

**MERITORIOUS SERVICE***(Continued from Page 28)*

on this engine failed. A letter of commendation was placed on his personal record file.

J. C. McGrew, brakeman at Ft. Scott, Kansas, assisted in making temporary repairs to SDRX 15812, a car of oil at Farlington, Kansas, thus avoiding serious delay to train. His record was credited with five merit marks.

**SOUTHWESTERN DIVISION**

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

E. H. Smith, conductor, and Wm. Baker, brakeman at West Tulsa, Oklahoma, discovered brake beam down, car in train 432, May 9, while passing Ritchey and saw that repairs were made. Each man's personal record was credited with ten merit marks.

C. B. Simmons, agent at Fairland, reported tie bar dragging on car MRL 8833, train 432, at Fairland, and reported same. The defect was repaired, which undoubtedly avoided an accident and Mr. Simmon's record was credited with five merit marks.

W. B. Mullins, agent at Mounds, Oklahoma, reported a brake beam dragging on extra 4145 north, May 16, and also on June 8 noticed bottom rod dragging under baggage car in train 512 as it passed Mounds. Both defects were reported. Ten merit marks were credited to his record.

W. M. Estes, operator at Sapulpa, discovered broken oil box on car CSMX 215 at Sapulpa on May 13. Defect was reported and repairs were made. A letter of commendation was placed on his personal record file.

G. F. Rowe, signal maintainer at West Tulsa, and V. Walker, section foreman at Catoosa, discovered broken rail in the vicinity of East Tulsa and prevented the movement of train No. 4 until repairs were completed. A letter of commendation was placed on the personal record file of each man.

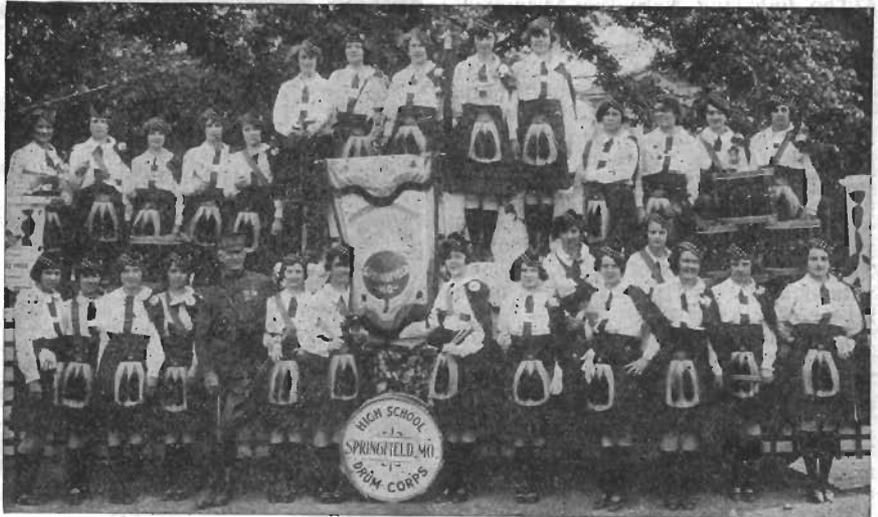
G. F. Wilhoite, conductor, O. B. McCaslin, brakeman, and M. J. Thomas, brakeman, all at Monett Mo., received a letter of commendation from superintendent Mason on their handling of strawberry pick-up trains operating between Afton and Monett during strawberry season. These men brought their train into the terminal on time or ahead of time practically every night.

F. D. Turner, conductor; J. A. Counts, engineer, C. L. Aikins, fireman, all at West Tulsa, and Wallace Morgan, agent at Wyandotte, volunteered their services in making emergency repairs to car MRL 8833 in train 432 at Wyandotte, April 12. The record of each man was credited with five merit marks.

**EASTERN DIVISION**

Superintendent E. L. Magers reports the following cases of meritorious service.

Richard Ray, engineer, discovered

**Frisco Girls in Springfield Drum Corps**

Many Frisco daughters are members of this famous Girls' Drum Corps, of Springfield, Mo. The Corps entertained the Veterans at the Shrine Mosque during the Reunion, June 7.

and reported part of tread of a wheel gone on Extra 24, May 29, which he detected while on helper engine. Repairs were made and car continued in train. A letter of commendation was placed on his personal record file.

**WESTERN DIVISION**

Superintendent S. J. Frazier reports the following cases of meritorious service:

R. J. Hotaling, conductor; I. W. Scudder, engineer, and H. Compton, fireman, were complimented for good work at washout on Perry Subdivision, train 608, May 5.

Thomas Mannion, brakeman, assisted in firing engine 723, train 664, May 9, account fireman transferred to fire engine on passenger train. His record was credited with five merit marks.

W. W. Harris, conductor, Wm. J. Potter, engineer; C. M. Schultz, brakeman; Louis Roper, brakeman, and Perry Klosterman, fireman, were each given a letter of commendation for efficient handling of St. Louis Chamber of Commerce special, Enid to Hobart and Frederick to Snyder. This crew, unsolicited, picked up a car of stock and brought it to Enid from Besse, thereby saving delay of 24 hours in getting it to destination.

**RIVER DIVISION**

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

Robert Kamer, night baggageman at Cape Girardeau was given a letter of commendation for special interest displayed in the conduct of the company's business during high water at that point, when business was handled under difficulties.

L. E. Rice, conductor, Bert McCammon, and A. H. Steck, brakemen were commended for special efforts display-

ed April 13 in making repairs to passenger car in service which reduced delay to passenger train and permitted of handling car through to destination.

**BIRMINGHAM TERMINAL**

Superintendent of Terminals J. H. Shaggs, reports the following cases of meritorious service:

W. D. Lankford, fireman, noticed Southern car 13981, car of candy, outbound, with doors open. He notified the car inspector, who made repairs to the car and closed the door. His record was credited with five merit marks.

Carl Clotfelter, yard clerk, found A. & W. P. 37069 car of wheat, moving as an empty. He had the car properly billed, and his record was credited with five merit marks.

H. M. Stevens, hostler, discovered broken rail. He notified the section foreman and repairs were made. His record was credited with five merit marks.

**KANSAS CITY TERMINAL**

Superintendent of Terminals J. M. Flanigan, reports the following case of meritorious service:

Claude Lee, fireman, took pains to see that a load of poles in regular dead freight transfer would have sufficient clearances along the line. At one spot where he did not think the poles would clear, he stopped the train and it was discovered that the poles would not clear, and it was necessary that a different route be taken to make delivery. For his alertness and interest, his record was credited with ten merit marks.

**Turned Around**

"New car, Old Top?"

"No—old car, new top!"

—College Comics.

**Field Day Winners**

The following were the prize winners, in the numerous Vet's Reunion athletic events at Doling Park, on the afternoon of June 6.

A. T. Brown, agent, Monett, Mo., won the 50 yard dash for men weighing over 180 pounds. The prize was a box of cigars. Second winner, J. L. Kiburz, of St. Louis. Second prize a safety razor.

Jim Hines, St. Louis, won the 50 yard dash for men under 180 pounds. The prize was a box of cigars. Second winner, J. E. Harris, and second prize a pair of silk socks.

Helen Lipe, won the ladies 50 yard race, winning a crepe de chine combination. Star Crosby was second, and won a Jantzen bathing suit.

Mrs. J. E. Pearson won the ladies race successfully carrying an egg in a spoon for 50 yards. The prize was a \$5.00 pair of silk hose. Mrs. J. E. Alexander was second, and won a beautiful handbag.

P. C. Crosby and daughter Star, won the gentlemen and ladies race, where both held hands and ran for a distance of 50 yards. Second winners were Helen Lipe and J. E. Harris. The first prize was a pair of silk hose for the lady, and a silk shirt for the gentleman; second winners, for the lady a bottle of toilet water, and the gentleman a pair of trousers.

P. C. Crosby won the standing broad jump for men, and captured the prize of a silk shirt. H. A. Pearce won second, and was awarded the prize, three bottles of shampoo.

G. M. Forrester, Springfield and J. H. McMains of Oklahoma City, won the horseshoe pitching contest. Mr. Forrester was presented with a league baseball and a cap, and Mr. McMains was presented with a union suit and a pair of silk socks.

The tug of war was hotly contested, with eleven men on each side. Captain of the winning team was presented with a box of cigars.

Mrs. Mae Gottas won the first prize for the married ladies 25 yard dash, and Mrs. J. E. Pearson won second prize. A pound of coffee was the prize in each instance.

W. L. Lane track foreman of Eldorado, Kansas, 62 years of age, and L. Bangert, 65 years old, engineer of Salem branch were matched with boxing gloves which had been filled with charcoal. The man who came out of the scrape with the whitest clothes and face, won. The contest was declared a draw.

The widow's dash prize was awarded to Mrs. Margaret Venie, widow of John A. Venie, of Springfield, Mo.

**Modern**

Bride (over the telephone to hubby): "Oh, honey, can't you come home right away? I've mixed the wires in some way. The radio is getting covered with white frost, and the electric ice-box is singing 'Way Out in Kansas'."—Exchange.

**Portable Strawberry Shed Helps Crop Loading**



**I**RA GRAHAM is the originator of the portable strawberry shed, pictured above.

He is a Springdale, Ark., strawberry producer and the farm of Graham and Appleby, consisting of 120 acres is known to be the largest individual strawberry producing acreage in the Ozarks.

It takes a little time to set cars for loading and Mr. Graham conceived the idea of a portable shed. This shed, as will be noted, is on wheels. The

truck or wagon from the field is drawn up at the side, where the crates are lifted over on the portable shed, inspected, and slid down a chute into the iced car nearby. When that car is loaded, the shed is moved on to another car, thus saving the cost of switching charges.

This portable shed has been so successfully operated in the Springdale district, that it is attracting much comment, and may facilitate to a greater extent the loading work on the 1928 crop.



Charles E. Gray, (above) was commander-in-chief of the army of chefs who prepared the barbecue picnic food for the veterans who attended the fifth annual reunion. He is manager of the Central Boarding and Supply Company at Springfield.

**"AIN'T IT SO?"**

By OPERATOR J. L. SKAGGS  
Mountain Grove, Mo.

"When you're alone with your tho'ts  
And the world seems a bit black and blue,  
Just center your tho'ts on the joy  
it has bro't  
And the world will grow brighter for you.

Many's the time the world seems all wrong  
And many's the time you don't care  
But to drown out a sob and do a good job  
Just slip the old world a good dare.

Tell it you know you've been beaten,  
But that doesn't bother you now,  
For you like so to live, that's you've  
lots left to give  
And you're rarin' to give it, somehow.

Give it a smile for each harrowing grin  
For there's where the joker comes in,  
You'll find that you're right thru the day and the night  
When you make up your mind to begin."

SOUTHERN DIVISION WINS

(Continued from Page 16)

his department and his employes in helping the southern division to retain the cup.

C. C. Mills made a strong talk on the subject of accident prevention. He addressed every department and officer on the railroad, stressing the many causes for accidents.

E. E. McGuire, superintendent terminals, in congratulating Mr. Butler, also informed him that the boys of the Memphis terminal had instructed him to say that at the end of the three months, they would be the proud possessors of the cup. "We have a little contest on now," he said, "between the Harvard, Memphis and Yale yards in the interest of rough handling. The losing yard force must entertain the other two at a banquet, and in case there are no cars rough handled in any of the three yards during this month, Mr. Nichols, the general yardmaster and I have pledged our money to give the banquet."

Mrs. H. W. Hudgen, wife of the director of the accident prevention department acknowledged her introduction with a congratulatory message for Mr. Butler and his organization, and also gave a charming Italian reading.

A. P. Matthews, division passenger agent, B. G. Gamble, master mechanic, offered sincere congratulations to the winners of the cup and Z. B. Claypool, who compiled the figures showing the winner of the cup, spoke of the contest and likened it to a race. "The margin was very close," he said, "in fact so close that the southern division 'mule' had to stick his tongue out to come under the line first."

Among others who addressed the meeting were: J. C. Gravley, conductor; C. N. Looney, conductor (both of whom were on the safety committee, southern division); Bob Herring, engineer; C. C. Medley, conductor; E. Shepard, pensioned telegrapher; John Murray, oldest engineer in Memphis terminals; Joe Pratt, engineer; C. B. Jacobs, engineer and J. H. Brooking, division engineer.

The evening meeting was purely a social one. Four hundred Frisco men and their wives met in the auditorium of the Memphis Baking Company at 8:30 p. m., where an elaborate program was presented.

Between each "Vaudeville" act there was a dance. The program was presented as follows: Spirituals, Pullman Choir; piano solo, Edythe Mayme Callahan; vocal solo, Elizabeth Griffin; harmonica novelties, Johnnie Geiger; specialty dance, Earlene Buchanan; dance (Black Bottom) Dickey Moss; dance, Hazel and Verl Imboden; violin solo, James Cummins; quartet, Mrs. Marie Wood, Mildred Norton, Lee Ford and Sam Allen; cornet solo, Frank Bauer; violin solo, Ramon Allen. Allie Mai Speight, Jewell Imboden, and Mary Cummins were the accompanists to the above musical presentations, while Scrugg's orchestra furnished the music for the dance.

Frisco's "Ask Me Another" List

With the country slightly "ga-ga" over the "Ask Me Another" questionnaires which have popped out at an unsuspecting public from all manner of publications for the past several months, enterprising workers in the office of the operating department statistician at Springfield, Mo., propounded a series of "whadayaknow" questions for Frisco workers.

In the following list are questions of many sorts concerning the operation of this railroad. Others may follow.

Just for a starter, answer this one, before beginning on the others: "What does a locomotive engineer do when he 'wakes up the little man'?"

- Q. Name the following officers: Chairman of the board. Ans. President. Ans. Vice-President in charge of Traffic. Ans. Vice-President in charge of Operation. Ans. Vice-President, Sec'y and Treas. Ans. Vice-President and Chief Purchasing Officer. Ans. Comptroller. Ans. Auditor. Ans. Auditor of Disbursements. Ans. Paymaster. Ans. General Manager. Ans. Assistant General Manager. Ans. Superintendent of Motive Power. Ans. Chief Engineer. Ans. Chief Surgeon. Ans. Superintendent Telegraph. Ans. Signal Engineer. Ans. Supervisor of Agriculture. Ans. Director of Publicity. Ans. Superintendent Insurance. Ans. Fuel Agent. Ans. Q. What lines comprise the Frisco "Proper"? Ans. Q. What lines comprise the Texas Lines? Ans. Q. Why are the Texas Lines separated from Frisco Proper for accounting and statistical purposes? Ans. Q. (a) What are the "Stub Lines"? (b) Where located? (c) Why so designated? Ans. Q. Including the Texas Lines, how many operating divisions have we? Including the Texas Lines, how many sub-divisions? Ans. Q. Why are divisions and sub-divisions established? Ans. Q. How many division superintendents and where located? Ans. Q. How many terminal superintendents and where located? Ans. Q. Is a Terminal Superintendent under the supervision of Division Superintendents? Ans. Q. Why is the position of Terminal Superintendent required? Ans. Q. To what operating officer do the Division and Terminal Superintendent report? Ans. Q. What is meant by the designation "Operating" Officer? Ans. Q. (a) What are the duties an Assistant Superintendent? (b) What are the duties of a Road Foreman of Equipment? (c) What are the duties of a Yardmaster? Ans. Q. What is a time table? Ans. Q. What is the Official Railway Guide? Ans. Q. What is a train dispatcher's train sheet? Ans. Q. What is the difference between a local and a through train? Ans.

## FOREIGN LINE EMPLOYEE BOOSTS FRISCO

Superintendent W. H. Bevans at Fort Scott, received the following letter from G. E. Morris of Sedalia, Mo., an employe of the Missouri Pacific Railway Company:

"I wish to thank you and the management of the Frisco Lines for the courtesy of conductor on train 103 out of Kansas City on June 7th, 11:40 p. m. We had lost track of corpse of our mother, that we were shipping to our home at Cedar Gap, Mo., for burial. We asked the conductor if there was a way of tracing the body. He got busy at once and when we arrived at Ft. Scott, Kans., had message that corpse had arrived at Cedar Gap at 3:10 p. m.

"I claim that is service.

"As a former employe of the Frisco, I'm a booster for the Frisco Lines. I am at present working for the Missouri Pacific Railroad at Sedalia, Mo. I told some of our conductors on our road they would have to go some if they wanted to keep up with the Frisco trainmen.

"So I thank you again.

Sincerely yours,

G. E. Morris."

## SHERMAN'S NEW HOTEL

Sherman, Texas, on Frisco Lines opened her new hostelry, the Hotel Grayson, in May and now boasts one of the finest hostelries for a town its size in the state. The 110 room hotel, five stories and basement, was constructed at a cost of \$350,000, largely through the efforts of the hotel committee of the Chamber of Commerce.

The hotel is being advertised for its Southern features and the management expects to make its hospitality live up to the reputation of the Old South. The building itself is set back from the streets, on both sides of the corner lot. This gives room for a lawn and the trees and shrubbery of the two old Southern homes that occupied the lot before have been preserved. A veranda, shaded by the roof and the trees, runs the entire length of the building on the south. In the evenings the second floor of the veranda may also be used. Mulberry Lawn is another feature of the hotel property, located to the north of the building and facing the street on the east. The large trees are decorated with colored lights. Located adjoining the coffee shop, food and drink is served on tables shaded with large umbrellas.

Sherman has ample hotel facilities now, with the Grayson, the Binkley, the Miller and the Williams Hotels.

The Frisco Railway figured largely in the construction of the Grayson. Besides hauling a large amount of the material and furnishings, a director of

## Oil Burner Hints for Enginemen

By JOE A. RAY, *Traveling Fireman*

WE are getting a low baume gravity fuel oil that runs from about 10 to 14 baume gravity. This oil is rich in heat value, if heated and broken up and atomized properly.

In weather down to 10 degrees above zero it sometimes takes 15 hours to unload a car of this oil with an open heater working inside of tank, then some of this oil will fall out in large chunks like liver. This goes to show that the fireman on arrival at the engine he is going out on, should get busy with the direct open heater and get the oil broken up in the bottom of the tank. This oil should not be less than 160 degrees to get good results in the winter time. 153 degrees proves to be a good temperature in the summer time on a series of burner tests on the eastern division, but direct open heater was opened wide with coil heater shut off until oil was broken up in bottom of the tank and the desired temperature reached.

We have had many cases where some crew would come in on some passenger engine that was going through, saying that engine would not steam at all and the other crew relieving them would take the same engine, same train and same oil in the tank and go over the division and engine would not vary 5 pounds in steam pressure, and boiler would be blown out several times. This is brought about by good handling of engine by the engineer, close watching, and kept pumping by the fireman at the same time he would get the oil the right temperature and give the flues a good sanding out. A real good fireman cannot do a good job of firing and keep maximum steam pressure and look out ahead for signals on an oil burner if the engineer does not give him some kind of warning or make some kind of motion of changes to be made with the throttle that will give the fireman time to make his changes in advance. A sudden ram-in and pull-out of the throttle without the fireman knowing just what is taking place, is the worst thing known on an oil burner, as the temperature is changed so

quickly the contraction and expansion breaks many radial stays. The engineer and fireman should work together very closely on any locomotive, coal or oil, but oil is more sensitive on this than coal.

I would like to see a record made in 1927 on fuel oil, as oil is very expensive in comparison with coal, and with both road and roundhouse forces, putting their shoulders to the wheel, I believe we can go over the top with the best performance we have ever made. Of course our front ends must be free from steam and air leaks, the brick work must be good and tight, with burners cleaned and in perfect line, and cylinder packing and valve rings kept tight.

On arrival at terminals on the oil burners where the engine will lay over where work can be done, the fireman should inspect interior of fire box, brick work, flues, and note if atomizer is delivering the oil properly. If it does not fill one back corner of fire box as much as the other corner, be sure and ask the engineer to report it that way. Sometimes we get reports that "engine won't steam." This does not give the roundhouse forces the proper information, as the trouble may be in the burner not being lined properly or carboned up, and the roundhouse force will put the pressure on the superheater units and the exhaust stand, causing a waste of time and expense at the roundhouse. Sometimes we get reports of "engine using too much oil, change the burner," at the same time the engine will be using an excessive amount of water due to packing rings blowing. A good keen engine crew will notice this engine using an excessive amount of water, and know that the trouble is not in the burner.

It is not my intention to criticize all the engineers and firemen about their work on the oil burners, as most of them in my estimation are perfect in handling them. It is just a matter of all getting together and trying to get a few of the crews to operate the oil burners like most of them already do, then I think we can "bring home the bacon" on the old burner performance in 1927.

the Texas lines, C. B. Dorchester, was one of the moving factors in its erection. He was largely responsible, too, for the lease to the Matson Hotel Operating Company, under the direct supervision of R. B. Ellifritz, managing director of the Adolphus Hotel at Dallas.

### Actions Speak Louder

"What did your wife say when you got home last night?"

"Not a word. I was going to have those two front teeth pulled anyway."

—Selected.

Frisco employes will be glad to hear of the election of Mr. G. E. Littlefair, general agent of Frisco Lines at Ft. Worth, Texas, to the position of president of the Ft. Worth Local Freight Agents' Association. Mr. Littlefair was elected at the association's meeting on June 8. The local order is a highly efficient organization and has accomplished splendid results in standardizing practices.

Man (at restaurant): "Waiter, do you serve fish?"

Waiter: "Yes, we cater to everyone."

## MORE GOOD FUEL RECORDS

**F**UEL conservation is and always will be a live subject on the Frisco Lines. The day has passed when it took 250 or 300 pounds of fuel to haul 1,000 tons of freight one mile on our main line. How do we know it has "gone"? Because co-operation and interest such as reflected in the fuel records published each month has erased it forever. Our engine crews are not content to make one record only, but are ever striving to beat their previous record. However, while the engine crew actually handles the fuel, such runs as are shown below without the co-operation of the train crew, dispatcher—in fact, every single employe plays some part whether direct or indirect.

### EASTERN DIVISION

**Rolla Sub:** Engineer PEARCE, fireman SMILEY, train number 6, engine 1513, Newburg to St. Louis, May 13, 14 cars in train, performance .66 gallons per car mile.

Engineer SHANKS, fireman GUENZLER, train number 5, engine 1517, St. Louis to Newburg, May 13, performance .65 gallons per car mile.

**Lebanon Sub:** Engineer SPROHS, fireman HARRIS, train number 10, engine 1500, Springfield to Newburg, May 14, performance .71 gallons per car mile.

Engineer MOORE, fireman CHILDERS, train number 9, engine 1507, Newburg to Springfield, May 19, performance .68 gallons per car mile.

Engineer O'MELIA, fireman UNGER, train number 10, engine 1517, from Springfield to Newburg, May 23, 14 cars in train, performance .47 gallons per car mile.

Engineer SNYDER, fireman NOBLES, train number 38, engine 11, Springfield to Lebanon, May 24, 1,955 tons in train, performance 91 pounds per 1,000 gross ton miles.

Engineer DOOLEY, fireman STOLPE, train number 36, engine 4141, Springfield to Lebanon, May 25, 2,021 tons in train, used 5 tons of coal, average 89 pounds per 1,000 gross ton miles.

**Springfield Sub:** Engineer LYONS, fireman LONG, train number 4, engine 1517, Monett to Springfield, May 24, 11 cars in train, performance 6.2 pounds per passenger car mile.

Engineer NOBLETT, fireman PATRICK, train number Extra West, engine 60, Springfield to Monett, May 24, 2,510 tons in train, used 7 tons of coal, performance 100 pounds per 1,000 gross ton miles.

Engineer MORTON, fireman ELLIS, train number Extra West, engine 4136, Springfield to Monett, May 25, 70 cars in train (1,683 tons), performance 108 pounds per 1,000 gross ton miles.

### SOUTHERN DIVISION

**Willow Springs Sub:** Engineer F. B. WILLIAMS, fireman G. COLE, train number 135, engine 4101, from Spring-

field to Willow Springs, May 24, handled 1,668 gross tons, performance 133 pounds fuel per 1,000 gross ton miles.

Engineer GARY, fireman MORRISON, train number 131, engine 4106, from Springfield to Willow Springs, May 26, tonnage in train 1,441 tons, burned 7 tons of coal, performance 106 pounds.

**Memphis Sub:** Engineer HANN, train 108, engine 1017, Memphis to Thayer, May 7th, made 870 passenger car miles and used 5 tons of coal, performance 11.2 pounds per passenger car mile.

Engineer TROMMELL, fireman SCHAFFER, train number extra north, engine 4003, Harvard to Jonesboro, May 18, performance 121 pounds per 1,000 gross ton miles.

Engineer BAUER, fireman ROBERTS, train number Extra south, engine 4007, Jonesboro to Harvard, May 18, handled 2,600 gross tons, burned 8 tons of coal, performance 118 pounds.

**Tupelo Sub:** Engineer PROWE, fireman WATKINS, train number 136, engine 30, Amory to Memphis, May 3, 2,275 tons in train, performance 109 pounds per 1,000 gross ton miles.

### RIVER DIVISION

**St. Louis Sub:** Engineer ED LYNCH, fireman JAS. ROBINSON, train 1/832, engine 4029, Chaffee to St. Louis, May 27, made a total of 456,376 gross ton miles, 10 hours on duty and used 15 tons of coal, performance 65 pounds per 1,000 gross ton miles. This is an excellent performance and was brought about by the close cooperation of train and engine crews. Conductor McADAMS, brakemen GEO. SHEET and J. DAVIS.

Engineer G. LIPPARD, fireman J. DUNCAN, train Extra North, engine 4005, Chaffee to St. Louis, May 25, handled 4,321 tons, performance 78 pounds.

Engineer D. EDWARDS, fireman HALL, train 2/832, engine 4029, Chaffee to St. Louis, May 17, made 347,917 gross ton miles, and used 16 tons of coal, performance 92 pounds.

Engineer SAWYER, fireman VANDUSER, train 1/832, engine 4012, Chaffee to St. Louis, May 17, 45 loaded and 34 empty cars in train, made 416,862 gross ton miles, performance 81 pounds.

**Chaffee Sub:** Engineer WELKER, fireman ANSELM, train 832, engine 4029, Harvard to Chaffee, May 17, handled 636,672 gross ton miles, performance 82 pounds per 1,000 gross ton miles.

### NORTHERN DIVISION

**Kansas City Sub:** Engineer JACKSON, fireman STODDARD, train 2/131, engine 4137, from Paola to Ft. Scott, May 3, performance 91 pounds per 1,000 gross ton miles.

Engineer LIVESAY, fireman CASCAY, train extra south, engine 4136, Kansas City to Ft. Scott, handled 2,127 gross tons, performance 85 pounds.

Engineer HOFFHAUS, fireman C. E. MILLER, train extra north, engine 4107, from Ft. Scott to Kansas City, May 21, 3,467 tons in train, performance 96 pounds.

Engineer ALEXANDER, fireman O'CONNOR, train extra north, engine 4101, Ft. Scott to Kansas City, performance 111 pounds.

**Ash Grove Sub:** Engineer HAYNES, fireman FETTERS, train 102, engine 1101, Springfield to Ft. Scott, May 5, 4 cars in train, used 3 tons of coal, performance 14 pounds per passenger car mile.

Engineer PARKER, fireman FLETCHER, train 136, engine 4108, Springfield to Ft. Scott, May 24, handled 2,100 tons, performance 102 pounds per 1,000 gross ton miles.

Engineer REA, fireman BRATHERTON, train 131, engine 4144, Ft. Scott to Springfield, May 24, handled 2,200 tons, performance 110 pounds.

**Wichita Burrton Sub:** Engineer FRAHS, fireman Hopkins, train 332, engine 1274, Wichita to Neodesha, on road six hours thirty minutes, handled 2,683 tons, performance 83 pounds fuel per 1,000 gross ton miles.

Engineer PORTER, fireman ARCHER, train 335, engine 1269, Neodesha to Wichita, May 12, made total of 145,154 gross ton miles, performance 111 pounds.

### SOUTHWESTERN DIVISION

**Cherokee Sub:** Engineer D. BEELE, fireman R. B. RAY, train 2/438, engine 4157, West Tulsa to Afton, May 20, handled 3,011 gross tons, made performance of 103 pounds.

Engineer C. E. DAVIS, fireman L. BREEDLOVE, train 3/438, engine 4108, West Tulsa to Afton, May 20, 3,002 tons in train, performance 128 pounds.

**Creek Sub:** Engineer J. STROUD, fireman HANGER, train extra North, engine 4151, Francis to West Tulsa, May 16, made total of 226,205 gross ton miles, performance 115 pounds.

Engineer V. P. COUCH, fireman BOOTH, train 535, engine 4151, West Tulsa to Francis, May 18, performance 132 pounds per 1,000 gross ton miles.

Engineer J. F. WOOLSEY, fireman B. WATSON, train extra north, engine 4149, Francis to West Tulsa, May 18, handled 254,350 gross ton miles, performance 141 pounds.

### CENTRAL DIVISION

**Arthur Sub:** Engineer DAVIS, fireman STUMP, train 705, engine 1400, Ft. Smith to Talihina, 6 cars in train, performance 12.3 pounds per passenger car mile.

Engineer SKELTON, fireman SIMPSON, train 735, engine 714, Ft. Smith to Talihina, May 30, made a total of 69,987 gross ton miles, performance 101 pounds.

Engineer HARLAN, fireman STAFFORD, train 706, engine 1407, Talihina to Ft. Smith, May 30, performance 9 pounds per passenger car mile.