

IN THE FRISCO HOSPITALS

The following list contains the names of patients confined in the Frisco Employes' Hospitals in St. Louis as of December, 1929. They will be glad to hear from their friends.

Thompson, C. J., Birmingham, Ala.
Drown, O. W., Newburg, Mo.
Ferrell, Ed, Springfield, Mo.
Smith, B. O., Hucksford, Ala.
Leonard, C. A., Sligo, Mo.
Hughes, R. T., Oklahoma City, Okla.

Malley, J. P., Springfield, Mo.
Baker, Warren, Bartlesville, Okla.
Williams, Luther, Memphis, Tenn.
Blalock, J. A., Jonesboro, Ark.
Berry, Curtis, Garden City, Mo.
Davis, Elmer, St. Louis, Mo.
Morrow, W. T., Dixon, Mo.
Nensel, C. H., Kansas City, Mo.
Burnett, Harvey, Kewanee, Mo.
Booker, Henson, Bokchito, Okla.
Hicks, E. A., Kansas City, Mo.
Berry, Cort, Success, Ark.
Chapman, I. W., Memphis, Tenn.
Seyer, H. S., Chaffee, Mo.
Caldwell, I. W., Chaffee, Mo.
Davis, T. E., Kansas City, Mo.
Barber, A. S., Hugo, Okla.
Ritter, O. L., Amory, Miss.
Sullivan, M. A., Tulsa, Okla.
Van De Walle, Mary, St. Louis, Mo.
Carmelich, H. E., St. Louis, Mo.
Kennedy, E. A., St. Louis, Mo.
Lynch, J. C., St. Louis, Mo.
Hamilton, Jack, St. Louis, Mo.
Cowan, J. H., St. Louis, Mo.
Chilton, S. W., St. Louis, Mo.
Lantz, Lee, Sapulpa, Okla.
Garritt, J. S., St. Louis, Mo.
Pond, J. W., Gratiot, Mo.
Williams, J. W., Frenchmans Bayou, Ark.

Coble, Orville, Springfield, Mo.
Biddle, Orville L., Sapulpa, Okla.
Parsons, W., Birmingham, Ala.
Watson, J. T., Sapulpa, Okla.
Johnston, C. T., Birmingham, Ala.
Martin, J. C., Sapulpa, Okla.
Pounder, Alfred, Holland, Mo.
Brown, U. G., Kansas City, Mo.
Butrick, Chas., Springfield, Mo.
Davis, J. H., Memphis, Tenn.

USE NEW TRACKS

On October 21, the Frisco's Texas Special was awarded the honor of being the first train to back into the St. Louis Union Station on Track A, one of the newly constructed tracks.

The program of adding new tracks at the Union Station has just been completed. The old shed extends only 800 feet into the yard, while the new sheds extend 1,500 feet.

HEADS TRAFFIC CLUB

H. E. Morris Elected President of Wichita Body December 3

MR. H. E. MORRIS, assistant general freight and passenger agent at Wichita, Kans., and widely known Frisco veteran, was signally honored on the night of December 3 when he was elected president of the Wichita Traffic Club.

Since moving to Wichita in August 1925, to assume his present position with Frisco Lines, Mr. Morris has made a host of friends, both in traffic and railroad circles which culminated in his election to the position.



H. E. MORRIS

His railroad service with Frisco Lines began in 1901 when he opened up the Lawton, Okla., agency when the Frisco built into that city. Previous to that he had served as clerk for the B&O, (learning telegraphy on the side), operator, agent and rate clerk for the E&TH, located at Evansville, Ind. He also served as agent for the Southern Railroad and chief clerk in the general passenger office of the latter railroad at Louisville. Leaving the Louisville office of the Southern he accepted the position of city passenger and ticket agent at St. Louis. Later he accepted a position with the Cumberland Gap Despatch, a fast freight line, formed by the Norfolk & Western and Louisville and Nashville roads, in connection with the steamship lines from the Atlantic Seaboard to eastern cities. He represented that line in St. Louis and territory west for about ten years.

Following the opening up of the Lawton Station, where he had the usual difficulties in opening up a new

DECREASE ACCIDENTS

Casualties on Frisco Lines during the month of November, 1929, creased 2.2 per cent and during the first eleven months of 1929 decreased 1.2 per cent as compared with corresponding periods of last year, states the monthly report issued December 13, by H. W. Hudgen, director of accident prevention, Springfield, Mo.

A large November decrease was recorded for the mechanical department. This was a decrease of 4 per cent. This department also showed a decrease for October of this year over the preceding October of 27.2 and for the first eleven months of this year showed a decrease of 15.3 per cent over the same period of 1928. The transportation department decrease for this period was 6.5 per cent.

Of the different classifications of non-employees the greatest decrease was among the trespassers during the month of November and during the first eleven months of 1929 compared with the corresponding period last year. The decrease for November was 42.8 per cent and for the first eleven months 13.3 per cent. Licenses had the next largest decrease among the non-employees during November with a decrease of 10 per cent. Autoists were next for a month with a 5.1 per cent decrease. Autoists also had the largest decrease among the non-employees during the first eleven months of this year with a 5.1 per cent decrease over the same period of 1928.

station on a newly built-in road. He was appointed traveling freight agent in the Joplin territory, where he remained for four years. In 1906, he transferred to Oklahoma City as division freight agent. The Rock Island-Frisco combination of agencies in 1907 made a number of changes and in 1911 he was made Indiana agent, which position he held until 1917. At that time he was made freight agent with St. Louis as headquarters.

During Federal Control of the railroads he was made assistant superintendent of coal traffic for all the roads at Kansas City, but returned to his former position in St. Louis in 1919. On re-organization of Frisco properties when taken from the receivers hands, he was made assistant general freight agent in charge of coal traffic, but subsequently he also given the handling of cotton and lumber.

His next appointment was the position which he now fills.

"PRESIDENTS' SPECIAL"

Oklahoma Oil Executives to A. P. I. Meeting on Special Train

The finest railroad train ever routed from Tulsa, Okla., was the Frisco's luxurious "Presidents' Special", which pulled out of the Tulsa passenger station at 3:30 p. m., December 1, carrying more than 150 of Oklahoma's leading oil executives on a fast schedule to Chicago, where they attended the American Petroleum Institute's annual meeting. The train moved over Frisco Lines to St. Louis, making a close connection there with the Chicago & Alton and was rushed thence to Chicago by that road.

A scrutiny of the passenger list and the train was convincing proof that the Presidents' Special was the last word in arranging a fine special train. In terms of corporate wealth the passenger list represented a total of amazing proportions. The train was made up of sixteen cars of the highest type equipment and represented an expenditure of approximately \$600,000. This sum included an oil-burning locomotive, a combination baggage coach, a club car, two dining cars, eleven sleeping cars, and the observation sleeper.

To each passenger who made advance reservations was given a small brochure, as a souvenir of the train. Listed the cars, the space occupied by each man, and the names of the firms represented. Special floral decorations were provided for various cars.

There were many favorable comments by the delegates concerning the equipment and service. E. B. Leaser, who was re-elected President of the Petroleum Institute and who is also president of the Barnsdall Refineries, commented as follows on the special in a telegram from Chicago, dated December 5: "The meeting, is over. The operation of the Presidents' Special was excellent and much favorable comment was heard from those on board." The delegates returned to Tulsa on a similar train.

K. C. VETS MEET

A large portion of the prizes at the card party of the Kansas City Unit No. 6 held November 15, were won by the older members after they had goodnaturedly challenged the younger members with the claim that they were still experts in this line. About thirty attended this party which was given in the home of Mrs. James Cummings.

The holiday theme was carried out in the decorations.

PRAISES NEW BOARD

E. E. Swafford, manager and wire chief at Ft. Scott, Kansas, praises the telegraph switch board, installed at Ft. Scott at a great expense a year ago. The switch board is proving its worth in the saving of time and money.

The board was installed in January, 1929, and because of the intricate wiring system, it took two months to get it in operation. The board at Ft. Scott controls the circuit between Kansas City and Springfield and between Ft. Scott and Afton. The board is of the latest type and has all modern conveniences and results in a great saving of time for the wire chief.

A message from Tulsa comes into the office at Ft. Scott and is relayed to the Springfield office automatically. Turning a small key, Mr. Swafford heard the New York Cable office sending a message to San Francisco. Through means of the new board, Mr. Swafford can cut in on any wire chief to ascertain if the line is operating OK and the wire chief is unaware of it.

One of the most remarkable appliances is that of locating trouble on the board. Perhaps a wire or a limb of a tree knocks against the telegraph wire only once in awhile, but enough to interrupt a message. Mr. Swafford, in attempting to locate the trouble, sets a regulator on a line between Kansas City and Ash Grove. He may then leave the machine and go about his work. The regulator is so set that when the obstruction again strikes the wire, it will ring a bell, and he then knows that the trouble is between Kansas City and Ash Grove and can direct the linemen to it. This regulator will also report any trouble, such as a burned pole, broken wire, etc.

SOLD FIRST AIR BRAKES

(Continued from Page 6)

make a list of the things I am to do 'today.' There are old friends to visit, hunting and fishing trips to make, and I'm pretty good at helping with the housework. There isn't going to be a dull moment during my pensioned years," he said.

Between his workshop and his friends, his fishing and hunting, this veteran intends to enjoy each moment of the coming years, but he added that there would always be time for a chat with the old railroad boys—because when "you've 'railroaded' for thirty-six years, you just can't get away from it."

TURKEY SHIPMENTS GOOD

Brady, Texas, long famed as the home of the turkey gobbler, again held the lead as the champion turkey shipping point on Frisco Lines for the Thanksgiving season, with total shipments during November of 22 carlots. One hundred and forty-two cars of poultry were shipped from the Frisco's territory during November. December figures are not yet available.

The turkeys were shipped in barrels, and each car contained from 80 to 100 barrels and weighed in the neighborhood of 24,000 pounds. At 20c a pound, the price paid the dresser, the cars were valued at approximately \$4,800.00.

Mrs. Elizabeth Temple, home economics supervisor, who has been in the Texas territory, reports that the turkeys in that section were the finest she has ever seen.

Mrs. Oscar Turner, living several miles from Brady, is reported to have had the champion gobbler from that section this year. He weighed fifty pounds.

Of the dressed poultry, shipped from other Texas and Oklahoma points, the following were reported: eleven out of Stephenville; nine each out of Brownwood and Comanche; four each out of Sherman, Texas, and Enid, Okla.; five out of Paris, Texas; three out of Bessie, Okla.; one each out of Dublin, Texas, and Frederick, Okla. Only 34 cars of dressed poultry came from the Ozark territory while 108 came from territory outside the Ozarks.

DART BALL AT FT. SCOTT

Mr. L. R. Stephens, genial secretary of the Y. M. C. A. at Ft. Scott, Kans., presented the Ft. Scott roundhouse boys with a dart ball board on December 11.

The board has been placed in the back shop and the back shop is a busy place at the noon hour, with the various teams matching each other for high score.

Dart ball has become one of the popular indoor sports and a means of entertainment at many of the Frisco Employes' Clubs. The game is manufactured at Joplin, and the Joplin Club was the first to use it for entertainment. Finding it of so much interest, Mr. L. S. Baney, president of the Joplin Club broadcast the news that the new game was "taking" with the employes in such a large way, and many of the clubs purchased boards and are using the game to advantage.

For Meritorious Service

SOUTHERN DIVISION

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

November 25—H. Luttrell, brakeman, Thayer, Mo., while on Extra 28 north in siding at Cabool for 105 and 106, noticed broken rail between north switch and head block, about four inches of the rail being broken out and both angle bars broken and notified section men. Commended.

November 16—Robert Cook, porter (colored), Thayer, Mo., while on train 103 in charge of conductor Viggera which met 104 at Fickinger, discovered that the turnout to passing track was out of line because of broken brake head on 104's engine. Five merits.

December 11—J. G. Houghton, switchman, Amory, Miss., was the first one to reach Tom Williams, brakeman (colored), after he was injured, then caught switch engine to Amory where he got his automobile and took Williams to hospital. Commended.

December 10—A. R. Sams, brakeman, Thayer, Mo., noticed brake beam down on 2/131 while that train was passing 240, on which he was brakeman, at Willow Springs, Mo. Five merits.

November 28—H. C. Stevenson, yard clerk, Amory, Miss., while checking Extra 45, north, found SF 87180 with the ends numbered differently, and notified J. L. Sullivan, car foreman, who had the car correctly stenciled. Five merits.

NORTHERN DIVISION

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

November 9—H. M. Ferguson, operator, Fredonia, Kans., located the person who had stolen two suitcases and a sweater from waiting room at Fredonia, Kans. Ten merits.

December 13—E. E. Pruitt, section foreman, Prescott, Kans., noticed something dragging on 2/162 and notified the crew which resulted in a brake beam being discovered to be down. Commended.

November 26—Earl Long, section foreman, Scammon, Kans., discovered brake beam dragging on train 167 and succeeded in getting the train stopped. Five merits.

J. P. McCoy, conductor, Neodesha, Kans., while looking over some cars that were not in his train at Columbus, Kans., noticed SF 50419 with a broken wheel tread. Ten merits.

RIVER DIVISION

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

October 19—B. L. Hall, fireman, given ten merits for interest in handling and caring for engine of train No. 847 at Turrell.

October 26—W. E. Jefferies, conductor, given ten merits for assistance in moving train 822.

October 31—E. O. Harrell, brakeman, discovered slid flat wheels on SF 30088 at Sikeston, Mo. Commended.

November 6—Charles Barham, brakeman, discovered defective wheel on CNW 32792. Ten merits.

October 30—F. M. Bond, agent at Luxora, given ten merits for interest in moving train 846 by taking flagman to Burdette in his automobile.

BIRMINGHAM TERMINALS

Superintendent E. A. Teed, of the Birmingham Terminals, reports the following cases of meritorious service:

November 8—J. B. Blevins, switchman, found a broken rail at east end of No. 8 coal Ninth avenue near switch point and notified yardmaster. Five merits.

November 25—R. F. Craig, conductor, and M. Melson, brakeman, found a broken switch point on east end Frisco ice dock, reported this discovery and made it safe. Five merits each.

EASTERN DIVISION

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

November 14—J. C. Staples, conductor, Clinton, Mo., while on train No. 55 at Gerster discovered broken rail at MP 129 plus 2589 feet, ten inches of ball

SHOOTS PRIZE TURKEY

For the past twelve years E. White, Frisco fireman, has taken a few days off for a wild turkey hunt and although he came back without his prize turkey on many occasions the baking pan was well filled when on December 3 Mrs. White prepared a twenty-four pound gobbler which killed.



The gobbler, besides being the prize of all birds shot in the Salem Branch hunting grounds this year, had a beard eleven and one-half inches long. He undoubtedly was at least five years old, but Mr. White asserted that after parboiling him for a day, he made a sumptuous meal and a delightful picture on the White table.

Mr. J. J. Swift, engineer of Frisco Lines accompanied Mr. White. The bird was shot a few miles from a station of Bangert, Mo., and appeared above with Mr. White.

of the rail being gone on high side of rail on ten degree curve. Commended.

November 21—H. L. McCance, section foreman, Moselle, discovered brake beam dragging on freight train moving east, and signaled engine. Five merits.

TULSA TERMINALS

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

Maynard Woodcock, clerk, discovered fire on Frisco 41619 and with help of section men extinguished it. Five merits.

R. J. O'Conner and Wade Mann, switchmen, found a car loaded with refined oil with dome cap off and remedied. Five merits each.

"NICK" WALKER HONORED Veteran Engineer's Career Pub- lished in Wichita Newspaper

MR. E. N. "NICK" WALKER, Frisco engineer on the Northern division, was the subject of a feature story in the Wichita Eagle recently, in which he related the various experiences encountered in his long service of forty-nine years as an engineer.

He entered Frisco service at the age of sixteen as a fireman. At that time, promotion came rapidly, and when four engineers quit in one day, he was promoted to the position of engineer at the age of 20 years. Through the years he has had some thrilling and unusual experiences, and one which he vividly recalls when he ran into a snow drift which turned the engine over on its side and gave him a "header" into the snow. The incident was without a casualty, except that the eighty workmen in the engine house behing the engine had to go without supper that night, due to inability to get the engine repaired until the following day.

Mr. Walker contrasts the thriving city of Wichita with the Wichita he knew when he first came "on the job". "It was a little frame-building town with dirt streets and plank sidewalks. A little old frame depot stood there the beautiful new station now stands. Trains in the old days were smaller than at present and the little engines were miniature beside the big 1500's of today."

This veteran engineer, who is "Nick" to thousands of friends, declares that he has hauled every president, vice-president and every general manager of the Frisco in their private cars from 1881 to 1929.

He is one of the honored members of the Brotherhood of Locomotive engineers, Division 270, Neodesha, and holds a gold 40-year honorary badge presented by the Grand International Division of the Brotherhood of Locomotive Engineers.

It is particularly amusing to find that he has a decided aversion for automobiles, but last year he was persuaded by his family to purchase one. Mr. Walker says he grabbed the wheel as if it was the throttle of his old reliable locomotive and he drove as if he expected everybody and every vehicle to get out of his way. A few trials and he turned the car over to the family. The Walker car, however, stops at all railroad crossings, for Mr. Walker has had the same experience with motorists as every 1929 engineer, and perhaps the speed demons who have raced with his en-

IS PROMISING VIOLINIST

Miss Naomi Washburn, violinist, is one of the most talented of Frisco daughters of Texas. She is 13 years old and the daughter of T. S. Washburn of Sherman, Texas, who serves the Frisco as a passenger brakeman.



MISS NAOMI WASHBURN

Miss Washburn has appeared in several recitals throughout the city, is a member of the Baptist Church Orchestra and Pool's Orchestra, both under the direction of Professor Ferdinand Dittler.

Her recital work has been commented on by the papers in a splendid manner and she is showing much promise as one of the younger violinists of Sherman.

gine to the crossing have added quite a few gray hairs to his head.

He is now 66 years of age. In three years and seven months he will be eligible for pension and his leisure hours will be filled with remembrances of a most eventful railroad career, and he can boast with pride to his grandchildren that he was the first engineer who pulled the Frisco's new Air Capital Limited out of Wichita for St. Louis.

Practice

"I see you have a sign in your store, 'We Aim to Please,'" remarked the irritated customer.

"Certainly," replied the proprietor "that is our motto."

"Well," retorted the I. C. "You ought to take a little time off for target practice."

THE EDITOR EXPLAINS!

On page 20 of the December issue of *The Frisco Employes' Magazine* appears a story about the birth of Master Frisco Whalen Short on No. 9, at Afton, Okla. The incident received wide publicity in the daily press of the land, and was duly chronicled in the *Magazine* as a matter of interest and information to employes.

As oftimes happens in the best regulated of publication offices, the editor indulged in an erroneous superlative. He wrote: "Little Frisco Short is the first baby to be born on a Frisco train so far as the records of the company show."

That line stuck in the mind of Mr. E. H. Wilson, chief special agent of Frisco Lines. A few days later he walked into the *Magazine* office and related the following story:

"Back in the fall of 1913," the 'Chief' said; "long before I became a Frisco employe, I was a passenger on a Frisco motor car known locally as the 'Bull Moose.' It ran between Cape Girardeau and Poplar Bluff, and was a rough rider if I ever saw one. On this particular trip a gypsy woman got on at the Cape bound for Advance. We hadn't gone very far before she told the conductor, whose name was Doby Tims, that she was quite ill. We helped her back to the trailer, made her as comfortable as possible and when we got to Delta we sent out word for a doctor. A local veterinary was the best we could find. He got on and at Arbor we got a quilt for the lady. The baby, a boy, was born between Arbor and Advance, and we helped the lady and her baby off the train at Advance and that's the last we ever saw of her.

"She said she would name the baby boy after Conductor Tims, but I've never found out if she did it."

Conductor Tims has since passed on to his reward, but Arthur Stack, who was a brakeman on the "Bull Moose" that eventful day, and who assisted at the birth of the baby, is still working on the River division between Cape Girardeau and Hoxie.

Greetings to the Frisco Veterans:

The happy Christmas holidays have passed and I hope all the members of the Frisco Veterans' Association have enjoyed them to the fullest extent.

I sincerely hope that the New Year will bring you health, wealth and happiness.

MRS. J. L. McCARTER,
Pres., Veterans' Auxiliary.

LOCOMOTIVE FUEL PERFORMANCE RECORDS

From Office of Fuel Agent

UNIT fuel consumption in freight service on the system decreased 6 pounds per 1,000 gross ton miles or 3.23 per cent in November this year compared with same month last year. All divisions, with the exception of the Eastern and Central, decreased their performance. The largest decrease was made by the Northern division which saved 13 pounds per 1,000 gross ton miles and the Southwestern and Southern divisions each saved 11 pounds per 1,000 gross ton miles. Incidentally the Texas Lines made a saving of 9 pounds or 5.03 per cent in spite of a 2.2 per cent loss in train haul.

The River division which was in third place November last year, was displaced by the Northern division and the Central division which occupied fifth place was displaced by the Southern division, also the Eastern division was displaced by the Western division for seventh place. The other divisions maintained the same rank as November last year.

Passenger service shows some improvement as the System increase over same month last year was only .1 pound per passenger car mile.

The River division made the best performance in comparison to November last year with a decrease of 2 pounds per passenger car mile, which is equivalent to 10.99 per cent.

On the contrary the Western division had the largest increase with a performance of 25.8 pounds per passenger car mile as compared to 20.7 pounds November last year. The average cars per train being 2.73 against 3.39 last year affected the performance considerably on this division.

The Northern division which had the second best performance, in making a decrease of 1.1 pound per passenger car mile or 6.47 per cent succeeded in beating the standard set for the month by .1 pound per passenger car mile.

In November last year the Central division ranked fourth with a performance of 16.7 pounds per passenger car mile. The Northern division fifth with 17.0 pounds and the River division sixth with 18.2 pounds, whereas in November this year the Northern division ranks fourth with 15.9 pounds, River division fifth with 16.2 pounds and Central sixth with 17.3 pounds, the remaining divisions held the same standing as in Novem-

ber last year.

Switch service on the system finished with an increase of 2 pounds per switch locomotive mile this year over November last year, the Southern, River and Texas Lines being the only divisions showing a decrease. The Tulsa terminal was the only terminal having a decrease in performance.

By the time this *Magazine* has been circulated we will have entered the new year and it is earnestly hoped that the fine spirit of co-operation and the enthusiasm manifested towards fuel saving in the year just passed will be further intensified and that everyone in the service will keep the thought of fuel economy in mind at all times throughout the coming year.

In the early part of December, Messrs. Conley and Mitchell were stationed at West Tulsa to make a fuel check simultaneously with the special fuel campaign on the Southwestern division. Much good is accomplished by these checks and some of the best performances made thus far have been submitted and are shown herein in condensed form together with other performances made during the special check on the Eastern division.

Following are some good performances which helped materially in bringing about the November saving:

EASTERN DIVISION

Rolla Sub: Engineer ED KINGDON, fireman F. D. SCANLON, train 1/38, engine 59, Newburg to Gratiot, November 7, handled 352,447 gross ton miles, burned 19 tons coal, performance 107 pounds per 1,000 gross ton miles.

Engineer H. A. SIDERS, fireman H. FOWLER, train No. 10, engine 1500, Newburg to St. Louis, October 26, handled 2,040 passenger car miles, burned 907 gallons oil, performance .44 gallons per passenger car mile.

Springfield Sub: Engineer A. E. CANARY, fireman W. LONG, engine 44, train 2/31, Springfield to Monett, November 12, handled 111,980 gross ton miles, burned 7 tons coal, performance 125 pounds per 1,000 gross ton miles.

Engineer GEO. THOMPSON, fireman N. SUTTON, engine 56, train Extra west, Monett to Springfield, November 12, handled 102,440 gross

ton miles without stop, burned 5 tons coal, performance 98 pounds per 1,000 gross ton miles.

SOUTHERN DIVISION

Memphis Sub: Engineer A. HALL, fireman BARNETT, engine 4123, train 131, Thayer to Yale, November 11, handled 341,700 gross ton miles, burned 15 tons coal, performance 88 pounds per 1,000 gross ton miles.

Engineer A. HALSTEAD, fireman G. H. FRENCH, engine 4126, train 1/131, Thayer to Yale, November 14, handled 321,330 gross ton miles, burned 14 tons coal, performance 87 pounds per 1,000 gross ton miles. This same engineer with fireman C. C. SMITH on engine 4135, train 1/131, Thayer to Jonesboro, November 21, handled 175,429 gross ton miles, burned 6 tons coal, performance 68 pounds per 1,000 gross ton miles.

Engineer O. ANDERSON, fireman JONES, engine 4142, train 1/221, Thayer to Jonesboro, November 14, handled 160,652 gross ton miles, burned 5 tons coal, performance 83 pounds per 1,000 gross ton miles.

Willow Springs Sub: Engineer MOTZ, fireman J. ALBRIGHT, engine 4105, train 135, Springfield to Thayer, November 19, handled 212,233 gross ton miles, burned 12 tons coal, performance 113 pounds per 1,000 gross ton miles.

Engineer HUNTRESS, fireman SANDERS, engine 4123, train 1/221, Springfield to Thayer, November 14, handled 207,944 gross ton miles, burned 12 tons coal, performance 83 pounds per 1,000 gross ton miles.

Tupelo Sub: Engineer J. NOLL, fireman GEO. CRAWFORD, engine 4100, train 131, Yale to Amory, November 18, handled 215,900 gross ton miles, burned 12 tons coal, performance 111 pounds per 1,000 gross ton miles.

Birmingham Sub: Engineer COOK, fireman ROBINSON, engine 4136, train 131, Amory to East Thomas, November 13, handled 432 gross ton miles, burned 11 tons coal, performance 131 pounds per 1,000 gross ton miles.

Engineer J. ROBBINS, fireman JOHNSON, engine 4135, train 1/221, East Thomas to Amory, November 14, handled 228,690 gross ton miles, burned 13 tons coal, performance 113 pounds per 1,000 gross ton miles.