

PRAISE FOR SPRINGFIELD

The following complimentary letter from the Toombs Fay Sash Door Company of Springfield, Mo., addressed to Mr. W. C. Smith freight agent at Springfield, and sent to the *Magazine* by Mr. J. L. Brandon, reporter, highly commends the Frisco freight employes, at that point:

"We wish to commend the employes of the local freight office for the efficient manner in which they handle our local shipments. Truly this office is an example for service and efficiency. We draw this conclusion by way of comparison with other transfer points which our goods go through. Our shipping clerk advises us that during the past year that he has failed to find a single error in shipments he has received or sent out. This condition is certainly gratifying and we trust that these boys will keep up their good work."

ORDER 4,020 NEW CARS

Awarding of contracts for the construction of four thousand freight cars and twenty passenger cars was announced February 16, by President J. M. Kurn. The contracts are for 1,500 50-ton capacity 40-foot, steel-frame, single-sheath box cars; 500 50-ton steel-frame, single-sheath, automobile cars; 1,500 55-ton, all-steel, twin-hopper coal cars; 500 steel flat cars; 15 steel baggage and mail cars and 5 steel baggage cars.

The American Car and Foundry Company, of St. Louis, will build 1,000 of the box cars, 500 of the coal cars and the 20 passenger cars. The Pullman Car and Manufacturing Company, of Chicago, will construct 500 hopper and 500 automobile cars. The General American Car Company, also of Chicago, has been awarded the contract for 500 hopper, 500 box and 500 flat cars.

ATTEND FUEL MEETINGS

One hundred and seventy employes consisting of supervisory forces, engineers, firemen, conductors, brakemen and others, attended five fuel meetings held at Thayer, and Chaffee, Mo., and Hugo, Oklahoma City and Enid, Okla., covering the period, January 10-26 inclusive.

These meetings were held for the purpose of discussing matters and conditions that are adversely affecting fuel performance. The question as to what part the conductor and brakemen played in fuel economy was discussed at length in most of the meetings. While not actually handling fuel, the conductor and brakeman on each train can be of great assistance to the engineer and fireman in helping them to burn less fuel by seeing that no brakes are dragging, by facilitating road switching as much as possible and helping in every way to get trains over the line with a minimum of delay.

Two Divisions and Two Terminals Damage No Freight Cars in January

THE Eastern and Western divisions and the Springfield and the Tulsa terminals did not damage by rough handling any freight cars during January, and for Frisco Lines as a whole there was a decrease of 25.3 per cent in the number of freight cars damaged by rough handling in January as compared with January, 1927, it is shown in the monthly comparative statement on rough handling of freight cars, prepared in the office of the car accountant at Springfield, Mo.

Frisco Lines handled 392,631 freight cars last January and only 56 were damaged by rough handling, involving damages totaling \$1,940, the statement shows. In January, 1926, 158 cars were so damaged, involving damages totaling \$5,173.80.

In a circular letter, dated February 8, to all superintendents M. M. Sisson, Springfield, assistant general manager, says in part:

"We can beat the 1927 performance very materially. In fact, I am satisfied we can go through the year

with at least a 50 per cent reduction. This is the goal we set to reach in 1927 as compared with 1926 but were unsuccessful, missing it by about 15 per cent.

"Suggest in your Claim Prevention and Better Service meetings you solicit suggestions from the men in the field and see if in this way we can further improve in our campaign for bringing about a reduction."

The January, 1928, comparative statement follows:

CARS DAMAGED BY ROUGH HANDLING, MONTH OF JANUARY, 1928, COMPARED WITH SAME PERIOD OF 1927 AND 1926

DIVISION or TERMINAL	NUMBER CARS DAMAGED			AMOUNT DAMAGE			NUMBER CARS HANDLED			PER CENT DAMAGED TO TOTAL HANDLED			STANDING DIVISION OR TERMINAL		
	1927	1926	1925	1927	1926	1925	1927	1926	1925	1927	1926	1925	1927	1926	1925
TERMINALS															
Birmingham.....	5	3	1	\$ 95.00	\$ 175.00	\$ 40.00	60,849	69,256	73,200	.0082	.0043	.0014	1	1	1
Memphis.....	7	14	52	385.00	268.00	2,826.00	78,200	76,718	93,351	.0090	.0182	.0557	2	4	3
St. Louis.....	6	8	3	224.00	100.00	49.00	55,380	55,785	57,676	.0108	.0143	.0052	3	3	2
Kansas City.....	8	13	36	157.50	247.50	976.00	62,881	54,247	59,106	.0127	.0240	.0609	4	5	5
Springfield.....	.....	.....	.....	.....	.....	.....	57,352	57,141	60,898	.....	.....	.....	.....	.....	.....
Tulsa.....	.....	2	22	.....	25.00	541.00	70,817	38,884	37,665	.....	.0051	.0584	.....	2	4
Total.....	26	40	114	\$ 861.50	\$ 815.50	\$ 4,432.00	385,479	352,031	381,896	.0067	.0114	.0299	..	..	..
DIVISIONS															
Southwestern.....	2	.....	34	\$ 115.00	.....	\$ 536.00	81,885	95,677	93,928	.0024	.....	.0362	1	.....	3
Central.....	1	.....	1	40.00	.....	15.00	29,972	32,129	34,110	.0033	.....	.0029	2	.....	1
Southern.....	7	2	.....	178.00	6.00	.....	73,790	79,167	87,246	.0095	.0025	.....	3	1	.....
Northern.....	13	28	5	647.00	598.00	101.50	83,161	77,393	88,786	.0156	.0362	.....	4	3	.....
River.....	6	4	.....	94.00	57.00	.....	33,810	33,022	39,532	.0177	.0321	.....	5	2	.....
Eastern.....	.....	.....	4	.....	.....	39.30	59,158	60,845	66,550	.....	.....	.0060	.....	.....	2
Western.....	.....	.....	.....	.....	.....	.....	19,444	19,548	17,648	.....	.....	.....	.....	.....	.....
Total.....	29	34	44	\$ 1,074.00	\$ 661.00	\$ 741.80	381,220	397,781	427,800	.0076	.0085	.0103	..	..	..
Texas Lines.....	1	1	.....	5.00	25.00	.....	11,411	13,260	13,440	.0088	.0075	.....	.....	.....	.....
Total System.....	56	75	159	\$ 1,940.50	\$ 1,501.50	\$ 5,173.80	392,631	388,041	391,296	.0067	.0114	.0299	..	..	..

1928 Compared with 1927
 Per cent decrease in number cars damaged.....25.3
 Per cent increase in amount of damage.....29.2
 Per cent increase in number of cars handled per car damaged...36.6
 Per cent increase in amount of damage per car handled.....26.40

ON ACCIDENT PREVENTION

Five accident prevention meetings were held, February 1 to 10, inclusive, at various points on the system, with a total attendance of 426 employes and visitors. A total of 159 employes attended the five meetings held January 20 to 31.

The largest meeting held in February was at Snyder, Okla., on February 1, when 106 employes and 250 visitors were in attendance. The meeting was arranged and advertised by Mr. R. C. Canady, assistant superintendent, and Mr. F. H. Broadstreet, agent at Snyder. Mrs. H. L. Vogel of Snyder arranged for a very excellent musical program and Mr. Jimmie Douglas of the Oklahoma City traffic department, presented some monologues which were well received. Mr. C. C. Mills of the accident prevention department at Springfield, helped to conduct the meeting.

Through Mr. Canady, Mr. Mills was issued an invitation and talked on accident prevention in the various schools on the western division. During the last of January and the first three days of February he addressed 9,100 school children at twelve different schools.

Other meetings during the month of February were held at Springfield, office of master mechanic on February 10, with ten in attendance; north shops, Springfield, February 7, ten in attendance; west shop, Springfield, February 6, twenty-five in attendance and Bessie, Okla., February 2, with twenty-five in attendance.

During the last ten days of January, meetings were held at Vernon, Texas; Enid, Okla.; Hayti, Mo.; Salem, Mo.; and Amory, Miss.

PAYMASTER IN SERVICE 46 YEARS

(Continued from Page 4)

Sixth and Olive, and now in the Frisco Building, Ninth and Olive, with one year spent in the Railway Exchange Building.

"During the money panic of 1907 currency was very scarce. Mr. Hamilton, treasurer, issued so-called 'John Smith's' or 'bearer' drafts for small amounts in order to pay wages, and successfully weathered the storm."

When Mr. Young was asked what his hobby was he replied that he did not know that he liked to do any one thing better than another. "When I was twelve years old I used to ride one of those high wheels. They were quite the thing then. I've fished in the Gasconade river, and hunted. I've played billiards and pool and bowled a little. Perhaps I am more interested in my garden and my car now than anything else. I live in Vinta Park,

Graduates of the Frisco Key Punch School Make Speed Records in Freight Accounting Work

TO quote President Coolidge, "Education does not end when we close the school door". All through life there is, in this day and age, an extra chance for the man or woman who takes advantage of training. It is, indeed, the age of the trained worker.

For several years the freight accounting department of the Frisco Lines, located in St. Louis, found difficulty in securing competent operators on the key punch machines, a device for punching holes in cards for the accounting of freight revenue and the preparing of statistical data. The need was met, however, when Mr. C. B. Rex, assistant auditor, received permission to start a key punch school, one of the few on a railroad in the country.

In February, 1926, the school was started. The students were chosen from the ranks of the waybill filers, who already were familiar with the handling of waybills and who desired to increase their pay. The class met two nights a week and men in charge of the department usually served as instructors with the assistance of veteran key punch operators. The girls who attended the school finished their regular day's work at 5:00 p. m., secured a bite of dinner, returned to their office and received instruction from 5:30 P. M. until 8:00 P. M.

"We saw in this school a chance for the girl to advance herself, and of course her work was more efficient and she meant more to our road", Mr. Rex said. "These students have all made good.

"Our method of instruction is that the girl should learn the 'touch system' just as typists learn that system in the operation of typewriters. This, as is well known, increases the speed.

"We use in this accounting system about sixteen varieties of cards, and

some of them demand as many as thirty or forty punches in the proper columns. In August, 1927, eleven operators, (eight of them from the Frisco school), punched 542,101 cards, or an average of 301 cards an hour per operator. This record would have been impossible had the operators not used the 'touch system'."

There are, of course, those employes who make exceptional records, and according to Mr. Rex the honor for having punched the greatest number of cards rightfully belongs to Miss Leona Eisel who holds an unchallenged record of having punched 500 cards in an hour for nine consecutive hours. She is one of the veteran operators and instead of just attending the school when it was first inaugurated, she was one of the first instructors.

A total of 32 girls have gone through the school since it was started. The first student operator was assigned to a regular position in June, 1926, after having started her course in February. There are five students now in the school. Seven graduates have been assigned to positions with Frisco Lines in the office of the auditor of freight accounts, seven are now in the offices of the various zone auditors, eight have resigned and accepted services with other companies and five dropped the key punch work and engaged in other branches of the service.

This educational program undertaken by the Frisco Lines is not only unique but is a splendid innovation in railroad work. Many times waybill filers were unable to complete their education, but the key punch school gave those who were ambitious, a chance to learn and earn, and to contribute their part to the efficient operation of the company which employs them.

St. Louis, County, and I can have a garden."

His association with Mr. Hamilton, who recently celebrated his fortieth year of service, has welded a friendship between the two, and at a recent Frisco St. Louis Men's Club meeting, Mr. Hamilton introduced him to the members as one of his most able assistants, and as his senior in years of service.

"I do not know any business other than railroading and that with the good old Frisco. To my notion, there isn't any other road and I hope to finish my service with it. Every year of the forty-six has endeared it to me

and I have many more years yet to look forward to, associating with Frisco folk and with the company," the paymaster concluded.

Mr. Young's service is continuous, and outside of a vacation which he and Mrs. Young take each year, and his occasional trips on the line, he may be found, greeting his staff and his co-workers at his office in the Frisco Building at St. Louis every working day in the year.

"Papa, what makes a man always give a woman a diamond engagement ring?"

"The woman."

FRISCO BOWLERS WIN

The Bluebonnet, Memphian and Sunnysland teams of the Frisco Bowling League of St. Louis, journeyed to Omaha, Neb., on February 4, where they participated in the Central West Railway Bowling Association meet. They made a very creditable showing and brought back a large portion of the prize money.

In all events, Mr. E. Thielker, of the Bluebonnet team, won the \$4.00 prize, with 1,874 pins to his credit while the Sunnyslanders won the team event, with a score of 2,728 pins and a \$20.00 prize.

In the doubles, Messrs. A. H. Burgdorf, E. Thielker, C. C. Lament and R. J. Tschampers of the Bluebonnet team won \$32.00 in prize money.

The singles were won by Messrs. E. Thielker, (627); F. J. Burke, (612); A. Stoessel, (595); and O. B. Duffy, (586), who received \$24.00 in prize money.

Bowlers along the Frisco Lines are invited to organize teams to enter the National Railway Bowling Tournament to be held in St. Louis beginning March 24, and continuing through April. The out of town teams will bowl Saturdays and Sundays.

Anyone desiring further information regarding this meet, may secure same by addressing Mr. R. J. Tschampers, local secretary, 705 South 7th St. St. Louis, Mo.

AGENCY CHANGES

K. R. Stapleton installed temporary agent, Hobart, Okla., January 31.

G. L. Henson installed temporary agent, Welling, Okla., January 23.

J. J. Corum installed temporary agent, Ritchey, Okla., January 23.

G. E. Butts installed permanent agent, Black Oak, Ark., January 23.

R. D. Richey installed temporary agent, Depew, Okla., January 22.

L. S. Brophy installed permanent agent, Williford, Ark., January 20.

L. G. Denny appointed permanent agent, Claremore, Okla., January 19.

A. G. Fitzgerald installed temporary agent, Davidson, Okla., January 19.

R. M. Page installed permanent agent, Vinita, Okla., January 19.

H. E. Young installed permanent agent, Henson, Kans., January 18.

Aliceville, Ala., opened as a freight agency and B. L. Meeks installed as agent, January 18. This station is on the new line being constructed from Aberdeen, Miss., to Kimbrough, Ala. Aliceville is at mile post N-680 from Kansas City. This agency is joint with the Alabama, Tennessee & Northern Railroad.

WITH VETS' AUXILIARY



MRS. W. L. SPANGLER

Mrs. W. L. Spangler of Thayer, Mo., is the second vice-president of the auxiliary to the Frisco Veteran Employees' Association, and the wife of a Frisco engineer.

She has been actively engaged in securing members for the auxiliary in her surrounding territory, since her appointment, at the 1927 meeting.

Mr. Spangler, who runs on the Sunnysland, has had thirty-two years' service with the Frisco Lines, and each year he takes time off from his duties to attend the reunion.

Mrs. Spangler, aside from her household duties and her auxiliary work, is a member of a federated study club of Thayer, and has been a Sunday School teacher for several years.

C. J. Quinn installed temporary agent, West Tulsa, Okla., January 17.

G. E. Gravlee installed permanent agent, Holly Springs, Miss., January 16.

Swift, Mo., ticket only agency closed January 16.

E. R. Myers installed permanent agent, Millerton, Okla., January 14.

J. O. Smith installed permanent agent, Leflore, Okla., January 12.

A. W. Eagan installed permanent agent, Montier, Mo., January 9.

W. O. Batts installed permanent agent, Wilnot, Kans., January 16.

V. S. Whitener installed permanent agent, Keiser, Ark., January 9.

Single blessedness is defined as seeing some other guy marry the girl you were once in love with.

VETS' AUXILIARY MEETS

The Kansas City Unit of the auxiliary to the Frisco Veteran Employees' Association is now well organized and is working to aid in enlarging the attendance at the annual June meeting of the Frisco Veterans' Association.

The last meeting held was on February 10, when business matters were taken up and programs planned for several future months.

Mrs. M. D. Scotten, president of the unit announces that a big party is planned for March 9, to be held in the evening at 3210 Main Street. The evening will be devoted to cards and games of all kinds for the entertainment of the guests.

The two previous meetings, one on January 13, held at the Baltimore Hotel, and a second on February 10, were well attended. Splendid musical programs were presented at each meeting by Frisco talent—the wives and daughters of Frisco men, which consisted of vocal numbers by Mrs. Sage, daughter of Mr. and Mrs. Lyons of Kansas City, the Misses Frances Cooper and Irene Barbee, vocalists; Miss O'Brien, pianist, and others.

The officers of this unit, who have done such successful organization work of the veteran employes in the Kansas City district are: Mrs. M. D. Scotten, president; Mrs. J. B. Gleason, first vice-president; Mrs. Roy Clark, second vice-president; Mrs. E. G. Butcher, secretary and treasurer; Mrs. E. M. Harriman, corresponding secretary; Mrs. J. L. McCarter, chairman, finance committee and Mr. J. E. Harris, chairman publicity committee.

**ST. LOUIS TO MOBILE
—42 HOURS**

Forty-two hour fast freight service from St. Louis to Mobile, Alabama, was inaugurated by the Frisco Lines February 1, in connection with the Alabama, Tennessee & Northern Railway. The new service is made possible by the completion this month of the rail-laying into Aliceville, Ala., where a connection is made with the A. T. & N. railroad to Mobile.

The forty-two hour St. Louis to Mobile freight train will be known as Advance No. 835, and will leave St. Louis at 1:00 p. m., arriving in Mobile at 7:00 a. m. the second morning. Returning the train will leave Mobile at 6:00 p. m. arriving in St. Louis at 12:00 noon the second day.

Government stops making \$10,000 bills. Good, then we won't get them mixed with our "ones" any more.

AT THE TICKET WINDOW

By E. W. Shanahan

Old men who set their watch by the station clock. They don't know that it is usually kept a little fast to hurry the sluggards.

Veterans who have spent their life in railroad service and have been retired come to the depot to loaf and talk old times.

The timid people, mostly young girls, who are afraid to ask the ticket man questions. Such remarks as: "Ask him what time it gets there", "What track is it on", etc., are passed between them.

Old ladies who keep their money in a coin purse at the very bottom, which necessitates their piling the entire contents on the counter to find their money.

Some small children who crowd up close and watch with round eyes while their parents buys the tickets. Most of them will talk readily enough when spoken to. Such questions as: "Do you like to ride on the train?" "What grade are you in at school?" are sure fire pleasers to them. Incidentally this thoughtfulness pleases the parents also.

The peevish folks who are greatly put out if their train is a little late and they have to wait a few minutes, indulging in sarcastic remarks at the road.

The patient ones who make no complaint at all when told they will have to wait several hours. The most patient ones are country people and foreigners. They will sit on the seats for hours scarcely moving. It is noticeable that men are more restless than the women. They will get up and walk up and down the platform and perhaps up the street a little ways. Also they will start a conversation with others like themselves.

Telephone calls in the small hours of the morning from people who have just received news that makes it necessary for them to make a hurried trip. You can tell from the tone of their voices whether the news was good or bad.

Train No. 6 had just left for Catoosa recently when a roughly dressed young man rushed up to the ticket window.

He: "Has the CATOOS train done gone?"

Ticket Man: "Yes, done gone."

He: "Done gone, huh?"

Ticket Man: "Done gone."

He: (To his wife, who had just caught up with him) "Done gone."

She: "Done gone?"

He: "Done gone."

If you are "run down" take the license number.

Drastic Reduction in 1927 F. L. and D. Claims

By J. L. McCORMACK

Superintendent Freight Loss and Damage Claims

NOTWITHSTANDING bad weather, floods and other unforeseen and unpreventable calamities, the freight loss and damage claim payments for the year 1927 show a decrease of \$22,853.73 or 4.5% under 1926, which was considered a banner and outstanding year. The total system payments for 1927 were \$489,369.77 in 1927 as compared with \$512,223.50 in 1926. The record made by the Frisco in the last six years is one of which every Frisco employe can feel proud.

The 1921 freight loss and damage claim payments were \$1,746,162.30 and the ratio of claim payments to \$1,000 gross freight revenue was \$29.92. In other words, out of every \$1,000 gross freight revenue \$29.92 were paid in settlement of freight loss and damage claims.

In 1927 the freight loss and damage claim payments were \$489,369.77—a reduction of \$1,256,792.53 as compared with 1921 and the ratio of claim payments to each \$1,000 gross freight revenue was reduced to \$7.00.

Space will not permit of a detailed explanation as to how the reduction was brought about and an attempt to

do so would be unnecessary for in the last analysis the answer would be—through the co-operation and support of all departments and employes of the railroad, for there is no better barometer to the operating conditions of a railroad or the efficiency of its employes than the freight loss and damage claim payments for a given period.

It is hoped that all employes will pledge themselves to continue and renew during the year 1928 their activities in our freight claim prevention campaign, which thus far has proven so successful as each claim prevented not only results in a saving of the amount of the loss or damage to the particular shipment, but in a satisfied patron, which is of inestimable value in the solicitation of traffic.

The following statement of claim payments by classified causes is self-explanatory and is illustrative of how thousands of small items will run into big money and will, we feel, convince all that there is, notwithstanding the remarkable record made, still room for further and substantial improvement:

Causes	1927
Unlocated loss entire package—	
C. L.	\$ 7,704.18
L. C. L.	22,715.72
Total	\$ 30,419.90
Unlocated loss other than entire package—	
C. L.	\$ 22,131.52
L. C. L.	4,656.23
Total	\$ 26,787.75
Unlocated damage—	
C. L.	\$ 94,514.64
L. C. L.	25,637.58
Total	\$120,152.22
Rough handling of cars—	
C. L.	\$ 87,362.31
L. C. L.	2,729.94
Total	\$ 90,092.25
Improper handling, loading, unloading or stowing—	
C. L.	\$ 721.55
L. C. L.	5,704.92
Total	\$ 6,426.47
Defective or unfit equipment—	
C. L.	\$ 48,970.88
L. C. L.	2,743.31
Total	\$ 51,714.19
Fire or Marine loss or damage—	
C. L.	\$ 1,665.06
L. C. L.	442.37
Total	\$ 2,107.43

(Now turn to Next Page, please)

IN THE FRISCO HOSPITAL

Below is a list of patients confined in the St. Louis Frisco Hospital as of February 21.

These good folks of the Frisco family would be delighted to receive a letter or a call from friends:

- D. O. Slater, conductor, Hayti, Mo.
- G. A. Hall, pumper, Leachville, Ark.
- C. C. Ritter, train meeter, Richey, Mo.
- A. B. Rush, car repairer, Jonesboro, Ark.
- E. L. Judkins, fireman, Thayer, Mo.
- E. Mussler, freight handler, St. Louis, Mo.
- G. F. Allen, B. & B. carpenter, Harrisonville, Mo.
- H. K. Giles, conductor, Kansas City, Mo.
- W. J. Brockmeier, laborer, Allenton, Mo.
- A. S. Walker, section foreman, Dawson, Okla.
- E. Monger, brakeman, Springfield, Mo.
- R. T. Murphy, machinist, Tulsa, Okla.
- Patrick Foley, stationary engineer, Frisco Hospital.
- Thos. Heath, pensioned, Webser Groves, Mo.
- W. A. Mercer, store helper, Enid, Okla.
- H. S. Nichols, airman, Kansas City, Kans.
- A. Gregory, B. & B. carpenter, Zalma, Mo.
- H. J. James, roundhouse clerk, Oklahoma City, Okla.
- Geo. Dilbeck, extra gang laborer, St. Louis, Mo.
- Leo Timmons, switchman, Kansas City, Mo.
- Geo. Rosback, pensioned, Hugo, Okla.
- Geo. Breuer, B. & B. carpenter, Caruthersville, Mo.
- C. Swafford, section laborer, Arcadia, Kans.
- Wm. Temple, store helper, Oklahoma City, Okla.
- J. P. Hutton, laborer, Beaumont, Kans.
- C. V. Jackson, pumper, West Tulsa, Okla.
- Mrs. Sue Wood, agent, Fanning, Mo.
- A. H. Keith, pumper, Neelys Landing, Mo.
- W. E. Burgess, conductor, St. Louis, Mo.
- J. J. Odom, engineer, Chaffee, Mo.
- E. C. Franz, pensioned, Kansas City, Mo.
- A. M. Darragh, box packer, Oklahoma City, Okla.
- J. Gordon, crossing flagman, Memphis, Tenn.

REDUCTION IN F. L. & D. CLAIMS

(Continued from preceding Page)

Errors of employees—	C. L.	\$ 9,595.85
	L. C. L.	1,368.67
	Total	\$ 10,964.52
Improper refrigeration or ventilation—	C. L.	\$ 10,234.66
	L. C. L.	667.10
	Total	\$ 10,901.76
Freezing or heater failure—	C. L.	\$ 2,225.89
	L. C. L.	1,036.07
	Total	\$ 3,261.96
Delay—	C. L.	\$ 30,496.30
	L. C. L.	4,863.62
	Total	\$ 35,359.92
Robbery entire package—	C. L.	\$ 3,004.42
	L. C. L.	15,622.74
	Total	\$ 18,627.16
Robbery other than entire package—	C. L.	\$ 1,426.48
	L. C. L.	3,052.53
	Total	\$ 4,479.01
Concealed loss—	C. L.	\$ 39.15
	L. C. L.	2,179.34
	Total	\$ 2,218.49
Concealed damage—	C. L.	\$ 2,366.90
	L. C. L.	33,993.02
	Total	\$ 36,359.92
Wrecks—	C. L.	\$ 38,099.15
	L. C. L.	1,397.67
	Total	\$ 39,496.82
Total C. L.		\$360,558.94
Total L. C. L.		128,810.83
	C. L. and L. C. L. combined	\$489,369.77

- Dr. H. A. Killion, physician, Portageville, Mo.
- E. C. Marston, engine foreman, Fayetteville, Ark.
- F. H. Broadstreet, agent and yardmaster, Snyder, Okla.
- B. Ballard, conductor, Memphis, Tenn.
- E. E. Chaffin, machinist helper, Kansas City, Mo.
- Miss Verona Dyer, file clerk, St. Louis, Mo.
- R. J. Slagle, agent, Jonesboro, Ark.
- Miss F. Turley, clerk, Tulsa, Okla.
- D. Gullis, conductor, Kansas City, Mo.

J. M. Saxton, lineman, Bennington, Okla.

Payments by Metropolitan Life Insurance Company to insured officers and employes of Frisco Lines for the month of January, 1928, totaled \$12,063.78, divided as follows: Supervisory group, disability benefits, \$1,386.00; death claims, \$3,801.63. Clerks' group, disability benefits, \$385.48; death claims, \$1,803.82. Shop group, disability benefits, \$1,327.04; sick benefits, \$2,802.89 and death claims, \$556.92.