, November 8, reported that when east passing track switch at Verdigris, Okla., was open, the west-bound head block failed to register stop and remained in clear position. Signal maintainer found that pin and cotter key were out of operating bar on switch box. The personal record of Mr. Wortman has been credited with ten merit marks.

B. E. Breedlove, fireman, Sherman, Texas, while on Extra 4157, November 3, at Woodville, Okla., discovered a broken arch bar, stopped train and had car set out. His personal record has been credited with ten merit marks.

(Now turn to next Page, please)

J. E. Johnson, agent, Catoosa, Okla., noticed a brake beam dragging on a car in Extra 4162-west, as it passed his station, November 4, flagged train and assisted in remedying condition. It later developed that this brake beam had damaged several crossing planks and had bent switch rod, which Mr. Johnson caused to be repaired. His personal record was credited with ten merit marks.

H. S. Emmerton, conductor, and Marion Harrison, brakeman, both of Sherman, Texas, assisted in unloading two cars of cattle at Hickory, Okla., November 2. The personal record of each of these men was credited with five merit marks.

E. H. Smith, conductor, West Tulsa, Okla., Train 1/438, noticed broken rail on KO&G connection at Fairland, Okla., and notified agent and section foreman at that point. The personal record of Mr. Smith has been credited with five merit marks.

J. T. Prunkard, conductor, West Tulsa, Okla., Train 439, November 6, noticed a severe jolt to cabooses, surmised something wrong with track, stopped train, went back and found a broken rail, notified Train 1/438, which was on siding at Catoosa, Okla., and notified section men who changed rail. The personal record of Mr. Prunkard has been credited with ten merit marks.

W. C. Prunkard, brakeman, West Tulsa, Okla., while inspecting Extra 4106-east at Howard, Okla., recently, found a broken arch bar and had car set out at Chelsea, Okla. His personal record has been credited with five merit marks.

W. J. Amber, brakeman, and M. J. Thomas, both of West Tulsa, Okla., discovered bad order truck on a car in Train 439, November 15, while this train was passing their train which was on a siding near Bushyhead, Okla. The personal record of each man was credited with ten merit marks.

W. G. Mullins, agent-operator, Ritchey, Mo., discovered wheels sliding on Car 499 in Train 7, as train was pulling out of Ritchey, November 19, and informed rear brakeman, who stopped train. A brake pipe was found to be disconnected near center of the car. Mr. Mullin's personal record was credited with five merit marks.

C. N. Mathewson, brakeman, and W. B. Legrande, both of West Tulsa, Okla., assisted, November 15, in unloading several cars of stock at White Oak, Okla., when they saw the stock was very difficult to handle. The personal record of each of these men has been credited with five merit marks.

#### NORTHERN DIVISION

Superintendent W. H. Bevans re-



ports the following cases of meritorious service:

J. H. Colson, brakeman, Miami, Okla., noticed a bad order truck on an oil car as Train 132 was passing Miami, November 14, notified crew and car was set out. His personal record has been credited with ten merit marks.

J. C. Reppert, brakeman, Kansas City, Mo., found three inches of flange broken out of a wheel on a car in Extra 4128 in siding at Henson, Kans., and car was set out. His personal record has been credited with five merit marks.

H. E. Young, operator, Edward, Kans., found a broken wing in a frog and also noticed on a car of oil, a brake beam down and dragging. His personal record has been credited with five merit marks.

J. L. Reynolds, conductor, Fort Scott, Kans., found broken angle bars on passing track at Payne while he was looking over his train, 2/139, November 6. His personal record has been credited with ten merit marks.

S. S. Puckett, janitor, baggageman-trucker, Miami, Okla., noticed a brake beam down on a car in Train 132, November 18, notified Conductor Waters who stopped train and caused repairs to be made. Mr. Puckett's personal record has been credited with five merit marks.

J. H. Colson, brakeman, Miami, Okla., found a broken rail on the main line at the Main Street crossing at Miami, November 15 and notified section foreman who had repairs made. Mr. Colson has been commended.

Ed. Lomax, fireman, Fort Scott, Kans., ran the engine of Train 143 from Ash Grove, Mo., to Springfield, Mo., October 31, on account of Engineer Harper having been injured by a mail pouch which was thrown from Train 108 as latter passed Ash Grove on that date. Mr. Lomax has been commended.

B. J. Ward, extra section foreman, Pittsburg, Kans., discovered a brake beam down in Train 166 at MP J-140 and flagged train and brake beam was removed. He has been commended.

D. I. Tanquary, brakeman, Kansas City, Mo., assisted T. J. Collins, fireman, in firing Engine 4132 by hand on account of clinker hook having become caught in conveyor, causing it to become inoperative. The personal record of Mr. Tanquary has been credited with five merit marks.

J. F. Davis, agent, Haverhill, Kans., found a broken rail on the main line near Haverhill, November 23, and telephoned section foreman who made repairs. Mr. Davis' personal record has been credited with five merit marks.

P. J. Murphy, conductor, Pittsburg, Kans., while Train 166 was passing Lone Oak, Kans., discovered a brake beam down on fourth car back of engine and stopped train for repairs. He has been commended.

C. Wagoner, conductor; C. C. Nance, brakeman; Cecil Lynch, brakeman; L. H. Mayberry, engineer, and J. H. Gordon, fireman, all of Fort Scott, Kans., reloaded a car of poles after Mr. Nance, while looking over Train 139 at Cherokee, Kans., had found the poles shifted and three of them nearly off the car. The personal record of each man has been credited with five merit marks.

W. S. Epley, pensioned section foreman, Beulah, Kans., spends much of his time walking the tracks of Section L-5, of which he was foreman for eighteen years. On October 18 he found a broken rail which had been spliced three times and reported the find to Viola M. Reid, agent at Beulah, who notified dispatcher, who routed trains on the passing track.

#### BIRMINGHAM TERMINALS

Superintendent J. W. Skaggs reports the following cases of meritorious service:

M. Parker, foreman, Birmingham Terminals, found a car of potatoes in bad order cut, erroneously carded as empty. His personal record has been credited with five merit marks.

#### MEMPHIS TERMINALS

Superintendent E. E. McGuire reports the following cases of meritorious service:

C. H. George, engine foreman; M. Simmons and Tom Ford, switchmen; O. W. Vaughn, engineer, and G. W. Barwick, fireman, while handling a cut of cars over the Memphis bridge, discovered bridge decking on fire, and extinguished it with a hose. They have been commended.

# FRISCO FUEL PERFORMANCE RECORDS

(Office of Fuel Agent)

**D**URING the year of 1927, a splendid record was made in the promotion of fuel economy, which bears out the familiar phrase that "Fuel conservation is and always will be a 'Live' issue on the Frisco Lines."

In all instances the performance of same month previous year for each class of service was not lowered, neither were the standards set each month, always reached, but nevertheless, a very high degree of interest and co-operation were manifested throughout the year, and the failure to reach the standards or beat the performance of same month previous year, furnishes an opportunity to make the coming year of 1928 a "Red Letter" year in conservation of fuel.

(Editor's Note.—In the December issue the increase in system freight fuel performance for October was quoted as six per cent, but should have read six-tenths of one per cent.)

System fuel performance for November (December figures not completed at this date), reflects an exceptionally good showing in all classes of service, freight service making a decrease of 10 pounds per 1,000 gross ton miles or 5.13%, passenger 4 of a pound per car mile or 2.41% and switch 4 pounds per switch locomotive mile or 2.63%. This is the first time this year that all classes of service have made a decrease in the same month.

The Western division made the largest per cent decrease of any division in freight service which was 13.85%, with a performance of 199 pounds per 1,000 gross ton miles, compared to 231 pounds in same month previous year.

In passenger service the River division ranked first, both in making the largest per cent decrease over same month previous year and consuming the lowest number pounds fuel per passenger car mile.

Switch service: Southern division fuel consumption per switch locomotive mile decreased from 169 to 142 pounds or 15.98%, and was by far the largest decrease made by any division during this month. Springfield terminal ranked first among the terminals with 9.38% decrease.

To the engineers and firemen go a large portion of the credit due for making the excellent showing in unit fuel consumption and record runs like the following, have played a large part throughout the year. It is impossible to get all records worthy of commendation in the *Magazine* due to

lack of space, however, the records listed below represent the best that were made on each division:

## EASTERN DIVISION

**Rolla Sub:** Engineer E. E. KINGDON, fireman N. C. SWEETIN, train 36, engine 39, Newburg to St. Louis, November 23d, handled total of 318,000 gross ton miles, burned 15 tons of coal or an average of 94 pounds fuel per 1,000 gross ton miles.

Engineer J. E. MORRISON, fireman R. GOLLAHON, train 38, engine 39, Newburg to St. Louis, November 27th, handled 299,000 gross ton miles, performance 100 pounds per 1,000 gross ton miles.

This same engineer and fireman C. SANDIFER made a performance of 102 pounds on November 13th. Both are excellent records and are much below the average.

Engineer PEARCE, fireman WHITED, train No. 10, engine 1511, Newburg to St. Louis, December 1st, 12 cars in train, burned 957 gallons of oil or .72 of a gallon per passenger car mile.

Engineer JONES, fireman TEAK, train No. 6, engine 1511, Newburg to St. Louis, November 26th, 15 cars in train, total of 1,785 car miles, burned 1,100 gallons of oil or .61 of a gallon per passenger car mile.

**Lebanon Sub:** Engineer O. N. MORRISON, fireman CLARY, train 36, engine 48, Springfield to Newburg, November 27th, handled 336,000 gross ton miles, consumed 15 tons of coal, performance 89 pounds per 1,000 gross ton miles.

Engineer A. A. ADAMS, fireman S. BLANCHARD, train 38, engine 48, Springfield to Newburg, November 5th, handled 369,000 gross ton miles, performance 98 pounds.

Engineer BEN GREEN, fireman LUTZ, train 36, engine 28, November 14th, Springfield to Newburg, handled 369,000 gross ton miles, burned 18 tons of coal, performance 98 pounds per 1,000 gross ton miles.

Engineer W. F. SPROHS, fireman J. HARRIS, train No. 10, engine 1502, Springfield to Newburg, November 23d, 12 cars in train, burned 1,107 gallons of oil, performance .76 gallons per car mile.

**Springfield Sub:** Engineer H. J. DAVIDSON, fireman L. M. HARRISON, train 32, engine 53, Monett to Springfield, November 1st, handled 151,000 gross ton miles on 8 tons of coal, performance 106 pounds.

Engineer G. W. HOFFMAN, fireman N. SUTTON, train Extra West, engine 53, Springfield to Monett, No-

vember 9th, handled 108,000 gross ton miles, burned 6 tons of coal, performance 111 pounds per 1,000 gross ton miles.

Engineer E. L. RICE, fireman HARRIS, train Extra West, engine 53, November 2d, Springfield to Monett, total of 81,000 gross ton miles, consumed 5 tons of coal or an average of 123 pounds fuel per 1,000 gross ton miles.

**Clinton Sub:** Engineer J. W. BALKE, fireman C. A. MCKEAN, train 58, engine 1245, Clinton to Kansas City, November 3d, handled 154,000 gross ton miles, burned 11 tons of coal, performance 143 pounds.

**Osceola Sub:** Engineer F. L. LONG, fireman HOOD, train 50, engine 591, Clinton to Olathe, November 17th, handled 40,000 gross ton miles on 5 tons of coal, performance 250 pounds per 1,000 gross ton miles.

Engineer J. B. COWELL, fireman KEIFER, train 50, engine 547, Creighton to Olathe, November 8th, handled 58,000 gross ton miles, consumed 8 tons of coal, performance 276 pounds.

## SOUTHERN DIVISION

**Willow Springs Sub:** Engineer OTTO METSKER, fireman BLACK, train 240, engine 1341, Cedar Gap to Springfield, handled 900 gross tons, burned 2 tons of coal or an average of 111 pounds per 1,000 gross ton miles. This is a local train and is an unusually good performance.

Engineer MORRIS, fireman MCGILVERY, train 135, engine 4143, Springfield to Willow Springs, November 25th, handled 1,650 gross tons, burned 10 tons of coal, performance 133 pounds.

Engineer RIGGS, fireman PRITCHARD, train 135, engine 4140, Springfield to Willow Springs, November 28th, handled 1,630 gross tons on 10 tons of coal or an average of 135 pounds fuel per 1,000 gross ton miles.

Engineer CAHILL, fireman MCGILVERY, train 107, engine 1030, Springfield to Willow Springs, December 2d, five cars in train, total of 455 passenger car miles, consuming 3 tons of coal or 13.4 pounds per car mile.

**Memphis Sub:** Engineer PHILLIPS, fireman INGRAM, train 131, engine 4007, Thayer to Jonesboro, November 4th, handled 2,560 gross tons, total of 204,800 gross ton miles, consumed 6 tons of coal or performance of 58 pounds.

Engineer HUDDLESTON, fireman DAVIS, train Extra South, engine 4015, November 28th, on duty 12 hours 9 minutes, handled 520,998 gross ton miles, consumed 17 tons of coal or 44

average of 65 pounds fuel per 1,000 gross ton miles.

Engineer **McELVANEY**, fireman **HAYNES**, train Extra North, Harvard to Jonesboro, November 3d, engine 4007, handled 1,650 gross tons and made a performance of 91 pounds per 1,000 gross ton miles.

#### RIVER DIVISION

Chaffee Sub: Engineer **ROBINSON**, fireman **MILLER**, train 835, engine 4006, Chaffee to Harvard, November 10th, handled total of 373,071 gross ton miles, performance 80 pounds.

Engineer **MAUSER**, fireman **J. M. FINDLEY**, train 835, engine 4021, Chaffee to Harvard, November 8th, 60 cars in train, total of 2,618 gross tons, burned 18 tons of coal, performance 86 pounds per 1,000 gross ton miles.

Engineer **OBESCHON**, fireman **JARRELL**, train 835, engine 4012, Chaffee to Hayti, November 16th, total of 138,828 gross ton miles, performance 100 pounds.

Engineer **FUGGELL**, fireman **STONE**, train 806, engine 1046, Memphis to Chaffee, had 8 cars in train to Hayti and 9 from Hayti to Chaffee, burned 913 gallons of oil, performance .64 gallons per car mile.

St. Louis Sub: Engineer **Woods**, fireman **ANDREWS**, train 1/832, engine 4012, Chaffee to St. Marys, November 10th, handled 4,500 gross tons in train, burned 12 tons of coal, performance of 65 pounds per 1,000 gross ton miles.

Engineer **EDWARDS**, fireman **B. M. DARK**, train 835, engine 4021, St. Louis to Chaffee, November 7th, handled 324,150 gross ton miles, burned 14 tons of coal, performance 89 pounds.

Engineer **SHIPPARD**, fireman **GILL**, train 1/832, engine 4005, Chaffee to St. Louis, November 17th, handled 1,900 gross tons, burned 13 tons of coal, performance 99 pounds.

Engineer **COOK**, fireman **ANDERSON**, train 808, Chaffee to St. Mary's, November 8th, engine 1022, 5 cars in train, performance 10.3 pounds per passenger car mile.

#### NORTHERN DIVISION

Kansas City Sub: Engineer **JACKSON**, fireman **STODDARD**, train 164, engine 4153, Fort Scott to Kansas City November 24th, 94 cars in train, total of 3,443 gross tons, burned 15 tons of coal, performance 88 pounds per thousand gross ton miles.

Engineer **NORRIS**, fireman **DOERING**, train 1st/131 engine 4142, Kansas City to Fort Scott, November 23d, 49 cars in train, total of 213,543 gross ton miles, performance 94 pounds.

Engineer **HARRIMAN**, fireman **ALEXANDER**, train 2d/131, engine 4106, Kansas City to Fort Scott, November 23rd, 51 cars in train, 2,240

## A Central Division Flower Garden



*C. H. "Uncle Charley" Hunt, section foreman at Springdale, Ark., and his wife, "Aunt Julia," are proud of the beautiful flower garden which, each season, they maintain in the yard of their home. In this picture they are seen standing in the garden as it was this season until late this fall. "Uncle Charley" and "Aunt Julia" present many bouquets to friends and passers-by. The garden, easily seen from trains, last season contained dahlias, elephant ears, roses, nasturtiums, peonies, lilacs, sweet peas, petunias and chrysanthemums.*

gross tons, burned 11 tons of coal, performance 99 pounds.

Ash Grove Sub: Engineer **BLAKESLY**, fireman **HOOD**, train 105, engine 1529, Ft. Scott to Springfield, December 1st, 9 cars in train, total of 927 passenger car miles, burned 1,013 gallons of oil, performance 1.09 gallons per car mile.

#### SOUTHWESTERN DIVISION

Chickasha Sub: Engineer **H. PETERSON**, fireman **T. P. LITTLE**, train Extra West, engine 1620, Oklahoma City to Chickasha, November 1st, 1,700 gross tons in train, burned 655 gallons of oil, performance of 9 gallons per thousand gross ton miles.

Engineer **H. MARTIN**, fireman **R. E. DAVIS**, train 448, engine 1617, Lawton to Chickasha, November 1st, a total of 40,517 gross ton miles, performance 12.6 gallons.

Engineer **R. SPENCE**, fireman **H. ALFORD**, train 406, engine 608, Quannah to Oklahoma City, November 1st, distance of 185 miles, handled 5 cars, burned 1120 gallons of oil, average consumption per passenger car mile 13.4 pounds.

Creek Sub: Engineer **J. CHEEK**, fireman **WEDDINGTON**, train 532, engine 4100, Francis to West Tulsa, November 2d, handled 279,747 gross ton miles burned 14 tons of coal, performance 100 pounds.

Engineer **COUCH**, fireman **R. L. CARPENTER**, train Extra South, engine 4112, West Tulsa to Henryetta, November 4th, 54 cars in train, burned 6 tons of coal, average of 100

pounds per thousand gross ton miles.

Engineer **SAWYER**, fireman **J. C. ICE**, train 1st/535, engine 4164, West Tulsa to Henryetta, November 3d, 53 cars in train, burned 7 tons of coal, performance 115 pounds per thousand gross ton miles.

Sherman Sub: Engineer **F. GOODSON**, fireman **B. BREEDLOVE**, train Extra South, engine 4155, Francis to Madill, November 8th, 2,125 gross tons in train, burned 8 tons of coal, performance 117 pounds per thousand gross ton miles.

Engineer **C. S. DAVIS**, fireman **B. E. BREEDLOVE**, train 532, engine 4155, Sherman to Francis, November 1st, handled a total of 180,698 gross ton miles, burned 11 tons of coal, performance 121 pounds.

#### CENTRAL DIVISION

Fort Smith Sub: Engineer **G. W. IRLY**, fireman **R. C. RAYBURN**, train 785, engine 606, Fayetteville to Prairie Grove, November 17th, 3 cars in train, burned 25 scoops of coal, performance 9 pounds per passenger car mile.

#### FORT SCOTT SCORES

A perfect record in handling freight was made for November by the Fort Scott freight house, and the least-error pennant for Group Three went to that freight house for that month.

Group Three consists of the freight houses at Chaffee, Mo., Wichita, Pittsburg and Fort Scott, Kans., Enid, Okmulgee and Muskogee, Okla., and Jonesboro, Ark.