

## TELEGRAPH HEADS MEET

First of Efficiency Sessions Held in Springfield, October 15

ON Friday, October 15th the first of a series of semi-annual meetings of division linemen and wire chiefs was held at Springfield, Mo., the object being to improve the service and increase the efficiency of our employes, and there is no doubt but that a big advance was made in that direction.

A great deal of good is derived from these get-together meetings and it is hoped we can have them at least twice a year in the future.

On account of the nature of the work of linemen, it is not possible for all of them to attend at one time, making it necessary to bring in only every other man, so that the neighboring man can protect both his own territory and that of the absentee. It is the intention to hold the second meeting October 29th.

Mr. Brennan presided. The following subjects were discussed:

"Better Handling of Correspondence and Reports," by W. C. Rogers, chief clerk.

"Co-operation Between Wire Chiefs and Linemen," by G. F. Linster, assistant superintendent of telegraph.

"Maintenance of Equipment," by C. H. Williamson, telephone engineer.

"General Outside Maintenance," by S. B. Musgrave, general foreman.

Those in attendance were: Chief Lineman John Stowe; Division Lineman R. A. Nelson, Valley Park; E. N. Wood, Springfield; S. L. Canady, Fayetteville; H. E. Jordan, Hugo; J. E. Smith, Enid; Wm. Kramer, Afton; Wm. Spratley, Oklahoma City; R. C. Wise, Madill; M. H. Wood, Olathe; R. W. Honse, Pittsburg; C. C. Fawcoter, Springfield; A. B. Tribble, Thayer; W. E. Cave, Memphis; J. W. Harkins, Jasper; D. N. Ryder, Hayti; Geo. Shields, Kennett; B. W. Elliott, relief man; W. O. Wise, storekeeper; Telephone Maintainers J. R. Moore, Frank Bayless and E. D. McGuire; Manager and Wire Chief A. B. Sherwood, Springfield; W. B. Holland, Sapulpa; R. R. Lamkin, Memphis; J. S. Frieze, St. Louis; C. A. Craig, Springfield; W. I. Christopher, Springfield.

## A NAME FOR "GEORGE"

There will be no need, within a short time, to call every Pullman porter "George", for a recent order from the Pullman Company advises that the name of every porter in charge of a car will be conspicuously displayed.

The order went into effect on October 14, on the Twentieth Century Limited out of New York and will be carried out on all Pullman cars on the many railroads.

## "Hooray for the Cardinals"—Says City Ticket Office at St. Louis



The joint ticket office of the Frisco Lines at 322 North Broadway, St. Louis, was the only one along the "Avenue" that responded to the spirit of St. Louis, when the Cardinals finally cinched the pennant for St. Louis.

Perhaps it was because the crew of workers shown in the accompanying picture secured so many thousand reservations far out of town fans, and were so imbued with the spirit of the occasion that they had to put up their sign of patriotism to the home team.

It is estimated that the Frisco Lines brought into the City of St. Louis, 5,000 people who "hoped" they would be able to secure a ticket for one of the games, if not all.

Reading from left to right: J. M. Ward, city ticket agent; Wm. Bergman, Elmer Herries and Ray Robertson, his assistants.

The sign attracted hundreds who stopped to pay respectful homage to the picture of the greatest baseball team St. Louis has had for years.

## LUTHER RAY HONORED

Luther L. Ray, has been agent for Frisco Lines at Antlers, Oklahoma, since September, 1908. He numbers every citizen of the progressive Oklahoma city as his friend and his co-operation and support has done much to build up the city to its present prominence.

But Ray didn't realize how much Antlers folks thought of him until he was notified of his transfer to Tahlequah, Oklahoma, as Frisco agent, last month.

On the evening of Friday, September 23, Ray was invited to attend a little dinner party at the Ellis hotel in Antlers. He accepted. When he arrived he found exactly twenty-three of his best friends in attendance and was told that the dinner party was in his honor.

In a short address, Judge C. E. Dudley of Antlers referred to Ray as "a splendid citizen, a supporter of all public enterprise and a man who served the public in the fullest sense of the word in his capacity as agent for the Frisco Railroad Company."

## HIS CONSCIENCE RELIEVED

Four years ago a man bummed his way from Springfield to Rolla, Mo., and from Newburg to Springfield on a Frisco train and was not apprehended.

Even though he escaped without paying fare, his conscience troubled him, and F. H. Shaffer, general manager received a check from him on October 12, for the amount of fare and the following letter:

"On April 22, 1922, I bummed my way from Springfield to Rolla, and from Newburg to Springfield back. The fare, I understand, is \$4.64 and \$4.34 to these places. Enclosed find \$12.20 which is the fare and interest at eight per cent on the fare up to this date. Will you please credit your conscience fund with same, and many thanks."

The check was forwarded to Mr. F. H. Hamilton, vice-president, secretary and treasurer to be placed on the books of the road and credited to the "Conscience Fund."

General Agent James Delivers in New Style



**BOOST FOR THE FRISCO**  
(By Charles Swingler, Retired)

Charles H. Swingler of 1828 North Grant avenue, Springfield, Mo., is one of the old-timers of Frisco Lines. His years of service over, and with his eyesight gone, Mr. Swingler nevertheless lives within hearing distance of the great industry to which he devoted his working life. But all the worthwhile things in life aren't gone for this valiant veteran and his days are far from cheerless. In a rhyming letter to the editor he writes:

"I reside within a block of the Frisco railroad north yard track where my daughter Hazel is taking care of me. I am a disabled old Frisco employe to tell the fact, and the noise of work in the railroad yard sounds good to me. I lie and listen to the rumble of the long and heavy trains as they pass through the yard on their way and it all a pleasing story to me explains. Business is good, as we boys used to say. Your great army of employes that old saying have heard or will know—"It takes business to make money and money to make the old mare go." So let us all do our best and boost our Frisco Line, and not give our trains a rest but keep them moving on schedule time. And give thanks for this years' plentiful produce everywhere which to move to market, the Frisco gets its share. And when that is done get out and rustle for more and get the imported produce from every foreign shore. In this way keep the wheels of commerce on the spin, till next years' produce we trust will come in. Another word or two, don't forget to remember to offer a word of thanksgiving the last Thursday in November. My reason for these words of comment or boost that I am giving for the Frisco I will say to you; for my labors it has furnished me and my loved ones a living since January, 1882. Now that I am blind and helpless, a pension to me they give from our noble pension department which helps me to live. A word or two I would choose to say of our *Frisco Employes Magazine* which brings us news of some old timer who for years we have not seen, and it is our magazine staff which fills its pages full of cheer and through their strenuous efforts give us a magazine most dear. Every month you receive your copy, of this there is no doubt, which helps many of us when feeling luffy or in other words down and out. So let us all contribute a line to our magazine and our Editor's success. Do not forget to send it in before the next one goes to press."

**Questions and Answers on Railroad Problems**

**MECHANICAL DEPARTMENT**  
(Answers by F. G. Lister)

**Q.** Since the two wheels of a railroad car are so built as to form one solid piece, does not one of the wheels slip in going around a curve?  
**A.** Since one of the wheels travels farther than the other, there must ordinarily be a slip. It may happen, however, that the outside wheel runs high up on its tread while the inside wheel runs low and that this increases the relative diameter of the outside wheel and compensates it for the greatest distance it must travel.  
**Q.** Why are trailing trucks used on locomotives?  
**A.** There are two principal reasons for applying trailing trucks to locomotives. One is to permit the application of a larger boiler, with a wide and deep firebox. This is accomplished by placing the firebox back of the driving wheels and over the trailing truck, thus providing ample grate area and furnace volume without raising the boiler to an objectionable height. Furthermore, the lengthening of the boiler provides increased heating surface and high steaming capacity is secured without overloading the driving wheels. The other reason is to enable the locomotive to traverse sharp curves and switches without being derailed or of injuring the track.  
**Q.** How many gallons of fuel oil are considered equal to one ton of coal?  
**A.** Ordinarily 168 gallons of fuel oil is equal to one ton of coal. Some railroads, however, use 180 gallons of fuel oil as being equal to one ton of coal.  
**Q.** What is lignite coal?  
**A.** Lignite is a brown imperfect fuel of partially carbonized vegetable matter, between peat and true coal. A good class of lignite consists of

thirty-three parts of fixed carbon, forty-five parts of volatile carbon, twelve parts of ash and ten parts of moisture. Lignite, as it comes from the mine, contains from 30 to 40 per cent moisture. It slacks and falls to pieces much more rapidly than bituminous or anthracite coal when exposed to air.  
**Q.** Why are locomotive boilers designed with sloping back heads?  
**A.** The sloping back head provides additional room in the cab, which is very desirable. It also reduces the weight of the boiler and at the same time provides a maximum length of firebox.

**LOSS AND DAMAGE CLAIMS**  
(Answers by J. L. McCormack)

**Q.** What is a "damage" report?  
**A.** A damage or "bad order" report is a report issued by junction or destination showing damage existing at time of shipment received or delivered by him.  
**Q.** When a shipment is refused by consignee, what procedure should an agent follow?  
**A.** When a shipment is refused by consignee, disposition should at once be requested by the agent. In case of a carload of non-perishable freight, this request may be made by telegram if it will reach office superintendent freight loss and damage claims by 8:00 a. m. following day, otherwise, request must be made by telegraph. If shipment is livestock or perishable disposition must be requested by wire immediately. In case of less carload non-perishable freight, disposition should be at once requested on Form 78 local, while disposition of perishable freight should be requested by wire and confirmed by Form 78 local with notation "confirms my wire." Agents should not allow perishable goods to spoil, but if necessary to do so before disposition received should be sold to best

possible advantage and original account sales and copy of remittance with statement of facts at once forwarded to superintendent freight loss and damage claims.

## The Firing of Stoker Equipped Locomotives

By W. A. CRAWFORD, Supervisor of Fuel Economy

UPON arrival at the engine, we should "be sure we are right, then go ahead."

By this I mean the fireman should previously have in his mind the things to which he should give particular attention before commencing his trip, in order to know that he is getting off to a good start. It has been often and properly said that the first mile is the best or most important mile on the trip, so far as fuel performance and steam are concerned.

First we should find the water level in the boiler, inspect the fire box and flues to know there are no leaks in same, and see that the fire is free from clinkers. It is very important to start out with a clean fire, as a stoker will put just as much coal on top of a clinker as it will at any other place in a fire box, thus causing a bank to form at this particular point and the clinker to grow larger, as clinkers never grow smaller in a fire box. Next you see that the grates are level and in proper condition for operation when necessary. Note stoker distributors to see if properly lined up and tips and wings in good condition. See that dividing rib is in proper position so that more coal will not be fed to one side than the other. See that the ash pan is clean and closed tight so fire will not fall through. Make sure you have all necessary firing tools and punch bar to clean out distributors in case they become stopped up. Make sure that everything is in good condition before starting, as in most every case the way you get started is the way you will end your trip. Try out the stoker to see that it operates freely, and is oiled properly, then spread the fire over the entire grate surface. After you have coupled on to your engine, build up the fire with shovel. It is not necessary to have engine hot and full of water before coupling on to train, as in most cases you can build up the fire and get plenty of water in boiler while air is being tried. You should have the fire a little heavier in the back corners and under the door than at any other place in the fire box. After the train get under way, start the stoker and adjust steam jets so they will scatter coal evenly over the fire bed. Work the stoker fast enough to supply the coal as it is burned and no faster.

### Keep Stoker Working

I have found the best method is to keep the stoker working when the engine is working steam and as engineer changes reverse lever or throttle, change speed of stoker to throw more or less coal as the case may be, also when drifting down hills, work stoker occasionally to prevent coal being packed in conveyor trough and hopper, causing stoker to stop.

Keep thin, bright fire at all times. Move grates occasionally to remove ash and refuse from under the fire

bed, and prevent grates sticking and clinkers forming on grates, and to admit plenty of air through grates to mix with the carbon in the fuel, thus forming complete combustion in the fire box.

Watch your water level closely as it is very important to keep your water to a proper level. Too much water in the boiler will cause your valves and cylinders to become dry, which will cause a waste of fuel. Also work in perfect harmony with the engineer.

Keep posted on all orders and meeting points, and know when engine is going to be shut off so you can stop firing back far enough to prevent pops raising. It is not necessary for stoker fired engines to pop off, as when steam gauge hand gets near popping point, ease off on stoker or shut it off entirely if necessary. It is a very easy matter to maintain a uniform steam pressure on a stoker fired engine if the fireman takes interest in the work and he and the engineer will work together.

The work on a stoker fired engine is not very hard, therefore the fireman should take great pride and interest in the work and try to see how well he can fire his engine with as little fuel as possible.

It is quite generally stated and is, to a large extent, true, that stoker fired locomotives burn in general practice from 10 to 12 per cent more coal than the same engine will burn when hand fired, but in certain tests it has been determined that it is possible for stoker firing to equal hand firing, and I believe we should all aim at this goal. The stoker is certainly "a friend" to the fireman and as one fireman recently stated, "it has made it possible for many of us granddads to stay on the railroad".

## MANSFIELD, MO., STATION BURNS

The station employes at Mansfield, Missouri, are housed in temporary quarters due to that station and all contents having been practically destroyed by fire on the night of September 13.

The fire was discovered about 10:30 p. m. on that night. Train 101, due at this station at 9:57 p. m. had unloaded ten sacks of mail and five or six parcel post packages. This truckload of mail was moved into the freight wareroom, being placed near a wood partition between the freight room and the express company's quarters, and when the fire was discovered it was confined to the mail on this truck, therefore it is presumed fire was caused by some combustible package in one of the mail sacks.

The loss sustained by the railway company totaled \$3,582.42.

## RULES ON HAND FIRING

### Locomotives Fired by Hand Take Different Treatment

By P. V. HAMMERLY, Fuel Inspector

TO properly hand fire a locomotive, the fireman should understand the particular fuel he is using. Some coals do not ignite readily at a temperature at which others may, requiring more time in preparing the fire, while with others it is profitable to allow fire to let down in depth much lower between times, requiring heavy engine effort, than could be properly done with a slower igniting coal.

A good start always is made with a properly built fire. The blower should be used moderately and fire built up gradually. Get fire burning over entire box evenly and of only sufficient depth to withstand draft while starting, and until engine is "hooked back", then, when it becomes necessary to put in a fire, immediately level up fire, covering the thin spots only so as to burn fire evenly over entire box. Fire should be as light as possible to give the greatest admission of air through it without allowing the draft to jerk holes in fire.

Close fire door with each scoopful and spread each scoop of coal over the greatest area of fire possible, three to six scoops to the fire at one time, depending on the size of the engine fired.

Keep banks and holes out of fire and feed coal only as needed, keeping as bright, white fire light as possible. Banking fire serves to make clinkers, wastes coal and make additional labor, while the light, evenly fed fire gives the best results with the least fuel and least labor.

Use grates only when necessary for air admission and know when leaving terminal that they are level. Then keep them level. Keep the pops down as the boiler pressure nears the popping point, let off on firing, if necessary, crack the fire door.

Work in close harmony with the engineer's operation of engine. Keep the steam as needed, but do not waste by making more steam than required. Plan and prepare fire and also regulate water to keep pops down when drifting and at stops.

Feed water to boiler very gradually and only enough to supply. By keeping the coal wet down the finer particles of coal will be kept from blowing away and will aid gas mixture in the fire box. When completing trip, stop firing in time to burn down the fire so that there will be no coke left to be wasted at the ash pit.

## New Station Completed at Crystal City, Mo.



Crystal City, Mo., residents are happily proud of the new Frisco station recently completed in their city. The new building is a one-story combination of passenger and freight facilities and cost \$25,000. Its construction is of glazed tile with cement floors. The station contains spacious general waiting room, ticket office, freight and baggage rooms with a four hundred foot long passenger platform of brick, and a wooden freight platform. The roof is of tile. Crystal City has one of the largest plate glass plants in the world within its boundaries—the Pittsburg Plate Glass Company. Glass from this plant is shipped to all parts of the United States and to Canada, Mexico, South America, Cuba and the Philippine Islands. The Frisco workers at Crystal City in the picture above are, reading from left to right: G. A. Meyers, helper; J. W. Braden, cashier; L. Haney, operator; and W. H. Poggemier, agent.

## More Good Fuel Records for October

Co-operation, interest and saving are reflected below in the fuel records made by different engine crews on the divisions of the Frisco Lines.

A fuel record does not mean alone that a record was established, but means also that fuel was actually saved in making a record performance.

These records are only a symbol of what Frisco men are doing in the effort to save more fuel.

### Eastern Division

Engineer Yansky and Fireman Burgett were on engine No. 7, train No. 1/32, October 2, Newburg to St. Louis; on duty 5 hours 45 minutes, handled 51 loaded and 1 empty cars, 2,364 gross tons; did not take coal at Stanton, 13 tons needed to fill tank on arrival at St. Louis, including amount for firing up engine. Average of 97 pounds per 1,000 G. T. M.

Engineer W. A. Carter and Fireman Earp were on engine No. 7, train No. 2/34, September 9, Springfield to Newburg; 57 cars in train, 2,794 tons, used 16 tons of coal; consumed an average of 99 pounds per 1,000 G. T. M.

Engineer Casselman and Fireman Sandifer were on engine No. 24, Springfield to Newburg, train No. 1/32, September 23; handled 2,092 gross tons, used 9 tons of coal; an

average of 137 pounds of fuel per 1,000 G. T. M.

Engineer Fitch and Fireman White were on engine No. 1066, train No. 12, Monett to Springfield, September 22, 6 cars in train, used 190 gallons of oil, an average of .72 gallon per passenger car mile. This is a local passenger train and unusually low fuel consumption.

### Southern Division

Engineer White and Fireman Frizzell were on engine 4143, train No. extra south, September 29, Springfield to Thayer; handled 1,620 gross tons, used 12 tons of coal, an average performance of 107 pounds per 1,000 G. T. M.

Engineer Prow and Fireman Henry were on engine No. 21, train No. 135, Memphis to Amory, September 1; handled a total of 304,153 G. T. M., used 15 tons of coal, an average of 98 pounds per 1,000 G. T. M.

Engineer Bauer and Fireman Ingram were on engine No. 4007, Thayer to Jonesboro, September 27; handled 3,454 gross tons, used 9 tons of coal, an average of 64 lbs. per 1,000 G. T. M.

Engineer Anderson and Fireman Chambers were on engine 4015, train No. 135, Thayer to Jonesboro, September 22, handled 2,939 gross tons, and used 8 tons of coal, an average con-

sumption of 67 pounds per 1,000 G. T. M.

Engineer Daggrell and Fireman McNeil were on engine 32, train No. 135, Memphis to Amory, September 2, handled 318,661 gross ton miles, and used an average of 112 pounds of fuel per 1,000 G. T. M.

Engineer W. B. Ryan and Fireman Brown were on engine 30, train No. extra south, Amory to Yale, September 3; handled a total of 270,187 gross ton miles and consumed an average of 118 pounds of fuel per 1,000 G. T. M.

### River Division

Engineer Robinson and Fireman Dork were on engine No. 1299, Chaffee to Harvard, September 12; handled 2,045 gross tons, used 11 tons of coal, an average of 72 pounds per 1,000 G. T. M.

### Northern Division

Engineer Yantzi and Fireman I. C. Miller were on engine No. 1319, Ft. Scott to Kansas City, September 21; on duty 4 hours 45 minutes, handled 193,545 gross ton miles, used 6 tons of coal, an average performance of 63 pounds per 1,000 G. T. M.

Engineer Lane and Fireman Pitts were on engine No. 1331, train No. 1/131, September 29, Kansas City to Ft. Scott, handled 160,677 gross ton miles, used 7 tons of coal, an average performance of 85 pounds per 1,000 G. T. M.

Engineer Casey and Fireman Poslick were on engine 1333, train No. 3/131, Kansas City to Ft. Scott, September 29, 46 cars in train, a total of 1,752 gross tons, consumed an average of 91 pounds of fuel per 1,000 G. T. M.

Engineer Dunham and Fireman Sehlingman were on engine 1313, Ft. Scott to Springfield, September 9; 41 cars in train, a total of 1,689 gross tons, and used 12 tons of coal, an average of 139 pounds per 1,000 G. T. M.

### Southwestern Division

Engineer L. K. Ary and Fireman Wm. Rash were on engine No. 4164, train No. 535, Sapulpa to Francis, September 24; handled 2,331 gross tons, used 14 tons of coal, an average performance of 117 pounds per 1,000 G. T. M.

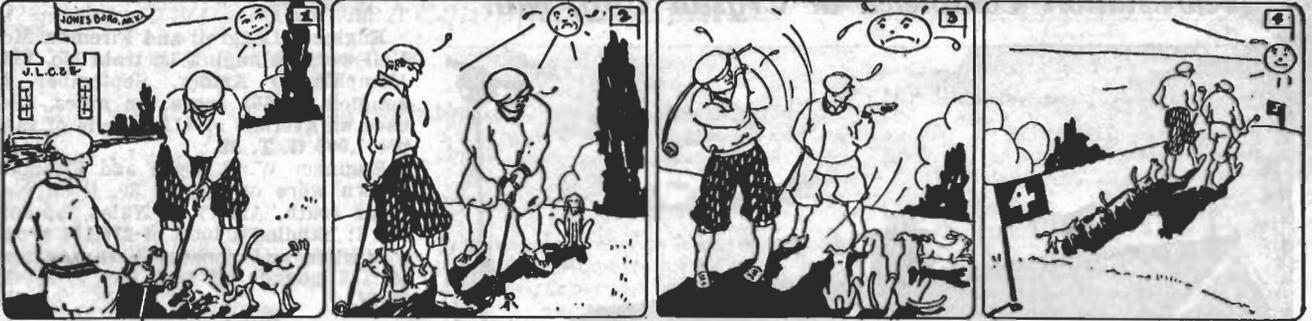
Engineer Cole and Fireman T. C. Thompson were on engine 4147, from Francis to Madill, September 3; 55 cars in train, a total of 2,400 gross tons, used 9 tons of coal, an average consumption per 1,000 G. T. M. of 119 pounds.

Engineer F. C. Thornton and Fireman H. A. Bryan were on engine 1023, local passenger train No. 510, from Francis to Sapulpa, September 25, 5 cars in train, used 3½ tons of coal for the entire run, an average of 15.9 pounds per passenger car mile.

### Central Division

Engineer H. J. Blakeslee and Fireman Dallas Smith were on engine No. 1297, train No. extra south, Seligman to Ft. Smith, September 5; handled 126,806 gross ton miles, used an average of 97 pounds of fuel per 1,000 G. T. M.

**BUCK, SID, AND JONESBORO SHADE - HOUNDS !**



The above cartoon tells its own story to those "in on the know" around Memphis. But to those thousands of other employes who know R. E. "Buck" Buchanan, executive general agent of Frisco Lines at Memphis, this story is addressed.

"Buck" and "Sid" (W. S. Nunnery, district traffic agent of the Nickel Plate Railroad at Memphis) recently had business together at Jonesboro, Arkansas. These two affable southern gentlemen are good friends and the early hours of the afternoon found them with their business completed and ready for other and more pleasurable endeavors. The answer was golf! Armed with borrowed clubs and borrowed "kilties", the two

comrades journeyed to the first tee of the Jonesboro golf course. The afternoon was stifing hot and shade was at a premium.

At the first hole the "two-some" was joined by a friendly cur from Jonesboro or some neighboring precinct. At the second hole the pup was still along. At Number 3, "Sid's" drive was seriously interfered with by the intent gaze of a second dog, a long-legged hound who appeared from over the horizon and solemnly inspected the perspiring Nickel Plate agent as he addressed his ball in none too pleasant and polite terms.

By the time No. 4 was reached the "two-some" had increased to a "six-

some"—two players and four dogs. But the dogs were the smart set of the outfit. When the players moved forward into the blistering sun, the dogs followed in the shadows of the players. Nor did they respond to the repeatedly vicious swings of brassies and niblicks with which the railroad-golfers attempted to chase them from the fairways. The dogs were there to stay until the game was finished.

At the eighteenth hole two badly done-up golfers limped to the clubhouse. But the "shade hounds of Jonesboro" were fresh and fit. They had followed in the shade—let the sun beat where it may.

**AGENCY CHANGES FOR OCTOBER**

- H. A. Daly installed permanent agent, Antlers, Oklahoma, October 1.
- T. W. Robertson installed permanent agent, Gilmore, Arkansas, October 1.
- J. F. Gentry installed permanent agent, Olden, Missouri, October 1.
- L. T. Roberts installed permanent agent, Wishart, Missouri, October 4. Effective October 4, 1926, Marie, Arkansas, ticket only agency closed.
- R. P. O'Brien installed temporary agent, Summit, Alabama, October 4.
- G. Richardson installed permanent agent, Empire, Alabama, October 4.
- A. H. Charleville installed permanent agent, McBride, Missouri, October 5.
- N. A. Kinney installed permanent agent, Rolla, Missouri, October 5.
- A. W. Holmes installed temporary agent, Amory, Mississippi, October 6. Effective October 6, 1926, Belden, Mississippi ticket agency closed.
- O. S. Donaldson installed permanent agent, Hardy, Arkansas, October 6.
- L. L. Ray installed permanent agent, Tahlequah, Oklahoma, October 7.
- M. Buttram installed temporary agent, Prairie Grove, Arkansas, October 7. Effective October 7, 1926, Harviell, Missouri, opened as a freight agency.
- E. L. Mayse installed, freight and ticket agent.
- H. T. Jarrett installed temporary agent, Galena, Kansas, October 7.

**Frisco Employes' Hospital Association**

Receipts and Disbursements after June 30, 1926, through September 30, 1926.

Balance brought forward from June 30, 1926.....		\$ 16,180.32	
RECEIPTS:			
From assessments on members.....		\$59,911.20	
" interest on daily balances in bank.....		74.96	
" interest on securities in Treasury.....		4,949.36	
" donation by St. L.-S. F. Ry. Co.....		125.00	
" sundry accounts collectible.....		917.86	
" proceeds sale Illinois Central Rd. Co., Equip't. Trust 4 1/2 % Gold Notes, sold July 13, 1926.....	\$5,000.00		
accrued int. Feb. 1, 1926, to July 13, 1926, 5 mos. 12 days.....		101.25	5,101.25
" proceeds sale U. S. A. 4 1/2 % Treasury Notes, Series B-1926, matured Sept. 15, 1926.....		15,000.00	86,079.63
			<b>\$102,259.95</b>
DISBURSEMENTS:			
For payrolls.....		\$25,695.34	
" professional, ordinary and emergency services.....		12,469.25	
" labor, material and supplies.....		7,794.00	
" provisions.....		6,722.91	
" drugs.....		4,142.65	
" light, water, ice, gas, fuel and telephones.....		1,747.67	
" all other expenses.....		816.69	
" \$6,000.00, face amount, St. L.-S. F. Ry. Co. Equip't. Trust 5 % Notes, Series AA (ma- ture Sept. 1, 1932), purchased July 13, 1926, at 101.8518 (4.65% basis).....	\$6,111.11		
accrued int. 4 mos. 12 days.....		110.00	6,221.11
" \$15,000, face amount, U. S. Treasury 3 1/2 % Cfs. of Indeb. Series TJ-1927 (mature June 15, 1927), purchased Sept. 15, 1926, with an equal face amount of U. S. Treas- ury 4 1/2 % Notes, Series B-1926, matured Sept. 15, 1926.....	15,000.00		
" \$4,000.00, R. I. F. T. Ry. Co. 1st Mtg. 5 % Gold Bonds (mature Jan. 1, 1927), purchased Sept. 29, 1926, at par plus 5/16.....	\$4,012.50		
accrued int. 2 mos. 28 days.....		48.89	4,061.39
			<b>\$ 84,671.02</b>
Balance September 30, 1926, p. m. at:			
First National Bank, St. Louis, Mo.....			17,588.92
			<b>\$102,259.95</b>

(Statement concluded on next page)