

## HE RAISES FRISCO FLOWERS

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he grew older he experimented with seeds and grafting. Then he was side-tracked, so to speak and for awhile he became a store accountant for the Frisco from 1917 to 1928.

He was appointed traveling store accountant in 1928 and served for one year.

But the idea of literally setting each station on Frisco Lines ablaze with glorious flowers still persisted, and Mr. F. H. Shaffer, general manager offered the suggestion that each station and section house have a garden. President Kurn answered the suggestion by authorizing the money necessary to furnish the bulbs and seeds to all Frisco agents and section foremen interested in planting a garden. Thus Mr. Fellows' hobby became a Frisco-wide plan and his dreams became realities.

During the first year of the flower program, 12,218 plants and bulbs were shipped to Frisco employes. This year the orders have run well over 1,000 and the program just getting started, and in place of the 12,218 plants, the number of plants will run well into the 100,000 mark.

A trip through the greenhouse alone, will leave flower-lovers speechless with delight. Here Mr. Fellows has concentrated some of his rare specimens, such as the elkhorn fern, which measures 8 feet across. As will be seen in the picture, he has a variety of cactus, including the parrott and red and pink cactus.

There is in the greenhouse a banana plant from Atmore, Ala., on the Frisco; trees from Lisbon, Portugal; Clematis red vine from China; a Japanese flowering cherry, such as one finds in the far-famed cherry grove at Washington, D. C.; spiraea from Northern China; a pine tree from Austria; two peach trees from Spain; peach trees from Persia; Nectarine from New Zealand; peaches from India; a crabapple from Manchuria, China, and also an apricot tree from Manchuria.

Along the well lighted house one finds the crucifixion plant, the artillery plant, the latter so called because when it is hot and is watered, it smokes; new rubber plants with leaves that bleed; the well-known "hen and chickens" in eight separate varieties, and six varieties of rhododendron. The bird-nest fern is a new one, and according to Mr. Fellows is a parasite. It grows with long green shoots, leaving a hollow in the center, wherein rests a black mass that is shaped like a bird nest. Another new fern of which he is particularly proud

## Frisco Employes' Hospital Association

Receipts and Disbursements after Dec. 31, 1929, through March 31, 1930.

Balance brought forward from Dec. 31, 1929.....		\$ 13,493.75	
RECEIPTS:			
From assessments on members.....	\$69,587.15		
" interest on daily balances in bank.....	64.53		
" interest on securities in Treasury.....	4,252.50		
" donation by St. L.-S. F. Ry. Co.....	162.51		
" sundry accounts collectible.....	2,888.46		76,955.15
" proceeds sale on 2/1/30 of \$5,000 par value Canadian Nat'l Ry.'s 4½% Guaranteed Gold Bonds, due Feb. 15, 1930, on 5% basis.....	\$4,998.95		
plus accrued interest.....	103.75	\$ 5,102.70	
" proceeds at maturity Feb. 15, 1930, of \$5,000 Canadian Nat'l Ry.'s 4½% Guaranteed Gold Bonds.....	5,000.00		
" proceeds at maturity Feb. 15, 1930, of \$10,000 St. L.-S. F. Ry. Co. 4½% Equipt. Trust Cfts., Series BB.....	10,000.00		20,102.70
			<u>\$110,551.60</u>
DISBURSEMENTS:			
For payrolls.....	\$27,926.71		
" professional, ordinary and emergency services.....	18,100.47		
" labor, material and supplies.....	6,556.45		
" provisions.....	8,322.31		
" drugs.....	7,151.42		
" light, water, ice, gas, fuel and telephones.....	2,628.23		
" all other expenses.....	2,198.93		\$ 72,884.52
" \$10,000, face amount American Telephone & Telegraph Co., Thirty-five year 5% Gold Debenture Bonds due Feb. 1, 1965, purchased Jan. 30, 1930, @ 99½%.....	\$9,950.00		
less discount, 2 da. int. @ 5% on \$10,000....	2.78	\$ 9,947.22	
" \$5,000, face amount, International Telephone & Telegraph Co., Twenty-five year 5% Gold Debenture Bonds due Feb. 1, 1955, purchased Feb. 17, 1930 @ 96½%.....	\$4,825.00		
Accd. interest, 16 days.....	11.11	4,836.11	
" \$5,000, face amount, Central Gas and Electric Co. 3 year, 5½% Gold Notes, due Feb. 1, 1933, purchased Feb. 21, 1930, @ 98¼%.....	\$4,912.50		
Accd. interest, 20 days.....	15.28	4,927.78	19,711.11
Balance March 31, 1930, p. m., at: First National Bank, St. Louis, Mo.....			* 17,955.97
			<u>\$110,551.60</u>

\* Subject to \$787.32 of pay-drafts and voucher-drafts outstanding at close of business March 31, 1930.

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is the Colorado fern. One finds among the collection the beautiful little cigarette plant, the purple hydrangea and the orange tree, and a crazy looking plant which is called the "monkey puzzle." No two leaves run in the same direction and it is an interesting study.

It is interesting to note that the following varieties of shrubs have been requested and sent out for Frisco flower beds; Spiraea, Forsythia, Butterfly Bush, Weigelia, Shrub Honey-suckle, Purple Wisteria, American Bittersweet, Desmodium, Snowballs, Mock Orange, Hydrangea, Golden Elder, Flowering Almond, and Barberrry.

To date 400 orders have come for window boxes and 100 men have signified their intention to make a standard 10 x 20 Frisco emblem from border plants.

The shrubs, bulbs and plants have been dwelt upon extensively in the above paragraphs. However, seventy-eight pounds of flower seeds in

twenty-three varieties will soon burst into glorious petunia bushes, zinnias, sweet peas, etc., and the seventy-eight pounds have been distributed at this writing and an additional order may have to be made.

A shipping room had to be added this year to the greenhouse and four trucks a day have left for the passenger depot, loaded to the fenders with materials for Frisco flower gardens. The scene is beginning to clear a bit now, and the shipping room is practically barren of its huge stores. Most of the huge shipments have taken root and are growing beautifully at points on Frisco Lines, and it looks as if "A Flower Garden at Every Station", will be a reality.

Now that the shipping season is over, he is cleaning up the odds and ends, preparing to get on the road once more and beautify many of the stations, offer advice to those who request it, and prepare to judge the best flower garden on the entire line.

**IN THE FRISCO HOSPITAL**

The following list contains the names of patients confined in the Frisco Employes' Hospital in St. Louis and Springfield as of May 15, 1930. They will be glad to hear from their friends:

**ST. LOUIS**

Charles Stevens, Wichita, Kans.; F. W. Campbell, Springfield, Mo.; J. C. Freeman, Tupelo, Miss.; H. O. Brenner, Oklahoma City, Okla.; H. H. Joynt, Kansas City, Mo.; C. Guy, Kansas City, Mo.; J. O'Rourke, Joplin, Mo.; L. Sutter, McBride, Mo.; T. F. Gaines, Memphis, Tenn.; L. S. Tucker, Birmingham, Ala.; H. Kelly, Kellyville, Okla.; J. Carry, Aberdeen, Miss.; F. L. Dulaney, Birmingham, Ala.; E. I. Fannous, Fayetteville, Ark.; G. G. Homer, Guin, Ala.; C. A. Corbin, Tulsa, Okla.; H. H. Green, Newburg, Mo.; R. Ahlstead, Chaffee, Mo.; Lillard Watts, Memphis, Tenn.; W. P. Dorris, Oklahoma City, Okla.; Charles Ball, Oran, Mo.; J. M. Adams, Springfield, Mo.; F. R. Thomas, Amory, Miss.; F. L. Thies, Springfield, Mo.; Chas. Welch, Birmingham, Ala.; C. H. Crawford, Hickory Flat, Miss.; J. Garrison, Catoosa, Okla.; M. L. Lane, Monett, Mo.; E. A. Boatman, Sherman, Texas; Roy Pearson, Chaffee, Mo.; Yarborough, Blackwell, Okla.; W. B. Wilson, W. Tulsa, Okla.; H. J. Fletcher, Sapulpa, Okla.; J. Hamilton, St. Louis, Mo.; J. C. Osteen, Memphis, Tenn.; T. Steel, Altus, Okla.; Sam Serbin, St. Louis, Mo.; J. A. Charron, Tulsa, Okla.; G. R. Monell, Enid, Okla.; I. M. Plank, Salem, Mo.; Earl Green, Chaffee, Mo.; R. M. Thompson, Springfield, Mo.

**SPRINGFIELD**

L. R. Birkhead, Thayer, Mo.; B. Bilreau, Springfield, Mo.; J. Haynes, Springfield, Mo.; T. McAuliffe, Nettleton, Ark.; O. Couch, Columbus, Miss.; C. B. Rhea, Springfield, Mo.; B. Marr, Monett, Mo.; E. House, Brookline, Mo.; T. A. Dysart, Springfield, Mo.; W. Jones, Brush Creek, Mo.; J. Hussey, St. Louis, Mo.; C. Butrick, Springfield, Mo.; W. B. Prophet, Springfield, Mo.

**TELEGRAPHERS ELECT**

M. T. Fullington, general chairman of Division 32 of the Order of Railroad Telegraphers, and W. I. Christopher, assistant general chairman, were re-elected to their positions for another year at the annual meeting of the local chairmen in Springfield. An executive committee was also elected, including M. T. Fullington, chairman, W. I. Christopher, secretary, and W. B. Musgrave and C. High, members.

**FRISCO EMPLOYES' HOSPITAL ASSOCIATION**

(Continued from preceding page)

THE ASSOCIATION OWNS:

	Par Value
Pennsylvania Rd. 5% General Equipment Trust Certificates, Series "B" (mature April 1, 1930).....	\$ 5,000.00
New York Central Lines 4½% Equipment Trust Certificates of 1925 (mature May 15, 1930).....	10,000.00
Receivers' Chicago, Milwaukee & St. Paul Ry., 5% Equipment Trust Certificates, Series D (mature Aug. 1, 1930).....	9,000.00
St. Louis-San Francisco Ry. Co., 5% Equipt. Trust Cfts., Series AA, (mature Sept. 1, 1930).....	1,000.00
Edison Electric Illuminating Company of Boston, 3-year 4½% Gold Notes (mature Nov. 1, 1930).....	5,000.00
St. Louis-San Francisco Railway Company 6% Equipment Trust Notes, Series 71-D (mature January 15, 1931).....	1,000.00
St. Louis-San Francisco Railway Company 6% Equipment Trust Notes, Series 71-E (mature January 15, 1931).....	9,000.00
New York Central Lines 4½% Equipment Trust Certificates of 1925 (mature May 15, 1931).....	5,000.00
St. Louis & San Francisco Railway Company, General Mtge. 5% Gold Bonds (mature July 1, 1931).....	4,000.00
St. Louis-San Francisco Ry. Co. Equipment Trust 5% Certificates, Series AA, (mature Sept. 1, 1931).....	3,000.00
Chicago, Rock Island and Pacific Railway Co. 5% Equipt. Trust Certificates, Series M. (mature April 1, 1932).....	5,000.00
Chesapeake & Ohio Ry. Co. 4½% Equipment Trust Gold Certificates of 1929 (mature May 1, 1932).....	10,000.00
Chicago, Rock Island and Pacific Railway Co. 5% Equipt. Trust Certificates, Series L (mature June 1, 1932).....	2,000.00
Chicago and Northwestern Ry. Co., 4½% Equipt. Trust Cfts., Series V, (mature Aug. 1, 1932).....	9,000.00
St. Louis-San Francisco Railway Company Equipment Trust 5% Certificates, Series AA (mature Sept. 1, 1932).....	6,000.00
Central Gas & Electric Co. Three-year 5½% Gold notes (mature Feb. 1, 1933).....	5,000.00
Canadian National Rys., Equipt. Trust 5% bonds, Series K, (mature May 1, 1933).....	10,000.00
Receivers' Chicago & Alton R. R. Equipt. Trust 6% Cfts., Series A, (mature May 15, 1933).....	3,000.00
Canadian Pacific Ry. Co., Equipt. Trust 4½% Cfts., Series B, (mature June 1, 1933).....	8,000.00
Chicago, Rock Island and Pacific Railway Co., 4½% Equipment Trust Certificates, Series O, (mature July 1, 1933).....	20,000.00
Chicago, Rock Island and Pacific Ry. Co. 4½% Equipment Trust Certificates Series P (mature Aug. 1, 1933).....	20,000.00
St. Louis-San Francisco Railway Company Equipment Trust 5% Certificates, Series AA (mature Sept. 1, 1933).....	10,000.00
Receivers' Chicago & Alton R. R. Equipt. Trust 6% Cfts., Series A, (mature Nov. 15, 1933).....	5,000.00
Kansas City, Memphis and Birmingham R. R. Co., General Mortgage 4% Bonds (mature March 1, 1934).....	7,000.00
St. Louis-San Francisco Railway Company Equipment Trust 6% Gold Notes, Series 71-C (mature Jan. 15, 1935).....	10,000.00
City of Tulsa, Okla., 4½% Street Improvement Bonds (mature Aug. 1, 1935).....	18,000.00
U. S. Fourth Liberty Loan 4¼% Bonds (mature Oct. 15, 1938).....	35,000.00
U. S. First Liberty Loan (Converted) 4¼% Bonds (mature June 15, 1947).....	15,000.00
St. Louis-San Francisco Railway Company Prior Lien 4% Bonds, Series A (mature July 1, 1950).....	14,000.00
International Telephone & Telegraph Twenty-five year 5% Gold Debenture Bonds (mature Feb. 1, 1955).....	5,000.00
American Telephone & Telegraph Thirty-five year 5% Gold Debenture Bonds (mature Feb. 1, 1965).....	10,000.00
St. Louis-San Francisco Railway Company Consol. Mtge. 4½% Gold Bonds Series "A" (mature March 1, 1978).....	25,000.00
(As at close March 31, 1930).....	\$304,000.00
St. Louis, Mo., April 2, 1930.	

F. H. HAMILTON,  
Treasurer.

**TULSA RETAINS PENNANT**

Winning the pennant awarded to the station that has the fewest errors in handling freight seems to be a matter of habit for Tulsa, Okla. This station won the group one pennant again during the month of April, making the eighth consecutive month that it has won the pennant of its group. During April, 29,629 shipments were handled there with a total of 20 errors. Springfield took second place in this group, handling 26,192 shipments with 25 errors and the St. Louis 7th Street Station ranked third, making 82 errors in handling 42,769 shipments.

In Group Two, Birmingham has a perfect record. A total of 15,709 ship-

ments were handled there. Oklahoma City was second in the group, making 15 errors in handling 13,202 shipments and the St. Louis Broadway Station was third, handling 16,146 shipments with 33 errors.

The Group Three pennant was won by Hugo, Okla. A total of 4,112 shipments were handled there and five errors were made. Wichita was second in this group, making seven errors in handling 3,066 shipments. The third place in this group went to Fort Smith, where a total of 6,059 shipments were handled with eight errors.

Virtually all of the nitrate of soda in this country is imported from Chili.

## LOCOMOTIVE FUEL PERFORMANCE RECORDS

Office of Fuel Agent

**I**F the volume of business handled during April this year had been equal to that of April, 1929, our saving in fuel for the month would have come nearer our expectations. However, even with the decrease in tonnage, which is primarily due to the general recession of business prevailing throughout the country, our savings in the unit fuel consumption in freight service amounted to 6 pounds per 1,000 gross ton miles.

It is generally recognized today that the amount of fuel burned on a railroad per unit of work is the measuring stick of the roads efficiency. Fuel is one of the biggest items of expense on a railroad and everything must be done to save as much of this expense as is possible. Every one who has any part in the handling of the fuel and the operation of the trains should keep this fact in mind at all times, so that this valuable commodity may be used with the utmost efficiency. Any one observing a practice which is calculated to cause a loss of fuel should feel free to report same.

During April our system train haul increased 8.1% per train mile compared with April last year and this was apparently one of the major factors in decreasing our performance from 168 pounds per 1,000 gross ton miles April, 1929, to 162 pounds this year, equivalent to 3.57%.

The River division again led the field with a decrease from 156 pounds last year to 1,337 pounds this year, a saving of 19 pounds per 1,000 gross ton miles, which is equivalent to 12.18%. In making this saving this division bettered its standard of 143 pounds by 6 pounds.

The Southwestern division performance decreased from 151 pounds last year to 137 pounds this year, a saving of 14 pounds or 9.27%.

The Northern division performance decreased from 169 pounds last year to 154 pounds this year, a saving of 15 pounds or 8.88%.

The Texas Lines with a decrease of 0.2% in train haul decreased its performance from 166 pounds last year to 160 pounds this year and the Western division, with 4.4% decrease in train haul, decreased its performance from 175 pounds to 173 pounds and bettered its standard by 2 pounds.

Eastern division made a saving of 1 pound over last year and the southern division made the same perform-

ance as it did in April last year i. e. 164 pounds.

Passenger service performance on the system increased from 14.8 pounds per passenger car mile April last year to 15.2 pounds April this year.

The cars handled per train mile decreased on every division except the Northern division which had an increase of 1.14%.

The Southwestern and Northern divisions were the only divisions which had a decrease over last year in passenger performance.

Switch service for the system came through with a decrease from 142 pounds per switch locomotive mile last year to 141 pounds this year.

The Kansas City terminal bettered its standard of 155 pounds by 4 pounds.

The Southern division decreased its performance from 140 pounds last year to 133 pounds this year. Texas Lines decreased from 124 pounds to 122 pounds. River division decreased from 116 pounds to 115 pounds. Kansas City terminal decreased from 160 pounds to 151 pounds. Tulsa terminal decreased from 152 pounds to 144 pounds. Memphis terminal decreased from 125 pounds to 122 pounds and St. Louis terminal decreased from 194 pounds to 193 pounds, the balance of the divisions and terminals had an increase in their performance.

Some splendid reductions in performance were made in through freight service on a number of the subdivisions, several of them being as follows:

Pensacola Sub. decreased from 150 pounds per 1,000 gross ton miles last year to 115 pounds this year.

Ash Grove Sub. decreased from 154 pounds to 126 pounds. Creek Sub. decreased from 140 pounds to 113 pounds and Sherman Sub. decreased from 168 pounds to 140 pounds.

Further fuel checks are being made and will be conducted at various points along the line from time to time. The information gathered from these checks is studied by the supervisory forces from which good results are being obtained.

Following are a number of good performance records reported since our last issue:

### EASTERN DIVISION

Rolla Sub: Engineer GANN, fireman SHORT, train extra west, engine 331, Gratiot to Stanton, May 3d, handled 227,017 gross ton miles,

burned 19 tons coal, performance 119 pounds per 1,000 gross ton miles.

Engineer D. E. FREY, fireman J. JONES, train extra west, engine 31, Gratiot to Stanton, April 10, handled 103,000 gross ton miles, burned 7 tons coal, performance 135 pounds per 1,000 gross ton miles.

Engineer C. W. COLE, fireman GALLAHAN, train 2/32, engine 40, Stanton to Gratiot, April 12, handled 166,880 gross ton miles, burned 11 tons coal, performance 119 pounds per 1,000 gross ton miles.

Engineer G. W. MOORE, fireman M. BUNCH, train 7, engine 1,512, St. Louis to Newburg, April 16, handled 1,320 passenger car miles, burned 1,112 gallons oil, performance 53 gallons per passenger car mile.

Engineer W. HETTIBRAND, fireman W. O. DAUGHERTY, train 1/30, engine 4, Newburg to Gratiot, April 26, handled 358,385 gross ton miles, burned 20 tons coal, performance 111 pounds per 1,000 gross ton miles.

Lebanon Sub: Engineer W. H. CENTER, fireman L. HARRISON, train 35, engine 34, Newburg to Lebanon, April 22d, handled 149,933 gross ton miles, burned 12 tons coal, performance 160 pounds per 1,000 gross ton miles.

Engineer P. SHOCKLEY, fireman V. CROSS, train extra west, engine 27, Newburg to Springfield, April 24, handled 274,414 gross ton miles, burned 20 tons coal, performance 145 pounds per 1,000 gross ton miles.

### CENTRAL DIVISION

Arthur Sub: Engineer BRYSON, fireman COWAN, train 734, engine 1408, Talihina to Ft. Smith, April 11, handled 74,245 gross ton miles, burned 3½ tons coal, performance 94 pounds per 1,000 gross ton miles.

Ft. Smith Sub: Engineer H. I. BLAKESLEE, fireman S. E. ARNOLD, train 735, engine 1,336, Monett to Ft. Smith, April 5, handled 206,544 gross ton miles, burned 15 tons coal, performance 145 pounds per 1,000 gross ton miles.

Engineer J. E. PAINE, fireman H. TERPENNING, train extra, engine 1341, Ft. Smith to Fayette Junction, April 25th, handled 88,161 gross ton miles, burned 7 tons coal, performance 159 pounds per 1,000 gross ton miles.

A&A Sub: Engineer H. M. STIERWALT, fireman WM. WATSON, train 736, engine 1248, Hope to Hugo, April 5th, handled 175,739 gross ton

miles, burned 10 tons coal, performance 114 pounds per 1,000 gross ton miles.

**Muskogee Sub:** Engineer DUTTON, fireman IRBY, train 789, engine 603, Fayetteville to Muskogee, April 7th, handled 312 passenger car miles, burned 2 tons coal, performance 12.5 pounds per passenger car mile.

#### WESTERN DIVISION

**Perry Sub:** Engineer C. A. HARLEY, fireman E. L. SUTTON, train extra east, engine 1329, Enid to West Tulsa, handled 221,000 gross ton miles, burned 1,325 gallons oil, performance 6 gallons per 1,000 gross ton miles.

Again on May 9th, engineer HARLEY with fireman CANA, in charge of train 634, engine 1326, from Enid to West Tulsa, handled 195,985 gross ton miles, burned 1,699 gallons oil, performance 8.2 gallons per 1,000 gross ton miles.

Engineer GENEAN, fireman BRESAWITZ, train extra, engine 1337, Enid to West Tulsa, May 8th, handled 222,000 gross ton miles, burned 1,560 gallons oil, performance 7.0 gallons per 1,000 gross ton miles.

#### SOUTHWESTERN DIVISION

**Cherokee Sub:** Engineer J. F. TRONE, fireman R. B. ROY, train extra east, engine 4,146, West Tulsa to Afton, April 19th, handled 166,296 gross ton miles, burned 1,312 gallons oil, performance 7.9 gallons per 1,000 gross ton miles.

Engineer J. RASBACH, fireman F. SMITH, train 4, engine 1504, Tulsa to Afton, April 16th, handled 684 passenger car miles, burned 602 gallons oil, performance .88 gallons per passenger car mile.

**Creek Sub:** W. H. SAWYER, fireman I. E. ICE, train extra south, engine 4155, West Tulsa to Francis, April 21st, handled 251,538 gross ton miles, burned 2,113 gallons oil, performance 8 gallons per 1,000 gross ton miles.

Engineer J. G. LEWERS, fireman S. DANIELS, train extra north, engine 4153, Okmulgee to West Tulsa, April 22d, handled 130,247 gross ton miles, burned 1,003 gallons oil, performance 7.7 gallons per 1,000 gross ton miles.

#### NORTHERN DIVISION

**Kansas City Sub:** Engineer F. O. MARSON, fireman T. COLLINS, train 1162, engine 4102, Ft. Scott to Kansas City, April 15th, handled 400,554 gross ton miles, burned 14 tons coal, performance 70 pounds per 1,000 gross ton miles.

Engineer O. NORRIS, fireman B. ALEXANDER, train 162, engine 4149, Ft. Scott to Kansas City, May 4th, handled 419,166 gross ton miles, burned 19 tons coal, performance 90

pounds per 1,000 gross ton miles.

Engineer A. W. BRANSTETTER, fireman H. KENNEY, train 1/131, engine 4124, Kansas City to Ft. Scott, April 9, handled 236,786 gross ton miles, burned 10 tons coal, performance 85 pounds per 1,000 gross ton miles.

Engineer COOPER, fireman KELL, train 3/131, engine 4131, Kansas City to Paola, train haul 2,830 tons, burned 6 tons coal, performance 90 pounds per 1,000 gross ton miles.

Engineer MALONE, fireman C. E. MILLER, train 3/131, engine 4124, Kansas City to Paola, train haul 2,835 tons, burned 7 tons coal, performance 115 pounds per 1,000 gross ton miles. This same crew on April 26, in charge of extra train, engine 4142, Paola to Ft. Scott, handled 2,800 tons, train haul, burned 7 tons coal, performance 88 pounds per 1,000 gross ton miles.

**Wichita-Burrton Sub:** Engineer GALLOWAY, fireman BARNES, train 305, engine 1005, Neodesha to Wichita, May 13, handled 418 passenger car miles, burned 4 tons coal, including one ton terminal consumption, performance 19 pounds per passenger car mile.

Engineer GRAY, fireman HURST, train 311, engine 1028, Neodesha to Wichita, May 13, handled 636 passenger car miles, burned 4 tons coal, including one ton terminal consumption, performance 12½ pounds per passenger car mile.

Engineer GRAY, fireman A. MALMGREN, on April 25, in charge of train 311, engine 1028, Neodesha to Wichita and engine 1030 on train 310, Wichita to Neodesha, handled 1,040 passenger car miles on the round trip, burned 8 tons coal, performance 15.3 pounds per passenger car mile, the number of cars handled and coal consumed being the same in each direction.

**Carthage Sub:** Engineer O'NEIL, fireman D. BROWN, train 335, engine 4031, Monett to Neodesha, April 21, handled 231,270 gross ton miles, burned 11 tons coal, performance 96 pounds per 1,000 gross ton miles.

**Afton-Parsons Sub:** Engineer MITCHELL, fireman FLETCHER, engine 4000, Afton to Ft. Scott, April 12, handled 290,880 gross ton miles, burned 12 tons coal, performance 83 pounds per 1,000 gross ton miles. This train was delayed 1 hour 44 minutes on this trip. Total time on road 5 hours 10 minutes. This performance was observed by Mr. G. A. Ermatinger and is considered a very good run and an excellent performance for a 4000 class engine.

#### SOUTHERN DIVISION

**Tupelo Sub:** Engineer PROW, fireman J. HENRY, train 135, engine 4133, Yale to Amory, April 22, han-

dled 253,237 gross ton miles, burned 15 tons coal, performance 102 pounds per 1,000 gross ton miles.

**Willow Springs Sub:** Engineer S. CAHILL, fireman B. DUNCAN, train 103, engine 1062, Springfield to Thayer, April 8, handled 966 passenger car miles, burned 1,001 gallons oil, performance 1.03 gallons per passenger car mile.

**Columbus Sub:** Engineer DIEMER, fireman RICKER, train number 938, engine 1630, Magnolia to Amory, April 10, handled 336,000 gross ton miles, burned 12 tons coal, performance 71 pounds per 1,000 gross ton miles.

Engineer REYNOLDS, fireman CALHOUN, train 938, engine 1632, Magnolia to Amory, April 24, handled 359,000 gross ton miles, burned 13 tons coal, performance 72 pounds per 1,000 gross ton miles.

**Pensacola Sub:** Engineer CHESER, fireman RIDER, train extra south, engine 1627, Magnolia to Pensacola, April 13, handled 297,000 gross ton miles, burned 13 tons coal, performance 87 pounds per 1,000 gross ton miles.

Engineer NORRIS, fireman SERVER, train 938, engine 1632, Pensacola to Magnolia, April 23, handled 241,000 gross ton miles, burned 12 tons coal, performance 99 pounds per 1,000 gross ton miles.

#### RIVER DIVISION

**St. Louis Sub:** Engineer R. S. EDWARDS, fireman T. P. JOHNSON, train 838, engine 4018, Chaffee to St. Louis, April 13, handled 296,286 gross ton miles, burned 13 tons coal, performance 88 pounds per 1,000 gross ton miles.

Engineer WM. COOK, fireman CLAUDE DAUGHERTY, train 806, engine 1053, Chaffee to St. Louis, handled 1,440 passenger car miles, burned 1,000 gallons oil, performance .68 gallons per passenger car mile.

#### TEXAS LINES

**SF&T Sub:** Engineer J. McCLAIN, fireman H. LACKEY, train extra south, engine 1032, Sherman to West Yards, April 10, handled 161,474 gross ton miles, burned 1,060 gallons oil, performance 6.5 gallons or 77 pounds per 1,000 gross ton miles.

Engineer R. L. LAUTERBACH, fireman W. C. CRAIN, train extra south, engine 735, Sherman to Ft. Worth, April 2, handled 126,823 gross ton miles, burned 1,111 gallons oil, performance 8.74 gallons per 1,000 gross ton miles.

Engineer C. M. ROGERS, fireman W. C. CRAIN, train 34, engine 707, Ft. Worth to Sherman, April 14, handled 114,271 gross ton miles, burned 1,143 gallons oil, performance 10 gallons per 1,000 gross ton miles.



# The Pension Roll

**PATRICK JOSEPH WOLFE**, lamp tender, Kansas City terminals, retired March 31, having reached the age limit March 16. He was born in Limerick County, Ireland, March 16, 1860, and was educated in the public schools of Ireland. He entered the service of Frisco Lines at the age of 23 as a track laborer in the Kansas City yards and remained in the employ of the Frisco during the rest of his service. He married Miss Johanna Shine of Kansas City on May 30, 1894, and to them were born five children, four daughters and a son. Mr. and Mrs. Wolfe reside at 3821 Central street, Kansas City, Mo. Continuous service for forty-four years and six months entitles him to a monthly pension allowance of \$34.50, effective from April 1, 1930.

**ISAAC WILLIAM SCUDDER**, locomotive engineer, Western division, was retired March 31, 1930, having reached the age limit, March 23. He was born at El Paso, Ill., March 23, 1860, and was educated in the public schools there. He began working on his father's farm at the age of 18 and in 1880 became a switchman on the Michigan Central, working there



I. W. SCUDDER

for two years then entering the service of the Pullman Company. In 1886 he left the Pullman Company and entered the employ of the Santa Fe, for which road he worked as a fireman and engineer until 1901. He entered the employ of Frisco Lines on June 7, 1901, as an engineer at Neodesha, Kan., and spent the remainder of his service on Frisco Lines, working as freight and passenger engineer. He married Miss Minnie Frances Morgan of Chicago in December, 1884, and to them one son and three daughters were born. His wife and one daughter are dead. Mr. Scudder resides in Enid, Okla. Continuous service of 28 years and 9 months entitles him to a pension allowance of \$71.65 per month, effective from April 1, 1930.

*Six Frisco Lines veteran employes, with combined service of 203 years and 4 months were retired and placed on the Pension Roll at a meeting of the Board of Pensions, held April 16, 1930, at the St. Louis general office.*

**JAMES WESLEY GRAY**, pumper, Northern division, was retired March 31, 1930, having reached the age limit on March 19. He was born near Gardner, Kan., March 19, 1860, and was educated in the schools of Olathe, Kan., and Duncan Mills, Ill. At the age of 29 he entered the employ



J. W. GRAY

of Frisco Lines as a pumper at Barnard, Kan., the name of which was later changed to Boicourt, Kan., and worked there during the rest of his service, serving as pumper, pump repairer and windmill repairer. He married Miss Clara A. Grewell of Forney, Texas, May 9, 1878, and to them were born two sons and a daughter. One of his sons, John William Gray, is an operator on Frisco Lines at LaCygne, Kan. His daughter and first wife are dead. On October 30, 1928, he married Miss Anna B. Mason. Mr. and Mrs. Gray reside at Boicourt. Continuous service of thirty-nine years and nine months entitles him to a pension allowance of \$30.70 a month, effective from April 1, 1930.

**ELDRIDGE BOYD MILLER**, conductor, Northern division, was retired from Frisco service November 9, 1929, because of total disability. He was born at Greenfield, Mo., and was educated there. At the age of 15, he began working in a grocery store. Before coming to Frisco Lines he worked on the Cheyenne & Northern. After three years in the West, he returned to Missouri and worked



E. B. MILLER

tween Monett and Wichita for nine months. Following this he did construction work on the Greenfield and Northern and as a passenger conductor, ran the first train over that road. He continued in service after that road became a part of the Kansas City, Fort Scott and Memphis and later a part of Frisco Lines. He married Miss Bertha Linzee of Pierce City, Mo., on January 7, 1896, and to them were born two daughters. One of his daughters is dead. Mr. and Mrs. Miller reside at Aurora, Mo. Continuous service of 39 years and 8 months entitles him to a monthly pension allowance of \$84.75, effective from April 1.

**FRANK C. FOGERTY**, clerk, accounting department, was retired from the service of Frisco Lines October 2, 1929 because of total disability. He was born at Dorchester, Ill., May 10, 1864, and was educated in the schools of Dorchester, Bunker Hill and Quincy, Ill. He began working at the age of 19, doing statistical work. Before entering the service of Frisco Lines



F. C. FOGERTY

he worked for the M. K. & T. at Dallas, Texas, the C. R. I. & P. at Fort Worth, Texas, and the St. Louis and Southwestern at St. Louis, and Tyler, Texas. He entered the employ of Frisco Lines on April 1, 1903, as a clerk in the interline freight department at Fort Worth, Texas, and spent the remainder of his service in that capacity. He married Miss Alice A. Murray of Whitehall, Ill., on July 29, 1883, and to them were born three sons and a daughter. Mr. and Mrs. Fogerty reside at 1209a N. Grand Blvd., St. Louis, Mo. Continuous service of 26 years and 6 months entitles him to a pension allowance of \$39.50 a month, effective from April 1, 1930.

**JAMES HENRY WARFIELD**, yard engineer, Tulsa terminals, was retired from the service of Frisco Lines October 1, 1929, because of total dis-