

## 13,000 SEE PARK OPENED

Missouri's Newest Park On Frisco  
Dedicated At Sullivan, Sept. 8

**T**HIRTEEN thousand Missourians and friends from adjoining states met at Sullivan, Mo., on September 8 to attend the ceremonies which formally opened Meramec State Park, two miles from Sullivan and 68 miles from St. Louis. J. H. Fisher, Mayor, declared a holiday—flags and bunting waved from every post, and bands from adjoining towns and cities kept up the holiday spirit, which began with a parade down Sullivan's main street and ended when the last train had departed with its visitors.

The St. Louis Chamber of Commerce delegation of 140 men headed by Walter B. Weisenburger, president, arrived via Frisco Lines shortly before noon and were met by the Sullivan Chamber of Commerce and taken directly to Sheep Cave for luncheon. The program in the forenoon was given over to home-coming exercises for Franklin County, and the speakers included old time residents of the county and state.

The afternoon program was attended by more than 5,000 people who were addressed by U. S. Senator Harry B. Hawes; Gov. Samuel A. Baker of Missouri; Keith McCause, State Game and Fish Commissioner, whose department has jurisdiction of the park; Eugene Roth, Mayor of University City and president of the St. Louis County Chamber of Commerce; Acting Mayor Walter I. G. Neun of St. Louis; Walter B. Weisenburger, president St. Louis Chamber of Commerce and Lon Sanders of St. Louis, chairman of the Sixth District Citizens Road Bond Committee of the State of Missouri.

Following the last address, Miss Marjorie McCause, daughter of the State Game and Fish Commissioner formally opened the new state park by raising the American flag as Boy Scout troops from St. Louis, Clayton and Union stood at attention.

Benton Dill, philosopher, preacher, musician and keeper of the park, in dramatic Ozark fashion urged that those who had assembled in the park should do their share of protecting this gift to the people.

The city of Sullivan has an extremely interesting history. The first white people to settle on the Meramec River in the neighborhood of the new state park were Stephen and Borcas Sullivan. Having eloped from Kentucky on horseback and joined a party being piloted into Missouri by Daniel Boone, they decided when they reached the river bottom lands south of Sullivan,

## Pres. Kurn Praises Employes in Address

**T**HE Frisco employes' system-wide club organization is one of the "greatest movements among the finest bunch of railroad employes on any American Railroad," President J. M. Kurn of Frisco Lines stated in an address to 400 members of the Men's Club of St. Louis at the September meeting of that organization held at noon September 19, in the Statler Hotel.

"I've worked on several railroads, traveled on a great many and know lots of railroad employes," Pres. Kurn said. "But I'll put our employes up against any in the country and beat them hands down. If we were a baseball team I think we'd win the world's series."

The president praised the work of the clubs and the accomplishments in the last year as a "splendid achievement".

"I've watched the work of our clubs with intense interest," he said. "Their work in the solicitation of freight and passenger business has been a great help to our traffic department and we all have been greatly pleased with the interest the employes have taken in helping solve our common problem.

"We are all striving to better ourselves and the interest of our employes' in the solicitation of traffic is an important step in that direction. Our passenger traffic has declined 65 per cent since 1920 and we will haul, this year, about 35 per cent of the number of people we did in 1920. Naturally this has resulted in taking off a great many non-paying passenger trains with a consequent reduction in crews, shopmen and clerical help, and other related employes. We would like nothing better than to put these trains back on, and every passenger our employes get helps just that much.

"All of this is attributable to pri-

to go no farther. In fact it was on a suggestion of Boone himself that Sullivan and his bride decided they would carve out a fortune raising tobacco and hunting for lead in the surrounding hills. This was in the summer of 1800. The present Stephen H. Sullivan, merchant and secretary of the Sullivan Chamber of Commerce is a great grandson of the settler for whom the town is named.

Romance has been woven around the historic fact that pages of history for the past 300 years tell about the Spaniards, French, and followers of Daniel Boone who burrowed into the hills in and surrounding the park for

private automobiles and busses. We have no quarrel with the private automobile. A man has a perfect right to go where ever and whenever he pleases in his own motor car. But we do object to the manner in which the different states are permitting busses to operate.

"As an example, in Mississippi county, Arkansas, a hard road has been built paralleling our tracks. The Frisco paid in the neighborhood of 6 per cent of the cost of building the road because we were the heaviest property owners there. Then, with operations regulated by the I. C., we must compete along that stretch of track, with these busses which buy only an ordinary license and can charge what fares they choose.

"We are planning this fall to go into the state legislatures and into Congress, with a view of securing legislation of a state and national nature which will make competition of railroad versus busses fair and equitable. There is another chance where our employes can help, and I am sure you will."

Bert Baumgardner and his orchestra played during the luncheon. Other entertainment features on the program included two soprano solos by Miss Ann Schwartz of the accounting department, accompanied by Miss Grace Simpson at the piano; two dance numbers by Miss Grace Webber of 7th street and Mr. Roy Meader; a piano solo by Miss Simpkins and two readings by Miss Lydia Peterson of the traffic department.

Preceding President Kurn's talk, W. L. Huggins, Jr., chairman of the central committee on personnel, made a report of club activities during the summer months, and told of fall and winter plans now being made by clubs at various points on the line.

copper, lead and iron.

In the last several years, twelve parks have been formally dedicated in the State of Missouri, eight of them on Frisco Lines, and Meramec State Park which contains about 7,000 acres is one of the largest. The park was purchased at a cost of about \$125,000. Five hundred acres of the park are devoted to recreational grounds and 650 acres are used for game propagation. Seventy-five deer and 500 wild turkeys have been placed in the park and bear will be introduced later. There are 12 natural and beautiful caves, 9 springs and 35 miles of trails of scenic beauty in the park.

**THE BLUEBONNET HONORED**  
**March Named for Frisco, Written**  
**by R. R. Robertson**

**P**ROF. R. Ritchie Robertson, director of the Springfield, Mo., Boy Scout Band (the largest Boy Scout Band in the world), supervisor of music in the Springfield schools and figurehead in Springfield's music realm, has composed a march entitled "The Bluebonnet," complimentary to the St. Louis-San Francisco Railway's Texas train of the same name.



R. R. ROBERTSON

During the past year Professor Robertson acted as instructor to the Frisco Girls' Glee Club of Springfield, and aided the club in becoming one of the outstanding glee clubs.

Professor Robertson has composed many musical numbers. The air of "The Bluebonnet" is as light and dainty as the Texas flower for which this fast train is named, while the movement of the bass is symbolical of the rumble of the train.

The St. Louis-San Francisco Railway extends to Professor Robertson congratulations on his new composition, "The Bluebonnet".

We are here not simply to get enough to eat so as to keep alive, nor to accumulate enough goods so as to be comfortable, but we are here to grow a life so fine and so useful that it will bring joy to others and be worth keeping alive forever?

—Epworth Herald.

*For Meritorious Service*

**WESTERN DIVISION**

Superintendent W. R. Brown reports the following case of meritorious service:

E. D. Osborn, cashier-operator, Cordell, Okla., discovered and reported broken angle bars at a joint in the Main Street crossing at Cordell, August 31. His personal record has been credited with five merit marks.

**RIVER DIVISION**

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

Don Parr, switch foreman; Jack Wilde and W. A. Ozee, switchmen; A. W. Barnes, engineer, and Charles Kaiser, fireman, all of Cape Girardeau, protected cars from the fire which on August 24 destroyed a sawmill at Cape Girardeau and assisted in extinguishing the fire. They have been commended.

**TULSA TERMINALS**

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

L. S. Kirkpatrick, yard clerk, discovered that a car, moving as an empty, contained merchandise. His personal record has been credited with five merit marks.

Minor Boydson, yard clerk, discovered a loaded car moving as an empty. His personal record has been credited with five merit marks.

E. A. Batchelder, switchman, discovered a broken flange on a tank car and assisted in having the car placed on repair track. His personal record has been credited with ten merit marks.

J. T. Brant, switchman, discovered a broken rail and made a prompt report of the condition. His personal record has been credited with ten merit marks.

**EASTERN DIVISION**

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

H. J. Davidson, engineer; Willis Long, fireman, and W. B. Shumate, brakeman, all of Springfield Mo., hand-fired Engine 12 from Verona Mo., to Springfield, August 24, after the stoker chain broke. They have been commended.

**NORTHERN DIVISION**

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

R. M. Mikesell, brakeman, Neodesha, Kan., discovered a broken arch bar.

D. I. Tanquary, brakeman, yard office, Kansas City, shoveled to one side some coal in tender of Engine 4164, when it was found this coal would not burn satisfactorily, so that remains of a previous load of coal could be reached and used to fire engine. His personal record has been credited with five merit marks.

J. T. Richardson, engineer; L. H. Mayberry, fireman; F. L. German, conductor; B. E. Cox, brakeman, and J. Simmons, train porter, on September 3 each noticed as their train passed over it, that a rail at MP J 143-12 was broken. They stopped their train, went back, found about ten inches of rail broken out, and left a flagman until section foreman could be notified. The personal record of each of these members of this train crew has been accredited with ten merit marks.

**CENTRAL DIVISION**

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

Fizer Jones, section laborer, has been commended for the splendid condition in which he keeps the section house at Fort Smith. The grass is neatly cut and he maintains a large garden of flowers.

T. E. Monroe, conductor; D. R. Allen, L. L. Stokes and B. H. Smithson, brakemen, and C. W. Bashe, operator, have been commended for aiding the Seligman Live Stock Shippers Association in loading cattle at Seligman one day this summer.

Hugh Hays, operator, Rogers, Ark., has been commended for courteous service in routing a passenger.

H. A. Crum, brakeman, discovered a broken flange. His personal record has been credited with five merit marks.

C. A. Woods, pumper, while riding as a passenger on a train, assisted in loading express at two stations to prevent delay due to heavy movement of express. His personal record has been credited with five merit marks.

## Damage to Cars Still on Increase, Report Shows

**D**URING the first eight months of 1928 the number of cars damaged on Frisco Lines by rough handling increased 1.7 per cent and the amount of damage increased 89.8 per cent, as compared with the corresponding periods of last year, according to the monthly report issued by the car accountant, Springfield Mo.

In a circular letter written by M. M. Sisson, assistant general manager, Springfield, and sent to all superintendents, Mr. Sisson said in part:

"We are not going to make as good a showing in 1928 as we did in 1927 unless some immediate action is taken to put a stop to these cases. With the campaign that has been waged in this direction for the past several

years do not feel it is unreasonable to expect an improvement and am appealing to each of you to more vigorously get into the question of rough handling and see if we cannot, effective at once, bring about a change in the condition which will enable us to close the year with an improvement over 1927."

The report:

DIVISION OR TERMINAL	NUMBER CARS DAMAGED			AMOUNT DAMAGE			NUMBER CARS HANDLED			PER CENT DAMAGED TO TOTAL HANDLED			STANDING DIVISION OR TERMINAL		
	1928	1927	1926	1928	1927	1926	1928	1927	1926	1928	1927	1926	'28	'27	'26
<b>TERMINALS</b>															
Springfield.....	11	7	7	\$ 1,120.00	\$ 865.00	\$ 895.00	527,964	515,614	527,799	.0021	.0014	.0013	1	1	1
Birmingham.....	17	19	36	1,080.00	969.50	3,368.00	479,681	488,797	567,568	.0035	.0039	.0074	2	2	2
Tulsa.....	38	70	124	4,520.00	4,174.50	2,122.00	618,559	565,953	492,149	.0061	.0124	.0252	3	5	5
St. Louis.....	70	53	58	2,273.00	931.00	2,801.00	530,356	509,881	523,810	.0132	.0104	.0111	4	3	3
Memphis.....	70	73	179	4,562.50	2,262.00	7,395.95	513,161	606,212	760,955	.0136	.0120	.0235	5	4	4
Kansas City.....	81	84	141	4,003.00	2,039.50	3,414.40	514,612	470,379	469,495	.0157	.0179	.0300	6	6	6
<b>Total.....</b>	<b>287</b>	<b>306</b>	<b>545</b>	<b>\$17,558.50</b>	<b>\$11,241.50</b>	<b>\$19,996.35</b>	<b>3,184,333</b>	<b>3,156,836</b>	<b>3,341,776</b>	<b>.0090</b>	<b>.0097</b>	<b>.0163</b>			
<b>DIVISIONS</b>															
Western.....	2	2	19	\$ 35.00	\$ 10.00	\$ 2,077.00	168,720	164,230	172,120	.0012	.0012	.0110	1	1	4
Southwestern.....	19	15	127	669.00	400.00	3,000.50	691,835	720,247	754,664	.0027	.0021	.0168	2	2	7
Southern.....	16	12	10	458.00	755.00	437.00	264,058	265,307	274,532	.0061	.0045	.0036	3	3	1
Central.....	38	12	31	2,910.50	603.50	750.28	582,671	572,269	603,310	.0065	.0021	.0051	4	2	2
Eastern.....	42	30	41	6,617.00	1,122.00	2,456.00	608,725	612,525	644,384	.0069	.0049	.0064	5	4	2
River.....	24	37	39	1,315.00	1,129.00	854.00	275,531	279,234	324,269	.0087	.0133	.0120	6	5	6
Northern.....	81	92	89	4,381.50	2,987.65	1,656.50	710,068	669,495	750,307	.0114	.0137	.0119	7	6	5
<b>Total.....</b>	<b>222</b>	<b>200</b>	<b>356</b>	<b>\$16,386.00</b>	<b>\$ 7,007.15</b>	<b>\$11,231.28</b>	<b>3,301,608</b>	<b>3,283,307</b>	<b>3,523,586</b>	<b>.0067</b>	<b>.0061</b>	<b>.0101</b>			
Bir'gham Belt.....	3			110.00			32,409			.0093					
Texas Lines.....	20	17	14	1,172.00	313.00	233.00	98,194	89,441	103,729	.0204	.0190	.0135			
<b>Tot. System.....</b>	<b>532</b>	<b>523</b>	<b>915</b>	<b>\$35,226.50</b>	<b>\$18,561.65</b>	<b>\$31,460.63</b>									

### AGENCY CHANGES

C. S. Nichols installed permanent agent, Gloral, Kan., September 5.  
 W. R. Evans installed permanent agent, Fountain, Ala., September 5.  
 T. A. Buckner installed permanent agent, Herman, Ark., September 4.  
 S. L. Davis installed permanent agent, Sherman, Miss., September 4.  
 C. C. Adsit installed permanent agent, Terilton, Okla., September 4.  
 J. G. Brown installed permanent agent, Golden City, Mo., September 1.  
 J. F. Tibbs installed permanent agent, Chelsea, Okla., September 1.  
 C. G. Wilson installed temporary agent, Proctor, Okla., August 30.  
 R. A. Maffett installed permanent agent, Haverhill, Kan., August 28.  
 J. J. Roberts installed permanent agent, Keighley, Kan., August 28.  
 F. Emley installed permanent agent, Bois d'Arc, Mo., August 27.  
 C. W. Giberson installed permanent agent, Cement, Okla., August 27.  
 S. L. Fields installed permanent agent, Blue Springs, Miss., August 27.  
 F. Sweep installed permanent agent, Merriam, Kan., August 24.  
 C. G. Hartness installed permanent agent, Cameron, Okla., August 24.  
 E. D. Egan installed temporary

### EXTINGUISH FIRE WITH ENGINE

Turning steam from the blow-off valve of their engine on a fire which recently threatened the destruction of the new furniture factory at Festus, Mo., the crew of Extra 1292 had the fire under control when the fire department, in answer to the alarm turned in by the train crew, arrived.

Extra 1292 was to pick up a car spotted at the furniture factory. J. R. Johnson, conductor, St. Louis, discovered the fire. The engine, with Dave Heltibrand at the throttle, Dewaine Heltibrand, firing, and Conductor Johnson aboard, drew up near the fire, after these men had turned in a fire alarm, and the blow-off valve was opened, the steam spraying the fire.

"We would like to be on the fire-fighters' list as well as co-operative in getting business," commented Conductor Johnson.

agent, Neodesha, Kan., August 23.  
 M. E. Gleckler installed permanent agent, Wellston, Okla., August 23.  
 C. T. Harvel installed permanent agent, Bonanza, Ark., August 23.

C. O. Linderman installed temporary agent, Algoa, Ark., August 23.  
 C. E. Barnes installed permanent agent, Clayton, Okla., August 21.  
 E. R. Slocum installed permanent agent, Snyder, Okla., August 21.  
 R. E. Nelson installed temporary agent, Bokhoma, Okla., August 20.  
 R. J. Knoll installed permanent agent, St. Louis milk account, August 20.  
 C. G. Hartness installed temporary agent, Bonanza, Ark., August 17.  
 W. B. Mullens installed permanent agent, Depew, Okla., August 17.  
 J. H. Pruitt installed permanent agent, Verona, Mo., August 17.  
 W. L. McCall installed permanent agent, McCullough, Ala., August 16.  
 C. A. Leonard installed permanent agent, Sligo, Mo., August 15.  
 O. O. Gilbert installed permanent agent, Crescent, Mo., August 15.  
 J. Sauer installed permanent agent, Valley Center, Kan., August 15.  
 J. E. Stratton installed temporary agent, Haverhill, Kan., August 13.  
 R. O. Grant installed temporary agent, Kingston, Okla., August 13.  
 Freight agency opened at Magnolia, Ala., and G. I. Jones installed freight agent, August 13.  
 R. A. Maffett installed permanent agent, Keighley, Kan., August 11.

**HELEN GOSS WINS HONORS**  
**Frisco Daughter Awarded Prizes**  
**in Several Contests**

**M**ISS Helen Goss, 18, daughter of J. G. Goss, switchman at Birmingham terminals, during her high school course which she completed recently, won first prize in an essay contest, second place in a national oratorical contest, and won first place for her high school in a spelling contest among high schools of Jefferson County, Ala.



HELEN GOSS

The essay contest was concerning Abraham Lincoln and Miss Goss' essay was entitled "Lincoln and the Constitution." The prize she won was a bronze medal. Her subject in the oratorical contest was "The Foundation of Our Constitution."

She was secretary of her senior class, president of the Girl Reserves and a member of the dramatic and the choral clubs of her school.

**CAR BUILDERS MEET**

George W. Moore, of Springfield, assistant superintendent of motive power, who has been president of the Southwest Master Car Builders and Supervisors Association for the organization's fiscal year 1927-1928, presided at the morning sessions of the joint convention of this association and of the Railway Car Department Officers' Association held at Hotel Statler, Mo., September 11-13. Several other Frisco car department officials attended.

S. O. Taylor, St. Louis, master car builder for the Missouri Pacific Lines, was elected president for the ensuing year of the Master Car Builders and Supervisors' Association, the organization formed at the joint convention through the consolidation of the two former associations.

Other officers elected were: C. J. Wymer, superintendent of the car department of the Chicago and Eastern Illinois Railroad, first vice-president; K. F. Nystrom, superintendent of the car department of the Chicago, Milwaukee, St. Paul and Pacific, second vice-president; F. A. Starr, superintendent of reclamation and lubrication, Chesapeake and Ohio Railroad, third vice-president; L. R. Christy, master car builder, Gulf Coast Lines, fourth vice-president; A. S. Sternberg, master car builder, Belt Railroad of Chicago, secretary and treasurer.

**1928---Important Conventions---1929**

*Below is a list of important conventions which will be held during 1928-1929.*

*The Passenger Traffic Department will welcome any information that might be of assistance in securing travel to these meetings. Any communication in connection therewith should be addressed to nearest passenger department representative or to Mr. J. W. Nourse, General Passenger Agent, St. Louis, Mo.*

- American Legion.....San Antonio, Tex.....Oct. 8-12 incl.
- United Spanish War Veterans.....Havana, Cuba.....Oct. 7-12
- Nat'l. Dairy Association.....Memphis, Tenn.....Oct. 12-20
- Int'l. Petroleum Exposition.....Tulsa, Okla.....Oct. 20-29
- American Petroleum Institute.....Chicago, Ill.....Dec. 4-6

**1929 CONVENTIONS**

- Nat'l. Education Ass'n. Dept. of Supts..Cleveland, Ohio.....Feb., 1929
- Daughters American Revolution.....Washington, D. C.....April, 1929
- United Confederate Veterans.....Charlotte, N. C.....April-May
- Mystic Shrine (A. A. O. N. M. S.).....Los Angeles, Calif.....May, 1929
- Gen. Assembly, Presbyterian Church.St. Paul, Minn.....May, 1929
- Southern Baptist Convention.....Memphis, Tenn.....May, 1929
- American Wholesale Grocery Ass'n....Memphis, Tenn.....May 21-23
- General Federation Women's Clubs..Swampscott, Mass.....May-June
- National Ass'n. Credit Men.....Minneapolis, Minn.....June, 1929
- Nat'l. Retail Hdwe. Ass'n., Congress..Oklahoma City, Okla.....June, 1929
- Co-Operative Club, International.....Milwaukee, Wis.....June, 1929
- Lions International.....Louisville, Ky.....June, 1929
- Rotary International.....Dallas, Texas.....June 3-7
- U. S. Junior Chamber of Commerce..Flint, Mich.....June, 1929
- Master Plumbers.....Buffalo, N. Y.....June, 1929
- Nat'l. Ass'n. of Real Estate Boards..Boston, Mass.....June 24-29
- Kiwanis International.....Milwaukee, Wis.....June, 1929
- American Institute of Banking.....Tulsa, Okla.....June, 1929
- Optimists International.....Tulsa, Okla.....June, 1929
- Travelers' Protective Ass'n.....Detroit, Mich.....June, 1929
- National Ass'n. Retail Grocers.....Portland, Ore.....June, 1929
- National Education Ass'n.....Atlanta, Ga..... June 29-July 4
- Int'l. Soc. of Christian Endeavor.....Kansas City, Mo.....July, 1929
- Grotto (M. O. V. P. E. R.).....Rock Island, Ill.....July, 1929
- B. P. O. E. Grand Lodge.....Los Angeles, Calif.....July, 1929
- B. Y. P. U.....Detroit, Mich.....July 10-14

**FRISCO DOCTORS MEET**

The twenty-seventh annual meeting of the Frisco System Medical Association will be held at Pensacola, Florida, October 22 and 23. Plans are being made to make this meeting attractive and a scientific program will be provided and trips of local interest will be taken over the historic city of Pensacola.

Dr. C. S. Hoffman, of Columbus, Kansas, president of the association, will preside and the following members of the Medical Association will have a part on the program: Dr. Wm. Fussman, Pittsburg, Pa.; Dr. Wm. Greenfield, Lexington, Ky.; Dr. J. A. Crisler, Memphis, Tenn.; Dr. R. Hennessey, Memphis, Tenn.; Dr. Ellis Fischel, St. Louis; Dr. L. S. Luton, St. Louis; Dr. W. H. Breuer, St. James, Mo.; Dr. E. S. Edgerton, Wichita, Kansas; Dr. Paul F. Cole, Springfield and Dr. W. C. Cheek, Springfield.

**"LAND CRUISE" ON FRISCO**

A special "land cruise train," carrying 149 members of the Quarter Million Club, an organization of leading securities salesmen of Henry L. Doherty and Company, New York City, and provided by the Raymond Whitcomb Company, was handled by the Frisco early in September. Frisco cities visited included St. Louis, Tulsa, Aurora and Joplin, Mo., and Riverton, Baxter Springs and Mound Valley, Kan. Doherty plants are located in all of these points.

The train was equipped with bed rooms, a gymnasium, motion picture facilities and numerous shower baths.

The salesmen from many parts of the United States were making an inspection trip to various properties of the Cities Service Company, operated by the Doherty Company.

## LOCOMOTIVE FUEL PERFORMANCE RECORDS

Office of Fuel Agent

FUEL conservation took an upward bound in passenger service for August this year compared to same month last year. Unit consumption in this class of service decreased from 14.8 to 13.3 pounds per passenger car mile or 10.14% which is the largest decrease that has been made in any single month so far in the year of 1928 and is a mark that will be hard to beat in the remaining months.

Increase in cars per train mile played quite an important part in helping to bring about this decrease, however, were it not for the combined efforts and interest of engine and train crews, dispatchers, etc., it would not have been possible to make such a splendid showing regardless of the increase in cars.

Switch service also made a reduction in fuel used per unit, pounds used per switch locomotive mile decreased from 131 to 128 or 2.29% for the System as a whole. All terminals with the exception of two made a decrease, one, Tulsa made as high as 15% and in doing so ranked first with a performance of 112 vs. 132 pounds. Memphis ranked second with 9.85% and Springfield third with 4.17% reduction over same month last year.

It might be well to mention in connection with the performance made in switch service, that the unit used is a set number of miles per switch hour worked and to make a saving in fuel requires the closest co-operation between engine and switch crews to avoid any unnecessary switching.

Remarkable strides have been made in the past few years in saving fuel in this class of service, a large part of which is due to the willingness and co-operation put forth by the men in yard service.

The following fuel records of individual engine and train crews were reported and observed by Supervisors of Fuel Economy, Road Foremen, Master Mechanics and other supervisors as outstanding and much better than the average.

### EASTERN DIVISION

**Rolla Sub:** Engineer M. T. SMITH, fireman N. A. SHORT, train 38, engine 4, Newburg to St. Louis, August 7, handled 302,000 gross ton miles, burned 17 tons of coal, performance 112 pounds.

Engineer C. W. SHANKS, fireman WHITSETT, train 10, engine 1517, Newburg to St. Louis, July 17, 14 cars in train, burned 958 gallons of

oil, performance .57 of a gallon per passenger car mile.

Engineer JOHN LYNCH, fireman DAN THOMPSON, train 1, engine 1514, St. Louis to Newburg, August 6, 10 cars in train, burned 907 gallons oil, performance .75 of a gallon.

**Lebanon Sub.** Engineer P. L. MOORE, fireman F. FULTON, train 9, engine 1503, Newburg to Springfield, July 9, 14 cars in train, burned 1,209 gallons oil, performance .72 of a gallon per passenger car mile.

Engineer W. W. FITCH, fireman BYRON HOLT, train 10, engine 1500, Springfield to Newburg, July 8, 15 cars in train, burned 1,114 gallons oil, performance .62 of a gallon per passenger car mile.

Engineer G. T. McKENNA, fireman F. GALBRAITH, train 9, engine 1507, Newburg to Springfield July 18, handled 16 cars, burned 1,203 gallons oil, performance .63 of a gallon.

Engineer A. ADAMS, fireman E. BLANCHARD, train 36, engine 27, Springfield to Newburg August 17, handled 3,065 gross tons, burned 15 tons of coal, performance 81 pounds per thousand gross ton miles.

Engineer H. ALEXANDER, fireman V. PATRICK, train 35, engine 48, Newburg to Lebanon, August 7, handled 2,080 gross tons, burned 7 tons of coal, performance 106 pounds per thousand gross ton miles. Engineer and Fireman did excellent job of handling and firing engine.

Engineer R. REEVES, fireman E. DOWDEN, train 38, engine 47, Springfield to Newburg August 9, handled 3,135 gross tons, burned 16 tons coal, performance 85 pounds per thousand gross ton miles. Operation and firing good.

**Springfield Sub.** Engineer M. V. ALLEBACH, fireman W. BOYNE, train 5, engine 1504, Springfield to Monett August 15, 10 cars in train, burned 260 gallons of oil, performance .59 of a gallon per passenger car mile.

Engineer ED. MUNROE, fireman W. MATHIAS, train 32, engine 4109, Monett to Springfield, August 15, handled 143,000 gross ton miles, burned 907 gallons oil, performance 6.3 gallons. Operation and handling by crew very good.

Engineer T. GRIFFIN, fireman C. HARRIS, train 5, engine 1518, Springfield to Monett, August 17, 11 cars in train, burned 284 gallons of oil, performance .58 of a gallon per passenger car mile.

**St. Louis Terminal:** Engineer J.

HYNES, fireman J. E. ROBBINS, on engine 3745, worked 11 hours and 15 minutes in Switch Service, and burned only 561 gallons of oil. This is an average of .84 of a gallon per switch locomotive mile and when converted to coal is less than one hundred pounds which is much below the average. This same crew was also on engine 3742, worked 8 hours and 45 minutes and burned only 470 gallons of oil. These are both very good records and reflect great interest in Fuel Economy

### SOUTHERN DIVISION

**Willow Springs Sub:** Engineer WOODRUFF, fireman POWELL, train Extra South, engine 26, Willow Springs to Thayer, August 6, 1,714 gross tons in train, burned 4 tons of coal, performance 100 pounds per thousand gross ton miles.

**Memphis Sub:** Engineer FISHER, fireman DENTON, train 131, engine 4120, Thayer to Jonesboro, August 10, handled 2,353 gross tons, burned 6 tons of coal, performance 63 pounds per thousand gross ton miles. Operation and firing of engine good.

Engineer KING, fireman SMITH, train 104, engine 1062, Jonesboro to Thayer, August 10, 6 cars in train, burned 700 gallons of oil, performance 1.2 gallons per passenger car mile. This is a very good performance considering this is local train.

Engineer ANDERSON, fireman EDWARDS, train extra north, engine 4010, Jonesboro to Thayer, August 9, handled 3,075 gross ton miles, burned 10 tons of coal, performance 79 pounds per thousand gross ton miles.

Engineer JACOBS, fireman DAVIS, Jonesboro to Memphis, train 103, engine 1062, August 2, handled a total of 830 passenger car miles, performance 1.2 gallons which is about the average for local passenger train.

**Tupelo Sub:** Engineer JOLLY, fireman SMITH, train 135, engine 4129, Holly Springs to Tupelo September 7, handled 1,700 gross tons, burned 5 tons of coal, performance 117 pounds per thousand gross ton miles. Pop was not opened or fire raked over the entire trip. Handling of engine very good.

Engineer WILSON, fireman CONDRY, train 136, engine 4112, New Albany to Yale, August 4, handled 2,250 gross tons, burned 9 tons of coal, performance 108 pounds per thousand gross ton miles.

Engineer HUPERT, fireman REA-