

VETERAN ENGINEER RETIRED



W. H. VAN HORN

When W. H. Van Horn, well known engineer, left the throttle of a Frisco engine on December 31, 1927, he completed forty-three years of continuous service on the Eastern division. This is perhaps one of the few cases where an employe served such a long period of years on one division. His retirement came, due to his having reached the age limit.

Mr. Van Horn entered the service of the Frisco on December 17, 1883, with a fence gang. On March, 1884, he was transferred to the operating department as a fireman, running out of St. Louis. His promotion to the position of engineer came in 1887, when he took his first run in freight service. He remained in freight service with an occasional run in passenger service until 1902, when he got a regularly assigned passenger run.

In 1906, Mr. Van Horn was assigned to trains Nos. 9, 10, 5 and 6 running between St. Louis and Newburg and he kept these runs for nine years. He was then assigned to Nos. 14 and 15, running between St. Louis and Cuba. When these trains were later run through to Newburg, Mr. Van Horn took the suburban runs, which he has held ever since.

Mr. Van Horn was one of the founders of the Frisco Veteran Employes' Association and served as its first president.

For Meritorious Service

SOUTHERN DIVISION

Superintendent R. B. Butler reports the following cases of meritorious service:

E. E. Bateman conductor and N. E. Pitchford D. Moore and H. Wadley brakemen, have been commended for assisting the roadmaster and track forces in repairing track between Thayer, Mo., and Mammoth Spring, Ark. damaged by high water.

H. E. Weaver, brakeman, while inspecting Train 2/136 at Rogersville, Ark. recently, found a broken arch bar and car was set out. He has been commended.

D. D. Hackett, brakeman, while inspecting Train 131 at Mountain Grove recently, found truck on a car slewed because side bearings were displaced. Car was set out. He has been commended.

H. V. Spencer, engineer, recently found at Holly Springs, Miss., that the axle of the pony truck on Engine 38, Train 136, was broken. With the aid of the extra gang, he removed the pony truck and brought the train to Yale, Tenn., at reduced speed. Mr. Spencer was awarded ten merit marks.

The watchfulness of J. A. Morgan, agent-operator at the little town of Blue Springs, Miss., in discovering a brake beam dragging in Train 136, as this fast freight sped past his station enroute from Birmingham to Kansas City, and his quick action in wiring ahead to the train, resulted not only in the broken brake hanger being repaired in time to prevent an accident, but in a message of thanks being sent back, via Train 941, local freight enroute Memphis to Amory, Miss., by Conductor Glozier, of Train 136. The message read: "Thank operator at Blue Springs finding brake beam dragging on top of rail account broken brake hanger. Glozier, 136." Concerning Conductor Glozier's gratitude in this instance, Mr. Morgan wrote the following to the editor of *The Frisco Employes' Magazine*: "Should this spirit be shown by every employe of the Frisco, one towards another, one could not conceive the magnitude of our capabilities towards building good will for the Frisco."

NORTHERN DIVISION

Superintendent W. H. Bevans reports the following cases of meritorious service:

R. M. Mikesell, brakeman, Neodesha, Kans., recently found a brake beam down on a car in Train 335 and flagged the train. Repairs were made. His personal record has been credited with five merit marks.

Henry Rauch, section foreman, Stover, Kans., noticed a brake beam down in Train 344 recently, when train was passing Stover and signalled trainmen on caboose. Train was stopped and brake beam was taken down. Mr. Rauch's personal record has been credited with five merit marks.

J. G. Sanderson, conductor, and W. C. Worth, brakeman, both of Kansas City, felt their caboose run over something at M. P. 43-48. Mr. Worth went back and found about twelve inches of rail broken out and not safe for trains, but bond wires were intact, which gave a clear block. The personal record of each of these men has been credited with ten merit marks.

J. M. Robinson, engineer, Monett, Mo., when a broken spring hanger was found on the trailer of Engine 4027, Train 137-336, at Joplin recently instead of taking engine to roundhouse for repairs, brought train to Monett. He has been commended.

J. E. Harvey, engineer; A. Berchett, fireman; W. Demerly, conductor; W. H. Kinney, brakeman, and R. F. Storther, porter, all of Monett, Mo., while on Train 303, December 7, arrived at East Joplin while the Boyd-Pate grain elevator was on fire, stopped the train, went in siding and pulled out two cars of wheat and two empty box cars which would have been burned. The personal record of each of these men has been credited with ten merit marks.

F. M. Galloway, engineer, Neodesha, Kans., while on Extra 4018, west, December 8, at M. P. F 404-o, thought he heard a rail break under his engine, stopped the train and found a six-inch section of rail broken out and partly turned over. His personal record has been credited with ten merit marks.

R. C. Reese, brakeman, Fort Scott, Kans., made temporary repairs to a car in Train 138, the night of December 13, permitting the handling of the car into Miami, Okla. He has been commended.

R. E. Alexander, engineer; W. J. Mitchell, fireman, and J. B. Kitchen, brakeman, all of Kansas City, Mo., fired engine 4136 by hand when the stoker

failed, December 25. These men have been commended.

W. W. Hagar, conductor, Monett, Mo., recently found a broken rail between M. P. 378-20 and 379-20 and notified W. E. Spindler, dispatcher, Joplin, who notified section foreman who changed the rail. Messrs. Hagar and Spindler have been commended.

F. K. McDaniel, operator, Lamar, Mo., found a defective rail at Lamar and called the section foreman, who examined the rail and placed a twenty-mile-an-hour order on that location. The personal record of Mr. McDaniel has been credited with five merit marks.

SOUTHWESTERN DIVISION

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

Len Wagoner, conductor, West Tulsa, Okla., at Holdenville, Okla., December 31, while spotting a car of stock, discovered a car of company cinders on fire, brought car to water tank and put out fire. His personal record has been credited with five merit marks.

George B. Denton, brakeman, West Tulsa, while on Extra 4161, south, December 4, discovered a broken rail in main line at Beggs, Okla., flagged Train 534 and also notified section foreman. Mr. Denton's personal record has been credited with fifteen merit marks.

O. O. Biddle, conductor; Lon Williams, porter; C. R. Brock, engineer, and P. C. Wyrick, fireman, all of Oklahoma City, recently discovered a car of cotton on fire at Fletcher, Okla., and removed all the cotton from the car. One bale and the car were slightly damaged. The personal record of each of these men has been credited with ten merit marks.

S. L. Martin, agent-operator, Peirce City, Mo., recently stopped a leak in a car of wheat by nailing a board over the hole. His personal record has been credited with five merit marks.

S. Ellis, engineer, and H. K. Aiken, brakeman, both of Oklahoma City, recently assisted in loading a car of hogs at Margle Spur, near Bowden, Okla. The personal record of each of these men has been credited with five merit marks.

H. Rainwater, section foreman, Depew, Okla., recently assisted in making repairs to Engine 635 at Shamrock, Okla., hauling main rod in his car to Depew and back. His personal record has been credited with ten merit marks.

A. V. Brown, engineer; F. Carriker, fireman, and M. Harrison, brakeman, all of Sherman, Texas, while on Extra 4154, north, recently discovered stock pens on fire at Roff, Okla., and

extinguished the fire before much damage was done. The personal record of each of these men has been credited with five merit marks.

EASTERN DIVISION

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

W. C. Armstrong, of Sleeper, Mo., recently notified the Frisco agent at Stoutland, Mo., concerning a broken rail near M. P. 169, and Mr. Armstrong has been thanked for this courtesy.

Thomas Conduitt and John Fox, section foremen and Frank Sweetin, section laborer, all of Cuba, Mo., assisted in handling Christmas traffic and have been commended.

RIVER DIVISION

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

B. McCammon, conductor; H. Hamby, engineer; F. A. Booher, fireman, and H. T. Hudgins and N. A. Beard, brakemen while on Train 856, recently, discovered that fire on the right-of-way had ignited ties. They stopped the train and extinguished the fire. Each member of the crew has been commended.

J. A. Inman, E. W. Segraves and Vader Swindell bridge foremen, and thirty bridge men repaired, recently, under difficulties, damage to bridge T 137.8, caused by high water. All of these men have been commended.

William L. Marberry, Train 835, recently discovered and reported dangerously high water in diversion channel at M. P. 137.8, and pile driver quickly was at that point. Mr. Marberry has been commended.

WESTERN DIVISION

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

Perry Skinner, conductor, Enid, Okla., and A. A. Lux and Hugh McClure, brakemen, both of Snyder, Okla., recently extinguished a fire in a box car at Roosevelt, Okla., carrying water from the engine, and saved three or four cars which were near the burning car. The personal record of each of these men has been credited with five merit marks.

John Reames, pumper, Dacoma, Okla., while laying off recently on account of a personal injury, discovered that the relief pumper had left a valve open on the tank, and water level was falling rapidly. Mr. Reames shut the valve. He has been commended.

BIRMINGHAM TERMINALS

Superintendent J. W. Skaggs reports the following cases of meritori-

"JACK" STRACHAN RESIGNS

J. R. Strachan, of the auditor of disbursement's office, St. Louis, resigned from Frisco service January 16, to become associated with Cunningham & Co., certified public accountants, of Merced, Cal. Mr. Strachan will be located at the San Francisco offices of the Cunningham company.



J. R. STRACHAN

He entered Frisco service January 16, 1910, as foreign bill record clerk in the department of E. B. Findlow, who was then auditor of disbursements. Mr. Strachan soon was promoted to the voucher department, having charge of recording and abstracting. Two years later he had charge of superintendents' accounts. Superintendents at that time had charge of all material on the divisions and made monthly reports of their entire operations.

During the receivership of the Frisco, Mr. Strachan was chief payroll clerk, at St. Louis, and was promoted to direction of the liberty bond department during the World War.

In 1921 he was promoted to direction of the newly-organized analysis division of the department of the auditor of disbursements.

In 1922 Mr. Strachan became assistant chief clerk with supervision of the bill and voucher department, and subsequently he was chief voucher clerk, traveling accountant, and chief clerk, machine bureau.

He was active in the Frisco Baseball club, freight solicitation committee work and in the Frisco Men's club, all in St. Louis.

Mr. Strachan was born and educated in Scotland, and was graduated from the Fraserburgh Grammar School, St. Peter's Episcopal School, Fraserburgh Academy, all at Fraserburgh, Scotland, and Gordon's College, the latter at Aberdeen, Scotland.

ous service:

J. H. Hennessey, foreman; Earl Gray, switchman, and Joseph Newsome, engineer, recently, while handling a cut of cars, discovered a broken trolley wire lying across a tank car loaded with gasoline. They removed the trolley wire. The personal record of each of these men has been credited with ten merit marks.

P. H. Gilleon, yard clerk, recently discovered that a Frisco car, moving as an empty, contained a load. His personal record has been credited with five merit marks.

NAMED FRISCO FLORIST

Don B. Fellows Placed in Charge of Station Beautification

MR. DON B. FELLOWS, formerly of the storekeeper's office, Springfield, but perhaps better known as the Frisco Florist for 1927, has received a unique and important appointment. This title of "Frisco Florist" was officially given him by President Kurn on January 1.



DON B. FELLOWS

On December 31, he left his office in the storeroom to devote his entire time to the cultivation of flowers and the beautification of station grounds over the entire Frisco railroad. It is believed that this title and position is unique among American railroads.

Flowers have always been a hobby with Mr. Fellows, and he used to devote the evening hours to the cultivation of several acres of land surrounding his home, which were set in dahlias and other plants. During the early part of 1927 he petitioned the president's office and asked that he be given a small allowance with which to buy bulbs to send to the various section foremen and station agents on the Frisco Lines.

His idea proved very successful, and the Frisco Lines' floral displays at the various stations was a subject of much discussion. His new appointment will mean that he is to carry on the same program, except that he will devote his entire time to his "hobby."

"I wish to express my appreciation

First Call for 1928 Veterans' Reunion

By DAN HARTMAN, President, Frisco Veteran Employees' Association.

JUST one year ago a campaign was launched for members for the Frisco Veteran Employees' Association, which resulted in bringing the total membership, prior to June 6 and 7, 1927, up to 1,054.

Without a doubt the 1927 reunion was the most successful of any held since the organization of the Association, but we are all looking forward to the coming 1928 reunion which we anticipate will be better still.

To make this reunion a success, we will need the co-operation of every eligible veteran on this railroad and it is for that reason that I want to call your attention to the fact that the 1928 annual dues of \$1.00 are now due and payable. Each member of the Association is requested to cut out the application blank which appears

on this page, fill same out and mail with \$1.00 to J. L. McCormack, Secretary, Frisco Veteran Employees' Association, Room 400, Frisco Building, Springfield, Mo., in order that the 1928 membership cards may be mailed out at once, the activities of the Association continued, and arrangements made that will insure the 1928 reunion being the largest in attendance and the most enjoyable to the veterans and their families, of any reunion held so far.

If you are a pensioned employe, it will not be necessary to send in \$1.00 as the rules of the Association do not require pensioners to pay dues.

The dates of our 1928 reunion have not been set, but in all probability it will be held some time during the month of June.

Mr. J. L. McCORMACK, Secy.-Treasurer,
Frisco Veteran Employes' Ass'n.,
Room 400, Frisco Building,
Springfield, Missouri.

I hereby make application for (or renew) membership in the Veteran Employes' Association of the St. L. S. F. Railway Company. I have had twenty years or more accumulative service with the Company and I enclose herewith remittance of \$1.00 to cover 1928 annual dues.

Name..... Address.....

Position

Division, Terminal or Department.....

LENGTH OF SERVICE.....

Date of Application or Renewal.....

ANNUAL DUES—\$1.00

to the 400 or more employes who took advantage of the program last year", he said, "and planted flowers and bulbs, and I am more than anxious that those, and twice that many get in on the 1928 program. The slogan of my new department will be, 'A Flower Bed at Each and Every Station.' My headquarters will be in Springfield, and I will be glad to receive inquiries and mail addressed in care of the general manager's office, Frisco Building, Springfield.

"The plan as inaugurated by J. E. Hutchison, vice-president of operation, under whose direct supervision I am working, is to take two stations on each division and plant permanent shrubs and flowers, the superintendent of each division to make suggestions as to which of the stations on

his division he wishes set in shrubs and flowers for each season of the year.

"My first order is to beautify the stations of Columbus, Miss., Aliceville, Demopolis and Linden in Alabama, on the new line, and I am going to leave for that territory immediately.

Mr. Fellows will announce his program for Frisco Lines station grounds through letters in coming issues of the *Frisco Magazine*, so that all employes may be able to profit by his advice and guidance, and these letters will probably begin in April, the time for planting of many of the spring and summer flowers.

A fast train passes a crossing in the average time of seven seconds, experts say.

HUGO'S REMARKABLE RECORD

One of the most remarkable freight-handling records in Frisco Lines' history was made during 1927 by the Hugo, Okla., transfer freight station, which is supervised by J. O. Dick, agent. For ten months of 1927, the station held the Group No. 2 pennant, awarded monthly to the station in the group making the best freight handling record for that month, and for five months of the year the station handled freight without any errors.

The Hugo transfer station, during 1927, made only one error to each 1,417 tickets billed and only one error to each 6,869 shipments handled.

Group No. 2 is composed of the freight stations at Hugo, Birmingham, Fort Smith, Joplin, Monett and Oklahoma City.

January and December were the only months in 1927 in which Hugo did not have the pennant and the months in which the station made perfect records were February, April, May, June and November.

The force of Agent Dick has set as its 1928 goal the holding by the Hugo transfer station of Group No. 2 pennant every month in the year. Mr. Dick said that his force is not selfish, but merely wishes to excel its record of 1927.

BUSINESS GOOD IN TEXAS

The business outlook for the Texas Lines of the Frisco Lines is excellent for this year, officials of the Texas Lines said at the annual conference of the traffic supervisory forces and of agents of the Texas Lines, held at Fort Worth, Texas, early in January.

Service and transportation problems were discussed. The meeting was directed by G. L. Oliver, traffic manager, Texas Lines, Fort Worth.

Among those who attended the conference were: J. T. Freeman, Houston, division freight agent; J. H. Webberley, Houston, traveling freight agent; Elmer Mitchell, Dallas, division freight agent; Howard Hamilton, Dallas, traveling freight agent; G. D. Buchanan, Dallas, city freight agent; John E. Steele, Fort Worth, division freight agent; J. A. Aldridge and Harry Granger, Fort Worth, traveling freight agents; G. E. Littlefair, Fort Worth, agent; George Gardenhire, agent, Brownwood; C. C. Crawford, agent, Brady; J. W. Killough, agent, Stephenville; G. W. Jessup, agent, Comanche; D. B. Tipton, agent, Dublin; Elmer Jordan, division passenger agent, Fort Worth; W. H. Davidson, Dallas, division passenger agent, and W. B. Plumb, Fort Worth, traffic department.

SUCCESSFUL HUNTSMEN



CHARLES ELLIOTT

When the father of "Charley" Elliott, roadmaster at Brownwood, Texas, came to visit him during the Christmas holidays, the two went for a hunt. It was a successful one, as the picture denotes, and the Elliotts came home with a nice eight point Buck. They left Brownwood at 2:00 p. m. Saturday, December 3, made camp at sundown and at 8:00 a. m. the following morning they killed the buck. "We had to have something to feed the company", remarked the younger Mr. Elliott.

The father, W. I. Elliott, is also a roadmaster for Frisco Lines on the Kansas City district, and is standing at the left of the picture, touching the horns of the Buck.

AGENCY CHANGES

O. L. Hadden installed temporary agent, Red Fork, Okla., January 9.

W. P. Stanback installed permanent agent Olive Branch, Miss., Jan. 7.

J. E. Hulse installed temporary agent Ritchey, Mo., January 7.

W. W. Davis installed permanent agent Byhalia, Miss., January 6.

R. E. Holman installed permanent agent, Kansas City ticket office, January 5.

I. C. Lunsford installed temporary agent, Bengal, Okla., January 4.

B. Potts installed permanent agent, Hickory Flat, Miss., January 3.

C. J. Rimer installed permanent agent, Welling, Okla., January 3.

E. H. Britain installed permanent agent, South Greenfield, Mo., Jan. 3.

A. Dawson installed permanent agent, Aroyrd, Mo., January 3.

J. W. Leedom installed permanent agent Steelville, Mo., January 2.

E. W. Miller installed permanent agent Seventh Street Station, St. Louis, January 1.

Mead, Okla., agency closed Jan. 1.

A REAL SERVICE

The importance of the Frisco having the good will of the farmers along the Frisco right-of-way is strikingly illustrated by the action of R. P. Horney, a farmer residing near Lazarus, Kans., in flagging a train recently after he had discovered a broken rail at a private crossing near his home.

Mr. Horney was crossing the track when he saw nearby a broken rail. Realizing the seriousness of the situation he rushed to his home and, knowing that red means danger and is used as a stop signal, he seized a red bathing suit, the only suitable thing he could find, and rushed back to the track in time to stop Train 345. The train crew found that the train could not get over the broken rail until section men repaired it.

Mr. Horney has been thanked by officers of the Frisco for flagging the train.

LIKED CATTLE HANDLING

Sincere thanks for the efficient service given by the Frisco Lines in handling a shipment of cattle in which W. P. Dorman, a live stock shipper of Girard, Kans., was interested, have been expressed by Mr. Dorman in a letter to M. J. Conley, Joplin, Mo., division freight agent.

The letter was as follows:

"I received your letter and I wish to say at this time that the treatment shown me by the Frisco Railroad, and its employes, in handling this shipment of cattle to Anna, Kans., and out of Anna, in fact, all the way from Memphis, has certainly been very satisfactory.

"I have handled quite a number of trains of cattle, and also a few special trains of passengers, and I have never had the treatment and courtesy shown me that I received during the handling of this shipment of cattle.

"Your assistant superintendent was at the yards the morning these cattle came, as well as your live stock agent, Mr. Brooks, and each of them rendered their services as freely as the cowboys we had hired.

"Your men in charge of the train were all very courteous and did all within their power to handle the cattle satisfactorily.

"Your local agent, Mr. Morrison, was certainly very accommodating, and did all he could to assist. Your local representative, C. S. Roberts, of Girard, and your night operator, Mr. Davis, also assisted us very greatly in furnishing us information that was of very great value in keeping track of the cattle, also in ordering cars for the outgoing stuff.

"I sincerely wish to thank you for your very courteous treatment, and your very fine service in this matter."

FRISCO FUEL PERFORMANCE RECORDS

(Office of Fuel Agent)

THE year of 1927 has passed and as stated in the January issue of the *Frisco Magazine*, a splendid record was made in the promotion of Fuel Economy. At the time this issue was published, fuel performance figures were not available for the month of December. However, these figures have been completed and are as follows:

System freight service: Performance 205 pounds fuel per 1,000 gross ton miles, compared to 206 pounds in same month for the year of 1926, or a decrease of .49 of 1 per cent.

Texas Lines made the largest per cent decrease in unit consumption of any division on the system in December, consuming an average of 168 pounds of fuel per 1,000 gross ton miles, compared to 189 pounds in the same month in the previous year. This is a decrease of 21 pounds or 11.11 per cent, amounting to about 300 tons of coal, based on total gross ton miles handled and will haul an additional three and one-half million gross tons one mile before the same amount of fuel is consumed, had the performance been 189 instead of 168 pounds.

Other divisions making a decrease in this class of service were: Southwestern, 5.42 per cent; western, 4.47 per cent, and southern, .51 per cent.

System passenger performance 17.1 pounds fuel per passenger car mile, compared to 17.0 pounds same month of 1926, an increase of .59 of one per cent.

River division ranked first in consuming the lowest number pounds of fuel per passenger car mile, also in making the largest per cent of decrease in performance over the same month of 1926, namely 15.8 vs. 16.0 pounds, or 1.25 per cent decrease. Eastern and central divisions also made a decrease.

Switch service consumed an average of 158 pounds of fuel per switch locomotive mile, compared to 157 pounds same month in the previous year, an increase of one pound or .64 of one per cent. Three divisions and four terminals made a decrease in this class of service, namely: divisions—southern 8.93 per cent, Texas Lines 7.35 per cent and western 1.25 per cent; terminals—Memphis 13.66 per cent, Springfield 9.76 per cent, St. Louis 5.80 per cent, Tulsa 4.09 per cent and Birmingham 1.12 per cent.

The following fuel performance records are by individual engine crews:

EASTERN DIVISION

Rolla Sub: Engineer R. RAY, fireman C. E. DAVIS train 15, engine 1502, St. Louis to Newburg, December 28th, handled 11 cars, consumed 1,320 gallons of oil, performance .99 gallons per car mile.

Engineer D. E. FREY, fireman H. HOFFMAN, train 3, engine 1514, St. Louis to Newburg, December 12th, handled a total of 1,320 car miles, performance .83 gallons.

Lebanon Sub: Engineer A. W. MUNROE, fireman C. NOBLES, train 36, engine 46, Springfield to Newburg, December 16th, handled 2,589 gross tons, consumed 16 tons of coal, performance 103 pounds per thousand gross ton miles.

Engineer H. W. ALEXANDER, fireman T. BURGESS, train 38, engine 4112, Springfield to Newburg, December 8th, handled 1,525 gross tons, consumed an average of 140 pounds of fuel per thousand gross ton miles. This is a very good performance considering the light train haul.

Engineer A. HENDRIX, fireman S. DEBO, train 2, engine 1517, Springfield to Newburg, December 2, handled 14 cars in train, total of 1,680 car miles, performance .71 gallons.

Springfield Sub: Engineer B. CASTLEMAN, fireman B. TURNER, train 6, engine 1510, Monett to Springfield, December 14th, 8 cars in train, performance .89 gallons per car mile.

Engineer J. BLACKLEDGE, fireman L. A. MORROW, train extra west, Springfield to Monett, December 14th, 88 cars in train, total of 2,492 tons, performance 133 pounds per thousand gross ton miles.

SOUTHERN DIVISION

Willow Springs Sub: Engineer H. S. GARY, fireman W. M. BURDETT, train 135, engine 4134, Springfield to Thayer, December 29th, handled a total of 232,000 gross ton miles, burned 11 tons of coal, performance 95 pounds.

Engineer B. DUNCAN, fireman C. E. FUZZELL, train 131, engine 4144, Springfield to Thayer, December 29th, handled 216,000 gross ton miles, burned 12 tons of coal, performance 111 pounds.

Engineer H. B. MORRISON, fireman C. E. FUZZELL, train 135, engine 4139, December 2, handled 225,000 gross ton miles, burned 13 tons of coal, performance 116 pounds.

Memphis Sub: Engineer J. G. BUSHNO, fireman R. D. SMITH, train

131, engine 4007, Thayer to Harvard, December 6th, handled 303,000 gross ton miles, burned 9 tons of coal, performance 59 pounds.

Engineer T. M. McELVANEY, fireman H. E. CROSS, train 135, engine 4015, Thayer to Harvard, December 6th, handled 401,000 gross ton miles, burned 11 tons of coal, performance 55 pounds.

Tupelo Sub: Engineer WILSON, fireman BONNER, train 135, engine 60, Memphis to Amory, December 22d, handled 2,240 gross tons, burned 19 tons of coal, performance 107 pounds per thousand gross ton miles.

Engineer T. S. SMITH, fireman TYDUS, train 136, engine 8, Amory to Memphis, December 22d, handled 274,000 gross ton miles, burned 11 tons of coal, performance 80 pounds.

Engineer W. R. PRATHER, fireman BOWEN, train 131, engine 7, Memphis to Amory, December 3d, handled 234,000 gross ton miles, burned 19 tons of coal, performance 85 pounds.

Birmingham Sub: Engineer E. C. JACOBS, fireman W. V. STANLEY, train extra north, engine 29, Birmingham to Amory, December 10th, handled 263,000 gross ton miles, burned 16 tons of coal, performance 122 pounds.

Engineer C. B. COOK, fireman ANDY KELLY, train extra north, engine 3, Birmingham to Amory, December 1st, handled 263,000 gross ton miles, burned 17 tons of coal, performance 129 pounds.

Engineer T. J. DALTON, fireman JOHNSON, train 934, engine 29, Birmingham to Amory, December 12th, handled 253,000 gross ton miles, burned 17 tons of coal, performance 134 pounds.

NORTHERN DIVISION

Kansas City Sub: Engineer LARSEN, fireman BENNETT, train 2d/131, engine 4128, Kansas City to Ft. Scott, December 16th, handled 1,942 gross tons, burned 10 tons of coal, performance 104 pounds per thousand gross ton miles.

Engineer M. HARRIMAN, fireman B. ALEXANDER, train 3d/162, engine 4130, Ft. Scott to Kansas City, December 15th, handled 2,910 gross tons, performance 111 pounds per thousand gross ton miles.

Engineer McCRUM, fireman R. KIRKPATRICK, train 1st/131, engine 4138, Kansas City to Paola, December 16th, handled 1,927 gross tons, burned 5 tons of coal, performance