

## CREWS OF SPECIALS

The following Frisco employes were assigned, respectively, to the two sections of the Pensacola Special, which ran from Memphis to Pensacola and return, and to the three excursion trains, which ran from Amory to Pensacola and return, all on the occasion of the opening of the Frisco's new line:

Pensacola Special, first section, engine 710—M. K. Dacus, conductor; E. E. Herrington, flagman, and Jordon, porter, Memphis to Magnolia. James G. Gardner, conductor; J. L. Walton, flagman, and Ira Arnold, brakeman, Magnolia to Pensacola. J. Nolen, engineer; Asher, fireman, Memphis to Amory. Stevens, engineer, and Tunnell, fireman, Amory to Magnolia. W. R. Andress, engineer, and S. H. Attonson, fireman, Magnolia to Pensacola.

Pensacola special, second section, engine 705—W. F. Jones, conductor; C. C. Varnon, flagman, and Lizenby, porter, Memphis to Magnolia. O. O. Shaw, conductor; W. H. Neal, flagman, and J. A. Frye, brakeman, Magnolia to Pensacola. W. R. Prowe, engineer; C. Brint, fireman, Memphis to Amory. W. H. Stanley, engineer, and E. Marion, fireman, Amory to Magnolia. B. L. Irwin, engineer, and R. M. Williams, fireman, Magnolia to Pensacola.

Excursion train, first section, engine 698—T. J. McCabe, conductor; Z. Simmons, flagman, and Tardy, porter, Amory to Magnolia. J. M. Odom, D. H. Lowery, N. E. Gilberts and J. B. Thompson, Magnolia to Pensacola.

Excursion train, second section, engine 1106—J. J. Bazemore, conductor; F. Walden, flagman; W. Smith, porter; George Ives, engineer, and J. Brint, fireman, Amory to Magnolia. G. L. McDonald, conductor; K. D. Richbourg, flagman; Edwin Herrin, brakeman; S. B. Jackson, engineer, and B. T. Majors, fireman, Magnolia to Pensacola.

Excursion train, third section, engine 1108—M. H. Jones, conductor; E. C. White, flagman; Wright, porter; Leroy Jones, engineer, and Asher, fireman, Amory to Magnolia. G. E. Dearing, conductor; E. H. McCrory, flagman; Homer Johnson, brakeman; D. W. Dunnigan, engineer, and R. M. Server, fireman, Magnolia to Pensacola.

IN ANSWER TO THE POET'S QUESTION, "WHAT IS SO RARE AS A DAY IN JUNE?"—  
I'D SAY A CARELESS WORKMAN GETTING A RAISE!



## A Newspaperman's Impression of the Pensacola Opening

The following story of the Pensacola Line opening appeared in the St. Louis Post-Dispatch of June 29. It was written by Mr. Carlos Hurd, famed special writer and long-time reportorial ace of the Pulitzer publications. The story is representative of the many on the opening celebration wired to newspapers by correspondents on the trip.

By CARLOS HURD

(Of The St. Louis Post-Dispatch)

PENSACOLA, Fla., June 29.—Three hundred and sixty-six years ago, some Spaniards came here by water and started a settlement. That first venture did not succeed—otherwise Pensacola would claim unqualifiedly, as even now it claims rather cautiously, the title of oldest city in America, usually bestowed on its sister city of St. Augustine.

In the last two days a party from St. Louis, Kansas City and several Southwestern and Southeastern cities came here by land and in search of water—the tidewater that the Frisco Railroad has just reached by its new extension from Northern Mississippi to this Gulf Coast city.

The 250 visitors left even sooner than the Spaniards of 1562 did. But the new rail line stays, and the deep water of Pensacola's harbor invites ships to call for the loads of grain and merchandise that the owners of the line hope to be hauling to this port, when their service begins in earnest a few weeks hence.

### Signs in Five Languages

There are not so many ships here now as the Frisco people expect to see later—yet vessels are now loading at this port for Bremen and Buenos Aires, and the no-smoking signs at the wharves are in five languages.

The two special trains carrying the bankers, shippers and railroad officials, were parked within three minutes' walk of the wharves, an object lesson as to the close contact which the Frisco, long an inland road traversing the Ozark hills, the Kansas prairies and the Mississippi riverside, has now established with the Gulf of Mexico.

Pensacola gave yesterday all the motor transportation it had, to the task of showing these visitors not only the town, but this section of the Gulf Coast. Many of the guests were driven 18 miles to the robust surf bathing of Gulf Beach, and all were taken to the United States Naval Air Station, which kept dozens of hydroplanes circling above the bay.

A parade 13 blocks long, resplendent in pink crepe paper, and with floats showing Pensacola's history under five flags—count them—Spanish, French, British, American and Con-

federate, began the day. A boat excursion on the bay took most of the afternoon, and in the evening the guests were dined at the San Carlos Hotel.

### Entertainment En Route

Just as ambitious and just as spirited, though on a smaller scale, were entertainments given to the special train parties at the towns of Aberdeen and Columbus, Miss., on the southbound journey. Speeches, bathing beauties, free sandwiches and pop, speeches, Brunswick stew and hobble gobble, and more speeches were features of their welcomes.

At Demopolis, Ala., which had invited the tourists to stop, a change in schedule was made, and the trains are to make a stop there today, on the return trip, for a barbecue. Amory, Miss., which did not get a date for a stop in either direction, nevertheless celebrated with a red ink newspaper extra, and announced that prospectors were drilling for oil there.

Speakers at the various receptions have included J. M. Kurn, president of the Frisco; E. N. Brown, chairman of the board of the Frisco and of the Pere Marquette; W. Frank Carter, St. Louis attorney and member of the Frisco directorate; Walter S. Dickey, Kansas City manufacturer and newspaper owner, and A. J. Eisenmayer, Springfield miller. Some of the others indulged their fancy, but President Kurn talked facts and figures, mentioning especially the 500,000,000 feet of lumber along the new line, and the turpentine by-product thereof.

### Pensacola Connections

The Frisco's Pensacola extension connects at Amory with its Memphis-Birmingham line. By the new route, and by its St. Louis-Memphis and Kansas City-Memphis lines, Pensacola is 742 miles from St. Louis and 920 miles from Kansas City. Of the 300 miles from Aberdeen, Miss., formerly the terminus of a branch, to this city, the upper one-half is new construction and the lower part is the purchased and rebuilt Muscle Shoals, Birmingham and Pensacola line. Both the new and the rebuilt track afforded a smooth ride to the guests, who will be back in St. Louis and their other home towns tomorrow.

## WRITES FRISCO SONGS

Baggage Agent Baney of Joplin Composes Club Ballads

**E**ACH Frisco Employes' Club has its orator, each one has its community song leader, but it was left to the Joplin Frisco Employes' Club to produce a song writer.



L. STEWART BANEY

A group of parodies of old time songs, with Frisco activities substituted, eighteen in number, written by Mr. L. Stewart Baney, baggage agent at Joplin, have just been published in leaflet form, and issued to all secretaries of the clubs.

Mr. Baney has been with Frisco Lines since December 26, 1902 in the capacity of baggage agent at Joplin. He is an active church member and lodge man, and he says that next to his family, the Frisco is his greatest love, and boosting the Frisco and Frisco service is his hobby. His most ardent wish is that some day he will have a position where he will not have to work on Sundays and his greatest thrill, so he says, is when he lands a customer for Frisco Lines.

Mr. Baney is married and has one daughter, Dacon, 13 years of age. He has written songs at numerous other times, once for a church rally, and several times for lodge meetings.

Although Mr. Baney, with Mrs. Spindler, president of the ladies auxiliary, have had charge of the song service, Mr. E. D. Moxton, president of the Frisco Employes' Club has asked Mr. Baney to show the Joplin members just how to sing the songs.

There has been a great demand for the books, especially for the summer meetings, as many of them have been out of doors, and community singing is one of the special features.

You will find that those who fail, do not think.

## News Notes on the Pensacola Opening

**J**ACK CENTER, enterprising editor of the Amory (Miss.) News, rushed out an extra edition of his paper when the specials came through Amory and brought several thousand of them to Pensacola on the excursion train, June 28. They were enthusiastically received by Pensacolians and by members of the special train parties.

To Alvin C. Krupnick, photographer of Tulsa, Okla., goes the credit for the beautiful pictures taken of the Pensacola journey, which appear in this issue. Krupnick was one of the busiest men on the trip. The publicity department had fitted up a dark room in the head end of the baggage car on the first section of the special, and here Krupnick repaired after taking his shots, emerging a few minutes later with a print, damp but clear. A photograph of Mr. Koontz and his party taken at Tupelo, was handed the traffic vice-president at Amory, a scant one hour later. Many pictures were mailed special delivery to various papers whose representatives accompanied the train.

George Bailey, of the Schweig Studios, St. Louis, made the trip as official "movie" operator. Bailey took 2,000 feet of film, and secured a remarkably accurate record of the journey. The films are now being shown at various points on the Frisco.

Editor Birney Imes, of the Columbus (Miss.) Dispatch, also put out a special edition of his newspaper in honor of the first through train to Pensacola. The extra was distributed to the special train party at the Columbus barbecue, June 26.

Carlos Hurd, of the St. Louis Post-Dispatch, whose story from Pensacola

is reprinted elsewhere in this issue, is one of the famous writing men of America. Hurd was enroute to Europe on the S. S. Carpathia when that ship rushed to the aid of the sinking Titanic. During the three days that elapsed before the Carpathia reached New York (after rescuing several hundred survivors of that great marine disaster and turning about to steam full speed for America) Hurd and his wife had secured intimate "survivors stories" from hundreds of the saved. The New York World, Hurd's paper, rushed a tug to meet the Carpathia as it entered quarantine, picked up its reporter's stories, and rushed out an extra. Hurd scooped the world for his paper and made himself famous wherever news writers gather.

The Pensacola story was not the first Frisco article written by Chris L. Murray of the St. Louis Globe-Democrat Sunday Magazine. Murray wrote a story of the Springfield Reclamation plant two years ago, and recently told Sunday Globe readers of the distinguished career of Mr. Felix Young, Frisco Lines paymaster for forty-five years.

The news writers were grateful to Mr. R. F. Carr, of Memphis, for the radio set which he kindly installed in the "press car." The fact that the radio failed to work on the entire trip did not lessen the thanks of the reporters.

Genial Roscoe Hobbs, of the Hobbs Tie Company, could have been elected president of the United States by acclamation, if the reporters had had their way. Hobbs was the official "trouble-shooter" of the train. On one occasion he even produced a new typewriter ribbon for a reporter's machine.

## RECORD AT PENSACOLA

A record repair job is credited to one mechanic and his helper, at Pensacola, Florida. Engine 1615 was given class 5 repairs in 29, eight-hour working days by W. D. Van Sickle, machinist, and his helper, A. B. Dennis. These two completed the entire class 5 repairs with the exception of a little assistance from another machinist while they performed the operation of turning the tires.

All the wheels were removed, lateral liners poured and lateral taken up; all new crown brasses were applied, new rod bushings applied, piston and valves removed, new packing applied, piston heads built up and re-

fitted to cylinder; engine squared up and shoes and wedges laid off and planed; all driving boxes and cellars were repaired and boxes planed. The engine trucks were overhauled, spring rigging and brake rigging overhauled, guides lined and bibs babbitted, one new main pin applied, all machine work, assembling of pipe work and all babbitting done.

The above work was done under the supervision of J. R. Hirsh, general foreman of the shops at Pensacola, Fla.

Every little girl is crazy about washing dishes until she reaches the age of about six years.

## A FRISCO HEROINE

Miss Bernice Commons, third trick operator at Peirce City, Mo. is a heroine of unheralded fame. She saved the life of Eugene Hutchins on the morning of June 11, and regarded it as merely a duty and not worthy of special mention. In fact the data and picture for this article were secured without her knowledge.



While she was delivering orders to a passing freight on the date above mentioned, a boy by the name of Eugene Hutchins from Rogers, Ark., on his way to the Oklahoma harvest fields, attempted to board the train. He lost his footing and was being dragged along by the oil box on box car when Miss Commons saw his precarious position, ran and pulled him from beneath the moving train. He was in an unconscious condition when rescued.

She saw to it that he was returned to his home and dismissed the incident from her mind, except to wonder if the boy would recover.

On the next day she received the following letter from the grateful mother; "I cannot express in words how I appreciate what you did for my son, Eugene Hutchins. He is conscious this morning and said that you saved his life. He rested very good last night and we think that he will recover all right. Thanking you again, Miss Commons, I am, very truly yours, Mrs. Lewis D. Hutchins."

The photograph shows her in her working "togs". She displayed unusual courage in this rescue, and is deserving of much praise.

## PENSACOLA LINE APPOINTMENTS

Mr. R. E. Buchanan, assistant traffic manager with headquarters at Pensacola, Fla., announces the following appointments, effective July 1:

Mr. F. L. Sanford, former industrial and agricultural commissioner at Robertsdale, Ala., was appointed agricultural and industrial agent with headquarters at Pensacola, Florida.

Mr. J. B. Morrow, formerly executive vice-president of the Pensacola Chamber of Commerce was appointed colonization agent, serving out of Pensacola.

## For Meritorious Service

### CENTRAL DIVISION

Superintendent S. T. Cantrell reports the following cases of meritorious service:

W. J. Wallace, brakeman, while looking his train over at Bennington, Okla., found a broken rail. His personal record has been credited with five merit marks.

W. C. Shultz, conductor; C. B. Coleman, engineer; G. C. Dakon, fireman, and R. R. Stone and L. L. Brown, brakemen, put a Frisco car back on center bearing. The personal record of each of these men has been credited with five merit marks.

C. J. Southern, brakeman, discovered a broken arch bar on a Frisco car. His personal record has been credited with five merit marks.

E. L. Matthews, conductor, and J. C. Coomer, brakeman, discovered a broken cast truck side on a car of gasoline and cut out the brake to relieve the strain against the break. The personal record of each of these men was credited with five merit marks.

C. C. Larson, agent, Seligman, Mo., reweighed a shipment of a concrete mixer and found a discrepancy in favor of the Frisco of 2,200 pounds. His personal record has been credited with five merit marks.

C. R. Batte, dispatcher, promptly handled information concerning robbery of Frisco merchandise car near Winslow, Ark., recently, which resulted in the apprehension and conviction of two of the thieves. Mr. Batte has been commended.

B. J. Mooney, conductor; H. S. Martin, brakeman, and Ralph Tapp, operator, promptly reported robbery of Frisco merchandise car near Winslow, Ark., recently, which resulted in the apprehension and conviction of the thieves.

H. Blakeslee, engineer; G. C. Foust, conductor; H. E. Brannon, fireman, and T. J. Spain and A. C. Ebright, brakeman, after their train was flagged just south of Lowell, Ark., May 16, account washout, backed up their train out of the way, cut engine off and loaded ties and moved them to the washout, unloaded the ties and assisted in putting them in and cribbing up track, and assisted in other ways in getting the main track opened. The personal record of each of these men has been credited with ten merit marks.

Otto Sergeant, section foreman; Lee Poore, switchman; Key Browning, operator, and T. E. Oldham, brakeman, moved a foreign line car away from a burning building. The personal record of each of these men has been credited with five merit marks.

### RIVER DIVISION

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

Charles Straud, conductor; J. P. Reynolds, engineer; A. J. Nichols, fireman, and M. B. Craig, brakeman, located a broken bolt in a truck under a car moving in their train and repaired it. These men have been commended.

Ben F. Hinkle, baggageman, Blytheville, Ark., discovered a brake beam out of adjustment and shoe riding outside of wheel. He has been commended.

S. B. Nation, telegrapher, inspected a train passing Blytheville, Ark., and discovered a brake beam down and notified proper parties. He has been commended.

### BIRMINGHAM TERMINALS

Superintendent J. W. Skaggs reports the following cases of meritorious service:

W. L. Tharpe, clerk, discovered a negro robbing a car of produce on Powell team track, caught the negro and held him until an officer could be called. The personal record of Mr. Tharpe has been credited with ten merit marks.

J. A. Johnson and Henry Honea, car inspectors, and L. O. Belling, W. L. Douglas and F. L. Parrish, switchmen, discovered a large quantity of lumber which had fallen from a car and reloaded the lumber, clearing up the track. The personal record of each of these men has been credited with five merit marks.

J. B. McLane, switchman, fired an engine after the fireman had been injured. The personal record of Mr. McLane has been credited with five merit marks.

K. L. Easter, switchman, extinguished a fire in some straw in a Frisco gondola car. His personal record has been credited with ten merit marks.

(Now turn to Page 47, please)

## For Meritorious Service

(Continued from Page 46)

### TULSA TERMINALS

Superintendent O. L. Young reports the following cases of meritorious service:

T. R. Been, yard clerk, detected two loaded cars moving as empties. His personal record has been credited with five merit marks.

B. J. Mulrenin, yard clerk, detected a car listed as empty to contain a part load of machinery. His personal record has been credited with five merit marks.

J. R. Neergaard, yard clerk, corrected erroneous homerouting on a car. His personal record has been credited with five merit marks.

### EASTERN DIVISION

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

A. T. Laney, conductor; E. H. Fuller, engineer; Harry Young, fireman; and Edward Rissell and William Cook, brakemen, all of Clinton, Mo., after the bridle rod on pony trucks of Engine 593 was found broken and twisted against a wheel, took the rod off, put it in firebox, heated it and straightened it and replaced it on the engine. These men have been commended.

### NORTHERN DIVISION

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

A. Malmgren, fireman, Neodesha, Kan., while off duty went out on an engine and instructed another fireman in the handling of the stoker. The personal record of Mr. Malmgren has been credited with ten merit marks.

L. B. Barr, operator, Paola, Kan., while handing up orders to a train, heard a noise at the caboose and upon investigation found seven inches of the ball broken out of a rail. He has been commended.

Robert Hanse, lineman, obtained a passenger for the Frisco. Mr. Hanse has been commended.

T. R. Callow, yard clerk, Fort Scott, Kan., found an empty refrigerator car, with seals on both sides, passing through Fort Scott terminal, opened car to find out whether it was empty and found a carton of pails of lard. He has been commended.

W. E. Watts, agent, Turck, Kan., was instrumental in the rapid setting of an empty car for a shipper and the rapid forwarding of the car. Mr. Watts has been commended.

Samuel Pilkington, fireman, and Ray Satterlee, brakeman, both of Fort Scott, Kan., fired an engine by hand when wood lodged in stoker and

later removed wood from stoker. These men have been commended.

N. E. Runyon, helper, Quapaw, Okla., went to the freight house during a storm at night, placed freight so that it would not be damaged by water, and also moved express and baggage shipments to a place in the room where they would remain dry. He has been commended.

H. Thrasher, brakeman, Fort Scott, Kan., discovered a broken rail. He has been commended.

George Moulton, section foreman, Neodesha, Kan., found a malleable cast iron truck side badly cracked in four places, and notified car inspector. Mr. Moulton's personal record has been credited with five credit marks.

William Frahs, engineer; M. F. O'Hara, fireman, and C. W. McGinnis, brakeman, all of Neodesha, Kan., repaired stoker of an engine after back universal joint pin fell out of conveyor driving shaft. They have been commended.

P. L. Anderson and B. H. Phillips, brakemen, both of Fort Scott, Kan., made temporary repairs to an oil tank car. The personal record of each of these men has been credited with five merit marks.

Thomas Bruton and Louis Leverton, brakemen, both of Pittsburg, Kan., assisted in rerailling a car. They have been commended.

### SOUTHWESTERN DIVISION

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

F. A. McClaren, telegrapher, Henryetta, Okla., discovered a broken arch bar in a train arriving at his station and notified train crew and yard crew. The personal record of Mr. McClaren has been credited with ten merit marks.

F. W. Loyd, engineer, and W. A. Ellison, fireman, both of Oklahoma City, after shank on firing valve twisted off, taking control of oil away from the fireman so far as operating valves were concerned, cut the automatic oil valve, opened the emergency valve and controlled the oil by operating the handle of cut off. These men have been commended.

Miss Bernice Commons, telegrapher, Peirce City, pulled a trespasser clear of a train after the trespasser had been thrown to the ground after he caught hold of a car to get on train. Miss Commons has been commended.

### WESTERN DIVISION

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

## RAISES PRIZE DOGS Pointers of Engineer Ives Place in Dog Shows

MR. GEORGE O. IVES, engineer for Frisco Lines on the Cordova Run raises pointer dogs, and it is becoming a profitable hobby. He just returned from the Birmingham Kennel Club Dog Show with a silver



medal and a check for \$50.00 as first prize in the puppy dog class and won by his dog "Ives Grouse." "Dixie Girl," another splendid pup won third prize in the puppy bitch class. These two pups won against some fine imported dogs which were shown.

"Dixie Girl" was sired by "John Willing," famous field trial dog sold recently for \$1,200.00. Although Mr. Ives devotes his leisure hours to his dogs, they were trained by Mr. J. P. Jones of Pikes Road, Ala., on his 12,000 acre tract.

The photograph shows Mr. Ives' daughter and "Ives Grouse" in the front yard of the Ives' home.

G. G. Stamm, fireman, and J. R. Hoy, brakeman, both of Enid, Okla., seated a valve in a water tank at Perry, Okla. The personal record of each of these men has been credited with ten merit marks.



THERE'S JUST ONE  
THING MAKES ME  
MADDER THAN A  
BELLEAKER -  
AND THAT'S TWO  
BELLEAKERS!

## LOCOMOTIVE FUEL PERFORMANCE RECORDS

Office of Fuel Agent

The following represents fuel performance made by each Division on the Frisco System in Freight, Passenger and Switch Service month of JUNE this year compared to same month last year:

### FREIGHT SERVICE

| DIVISION          | Pounds Fuel |                   |           | Per Cent Over Previous |               |
|-------------------|-------------|-------------------|-----------|------------------------|---------------|
|                   | June 1928   | Per 1000 G. T. M. | June 1927 | Increase               | Year Decrease |
| Southwestern..... | 150         |                   | 155       | .....                  | 3.23          |
| River.....        | 151         |                   | 137       | 10.22                  | .....         |
| Texas Lines.....  | 154         |                   | 149       | 3.36                   | .....         |
| Northern.....     | 157         |                   | 162       | .....                  | 3.09          |
| Western.....      | 168         |                   | 177       | .....                  | 5.08          |
| Southern.....     | 169         |                   | 158       | 6.96                   | .....         |
| Central.....      | 173         |                   | 166       | 4.22                   | .....         |
| Eastern.....      | 193         |                   | 176       | 9.66                   | .....         |
| System.....       | 166         |                   | 161       | 3.11                   | .....         |

### PASSENGER SERVICE

Pounds Fuel Per Passenger Car Mile

| DIVISION          | Pounds Fuel Per Passenger Car Mile |           | Increase | Decrease |
|-------------------|------------------------------------|-----------|----------|----------|
|                   | June 1928                          | June 1927 |          |          |
| Eastern.....      | 12.7                               | 13.8      | .....    | 7.97     |
| Southwestern..... | 13.4                               | 14.4      | .....    | 6.94     |
| Southern.....     | 14.3                               | 16.7      | .....    | 14.37    |
| River.....        | 14.6                               | 13.9      | 5.04     | .....    |
| Northern.....     | 14.6                               | 18.4      | .....    | 20.65    |
| Central.....      | 16.5                               | 14.8      | 11.49    | .....    |
| Texas Lines.....  | 16.8                               | 14.0      | 20.00    | .....    |
| Western.....      | 19.5                               | 16.9      | 15.38    | .....    |
| System.....       | 14.1                               | 15.3      | .....    | 7.84     |

### SWITCH SERVICE

Pounds Fuel Per Switch Locomotive Mile

| DIVISION          | Pounds Fuel Per Switch Locomotive Mile |           | Increase | Decrease |
|-------------------|--|-----------|----------|----------|
|                   | June 1928                              | June 1927 |          |          |
| Central.....      | 93                                     | 97        | .....    | 4.12     |
| Texas Lines.....  | 108                                    | 98        | 10.20    | .....    |
| Southwestern..... | 111                                    | 103       | 7.77     | .....    |
| Northern.....     | 116                                    | 119       | .....    | 2.52     |
| River.....        | 117                                    | 96        | 21.88    | .....    |
| Eastern.....      | 120                                    | 122       | .....    | 1.64     |
| Southern.....     | 133                                    | 121       | 9.92     | .....    |
| Western.....      | 134                                    | 122       | 9.84     | .....    |
| <b>TERMINAL</b>   |  |           |          |          |
| Memphis.....      | 119                                    | 121       | .....    | 1.65     |
| Tulsa.....        | 127                                    | 137       | .....    | 7.30     |
| Springfield.....  | 140                                    | 141       | .....    | .71      |
| Kansas City.....  | 142                                    | 144       | .....    | 1.39     |
| St. Louis.....    | 173                                    | 177       | .....    | 2.26     |
| Birmingham.....   | 179                                    | 146       | 22.60    | .....    |
| System.....       | 133                                    | 131       | 1.53     | .....    |

In freight and switch service, fuel consumed per unit increased while in passenger service the consumption per passenger car mile was 7.84% lower than in June last year. This class of service had four divisions making an increase and four a decrease.

The falling off of train haul in freight service partly accounts for the increase in fuel. However, our "goal" is set to make a better performance in each month this year than was made in year of 1927, and it will take the combined co-operation of all to reach it.

Fuel performance records of individual crews on each division:

#### EASTERN DIVISION

Rolla Sub: Engineer H. R. SMITH,

fireman G. SANDIFER, train 36, engine 10, Newburg to Stanton, June 13th, handled 2,524 gross tons, burned 7 tons coal, performance 97 pounds per 1,000 g. t. m.

Engineer M. FABER, fireman H. B. SMITH, train 35, engine 3, St. Louis to Stanton, June 1st, handled 1,921 gross tons, burned 10 tons coal, performance 111 pounds per 1,000 g. t. m.

Engineer G. J. GANN, fireman M. J. JONES, train extra west, engine 4135, Gratiot to Stanton, June 11th, 80 cars in train, 1,750 gross tons, burned 7 tons coal, performance 137 pounds.

Engineer L. BUCHERT, fireman J. BURGOTT, train extra west, engine 58, St. Louis to Newburg, July 2d, 47 cars in train, burned 14 tons coal, performance 139 pounds.

Engineer J. C. LYNCH, fireman D. C. THOMPSON, train 10, engine 1514, Newburg to St. Louis, June 30th, 14 cars in train, 1,680 passenger car miles, made a performance of .57 gallons, which is much below the average.

Engineer HEDGES, fireman CUSACK, train 8, engine 1514, Newburg to St. Louis, 11 cars in train, burned 905 gallons oil, performance .68 gallons per passenger car mile.

Engineer GEORGE BERGER, fireman LYNCH, train 10, engine 1500, Newburg to St. Louis, 17 cars in train, burned 1,008 gallons oil, or an average of .44 gallons per passenger car mile, which is .06 gallon below the goal set of one-half gallon per car mile.