

BUSSES TAKE MILLIONS FROM RAILWAYS

(Continued from Page 15)

Chief among the reasons advanced are:

1. That the motors use the highways of a country without paying anything like adequate taxation towards their upkeep, let alone construction (in America the railway companies assert that they are even taxed to maintain these highways).

2. That wages and salaries on the majority of railways are regulated by statutory powers: the motors pay what they please.

3. Railway rates and profits are regulated by statutory powers and they are obliged to take every conceivable kind of freight offering and run to regular schedule. The motors can take what they like, when they like and charge what they like.

4. That much of the traffic that is being filched from the railways, was created by the latter.

5. That in their railways the people have an investment representing a capital asset usually running into many millions of pounds (in South Africa, £154,000,000). If the motor competition reaches bigger proportions and the railways run at a loss, these vast sums instead of remaining assets to the country will become milestone liabilities.

Now it must be agreed that motor vehicle transportation on the highways is a necessity, marking a progress in the science of transportation, but if it is to be allowed to run in unregulated competition with the railways, then the country is letting itself in for an expensive luxury, when it means the partial ruin of the railways.

The competition in this country should never have been allowed to grow to its present forbidding dimensions and nothing will be gained by sitting still and waiting like Mr. Micawber for "something to turn up." If they are not to become a drag on the country, South African railways will have to secure its own fleet of motor vehicles and regain its lost revenues in open competition with the private owners. No doubt a co-ordinated plan of road and rail transport in the populous centers would provide for the public better service than the present two distinct and opposing types of service at present operating.

One company in England has a co-ordinated service, in which a contained body transferable from motor truck to rail truck chassis plays a big part, saving immense labour in handling goods, etc.

Mississippi Dog Plays Mail Man

THE brakeman on train 105 stood on the observation car recently, as that crack train of Frisco Lines skimmed along from Kansas City to Birmingham, talking intently to one of the passengers.

"Now, when we pass this little station of Wallerville, Miss., you'll see something very unique," he said.

"What is it?" asked the passenger.

"Well, sir, it's a dog that meets trains 105 and 106 and plants his two forefeet on the mail sack that is thrown off, and defies the world to touch it until his mistress gets to it," he continued. "Here is the little station—we're just passing it."

His explanation had aroused the curiosity of several of the passengers, and they crowded around the glass panels to view the sight. The train passed the station at a good clip. The station door was closed. The passengers strained their eyes, but could see neither the mail sack, the agent or the famous dog.

The brakeman took off his cap and scratched his head. "Well, I'll be derved," he said. The dog is smarter than I am. This is Sunday. No mail for Wallerville on Sunday and naturally he don't come to the station on that day."

The passengers went back to their chairs, their papers and books, after enjoying a round of hearty laughter.

"Frisco," (the dog, of course) is a good-sized collie. He was bought by Paul David, a Frisco fireman when about a month old, from a party at Portia, Ark., where Mr. David's mother was serving as station agent. When about a year old he was shipped to Wallerville to Mr. R. H. Funk, Frisco mail messenger. Miss Ruby Funk, his daughter, now serves

the Frisco at that station as agent.

"Frisco" began to follow her around while she performed her various duties at the station. He became accustomed to the trains that whizzed by, and he soon learned to detect the local which stopped, from Nos. 105 and 106, which slipped through the little town at a good rate of speed.

After watching Miss Funk go out after the mail sack which is thrown from trains 105 and 106 daily, he decided he would try to be of some use to the Frisco and to her, and so "he just began one day," so she says. The train whistled for Wallerville and he was asleep back

of the stove. He jumped up and ran out in front of the station, waited until the sack hit the ground, rushed up and put his forepaws on it and then glanced around for Miss Funk's approval. When she approved of his act, he felt assured it was the thing to do and has been doing it ever since.

"He will lie in the depot asleep and never run out to meet 921-22 (the local passenger trains), but the minute he hears 105-106 whistle, it awakens him and he is up and out to get the mail," said Miss Funk. "Occasionally 106 goes slow enough so the mail clerk can hand the pouch out and 'Frisco' takes it in his mouth and carries it to the station and deposits it at my feet.

"It would be a calamity for anyone who attempted to touch that sack of mail while it is in 'Frisco's' possession," she said.

"Frisco" is a great favorite with all the railroad men, and the engineers probably have "Frisco" in mind when they give that last blast each day for the little station of Wallerville.



"FRISCO" AND MISTRESS

A co-ordinated service would, no doubt, bring about other scientific improvements, which would have a far-reaching effect on modern transportation, but for the nonce the railways must be allowed to recapture, in fair and open competition, the enormous volume of traffic lost in the last two to three years.

Have you gotten YOUR Passenger?

Have you gotten YOUR Car of Freight?

PLAN FLOWER CAMPAIGN Appropriation for 1929 Station Beautification Program Increased

NOT only is the program and plan for a flower bed for every Frisco station going to be carried on in 1929, but an even greater appropriation for flowers has been allowed, according to Don B. Fellows, Frisco Florist.

The campaign is mapped out so that every section foreman will have a bed of flowers on his section some place this year—either at the section house, tool house or station grounds and he will be expected to keep the bed up in good shape.

"While in the larger city stations there is quite often not enough room for a flower bed, there is always room for a flower garden near the section man's headquarters," said Mr. Fellows. "Some of our section foremen state that they are unable to have flowers account stock running loose. A small wooden post fence around the garden will save the flower bed.

"In some cases last year the section men advised me that water was not available. Cannas and other plants, if properly planted and then mulched with dry leaves or grass will do fine without watering for long periods of time.

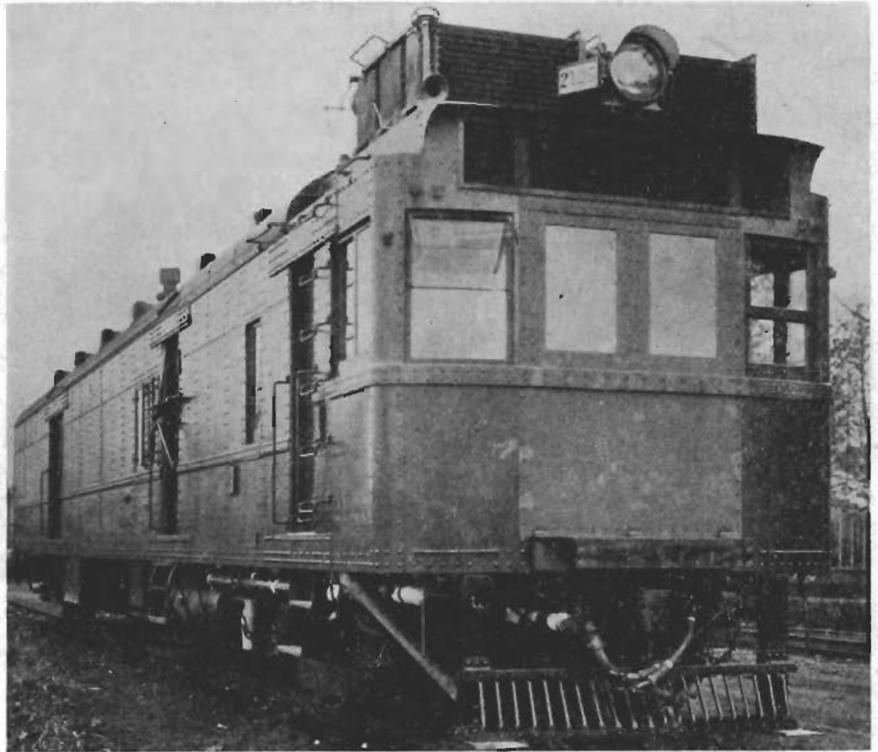
"Section houses and yards at many points look bare for lack of shrubs and trees, and very little of this material was requested in 1928. Shrubs and trees may be had for the asking and they greatly enhance the surroundings, and make a creditable showing."

Mr. Fellows advises that he has for next seasons' planting, a large amount of *Alternanthera* or border plants, used for design work all over the country. These plants may be used to good advantage in making Frisco emblems about twenty feet by ten feet, with the name of the town or city in the center, and should be placed in beds where they may be seen by passengers on trains. Enough of these plants are now available for approximately one hundred stations.

The 1929 flower questionnaire has been sent out and when returned and compiled will give a better idea as to the quantities needed. Twenty-five pounds of nasturtium seeds were distributed during 1928 as well as 1,700 packages of other kinds of seeds, and over 700 boxes of plants, bulbs, etc., were mailed out to more than 500 interested Frisco employees.

Mr. Fellows will attempt to furnish free advice to all flower lovers during the coming year, and asks that inquiries from agents and section men be sent in railroad mail, but that all other inquiries be sent U. S. Mail with stamped return envelope in-

Five New Motor Cars Delivered to Frisco



Above is a front view of one of the new motor cars delivered to Frisco Lines November 15 to December 1.

FIVE new motor cars have just been completed for Frisco Lines by the Electro-Motive Company which are "the last word in motor cars," according to Mr. H. L. Workman, superintendent of motive power of Springfield, Mo.

Two of the cars were put in service on November 15, while the other three were due to be placed in service December 1.

The five were built at an approximate cost of \$275,000 and will replace steam service at various points on Frisco Lines. The first two were placed in service between Enid and Vernon.

The cars, numbered 2122-2126 are 74 feet over the couplers, with a 15 foot mailing room compartment, and a 40 ft. 4¼ in. baggage compartment. The engine room is 15 ft. 10 in. and the weight of each car with gasoline, water, etc., is 137,840 pounds. The cars are built to handle a trailer which consists of a regular 900 class coach.

The motor in each is much more powerful than anything yet owned by

Frisco Lines, and is an eight cylinder 400 H. P. The original GE cars had a 175 H. P. engine, and the motor cars bought prior to the new Electro-Motive cars had a 250 H. P. motor.

In a test run from St. Louis to Springfield on November 12, one of these new cars, running as second No. 3 and hauling coach 974 made actual running time of 5 hours 57 minutes, covering a distance of 239.5 miles with an average speed of thirty-nine miles an hour. Over Dixon Hill, considered to be one of the steepest grades on the entire run, an average speed of 25.3 miles was maintained which was considered an excellent average. Each car carries a 500 gallon gasoline storage tank, but it was not ascertained the actual mileage per gallon, as the cars have not been in service long enough to approximate the mileage obtained.

Tentative plans are to place the remaining three in service between Willow Springs and Grandin on the Southern division, and out of Springfield on the Eastern division.

closed. Name, address and position with the Frisco should be included with all Frisco inquiries. Mr. Fel-

lows may be addressed, to Don B. Fellows, Frisco Florist, Springfield, Mo.

FRISCO FIREMAN A HERO
Geo. J. Griffin Leaps From Engine
to Halt Runaway Team

GEORGE J. GRIFFIN, locomotive fireman for Frisco Lines, running out of Henryetta, played an important part in a fast moving drama on October 22, and as a result of his quick action three lives were saved.



GEO. GRIFFIN

Griffin was in the cab of his locomotive, moving east on the side track at the Eagle-Picher plant. A team of horses driven by one Mrs. E. S. Simpson with her two children beside her in the wagon, pulled up to let the engine pass.

Mr. Griffin states that the engine was moving very slowly, but for some reason the team became frightened and whirled around to run. Griffin realized the danger at once and jumped from the cab of the locomotive and ran some forty feet, headed off the horses and grabbed the bridle of one, finally bringing them to a stop.

When the team whirled around from the engine Mrs. Simpson was thrown to the ground and suffered a broken arm. The daughter and young baby were helpless in the wagon and had it not been for Griffin's quick action, would undoubtedly have been killed.

Mrs. Simpson was given medical assistance by a local physician. The daughter and baby were unharmed.

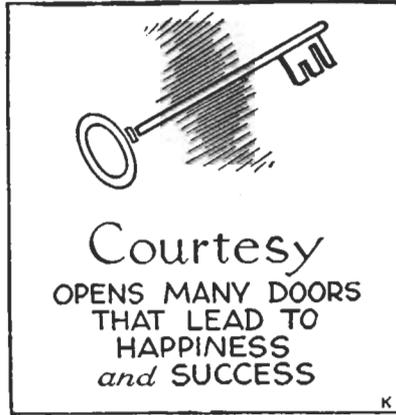
Mr. Griffin has been in the employ of Frisco Lines for twenty-one years and has been running out of Henryetta for the last six.

LOAN LAKE TO STATE

According to advice from the office of President J. M. Kurn, the Frisco will loan a forty-acre lake on Frisco property near Cedar Gap, Mo., to the state fish hatchery at Sequiota as an auxiliary hatchery where large mouth bass and white crappie will be raised and from which thousands will be distributed to streams in Frisco territory and in southwest Missouri.

J. W. Scott, superintendent of the state hatchery at Springfield, Sequiota fish hatchery says that the lake is an ideal fish hatchery. Mr. Scott will also have charge of the distribution of fish in streams in the Frisco territory between Joplin and Thayer.

Rivers and other bodies of water in that territory will receive fish from the Frisco lake.



Courtesy
OPENS MANY DOORS
THAT LEAD TO
HAPPINESS
and SUCCESS

IN THE FRISCO HOSPITAL

The following list contains the names and occupations of patients confined in the Frisco Employees' Hospital in St. Louis as of November 13, 1928. They will be glad to hear from their friends:

- Miss G. CrewsSt. Louis, Mo.
- R. T. Livingston.....Willow Springs, Mo.
- C. W. Kennedy.....Enid, Okla.
- T. E. Giddens.....Enid, Okla.
- G. Gocke Dixon, Mo.
- P. Moreno,Beaumont, Kans.
- E. McCracken City
- A. J. MauldingSeneca, Mo.
- J. C. Chunn,Jonesboro, Ark.
- G. Lightle St. Louis, Mo.
- H. D. Plummer St. Louis, Mo.
- J. L. Holbrook,St. Louis, Mo.
- A. E. Beebe Amory, Miss.
- J. Tucker Swedeborg, Mo.
- J. J. Harrington Jonesboro, Ark.
- J. W. Ridley Hallett, Ark.
- W. A. West Enid, Okla.
- A. W. Fay Chaffee, Mo.
- Miss M. Warnol Dixon, Mo.
- J. T. McInnis Wichita, Kans.
- F. W. Bashe Tulsa, Okla.
- R. O. Bentley Enid, Okla.
- J. A. Beck,Thayer, Mo.
- E. Monroe Memphis, Tenn.
- J. L. Tilley Hoxie, Ark.
- A. Doolin St. Louis, Mo.
- T. F. Conway Kansas City, Mo.
- W. S. O'Brien Springfield, Mo.
- J. Crawford Talequah, Okla.
- C. Keith Monett, Ark.
- E. G. Sperry Ft. Smith, Ark.
- W. Hazen St. Louis, Mo.
- Geo. Butcher St. Louis, Mo.
- G. A. Corden Springfield, Mo.
- S. C. Doty Memphis, Tenn.
- C. Ekers Minneapolis, Minn.
- I. Fisher Tulsa, Okla.
- J. W. Haislett,Menfro, Mo.
- J. A. Rounds Ft. Scott, Kans.
- T. M. Weidmann Wichita, Kans.
- A. Wyrick St. Louis, Mo.

Have you gotten YOUR
Car of Freight?

TEXAS LINES APPOINTMENTS

G. L. Oliver, traffic manager at Ft. Worth, Texas, issued a circular on December 10 covering the following appointments affecting Texas Line employes:

Elmer Mitchell, formerly division freight and passenger agent at Dallas, was appointed general agent; C. S. Oldaker, formerly district passenger agent at Dallas, was appointed assistant general agent; J. E. Steele, division freight agent at Ft. Worth was appointed general agent and E. H. Jordan, district passenger agent, Ft. Worth was appointed assistant general agent.

J. E. Steele, newly appointed general agent made the following appointments: J. A. Aldredge, formerly traveling freight agent at Ft. Worth, was appointed traveling freight and passenger agent at that point; H. A. Granger, formerly traveling freight agent was made traveling freight and passenger agent at Ft. Worth. D. F. Koontz, was appointed soliciting freight and passenger agent, Ft. Worth.

Elmer Mitchell made the following appointments under date of December 10; Howard Hamilton, formerly traveling freight agent, was appointed traveling freight and passenger agent, Dallas, Tex.; G. D. Buchanan, was appointed soliciting freight and passenger agent, Dallas, Tex.

Effective December 15, J. H. Webberly was appointed traveling freight and passenger agent at Houston, Texas, according to J. T. Freeman, general agent at that point.

SPRINGFIELD SUPERVISORS ENTERTAIN

The supervisors of Springfield and their wives entertained the night of December 12 with a dinner-dance at Maxwell's Ontra, Springfield, Mo., with approximately two hundred and fifty guests in attendance.

The tables were decorated with roses and pink candies. Among the honor guests were Mr. and Mrs. J. W. Surles, Mr. and Mrs. J. W. Seabough and Mr. and Mrs. F. A. Beyer.

Supervisors in charge of the arrangements were, W. W. Shackelford, C. E. Grundburg and R. H. Gardner.

H. E. MORRIS NAMED

H. E. Morris, assistant general freight and passenger agent, Frisco, has been elected first vice-president of the Traffic Club of Wichita, Kans., and with the other new officers, will be inaugurated at the meeting of the club scheduled for January 3.

FIFTY YEARS AN ENGINEER

(Continued from Page 4)

"The engines were all named in those days for presidents and officers of the railroad and the name plate was on the side of the cab. I remember two beautiful engines which the Frisco once owned, sent to them by the Hinkley Locomotive Works of Patterson, N. J., to be tried out. The Frisco purchased them and renumbered them the 19 and 20 and they were named the 'C. J. Burgin' and the 'Fred Butterfield.' I want to describe engine 11 in detail, which I think was one of the most beautiful engines I have ever seen. It was named the 'W. T. Buckley.' It had two beautiful eagles with spread wings painted on the tank, and the two took up the entire space. The wheels were red, penciled with gold. There were brass stars on the hubs and gold bands all over the engine. The cab was finished in walnut, and many of the engines in those days were finished in cherry and ash. The quadrant that the reverse lever worked in was set in rosewood. Hard to imagine, isn't it? The fire box was made of copper and the seat box of walnut. When the engine was fired up, a curtain was first carefully arranged over the side of the tank, to protect the eagle painting from any possible smoke or dirt.

"We used to buy our own cleaning fluids in those days, and at the end of the trip it was up to the engineer and fireman to clean up all the gold banding on that engine. Sometimes we worked on it all night and until time to go out on our run the next day. I remember a pair of nickel cab lights which were given to me by an insurance company and which I had placed on engine 19. There were also a pair of deer horns in the cab and a pair of buffalo horns on the front of the engine."

The engines were not the only bit of color to equipment in those days. The coaches, (which by the way were lit with coal oil lights and the pullman cars with spun candles) had scenes painted on the side of the cars—replicas of scenery in the Ozark section.

But the day of the elaborately decorated engine came to an end on the Frisco in 1880. The K. C. F. S. & G., a neighboring road began to run engines on its line painted black, without the usual gold leaf trimmings. The Frisco firemen immediately made a contract with the company, which resulted in all the gold leaf trimmings and beautiful paintings being taken off the engines.

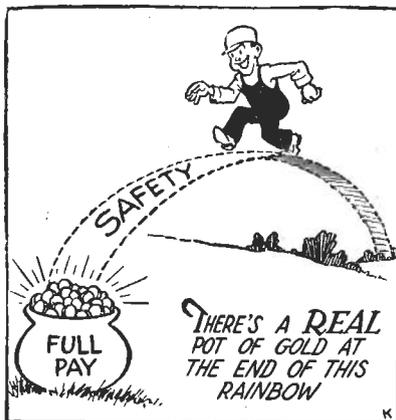
"Those were great days," he said. "The call boy used to wake us up



and make us sign the book while we were in bed. We used to keep coffee in the cab, and we drank it often to keep awake. And our old coal oil headlights, as one of the fireman used to say, they only lighted the track enough for us to see just how we were going to get killed."

Although Mr. Coleman is now serving on the St. Paul Branch out of Fayetteville, his residence is in Bentonville, Ark., where he and Mrs. Coleman have their beautiful farm home and this is where he intends to go when he retires. He spoke of his apple orchard and his grapes and strawberries and as both he and Mrs. Coleman love the out-of-doors, they plan many fishing trips, for that is his particular delight.

This short interview, with a Frisco veteran who, in fifty years' service never missed more than one or two pay days, is not a spectacular one. He claims no special honors for himself. He loved his work, his employers and his engines—and he valued his position and has served well and long. When the *Magazine* asked for an interview he wrote that there were no unusual incidents in his life to warrant such an interview, but to quote him, "it is just a plain story of faithful, loyal service for the best railroad in the world and best employers."



LAI D FRISCO RAILS IN 1860

(Continued from Page 5)

leaving immediately. The rest of you step to the side." Four or five stepped to the side and the train pulled out. Transportation was hard to get then—and no later train could be caught. That was the one and only. Later on that night and the next day the few "striking" employes arrived, by foot, in Salem. One old fellow, an Irishman, stood around the stove in the corner grocery, smoking his pipe. "What did you strike for Pat?" asked the grocer. "I struck for a damn long walk," was his reply.

Four of Col. Sweetin's brothers have served the Frisco at various times in the maintenance of way department—A. B. Sweetin, E. S. Sweetin, J. C. Sweetin and I. W. Sweetin, all as section and extra gang foremen.

The Colonel quit the railroad game about thirty years ago and was engaged in road construction work. His age forced him to leave that work and he retired to Cuba where he has been studying law for some time. He has held the position of Justice of the Peace for the last sixteen years and the other offices have been given him more recently.

The Colonel lost two boys by death, but there are eight daughters living, three near Cuba, two in St. Louis, and three in Illinois. He proudly announced that on December 20, 1928, he celebrated his fifty-seventh wedding anniversary.

"You just tell the old timers for me," he said. "that the latch string to my shanty is always open and there will be no warmer welcome for an old Frisco railroader than right here. I love to have visitors and talk over old times. All the engineers on this end know me and I sit in my door day after day, watching the Frisco locomotives, the very personification of speed, power and progress. We wave to each other and sometimes they come in and chat and I keep in touch with the old Frisco I have known and loved for so many years."

The door of his office suddenly opened and several men entered. "Here are the chicken thieves," he announced.

And the reporter left him to exercise the judicial rights of one of his many offices.

Dentist: "So you have broken off a tooth, have you?"

Patient (tough youngster): "Yes, sir."

Dentist: "How did you do it?"

Youngster: "Oh, shifting gears on a lollypop."

LOCOMOTIVE FUEL PERFORMANCE RECORDS

Office of Fuel Agent

THE year of 1928 is drawing to a close and again we find ourselves looking back over past accomplishments.

Locomotive fuel performance, it was decided at the beginning of this year, was too high on the Frisco. A standard or goal was set for each class of service as follows: freight 165 pounds per 1,000 gross ton miles, passenger 14.5 pounds per passenger car mile and switch 135 pounds per locomotive switch mile.

At this time the statistics on fuel performance for the full year have not been compiled, however figures are available for the first eleven months and show a decrease over the same period last year for freight and passenger service, while switch service made the same performance on the system as a whole. Following are the pounds consumed in each class of service:

1928 1927 % de-
Lbs. lbs. crease

Freight Service Fuel—
Per 1,000 gross ton miles 170 174 2.3
Passenger Service Fuel—
Per Passenger car mile 14.7 15.6 5.7
Switch Service Fuel—
Per switch Loco. mile 140 140 —

The standard was not reached in either class of service, however passenger service with performance of 14.7 pounds per passenger car mile, only failed by .2 of a pound.

It is gratifying to note the excellent showing made in fuel conservation, no small part of which has been brought about by engine and train crews in making fuel performance records which amount to fuel saving.

Individual records of engine and train crews follow:

EASTERN DIVISION

Rolla Sub: Engineer JOHN LYNCH, fireman MURRAY WHITSETT, engine 1509, train 9, St. Louis to Newburg, November 18, 15 cars in train, burned 1,260 gallons of oil, performance .71 gallon per car mile. This same crew was on train 10, Newburg to St. Louis November 21, 14 cars in train, no help up Rolla Hill, burned 1,008 gallons of oil, performance .6 gallon per car mile.

Engineer M. T. SMITH, fireman N. A. SHORT, train second 38, engine 22, Newburg to St. Louis, November 15, 2,872 gross tons in train, burned 16 tons of coal, performance 98 pounds per 1,000 gross ton miles.

Engineer C. W. SHANK, fireman B. C. THOMPSON, train 2, Newburg to St. Louis, November 10, 8 cars in

train, 960 car miles, performance .78 of a gallon.

Lebanon Sub: Engineer W. H. CARTER, fireman F. R. DILLON, train 34, Lebanon to Newburg, November 22, engine 52, 3,078 gross tons in train, burned 9 tons of coal, performance 92 pounds per 1,000 gross ton miles.

Engineer R. TIERNEY, fireman E. DORAN, train 4, engine 1,500, Springfield to Newburg, November 8, 9 cars in train, performance .93 of a gallon per car mile.

Springfield Sub: Engineer TOM WRIGHT, fireman J. SAUNDERS, Springfield to Monett, train extra west, engine 44, November 13, 2,741 gross tons in train, 86 cars, performance 115 pounds per 1,000 gross ton miles.

Engineer LEE KEITHLEY, fireman DAN ALDRIDGE, train extra east, engine 43, Monett to Springfield, November 13, 2,298 gross tons in train, burned 7 tons of coal, performance 138 pounds.

SOUTHERN DIVISION

Willow Springs Sub: Engineer CAHILL, fireman DUNCAN, train 103, engine 1023, Springfield to Thayer, November 20, 6 cars in train, burned 900 gallons of oil, performance 1.1 gallons per passenger car mile.

Memphis Sub: Engineer FISHER, fireman DAVIDSON, train 131, engine 4032, Thayer to Hoxie, November 22, 1,695 gross tons in train, burned 4 tons of coal, performance 79 pounds per 1,000 gross ton miles.

Engineer ROSELLE, fireman K. BROWN, train 135, engine 4153, Hilly Springs to Tupelo, November 28, 1,960 gross tons in train, burned 5 tons of coal, performance 85 pounds per 1,000 gross ton miles.

Tupelo Sub: Engineer ANDREWS, fireman RYAN, train 105, engine 1529, Memphis to Amory, November 30, 10 cars in train, burned 806 gallons of oil, performance .61 of a gallon per passenger car mile.

Columbus Sub: Engineer BURRIS, fireman CALHOUN, engine 1618, train 939, December 11, Amory to Magnolia, handled 331,000 gross ton miles, consumed an average of 84 pounds per 1,000 gross ton miles.

Engineer FINLEY, fireman HUFF, train 939, engine 1632, Amory to Magnolia, December 12, handled 390,000 gross ton miles, consumed an average of 97 pounds per 1,000 gross ton miles.

RIVER DIVISION

St. Louis Sub: Engineer KAY, fireman SCHNEIDER, train 802, engine 1020, St. Mary's to St. Louis, Novem-

ber 1, 6 cars in train, burned 700 gallons of oil, performance 1.1 gallons per passenger car mile.

Engineer JOHNSON, fireman HILDERBRAND, train 802, engine 1037, Chaffee to St. Louis, October 31, 6 cars in train, burned 1,260 gallons of oil, performance 1.2 gallons per passenger car mile.

Chaffee Sub: Engineer DIERSON, fireman DUNCAN, train 802, engine 1021, Memphis to Hayti, November 3, 5 cars in train, burned 655 gallons of oil, performance 1.2 gallons per passenger car mile.

Engineer MAUSER, fireman DARK, train 835, engine 4012, Hayti to Yale, November 9, handled 209,000 gross ton miles, burned 12 tons of coal, performance 115 pounds.

NORTHERN DIVISION

Kansas City Sub: Engineer LUCKENBY, fireman F. BELL, train 105, engine 1525, Kansas City to Ft. Scott November 9, 9 cars in train, burned 806 gallons of oil, performance .9 of a gallon per passenger car mile.

Engineer O. LARSON, fireman E. O'CONNOR, train 131, engine 4135, Kansas City to Ft. Scott, November 7, 51 loaded cars in train, burned 11 tons of coal, performance 104 pounds per 1,000 gross ton miles.

Afton-Parsons Sub: Engineer M. KOST, fireman R. HUNT, train 154, engine 4000, Neodesha to Ft. Scott, November 13, 34 cars in train, burned 10 tons of coal, performance 122 pounds per 1,000 gross ton miles.

SOUTHWESTERN DIVISION

Cherokee Sub: Engineer J. A. BEATTY, fireman T. PICKENS, extra west, engine 4125, Afton to West Tulsa, November 5, 2,236 gross tons in train, burned 1,210 gallons of oil, performance 6.9 gallons per 1,000 gross ton miles.

Engineer WM. TERRY, fireman S. C. BRADLEY, train 4, engine 1500, Tulsa to Afton, November 13, 9 cars in train, burned 604 gallons of oil, performance .86 of a gallon per passenger car mile.

Oklahoma Sub: Engineer J. W. BINKLEY, fireman T. W. FREEMAN, train 5, engine 1501, Tulsa to Oklahoma City, 10 cars in train, burned 1,400 gallons of oil, performance 1.19 gallons per passenger car mile.

Creek Sub: Engineer J. T. DUNCAN, fireman D. CHANDLER, train 532, engine 4162, Francis to West Tulsa, November 9, handled 276,000 gross ton miles, burned 17 tons of coal, performance 123 pounds.