

AGENCY CHANGES

The following were installed permanent agents at the stations which follow their names:

Thomas K. Orr, Buhler, February 24. John Oaks, Clarkdale, Ark., February 20. William L. Powell, Fagus, Mo., February 20. Lester B. Godfrey, Garland, Kan., February 26. John H. Spears, Turrell, Ark., February 26. Walter E. Guinn, Henson, Kan., February 19. Fred M. Bonds, Luxora, Ark., February 25. James V. Baker, Nettleton, Ark., February 24. John W. Armstrong, Sherwin, Kan., February 23. George M. Kirk, Altus, Okla., February 17. Henry W. Nichols, Bengal, Okla., February 10. Alva C. Holeman, Billings, Mo., February 17. Herbert J. Kellett, Blue Springs, Miss., February 2. James A. Lillie, Bridge Junction, Ark., February 16. William W. Norwood, Buhler, Kan., February 3. Glen L. Honson, Cameron, Okla., February 9. Alva E. Trotter, Crescent, Mo., February 12. James E. Wimberly, Dell, Ark., February 18. Arthur W. Walker, Dunbar, Okla., February 11. Charles Thomas, Grandview, Mo., February 18. Victor A. Karsner, Headrick, Okla., Claude S. Fisher, Hillsdale, February 9. Raymond L. Schmelz, Keysville, Mo., February 4. Orville O. Gilbert, Keysville, Mo., February 13. George R. Arnold, Kiefer, Okla., February 18. Ora L. Jenkins, Leachville, Ark., February 12. Clyde Purtell, Leflore, Okla., February 12. Charles V. Cannon, McNab, Ark., February 10. Benjamin D. Ringling, Moselle, Mo., February 10. Franklin C. Morris, Mountainburg, February 4. Walter B. McEvelly, Pacific, Mo., February 16. George A. Bond, Pettigrew, Ark., February 3. George W. Brown, Phenix, Mo., February 2. Walter E. Guinn, Piedmont, Kan., February 4. Homer M. Ferguson, Piedmont, Kan., February 17. Charles S. Smith, Sulphur, Okla., February 17. Elmer Britain, Valley Center, Kan., February 2. John Sauer, Valley Center, Kan., February 12. George B. Homan, Wilson, Ark., February 16.

The following were installed temporary agents at the stations which follow their names.

Russell G. Broyles, Grandview, Mo., February 13. Ernest B. Palmer, Weleetka, Okla., February 10.

Henry C. Pendergrass was installed permanent agent at Capleville, Tenn., effective February 23.

Effective February 20, the name of Drumright, Okla., was changed to "Tidal." This station is located on

Hungarian Colony Located at Walnut Hills, Florida



A group picture made of the members of the Hungarian colony shows Reverend G. Garay at the extreme left (in sweater and cap) and Reverend J. M. Hanko (second to last man at right, with field glasses in hand).

ON February 14, the first contingent of settlers of the Kert-Varos Farms Colony, a Hungarian organization, seeking to develop selected lands in northwest Florida, arrived at Walnut Hills, Fla., on Frisco Lines and arranged their homesites.

This year's operations will be confined principally to the growing of truck crops and planting of potatoes, watermelons, cantaloupes, sweet corn, sweet potatoes, English peas and other vegetables. These crops are to be followed with other vegetable and legume crops, and as time goes on they plan to build up the poultry unit.

This colony is under the leadership of Rev. J. M. Hanko of Milwaukee and Rev. G. Garay, and will operate a 640-acre farm at Walnut Hills, Fla., known as the Buckeye Farm, and engage particularly in truck farming and fruit and poultry raising.

The Buckeye farm is located on the new Pensacola division of Frisco Lines, in the northern part of Escambia County, Fla., about forty miles north of Pensacola. The lands selected by the Kert-Varos Farms Colony are very fertile and especially adapted to the raising of early vegetable crops and many varieties of fruit crops, including Satsuma oranges. It is also the intention of the new set-

tlers to develop poultry farms and in some measure, engage in dairying and hog raising, for which the climatic and soil conditions of the section are well adapted.

Eleven families are represented in this first group, all having had farm experience and all from the vicinity of Milwaukee and Racine, Wis., Chicago, Ill., and Cleveland, Ohio.

The operations of the Kert-Varos Farms Colony will be under the supervision of Rev. G. Garay, a practical farmer and a graduate of leading agricultural universities of Hungary, and with a number of years' experience in agricultural work in the United States. John S. Lawson of Milwaukee, Wis., representing the land owners, also greatly aided in co-operating with the colonization department of the Frisco in locating this colony. Under plans worked out at this time, it is hoped to bring about a steady influx of settlers to the Kert-Varos Farms Colony.

The location of this colony was brought about through the untiring efforts of J. B. Morrow, colonization agent for the Frisco. Mr. Morrow has been working on the contingent for some time and has made numerous trips to Milwaukee and other eastern cities in their interest.

the Southwestern division and was opened as a freight agency November 28, 1930.

Victor A. Karsner was installed permanent agent at Headrick, Okla., February 3. (Previous notice failed to show the date transfer was made.)

Clarence P. Barron was installed temporary agent at Marston, Mo., February 24. Charles C. Ogle, acting agent, had been relieving E. N. Latiemer since January 20.

Phil F. Atkinson was installed permanent assistant city ticket agent at Tulsa, Okla., vice J. D. Rogers, February 24.

Effective February 16, Graydon Springs, Mo., opened as a ticket only agency. William G. Robertson was installed ticket agent.

Vern L. Stocker was installed permanent agent at Hallowell, Kan., February 16. Robert A. Maffett had been acting agent since February 2.

MOTOR CARS SATISFY

Dependability of Gas-Electric Equipment Proven in 1930

THE gas-electric motor cars which have taken the place of the steam trains on various branch lines of the Frisco Company made a remarkable showing during 1930, according to records in the office of E. G. Baker, electrical engineer for the Frisco, with headquarters at Springfield, Mo. The total mileage made by 23 gas-electric motor cars, one gasoline car (these on the system proper) totaled 1,138,623 miles.

From January to October, 1930, motor car 2104, running on the River division, made a total of 71,977 miles and was only out of service approximately 28 days during the entire time for running and minor repairs.

Motor car 2133, which runs from Enid to Beaumont made 34,048 miles during the months of September, October, November, December, 1929, and January, 1930.

These motor cars have been dependable, their upkeep is economical, and they have proven a big saving to the railroad in many ways. As to their dependability, motor car 2124 which runs between Springfield and Kansas City, operated 31 days in May, 1930; 30 days in June; 29 days in July, 29 days in August, 28 days in September, 31 days in October and 30 days in November, which shows that it was available 97.2 per cent of the time. It averaged around 5,500 to 6,000 miles per month and during this period it was in operation 71 consecutive days, which speaks well for its efficient operation and dependability.

The runs where these motor cars are operated are usually branch line runs and known as "preferred" runs, being bid in by the oldest engineers on the divisions in point of service. For awhile, and when they were first put in service, they were so different from the steam trains that the engineers were not pleased with them, but Mr. Baker advises that when they had had them for a month or two, they began to like them and he knows of four veteran engineers out of Springfield who, if the motor car is out of service for a run or two, in preference to taking out a steam train, will lay off until the motor car is returned.

Two mixed trains were recently discontinued between Ft. Worth and Brownwood and a motor car substituted. According to reports it is giving excellent service.

NEWS OF FRISCO CLUBS

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postponed until April and the next business meeting was set for the first Tuesday in April.

Chaffee, Mo.

George I. Matson, of radio station KWKH, Shreveport, La., was the chief speaker at the meeting of the Chaffee Frisco Employes' Club, held March 14, with large attendance of employes, townspeople and out-of-town visitors. Mr. Matson was formerly national organizer of the Railway Clerks Organization and is now touring the country in the interest of railroads in competition with bus, truck and waterways. He was accompanied by Carter Henderson, son of W. K. Henderson, owner of station KWKH. Others speaking at the meeting were J. S. McMillan, superintendent of the River division; Blair Buckley, merchant of Hayti, Mo., and Dr. W. A. Walling, president of the Chaffee Chamber of Commerce.

Mr. Matson's talk was of great interest to the employes and members of the community in attendance and was heartily applauded. Mr. McMillan, in his talk, promised the wholehearted support of Frisco officials to the employes in their traffic solicitation campaign and Mr. Buckley expressed his best wishes to Frisco Lines and urged the business men of Chaffee to stand by the railroad. Dr. Walling assured the club of his personal co-operation and his co-operation as president of the Chamber of Commerce.

The Frisco Employes' Club of Chaffee, Mo., sponsored an unusual entertainment on the night of March 3, when the club presented Miss Martha Moore, of the publicity department, in a full evening of readings and musical monologues. The affair was given by the club for the Provident Association of Chaffee.

SMALLEST FRISCO BABY

Springfield Missouri's first incubator baby, little Miss Sammy Lee Hays, is a member of the Frisco family. Her father, S. M. Hays, is a car inspector at the Frisco shops there.

When Sammy Lee was born on January 3, she weighed two and a half pounds. Sammy Lee and her mother were confined to the Baptist hospital in Springfield and this tiny bit of humanity gave the officials of that hospital their first chance to try out their new incubator. Sammy Lee arrived two months ahead of schedule.

CAR DAMAGE DOWN

Excellent Record Made During First Two Months, Report Shows

IF THE number of cars damaged by rough handling on Frisco Lines continues to decrease throughout the year as it has during January and February, 1931 will be a banner year in that respect. During the first two months of this year the number of cars damaged by rough handling decreased 46.7 per cent and the monetary amount of the damage decreased 61.3 per cent as compared with the same period of last year, according to a recent report issued by the office of the car accountant, Springfield, Mo.

The number of cars handled per car damaged increased 53.3 per cent and the amount of damage per car handled decreased 52.46 per cent, both compared with the first two months of 1930.

Of the divisions, the report gives equal rank to Northern, Central, Southwestern and Western. Northern division handled 139,601 cars with damage to two. Central, Southwestern and Western divisions went through the first two months of the year with no cars damaged. A total of 40,599 cars were handled on Central division, 131,955 on Southwestern division and 22,735 on Western division.

Among the terminals, Kansas City was first during the first two months, handling 106,760 cars with damage to but one. Springfield was second. Three cars were damaged there out of 98,184 handled. Tulsa was ranked third by the report. A total of 111,526 cars were handled there and four of them damaged.

No cars were damaged on Texas Lines during the first two months. A total of 15,874 were handled there. This compares with the same period of 1930 when one car was damaged out of 19,738 handled and the first two months of 1929 when four cars were damaged out of 22,186 handled.

and with her was a tiny brother, which lived but a few hours.

After six weeks in the incubator, where she was kept wrapped in cotton and gauze, she began to grow to normal size. During this time she had been fed a mixture of sweet milk, water and corn syrup. As she grew she was fed buttermilk and a prepared infant's food, and took this from a bottle. Instead of being bathed in water, she was generously rubbed daily with olive oil.

Her amazing vitality assures her parents she will be a healthy, normal child.

IN THE FRISCO HOSPITAL

The following list contains the names of patients confined in the Frisco Employes' Hospital in St. Louis as of March, 1931. They will be glad to hear from their friends:

Miss May C. Mutz, Springfield, Mo.
 Mrs. C. A. Gosse, St. Louis, Mo.
 Mrs. S. Sally, Rolla, Mo.
 Harry Madgen, Springfield, Mo.
 H. L. Lagrange, Chaffee, Mo.
 J. H. Mackey, Ft. Smith, Ark.
 A. H. Thompson, Springfield, Mo.
 A. F. Kirkpatrick, St. Louis, Mo.
 W. G. Lewis, Brownwood, Mo.
 P. Meyers, St. Louis, Mo.
 G. Towers, Thomas, Okla.
 Mrs. H. Dean, St. Louis, Mo.
 Miss A. P. Blackwood, Ferguson, Mo.
 J. W. Veit, Birmingham, Ala.
 J. P. Olsen, Afton, Okla.
 John Murphy, Springfield, Mo.
 O. A. Hudson, Fall River, Kan.
 J. F. Gielt, Joplin, Mo.
 Steve Drezk, St. Louis, Mo.
 H. S. Martin, Monett, Mo.
 C. A. Smith, Quanah, Texas.
 Fred Richardson, Marshfield, Mo.
 T. M. Dickey, Ft. Smith, Ark.
 H. W. Gardner, Oklahoma City, Okla.
 R. L. Hollis, Sulligent, Ala.
 F. W. Warren, Tulsa, Okla.
 D. M. Brown, Clebourn, Texas.
 A. C. Gilliland, Birmingham, Ala.
 H. R. Horne, Tulsa, Okla.
 R. L. Schmelz, St. Clair, Mo.
 P. M. Howard, Chaffee, Mo.
 H. Clendenen, St. Louis, Mo.
 J. L. Glass, Memphis, Tenn.
 H. Polk, Turrell, Ark.
 C. Dicker, Richland, Mo.
 P. Terroney, Perry, Okla.
 J. H. Warfield, Sapulpa, Okla.
 E. P. Plancheon, Monett, Mo.
 J. A. Campbell, Enid, Okla.
 Mrs. N. E. Lewis, St. Louis, Mo.
 Mrs. J. A. Steger, Chaffee, Mo.
 Mr. G. Grayson, Cuba, Mo.
 W. M. Meador, Springfield, Mo.
 A. H. Monfort, Kansas City, Mo.
 F. Schoenemann, St. Louis, Mo.
 N. Pounds, W. Tulsa, Okla.
 J. P. Smith, Kansas City, Mo.
 J. W. Thomas, Sapulpa, Okla.
 A. S. Thomas, Dora, Ala.
 R. Christoff, Oklahoma City, Okla.
 H. L. Kennedy, Memphis, Tenn.
 A. Kelly, Monett, Mo.
 C. J. Womack, Ft. Smith, Ark.
 A. S. Abbott, Salem, Mo.
 J. L. Lantrip, Amory, Miss.
 C. C. Saner, Sapulpa, Okla.
 J. E. Bradley, Ft. Smith, Ark.
 S. C. Fidler, Monett, Mo.
 J. L. Leach, Poplar Bluff, Mo.
 J. Stedman, Tulsa, Okla.

A View of Storekeeper's Office at K. C. in 1894



The photograph above, taken in Kansas City about 1894, shows the interior of the Kansas City, Fort Scott and Memphis general storekeeper's office and will undoubtedly recall many memories to oldtimers at Kansas City and on the Northern division.

Appearing from left to right are the following: E. W. McGrew, C. W. Cresion, J. D. Hamrick, Jr., L. E. Martin, at typewriter; B. B. Brain, M. S. McGrew, standing at right of Mr. Brain; Bob Anderson, in the rear, and Ned Yarrington, standing next to the wall.

VETERAN GETS BUSINESS

(Continued from Page 12)

and H. W. Diggins, division superintendent at Springfield, Mo., J. H. Sullivan, division superintendent at Memphis and J. A. B. Whapham, stationer at Kansas City. Many of these names are familiar to the older veterans of Frisco Lines. He was also intimately acquainted with Mr. Carl Gray, now president of the Union Pacific, known and loved by the veterans of Frisco Lines.

Mr. Knight has two sons, Clifford, the eldest and Frank W. Clifford served the Frisco at one time as a cashier at Parsons, Kans., and Frank as a clerk at Parsons and Webb City. Neither serve the Frisco at this time. He also has a daughter, who for several years has been with the Chicago Grand Opera Company and has made several tours of the United States.

Mr. Knight is a member of the Frisco Veterans' Association and is planning on attending the reunion this coming year. He is vitally interested in all Frisco activities, and he says that it is one of his most pleasant tasks to go to Webb City and Parsons and among his friends in Joplin and solicit business for the road which he has served so long.

NO MORE "HOT BOXES"!

From all appearances it looks as if it won't be long before trainmen will be asking the question, "What is a hot box?"

Where formerly there were a number each month, delaying the trains and causing trouble of various kinds, the year of 1931 is starting out to be a banner one. In both January and February of 1931 there was not a single hot box reported on passenger train equipment over the entire Frisco system. This is an excellent record, considering that there were 4,233,170 passenger car miles made on Frisco Lines in January, 1931, which included sleeping, parlor, observation and dining cars. There were only eighty-one hot boxes charged to freight equipment in January and only sixty-one in February.

February, with its no-hot-box report for passenger trains would figure practically the same, as per passenger car miles made as the report for January.

In referring to the splendid record made, F. G. Lister, assistant superintendent motive power said: "This splendid record is due to special attention being given to all trains at terminals, and a special effort made to give very close examination to boxes, brasses and journals.

SHOOTIN' 'EM THRU!

The three cases of rapid handling of equipment that follow demonstrate effectively the widespread interest of Frisco employes in saving the company per diem.

The first, which was reported by W. L. Moffitt, agent at Clarksdale, Ark., had to do with the movement of UP cars 171085 and 150236, loaded with hay, which came to Clarksdale from Kansas City, arriving in train 247 at 3:05 p. m., February 17. Agent Moffitt saw to it that these cars were unloaded immediately after they were received so that they went forward in train 246 at 11:55 a. m., February 18. This accomplishment was especially meritorious, since getting the cars moved at that time saved two days per diem, as there was not another local until February 20.

The second example was the handling of Missouri Pacific car 14822 and four others, received at 5:00 p. m., February 16, from the Missouri Pacific at Wichita, destined for Beaumont. These cars, which were loaded with cattle, moved to Beaumont, where they were unloaded immediately and on the same day they were picked up, taken to Fredonia and delivered to the Missouri Pacific at 11:50 p. m., costing no per diem.

The third instance took place at Bloomfield, Mo., where G. W. Carlisle is agent. Car Wab. 75475, loaded with oats, was received there at 3:10 p. m., February 20, and was immediately placed for unloading. Home routing was wired for at 3:40 p. m., and was received the following morning. The car was released at 9:00 a. m., February 21, and the car moved out at 10:30 a. m. on that date, having been in Bloomfield less than twenty-four hours.

Missouri Pacific cars 75261 and 75269, loaded with poles, moved out at Monett in train 335 for Brooks, Kan., at 5 a. m., February 11. These cars were set out and unloaded at Brooks, then were moved into Neodesha and delivered to their owner at 10:00 p. m., the same day they were received, costing no per diem. In the interim between 5 a. m. and 10 p. m. they moved 119 miles besides being set out, unloaded, picked up and moved to the connecting line.

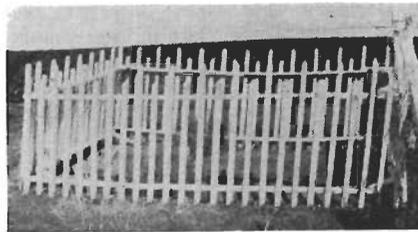
Car Sou. 156681, loaded with cotton seed hulls from Selma, Ala., and destined for Hybart, Ala., was received at Hybart on train 951 at 8 a. m., February 17, and was unloaded by the agent. The car was released and forwarded in train 952 to the Southern at Kimbrough, Ala., the same day it was received, thus eliminating per diem.

ENTOMBED BESIDE TRACK

Grave On Central Division Holds Baby Who Died in 1904.

A HUMAN interest story which indicates the brotherly love of one railroad man for another has just come to light from the Frisco's Central division.

At MP-712, ten poles just south of Eldorado, Okla., one may see a little grave by the right-of-way. It has been fenced in with small white wooden poles.



The story is that in 1904 a man by the name of Ernest H. Vale was employed as a laborer on Section G-43, under Foreman W. L. Lane. Shortly after starting his work with the Frisco a baby girl was born to him and his wife, and a short time afterwards, the baby died.

Mr. Vale asked the section foreman's permission to take the day off to bury the baby, and his request was granted. Mr. Lane, the foreman, knowing that the Vale's were in poor circumstances, asked permission to solicit some money to defray the burial expenses, but Mr. Vale refused this request, and with the aid of the section men and Mr. Lane, the baby was buried beside the Frisco's right-of-way.

When C. H. Baltzell was made superintendent of the Central division, the matter came to his attention and he had a small headstone placed on the grave and asked that the section men care for the grave.

The little grave is one of the places visited yearly by the Eldorado Masonic, Odd Fellows and Eastern Star orders on Decoration Day and a church and school house combined has been named the Vale school and church in remembrance of the child.

Mr. Lane, who was then section foreman, is not now in service, but he takes upon himself the task of keeping the grave up in good condition.

It is always of interest to passengers en route to and from Eldorado, Okla., and there are many inquiries concerning it.

TRAINS 97.6% ON TIME

3,940 Passenger Trains Make Excellent February Record

IT IS small wonder that Frisco Lines take pride in the performance of its passenger trains when one notes that month after month the on time record for the system approaches the hundred per cent mark. During February, for example, 3,940 passenger trains were operated 97.6 per cent on time, a report, issued March 3 by the office of the general manager, discloses. During January, 4,362 trains were 97.8 per cent on time.

River division had the highest percentage of trains on time. The 720 trains operated there during February were 99.2 per cent on time. During January, 798 trains on that division were 99.4 per cent on time.

Eastern and Central Divisions tied with second highest percentages, each having 98.6 per cent on time performance. A total of 504 trains were operated on the Eastern division and 280 on the Central. During January, 558 trains were operated on the Eastern division and were 95.9 per cent on time and 310 were operated on the Central division and were 98.7 per cent on time.

Northern and Southern divisions also tied, each operating their trains 97.3 per cent on time. Northern division operated 952 trains and Southern 672. During January, 1,054 were operated on the Northern division and were 97.2 per cent on time and 743 trains were 98 per cent on time on the Southern division.

HE KNEW "CASEY" JONES

(Continued from Page 10)

Uncle Sam on Luzon, Mindanao and the Jolo islands for twenty-eight months, and was also in China, Japan and the Hawaiian Islands.

"Now I am almost ready for the scrap pile; able to work but very little because of rheumatism. But I'm not through yet. I haven't thrown up the sponge and in order to get by have been writing little stories for 'The Railroad Man's Magazine,' one of Frank A. Munsey's publications. My stories are mostly of true experiences of my forty odd years on the road. The December issue of that magazine carried one of them entitled 'Superstition and a Stripped Jack.' The next will be entitled 'A Main Line Meet.' I am writing a fiction story, the title of which is 'Wreck, Love and Romance,' and two of my fiction stories have passed the critics of the Universal Scenario Company, Hollywood, Calif., for movie plays."

LOCOMOTIVE FUEL PERFORMANCE RECORDS

Office of Fuel Agent, St. Louis

Further Decrease in Unit Fuel Consumption During February

By ROBT. COLLETT, Fuel Agent

IN MAKING comparison of unit fuel consumption it is usually the practice to compare performances of any one month with the same month previous year, due to the fact that conditions many times are so radically different, one month compared to the previous month, while the conditions of any month, compared with the same month previous year, are more likely to be comparable.

The freight performance in February of 161 pounds per 1,000 gross ton miles was the lowest performance of any February on record and in comparison to the performance of February, 1930, of 178 pounds per 1,000 gross ton miles, is a decrease of 9.55 per cent, all divisions having a substantial decrease over February last year with the exception of the Western and Central divisions.

There was a slight decrease in the average weight of train, being 1,418 tons February this year compared to 1,458 tons February last year.

The Southern division had the largest percent of decrease of any division. Their performance decreased from 179 pounds per 1,000 gross ton miles last year to 149 pounds per 1,000 gross ton miles February this year, or 16.76 per cent.

The Southwestern division, in first place, with a performance of 138 pounds per 1,000 gross ton miles, had the next largest percentage of decrease, 10.39 per cent.

In passenger service, performance decreased from 16.3 pounds per passenger car mile February, 1930, to 15.1 pounds per passenger car mile February, this year, or 7.36 per cent, all divisions having a decrease with the exception of the Central division.

The River division had the largest percentage of decrease, or 21.8 per cent, performance being 14.6 pounds per passenger car mile as compared to 18.5 pounds February, 1930. This division was helped considerably by a nice increase in their cars per train, this item increasing from 4.86 cars per train February, 1930, to 5.97 cars per train February this year.

In switch service the performance decreased from 157 pounds per switch locomotive mile to 151 pounds in February this year, a decrease of 3.82 per cent. Only two divisions and one

terminal out of the eight divisions and six terminals had an increase in this class of service.

In making the comparison January this year to January last year, the weather conditions had the effect of materially reducing the performance in January this year, however, we were fortunate in having extremely mild weather in February both years and therefore the decrease made in unit consumption during February, while not as great as January as compared with the previous year, is extremely gratifying, since the performance was made under conditions similar to February last year, insofar as weather, train haul, etc., are concerned.

Regardless of how good the present performance may seem, we all know that it can be further reduced and want to take this opportunity to especially stress the importance of watching our yard performance. While at most points, particularly the larger terminals, reductions have been made in the number of switch locomotives in service, which has probably resulted in more work being required of the engines that are in service, the fact remains that we have not made as good showing in this class of service as we have in freight and passenger service.

Would also like to take this opportunity to extend to all employees an invitation to attend our division fuel meetings. As most of you know, one meeting is held on each division each month and would like particularly to see as many engineers, trainmen, yard men and switchmen at these meetings as possible, bringing with them any suggestions they can think of which might further assist in reducing the fuel performance and reaching the goal set for us for 1931.

As usual, have assembled and am showing herewith a few good performances which have come to my attention during the past month.

EASTERN DIVISION

Rolla Sub: Engineer ORMSBY, fireman SANDIFER, engine 1524, train 33, Lindenwood to Newburg, February 22, handled 163,624 gross ton miles, burned 1.513 gallons oil, performance 9.1 gallons per 1,000 gross ton miles.

Engineer KINGDON, fireman SCANLON, engine 1524, train second 32, Newburg to Lindenwood, February 23, handled 184,077 gross ton miles, burned 1,511 gallons of oil, performance 8 gallons per 1,000 gross ton miles.

Engineer ELDER, fireman THOMPSON, engine 1509, train 8, Newburg to St. Louis, February 25, handled 1,428 passenger car miles, burned 507 gallons of oil, performance .63 gallon per passenger car mile.

Engineer G. I. GANE, fireman JOHN G. WIRTH, conductor F. HUCHINS, brakemen J. F. GLAZE and W. L. LIGHT, engine 1341, train 40, Stanton to Lindenwood, February 17, handled 91,753 gross ton miles, burned 9 tons of coal, performance 196 pounds per 1,000 gross ton miles. This is a very good performance, considering the average performance in local service, February was 420 pounds per 1,000 gross ton miles. The crew was on duty 9 hours 15 minutes, of which 3 hours and 15 minutes were spent in switching loads at Pacific.

Springfield Sub: Engineer DAVIDSON, fireman ALDRIDGE, engine 14, train 33, Springfield to Monett, March 11, handled 120,120 gross ton miles, burned 6 tons of coal, performance 100 pounds per 1,000 gross ton miles.

Engineer KEITHLEY, fireman FLETCHER, engine 1501, train 3, Springfield to Monett, February 11, handled 440 passenger car miles, burned 385 gallons oil, performance .88 gallon per passenger car mile.

Engineer BIRDWELL, fireman LONG, engine 1518, train 6, Monett to Springfield, February 13, handled 308 passenger car miles, burned 324 gallons oil, performance 1.06 gallons per passenger car mile.

Engineer C. A. PREWETT, fireman R. L. BROWN, engine 1516, train 7, Springfield to Muskogee, February 5, handled 2,244 passenger car miles, burned 1,400 gallons oil, performance .63 gallons per passenger car mile.

Lebanon Sub: Engineer ADAMS, fireman STOLPE, engine 50, train 33, Newburg to Springfield, February 19, handled 246,000 gross ton miles, burned 21 tons coal, performance 70 pounds per 1,000 gross ton miles.

Engineer HENDRICKS, fireman DORAN, engine 1507, train 10, Spring-