

PLAN FOR 1931 GARDENS

Florist Fellows Ships Plants and Seeds to Frisco Gardeners

FRISCO patrons, who gave our railroad many compliments on the Frisco garden displays at the various stations during 1929 and 1930, will see more of these gardens blossoming at the various stations on the Frisco in 1931, according to Don. B. Fellows, Frisco Florist.

His greenhouse at Springfield is teeming with activity at this time, as the shipping season is on in full force and he expects to have all orders for seed and supplies for gardens completed by June 1.

The flower program on Frisco Lines was inaugurated in 1929, and received a fine response from agents and section men on the line. The 1930 program was bigger and better, but nothing compared with indications for the 1931 program. To date he has shipped out 17,135 bulbs; 5,338 window box plants; 750 apple trees; 100 pear; 50 peach; 15,000 hedge plants; 250 Chinese elms; 150 catalpa trees; 1,000 two-year-old California grown roses; 10,000 miscellaneous shrubs, and from 200 to 300 evergreens. This does not include some 15,000 packages of seed, and the orders have not been completed.

There will be approximately 75 Frisco emblems worked out in the red, green, yellow and pink alternanthera. The magnitude of furnishing plants for this number of emblem beds may be guessed at when it is known that it takes approximately 200 plants for one bed.

Mr. Fellows has worked out one of the most attractive Frisco emblems in flowers at the Pensacola, Fla., station that will be found at any point. The emblem is worked out in 950 separate plants with the word "Frisco" in the center in yellow, with a pink border around the display and at each end a nine-foot star in yellow. Other colors are also worked out in the display.

Mr. Fellows has some plans for gardens at some of the more important points, which he will personally plant. He has in mind landscaping the yard at the Frisco's general office building, planting a border around the entire lot of petunias and alternanthera, and two large flower beds on either side of the lawn.

He is making plans now for one of the most elaborate displays in the flower bed at the Springfield station which he has ever undertaken. The bed at this time is ablaze with 5,000 tulip plants in colors of pink, scar-

Ethel Barrymore Poses for Frisco Photograph

MISS ETHEL BARRYMORE, famed actress, has long been opposed to informal photographs. News photographers in many cities have found that out to the sorrow of themselves and their city editors. Not only does Miss Barrymore almost invariably refuse photographers requests, but her managers and assistants are instructed to protect her from photographers.

It was with some misgivings therefore, that this *Magazine* began its efforts to secure an informal picture of the renowned actress when she used Frisco Lines with her theatrical company of 25 people, from Oklahoma City to Tulsa and from Joplin to Wichita.

First, the Tulsa office of Frisco Lines was requested to try for a picture of Miss Barrymore upon her arrival there at 12:10 p. m., April 21. The effort was made, but unsuccessfully. J. E. Payne, assistant general passenger agent, wrote the *Magazine* that the picture was unobtainable because "her manager objected and the manager of the theater here had instructions prior to their arrival to keep newspapermen and photographers away from Miss Barrymore."

The editor next tried at Wichita, with a letter to H. E. Morris, assistant general freight and passenger agent and "Bill" Baker, city freight and passenger agent. Miss Barrymore arrived in Wichita with her company on train 311 at 1:35 in the afternoon of April 25.

On April 28 the picture of the famous actress, which is shown above, arrived in the *Magazine* offices.

"We got the picture," wrote Mr. Baker. "Mr. Morris and I went up to



MISS ETHEL BARRYMORE

the train and asked her manager for permission to photograph Miss Barrymore and he promptly said 'No'. We then decided we would ask Miss Barrymore in person, and she consented very graciously and said to be sure and give her a nice write-up. It was raining hard, otherwise we might have secured a better picture."

The *Magazine* staff salutes those enterprising Wichita representatives.

Gentlemen who can persuade America's greatest actress to pause in a drizzling rain while her picture is taken are salesmen of infinite tact, diplomacy and charm.

let, mauve and yellow. It has been one of the most attractive displays in Springfield and evoked much newspaper comment. When the tulip season is over he will plant a reproduction in flowers of a 1050 class engine with tender. He anticipates that this design will be forty-three feet in length and worked out in a five-color scheme with the alternanthera plants, and he estimates that it will take between 7,000 and 10,000 plants for the one design.

Other points where he will have elaborate designs are at Sherman, Southern division tracks, Boulevard tracks, Center Street and Eastern division tracks, Pacific Street Junction and at Washington Avenue and Commercial Street. These are all crossings in and around Springfield.

"The men who make the flower beds are getting requisitions made out

in splendid form," Mr. Fellows said. "These men know just what they want and are asking for it. From the interest being taken, I think we will have the biggest year we have ever had, weather permitting.

"I have some wonderful plans in store for a few of the points, the larger terminals, and intend to have rock gardens at Newburg and Aurora, and a new park is being built at Pittsburg, Kans.

"I am more than proud to announce that last year, Frisco gardens won three first prizes in the various communities. At Ft. Scott the Frisco garden won first prize there for the best looking garden in the industrial section of the town. Fayetteville won first prize in the same division, as well as Arkansas City. The Pittsburg garden is entered in the contest again this year."

GRATEFUL FOR INSURANCE

James E. Healey Receives \$7,560
in Five Years

THE case of James E. Healey, Springfield, formerly a Central division roadmaster, who was forced to retire in 1926 because of impaired health, assuredly demonstrates the kind of protection that is available to employes who take advantage of the group insurance which Frisco Lines offers its workers.

In the early part of April, Mr. Healey received his sixtieth and final monthly check of \$126.00 from the Metropolitan Life Insurance Company. During the last five years in which he has been unable to work, Mr. Healey has received a total of \$7,560. Besides his insurance, he receives a monthly pension allowance of \$50.20.

In Mr. Healey's particular case, he had paid a total of only \$158.78 in premiums, when total disability forced him to retire and then as is customary, premiums were waived. He first took group insurance August 1, 1923, when the supervisory plan went into effect on the system, subscribing for \$4,000, which at that time was the maximum amount for the class of employes to which he belonged. During the next year and five months, he paid a monthly premium of \$3.20. On January 1, 1925, the maximum he could carry was raised to \$7,000 contingent upon 75 per cent of the group, taking it, and after taking the additional \$3,000, Mr. Healey paid a monthly premium of \$6.14 for another year and five months, having to retire at the end of that time. He received a check each month thereafter until the face of his policy, \$7,000, and \$560 which had accrued in interest, had been paid him.

It is almost unnecessary to add that Mr. Healey is deeply appreciative of the income he has received. In a recent letter to G. L. Ball, superintendent of insurance, he extends his thanks to the Metropolitan Life Insurance Company and to Mr. Kurn who made possible the splendid protection he has received under the group plan, pointing out that the money accumulated from his insurance had made it possible for him to own his home and together with his pension, it has enabled his family and him to live in comfort despite the fact he has been unable to do a day's work or earn a dollar since his retirement five years ago. He concluded his letter by saying:

"Needless to say, I am a booster for the Metropolitan Life Insurance Company as well as the Frisco."

G. A. R. Vets Use Frisco to Joplin, May 5



THE photograph above was taken just prior to the start of one of the most interesting passenger movements on Frisco Lines in recent months. The occasion was the entraining of approximately 200 delegates of the Grand Army of the Republic and allied societies, on a Frisco special at the St. Louis Union Station, May 5, for Joplin, Mo., to attend the fifteenth annual encampment of the G. A. R.

The old gentlemen who appear in the picture are among the few remaining members of that rapidly vanishing army who went from St. Louis. They appear in the photograph as follows: Reading from left to right, Dr. C. P. Woodruff, department commander; John Langley, past department commander; John L. Pierson, assistant adjutant and quarter master general, and Louis Dunkel.

The special, which was comprised of two chair cars, two coaches, thirty seat diner and a cafe car, left St. Louis at 8:00 a. m. and arrived in Joplin at 4:51 p. m. F. W. Dunard, soliciting freight and passenger agent, who secured the movement for Frisco Lines and made most of the arrangements, accompanied the train.

Mr. Dunard also represented Frisco Lines in making a hearty gesture of interest in the G. A. R. organization

and its allied groups. The Frisco's expression of esteem for the members of the G. A. R. consisted in the formal presentation of a gold coin to Commander Woodruff in honor of the occasion—the Golden Jubilee of the organization. Mr. Dunard made the presentation, which came as a surprise, while the train was standing at Newburg. Before a gathering of about 100 which assembled in one of the coaches, he presented the coin to Commander Woodruff and in doing so made a brief speech in which he summarized the Commander's service in the Civil War.

Commander Woodruff responded graciously, with a brief talk in which he praised the Frisco highly, stating that he had selected it because he was assured of the very best of service and adding that Frisco Lines had provided a splendid train for their accommodation. He urged all veterans and members of the allied organizations to use Frisco service whenever possible.

For the return of the delegation to St. Louis, arrangements were made to handle two coaches, a chair car and an observation car on Train 304-4 from Joplin to St. Louis.

A similar delegation of about 100 used Frisco Lines from Kansas City to attend the Joplin encampment.

VETS REUNION JUNE 22-23

Pres. Heath Announces Plans for Annual Meeting at Springfield

By W. L. HEATH, Veterans' President.

AS announced in the May issue of the *Magazine*, the annual reunion, barbeque, picnic, business session and banquet of the Frisco Veteran Employes' Association will be held at Springfield, Mo., on Monday and Tuesday, June 22-23.

The annual reunion of veteran employes (all of whom have twenty years or more service with the company), has become an event that is pleasantly anticipated by all veteran employes of the railroad. Think what it means at a time like this, when economic conditions appear to be chaotic, unsettled and depressed, to lay aside for a two-day period all thoughts of business and to meet and make merry with fellow veteran employes who have spent twenty to fifty years in the employ of the Frisco railroad and helped make it the outstanding railroad of the Central and Southwest. Think, too, of the thrill and pleasure of meeting on the picnic grounds at the barbeque or around the festive board, fellow employes with whom you once buddied in train, shop or office work, but who you have not seen for twenty years or more.

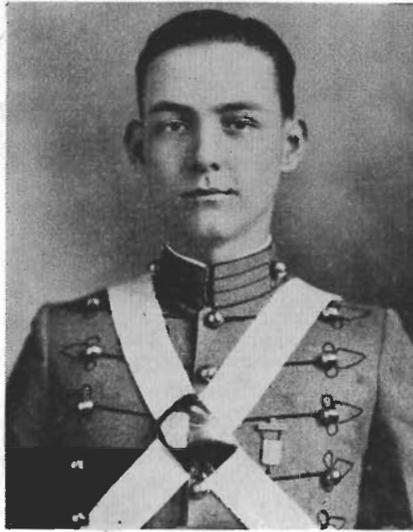
The 1931 two-day reunion will consist of an old-fashioned picnic and barbeque and everything in the way of dancing, games, athletic sports, entertainment, et cetera, that goes with it, at Doling Park, one of the most picturesque places in the Ozark country, and an entertainment in the evening by the Springfield Frisco Clubs, on the first day, Monday, June 22.

At 10:30 a. m., on the second day, the annual business sessions and election of officers will be held by the Women's Auxiliary at the Kentwood Arms hotel, the forty-year Old Timers' Club at the Colonial hotel, and at 2 o'clock p. m., the annual business session, election of officers, et cetera, of the Frisco Veteran Employes' Association at the Shrine Mosque. At 6:30 p. m., a farewell banquet will take place in the dining rooms of the Shrine Mosque.

The price of tickets will be \$1.50 per person and one ticket will take you through the entire chain of enjoyable events, including all side attractions.

The committee in charge is putting forth every possible effort to make the 1931 reunion the largest in attendance and the most enjoyable of the reunions thus far held and there will be many pleasant surprises in store for the veterans and their families who attend.

Fort Worth Proud of These Frisco Sons



FORT Worth employes are proud of X. R. Campbell, Jr. (left above), son of X. R. Campbell, assistant superintendent, Texas Lines and Lawrence L. Burton, son of L. LeRoy Burton, son of maintenance of way timekeeper.

X. R. Campbell, Jr., is 18 years of age and graduates this year from Staunton Military Academy, Staunton, Va. He has been active in boxing, tennis, track and basketball. He was a private, Company D, 1928-29; corporal, Company D, 1929-30; staff sergeant, Headquarters Company, 1930-31; Honor Company, 1928-29-30; Kablegram Staff, 1929-30-31; Black Friars, 1930-31; "Old Hoss Club," 1930-31. He expects to enter Texas Christian University this fall.

Lawrence L. Burton, 17, will grad-



uate from W. C. Stripling High School, Ft. Worth. He was recently selected as the best drilled cadet in the Ft. Worth High Schools, after a five weeks' elimination contest at the Ft. Worth Theatre in which 960 cadets participated. After graduation in June, he will leave for Camp Dallas, Mineral Wells, Texas, for a month's stay. Aside from this scholarship, which came with his winning the title of Best Cadet, he also won a silver loving cup. His ambition is to become a radio operator or perhaps an announcer and he is intensely interested in dramatics. In 1928 he won a medal for marksmanship on the rifle team, at the W. C. Stripling High School and also won the medal in this same event for 1929.

The official up-town headquarters will be the Colonial hotel, where booths will be open for registration and sale of tickets to those who do not order in advance, from 4 p. m., until 9:30 p. m., Sunday evening, and from 7:30 a. m., until 9:30 a. m., Monday morning, at which time special street car service will be provided to take all in attendance to Doling Park.

You can't afford to miss this year's reunion. Make your hotel reservations and order your tickets at as early a date as possible, through the secretary of the association, J. L. McCormack, Room 400, Frisco Building, Springfield, Mo., in order that the committee in charge may have advance information as to what the attendance will be and thus enable it to make the necessary arrangements. If you have not renewed your 1930 membership, do so at once and if you know a fellow employe who has spent

WIN MUSIC CONTEST

At the Interstate music contest, held at Pittsburg, Kan., April 24, attended by 3,500 high school students, Miss Carol Carson, soprano, daughter of F. H. Carson, freight cashier of Fort Scott, Kan., won first place. John Hopkins, tenor, son of J. R. Hopkins, switchman of Fort Scott, won second place. Miss Virginia White, viola, daughter of B. C. White, conductor of Fort Scott, won first place.

Considering the number of contestants, the Frisco family at Fort Scott is highly honored that three of its members were awarded such high honors.

twenty years with the Frisco railroad and does not contemplate attending the reunion, use your influence to secure his membership and bring about his attendance.

HE EXCELS IN SPORTS

"Ike" Campbell, of Enid, Is Star Performer for St. Joe Academy

THE young athlete in the accompanying photograph is Ivan C. ("Ike") Campbell, who became widely known in Oklahoma during the past season for his stellar work as center and forward on the basketball team of St. Joseph's Academy, located at Enid. He is the son of the late Arch Campbell and Mrs. Campbell of Enid, and brother of Craig Campbell, who is well known locally as a baseball pitcher and is coach for the



IVAN C. CAMPBELL

St. Joe Academy when he can spare the time from his position as yard clerk for Frisco Lines. A sister, Grace Campbell, is transportation clerk at Enid.

Ike's team took second place in the state championship games the past season and was the only five to defeat the championship quintet from Shawnee. His six feet of agile height proved a valuable asset to his aggregation and he journeyed with it to Chicago to participate in the high school tournament, sponsored by Loyola College there. Three of the boys from the St. Joe squad were chosen as members of the all-Oklahoma high school team, and two on the second all-state team.

Ike is a senior in St. Joseph's Academy and is pitcher for the school's baseball nine. He is also a skillful tennis player.

Cunning Willie

Little Willie's kind o' funny—
Takes it after Uncle Lefe.
Swallowed all his sister's money—
Said that he was "playing safe"!

MAKING THEM MOVE

W. R. Brown, superintendent of the Western division, reports a remarkable case of rapid handling of foreign equipment in which seven Rock Island cars loaded with stock were moved from Enid, Okla., to Beaumont, Kan., where they were unloaded and returned without incurring per diem.

These cars were received from the Rock Island at Enid, at 11:30 a. m., April 24. They moved to Beaumont immediately and were unloaded there, returning to Enid in time to be delivered to the Rock Island at 1:35 p. m., having moved a total distance of 256 miles while in the possession of Frisco Lines a little over twelve hours.

Another instance in which an outstanding saving of per diem was accomplished was the movement of 15 cars of stock in Rock Island equipment from Enid to Lela, Okla.

These cars were received from the Rock Island at Enid May 5, at 11:40 a. m., and moved to Lela where they were unloaded and returned the same day. They were delivered back to the Rock Island at 10:50 p. m. on the day received, having moved a total distance of 120 miles without incurring per diem.

REDUCE DAMAGE 50%

The number of cars damaged by rough handling on Frisco Lines during the first four months of this year was less than half those damaged during the same months of last year, a report on the subject issued May 7 by the office of the car accountant, Springfield, Mo., discloses. The total number damaged during that period this year was 70 as against 155 cars last year, a reduction of 54.8 per cent. There was an even greater decrease in the monetary amount of this damage, a reduction of 70 per cent.

The increase in the number of cars handled per car damaged was 80.7 per cent the first third of this year in comparison with the first four months of last year and the decrease in the amount of damage per car handled was 63.18 per cent compared with the corresponding period of last year.

Of the Frisco divisions, Central and Western tied for first rank, neither having a damaged car during the first four months. A total of 88,093 cars were handled on the Central division and 47,338 on the Western. Eastern division is ranked third by the report. Two cars were damaged there out of 222,386 handled.

Among the terminals, Tulsa is ranked first with four cars damaged out of 230,373 handled, and Kansas City is given second place with the same number damaged.

TRAINS 97.4% ON TIME

Maintaining its usual good train performance, Frisco Lines operated 4,250 passenger trains 97.4 per cent on time during April, according to a report issued by the general manager May 8. During April of last year, 4,351 passenger trains were 97.8 per cent on time.

Of the Frisco divisions Central and river both operated their trains 98.3 per cent on time during April. Three hundred trains were operated on the Central division and 772 were operated on the River division. Three hundred eight trains were 94.5 per cent on time on the Central division during April of last year and 796 were 99.2 per cent on time on the River division during that month last year.

Five hundred forty trains were operated 98.1 per cent on time on the Eastern division during April in comparison with 558 trains 97 per cent on time there in April last year.

Records on the other divisions during April were Southwestern, 690 trains 96.5 per cent on time; Western, 150 trains 98 per cent on time; Northern, 1,020 trains 97 per cent on time; and Southern, 778 trains 96.7 per cent on time.

ERRORS REDUCED

Forty fewer errors were made in handling shipments on Frisco Lines during April than during March, a report issued May 6 by J. L. McCormack, superintendent of freight loss and and damage claims, reveals. A total of 367 errors were made in April in comparison with 407 in March.

Tulsa had the fewest errors in the Group One division of stations, making the sixth consecutive month that station has captured the pennant of its group. Thirteen errors were made there during April in handling 20,886 shipments. Springfield was second in the group with 27 errors in handling 27,281.

In Group Two, Birmingham had the best record during April, giving the group pennant to that station for the fifth consecutive month. Eight errors were made there in handling 14,095 shipments. Oklahoma City was second in the group with 12 errors in handling 10,944 shipments and St. Louis Broadway station was third, handling 10,051 shipments with 30 errors.

Wichita won the Group Three pennant with a perfect record. A total of 2,307 shipments were handled there during April. This pennant was held by Chaffee at the close of April and Wichita held it during May. Hugo was second in Group Three.

LOCOMOTIVE FUEL PERFORMANCE RECORDS

Office of Fuel Agent, St. Louis

DURING the month of April we had a further decrease in our fuel performance, both freight and passenger service, while our switch performance again increased. Our performance per 1,000 gross ton miles for April this year was 156 pounds as compared to 162 pounds April last year, a decrease of 3.70 per cent. Gross tons per train mile decreased from 1,501 tons April, 1930, to 1,446 tons April, 1931.

The Southern division had the highest per cent of decrease, their performance being 142 pounds per 1,000 gross ton miles April this year as compared to 164 pounds April last year, a decrease of 13.41 per cent.

The Texas Lines had the next largest percentage of decrease in freight service or 10.63 per cent, this division being one of the few which was able to increase their average weight of train, their train haul increased from 846 tons April last year to 967 tons April this year.

In passenger service performance for April this year was 15.1 pounds per passenger car mile as compared to 15.2 pounds in April, 1930, and 15.7 pounds last month.

Four divisions, the Eastern, River, Texas and Western, decreased their performance as compared to April last year, while the other four divisions, namely Southern, Southwestern, Northern and Central, had an increase.

The switch performance continues to be disappointing, particularly at the larger terminals, Springfield being the only large terminal of the six having a decrease in performance as compared to a year ago.

Some of the observed good performances of the past month are shown herein:

EASTERN DIVISION

Rolla Sub: Engineer SIDERS, fireman FOWLER, engine 1032, train 11, St. Louis to Newburg, April 21, handled 720 passenger car miles, burned 648 gallons oil, performance .90 gallon per passenger car mile.

Engineer SHERRY, fireman ALLISON, engine 1502, train 10, Newburg to St. Louis, April 30, handled 1,560 passenger car miles, burned 1,209 gallons oil, performance .77 gallon per passenger car mile.

Engineer ELDER, fireman THOMPSON, engine 1512, train 10, Newburg to St. Louis, April 25, handled 1,560 passenger car miles, burned 905 gal-

lons oil, performance .58 gallons per passenger car mile.

Engineer H. R. SMITH, fireman H. B. SMITH, engine 41, train 33, Lindenwood to Newburg, April 13, handled 245,549 gross ton miles, burned 19 tons coal, performance 155 pounds per 1,000 gross ton miles. The same crew on April 14th handled 302,935 gross ton miles, Newburg to Lindenwood for a performance of 145 pounds per 1,000 gross ton miles.

Engineer C. W. TEAK, Fireman W. O. DAUGHERTY, engine 58, train 32, Newburg to Lindenwood, April 15, handled 318,321 gross ton miles, burned 20 tons coal, performance 125 pounds per 1,000 gross ton miles.

Engineer W. T. OSBORNE, fireman C. D. DAVIS, engine 34, train 36, Newburg to St. Louis, April 17, handled 345,718 gross ton miles, burned 19 tons coal, performance 110 pounds per 1,000 gross ton miles.

Lebanon Sub: Engineer CARTER, fireman MOORE, engine 1518, train 38, Springfield to Newburg, April 22, handled 195,000 gross ton miles, burned 1,411 gallons oil, performance 7.1 gallons per 1,000 gross ton miles.

Engineer MILLEKEN, fireman MILLER, engine 1514, train 4, Springfield to Newburg, April 28, handled 1,080 passenger car miles, burned 907 gallons oil, performance .83 gallons per passenger car mile.

Engineer A. A. McCELLAN, fireman E. UNGER, engine 1515, train 10, Springfield to Newburg, April 13, handled 1,680 passenger car miles, burned 1,008 gallons oil, performance .60 gallons per passenger car mile.

Springfield Sub: Engineer HUFFMAN, fireman MATHEWS, engine 1504, train 5, Springfield to Monett, April 9, handled 440 passenger car miles, burned 302 gallons oil, performance .69 gallons per passenger car mile.

Engineer BROWN, fireman FRED LANE, engine 1516, train 3, Springfield to Monett, April 13, handled 484 passenger car miles, burned 385 gallons oil, performance .79 gallons per passenger car mile.

WESTERN DIVISION

Perry Sub: Engineer DOREMUS, fireman YOUNGMAN, engine 1325, Enid to West Tulsa, April 8, handled 224,640 gross ton miles, burned 1,790 gallons oil, performance 8 gallons per 1,000 gross ton miles.

Engineer MacFARLINE, fireman THOMPSON, engine 1326, Enid to

West Tulsa, May 6, handled 227,350 gross ton miles, burned 1,530 gallons oil, performance 6.7 gallons per 1,000 gross ton miles.

Engineer COLLINS, fireman DECKER, engine 1329, Enid to West Tulsa, May 7, handled 213,360 gross ton miles, burned 1,500 gallons oil, performance 7 gallons per 1,000 gross ton miles.

Engineer DATE, fireman BENECKE, engine 1329, Enid to West Tulsa, May 5, handled 223,920 gross ton miles, burned 1,600 gallons oil, performance 7.1 gallons per 1,000 gross ton miles.

SOUTHWESTERN DIVISION

Cherokee Sub: Engineer RENO, fireman SWIFT, engine 4146, train 438, West Tulsa to Monett, May 8, handled 500,948 gross ton miles, burned 3,424 gallons oil, performance 6.8 gallons per 1,000 gross ton miles.

Engineer DODD, fireman GADDY, engine 4114, train 438, West Tulsa to Afton, May 7, handled 266,390 gross ton miles, burned 1,740 gallons oil, performance 6.5 gallons per 1,000 gross ton miles.

NORTHERN DIVISION

Kansas City Sub: Engineer L. A. BUCKNER, fireman JESSE MILLER, engine 4208, train third 131, Kansas City to Ft. Scott, April 24, handled 321,749 gross ton miles, burned 13 tons coal, performance 81 pounds per 1,000 gross ton miles.

Engineer R. E. ALEXANDER, fireman M. O. BENNETT, engine 4216, train 130, Ft. Scott to Kansas City, April 17, handled 462,000 gross ton miles, burned 15½ tons coal, performance 67 pounds per 1,000 gross ton miles.

Engineer WM. COOPER, fireman G. HIGHFIELD, engine 4,219, train 130, Ft. Scott to Kansas City, May 9, handled 467,280 gross ton miles, burned 13½ tons coal, performance 59 pounds per 1,000 gross ton miles.

SOUTHERN DIVISION

Memphis Sub: Engineer HALSTEAD, fireman WYATT, engine 4217, train extra north, Yale to Thayer, April 24, handled 458,000 gross ton miles, burned 15½ tons coal, performance 69 pounds per 1,000 gross ton miles.

Engineer PHILLIPS, fireman EDWARDS, engine 4200, train 131, Thayer to Yale, April 16, handled 449,000 gross ton miles, burned 14 tons coal, performance 62 pounds per 1,000 gross ton miles.