

CASUALTIES ON DECREASE

Reduction of 19.8 Per Cent First Four Months of 1928, Record Shows

CASUALTIES on Frisco Lines decreased 19.8 per cent during the first four months of 1928, as compared with the corresponding period of last year and 31.6 per cent during April, 1928, as compared with April last year, according to the comparative statement issued May 12 by H. W. Hudgen, director, accident prevention, Springfield, Mo.

Among Frisco employes alone, the decrease was 25 per cent for the period and 30.4 for April.

The comparative statement of decreases for the period follows:

Transportation	13.0 per cent
M. W. & S.....	28.7 per cent
Mechanical Shops.....	28.3 per cent
All Employes.....	25.0 per cent
Passengers	28.1 per cent
Autoists	28.0 per cent
Licensees	38.4 per cent
Trespassers	35.4 per cent
Total Non-Emp.	7.4 per cent
All injuries: Pass. Aut. Lic.	
Tres. and Emp.....	19.8 per cent

Eighteen meetings were held from April 13 to May 9, with a total attendance of 302 employes. The meeting places and number in attendance follow: Sherman, mechanical department, May 9, 16; Oklahoma City, Okla., mechanical department, May 8, 16; West Tulsa, Okla., mechanical department, May 7, 13; west shops, Springfield, May 7, 16; Monett, Mo., May 4, 26; Enid, Okla., transportation department, May 4, 22; St. Louis Terminals, transportation department, May 3, 41; west coach shop, Springfield, May 3, 15; north shop, Springfield, May 1, 14.

Meetings in April: Bacone, Okla., mechanical department, April 13, 23; Quanah, Tex., April 16, 104; Enid, Okla., mechanical department, April 16, 15; Joplin, Mo., April 17, 18; Kansas City terminal, April 18, 32; Birmingham, Ala., mechanical department, April 19, 36; Chaffee, Mo., mechanical department, April 20, 16; Springfield terminals, April 20, 27; Memphis, Tenn., transportation department, April 23, 31.

Payments by Metropolitan Life Insurance Company to insured officers and employes during April, 1928, totaled \$12,303.91 as follows:

Supervisors, permanent disability benefits, \$1,746; clerks, permanent disability benefits, \$1,317.14; shop group, permanent disability benefits, \$1,429.12; sickness \$3,811.65; death claims, \$4,000.00.

For Meritorious Service

EASTERN DIVISION

Superintendent E. L. Magers reports the following cases of meritorious service:

A. Morrow and Boyd Turner, firemen, Springfield, while deadheading to Springfield, April 7, flagged for the crew of a freight train while the crew was re-railing a car of the train near Billings, Mo. Messrs. Morrow and Turner were given five merits each.

Claude Tuck, J. N. Stephens and Austin Wood, of the water service department, Springfield, when Engine 36 was disabled April 26 at Anaconda, Mo., and was delaying the Bluebonnet, without any instructions got on their motor car, went to Anaconda and gave the engineer sufficient assistance to enable him to get the rods in position so that the engine could be moved to the side track. Messrs. Tuck, Stephens and Wood have been commended.

WESTERN DIVISION

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

C. E. Dale, engineer, and L. R. Hall, fireman, both of Enid, when entering Winfield, Kan., April 9, saw a Frisco box car on the stone track on fire, stopped their engine and extinguished the fire. Each was given five merits.

NORTHERN DIVISION

Superintendent W. H. Bevans reports the following cases of meritorious service:

G. W. Curtis, agent, Spring Hill, Kans., noticed a brake rod dragging under a car in a train passing his station the morning of April 26 and, being unable to stop train there notified the agent at Ocheltree, Kans., who stopped train. Mr. Curtis has been commended.

C. J. Heitz, conductor; W. R. Talbert, G. R. Moulder and A. T. Walker, brakemen, all of Ft. Scott, Kans., recently chained up a stock car at Elwood, Mo., and handled to Lockwood, Mo. Each has been given five merits.

H. D. Alexander, porter, Monett, Mo., found a brake beam of a baggage car down, April 15, stopped train and with assistance of the engineer and the fireman took the brake beam off and loaded it in the baggage car. Mr. Alexander has been given five merits.

John Moore, section foreman, Webb City, Mo., found a brake beam dragging on a car in train 336, April 13, and notified operator at Webb City, Mo., who notified crew at Oronogo Junction, Mo., and brake beam was removed. Mr. Moore has been commended.

TULSA TERMINALS

Superintendent O. L. Young reports the following cases of meritorious service:

F. A. Hallam, switchman, discovered a defective switch recently. He was given five merits.

MEMPHIS TERMINALS

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

S. A. Christy, switchman, on April 8, discovered a broken rail in mine line, spiked the rail and flagged train 922, moving this train cautiously over broken rail. He has been given ten merits.

C. H. George, Rock Sarlo, Pell Hendrick and Tom Ford, switchmen, and O. W. Vaughn and B. L. Stevens, engineer, discovered a fire on Memphis bridge, March 31, and assisted in putting fire out. They have been commended.

BIRMINGHAM TERMINALS

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

H. W. Venable, switch engine foreman, and R. M. Anthony, switchman, recently discovered a car of cotton seed oil leaking badly and repaired a pipe and stopped the leak. Each has been given five merits.

O. M. Reeser, assistant yardmaster, recently fixed driving brake on Engine 3705 so that it could be worked for balance of shift. He has been commended.

R. J. Vines, switch engine foreman; L. C. Glover, fireman, and Ira O'Connor, engineer, assisted recently in repairing the driving brakes on Engine 3705. They have been commended.

J. H. Coke, fireman, recently discovered a highly intoxicated man getting on his train, immediately had his engineer stop the train, went back and got the man off the train and away from the track. Mr. Coke has been given five merits.

SECTION FOREMEN MEET

Several problems relating to their work were discussed by section foremen and section laborers of the Beaumont sub-division in the waiting room of the passenger station at Arkansas City, Kan., April 29. The meeting was opened by A. L. Fisher, division engineer, Enid, who turned it over to S. Payson, roadmaster, Enid. The attendance was thirty-one.

The attendance, besides section men and Mr. Fisher included: S. J. Frazier, superintendent of the Western division; H. F. Sinclair, claim agent; T. F. Jones, roadmaster; P. D. Hayes, chief clerk; F. H. Wright, maintenance clerk, all of Enid; J. W. "Uncle Bill" Morrill, accident prevention agent, Pacific, Mo.; H. R. Smyer, agent, Arkansas City; C. E. Meeker, frog repairer; E. M. Cheatam, extra gang foreman, the latter two of Enid, and Dr. L. M. Beatson, local Frisco surgeon, Blackwell, Okla.

Talks on the turning in to store rooms of unneeded tools of section laborers, the use on sections of adequate tools, accident prevention work on the part of section men and how the latter can help in traffic solicitation were the high lights of the meeting of section foremen and section laborers held April 15 in the city hall at Clinton, Okla. Seventy-five men attended and A. L. Fisher, division engineer, Enid, presided.

The talks were by Mr. Fisher; S. J. Frazier, superintendent of the Western division, Enid; J. W. "Uncle Bill" Morrill, accident prevention agent, St. Louis; R. C. Canady, assistant superintendent of the Western division, Enid; C. U. Allen, division accountant, Enid; T. F. Jones and S. Payson, roadmasters, both of Enid; P. D. Hayes, chief clerk to Mr. Frazier; A. L. Dobbs, section foreman, Thomas, Okla.; George Wells, section foreman, Bessie, Okla.; C. Laubhan, section foreman, Ames, Oklahoma, and others.

Shortly after noon the meeting adjourned to the Kemp Hotel for dinner. The final address was after the dinner and was by Mr. Frazier, who spoke on traffic solicitation.

The switch crew at the Rosedale, (Kan.) yards in April handled 8,259 cars and made 4,295 switches without a single case of damage or rough handling charged against them.

The crew: T. J. O'Brien, foreman; W. T. Barker, engineer; Willard Moore, feman, and Charles Cupp, Harry O'Brien and G. M. McAninch, helpers.

AGENCY CHANGES

S. A. Leeper installed permanent agent, Chester, Ark., April 25.

W. C. Austin installed permanent agent, Lowry City, Mo., April 25.

A. W. Wasson installed permanent agent, Sedgwick, Ark., April 24.

W. N. Edson installed permanent agent, Bonanza, Ark., April 24.

W. C. Kirby installed permanent agent, Bryant, Okla., April 23.

M. C. Baker installed permanent agent, Grubbs, Ark., April 23.

O. D. Hathaway installed permanent agent, Leflore, Okla., April 23.

F. B. Stoneking installed permanent ticket agent, Maurine, Mo., April 23.

F. M. Wilhelm installed permanent agent, Grant, Okla., April 20.

H. R. Barks installed permanent agent, Neely's, Mo., April 20.

T. A. Buckner installed temporary agent, Sherman, Miss., April 20.

H. L. Hunnicutt installed permanent agent, Welling, Okla., April 20.

C. N. Ellison installed permanent agent, Weleetka, Okla., April 19.

A. G. Phillips installed permanent agent, Quapaw, Okla., April 19.

R. H. Glover installed permanent agent, West Fork, Ark., April 19.

F. B. Poplin installed permanent agent, Bengal, Okla., April 18.

C. M. Whirlow, Jr., installed permanent agent, Gravette, Ark., April 17.

Breckenridge, Okla., agency closed April 17.

A. D. Hare installed permanent agent, Arbyrd, Mo., April 16.

E. R. Slocum installed permanent agent, Depew, Okla., April 16.

V. S. Whitener installed permanent agent, Keiser, Ark., April 13.

R. E. Nichols installed temporary agent, Aldrich, Mo., April 13.

R. E. Essman installed temporary agent, Kirkwood, Mo., April 13.

CHIEF WILSON APPOINTED

Announcement of the appointment May first of E. H. Wilson to the position of chief special agent of the St. Louis-San Francisco Railway Company was made at the road's general offices here. Chief Wilson succeeds Samuel A. Allender, who resigned April 9.

The Frisco's new chief special agent has spent many years in railroad claim departments and special agent's work and came to the Frisco from the Louisiana Railway and Navigation Company. His offices are located in the Frisco general office building here.

SOUTHERN DIVISION CLUBS PRAISED

The solicitation of the Frisco Employes' Clubs on the Southern division is highly commendable. H. E. Gabriel, assistant superintendent wrote the *Frisco Magazine* on May 15.

In his letter he details shipments secured by members of the various clubs.

"Through the efforts of our agent at Tupelo, we gained information that we might secure a considerable strawberry movement from Shannon, Miss., a town on the M. & O., thirteen miles out from Tupelo. We immediately got on the job and to date 15 cars of berries have moved and a prospect of eight more.

"Through the efforts of our Amory traffic club, Mr. J. C. Gravlee, president; Miss Violet Goldsmith, secretary, and vice-presidents and traffic committee, some splendid work has been done particularly in directing traffic via the new line to Mobile. During the past thirty days, ten loads of freight have been routed via Frisco, A. T. & N. and M. & B. into Meridan, Miss., a town which has always heretofore been controlled by competitive lines."

Mr. Gabriel also gives special commendation to conductors Guyton, Gravlee, Davis, Underwood, Goodman and Coltharp; G. E. Gravlee, agent at Holly Springs; Operator Meek at New Albany; Clerks O. M. Tanner and R. A. Smith at Tupelo and the entire membership of the Amory Club for their splendid solicitation efforts and he asks that the commendation be printed in the *Magazine*.

KRATKY HEADS GATEWAY CLUB

Chester C. Kratky, chief clerk to President Kurn, was elected president of the Gateway Club of Saint Louis, at its annual election held April 27. The club is composed of railroad men who are also members of Masonic orders, and has a membership of 500. Kratky is well known in St. Louis rail circles. He began with Frisco Lines in 1914 as an office boy in the law department, was secretary to President Kurn for five years and was promoted to his present position in 1926.

New Bride: And what would I get if I cooked a dinner like that for you every day?

The Groom: My life insurance.

LOCOMOTIVE FUEL PERFORMANCE RECORDS

Office of Fuel Agent

ON the Frisco Lines as a whole it took 2.29 per cent more fuel to haul 1,000 gross tons one mile in April this year than in same month last year, also the unit fuel consumption per switch locomotive mile increased from 139 to 146 pounds 5.04 per cent.

This is not the showing that was expected for these two classes of service, as the month of April was set aside to make a record in fuel economy.

However, in passenger service the average number of pounds of fuel required to haul a passenger car one mile decreased from 16.5 to 15.5 pounds 6.06 per cent and is the largest decrease made by this class of service in any month so far this year, compared to same month last year.

While the performance for the system as a whole increased in freight and switch service, there were a number of divisions in these two classes of service, as well as passenger service, that made a decrease.

The performance for each division, ranking in order of per cent decrease will be found in the table at the center of this page.

There were also two divisions in switch service, namely central and southwestern, that made the same performance as last year. Supervisors of fuel economy and road foremen report some excellent trips made by individual engine and train crews as follows:

EASTERN DIVISION

Rolla Sub: Engineer J. O. THIEL, fireman M. BUNCH, train 3, engine 1065, St. Louis to Newburg, April 23, 7 cars in train, 840 passenger car miles, performance 1 gallon or 11.9 pounds.

Engineer J. MORRISON, fireman J. FAES, train 36, engine 4, Newburg to St. Louis, March 28, handled 3,106 gross tons consumed an average of 113 pounds per 1,000 gross ton miles.

Engineer T. PARIS, fireman C. DAVIS, train 38, engine 40, Newburg

to St. Louis, April 4, handled 2,123 gross tons, performance 132 pounds per 1,000 gross ton miles.

Engineer OSBORNE, fireman DAUGHERTY, train 1st/38, engine 14, Newburg to St. Louis, March 29, 2,511 gross tons in train, burned 20 tons of coal, performance 140 pounds per 1,000 gross ton miles.

Lebanon Sub: Engineer M. HALEY, fireman W. M. CHILDERS, train 7, engine 1509, Newburg to Springfield, April 9, 10 cars in train, total of 1,200 passenger car miles, performance .92 gallon.

Engineer J. OMELIA, fireman E.

Springfield Sub: Engineer EDMUND ROE, fireman ALEXANDER, Springfield to Monett, April 16, departed 11:45 a. m. arrived 1:15 p. m. on duty one hour 30 minutes, handled 50 loads, 11 empties, a total of 2,192 gross tons, burned 1,605 gallons oil or 6.3 gallons per 1,000 gross ton miles.

Engineer H. J. DAVIDSON, fireman WILLIS LONG, train extra west, engine 4145, Springfield to Monett, April 24, 69 cars in train, a total of 2,230 gross tons, burned 34 tons of coal, performance 80 pounds.

Engineer LEE KEITHLEY, fireman DAVE ALDRIDGE, train extra west, engine 4154, Springfield to Monett, April 18, 82 cars in train, 2,518 gross tons, burned 5 tons of coal, performance 90 pounds per 1,000 gross ton miles, handling of engine by crew good.

SOUTHERN DIVISION

Willow Springs Sub: Engineer A. FARMER, fireman C. FUZZELL, train extra south, engine 4129, Springfield to Thayer, April 12, handled 22 loaded cars and 32 empties, 1,620 gross tons, burned 14 tons coal, performance 128 pounds per 1,000 gross ton miles.

Engineer KELSEY, fireman SLATER, train 134, engine 1059, Thayer to Springfield, April 14, 7 cars in train, performance 1.2 gallons per passenger car mile. This is a very good performance for local passenger.

Engineer W. CRUISE, fireman G. BAUER, train 135, engine 4129, Springfield to Thayer, April 16, 35 loaded cars in train, 1,650 gross tons, burned 15 tons coal, performance 131 pounds per 1,000 gross ton miles.

Memphis Sub: Engineer FISCHER, fireman HAYNES, train 131, engine 4010, Thayer to Jonesboro, April 6, 2,375 gross tons in train, burned 6 tons of coal, performance 62 pounds per 1,000 gross ton miles.

Engineer JACOBS, fireman ROBERTS, train 134, engine 1523, Memphis to Hardy, April 5, 6 cars in train, burned 900 gallons oil, performance 1.1 gallons per passenger car mile.

Engineer HUDDLESTON, fireman

FREIGHT SERVICE

Division	Pounds Fuel per 1,000 gross ton miles		Per Cent Decrease
	1928	1927	
Western	191	201	4.98
Southwestern	167	173	3.47
Northern	172	177	2.82
Texas Lines	155	156	0.64

PASSENGER SERVICE

Division	Pounds Fuel per Passenger Car Mile		Per Cent Decrease
	1928	1927	
Southern	15.5	19.4	20.10
Northern	16.8	18.5	9.19
River	15.0	16.3	7.98
Eastern	13.8	14.8	6.76

SWITCH SERVICE

Division	Pounds Fuel per Switch Locomotive Mile		Per Cent Decrease
	1928	1927	
Texas Lines	114	127	10.24
Tulsa	140	149	6.04

DORAN, train 16, engine 1512, Springfield to Newburg, April 6, handled 7 cars and consumed an average of 1.20 gallons per passenger car mile which is much above the average for this class of train.

Engineer R. REEVES, fireman A. LUTZENHISER, train 34, engine 35, Springfield to Newburg, April 13, 2,964 gross tons in train, performance 96 pounds per 1,000 gross ton miles.

Engineer S. K. MARTIN, fireman C. L. HENDERSON, train 36, engine 2, Springfield to Newburg, April 26, 81 cars in train or 2,836 gross tons, burned 19 tons of coal, performance 112 pounds per 1,000 gross ton miles.

Engineer H. W. SNYDER, fireman V. W. CROSS, train extra west, engine 25, Newburg to Lebanon, April 4, handled 2,056 gross tons, burned 9 tons of coal, performance 130 pounds per 1,000 gross ton miles.

DAVISON, train 131, engine 4032, Thayer to Harvard, April 13, 2,800 gross tons in train, burned 10 tons of coal, performance 54 pounds per 1,000 gross ton mile.

Engineer KING, fireman ROWDEN, train 104, engine 1057, Jonesboro to Thayer, April 16, 6 cars in train, performance 12.2 pounds per passenger car mile.

Tupelo Sub: Engineer H. L. WILSON, fireman E. CONDRY, train 136, engine 1293, Amory to Potts Camp, April 12, handled 1,463 gross tons, burned 6 tons coal, performance 117 pounds per 1,000 gross ton miles.

Engineer W. GREER, fireman H. SWAN, train 2d/136, engine 16, Amory to Memphis, April 12, 57 cars in train, 2,190 gross tons burned 14 tons coal, performance 100 pounds per 1,000 gross ton miles.

Engineer R. WILDER, fireman F. DARDEN, train 136, engine 30, Amory to Memphis, April 13, 55 cars in train, 2,225 gross tons, burned 15 tons of coal, 106 pounds per 1,000 gross ton miles.

Birmingham Sub: Engineer J. HUPPERT, fireman BOGAN, train 105, engine 1,526, Amory to Birmingham, April 15, 9 cars in train, burned 1,009 gallons oil, performance .9 gallons per passenger car mile.

Engineer J. ROBINSON, fireman L. FOSTER, train 934, engine 37, Carbon Hill to Amory, April 13, handled 20,350 gross tons, burned 10 tons coal, performance 133 pounds per 1,000 gross ton miles.

Engineer W. G. WARD, fireman JOE BOSTON, train 934, engine 16, East Thomas to Amory, April 19, handled 283,568 gross ton miles, burned 17 tons coal, performance 119 pounds.

Engineer J. H. HOLLINGSWORTH, fireman E. SANDERS, train 934, engine 11, East Thomas to Amory, April 18, handled 308,952 gross ton miles, burned 20 tons coal, performance 129 pounds.

RIVER DIVISION

St. Louis Sub: Engineer RICE, fireman BURNETT, train extra north, engine 4016, May 2, Chaffee to St. Louis, departed 3:50 a. m., arrived 10:05 a. m., on duty 6 hours 15 minutes, handled 2,862 gross tons, Chaffee to Ste. Genevieve, 2,956 gross tons, Ste. Genevieve to St. Louis, delayed on line of road 35 minutes, burned 17 tons of coal, performance 84 pounds per 1,000 gross ton miles. This train was in charge of conductor McAdams.

Engineer EDWARDS, fireman JERRELL, train 832, engine 4021, April 20, Chaffee to St. Louis, departed 5:45 p. m., arrived 4:15 a. m., on duty 10 hours 30 minutes, handled 4052 gross tons, delayed on line of road a total of 3 hours 10 minutes, doing

pick up and set out work, also meeting other trains, burned 20 tons of coal, performance 85 pounds per 1,000 gross ton miles.

Engineer GEORGE KAY, fireman G. T. BRIGGS, train 895, engine 1053, St. Louis to Chaffee, May 8, left St. Louis on time, arrived Chaffee on time, handled 16 cars, 1,440 passenger car miles, burned 875 gallons oil or 0.61 gallons per passenger car mile, handling of engine by crews was very good. Made run of 104 miles for water and had 6 inches left in tank on arrival at Chaffee.

Chaffee Sub: Engineer ABERNATHY, fireman RYKER, train 835, engine 4006, Chaffee to Hayti, April 26, handled 20,675 gross tons, burned 8 tons coal, performance 87 pounds per 1,000 gross ton miles.

Engineer STORY, fireman J. E. MILLER, train 835, engine 4,018, Chaffee to Hayti, April 30, 2,500 gross tons in train, performance 64 pounds per 1,000 gross ton miles.

Engineer GREEN, fireman BAKER, train 807, engine 1015, Chaffee to Memphis, April 12, 5 cars in train, burned 810 gallons oil, performance 1 gallon or 11.9 pounds per passenger car mile.

NORTHERN DIVISION

Kansas City Sub: Engineer M. HERRIMAN, fireman B. ALEXANDER, train 1st/131, engine 4134, Kansas City to Ft. Scott, May 2, departed 7:15 p. m., arrived 10:45 p. m., on duty 3 hours 30 minutes, handled 48 loads, 1,968 gross tons, burned 7 tons coal, performance 74 pounds per 1,000 gross ton miles.

Engineer S. JACKSON, fireman R. W. STODDARD, train 4th/131, engine 4002, Kansas City to Ft. Scott, April 25, on duty 4 hours 10 minutes, handled 2,430 gross tons, burned 9 tons coal, performance 77 pounds per 1,000 gross ton miles.

Engineer B. REPPERT, fireman E. DORING, train 4th/162, Ft. Scott to Kansas City, April 29, departed 2:00 p. m., arrived 8:30 p. m., on duty 6 hours 30 minutes, 65 loaded and 26 empty cars in train, burned 17 tons coal, performance 92 pounds per 1,000 gross ton miles.

Ash Grove Sub: Engineer A. PHELPS, fireman YOUNG, train extra south, engine 4138, Ft. Scott to Springfield, April 2, handled 20,156 gross tons in train, burned 15 tons coal, performance 135 pounds per 1,000 gross ton miles.

Engineer H. BLAKESLY, fireman HAWLEY, train 107, engine 1058, Ft. Scott to Springfield, April 27, 5 cars in train, burned 412 gallons oil, performance .81 gallons per passenger car mile.

Engineer HUMPHREY, fireman M. CALVERT, train 104, engine 1523,

Springfield to Ft. Scott, April 1, 6 cars in train, burned 797 gallons oil, performance 1.28 gallons per passenger car mile.

Afton-Parsons Sub: Engineer J. GILPIN, fireman C. TOWNSEND, train 111, engine 1066, Ft. Scott to Tulsa, May 1, 9 cars in train, burned 1,406 gallons oil, performance .95 gallons per passenger car mile.

SOUTHWESTERN DIVISION

Cherokee Sub: Engineer LIPE, fireman CAUSEY, train 438, engine 4103, West Tulsa to Afton, April 24, on duty 6 hours 10 minutes, handled 245,232 gross ton miles, burned 1,405 gallons oil, performance 69 pounds per 1,000 gross ton miles.

Engineer RENO, fireman VINCENT, train Advance 35, engine 4121, Monett to Tulsa, April 18, departed 3:45 p. m., arrived 10:10 p. m., on duty 6 hours 25 minutes, handled 2,118 gross tons, full distance, burned 1,713 gallons oil, delayed 1 hour 35 minutes, actual running time 4 hours 50 minutes, performance for this trip was 5.6 gallons per 1,000 gross ton miles and is one of the best performances that has ever been made on the Cherokee Sub.

Engineer JOHN T. DUNCAN (who is in motor car service) furnished the following performance of motor car 2101 during the month of April—total mileage 5,760, of which 2,036 miles were made with the trailer, burned 20,730 gallons gasoline, 90 gallons of lubricating oil. This is an average of 91 gallons of gasoline and 3 gallons of lubricating oil for a distance of 192 miles which is a round trip.

Engineer J. W. GILLAN, fireman DOWD, in charge of engine 4156, handled 3003 gross tons, West Tulsa to Afton, May 4, burned 14 tons of coal, performance 108 pounds per 1,000 gross ton miles.

Engineer DODD, fireman AKINS, on May 3, engine 4116, handled 3107 gross tons, West Tulsa to Afton, burned 1,612 gallons oil, performance 6.6 gallons oil or 79 pounds of coal per 1,000 gross ton miles.

Engineer WOLF, fireman ROY, engine 4150, April 30, handled 2,147 gross tons, Monett to West Tulsa, burned 16 tons of coal, performance 103 pounds per 1,000 gross ton miles, which is 35 pounds below the average performance for trains running westbound.

Creek Sub: Engineer H. A. DICK, fireman D. CHANDLER, train extra north, engine 4162, Francis to West Tulsa, April 27, 81 cars in train, burned 18 tons of coal, performance 140 pounds per 1,000 gross ton miles, which is much below the average for this sub-division.

Engineer L. COLVIN, fireman J. (Now turn to next Page, please)

New Passenger and Freight Station in Poplar Bluff, Mo.



Above is a photograph of Architect R. C. Stephens' drawing of the new Frisco freight and passenger station at Poplar Bluff, Mo., the construction of which was started May 1.

The station will be 24x148 feet, and is of a Spanish stucco type. It replaces our station which was demolished in the Poplar Bluff cyclone recently.

FRISCO FUEL RECORDS

(Continued from Page 27)

BOLAND, train 535, engine 4154. West Tulsa to Henryetta, April 27, handled 69 cars in train, burned 9 tons of coal, performance 142 pounds per 1,000 gross ton miles.

CENTRAL DIVISION

Ft. Smith Sub: Engineer **GEORGE NULPH**, fireman **FRED LANE**, train 705, engine 1047, Monett to Ft. Smith, April 30, 7 cars in train, burned 6 tons of coal, performance 12.9 pounds per passenger car mile. This same engineer with fireman **S. E. ARNOLD** was on train 705 with engine 1042, April 9, handled 9 cars in train, burned 7 tons of coal, made a performance of 15 pounds per passenger car mile.

Engineer **W. A. CARTER**, fireman **J. C. BRIDGES**, train 735, engine 1336, Monett to Ft. Smith, April 12, 1,200 gross tons in train, burned 10 tons of coal, performance 125 pounds per 1,000 gross ton miles.

Engineer **N. ALLEBACH**, fireman **W. H. MATHIAS**, train 705, engine 1042, Monett to Ft. Smith, April 10, 7 cars in train, performance 11 pounds per passenger car mile.

Arthur Sub: Engineer **McCONNELL**, fireman **J. D. VANWAGNER**, train 706, engine 1407, Paris to Ft. Smith, April 26, 6 cars in train burned 6 tons of coal, performance 11.8 pounds per passenger car mile.

Engineer **J. A. CAMPBELL**, fireman **O. STUMP**, train extra south, engine 714, Ft. Smith to Talihina, April 25, handled 1,091 gross tons, total of 75,279 gross ton miles which is within 700 gross ton miles of full

potential rating for this class engine, burned 4 tons of coal, performance 106 pounds.

A. & A. Sub: Engineer **J. M. DIEMER**, fireman **J. S. PERSON**, train 737, engine 1231, Hope to Hugo, April 23, handled 171,332 gross ton miles, burned 9 tons coal, performance 105 pounds.

Engineer **J. E. O'NEIL**, fireman **J. S. PERSON**, train 737, engine 1254, Hope to Hugo, April 25, made performance 90 pounds per 1,000 gross ton miles.

Ft. Smith Yard: Engineer **MAXWELL**, fireman **ED. KINES**, engine 3656, April 25, worked 8 hour shift, burned 2½ tons coal. This is an average of 104 pounds per switch locomotive mile and is much below the average.

WESTERN DIVISION

Beaumont Sub: Engineer **G. H. GABRIEL**, fireman **O. A. BRAMMER**, train 632, engine 1628, Enid to Beaumont, April 13, handled 139,000 gross ton miles, burned 1,300 gallons oil, performance 112 pounds.

Engineer **A. HARLEY**, fireman **O. A. BRAMMER**, train 632, engine 1619, Enid to Beaumont, April 24, handled 111,000 gross ton miles, burned 1,200 gallons oil, performance 129 pounds.

Perry Sub-division: Engineer **H. P. COLLINS**, fireman **W. A. DAVIS**, train extra west, engine 1325, Enid to Tulsa, April 18, handled 209,000 gross ton miles, burned 1,282 gallons oil, performance 73 pounds.

Engineer **C. F. ALLEN**, fireman **H. B. GIRARD**, train 634, engine 1329, Enid to West Tulsa, April 17, handled 204,000 gross ton miles, burned 1,491 gallons oil, performance 87 pounds.

TONS OF ICE FOR BERRIES

When the 1928 strawberry season on Frisco Lines is over, this railway will have used approximately 31,500 tons of ice in icing the refrigerator cars composing the Frisco's nationally famous "Strawberry Specials", according to **W. E. Bagent**, supervisor of ice and refrigeration for the Frisco, with headquarters at Springfield, Mo.

Icing of these cars is one of the most important phases of the Frisco's handling of the great strawberry crop of the Ozarks of Southern Missouri and Northern Arkansas. The Frisco has employed this season at ice docks as many as 150 men, whose sole duty has been the icing of these refrigerator cars. Each refrigerator car holds approximately five tons of ice. A berry train of forty cars can be iced at the Monett, Mo., dock used by the Frisco in forty minutes, or a car a minute. The force at this dock at the height of the season was thirty men for each of the two shifts. During strawberry seasons the Frisco uses ice docks at Monett, at Rogers, Fayetteville and Fort Smith, Ark., and at Kansas City, Mo.

The refrigerator cars used for the strawberries are concentrated at Monett to form the "Strawberry Specials" of the Frisco, which are rushed to Kansas City, where the cars are placed on the rails of connecting lines for distribution to large northern cities, practically from coast to coast.

Strawberries leaving shipping points one day, reach Kansas City at 4 p. m. the next day and are on the rails of connecting lines within two hours.