

AGENCY CHANGES

Ticket only agency established at
 Cleveland, Ark., and C. H. Peachee
 installed ticket only agent, both ef-
 fective April 13.

Ticket only agency at Simpson,
 Ark., closed, effective April 13.

J. W. Asbill installed permanent
 agent at Minden Mines, Mo., April 11.

C. E. Barnes installed permanent
 agent at Clayton, Okla., April 11.

Charlton, Okla., opened as a ticket
 only agency and D. A. Kimbrel install-
 ed ticket agent, both effective April

C. B. Blevins installed permanent
 agent at Combs, Ark., April 10.

H. B. Fuller installed temporary
 agent at Hallowell, Kans., April 10.

F. G. Smith installed temporary
 agent at Drummond, Okla., April 9.

West Ridge, Ark., ticket only
 agency closed, effective April 5.

C. F. Caldwell installed permanent
 agent at Dell, Ark., April 4.

L. L. Carson installed temporary
 agent at Eram, Okla., April 4.

H. M. Bader installed permanent
 agent at Illmo, Mo., April 3.

F. G. Whitson installed temporary
 agent at Salt Fork, Okla., April 3.

W. T. Durham installed temporary
 agent at Koshkonong, Mo., April 2.

S. G. Wood installed permanent
 agent at Sasakwa, Okla., April 2.

E. Buttram installed permanent
 agent at Cameron, Okla., April 1.

J. W. Gray, Jr., installed permanent
 agent at Patterson, Kan., April 1.

W. A. Dexter installed permanent
 agent at Stanley, Kan., April 1.

Ticket only agency at Woolsey,
 Ark., closed, effective March 30.

C. F. Stevens installed temporary
 agent at Cameron, Okla., March 28.

R. Kimberley installed tempor-
 ary agent at Dell, Ark., March 26.

L. S. Melton installed permanent
 agent at Bokhoma, Okla., March 25.

J. A. Bowlin installed permanent
 agent at Fall River, Kan., March 21.

M. Kirk installed permanent
 agent at Weleetka, Okla., March 21.

B. Kingsbury installed perma-
 nent agent at Piedmont, Kans., March

Ticket only agency opened at Sum-
 mer, Okla., effective March 19.

J. A. Bondurant installed perma-
 nent agent at Nettleton, Ark., March

F. Brentlinger installed perma-
 nent agent at Beggs, Okla., March 18.

D. Upton installed permanent
 agent at Algoa, Ark., March 15.

H. Hyatt installed temporary agent
 at Minden, Mo., March 15.

Ticket only agency at Salcedo, Mo.,
 closed effective March 7.

EULA STRATTON WINS PRIZE

Miss Eula Stratton, an energetic typist and reporter for the *Frisco Magazine* from the office of Superintendent Transportation, Springfield, has been awarded first prize in a short story contest sponsored by the W. M. U. of the Southern Baptist



MISS EULA STRATTON

Convention and will represent the State of Missouri in a choice of three religious conferences to be held during the coming summer.

The story, entitled "Just Folks," is a delightful love story teaching tithing and ranked exceptionally high in literary value.

Miss Stratton has not yet definitely decided just which conference she will attend as a summer vacation but emphatically declares that the *Frisco Magazine* will go with her.

VETS' UNIT MEETS

The Kansas City Unit No. 6, Auxiliary to the Frisco Veteran Employees' Association, gave a card and dancing party Friday evening, March 23, in the Women's Benefit Association Club rooms, with sixty in attendance.

An old-time square dance, enjoyed by the real old timers, including Messrs. and Mesdames Jim Harris, Dick O'Connor, Hugh Hutcheson and William Barkes, was a feature. Guests of honor included Mr. and Mrs. Frank Morgan and Mr. and Mrs. B. J. Gleason.

Mrs. McCarter, president of the unit, recently received a very painful injury, but will be in attendance at the meeting held at a set date in April.

RECORD AT SPRINGFIELD

According to a report received from C. O. McCain, freight agent at Springfield, Mo., the Springfield freight office handled more freight during the month of March than in any preceding month in the history of the office.

Freight shipments during March, 1929, show a gain of more than ten per cent over the same month last year. The records reveal that October, 1928, was the heaviest month on record prior to the compilation of the March statistics.

Outstanding products shipped into the city included building materials and fresh fruits, with dairy products and livestock heading the list of exports.

A new cool car system has been introduced whereby a car loaded in Chicago on Saturday night will arrive in Springfield in time for delivery early Monday morning. This car makes one trip each week, carrying nothing but perishable merchandise.

"This increase was not due to any special movements," Mr. McCain said, "but to an increase in general commodities."

ACCIDENTS DECREASE

The accident prevention department reported a splendid decrease in accidents during March, 1929, as compared with the same period last year.

The largest is in passengers injured, which shows a decrease of 65.7 per cent for the month and 42.4 per cent for the period. There is a 29.5 per cent decrease in casualties in the transportation department for the month, compared with 29.0 per cent for the period. The mechanical department showed a 25.9 per cent decrease for the month and a 31.5 per cent decrease for the period.

The report shows all injuries, passenger, automobile, licensees, trespassers and employes decreased for the month 14.9 per cent and for the period 21.9 per cent.

Payments by the Metropolitan Life Insurance Company to group insured officers and employes during March, 1929, totaled \$13,661.37, divided as follows: Shop group, health, \$3,522.93; total and permanent disability, \$1,122.88; death, \$102.00. Supervisory group, total and permanent disability, \$2,260.54; death, \$5,456.00. Clerks, total and permanent disability, \$1,197.02.

The total for the month of February amounted to \$37,960.35, divided between the shop, supervisory and clerks' group as follows: Health, \$3,377.15; total and permanent disability, \$3,878.20 and death, \$30,705.

VETS MEET JUNE 17-18

Hello, Veterans! Here's that announcement you've waited for since last year, given to the *Magazine* by your able president, William Marsh, of Memphis.

THE VETERANS' REUNION WILL BE HELD AT SPRINGFIELD, MO., JUNE 17 AND 18, 1929!

Barbecue and all day meeting of fun and frivolity, business meeting and banquet, chats with old time friends and pals—it's going to mean everything and more than it did last year. The *Magazine* couldn't get the final plans, but just trust to the entertainment committee. They have never failed yet!

Mr. Marsh has asked that every veteran employe member of the association make himself responsible for one other member, "and you fellows look out for those who have entered our association this year and urge them to come. Get a membership card in the association from J. L. McCormack, room 400, Frisco Building, Springfield. Just send in your name, address, former occupation with the road and length of service and one dollar, and you'll get your card."

Remember the boxing match with blackened gloves? Remember the barbecue, steaming hot? Remember the bathing beauty review? If you thought they were the very latest things in entertainment, you "ain't seen nothin' yet," as the feller says.

Make your plans, leave all your worries at home, and be able to report that you have brought along that buddy of yours who hasn't seen one of these things pulled off yet, in the way that only Frisco veterans can do it.

NEW ROUNDHOUSE PLANNED

Immediate construction on its property at Lindenwood of a new 12-stall roundhouse at a cost of \$150,000 was announced April 2 by President J. M. Kurn.

The new facilities will give the Frisco a total of 40 engine stalls at Lindenwood, and will result in the abandonment of the present roundhouse at Chouteau avenue. All heavy repairs at this end of the Frisco's River and Eastern divisions will be done in St. Louis under the new arrangement, and an additional force of 30 men will be required to handle the work, President Kurn stated.

For Meritorious Service

EASTERN DIVISION

J. F. Morrissey, brakeman, Monett, Mo., discovered broken flange on 50016. Commended.

March 29—J. E. Vance, brakeman, Springfield, Mo., found a broken wheel on COSX 418, 2nd 32. Commended.

CENTRAL DIVISION

R. A. Williams and J. C. Coomer, brakemen, discovered a broken wheel on SF 52552 while switching at Talihina, Okla. Five merits.

March 30—B. J. Mooney, conductor, and W. A. Sisk, engineer, made special run with train 735. Commended.

Alfred Hafley, conductor, discovered a broken rail while working on train 710. Five merits.

March 14—T. E. Curnutt, brakeman, fired engine 747, Albion, Okla., after fireman became ill. Five merits.

W. N. O'Flaherty, switchman, repaired crossing gate at Hugo, Okla., after the gate was found to be damaged. Ten merits.

Conductor Waldron, Engineer Brocchus, Fireman Weeks and Brakemen Coomer, Zeigler and Williams repaired a rail which broke under their train while it was switching at Bonanza, Ark. Ten merits.

J. L. Haley, engineer, and J. H. Stephens, conductor, helped re-rail engine for train 712 at Paris, Tex., after the engine had been derailed when coming off a turntable. Ten merits.

John Liddell, engineer; F. W. Simpson, fireman, and J. C. Coomer and Robert Williams, brakemen, repaired the engine of 2/734 at Talihina, Okla., permitting engine to make the terminal. Ten merits.

MEMPHIS TERMINALS

March 9—L. L. Hallam, switchman, Yale, Tenn., while riding the lead car of a cut of approximately twenty cars, saw that they were about to hit an automobile which had stopped on the track due to engine trouble, climbed the ground, ran in front of the lead car and threw the angle cock open, stopping the cars when the lead car was about ten feet from the automobile. Ten merits.

RIVER DIVISION

L. W. Anselm, fireman, Chaffee, Mo., found and reported a defective rail at MP T-269-5, while on train 839. Commended.

February 12—A. M. Olree, section foreman, Hayti, Mo., attempted to hit train 832 to notify crew a brake beam in the train was down. Commended.

W. M. Webber, relief agent, Brosley, Mo., applied air hose on a coal car. Commended.

February 26—H. J. Frazier, conductor; O. Garner and S. L. Dowd, brakemen; Charles Ische, engineer; Charles Berry, fireman and E. N. Johnson, clerk, removed a horse which became caught in a bridge north of Hayti, Mo. Commended.

February 28—Ray Shores, assistant water service foreman; and W. P. Proffer, S. F. Musgrave and LaRue Proffer, water service mechanics, assisted in repairing engine 1033, train 808, at St. Mary's, Mo. Commended.

March 19—Morris Murphy, crossing watchman, found and removed a bolt from a rail about half way between the Gravois, Mo., station and Gravois road. Commended.

March 4—Calvin Tune, B&B carpenter, found a large boulder on the track near Chaonia, Mo., and, being unable to remove it, went to Chaonia, called section men and removed the boulder. Commended.

March 3—D. A. Heltibrand, engineer; A. H. Reser, fireman, and Ed. Lambrakeman, assisted in repairing track and bridge 121.0. Fifteen merits.

March 22—E. J. Harrell and H. A. Rogers, conductors, and O. L. Jenkins, agent, promptly handled SF 128868 at Wilson, Ark., which resulted in the traffic manager for Lee Wilson & Company writing a letter to Pres. J. M. Kurn in which the traffic manager expressed his appreciation of this handling. Commended.

February 7—J. S. Lloyd, conductor, and J. E. Montgomery, brakeman, made repairs to SAL 27662 in train 838, permitting this car to go through. Commended.

L. W. Anselm, fireman, and A. L. Bailey, brakeman, discovered stolen sweet potatoes along the dump at Matthews, Mo. These two men assisted in recovering the potatoes. Commended.

(Now turn to Page 21, please)

Passenger Trains 95.8 Per Cent on Time During March

DESPITE unusual conditions on some of the divisions, which seriously interfered with passenger train performance, Frisco Lines during March made an on-time performance of 95.8 per cent. Com-

parative figures on this subject are contained in a report issued April 2 from the office of F. H. Shaffer, Springfield, Mo., general manager.

During March, Frisco Lines operated 4,985 passenger trains, of which 4,777

maintained their schedules or made up time. For March the Western division held first place with a perfect record.

The report:

| DIVISION | Total Trains Operated | | | Total Trains Maintained Schedule or Made Up Time | | | Per Cent Trains Maintained Schedule or Made Up Time | | | Standing of Divisions | | |
|------------------------|-----------------------|-----------|-----------|--|-----------|-----------|---|-----------|-----------|-----------------------|-----------|-----------|
| | Mar. 1929 | Mar. 1928 | Mar. 1927 | Mar. 1929 | Mar. 1928 | Mar. 1927 | Mar. 1929 | Mar. 1928 | Mar. 1927 | Mar. 1929 | Mar. 1928 | Mar. 1927 |
| Western..... | 186 | 217 | 217 | 186 | 217 | 215 | 100.0 | 100.0 | 99.1 | 1 | 1 | 2 |
| Central..... | 310 | 620 | 620 | 304 | 614 | 617 | 98.1 | 99.0 | 99.5 | 2 | 2 | 1 |
| Northern..... | 1116 | 1331 | 1333 | 1081 | 1303 | 1308 | 97.8 | 97.9 | 98.1 | 3 | 3 | 4 |
| River..... | 910 | 1047 | 920 | 890 | 1016 | 907 | 97.8 | 97.0 | 98.6 | 3 | 5 | 3 |
| Southwestern..... | 806 | 930 | 868 | 774 | 909 | 821 | 96.0 | 97.7 | 94.6 | 4 | 4 | 6 |
| Eastern..... | 589 | 620 | 651 | 554 | 587 | 592 | 94.1 | 94.7 | 90.9 | 5 | 7 | 7 |
| Southern..... | 880 | 868 | 835 | 810 | 833 | 796 | 92.0 | 96.8 | 95.3 | 6 | 6 | 5 |
| Total Operated..... | 4797 | 5633 | 5444 | 4599 | 5479 | 5256 | | | | | | |
| Per Cent Operated..... | | | | | | | 95.9 | 97.3 | 96.5 | | | |
| Texas Lines..... | 188 | 248 | 248 | 178 | 244 | 235 | 95.0 | 98.3 | 95.1 | | | |
| Total System..... | 4985 | 5881 | 5692 | 4777 | 5723 | 5491 | | | | | | |
| Per Cent Operated..... | | | | | | | 95.8 | 97.3 | 96.5 | | | |

Office of General Manager, Springfield, Mo., April 2, 1929.

FOR MERITORIOUS SERVICE

(Continued from Page 20)

WESTERN DIVISION

C. M. Hawley, engineer; W. R. Watts and Hugh McClure, brakemen, and F. Oliverson, conductor, all of West Tulsa, Okla., repaired a broken draw bar. Five merits.

SOUTHERN DIVISION

A. T. Stanford, section foreman, Quinton, Ala., discovered identity of the witnesses to the striking by train 105 of an automobile at the crossing at Bergens, Ala., February 15, obtained the names and addresses of these witnesses and sent this data to the claim agent working on the accident case. The witnesses left the scene of the accident before anyone with the Frisco obtained their names and addresses. Mr. Stanford overheard these witnesses, five men, talking about the accident in a grocery store at Quinton. Commended.

March 3—C. H. Huff, fireman, Magnolia, Ala., received engine 698 at Magnolia, train 938, and the fire door was in bad order. Mr. Huff operated the door by hand. Commended.

March 21—L. C. Easter, brakeman, May, Miss., while looking over his train, train 2/136, at Carbon Hill, Ala., discovered fourteen inches of metal broken off a wheel on SF 1042. Five merits.

March 20—D. D. Hackett, brakeman, Berger, Mo., while looking over his train, train 131, at Mountain Grove, Mo., discovered a broken arch bar on SF 13511. The car was set out at Mountain Grove. Commended.

March 25—T. N. Trotter, conductor, Magnolia, Ala., while going through the yards found a body bolster broken on SF 82738. Commended.

NORTHERN DIVISION

March 2—J. W. Thomas, conductor, Neodesha, Kan., observed train 332 as it passed through Leon, Kan., while he was on train 346, noticed that a large piece of timber had worked forward to the end of a car and was about to fall off, signalled the crew of train 332 and the train was stopped and the timber safely placed in the car. Ten merits.

February 17—Henry Doty, brakeman, Fort Scott, Kan., assisted in getting two mules, who were down in SF 47940, on their feet as the train was near Springfield, Mo. Five merits.

March 2—W. D. McGuire, conductor, Kansas City, Mo., noticed something wrong with equipment on M-K-T train, engine 878, when passing Olathe, Kan., and immediately reported the condition to the operator who notified the dispatcher and the train was stopped at Lenexa, Kan., where a broken arch bar was found and the car set out. Five merits.

March 30—John Chesney, operator, Edward, Kan., noticed a brake beam down in a car while extra 4011, north, passed his station, flagged the train down and repairs were made. Five merits.

March 29—A. A. Marshall, agent, Crestline, Kans., noticed a brake beam down on a car in train 335 as that train passed his station, flagged the train and notified the conductor who

stopped the train and removed the brake beam. Five merits.

John Koehler, engineer, Neodesha, Kans., while his train was approaching Second Street, Augusta, Kans., noticed a little girl approaching on the west side of the track, about twenty feet from the track and evidently not aware of the train, and quickly stopped his train. Commended.

March 29—F. K. Miller, brakeman, Monett, Mo., assisted the fireman in firing engine 4009 after the stoker failed just after leaving Carthage, Mo. Ten merits.

R. O. Betts, J. S. Clark and C. M. Carr, switchmen, all of Fort Scott, Kans., when they came to rock dumped from a MOP car on the track near the cement plant at Fort Scott shoved the rock off the track with a tie. Commended.

April 6—C. E. Stevens, section foreman, Lenexa, Kans., discovered brake rigging down and dragging on M-K-T train 1370 as the train was passing him and stopped the train. Five merits.

KANSAS CITY, MO., TERMINALS

February 17—W. R. Stafford, G. F. Williams, R. W. Stauffer, switchmen; J. W. Storrs, engineer, and Fireman Ellsberry, with danger to themselves, protected tank cars from a fire at the American Linseed Company's old plant. Five merits.

J. W. Ryan, yard clerk, made records of condition of a car of stock leaving the Kansas City Stock yards, which action by Mr. Ryan placed the Frisco in a position to defend its handling of the car if a claim is filed.

LOCOMOTIVE FUEL PERFORMANCE RECORDS

Office of Fuel Agent

LOCOMOTIVE fuel performance decreased on the Frisco system in freight and passenger service but increased in switch service during March this year, compared to same month last year.

As will be noted by the following figures (which represent unit consumption of fuel on each division separated by classes) for freight service in the month of March last year it required an average of 181 pounds of fuel for every thousand gross tons handled one mile while in March of this year average for the system was 177 pounds or a decrease of 2.21 per cent.

Train haul for each period was about the same, however direction of volume of business was more favorable last year.

Passenger service also made a very good showing in performance consuming 15.4 pounds of fuel per passenger car mile this year compared to 16 pounds last year or a decrease of 3.75 per cent.

The following fuel performance records of individual engine and train crews, are deemed worthy of mention:

EASTERN DIVISION

Rolla Sub: Engineer M. T. SMITH, Fireman N. A. SHORT, train 34, engine 28, Newburg to St. Louis, March 2, handled 2,166 gross tons, burned 15 tons coal, performance 122 pounds per 100 gross ton miles.

Engineer J. E. MORRISON, Fireman J. BORGETT, train 32, engine 38, Newburg to St. Louis, March 23, handled 54 loaded cars in train, burned 15 tons coal, performance 111 pounds per 1,000 gross ton miles.

Engineer R. H. SHERRY, Fireman E. C. DAVIS, train 5, engine 1519, St. Louis to Newburg, March 12, 12 cars in train, performance .9 gallon per passenger car mile.

Engineer C. W. SHANK, Fireman DAN THOMPSON, train 3, engine 1066 St. Louis to Newburg, April 2, 9 cars in train, performance 1.06 gallons per passenger car mile.

Lebanon Sub: Engineer W. CARTER, Fireman F. WATSON, train 38, engine 38, Springfield to Newburg, March 20, handled 2,355 gross tons in train, burned 17 tons coal, performance 121 pounds per 1,000 gross ton miles.

Engineer H. W. SNYDER, Fireman R. TYNDALL, train 36, engine 34, Springfield to Newburg, March 1, 35

| Division | Pounds Fuel per 1,000 G.T.M. | | Per Cent over previous year | |
|--------------------|------------------------------|-------------|-----------------------------|----------|
| | March, 1929 | March, 1928 | Increase | Decrease |
| Southwestern | 161 | 165 | ..... | 2.5 |
| Texas Lines | 169 | 149 | 13.42 | ..... |
| River | 172 | 175 | ..... | 1.7 |
| Northern | 174 | 179 | ..... | 2.7 |
| Southern | 175 | 184 | ..... | 4.9 |
| Central | 182 | 175 | 4.00 | ..... |
| Western | 187 | 200 | ..... | 6.5 |
| Eastern | 193 | 207 | ..... | 4.5 |
| System | 177 | 181 | ..... | 2.2 |

PASSENGER SERVICE

| Division | Pounds Fuel per Passenger Car Mile | | Per Cent over previous year |
|--------------------|------------------------------------|-------------|-----------------------------|
| | March, 1929 | March, 1928 | |
| Eastern | 13.3 | 14.6 | 8.9 |
| Southwestern | 15.0 | 15.0 | ..... |
| Southern | 15.3 | 15.6 | 1.3 |
| River | 16.4 | 16.3 | .61 |
| Northern | 16.5 | 17.3 | 4.2 |
| Central | 18.6 | 18.7 | .5 |
| Texas Lines | 19.9 | 19.4 | 2.53 |
| Western | 22.8 | 20.4 | 11.76 |
| System | 15.4 | 16.0 | 3.75 |

SWITCH SERVICE

| Division | Pounds Fuel per Switch Locomotive Mile | | Per Cent over previous year |
|--------------------|--|-------------|-----------------------------|
| | March, 1929 | March, 1928 | |
| Central | 110 | 101 | 8.91 |
| River | 122 | 147 | 17.91 |
| Texas Lines | 126 | 125 | .80 |
| Southwestern | 134 | 121 | 10.74 |
| Eastern | 135 | 130 | 3.85 |
| Northern | 136 | 126 | 7.94 |
| Western | 150 | 166 | 9.64 |
| Southern | 156 | 153 | 1.96 |
| Terminals | | | |
| Memphis | 140 | 122 | 14.75 |
| Springfield | 145 | 150 | 3.33 |
| Birmingham | 162 | 180 | 10.00 |
| Tulsa | 163 | 141 | 15.60 |
| Kansas City | 172 | 170 | 1.18 |
| St. Louis | 212 | 205 | 3.41 |
| System | 153 | 147 | 4.08 |

cars in train, performance 81 pounds per 1,000 gross ton miles.

Engineer GEORGE HUFFMAN, Fireman HERBERT BRIDGES, engine 1506, train extra, Springfield to Newburg, April 7, handled 1,980 tons, burned 1,612 gallons oil, performance 78 pounds per 1,000 gross ton miles.

Engineer A. A. McCLELLAN, Fireman Lee HARRISON, engine 1506, train 2d/38, Springfield to Newburg, April 9, handled 1,744 gross tons, burned 1,410 gallons oil, performance 80 pounds per 1,000 gross ton miles.

SOUTHERN DIVISION

Willow Springs Sub: Engineer F. WILLIAMS, Fireman H. MORRISON, train 131, engine 2120, Springfield to Thayer, March 29, 37 cars in train, 1,501 gross tons, burned 12 tons coal,

performance 114 pounds per 1,000 gross ton miles.

Engineer C. WHITE, Fireman BOWERS, train extra south, engine 4142, Springfield to Thayer, March 27, handled 1,583 gross tons, burned 14 tons coal, performance 127 pounds per 1,000 gross ton miles.

Memphis Sub: Engineer V. HUDLESTON, Fireman J. E. HAYNES, train 131, engine 4142, Thayer to Jonesboro, March 14, handled 2,620 gross tons, burned 26 tons coal, performance 57 pounds per 1,000 gross ton miles.

Engineer J. E. DUKE, Fireman A. WYATE, train 1st/131, engine 4020, Thayer to Jonesboro, March 13, handled 1,850 gross tons in train, burned 5 tons coal, performance 60 pounds per 1,000 gross ton miles.

Engineer C. JACOBS, Fireman

CARGYLE, train 104, engine 1065, Memphis to Jonesboro, handled 5 cars in train, performance 1.1 gallons per passenger car mile.

Columbus Sub: Engineer MADSEN, Fireman BAIRD, train 908, Magnolia to Amory, April 2, engine 1108, handled 1,104 passenger car miles, burned 6 tons coal, performance 10.8 pounds.

Engineer SMITH, Fireman TOWNSEND, train extra, engine 1614, Amory to Magnolia, March 31, handled 473,000 gross ton miles, burned 13 tons coal, performance 69 pounds.

Engineer FINDLEY, Fireman MCKER, train 939, engine 1621, Amory to Magnolia, April 4, handled 35,000 gross ton miles, burned 13 tons coal, performance 69 pounds.

Pensacola Sub: Engineer NORRIS, Fireman ATTISON, train 908, engine 1101, Pensacola to Magnolia, April 1, handled 859 passenger car miles, burned 5 tons coal, performance 11.7 pounds.

Engineer ESTINE, Fireman HINES, train 938, engine 1614, Magnolia to Pensacola, March 31, handled 257,000 gross ton miles, burned 12 tons coal, performance 93 pounds.

Engineer FITZPATRICK, Fireman WIMBERLY, worked 9 hours 40 minutes on engine 3707 in Pensacola yard April 9, and burned 2½ tons coal, performance 77 pounds per switch locomotive mile.

RIVER DIVISION

St. Louis Sub: Engineer W. O. BOCK, Fireman W. M. HUTCHISON, train 308, engine 2033, Chaffee to St. Louis, April 7, handled 1,152 passenger car miles, burned 870 gallons oil, performance .76 gallon.

Engineer LIPPARD, Fireman C. E. WILLIAMS, train 838, engine 4021, Chaffee to St. Louis, handled 440,000 gross ton miles, burned 18 tons coal, an average of 82 pounds per 1,000 gross ton miles. Operation and firing of engine exceptionally good.

Chaffee Sub: Engineer W. M. HANNS, Fireman J. J. FITZGERALD, train 808, engine 1033, Memphis to Chaffee, April 7, 1929, handled 8 cars in train, burned 953 gallons oil, performance .74 gallon per passenger car mile.

Engineer R. J. ROBINSON, Fireman H. L. HOUSEMAN, train 832, engine 4023, Memphis to Hayti, handled 187,000 gross ton miles, burned 7 tons coal, performance 75 pounds.

NORTHERN DIVISION

Kansas City Sub: Engineer D. HENNER, Fireman C. E. MILLER, train 14/162, engine 4124, Ft. Scott to

Kansas City, March 13, handled 83 cars in train, burned 15 tons coal, performance 86 pounds per 1,000 gross ton miles.

Engineer S. JACKSON, Fireman STODDARD, train 3d/131, engine 4131, Kansas City to Ft. Scott, March 19, handled 2,536 gross tons in train, burned 11½ tons coal, performance 91 pounds per 1,000 gross ton miles.

Engineer F. WOODARD, Fireman J. MILLER, train 117, engine 1039, Kansas City to Ft. Scott, March 6, 6 cars in train, burned 550 gallons oil, performance .9 gallon per passenger car mile.

SOUTHWESTERN DIVISION

Cherokee Sub: Engineer D. WORTMAN, Fireman R. SWIFT, train extra west, engine 4121, Monett to Afton, March 13, handled 2,120 gross tons in train, burned 1,080 gallons oil, performance 7.7 gallons per 1,000 gross ton miles.

Engineer D. WALL, Fireman H. GADDY, train 1st/438, engine 4115, Tulsa to Afton, March 12, handled 2,659 gross tons in train, burned 1,650 gallons oil, performance 7.9 gallons per 1,000 gross ton miles.

Creek Sub: Engineer J. TURRIFF, Fireman I. SAWYER, train 532, engine 4116, Francis to West Tulsa, March 18, handled 66 cars in train, burned 2,120 gallons oil, performance 8.1 gallons per 1,000 gross ton miles.

Engineer J. O. THOMPSON, Fireman T. PICKENS, train extra north, engine 4153, Francis to West Tulsa, March 23, handled 64 cars in train, burned 1,915 gallons oil, performance 7.9 gallons per 1,000 gross ton miles.

Sherman Sub: Engineer ATCHISON, Fireman BUCK BREEDLOVE, train 532, engine 4117, Sherman to Scullin, April 6, handled 142,000 gross ton miles, burned an average of 7.7 gallons fuel oil.

CENTRAL DIVISION

Ft. Smith Sub: Engineer G. O. NULTH, Fireman W. W. BURROW, train 709, engine 1042, Monett to Ft. Smith, April 12, 7 cars in train, burned 6 tons coal, performance 12 pounds per passenger car mile.

Engineer H. J. BLAKESLY, Fireman R. L. CUNNINGHAM, train 1st/734, engine 1308, Ft. Smith to Rogers, March 21, handled 108,000 gross ton miles, burned 7 tons coal, performance 129 pounds.

Arthur Sub: Engineer J. L. HALEY, Fireman L. COWAN, train extra north, engine 708, handled 1,183 gross tons in train, burned 2½ tons coal, performance 106 pounds per 1,000 gross ton miles.

Engineer J. M. JENKINS, Fireman

FUEL MEN MEET MAY 7-10

Approximately fifty Frisco men will attend the twenty-first annual convention of the International Railway Fuel Association, to be held at the Hotel Sherman, Chicago, May 7-10. This is the most important meeting of railway fuel men which will be held in this country during 1929.

The Frisco men to attend will consist in round numbers of fifty per cent of the division superintendents, road foremen of engines, master mechanics, all of the supervisors of fuel economy and all of the supervisors of fuel inspection. In addition several engineers and firemen will attend.

Frisco men on committees for this convention are as follows: Fuel stations committee, J. E. Whalen, general fuel supervisor; inspection and preparation committee, F. X. Nachtmann, mining engineer; firing practices committee, J. H. Curry, supervisor of fuel economy; fuel accounting and statistics committee, H. E. Martin, chief clerk to Robert Collett, fuel agent.

Some of those scheduled to speak at the convention are: Sir Henry Thornton, president and chairman of the board, Canadian National Railways; R. H. Aishton, president, American Railway Association; H. L. Gandy, president National Coal Association.

Organization of the International Railway Fuel Association was suggested by Eugene McAuliffe, first fuel agent of the Frisco, and he was its first president. Organization of the association took place November 20, 1908. Mr. McAuliffe was appointed fuel agent of the Frisco by Carl R. Gray, then general manager of the Frisco and now president of the Union Pacific Railroad. Mr. McAuliffe is now special representative of Mr. Gray. Mr. Collett was one of the early presidents of the association.

P. M. WILBURN, train 735, engine 1402, Ft. Smith to Poteau, April 11, handled 34,000 gross ton miles, performance 117 pounds.

Engineer C. M. MONROE, Fireman OLLIE STUMP, train 709, engine 1405, Ft. Smith to Tahihina, April 12, 5 cars in train, performance 14 pounds per passenger car mile.

"Faith, it's curious," said a traveled Irishman, "how these little disease insects are called in different places! In Germany they call 'em germs, in Paris, parasites, and in Ireland we call 'em mike-robos."