

## For Meritorious Service

### NORTHERN DIVISION

**S**UPERINTENDENT W. H. Bevans reports the following cases of meritorious service rewarded with merit marks:

Charles Sumner, conductor, and R. M. Mikesell, brakeman, both of Neodesha, Kansas, discovered broken rail at MP F-437-11 and Conductor Sumner stopped the train, while Brakeman Mikesell went back to protect 311 which was following. The record of each man was credited with fifteen merit marks.

L. F. Carper and Dave Williams, brakemen, Pittsburg, Kansas, on January 29, found SF Car 73853, partly loaded with coal, off center and in bad condition. They kept it from going into service where it might have caused damage. A commendatory letter, from Mr. Bevans, of commendation was filed with the record of each man.

C. E. Tibbetts, conductor, Roy Reese and A. Phillips, brakemen, all three of Fort Scott, Kansas, had letters of commendation from Mr. Bevans placed with their personal record on account of stopping a leak of gasoline from car E.M.W. 260 at Carthage, Missouri, on January 28.

M. D. Scotten, conductor, W. F. Dellinger and C. C. Smay, brakemen, at Kansas City, Missouri, were given ten merit marks each on their personal records due to finding bottom of arch bar hanging down eight inches below oil box on MRL 9560 on January 31. They made repairs so the car went on through in the train to destination.

H. A. Keitzer, brakeman, at Neodesha, Kansas, found broken arch bar on HHC 247, car of oil at Leon, Kansas, on February 1. He was given ten merit marks for his careful inspection.

John M. Beverly, brakeman, at Neodesha, Kansas, was given fifteen merit marks, when he ran in front of train 306 and flagged it just before it hit a coupe which was stalled on the track at the road crossing, just west of the Piedmont, Kansas, station on February 5.

### RIVER DIVISION

Superintendent J. A. Moran reports the following cases of meritorious service, which were properly rewarded:

Wm. Brooks, porter at St. Louis, Missouri, discovered a pair of wheels under coach 715 with vertical flange. He made a report of same on his arrival at St. Louis. His record was credited with five merit marks.

W. F. Ryan, Walter I. Robinson and Zeakle Gibbs, at Harviell, Missouri, on December 17 about 4:00 p. m., noticed a fire at Harviell, a distance of one-half a mile from the place where they were working. They placed motor car on the track and hurried to that point, where they found cotton gin on fire and they assisted in moving an empty box car and nineteen bales of cotton away from the burning gin. Fifteen merit marks was credited to the record of each man.

Geo. Roth, engineer, and E. H. Miller, fireman, both of Chaffee, were given ten merit marks each, when they found engine 703 not in proper condition for local work. They placed the engine in proper working order.

E. J. Cable, engineer, and J. J. Fitzgerald, fireman, at Chaffee and Cape Girardeau respectively, were given ten merit marks each, when they placed engine on one side, after a cylinder head had been knocked out, and continued their run.

W. B. Lattimore, at Brownwood, Missouri, discovered broken rail on main line at MP 33, and called section laborers who flagged train extra 1289, which avoided possible derailment, while they made repairs. His record was credited with ten merit marks.

### SOUTHWESTERN DIVISION

Superintendent C. T. Mason reports the following cases of meritorious service:

O. L. Martin, engineer, W. J. Stevens, fireman, and O. N. Breeland, brakeman, of Oklahoma City, upon their arrival at Lawton with train 436, on November 30, found right front truck spring hanger on engine 1631 broken and pilot dragging on rail. They assisted the roundhouse foreman in making repairs, due to the absence of mechanical force at that time. The record of each man was credited with five merit marks.

B. H. Terry and Bud Nelson, brakemen, at Sapulpa, Oklahoma, on train extra 4164, on January 13, replaced a carrier iron on SF 41646, so it would hold the draw bar, with result that car was handled through to destination. The record of each man was credited with five merit marks.

W. O. Dodd, conductor, Lee Peppers and Ben A. Fortner, brakemen, at Francis, Oklahoma, on January 20 unloaded three cars of cattle, when upon their arrival of extra 4114 they found no one at Hickory, Oklahoma, to unload them. The record of each man was credited with ten merit marks.

Roy Thompson, yard clerk, at Sapulpa, Oklahoma, in checking cars in extra 4162, January 24, found SF car 50731 moving as an empty when it was loaded with sand. He stopped the car at Sapulpa and secured billing for same. His

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## ENGINEER BRUNDIDGE DIES

### Veteran Employe Succumbs After Appendicitis Attack on Feb. 3

**W**. S. BRUNDIDGE, engineer on trains 111, 112, 117 and 118, between Ft. Scott, Kansas, and Sapulpa, Oklahoma, died on February 3, shortly after he brought train 111 into the terminal at Sapulpa, Oklahoma.

He suffered an appendicitis attack and was rushed to a hospital, but died before an operation could be performed.

Mr. Brundidge was born at Great Bend, Kansas, on September 23, 1872, and was fifty-four years old at the



W. S. BRUNDIDGE

time of his death. He had served the Frisco for thirty-three years, the first six years as a fireman and the last twenty-seven years as an engineer.

On January 23, 1920, he was married to Mrs. Edith Stark, at Olathe, Kansas, who survives him. He also leaves three children, Wilma, Tommy and Ruth, all at home, and two children by a former marriage. Four sisters and one brother also survive.

The deceased was a member of the Baptist Church, of the Brotherhood of Locomotive Engineers and the Odd Fellows Lodge. Funeral services were held from the Baptist Church at Ft. Scott, Kansas, on Sunday, February 6, and the body was shipped to Neodesha, Kansas, for burial in the family lot in the Neodesha Cemetery.

Contributor: "What's the matter with those jokes I sent you?"

Editor: "Well, some of them I've seen before. The rest I haven't seen yet."—M. Cagney.

Work with a smile is work worth while.

## A FRISCO PUGILIST

### Leo A. Van Nest Challenges the Frisco Boxers for a Match

By AGNES LARKIN

**L**EO A. VAN NEST, employed in the zone bureau at Seventh Street Station, has now entered the professional ranks of pugilism. He made his debut on February 15, when he met Billy Cain at Belleville, Illinois.



LEO A. VAN NEST

Van Nest got his start as a fighter about six years ago, when a heated argument brought on a street fight in front of the Cinderella Theatre in south St. Louis. Neither he nor his opponent were able to strike a decisive blow and after a twenty minute round, each gave up. Van Nest was called

aside by one of the spectators of this fight, who happened to be a promoter of the pugilistic ring. He took Van Nest to the Stag Athletic Club where he, acting as his manager, arranging several bouts for him.

In May, 1923, he fought for championship of east and southern Illinois, defeating Wetstone by a knock-out in the second round. He held this title until September, 1924, when he was matched with Kid Wolfe. This fight was conceded when Van Nest broke his hand, however, he was never given a return match.

He dropped from the ring until the early part of 1926 when he fought Bruno Klaessner, losing on the referee's decision after four rounds of toe to toe battling, the judges disagreeing at the end of the fight. This fight still stands as one of the finest fought amateur fights. There was not a clinch in the fight. They were re-matched some time after, with the same result.

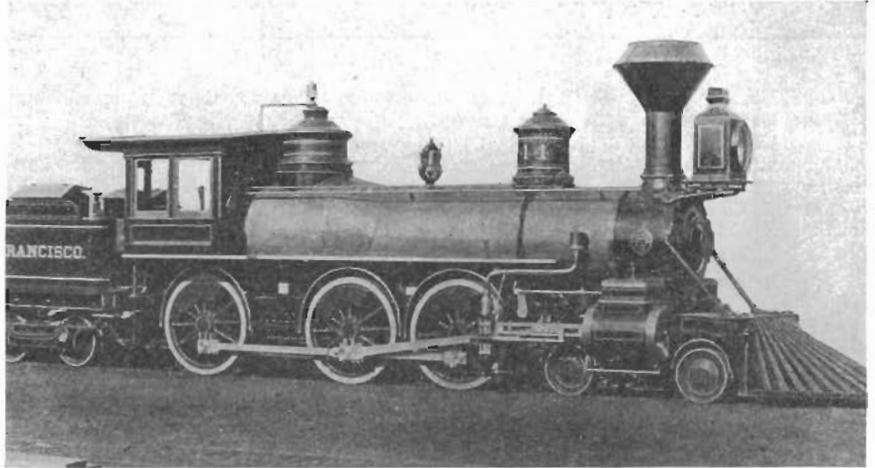
Van Nest has never weighed more than 104 pounds, and fights in fly-weight, bantams and lightweight classes. He is particularly anxious to meet Frisco fighters in any of these classes.

## FRISCO GIRL HONORED

Miss Frances Lewis, daughter of Mrs. Pearl Lewis, secretary to the Frisco agent at Monett, Missouri, has been acclaimed one of the honor students for the first semester at Drury College, Springfield, Missouri.

The "Freshman Tenth" is a list of ten per cent of the students of the freshman class at this college who make the highest average grades for all subjects. The list contains nineteen names, as there are 187 students in the freshman class of the college. All of the nineteen averages were between 89 and 94.

## An Old-Time Frisco "Mogul"



The Magazine is indebted to Mr. George M. Littig, of the Railway Historical Society of New York, for this picture of one of the Frisco's oldest engines, now scrapped and out of service. This engine was built by the Pittsburg Locomotive Works in 1879 and after years of service with this railroad, was scrapped in 1914. Its cylinders were 19x24, weight on drivers 63,000 pounds, and total weight 84,000 pounds.

## RAIL MEN TO WICHITA

Seven hundred citizens of Wichita, Kansas, and from 10 to 30 representatives of each of the railroads entering that city, attended the Chamber of Commerce dinner at Hotel Lassen the evening of February 17, for the second "unveiling" of Wichita's assets—her railroads. A month ago the Chamber of Commerce "unveiled" the vital statistics concerning the municipal operation of Wichita, and acquainted her citizens with that work. At the February 17 dinner, facts concerning the railroad industry in that city were presented, a sum total amazing to those not familiar with the railroads of that city.

The combined value of Wichita's railroad equipment and property totals \$5,780,180. In 1926 the railroads paid Sedgwick County, in taxes, a total of \$274,626.97. The annual railroad payroll in Wichita is \$3,482,189.56; her outbound tonnage is 1,903,739 tons and inbound, 2,118,044 tons. The railroads' freight receipts total \$12,000,000; her passenger receipts, \$1,800,000.

Employees of the railroads total 2,247, of which 816, or 40 per cent, own their own homes, with 6,269 persons dependent upon their earnings. Eighty-eight passenger trains daily, 67 daily freight trains, and 60 merchandise cars, come in and out of Wichita.

Each announcement was greeted with cheers by the surprised citizens, and even the railroad workers admitted their unfamiliarity with the amazing total of the figures.

Following the actual ceremony of "unveiling" the figures on a wall chart, Mr. J. E. Gorman, president of the Rock Island Railroad addressed the diners.

## BOWLING LEAGUE SCORES

The bowling league schedule of the Frisco Railroad bowling league of the general offices, St. Louis, Mo., has passed the two-thirds mark, with keen competition among the various teams, three of which are tied for first place and league leadership at the present time, namely, interline, engineer and auditing teams. Each of these teams has won 43 games and lost 26.

The freight traffic and passenger teams are close to the leaders. There remain twelve match games on this year's schedule and each match will prove very interesting, as the interline team has won the league pennant since the inauguration of the league, five years ago and a battle is planned to win it for the sixth time. The auditing, engineering, freight traffic and passenger teams are trying to displace the interline team from the top of the list.

The interline, auditing and engineer teams have won 43 games and lost 26; freight traffic, won 40, lost 29; passenger, won 38, lost 31; revising, won 25, lost 44; Tower Grove, won 23, lost 46; general freight, won 21, lost 48.

The team standing and high three: interline, 2,936; engineering, 2,775; freight traffic, 2,770; passenger, 2,730 and general freight, 2,699. The high singles follow: auditing, 1,042; passenger, 1,033; interline, 980; freight traffic, 972 and engineering, 961.

She: "I see you're getting your mustache on the instalment plan."

He: "How's that?"

She: "A little down each week."

**SAVES DROWNING BOY**

**Joseph Miller, Frisco Son, Rescues  
Lofton Sandidge from Icy  
Water**

**J**OSEPH MILLER, fifteen-year-old son of F. A. Miller, cashier at Seventh street station in St. Louis for Frisco Lines, was acclaimed a hero on January 17, when he saved from drowning, ten-year-old Lofton Sandidge, the son of D. H. Sandidge, a former employe of the Frisco fuel department.



JOSEPH MILLER

Young Sandidge with several companions, was skating in Shrewsbury park in Webster Groves, Missouri, when his dog fell through the "rubber" ice. In attempting to rescue the animal, young Lofton plunged through the ice into water over his head. He cannot swim, and his cries for help reached Joseph Miller, who was standing in the yard of his home, 4103 Gratiot avenue, nearby.

While Sandidge's panic-stricken playmates stood helplessly by, Miller thrust a stick into the hands of Sandidge, and hauled him to safety. After Mrs. Miller gave the shivering boy hot tea and warm clothing he was taken to his home, 7602 Big Bend road, none the worse for the experience.

The chest of the Seventh street cashier for Frisco Lines is considerably larger these days, but the young hero lets his dad tell the story.

"It wasn't anything," Joseph says. "I just gave him the stick and pulled him to shore. Anybody could o' done it!"

*Frisco Personalities on Texas Lines*



N. C. DORCHESTER

N. C. Dorchester is freight agent for the Frisco Lines at Sherman, Texas. He was born September 8, 1882, and entered the service of the Frisco Railway at Sherman, as a check clerk under Agent W. H. Upton, on March 22, 1902. For four years he held the position of chief clerk of the Frisco North Sherman yard office.

He resigned on March 20, 1907, to accept a position as local freight agent and yardmaster for the Southern Pacific Lines at Sherman, but on January 5, 1925, he returned to the employe of the Frisco on January 6, 1925, as freight agent at Sherman.



W. A. MORGAN

W. A. Morgan serves the Frisco Lines in Texas as general foreman of the car department. He was born April 12, 1883, and began his railroad career as a machinist helper with the Santa Fe in Topeka in 1905. After serving in various capacities for that road, he came to the Frisco as head piecework checker at Springfield, Mo., on May 1, 1914, and served as assistant general coach shop foreman at Springfield, car foreman at Neodesha, Kans., car foreman at Oklahoma City, traveling car inspector, and on November 1, 1923, was transferred to Sherman, Texas, where he was assigned the duties of his present position.

**RIVER DIVISION RECORDS**

"The various division officials have boasted through the columns of the *Magazine* of the exceptional records made by crews under their jurisdiction, and the river division would like to put in the *Magazine*, two records made by our crews, of which we are exceedingly proud," writes Ila Cook, of the Chaffee, Missouri offices.

It appears that on February 3, Conductor Stokely, Engineer Abernathy, Fireman Hall and Brakemen Barber, Lasley and Lamb left Chaffee at 4:55 a. m. and tied up at Harvard, Arkansas, at 4:30 p. m., having covered a distance of 149 miles. They were delayed three hours and fifteen minutes enroute, handled 100 cars, 74 empties and 6,384 tons and brought into Har-

vard, 71 cars, 29 empties and 3,452 tons.

Again on February 5, the same conductor and engineer, with Fireman Christenson and Brakemen Barber, Stackhouse and Lackman, left Chaffee on Extra 1299 south at 2:00 p. m. and arrived in Harvard at 1:50 a. m., where they tied up until 2:15 a. m. They were delayed three hours and fifteen minutes enroute and handled 82 cars, 71 empties and 5,405 tons.

"We are mighty proud of these crews and the extra good runs which they made," Miss Cook writes.

Cake Eater (to Druggist): "Will you give me something for my head?"

Druggist: "I wouldn't take it as a gift."

## VETERAN ENGINEER DIES

Henry D. Higby Passes Away at Oklahoma City, January 21

**H**ENRY DAVID HIGBY, well-known Frisco veteran engineer, died at his home at 631 West Sixth Street, Oklahoma City, Oklahoma, at 8:00 p. m., January 21, after a lingering illness. He was seventy-five years of age.

He was born in Rushville, Illinois, September 3, 1850. His father died in 1866, leaving the widow and three sons, Henry, Edgar and Frank. Henry was the eldest, and at the age of fifteen he started carrying the pony mail, from Plymouth to Rushville and Carthage, Illinois. In 1868 he entered the service of the C. B. & Q. Railway as a section man and in 1871 started braking for the same road. He left his position as brakeman, as he did not like train service, but in 1872 started firing out of Quincy, Illinois. In the latter part of 1873 he was promoted to the position of engineer and was transferred to Galesburg, Illinois, running between that point and Quincy until 1888, when he left the service of the C. B. & Q. Railway and came with the Frisco, going to work at Chester, Ark. He learned the road under Engineer J. C. DuBuque, who is still in active service between Springfield and Sapulpa.

Mr. Higby left the service of the Frisco in 1898 and went to work for the D. & R. G. Railway at Denver, Colo., but returned to Frisco service in 1890 and was employed at Springfield and sent to Monett, Missouri. He ran an engine between Monett and Neodesha until 1901, when he was transferred to the Oklahoma division and moved to Oklahoma City. He pulled a passenger train between Oklahoma City and Sapulpa until December 31, 1915, on which date he received injuries in a rear-end collision from which he never fully recovered. He applied for his pension in 1916.

On February 9, 1871, Mr. Higby married Nettie Wade of Macomb, Ill., and to them were born one son and two daughters. The son died in infancy, and Mrs. Higby died at Monett on July 17, 1892. Mr. Higby then married Macy Lewis, daughter of a Frisco conductor, on June 6, 1894. To them was born one child, which died in infancy.

Funeral services for Mr. Higby were conducted by the Masonic Order, January 24, and burial made in Rose Hill Cemetery. Mr. Higby is survived by the widow and one daughter, Mrs. Winkler of Portland, Oregon, and the grandchildren. He was a member of the First Christian Church of Oklahoma City, also Masonic Order, A. F. & A. M. No. 36, and B. of L. E., Division No. 721.

### An Honest Man

At least Nero was honest.

The towel found in his bathhouse recently by excavators did not bear the Pullman mark.

## A Word on Smoke Abatement

By MURRAY WHITSETT, Fireman

**A**T THE last regular meeting of the Smoke Abatement Committee, held at the R. R. Y. M. C. A. in St. Louis, the various railroads entering St. Louis volunteered to select one of their employes to write an article on smoke abatement, this being another step which the railway companies are taking to prevent the public from suffering through the smoke nuisance.

Many locomotives today are fired as if smoke prevention was not a possibility, and under this system an immense waste of money has resulted.

Smoke abating attachments to the firebox are in use on most locomotives today, but the fact is generally admitted that the best of smoke preventing appliances are worth very little without the help of a **good fireman**. Therefore, I believe it would be proper to say that I consider the work of a well-trained fireman as one of the most important factors in this movement.

Railroad companies, I believe, should employ experienced firemen whenever available. The efficient fireman will not only help in the abating of smoke, but he will also be a contributing factor in the saving of fuel. However, even a good fireman cannot accomplish much without co-operation from the engineer. It is equally important that officials and enginemen co-operate together.

In the first place, the coal purchased should be as nearly uniform in quality as possible and it should be broken fine enough for firing without the fireman spending much labor in cracking down hard lumps to the size required.

The practice of light firing should be followed at all times. Not only is this system essential in smoke abatement, but it is also a large factor in helping to save coal. Particular attention should be given to the proper drafting of engines, so that free steaming is assured and the grates must be kept in good order so that this system may be successfully carried out.

Most all of our engines on the Frisco are equipped with smoke consuming devices and the brick arch, which is also an important device in helping to combat smoke. The brick

arch has also proven valuable in fuel saving.

We also find that by opening the fire door and using the blower slightly, a great deal of smoke can be eliminated. All of our mountain type engines used in heavy passenger service entering St. Louis are oil burners, and, with proper handling of this type, black smoke is practically eliminated.

The Smoke Abatement Committee is doing a great deal of good in this cause. Through their meetings, many valuable suggestions have been received in the interest of smoke abatement.

It is a little difficult to write entirely on smoke abatement without mentioning something regarding fuel economy. One of the chief problems affecting railroad operation today is the lowering of fuel costs and I believe about the best solution to be used in working this out is to try and get along on less fuel. There are numerous ways in which we may save fuel, and chief among these should be the co-operation of the officials and of those employes whose duties chiefly contribute to its direct handling.

Another important step in this movement is the proper making of "work reports". They should be made out accurately, and cover all work needing attention.

We should try and eliminate delays as much as possible, because they have never been beneficial to fuel economy. The proper loading of trains is essential to fuel economy, and I believe this should be carefully watched. We are saving a great deal of fuel on the Frisco, through out fuel meetings which are held once a month at the different terminals.

It is through these meetings that much valuable information has been secured in the interest of fuel conservation. I have tried to briefly outline herein what I consider some of the most important methods to be used in the practice of smoke abatement and fuel economy. There is much more that can be said and many employes are involved, but it may all be summed up in the one word, "**Co-operation**".

### BIG FOUR MEET

On January 1, New Year's evening, representatives of the four brotherhoods of the railroads running out of Oklahoma City, Oklahoma, held a well attended meeting in the club rooms in that city. Four hundred and fifty people were present.

The evening was purely a social one, and after the sumptuous banquet was served, the crowd danced and made merry until a late hour.

"Uncle Billy" Morrill, C. C. Mills and Harry Harrison, of the accident

prevention department, were in attendance, as well as many trainmen from the Frisco's southwestern division.

We wonder if Washington knows just all he has become the "father" of.

She: "Why do you call all girls Phyllis?"

He: "Isn't that their cry 'Phyllis-up'?"

**BUYS OFFICE BUILDING**

**Frisco Purchases General Office Building Now Occupied in Springfield**

THE contract for the sale of the Springfield, Mo., Frisco office building, on Jefferson Avenue, between Water and Olive Streets, to the St. Louis-San Francisco Railway Company by the Frisco Realty Company, of which John T. Woodruff is president, was closed on January 15, according to an announcement by President Kurn.

Negotiations for the purchase of the building were started in November, 1926, by E. G. Nahler of the law department, St. Louis, and E. P. Mann, of Mann & Mann, Frisco attorneys, were in charge of the negotiations at Springfield.

The building consists of four stories and was erected in 1910 and 1911. The ground where it stands was once the site of the old Central High School building and was acquired from the school district in 1910 by Mr. Woodruff. At that time the office force of the railroad had quarters in the old Ozark hotel building on Commercial Street, but upon completion of the building in February, 1911, the Frisco office force moved in. The building has been occupied under renewed leases since the company first took possession of it.

The Frisco office building was built with a view to future expansion, and is of very superior construction. Two more stories could be added to the building very easily. The present carrying capacity of the building is 150 pounds to the square foot.

Mr. Woodruff, who for years was in the legal department of the Frisco Railroad, and who always has had a personal interest in the welfare of the road and in the men connected with it, stated in an interview that he could foresee for the Frisco, one of the most wonderful futures of any of the great roads of America, not so much by virtue of the wonderful agricultural region which it taps, as by the acumen that characterizes the officers and directors of the road.

He also also pointed out the importance of the activities of the railroad at present centered in Springfield, and stated that he believed a greater civic appreciation should be taken of these important assets to the city.

"In all these years in which the Frisco has been an important factor in the development of Springfield and this territory," he said, "I have felt, as have many others, that perhaps Springfield has never appreciated to a proper extent, what the Frisco has meant to the city.

"I wish sincerely that the citizens of this section, and particularly of Springfield, view the future of the Frisco in Springfield, in the light of establishing closer and more sympathetic relationship."

**MORE FUEL RECORDS**

There were some very good fuel records made during the month of February. A few of the observed trips are shown below:

**Eastern Division**

ENGINEER MULLIN, FIREMAN BURGETT, engine 55, extra west, January 1, 145 pounds.

ENGINEER H. R. SMITH, FIREMAN WALLACE, engine 46, train 36, January 3, 100 pounds.

ENGINEER KING, FIREMAN SAUNDERS, engine 42, extra west, January 27, 163 pounds.

ENGINEER A. MONROE, FIREMAN H. BUNCH, engine 59, train 35, February 12, 141 pounds.

**Southern Division**

ENGINEER LEE, FIREMAN WOOLDRIDGE, engine 4005, extra north, January 4, 110 pounds.

ENGINEER PHILLIPS, FIREMAN WYATT, engine 4015, train 131, January 5, 81 pounds.

ENGINEER ADAMS, FIREMAN WOOLDRIDGE, engine 4001, train 234, January 7, 114 pounds.

ENGINEER HOWE, FIREMAN DENTON, engine 4001, extra north, January 25, 87 pounds.

ENGINEER HUDDLESTON, FIREMAN DAVIS, engine 4013, train 136, January 3, 117 pounds.

ENGINEER FROMMEL, FIREMAN MILLIKEN, engine 4001, train 136, January 17, 103 pounds.

ENGINEER SMITH, FIREMAN LITUS, engine 19, train 136, January 10, 107 pounds.

ENGINEER HERRING, FIREMAN M. RYAN, engine 1524, train 106, January 12, 15 pounds.

ENGINEER GARY, FIREMAN SPENCER, engine 4129, train 136, January 26, 188 pounds.

**River Division**

ENGINEER ROBERTSON, FIREMAN PARK, engine 1289, train 832, January 26, 84 pounds.

ENGINEER AUBERSHAUM, FIREMAN MASSEY, engine 1299, train 832, January 24, 100 pounds.

**Northern Division**

ENGINEER C. ANDERSON, FIREMAN KEW, engine 4140, train first 131, January 5, 119 pounds.

ENGINEER HARRIMAN, FIREMAN ALEXANDER, engine 4141, train first 164, January 6, 103 pounds.

ENGINEER HOFFHAUS, FIREMAN FLEMING, engine 4141, train first 164, January 4, 118 pounds.

ENGINEER JACKSON, FIREMAN C. L. MILLER, engine 4140, train first 131, January 11, 120 pounds.

ENGINEER LIVESY, FIREMAN LINDSAY, engine 1315, train first 164, January 11, 85 pounds.

ENGINEER COOPER, FIREMAN BRANSTETTER, engine 4120, train first 131, January 14, 151 pounds.

ENGINEER FRAHS, FIREMAN HOPKINS, engine 1275, train 332, January 10, 80 pounds.

**Southwestern Division**

ENGINEER D. BEELER, FIRE-

MAN E. BAILEY, engine 4154, train extra west, January 25, 136 pounds.

ENGINEER D. WORTMAN, FIREMAN ATWELL, engine 4159, train second 434, January 24, 102 pounds.

ENGINEER GRIFFIN, FIREMAN COBBS, engine 1507, train number 7, January 10, 16.6 pounds.

ENGINEER GILLEN, FIREMAN GEORGE, engine 4147, train first 434, January 12, 116 pounds.

ENGINEER DWYER, FIREMAN DAVIS, engine 1517, train number 9, January 14, 7.5 pounds.

ENGINEER J. L. RENO, FIREMAN W. BALL, engine 4154, train 434, January 11, 127 pounds.

ENGINEER C. DUBUQUE, FIREMAN BURROWS, engine 1519, train number 10, January 12, 8.4 pounds.

ENGINEER C. M. HOGAN, FIREMAN C. DOWD, engine 4155, train 439, January 12, 131 pounds.

**Central Division**

ENGINEER O'NEIL, FIREMAN GRANGER, engine 1253, train second 736, January 13, Hugo to Hope—121 miles, handled 230,316 gross tons, consumed 14,000 pounds of coal or 60 pounds per 1,000 G. T. M.

ENGINEER FINLEY, FIREMAN DICKERSON, train extra 1257 east, January 14, Hugo to Hope—121 miles, handled 247,274 gross tons, consumed 20,000 pounds of coal or 80 pounds per 1,000 G. T. M.

ENGINEER HUGHES, FIREMAN BAIRD, engine 1254, train 737, January 21, Hope to Hugo—121 miles, handled 230,626 gross tons, consumed 20,000 pounds of coal or 86 pounds per 1,000 G. T. M.

ENGINEER CARROLL, FIREMAN J. P. FURLOW, engine 1291, train 742, January 14, 152 pounds.

ENGINEER ESKRIDGE, FIREMAN T. HUFF, engine 576, yard engine at Muskogee, Okla., January 7, 124 pounds per switch locomotive mile.

ENGINEER NULPH, FIREMAN STEWART, engine 1047, train number 5, January 16, 9 pounds.

ENGINEER CAMPBELL, FIREMAN STUMP, engine 710, train second 735, January 20, 106 pounds.

ENGINEER HOGAN, FIREMAN COWAN, engine 708, train 734, January 13, 108 pounds.

ENGINEER McCONNELL, FIREMAN A. FURLOW, engine 721, train 735, January 13, 90 pounds.

**Western Division**

ENGINEER McFARLAINS, FIREMAN GOOSECK, engine 1337, train 637, January 31, 122 pounds.

ENGINEER ROBINSON, FIREMAN GOODRICH, engine 1345, train 637, January 20, 130 pounds.

ENGINEER SMITH, FIREMAN CANA, engine 1345, train 634, January 26, 139 pounds.

ENGINEER BLADES, FIREMAN MASSEY, engine 1344, train 637, January 25, 157 pounds.