as hostler at Memphis in 1903, and he has been employed as a switch engineer since 1910. On September 13, 1894, he was married to Mrs. A. J. Graham of Memphis, Tenn., and to them were born two girls and one boy. Mr. and Mrs. Harrison reside at 891 Louisiana St., Memphis, Tenn. Continuous service of 24 years entitles him to a pension allowance of $38.50 a month, effective from January 1, 1929.

NOAH ANTHONY BASSO, crossing flagman, Kansas City, was retired from active service January 31, 1929, due to his having reached the age limit. He was born January 13, 1859, in Venice, Italy and educated in the schools there. He began his railroad service as a water boy at the age of 12, and later worked as a section hand for a railroad in France. He was drafted into the Italian Army at 21 and served in the artillery for three years. He later came to America and in May, 1892, was employed by Frisco Lines as a section hand at Kansas City, Mo. He also held the positions of track walker, section foreman and his last duties were those of a flagman. On February 1, 1888, he married Miss Lucile Ottwan of Venice, Italy, and to them were born four girls and two boys. Mr. and Mrs. Basso reside at 1620 Belleview, Kansas City, Mo. Continuous service of 19 years and 4 months entitles him to a pension allowance of $20.00 a month, effective from February 1, 1929.

N. A. BASSO

ALONZO OMAR PAUP, B. & B. paint foreman, Enid, Okla., was retired from active service January 31, 1929, due to his having reached the age limit January 9, 1929. He was born in Andrew, Iowa, January 9, 1859, and educated in the schools near his home. His first work was as an apprentice in a carriage shop, and he entered Frisco service May 10, 1911, as a first class painter, B. & B. Department at Perry, Okla. He was made B. & B. foreman December 1, 1911, at Fay, Okla., in which capacity he has served continuously. On May 12, 1889, he was married to Miss Eva Sinderson and to them were born four girls and three boys. One son served for a time as B. & B. painter in the car department of Frisco Lines, but died with flu October 17, 1918. Mr. and Mrs. Paup reside at 127 Walnut St., Enid, Okla. Continuous service of 17 years and 8 months entitles him to a pension allowance of $26.40 a month, effective from February 1, 1929.

A. O. PAUP

In Memoriam

JOHN JOSEPH CONNOLLY

JOHN JOSEPH CONNOLLY, pensioned terminal trainmaster, of Birmingham, Ala., died at his home on February 17, 1929. He entered Frisco service in August, 1886, at a switchman and yardmaster at Memphis. He served also as assistant trainmaster at Birmingham, and was retired August 18 due to total disability. His pension allowance was $102.85 a month and up to the time of his death he had received a total of $617.10.

JOHN JACKSON BLUE

JOHN JACKSON BLUE, pensioned mechanical laborer, died at his home at Springfield, Mo., February 22. He entered the service as a boiler washer at the North Roundhouse, Springfield, in September 1902, working in various capacities in the mechanical department at that point until his retirement account age limit on November 30, 1917. He leaves a widow. His pension allowance was $20.00 a month and up until the time of his death he had received a total of $2,700.00.

JOHN MONTGOMERY

JOHN MONTGOMERY, pensioned fireman, died at his home in Newburg, Mo., January 13, 1928. He was born October 8, 1848, at Vienna, Mo., and entered the service as engine wiper at Dixon in July, 1880, later being employed as fireman and engineer on the Eastern division until retired in March, 1914, due to total disability. His pension allowance was $20.00 a month and up to the date of his death he had received a total of $3,500.00.

JESS NILS NELSON

JESS NILS NELSON, pensioned B. & B. foreman, died at his home in Girard, Kan. He was born at Lund Skoua, Sweden, August 9, 1861, and after coming to America served on the K. C. F. S. & M. as a bridgeman. He also served as extra B. & B. foreman and was made a regular foreman two years later. He was retired February 10, 1928, due to total disa... His pension allowance was $4... month and up to the time of his ... he had been paid a total of $401...

STEPHEN LUTHER SMITH

STEPHEN LUHTER SMITH, ... sioned conductor, died at his ... in Birmingham, Ala., on March ... was born June 4, 1862, at Gray... Tenn., and entered Frisco servi... a conductor in 1893, in which ca... he remained during his entire se... He was pensioned in September, ... due to disability and his pensi... lowance was $50.35. Up to the ... of his death he had been paid a ... of $2,165.05.

CHARLES EDGAR WHITLA...

CHARLES EDGAR WHITL... pensioned switchman, died on F... ary 12 at his home in Monterey P... Calif. He was born at Vinton, Ohio, on December 18, 1856, and entered Frisco service in December, 1886, as a brakeman at Springfield. He was later promoted to the position of conductor. His last service was as switchman. He was retired December 18, 1926, due to having reached the age ... His pension allowance was $40.20 ... up to the time of his death he ... been paid a total of $1,047.80.

C. E. WHITLA...

FIRL E. WHITE

FIRL E. WHITE, pensioned ag... died at his home in Thayer, ... March 6. He was born at Pun... tawney, Pa., May 9, 1852, and ent... Frisco service as trainmaster's ... at Thayer, November 1, 1888, ... continually employed thereafter ... such and as agent until his r... ment May 31, 1922, account his ... ing reached the age limit. He le... a widow Mrs. Emma LeHew W... who because of her long service ... clerk in the Thayer station is ... on the Frisco's pension roll. Hi... lowance was $27.45 a month and ... to the time of his death he had ... ceived a total of $2,250.90.

JOHN FREDERICK HALSEY

JOHN FREDERICK HALSEY, p... sioned pumper, died in Febru... 1929, exact date not known. He ... born August 9, 1855, near Milton, I... and entered Frisco service as ... pumper and worked at various poi...

the River division from June, 1910, to August 31, 1925, when he was retired due to his having reached the age limit. He was a bachelor. His pension allowance was $20.00 a month and during his lifetime he had been paid a total of $820.00.

WILLIAM F. SPROHS

WILLIAM F. SPROHS, Eastern division engineer, died at the St. Louis Frisco Hospital, February 23. He was born January 5, 1866, at Maigne, Germany, and his parents brought him to this country when he was only three years of age. He entered Frisco service in 1891 as a wiper and hostler and was promoted to the position of fireman July 25, 1892, and served for a while on the Central division. He was promoted to the position of engineer, Eastern division, at Springfield, November 17, 1900, and to passenger service in 1920. He was a member of Division 83, B. of L. E. and the engineers had charge of the funeral, at Springfield, Mo. He is survived by one son and four daughters, the son now serving on the supply cars for the Frisco Lines, Eastern division.

PETER PALM

PETER PALM, pensioned crossing watchman, died at the home of his sister in Bucklin, Mo., on March 4. He entered the service as a switchman at Paris, Texas, in January, 1891, and served as such and as yard foreman, brakeman and acting general yardmaster until he lost one of his legs in an accident, after which he was made crossing watchman. He retired March 31, 1913, account disability. His pension allowance was $20.00 a month and during his lifetime he was paid a total of $3,600.00.

SUSAN ELIZABETH WOOD

MRS. SUSAN ELIZABETH WOOD, pensioned agent of Fanning, Mo., died on March 12. She was born at Cuba, Mo., on June 1, 1860, and served continuously as ticket agent at Fanning from February, 1900, to the time of her retirement, November, 1927, due to disability. She was granted a pension of $20.00 a month and up to the time of her retirement had been paid a total of $60.00.

CHARLES GERALD BOWEN

CHARLES GERALD BOWEN, pensioned brakeman, died on March 15. He was born September 5, 1860, in the British West Indies and the date he came to the United States is unknown. He first entered Frisco service as a brakeman on the old KCFS&M Lines in September, 1898, serving continuously as such until April 27, 1922, when he was retired on account of total disability. He leaves a widow, Mazie M. Bowen. His pension allowance was $24.30 a month and during his lifetime he had been paid a total of $1,773.90.

WILLIAM M. YOUNG

WILLIAM M. YOUNG, pensioned brakeman, died on March 15. He was born November 14, 1860, at Cincinnati, Ohio, and was employed as brakeman on the old KCFS&M Lines, running on the Ozark division from March, 1889, until his retirement on July 12, 1920, which was due to total disability. He leaves a widow, Agnes Young. His pension allowance was $27.85 a month and during his lifetime he was paid a total of $2,673.60.

HIGHEST POINT IN OZARKS

"Seymour, Missouri, thirty-six miles from Springfield, Mo., on the Frisco's Kansas City-Memphis line may rightly be called the 'Summit City of the Ozarks'," writes A. H. Kindrick, civil engineer of that city. "Its elevation above sea level is greater than any other incorporated city on the Frisco Railroad in Missouri."

Two blocks south of the Frisco station and high above buildings and

treetops, a steel tower supports a 75,000 gallon steel tank, the top of which is 1,792 feet above sea level and is the highest point, natural or artificial in the State of Missouri. The steel tank is the most visible part of a very excellent and modern waterworks system which, for purity and abundance of supply, adequate fire protection and convenience for domestic purposes, ranks as one of the best in the state.

In 1926 Seymour won the "Cleanest City Contest" sponsored by the Springfield, Mo., Chamber of Commerce.

AGENCY CHANGES

Ira Hyatt installed permanent agent at Olden, Mo., March 15.

J. F. Stevens installed temporary agent at Cameron, Okla., March 14.

R. F. Reeve installed permanent agent at Bono, Ark., March 14.

J. J. Roberts installed permanent agent at Waco, Mo., March 13.

Miss Irene Ervin installed permanent ticket agent at Bainbridge, Mo., March 5.

G. B. Jennings installed permanent agent at Beulah, Kan., March 1.

M. R. Rowland installed permanent ticket agent at Netherlands, Mo., March 1.

J. A. Graham installed temporary agent at Patterson Kan., March 1.

H. A. Miller installed permanent agent at Prescott, Kan., February 28.

C. K. Bennett installed permanent agent at Mt. Vernon, Mo., February 28.

C. A. Bowlin installed permanent agent at Piedmont, Kan., February 27.

V. E. Davidson installed temporary agent at Fall River, Kan., February 26.

G. B. Homan installed temporary agent at Illmo, Mo., February 25.

C. G. Hartness installed permanent agent at Combs, Ark., February 23.

Effective February 23, Frisco exclusive city ticket office at Oklahoma City closed, and effective the same date a joint city ticket office, with the Frisco, C., R. I. & P. and the M-K-T established Frisco controlling, and effective the same date E. T. Connor installed joint city ticket agent.

C. S. Smith installed permanent agent at Altus, Okla., February 18.

T. T. Gillihan installed permanent agent at Cherokee, Kan., February 15.

J. L. Greenup installed permanent agent at Columbus, Kan., February 15.

William McKenzie installed permanent agent at Eddy, Okla., Feb. 12.

G. R. Arnold installed permanent agent at Sulphur, Okla., February 12.

T. E. Keating installed permanent agent at Wichita Heights, Kan., February 11.

M. F. Holder installed temporary agent at Prescott, Kan., February 11.

R. L. Schmelz installed permanent agent at Crescent, Mo., February 9.

Too Late

"Would you mind getting up for just a minute, miss?"

"Why?"

"I want to hang up this notice, 'Wet Paint'."

The apple is well known in history, but the grapefruit stays in the public eye.

For Meritorious Service

MEMPHIS TERMINALS

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

D. B. Gateley, fireman, after a grate in an engine he was firing fell out of a socket, pushed the fire ahead in the fire box, crawled in the fire box and replaced the grate. His personal record has been credited with ten merit marks.

RIVER DIVISION

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

The following have been commended: H. C. Lewis, operator at Hayti, for seeing that messages in connection with a derailment were delivered after they had been overlooked by a conductor, Mr. Lewis running about one-quarter of a mile to deliver them; G. W. Farr, brakeman, Blytheville, Ark., for good condition of motor car 2103; J. R. Poindexter, clerk at Walnut Ridge, Ark., for his assistance in protecting Frisco property at Walnut Ridge when a fire occurred in the Phoenix Cotton Oil Mill; W. M. Bates, agent at Lake City, Ark., for interest displayed in protecting Frisco property when a fire occurred in the Independent Gin Company plant; G. E. Butts, agent at Black Oak, Ark., for his assistance in connection with a fire at the gin of the Gregg & Doyle Gin Co.

CENTRAL DIVISION

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

The personal record of each of the following men has been credited with five merit marks, for the following reasons: W. J. Lamkin, conductor, Fort Smith, discovered a broken wheel. W. C. Shultz, conductor, John Liddell, engineer, P. M. Wilburn fireman, and J. Brodbeck and C. J. Southern, brakemen, all of Fort Smith, for unloading two cars of mules. The bedding in these cars was frozen in the doors holding them shut, and these men removed the doors so that the mules could be unloaded.

WESTERN DIVISION

Superintendent W. R. Brown reports the following cases of meritorious service:

R. B. Clark, bill clerk, Clinton, Okla., was instrumental in obtaining two cars of freight routed on the Frisco.

W. M. Cannady, conductor; H. P. Collins, engineer, and R. S. Abbott and H. F. Mauldin, brakemen, have been commended for operating their trains on the Avard sub during January without making any overtime.

R. C. Jones, cashier at Clinton, Okla., obtained routing of shipments of automobiles into Clinton for sixty days over Frisco rails.

Gust Menz, bridge inspector, discovered a broken rail in the main line.

ST. LOUIS TERMINALS

Superintendent P. W. Conley reports the following case of meritorious service:

A westbound load in the Gratiot yards carried a trailer. The load was going to Tulsa. The trailer was bad-ordered. The cars were lined up to be put in the Lindenwood repair track. A. J. Moxley, switch foreman, secured permission from the general foreman of the car department to substitute a trailer and avoid delay to the shipment. Mr. Moxley gave information to bill office so that the numbers could be changed on the waybill. In doing this service Mr. Moxley saved a delay of possibly twelve hours to this shipment and also the per diem that this car would have earned as a trailer whereas, when it has been repaired it can be returned to the connection it came from. The personal record of Mr. Moxley has been credited with five merit marks.

EASTERN DIVISION

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

Rev. A. H. Puetter, Brinktown, Mo., wrote a letter to President J. M. Kurn in which he expressed his appreciation of courteous service given him by John Miller and W. E. McKenna, conductors, of Springfield, Mo.

TULSA TERMINALS

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

Jake Patton, switchman, during a snow storm found a switch point that did not fit. William H. Christian, yard clerk, discovered a car listed as an empty to be a load. The personal record of each of these men has been cred-

(Now turn to next page, please.)

BANQUET TO FLANIGAN
150 Friends Honor Retiring Kansas Cityan, March 4

J. M. FLANIGAN, former superintendent of terminals at Kansas City, Missouri, whose retirement story appeared in the April issue of the *Frisco Magazine*, was the guest

J. M. FLANIGAN

of honor at a banquet tendered him by 150 of his fellow officers and employes at the Shrine Temple in Kansas City the evening of March 4.

Tributes to the 72-year-old operating officer, who had spent 42 years as the "boss" of the Kansas City terminals for the Frisco, were offered by officers and employes alike, from yard clerks to Assistant General Manager Sisson and Superintendent of Transportation Doggrell.

At the close of the banquet Mr. Flanigan was presented with a beautiful cabinet size radio, the gift of his friends and fellow workers.

SELLS NINETY TICKETS

When Mr. H. T. Wilkinson, agent at Williford, Arkansas, found that a party from the Omnibus College at Winfield, Kansas, were making inquiries about the roads and a bus to Hoxie, he immediately got busy and out of 110 passengers, sold ninety of them a ticket via Frisco Lines.

While the distance was only approximately thirty miles, Mr. Wilkinson did his share in securing the patronage of this party as far as he could.

It is understood they will touch other lines at various other points, and no doubt will use the Frisco to their destination.

FRISCO BEAUTY QUEEN

Photo by Baumgardner, Rolla.

MISS ESTHER MILLER

The young lady shown above is another "Frisco Beauty". Her name is Miss Esther Miller and she is the daughter of M. J. Miller, signal maintainer, at Newburg, Mo.

As a result of the Newburg High School's annual quest for a girl having personality, pulchritude and popularity, Miss Miller was chosen and the title of "Miss Newburg" bestowed upon her. Placing second in the contest was Miss Miller's sister, Nada, who was barely defeated by her victorious sister. Miss Mildred Thomas, daughter of Fireman John Thomas, placed third in the contest, while Miss Rose Mary Morgan, daughter of Dispatcher Harry Morgan, of Springfield, was fourth.

The coronation of the Queen, which was held at the M. E. Church, Saturday evening, February 9, was a beautiful ceremony in which the American girl was "glorified". The program and the decorations carried out the "American Beauty" theme and Miss Miller and her pretty Maids of Honor were, indeed, American beauties who were glorified in a most elaborate manner. The young ladies with their American beauty roses, were so charmingly beautiful that it was said they must have been something like the beautiful nymphs who inspired the English poet, John Keats, to write his world-famous "A Thing of Beauty Is a Joy Forever".

Miss Miller selected the following young ladies as her eight Maids of Honor: Misses Emma Smith, Helen Fulton, Nada Miller, Rose Mary Morgan, Alice Flint, Mildred Thomas, Alpha Kerr, and Maxine Lemons. All of the girls, except two, are daughters of Frisco employes.—Ed. F. Fuller.

FOR MERITORIOUS SERVICE

(Continued from Page 26.)

ited with five merit marks.

NORTHERN DIVISION

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

E. D. Isaacs, fireman, Pittsburg, Kan., reported for work in twenty minutes after being called to fire an engine in which the stoker had failed. He has been commended.

A. H. Bowser, brakeman, Kansas City, while inspecting his train, discovered that several box bolts were missing from a foreign line car. He has been commended.

J. W. Asbill, agent at Hallowell, Kan., discovered a brake beam down, signalled the conductor and stopped the train. The personal record of Mr. Asbill has been credited with five merit marks.

Fred Ferguson, yard cleaner, Webb City, Mo., discovered a broken rail, protected a train and afterward notified the section foreman. The personal record of Mr. Ferguson has been credited with ten merit marks.

G. M. Kaechele, brakeman, Kansas City, Mo., assisted Engineer Norris in repairing broken driving tire on engine 4113. Mr. Kaechele has been commended.

F. J. Wagar, operator, Cherryvale, Kan., noticed something down on a Santa Fe train as the train passed the Frisco station at Cherryvale and signalled the crew. The crew stopped the train and found a brake beam down and dragging. A. A. Gist, superintendent of the Santa Fe at Chanute, asked Mr. Bevans to thank Mr. Wagar in Mr. Gist's behalf. Mr. Bevans commended Mr. Wagar.

A. G. Phillips, agent, Lenexa, Kan., flagged an M-K-T train because he saw something wrong with the equipment. The train crew stopped the train, found a broken arch bar and set the car out. The personal record of Mr. Phillips has been credited with five merit marks.

O. D. CHALMERS PROMOTED

Appointed Manager Mail and Express Traffic, March 1

O. D. CHALMERS, widely known Frisco official, was appointed manager of mail and express traffic, Frisco Lines on March 1, 1929, J. W. Nourse, passenger traffic manager, St. Louis, has announced.

Mr. Chalmers left high school in November, 1909, to take up drug work in Springfield. He remained there

until the early part of 1911 when he resigned to enter the service of the Wells Fargo & Company as wagon driver. He resigned from this position in 1912 to re-enter drug work but in 1913 re-entered the express work as waybill clerk. From 1913 until 1915 he served the above express company, the United States Express and the Southern Express working in the capacities of wagon driver, money clerk, depot agent, messenger and guard. He resigned from the express service in October, 1915, to enter the general baggage office of the Frisco in Springfield as clerk under Mr. L. W. Price. On March 1, 1918, the office of general baggage agent was abolished and he came to St. Louis as chief clerk in the baggage department and was made traveling baggage agent November 1, 1927, in which capacity he has served until his present appointment.

He resides at 4530 Shenandoah Avenue, St. Louis, is married and has one daughter.

LOCOMOTIVE FUEL PERFORMANCE RECORDS

Office of Fuel Agent

FUEL performance statistical reports for the month of February, 1929, reflect an increase in unit consumption of fuel in freight, passenger and switch service for the system, compared with same month in year 1928.

This showing is rather disappointing for the second month of the year, however, weather conditions were more severe which directly affected the performance in each class of service in that it necessitated cut in train haul and required more steam heat on passenger trains.

In freight service, fuel consumption per 1,000 gross ton miles was 200 pounds versus 190 pounds last year, which is an increase of 5.26 per cent. Train haul decreased to some extent, principally due to weather conditions and was the principle factor affecting performance.

In passenger service, despite an increase in cars per train mile, fuel per passenger car mile increased from 16.7 to 17 pounds, or 1.80 per cent. Only two divisions in this class of service were able to make a decrease over performance for same month previous year, namely, Southern division 7.78 per cent and the Central 1.03 per cent decrease.

Switch performance increased from 155 to 162 pounds per switch locomotive mile or 4.51 per cent.

The system standard for each class of service month of March is as follows: freight service 185 pounds per 1,000 gross ton miles; passenger service 15.2 pounds per passenger car mile and switch service 145 pounds per switch locomotive mile. These standards are based on the goal set for the year taking in a reduction over previous year of 5 pounds in freight service, .5 pound in passenger service and 7 pounds in switch service.

The year of 1929 promises to be a banner year in fuel economy and a comparatively poor showing made in the first two months should not retard our efforts to reach the goal set in each class of service.

While the system fuel performance for February was above last year, nevertheless there were some very good fuel records established, one especially which was made on the Columbus Sub-division of the Southern division and is as follows:

Engineer M. E. KELLY, Fireman E. F. Rowe and Conductor PAT KENDALL, handled a freight train on February 16 with engine 1627 from Amory to Demopolis, a distance of 122 miles, in 9 hours and 50 minutes. This train consisted of 56 loaded cars or 4,033 gross tons, 11 tons of coal were burned on the trip which is an average of 45 pounds per 1,000 gross ton miles.

This record is a splendid one and is an example of what can be accomplished through the co-operation of engine and train crews in saving fuel.

Additional fuel records are as follows:

EASTERN DIVISION

Rolla Sub: Engineer J. J. SWIFT, Fireman R. GOLLAHON, train 31, engine 54, St. Louis to Stanton, February 11, 37 cars in train, burned 6 tons of coal, performance 130 pounds per 1,000 gross ton miles.

Engineer D. E. FREY, Fireman F. HOFFMAN, train 34, engine 49, Newburg to St. Louis, February 9, 69 cars in train, burned 18 tons of coal, performance 134 pounds per 1,000 gross ton miles.

Engineer H. A. PEARSE, Fireman C. J. MAYFIELD, train 7, engine 1500, St. Louis to Newburg, February 19, 9 cars in train, performance 1.2 gallons per passenger car mile.

Lebanon Sub: Engineer HENDRICKS, Fireman C. MILLED, train 9, engine 1509, Newburg to Springfield, February 5, 14 cars in train, burned 1,209 gallons of oil, performance .72 of a gallon per passenger car mile.

Engineer M. HEALY, Fireman J. HARRIS, train 9, engine 1503, Newburg to Springfield, February 4, 14 cars in train, burned 1,512 gallons of oil, performance .9 of a gallon per passenger car mile. This same train was handled from Springfield to Afton by Engineer J. E. DUBUQUE and Fireman W. MATHIAS, who burned 1.3 gallons per passenger car mile, performance of each crew much below the average.

Springfield Sub: Engineer H. DAVIDSON, Fireman BOB SHAW, train 32, engine 35, Monett to Springfield, February 28, 3,028 gross tons in train, burned 9 tons of coal, performance 136 pounds per 1,000 gross ton miles.

Engineer TOM LYONS, Fireman W. LONG, train 4, engine 1509, Monett to Springfield, February 28, 9 cars in train, performance .9 of a gallon per passenger car mile.

SOUTHERN DIVISION

Willow Springs Sub: Engineer KELSEY, Fireman W. METSK train 104, engine 1063, Thayer Springfield, February 16, 8 cars train, burned 1,415 gallons of oil, formance 1.3 gallons per passe car mile.

Memphis Sub: Engineer T. KI Fireman B. DAVIS, train 104, en 1062, Jonesboro to Thayer, Febru 14, 5 cars in train, burned 600 gal of oil, performance 1.2 gallons passenger car mile.

Columbus Sub: Engineer DIEM Fireman THOMPSON, train 939, gine 1621, Amory to Magnolia, Feb ary 14, handled 265,000 gross miles on an average performance 90 pounds.

Engineer MADDEN, Fireman KI train 907, Amory to Magnolia, Feb ary 9, engine 1105, handled 678 senger car miles, performance 1 pounds.

Pensacola Sub: Engineer STINE, Fireman HOLLOWAY, tr 939, engine 1618, Magnolia to Pen cola, February 23, handled 241, gross ton miles, burned 11 tons coal, performance 90 pounds.

Engineer ANDREWS, Firem WEBB, train 907, engine 1101, M nolia to Pensacola, February 25, cars in train, burned 8 tons of c performance 11.6 pounds per pas ger car mile.

NORTHERN DIVISION

Kansas City Sub: Engineer INTIRE, Fireman A. DOERING, t 162, engine 4130, Ft. Scott to Kan City, February 6, 44 loaded cars train, 2,570 gross tons, burned 13 t of coal, performance 102 pounds thousand gross ton miles.

Engineer H. GOODELL, Firem McINTIRE, train 118, engine 1052, Scott to Kansas City, February 1 cars in train, burned 701 gallons oil, performance 1.01 gallons per p senger car mile.

Engineer F. HOFFHOUS, Firem C. E. MILLER, train 131, engine 4 Kansas City to Ft. Scott, February 49 cars in train, burned 11 tons coal, performance 113 pounds.

WESTERN DIVISION

Perry Sub: Engineer PETT SON, Fireman DOREAMUS, train engine 1343, Enid to West Tulsa, uary 6, handled 333,000 gross

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