

May Day Celebration for Children's Health to Be Nation Wide

*American Child Health Association and Other Bodies
Join in Dedication of May First to Children*

A message has gone forth asking that on May Day the nation turn aside momentarily from the absorption of other affairs to that first of all concerns—its children. May Day marks the joyous celebration of a new season. Fitly it is chosen as a day to celebrate a new hope, which shall carry on from season to season, from year to year in a steady chain of progress—the hope of insuring to the children of this country their birth-right of health.

From 1914 to 1924 great progress has been made in reducing the physical handicaps and the disease hazards of children, in establishing through an infinite number of channels—the schools, health centers, playgrounds—the hope of positive health. Science had made brilliant discoveries which sweep back the enemies to life. The proof of the progress is clear in the saving of the lives of approximately 23 more babies under one year out of every thousand born in 1924 over those saved in 1914. In twenty years our infant mortality has been reduced by half.

May Day Is Tocsin Call

A flame of hope has been flashed across the horizon of the oncoming generation. May Day is the tocsin call for a national crystallization in the movement for child health. The impetus back of this movement has been growing and swelling over a long period. The moment has come to give it concentrated national expression and direction. The American Child Health Association, 370 Seventh Avenue, New York, headed by Mr. Hoover, has sent forth the call for the celebration of May Day as child health day.

That Association serves in the celebration merely as a central station of connection between all the forces concerned with the interests of children. It sits at a national switchboard and answers whatever calls come in, furnishes plans, suggestions, literature, links up forces that desire linking, but the call has been thrown out upon the air and it may be adopted by communities, organizations, schools, individuals and translated into their own terms if they choose. The one great need is that attention shall focus upon the rights of children to health, and ways and means of securing those rights. May Day is everybody's day. A rallying day for the children of the nation.

Already a widespread mobilization is under way and the throb of activity is started. Through co-operation be-

tween the executive head of the American Child Health Association and the public health organizations in each state, a chairman for the May Day celebration will be appointed for each state, and this chairman will cooperate with designated representatives of the General Federation of Women's Clubs and other organizations, so that as nearly as may be, all forces are linked up to develop May Day plans which will be as effective as possible in the local communities and will serve to stimulate health activities throughout the year. The strongest organized forces in the country are lined up already to get behind the idea of May Day with their combined strength. The press stands ready to carry the message of the new hope of health for children, motion picture screens will flash it, the radio will carry into the homes a message which will be broadcast by the United States Public Health Service.

Leading Magazines to Help

The leading magazines of the country will emphasize the message of health for children, and such vital organizations as the General Federation of Women's Clubs, the National Congress of Mothers and Teachers, the American Red Cross, the National Tuberculosis Association and the American Legion are standing back of the effort to make the day one deeply significant in results. Important commercial bodies, the value of whose co-operation was proven in the Belgian relief work during the war, have mobilized solidly to push the idea of May Day; such organizations as the Retail Dry Goods Association, which, through their infants' wear departments, will issue three million publications of the American Child Health Association; the Retail Grocers' Association; the Laundrymen's Association; the American Institute of Baking; Milk Producers' Association and others. With window displays, wrappers, exhibits, these bodies, which are so closely linked with the home, will carry the message of May Day.

No one in this country who has at heart the good of children can well be spared from sharing in this celebration. Each effort, no matter how small, linked to other efforts, will help to make the chain stronger. We have had many national days, but usually they have been days of backward looking, of memorializing what has been. May Day is a day of looking forward, of memorializing what shall be. It is a defense day to which no

one in the land can object, the defense of the rights of children, upon whom, sound of body and clear of vision, rests the future. Let us make it a day that shall be memorable in accomplishments which will leave their stamp upon the future, helping to push the race onward and upward.

St. Patrick Honored In Tulsa Program on His Birthday

Transportation Club Entertainment
Arranged by J. W. James, Ex-General Agent—Prominent Guests Attended

Under the direction of J. W. James, executive general agent, a St. Patrick's Day program was given for the benefit of the Transportation Club of Tulsa, at Hotel Tulsa, Tulsa, Okla., March 17th.

Shamrocks were distributed among the guests and members, starting the program, which was followed by an address by T. Austin Gavin, in which he sketched a brief history of Ireland's patron saint, who lived 1,500 years ago, and related the origin of many of the legends which cling to his memory.

Miss Charlotte Laughton played two beautiful harp solos on a harp made for her father. Miss Anna Whitehead danced an Irish reel, and Eddie Shields and Harry LeVan presented a humorous sketch.

J. R. Koontz, vice-president, and J. N. Cornatzar, passenger traffic manager, were guests of the club. Other out-of-town railroad men who attended were: G. G. Daly, of Chanute, Kans., superintendent of the Santa Fe; Homer Lewis of St. Louis, representative of the Nickle Plate Lines; J. C. Kennedy, of Kansas City, Pere Marquette Railroad; C. A. Ross, of Kansas City, of the Cotton Belt Road, and E. J. O'Connor, of Muskogee, of the K. O. & G. Line.

Stop, Look and Listen Law Is Passed in Oklahoma

Gov. E. M. Trapp Signed Bill on March 18—Railroads Aided by Its Mandates

On March 18th, Governor E. M. Trapp of Oklahoma signed Oklahoma House Bill No. 1 which makes it a law for every motor-driven vehicle to stop not less than 10 feet nor more than fifty feet from any electric or steam railroad crossing before proceeding over it.

The passing and enforcement of this law will, no doubt, save hundreds, maybe thousands, of lives in this good state, and the Frisco is proud of the fact that the agitation for such a law was originally started by Superintendent C. H. Baltzell, about two years ago, right after he went to the Southwestern Division.

HANDLED SPECIAL

Chicago Civic Opera Company
Given Fast Service on Frisco

The Cast of 225 People Required
Eleven Baggage Cars, Eleven
Sleepers and Two Diners

The Chicago Civic Opera was successfully handled special, in two sections from Dallas to Tulsa and from Tulsa to St. Louis via the Frisco, March 2nd-6th.

A record run was made, as the special left Dallas at 2:20 a. m., March 4th, arriving in Tulsa at 11:30 a. m., same date. There they remained for a day, presenting to Tulsa audiences "La Gioconda" and "Boris Godunoff." On March 6th, they left Tulsa at 2:30 a. m., arriving in St. Louis at 12:55 p. m. on the same date.

The company consisted of 225 people, and they required eleven 70-foot baggage cars, eleven sleepers and two diners.

The dining service, in charge of Fred Harvey, played no small part in the successful handling of this company, tempting appetites with dishes which displayed true Harvey art.

While in St. Louis they presented on the evening of March 6th, "La Gioconda" to a packed house. Both Saturday matinee, when they presented "Mefistofele," and again in the evening, "Tannhauser," did they thrill St. Louisans with the fascinating blending of voices.

The orchestra, with men who served their apprenticeship under Theodore Thomas, founder of orchestralism in America and led by a maestro who knew every note in the entire presentations, was truly a remarkable aid to the artists.

J. N. Cornatzar, passenger traffic manager, received on March 23rd a very appreciative letter from P. C. Benedict, division passenger agent of the Baltimore & Ohio Railroad, who had charge of the transportation arrangement of the Opera Company for the entire tour, which gives testimony of Frisco service:

Chicago, Ill., Mar. 21, 1925.

"Dear Sir:

At the request of the Chicago Civic Opera and Associated Companies, it is my pleasure to advise you of their real appreciation of the service rendered by your line from Dallas to Tulsa, to St. Louis and they are very appreciative of the dining car service rendered by your people, as they had practically the same crews who handled them a year ago from Memphis to Tulsa, to Dallas, and they ask that I say to you, the crews on both runs looked after the members in wonderful style. They are desirous that you know the conductors in charge of both cars were extremely anxious to please, and that the food and service was all that anyone could wish for.

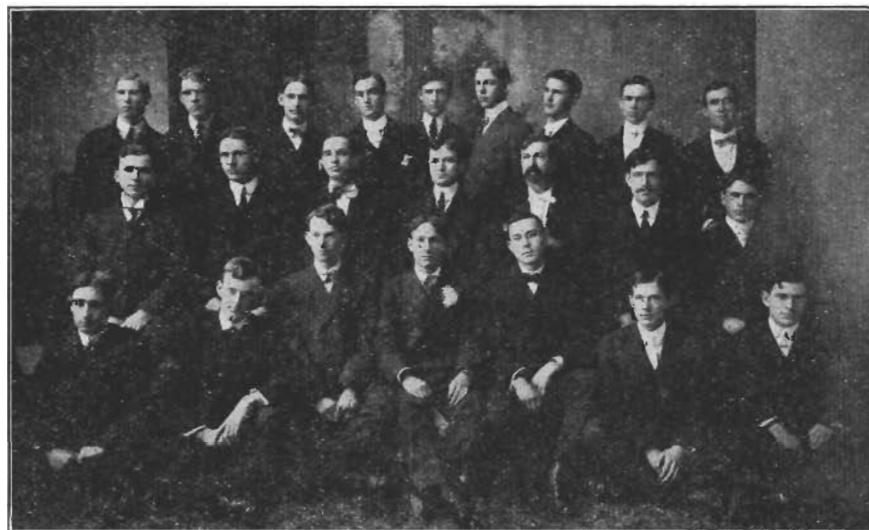
Thanking you, beg to remain,

Yours very truly,

P. C. BENEDICT."

Breakfast bacon is fat meat that got into society.

Kansas City Car Accountants, 1905



Here's a healthy looking bunch of some twenty odd years ago. Look close, and some of you will recognize a face or two!

This happens to be the record force in the Car Accountant's office, Kansas City, Mo., taken on November 18th, 1905.

In the group are twenty-three, and seven were absent when the picture was taken, making a total of thirty. Engaged on the same class of work today, there are seventy, indicating the expansion of the railroad and the work of this department in twenty years.

Reading from left to right, top row:

N. L. Lindquist; George Hively; R. E. Brooke; F. L. Bynum; Ralph Kellar; Ira Williamson; W. T. Wimsett; F. L. Robertson; W. M. Light.

Middle row: R. E. Kennedy; E. L. Jarratt; J. E. Reich; E. B. Ludwigs; J. H. Pollard; C. A. Atkinson; W. L. Scott.

Bottom row: R. J. Lewis, Jr.; W. Rominger; J. G. Firestone; A. P. Moses; R. C. Chapin; J. W. Witty; J. C. Conley.

Of those listed above, the following still retain their affiliation with the Frisco Railway Company:

N. L. Lindquist; E. L. Jarratt; E. B. Ludwigs; A. P. Moses; J. C. Conley, of Springfield; J. H. Pollard, Hugo; R. J. Lewis, Jr., St. Louis

Fred C. Dumbeck, Assistant General Freight Agent, Dies

Frisco Veteran Succumbs to Inflammatory Rheumatism Complications

Fred C. Dumbeck, assistant general freight agent, with office in the St. Louis Frisco Building, passed away on March 18th, 1925. His death was caused by complications resulting from inflammatory rheumatism.

Mr. Dumbeck was 62 years old, and had been ill at the Frisco Hospital for about a month. He made his home at the American Hotel in St. Louis.

Before the consolidation of the old K. C. F. S. & M. with the Frisco on August 17, 1901, Mr. Dumbeck was assistant general freight agent on the old Memphis Line.

During the war period, he left this company to engage in other work, resuming his old duties on April 23rd, 1919, where he remained until his death.

A man of rather serious moods, Mr. Dumbeck had many staunch friends and his acquaintances numbered back to the pioneer days of the Frisco.

His many friends extend to his daughter of Texarkana, Ark., and a sister at Rock Island, Ill., their deep sympathy.

New Stations at Jonesboro and Hoxie, Ark., Progressing

Hoxie Station Will Replace One Burned Last December

The construction of two new stations is now progressing on the Frisco Lines, one at Jonesboro, Arkansas, the other at Hoxie, Arkansas. The Jonesboro station will be used by the Frisco and Cotton Belt, and the waiting room will be finished in white, with tirazzo flooring. The two lines will maintain separate ticket offices.

A new station is being built at Hoxie to replace the old station which burned down last December, and will be completed within a few weeks.

He Deserted Pajamas and Bed for Dungaree and a Late Night Run

A Story of Modern Casey Jones Who Mixed With "Ash-Cat", Brakie and the Superintendent

By "SANDY" McGINNIS

"Sandy" Makes His Bow

You folks don't know "Sandy" McGinnis, engineer, do you? Not yet. But "Sandy" is going to let you hear more from him in future numbers of this magazine. We are presenting in this issue a story of a late run he made recently—as written by himself. It isn't a la Ring Lardner—nor yet after the manner of Sam Hellman. McGinnis seems to have a style all his own.

If you like it you might drop "Sandy" a letter.

His real name is Frank L. Kyler, and he lives at Monett, Mo.

—W. L. H., Jr.

A few nights ago I was all ready to climb into the "sleep suit" for a spell o' rest when the phone rang. Thinking it might be some of the missus' friends, I lets her answer it and she proceeds to take a call for me. It was snowin' outside and I just didn't hanker after any exposure to this mild winter of ours, so I started in to read the riot act with the wife. She wasn't in a very good humor either, and it only took a minute for me to decide that I was going out. You know how these women are. Being boss comes handy and they don't throw away no accomplishments, either.

Well, my temper took a change after I'd put on the "blue serges" (Signal Brand), and had a whiff of the bacon an'—and the coffee from the kitchen. This wife of mine is a star at coffee makin'—she learned the art under Fred Harvey teachin'.

Then I saunters down to the round-house and went in the office quiet and easy 'cause the night foreman is always cranky when he first wakes up. When I found out what engine I got I did want to blow up, but mindful of the fact that I always get paid for each trip, I eases on out and got her ready! The ash-cat had her hot and as soon as the "boiler head conductor" showed up we backed out into the yards and on our train. Everything went lovely and the conductor hands me a clearance sayin', "All right, McGinnis, see if that old scrap'll run a little faster'n a dog could trot". That sorta made me just a mite hostile and I give the whistle cord a couple mean yanks and we left

the village. We wasn't out of the yards before the brakeman had perched himself on his seat and him an' the fireman had a rag chewin' over openin' the window. I starts goin' up "Horse-pistol Hill" about three miles from it and, b'lieve me, only by the judicious use of sand did we git over it. A hummin' bird would have stuck her if he'd lit on the caboose, and I sure didn't rest easy there for a while.

I whistled long an' loud for the station board at Ramrod and the brakie hollers "high ball". The board was clear and I wound her up right.

The next station was Greasy Creek and there the board was redder'n a maiden's blush and I had to "clean the clock" to keep from runnin' by the depot. I set still for a minute thinkin' the conductor was on his way over to arouse the operator, but when he failed to show up I went in to see what he had. "Call the chief on the phone," says he and I did so. "Say," bawled that chappie, "how come you leave your conductor at the yard?" adding a choice lot of high explosives, class A profanity. After we fit and quarreled for a spell, I quit tryin' to reason with him and we cut off and went back after the captain. He wanted to fight when we got back but knowin' he had a nice family, I talked him out of it for their sake and we went on.

The call boy was at the yard waitin' for us when we tied up and his information was that the superintendent wanted to see us at once. Well, we are gathered in our familiar places around his desk and I proceeded to tell him how it happened. The head brakeman must have went to sleep in his chair and just as I told the old man about gettin' a high ball at Ramrod a switch engine stops close to the office and the hoghead blew the whistle.

Now, dear readers, believe me or not, but here's what happened:

That brakeman jumped up and holters, "high ball, you big cheese," and droppin' back in his seat, continued gettin' his rest!

H-m-m-m!

Well, me an' the brakie gets ten brownies apiece and the conductor didn't even get a reprimand. You can tell the wide, wide world there ain't goin' to be no more of this "rest en route" business allowed on the

part of the engine teaser. My fireman has positive dope from me to kick the props out from under his seat every time a brakeman even looks like he'd enjoy a nap. And that ash-cat is a boy who does as he's told. An' that ain't all. The next time one of these ash-catchin' tonnage hounds this railroad calls conductors, gets a hankerin' for medical attention, I ain't goin' to think of his family until after I help load him in the baggage car. As a usual thing, a conductor don't amount to much until three or four hogheads has give him a good frailin' and I don't let no more chances slip by me to help some young runner succeed at his callin'!

Wheat Price Fluctuation Not Related to Freight Rates

Study by Bureau of Railway Economics Shows Other Factors Contributing to Price Variations

A study tending to show that there is no relationship between the freight rate on wheat and the fluctuations in prices paid the farmer for his wheat, has been completed by the Bureau of Railway Economics at Washington.

Economic factors other than freight rates have been responsible for the wide fluctuations, for the most part upward, in farm prices received for wheat during the past eighteen months the study maintains.

The following important conclusions are set forth as proof of accuracy of the survey:

"That the farm prices of wheat fluctuated during the whole period, the general trend of the fluctuations being consistently upward;

"That the freight rates on wheat were practically stationary throughout the same period;

"That other economic factors than freight rates were responsible for the fluctuations mentioned."

The study, a comprehensive one, covers the prices paid for wheat from August, 1923, to January, 1925, at 144 points of origin in twenty-one states located in practically all the wheat producing areas of the United States.

See things as you travel along—life is a one-way street.

Common sense is what makes a college education valuable.

Recent Changes Along the Frisco Lines

Transfers and Appointments of Employees in Recent Weeks

Not so long ago, a former agent who had had years of service with the Frisco, asked this office why there was nothing in the Magazine about the transfers and appointments of the different station agents. Many of his old time friends could be located through publicity in the magazine he stated, and so the Magazine quotes below, changes which have taken place on the line:

C. M. Dempsey, installed permanent agent, Aldrich, Mo., formerly KCC&S station, effective February 18th.

Effective February 23rd, N. A. Lawhon installed permanent agent, Jericho, Ark.

Effective February 23rd, A. W. Walker installed permanent agent, Park Hill, Okla.

Effective February 18th, R. E. Essman installed permanent agent, Crescent, Mo.

Effective February 19th, R. E. Abbott installed permanent agent, Webster Groves, Mo.

Effective February 19th, L. W. White installed permanent agent, Dodge, Okla.

Effective February 18th, J. J. Corum installed temporary agent, Kiefer, Okla.

Effective February 24th, F. M. Carlock installed temporary agent, McMullin, Mo.

Effective February 26th, W. F. Nolan installed permanent agent, Saxman, Kansas.

Effective February 27th, Elnora, Ark., opened as a ticket only agency, G. W. Hurst installed ticket agent.

Effective February 28th, T. B. Ward installed permanent agent Blue Springs, Miss.

Effective February 25th, L. Greer installed permanent agent, Powe, Mo.

Effective March 5th, Geo. Taaffe installed permanent agent, Cherryvale, Kansas.

Effective March 2nd, P. L. Moore installed permanent agent, Latour, Mo.

Effective March 9th, J. F. Good, installed permanent agent, Hunter, Mo.

Effective March 2nd, J. R. House installed temporary agent, Hutton Valley, Missouri.

Effective March 6th, Ray Harpham installed temporary agent, Jericho, Arkansas.

Effective March 9th, Bert Monroe Pippin installed permanent ticket agent, Oronogo, Mo.

Effective March 5th, C. K. Bennett installed permanent agent, Prescott, Kansas.

When I look at the society girl at the bathing beach it gives me the impression that Eve in the Garden of Eden was all bundled up.

Twenty New Engines Ordered for August Delivery on Frisco Lines

New Locomotives Have Same Specifications as Thirty-five Purchased in 1923

In the month of February, 1925, an order was placed with the Baldwin Locomotive Works of Philadelphia, for 15 freight engines and five passenger engines. In May, 1923, the Frisco received on its line from the Baldwin Locomotive Works, 35 freight engines, Nos. 4100-4134, and 15 passenger engines, Nos. 1500-1514, these engines being some of the largest used on any railroad in the United States and are constructed to burn oil.

Specifications for the engines ordered in February of this year, call for practically the same engine as was received in May of 1923, with the exception of a few minor changes, involving some new devices.

The locomotives received in May of 1923, show the following dimensions:

Total weight:
Freight engines.....560,880 pounds
Passenger engines.....582,700 pounds

Total length from pilot to tender coupler:
Freight engines.....84 ft. 4 $\frac{3}{4}$ in.
Passenger engines.....87 ft. 8 $\frac{3}{4}$ in.

Grate area, both passenger and freight70.3 sq. ft.

Tractive effort:
Freight engines.....59,800 pounds
Passenger engines.....54,100 pounds

These engines have proven their worth, as they are being placed on through runs, handling trains with only one engine, without change, which formerly required from one to two changes.

One of these runs is from Oklahoma City to St. Louis, a distance of 542 miles, and another from Kansas City to Ft. Worth, Tex., a through run of 571 miles.

The 15 new freight engines will be stoker fired coal burners, while the new passenger type will be in oil.

Material for the construction of these locomotives is being assembled at the above locomotive plant and construction will begin immediately.

One new feature is that some of them will be equipped with exhaust steam injectors, and others will be equipped with thermic siphons.

The delivery date of these engines has been set for August.

Good Fuel Records Made Around Oklahoma City

R. H. Francis, Road Foreman of Equipment, Cites Prize Records for Month

Not only during certain periods is there a fuel saving campaign, but every day there is keen competition to make or break a fuel saving record.

February 2nd, 1925—Engineer Summers, Fireman Freeman, train No. 10, engine 1511, Oklahoma City to Sapulpa 1,155 car miles, .8 gallon per car mile. An average of 65 pounds of steam heat was used on the above performance.

February 5th, 1925—Engineer Ed. Disney, Fireman Harry N. Peterson, engine 1502, train No. 10, Oklahoma City to Sapulpa, 1,050 car miles, made a performance of .708 gallon per car mile.

February 7th, 1925—Engineer Page, Fireman C. R. Smith, train No. 112, Local Passenger, Oklahoma City to Sapulpa, 630 car miles, .71 gallon per car mile.

February 8th, 1925—Engineer Page, Fireman N. A. Boyd, train No. 4, engine 1038, Oklahoma City to Sapulpa, 735 car miles, .706 gallons per car mile.

February 9th, 1925—Engineer John Zachritz, Fireman Arthur Rorie, Conductor McCasslin, engine 1507, train No. 10, Oklahoma City to Sapulpa, 1,050 car miles, .706 gallon per car mile.

A Pioneer Frisco Town

The interesting story in the March issue of the Magazine on how Frisco towns got their names, written by D. M. Todd, struck a responsive chord down in Sherman, Texas.

M. D. Townley, editor and manager of the North Texas Press, (weekly), at Sherman, Texas, recalls the completion of the old Kansas City, Memphis and Birmingham back in the middle 80's, and the naming of one town in Alabama for his father.

"The old K. C., M. & B., now a part of the Frisco Lines, ran through my father's farm," Mr. Townley writes. "The officials established a station on the farm, and named it Townley. A postoffice was established there and the mail came out from Jasper by the star route before the road began operating. My brother, D. J. Townley, was the town's first postmaster, and my sister, Fannie Townley, afterwards served as postmistress for several years."

Mr. Townley recently returned to his birthplace after an absence of twenty-two years and found a city of several thousand people with large coal mines and other industries, where his memory placed only a flag station and a postoffice with its scattered houses.

(Editor's Note:) The Employees' Magazine wants more stories on old-time towns along the Frisco, with a brief history of their inception and growth. Send them in!

Frisco Makes Reduction of \$246,977 in F. L. & D. Claim Payments in 1924

*Decrease Equal to 26.3% Over 1923, J. L. McCormack,
Supt. F. L. & D. Claims, States*

A reduction of \$1,277,834.00 was made in the aggregate freight loss and damage claim payments of all class one railroads in the United States and Canada for the year 1924, according to an announcement by Mr. Lewis Pilcher, secretary of the Freight Claim Division of the American Railway Association. The association comprises two hundred class one railroads.

A total of \$48,262,543.00 constituted the payments in 1924, as compared with \$49,540,377.00 in 1923, Mr. Pilcher stated.

To the Frisco goes a large share of the credit for this remarkable showing.

This system reduced its damage claim payments \$246,977.00, or 26.3 per cent in 1924, making 19.3 per cent of the amount announced as reductions for all class one roads by the American Railway Association, according to a statement by J. L. McCormack, superintendent of the Freight, Loss and Damage Claims, at Springfield.

Following is a statement, with comparative figures, issued by Mr. McCormack for the Frisco Employes' Magazine:

"It is with pleasure, gratification and pride that I announce to the readers of our Magazine that the Frisco System freight loss and damage claim payments for the year 1924 were \$693,021.00 as compared with \$939,998.00 in 1923, a reduction of \$246,977.00 or 26.3 per cent. I also direct attention to the fact that of the general reduction of \$1,277,834.00, announced by the American Railway Association, \$246,977.00 or 19.3 per cent of the amount can be credited to the Frisco Railroad.

"This splendid achievement can be attributed to the efforts of no one officer, employe or department, for it was accomplished through the individual and collective efforts of all and can be recorded as evidence of, and a tribute to, the co-operative and obstacle-removing spirit of the Frisco family, that have made Frisco records and accomplishments outstanding in railroad, business and financial circles.

"The following tabulation, showing our 1924, as compared with 1923, claim payments by causes, is self-explanatory and will illustrate, I believe, more effectively than I could in words, two things: first, the remarkable reductions made in claim payments resulting from certain outstanding causes; second, the wonderful opportunity that still exists for further and substantial reductions,

which can and will be accomplished by continued effort on the part of the employes generally, who responded so generously and so effectively to our appeal when our freight loss and damage claim prevention campaign was launched in the early months of the year 1924:

"Active and effective better service and claim prevention committees hold monthly meetings in each terminal

	Causes	1923	1924	Increase	Decrease
Unlocated Loss, Entire Package	C. L.....	\$ 19,510.16	\$ 13,232.75		\$ 6,277.41
	L. C. L....	97,668.21	64,250.12		33,418.09
	Total	117,178.37	77,482.87		39,695.50
Unlocated Loss Other than Entire Package	C. L.....	30,000.10	22,812.51		7,187.59
	L. C. L....	7,773.44	4,152.98		3,620.46
	Total	37,773.54	26,965.49		10,808.05
Unlocated Damage	C. L.....	116,748.66	115,671.50		1,077.16
	L. C. L....	68,139.84	65,974.40		2,165.44
	Total	184,888.50	181,645.90		3,242.60
Rough Handling of Cars	C. L.....	50,458.50	24,590.44		25,868.06
	L. C. L....	4,789.27	1,782.13		3,007.14
	Total	55,247.77	26,372.57		28,875.20
Improper Handling, Loading, Unloading or Stowing	C. L.....	5,556.10	7,341.81	\$ 1,785.71	
	L. C. L....	7,860.29	8,830.42	970.13	
	Total	13,416.39	16,172.23	2,755.84	
Defective or Unfit Equipment	C. L.....	104,466.76	68,895.75		35,571.01
	L. C. L....	13,223.35	6,290.23		6,933.12
	Total	117,690.11	75,185.98		42,504.13
Improper Refrigeration or Ventilation	C. L.....	18,730.53	13,489.84		5,240.69
	L. C. L....	2,639.90	667.75		1,972.15
	Total	21,370.43	14,157.59		7,212.84
Freezing or Heater Failure	C. L.....	3,525.41	8,507.16	4,981.75	
	L. C. L....	1,388.14	1,951.92	563.78	
	Total	4,913.55	10,459.08	5,545.53	
Delay	C. L.....	69,926.08	66,855.76		3,070.32
	L. C. L....	14,498.82	4,172.15		10,326.67
	Total	84,424.90	91,027.91		13,396.99
Robbery, Entire Package	C. L.....	9,838.62	15,454.87	5,616.25	
	L. C. L....	72,860.31	38,342.38		34,517.93
	Total	82,698.93	53,797.25		28,901.68
Robbery Other than Entire Package	C. L.....	7,613.99	2,947.76		4,666.23
	L. C. L....	34,957.51	15,578.73		19,378.78
	Total	42,571.50	18,526.49		24,045.01
Concealed Loss	C. L.....	9.50	4.15		5.35
	L. C. L....	8,424.15	7,006.97		1,417.18
	Total	8,433.65	7,011.12		1,422.53
Concealed Damage	C. L.....	869.32	1,413.39	544.07	
	L. C. L....	25,121.91	29,075.64	3,953.73	
	Total	25,991.23	30,489.03	4,497.80	
Wrecks	C. L.....	108,502.31	63,990.21		44,512.10
	L. C. L....	5,444.74	6,730.72	1,285.98	
	Total	113,947.05	70,720.93		43,226.12
Fire or Marine Loss or Damage	C. L.....	8,883.57	105.62		8,777.95
	L. C. L....	999.98	283.83		716.15
	Total	9,883.55	389.45		9,494.10
Errors of Employees	C. L.....	16,882.76	10,772.56		6,110.20
	L. C. L....	2,684.46	1,844.95		841.51
	Total	19,569.22	12,617.51		6,951.71
Total C. L.....		571,522.37	436,086.08		135,436.29
Total L. C. L....		368,476.32	256,935.32		111,541.00
C. L. and L. C. L....		939,998.69	693,021.40		246,977.29 or 26.3%

and division and a general committee, consisting of the executive and general officers of the railroad is in effect to co-operate with and in every manner possible assist the local committees.

"All employes are urged to advise their local committee of freight claim, personal injury or property damage hazards and to favor the committee with their suggestions in the interest of claim prevention and better service generally.

"On behalf of the management, I thank the Frisco family, especially its membership in the field and upon the firing line where the real work was done, for past support, co-operation and assistance and ask its continuance throughout the year 1925.

"J. L. McCORMACK,
Supt. F. L. & D. Claims,
Sec'y General Committee."