

Damage by Rough Handling Shows Slight Increase

In line with the splendid record in reduction of rough handling of freight cars made by the Frisco since 1920, the first year the railroads operated their properties following federal control, the Frisco succeeded in holding down the number of freight cars damaged during January, 1929, to 33. The Frisco handled that month

422,338 freight cars.

Although the record for this January was splendid it was not as good as that made in January, 1928. This January, as compared with January, 1928, the number of cars damaged increased 17.9 per cent, the amount of damage increased 70.5 per cent, the number of cars handled per car dam-

aged decreased 13.9 per cent and the amount of damage per car handled increased 68.27 per cent.

Following is the comparative chart, prepared in the office of the car accountant at Springfield, Mo., showing Frisco freight car rough-handling figures for this January, and January, 1928, and January, 1927:

DIVISION OR TERMINAL	NUMBER CARS DAMAGED			AMOUNT DAMAGE			NUMBER CARS HANDLED			PER CENT DAMAGED TO TOTAL HANDLED			STANDING DIVISION OR TERMINAL			
	1929	1928	1927	1929	1928	1927	1929	1928	1927	1929	1928	1927	'29	'28	'27	
TERMINALS																
Springfield.....	—	—	—	—	—	—	57,165	58,106	57,141	—	—	—	—	1	1	1
Birmingham.....	2	5	3	\$ 35.00	\$ 95.00	\$175.00	61,214	60,849	69,256	.0033	.0082	.0043	2	2	2	
St. Louis.....	3	6	8	38.00	224.00	100.00	59,834	55,380	55,785	.0050	.0108	.0143	3	4	4	
Tulsa.....	5	—	2	115.00	—	25.00	77,345	70,817	38,884	.0065	—	.0051	4	1	3	
Memphis.....	8	7	14	169.00	385.00	268.00	50,983	78,200	76,719	.0157	.0090	.0182	5	3	5	
Kansas City.....	15	8	13	800.00	157.50	247.50	61,130	62,881	54,247	.0245	.0127	.0240	6	5	6	
Total.....	33	26	40	\$1,157.00	\$861.50	\$815.50	367,671	386,233	352,031	.0090	.0067	.0114	—	—	—	
DIVISIONS																
Western.....	—	1	—	—	—	—	18,988	19,444	19,548	—	—	—	1	1	1	
Central.....	1	1	—	\$ 150.00	\$ 40.00	—	30,709	29,972	32,129	.0033	.0033	—	2	3	1	
Southwestern.....	4	2	—	57.50	115.00	—	84,746	81,885	95,677	.0047	.0024	—	3	2	1	
Southern.....	4	7	2	1,125.00	178.00	6.00	84,328	73,790	79,167	.0047	.0095	.0025	4	4	2	
River.....	3	6	4	65.00	94.00	57.00	34,832	33,810	33,022	.0086	.0177	.0121	5	6	3	
Northern.....	9	13	28	235.00	647.00	598.00	85,018	83,161	77,393	.0106	.0156	.0362	6	5	4	
Eastern.....	8	—	—	490.00	—	—	61,405	59,158	60,845	.0130	—	—	7	1	1	
Total.....	29	29	34	\$2,122.50	\$1,074.00	\$661.00	400,026	381,220	397,781	.0072	.0076	.0085	—	—	—	
B'gham Belt.....	—	—	—	—	—	—	10,014	—	—	—	—	—	—	—	—	
Texas Lines.....	4	1	1	29.00	5.00	25.00	12,298	11,411	13,260	.0325	.0088	.0075	—	—	—	
Tot. System.....	66	56	75	\$3,308.50	\$1,940.00	\$1,501.50	—	—	—	—	—	—	—	—	—	

1929 COMPARED WITH 1928

Per Cent Increase in Number of Cars Damaged.....	17.9	Per Cent Decrease in Number of Cars Handled	—
Per Cent Increase in Amount of Damage.....	70.5	Per Car Damaged	13.9
Office of Car Accountant, Springfield, Missouri, February 7, 1929.		Per Cent Increase in Amount of Damage Per Car Handled	68.27

HONOR WM. HUTTON

Approximately sixty friends of William Hutton, general roundhouse foreman at Beaumont, Kansas, were present at his home when he arrived there from his duties at the Frisco Shops Wednesday evening, February 6. The occasion was to honor him on his seventieth birthday.

He was presented with a double barrel 410 gauge shotgun from the Frisco employes. Following the presentation the guests played games and cards, and at 10:00 p. m., a delicious lunch was served by Mr. Hutton's daughters.

The out of town sons and daughters who were present were, Mr. and Mrs. Wilbur Hutton, Mrs. Ted Maize, Mr. and Mrs. Glen Axtel and Mrs. Lester Burris.

Mr. Hutton retired from active service February 28, and the payrolls show that he has not missed a pay day since 1884, which is a remarkable record.

James—I see in the papers that a widow with nine children married a widower with eight.

Bones—That wasn't marriage. It was a merger.

WHEN LONELINESS FALLS

By Natalie A. Schultz,
Frisco General Offices, St. Louis

When the heavens seem weeping
And shadows are creeping
Along the wall—
As daylight is dying
The night winds seem sighing
And loneliness falls.

As you sit in the gloaming
Your memory roaming
To happier days,
Do your castles seem shattered
Your dream clouds look tattered
The future seem gray?

Don't think your tomorrows
Are all filled with sorrows
Because of today.
Your luck hasn't left you
Or sorrow bereft you
Of everything gay.

Fate plays a queer game.
Were you never to blame
For anyone's sorrow?
Your sunshine will come.
Just pray for the sun
And welcome tomorrow.

A RAILROAD MAN'S PRAYER

Now that I have flagged Thee, lift up my feet from the rough road of life and plant them safely on the train of salvation. Let me use the safety lamp of prudence, make all couplings with the links of love and let my hand lantern be the Bible, and keep all switches closed that lead off the main line into sidings with blind ends. Have every semaphore block along the line show the white light of hope, that I may make the run of life without stopping.

Help me to use the Ten Commandments as a working card, and when I have finished the run on scheduled time and pulled into the terminal, may Thou, Superintendent of the Universe say; "Well done, good and faithful servant; come into the general office and sign the payroll and receive your check for eternal happiness."

No Bother at All

"Does your husband's stuttering bother you?"

"On the other hand, it helps me. He'd rather help with the dishes than say 'No'."

Frisco Lines' New Station at Rolla, Mo., Opens



KANSAN MAKES HOLE-IN-ONE

Frisco Lines has at last joined the ranks of the immortals.

A Frisco man has made a "hole-in-one."

His name, (speak it with reverence, friends) is W. F. Lilleston, attorney for Kansas for Frisco Lines, prince of good fellows, mediocre golfer (except on that one never-to-be-forgotten Sunday afternoon) excellent after-dinner speaker, and lawyer-extraordinary.

Although his achievement brought down the envy of Bobby Jones and Walter Hagen, (neither of whom ever made a hole in less than two), think what it might have done to the Hon. Lilleston's boss, vice-president and general solicitor E. T. Miller.

The records do not show that Messrs. Miller and Lilleston ever competed with the irons and woods. The records do not show that the respective scores of these gentlemen are in any wise comparative. But the records of Canada Dry Ginger Ale, Inc., of New York, donors of 48 bottles of that nectar to each and every member of the "Hole-in-One Club," show that Mr. Lilleston has received his ginger ale, but that Mr. Miller has not. Mr. Miller has never even put in a claim.

The editor is not sure that Mr. Miller knows of the exceptional golf talent of his Kansas attorney. It seems unlikely, since peace and good will continue to prevail in the Frisco legal department.

Unless some misguided joker shows this article to Mr. Miller, enthusiastic golfer that he is, the dove of peace may continue to coo gently on the window ledge of Judge Miller's tenth floor office. We shall watch that dove with trepidation!

—W. L. H., Jr.

And How?

"Do your shoes hurt?"

"No, but my feet do."

The new Frisco station at Rolla, Mo., was completed and dedicated on the night of January 26 and takes its place as one of the most modern and beautiful on the Eastern division.

The building is of brick and stucco, with attractive tile roof. It is 200 feet long and 36 feet in width with waiting rooms and freight accommodations of the latest type.

J. E. Hutchison, vice-president in charge of operation, John McCormack, superintendent freight loss and damage claims, C. H. Baltzell of the general manager's office, J. C. Loverin, assistant general passenger agent, Frank Bymaster, assistant to S. S. Butler and E. L. Magers, superintendent of the Eastern division arrived in Rolla from St. Louis on the Frisco Bluebonnet. They were met by a reception committee headed by Dr. H. A. Buehler, State Geologist, the Rolla band, directed by John W. Scott and about 100 citizens.

At six o'clock a dinner was served in the new station with seats for 128 diners. L. T. Hudson, president of the Rolla Chamber of Commerce officiated as toastmaster. Among those who addressed the guests were, O. L. Woods, member, Missouri Legislature; Rowland L. Johnston, member of Congress, 16th District; Dr. J. W. Barley, professor of English, Rolla; J. E. Hutchison, J. L. McCormack, J. C. Loverin, E. L. Magers and Messrs. W. S. Miller and Dr. Buehler of St. James.

Grant Wyatt, general contractor of the building and A. Daniel, superintendent of the work were both present.

In Ye Olden Times

It was back in medieval times.

"It's no fun trying to live in this coat of mail," complained a cootie.

"No," agreed the second parasite. "Heaven help a fellow on a knight like this."—The American Legion Monthly.

PREVENTING PER DIEM

Through the co-operation of agents and yardmasters, the Frisco recently has made some record handlings of foreign cars and has prevented hundreds of dollars in per diem, stated J. H. Doggrell, Springfield, Mo., superintendent of transportation.

Mr. Doggrell cited three recent cases:

At New Albany, Miss., during January, 28 foreign box cars were received from a connecting line loaded with merchandise for points beyond New Albany. The cars were returned to the delivering line the same day they were received and two or three hundred dollars in per diem prevented.

At Cape Girardeau, Mo., a car of automobiles was received at 10 a. m., placed, unloaded, switched out and moved out at 7 p. m., the car having been at consignees only nine hours. This car made 262 miles in twenty-four hours and was placed and unloaded during this period.

At Seymour two loaded foreign cars were received at 9 a. m., February 6. Both cars were emptied and moved out enroute to their home lines at 1 p. m., having been at this station only six hours.

"It is this kind of work that is going to enable us to make a satisfactory per diem showing this year," said Mr. Doggrell. "I do not doubt but that there are numerous cases similar to those mentioned above and perhaps at some stations this subject has not been given the attention that it should have, but I feel sure that if all of our agents try, they can even do better than the cases mentioned above and they do break these records or have already broken them, I would like to know about each case."

DR. E. J. NEATHERY DIES

Prominent Sherman Surgeon Was Widely Known Among Frisco Employes

DR. E. J. NEATHERY of Sherman, Texas, beloved by all who knew him, died at his home in Sherman on December 25, 1928.



DR. E. J. NEATHERY

Dr. Neathery was born January 27, 1867, in Albany, Ky., the son of Mr. and Mrs. Killis Neathery. In 1882 he came to Texas with his parents, settling at Pilot Grove, Grayson County. He moved to Van Alstyne in 1889. He has made his home in Sherman since 1900. His academic education was obtained in the public schools of Grayson County. His medical education was received in the Kentucky School of Medicine at Louisville from which institution he graduated in 1891 with an M. D. degree. He did post-graduate work in medicine and surgery at colleges in New York, Chicago and New Orleans. He entered the practice of medicine at Van Alstyne, Tex., at which place he lived for six years. He later moved to Sherman, where he remained in active practice until the time of his death.

Dr. Neathery was married in 1893 to Miss May Batsell of Whitewright. To this union was born one child, a daughter, Mrs. Roy V. King of Roswell, New Mexico, who, with his wife and a grandson, John Neathery King, survive him.

Dr. Neathery had membership in the Grayson County Medical Society, the North Texas Medical Society, Texas Medical Association, Southern Medical Association, Frisco Medical Society, Texas Railway Surgeons Association. He was a Fellow of the American College of Surgeons, securing his F. A. C. S. in 1914. This degree, not solicited was conferred upon him for his ability as a surgeon. It was in this branch of science that he has

FRISCO ON PROGRAM

Three Frisco Lines numbers were accorded a place of prominence at the Retail Merchants Association banquet program the night of February 7, in the Statler Ball Room, St. Louis, Mo. The occasion was a meeting of the association in St. Louis and the evening program was dedicated to the railroads, their presidents and associates.

F. H. Hamilton, vice-president, secretary and treasurer of Frisco Lines gave an interesting address in place of J. M. Kurn, president, who was not able to be present.

Two entertainment numbers were given a special place on the program, one a group of vocal solos by Miss Madelyn Young, neice of F. W. Young, paymaster of Frisco Lines and a musical monologue by Martha C. Moore of the Frisco Magazine staff. More than 1,500 persons were in attendance.

gained such wide recognition throughout an unlimited territory. He was a member of Phi Beta Pi Fraternity.

In addition to holding membership in these medical organizations, Dr. Neathery was division surgeon for the Frisco, local surgeon for the M-K-T, Texas and Pacific, Texas and New Orleans and Texas Electric Railways and for many of the industrial plants of Sherman. He was also medical examiner for many of the largest life insurance companies in the country doing business in the State of Texas and maintaining agencies at Sherman and other places in Grayson County. In addition to a large practice, he found time to engage in many civic activities. He was on the Advisory Board for the Home for Aged Members and Orphan Children for the Supreme Forest Woodmen Circle and was active in the work toward bringing this institution to Sherman. He was a thirty-second degree Mason and a Shriner of Moslah Temple, also a member of the Rotary Club.

In 1912 Dr. Neathery built the Sherman Hospital, which for a number of years has held the highest rank in the rating placed upon such institutions by the American College of Surgeons. Dr. Neathery was the sole owner and director. He also established the Neathery Clinic, which will remain as a memorial to him under the direction of Dr. H. I. Stout.

As a Frisco man, he was truly loyal, giving advice where it was asked—a friendly mediator in our troubles.

Frisco employes in Sherman deeply regret his demise.

AGENCY CHANGES

Mt. Hebron, Ala., opened as a freight and ticket agency and C. E. Hall installed agent, effective February 6.

H. P. Pipkin installed temporary agent at Beggs, Okla., February 4.

L. S. Brophy installed permanent agent at Aliceville, Ala., February 1, and effective same date the Frisco established an exclusive freight and ticket agency, withdrawing from the A. T. & N.

Ticket commission agency at Rockview, Mo., closed, effective February 1.

Yeager, Okla., station closed effective February 1.

W. D. Pouncey installed permanent agent at Herman, Ark., January 29.

H. M. Russell installed permanent agent at Troy, Okla., January 29.

O. E. Raffety installed permanent agent at Minden Mines, Mo., January 28.

Freight, ticket and telegraph agency opened at Wichita Heights, Kan., and F. M. Hoffman installed temporary agent.

Verdigris, Okla., station closed effective January 25.

H. T. Jarrett installed permanent agent at Riverton, Kan., January 24.

J. Sauer installed permanent agent at Hillsdale, Kan., January 24.

A. C. Davis installed permanent agent at Hunter, Okla., January 22.

Ticket agency at Low Wassiss, Mo., closed effective January 22.

W. R. Evans installed permanent agent at Kimbrough, Ala., January 21.

E. H. Britain installed temporary agent at Valley Center, Kan., January 19.

J. J. Roberts acting as agent at Piedmont, Kans., effective January 19 account E. H. Britain transferred to Valley Center temporarily.

Ira Nevile installed permanent agent at Phenix, Mo., January 19.

C. A. Park installed permanent agent at Bessie, Okla., January 18.

P. A. Derington installed permanent agent at Casey, Okla., January 17.

J. W. Gray, Jr., installed permanent agent at Patterson, Kan., January 17.

Wm. M. Lewis installed permanent agent at Phillipsburg, Mo., January 16.

Ticket agency only opened at Hamilton, Miss., and James W. Basham, Jr., installed permanent ticket agent, both effective January 16.

Julian Pickett appointed permanent agent at Demopolis, Ala., effective January 16.

P. L. Moore installed permanent agent at Bourbon, Mo., January 15.

"AUTOS AND TRAINS"

The Fort Worth Star-Telegram in a recent issue uses Frisco figures on train-automobile accidents as the subject for a strong editorial censuring careless motor car drivers who disregard railroad crossings. The editorial, headed "Autos and Trains" follows:

The railway systems of the United States are earnestly engaged in the work of reducing auto-train accidents. They labor with the drivers of motor vehicles as though there really existed a joint responsibility. Obviously, there doesn't. The railroads have right-of-ways from which they may not deviate. Auto drivers run willy nilly. No careful person in existence may approach a railroad crossing without seeing it for that which it is. The word "danger" can be distinguished for a sufficient distance in which to bring the most speedily driven car into control. The trouble lies solely with those who should see and act—but who do not.

The records for the year of a great mid-Western railway system disclose some remarkable facts. That road had a total of 444 auto-train accidents in 1928. Of that number, 132 were motor cars driven directly into the sides of cars or locomotives. Of the remainder, 265 were struck by locomotives, or cars while backing. In most instances, the accident was the direct result of attempting to beat the train to the crossing.

The director of accident prevention of the railway system quoted says in his annual report that investigation developed the fact that over 40 per cent of the year's record was caused by driving so recklessly as not to be able to regain control of the automobile. The other 60 per cent is attributable to that other species of recklessness which comes from not driving with the eyes on the road. Usually, the authority remarks, the inclination is to give the first mentioned species of recklessness the greater censure, but statistics show the latter to have more tragedies to its credit.

It is somewhat of a travesty on existing humanity relations for a railroad company to pay an official a salary to teach auto drivers the futility of being careless around a piece of locomotion that can not leave its right-of-way. It might seem to be simple expediency for auto drivers to expend some little thought on saving themselves.

Down in the creek sleeps Jerry Bass; the bridge was narrow; he tried to pass.

He lost his life did Sammy Bopp, through arguing with a traffic cop.

For Meritorious Service

SOUTHERN DIVISION

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

At the risk of being crushed to death O. B. Burris, Frisco brakeman, of Amory, Miss., when he saw that a cut of cars which was being backed by the engine of his train, Train No. 135, at New Albany, Miss., January 19, was about to strike an automobile, ran between the forward car and the automobile and opened the angle cock of the forward car, thus applying air to the brakes of the train and stopping it. Mr. Burris has been commended by S. J. Frazier, Memphis, superintendent of the Southern Division, and a copy of the commendatory letter has been placed in his personal record file.

E. W. Edwards, operator, Marked Tree, Ark., found a broken rail and notified Train 104 and the section foreman. He has been commended.

H. A. Wright, conductor, Thayer, Mo., found a broken wheel while inspecting his train. He has been commended.

C. E. Allison, section foreman, Ravenden, Ark., discovered a hot box and notified trainmen. He has been commended.

Bob Young, trucker, Hoxie, Ark., assisted in moving cars away from a fire at the Phoenix Cotton Oil Mill, Walnut Ridge, Ark. He has been commended.

Owen Sullivan, section laborer, Cabool, Mo., found a broken arch bar. He has been commended.

CENTRAL DIVISION

Superintendent S. T. Cantrell reports the following cases of meritorious service:

J. H. McCommon, section foreman, Van Buren, Ark., found brake beam down and dragging. He flagged the train. His personal record has been credited with five merit marks.

Atlee Shaffer, pumper, Tuskahoma, Okla., found a broken rail, called section crew and assisted in making repairs and flagging train movement. His personal record has been credited with ten merit marks.

RIVER DIVISION

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

A. Blattel, Portageville, Mo., section foreman, found a brake beam dragging and stopped the train. He has been commended.

E. E. Richmond, conductor, assisted during derailment of Train 318, January 17. He has been commended.

Conductor Thackery; Engineer Frissell; W. E. Hill, fireman; G. Smith, brakeman, and Finis Barnes, porter, have been commended for assistance given in connection with pulling cars away from a fire at a gin at Steele, Mo., recently.

P. E. Pender, agent, and J. F. Patterson, section foreman, both of Steele, Mo., have been commended for assistance they gave in connection with a fire in a Frisco freight car. They helped save 23 bales of cotton out of 53 bales that were in the car.

W. Marberry, engineer, has been commended for making repairs when air-pump trouble on Engine 1300 occurred at Ste. Genevieve, Mo., January 1.

A. B. Carlock, agent at Gravois, Mo., has been commended for discovering and putting out a fire in a freight car, January 2.

L. E. Mobley, agent at Manila, Ark., has been commended for his assistance in protecting equipment when a Frisco freight was on fire at Manila.

W. E. Dailey, section foreman, has been commended because when in the middle of a night he learned of a bad order switch lock at Hayti, Mo., located the switch, had it protected and claimed no time for this service.

L. L. Collier, engineer, has been commended for making emergency application of air to avoid striking an automobile.

J. O. Hufstедler, agent at Brooks Junction, Mo., has been commended for filling tank at that junction in the absence of the pumper.

NORTHERN DIVISION

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

W. C. Worth, brakeman at the yard office, Kansas City, Mo., found a broken arch bar and the car was set out. His personal record has been credited with ten merit marks.

Floyd Temple, yard cleaner, Carl Junction, Mo., noticed a brake lamp

(Now turn to Page 23, please)

"OUR CHECK" A BLESSING

Disabled Foreman Praises Useful Insurance Payments

THE value of the Frisco's group Insurance is brought forcibly to the attention of Frisco employes in the case of Ernest Stringer, round-house foreman of the Central Division.

Mr. Stringer carried the maximum insurance of \$7,000. Unfortunately he was stricken with tuberculosis and his health was such that he was compelled to retire and filed his claim of total and permanent disability. On January 1, 1929, he received under this provision a total of \$1,890 payments, amounting to \$126.00 a month.

Mr. Stringer was so grateful to both the railway company and the Metropolitan Insurance Company for the benefits received that he submitted the following article for publication in *The Frisco Magazine*:

In the early reign of King Pharaoh I dare say there was no thought of my having to some day call on an unknown adviser for aid as to how to care for himself, his household and kingdom. But there came a time in my life when advice was sought and eagerly accepted.

Why should we, as individuals, in our seemingly good fortunes, hesitate to take advice from those who work and study out plans to help care for us when misfortune comes? Why cannot we take the advice of the Joseph who so often comes to us with advice as to preparing for the future? We seem to satisfy ourselves that as long as there is health and youth, that it is not necessary for us to prepare for the lean days that we are not yet able to see; and fail to heed the advice that is given us.

Just a few years back—to be exact, three years ago—life was one continuous pleasure, day after day. Healthy, and 'job, self and family sailing in the ship of happiness on a placid lake that hadn't as yet raised a troubled wave. But so soon the little storm clouds can gather and appear on the horizon: not to trouble you so much for awhile, but continue to gather; and as they toss the little ship to and fro you soon realize that the mast has snapped, and the peaceful happy family has been scattered asunder. Then it is we begin to look for the shore lining—sometimes in vain.

When one has lain in bed for fifteen months fighting what we sometimes think is a hopeless battle, there appears many times the scene when a Joseph tried to advise us that this is the time we could have benefitted by heeding his advice. "Our check" has be-

come a new phrase in the vocabulary of the entire family. In days gone by it was, "Daddy's check;" but now it is "our check." When I was told I was afflicted with the dreaded disease of tuberculosis, there was a ray of light that always shone; and when our first check arrived, it did more to clear up the horizon than all the medicine and doctors' advice had been able to do; for as I continue to feel myself slipping, there is one silver lining that always shines through the clouds, "our check!" And as I stay about one jump ahead of the Grim Reaper, I can use this, "our check," to help keep the Sickle dulled, hoping some day to gain a jump.

"Our check" comes so regularly that there is no chance for Old Man Worry, one of the worst enemies to the sufferer from this disease, to do his deadly work.

"Oh, Dad, isn't this the Twenty-first?"

"Yes, Mother: our check will be here tomorrow, the twenty-second!"

Accept the heartfelt thanks of myself and family.

FOR MERITORIOUS SERVICE

(Continued from Page 22)

down on Engine 810 at Carl Junction, January 26. He has been commended.

H. E. Slevins, brakeman, Joplin, rode on top of an engine all the way up a hill and raked down sand, the supply which was low. He has been commended.

F. G. Cogsdell, conductor, Wichita, Kan., has been commended for his aid in obtaining for the Frisco some competitive Florida business from Wichita.

O. R. Adams, conductor, yard office, Kansas City, Mo., has been commended for doubling up his train with an extra after stoker trouble developed in the engine of the extra. He has been commended.

EASTERN DIVISION

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

James A. Stone, brakeman, has been commended for his assistance in clearing the main line after some cars of an extra were derailed. Mr. Stone was dead-heading on another train.

J. R. Campbell, conductor, and E. R. Powers and James Stone, brakemen, all of Stanton, Mo., while switching at Pacific, replaced a drawbar which pulled out as a result of the cross key coming out of the drawbar. The car, a foreign-line car loaded with coal for Rolla, Mo., was handled on to destination in the train of this crew. This repairing job resulted in a saving of at least two days in per diem on the car and expedited the movement of

THREE TIE FOR PENNANT

A triple tie in first place occurred for January in the race among the eight freight stations in group three for the least-error pennant. The tied stations were Fort Scott and Pittsburg, Kan., and Okmulgee, Okla., all with perfect records for January. Each of the three stations was requested by J. L. McCormack, superintendent of freight loss and damage claims, to hold the pennant ten days during February.

The other stations in group three are: Chaffee, Jonesboro, Muskogee, Enid and Wichita.

In group one Tulsa had the best record and retained the pennant for this group, having won it in December also. The other stations in group one are: Springfield, Kansas City, Memphis, St. Louis Seventh Street and St. Louis Broadway.

In group two Hugo had the best record and retained the pennant of this group, having won it in December and in November. The other stations in group two are: Oklahoma City, Joplin, Fort Smith and Birmingham.

"Only a glance over the situation," said Mr. McCormack, "indicates more decided attention is being given matters of this kind."

the shipment. These men have been commended.

MEMPHIS TERMINALS

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

Pete Oldham, engineer, disconnected the tank from his engine, after the engine was derailed, so that it could be re-railed. His personal record has been credited with ten merit marks.

N. S. Brown, engine foreman, aided in clearing Frisco main line after a Frisco train sideswiped a Missouri Pacific train. No yardmaster was on duty. Mr. Brown's personal record has been credited with ten merit marks.

TULSA TERMINALS

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

Thaddeus R. Been, yard clerk, discovered a loaded car lined up for movement as an empty. His record was credited with five merit marks.

H. D. Sheffield, pilot, and Luther Morford, hostler, assisted in clearing the main line when a train broke in two between Tulsa and West Tulsa, blocking the eastbound mainline. This action prevented delay to a passenger train. The personal record of each of these men has been credited with ten merit marks.