

A RAILROADING PREACHER

Rev. H. F. Bohn of Methodist Church Is Accounting Dept. Employee

"Expense of Rearing Seven Healthy Children Brought Me to the Railroads," He Says

SITTING at his desk each day in the passenger accounting department of the Frisco offices, St. Louis, Rev. H. F. Bohn, an ordained minister of the Methodist Church of St. Louis, Mo., is actively engaged in a calling far removed from that of the ministry.



REV. H. F. BOHN

Although he was ordained in 1923, and until 1916 spent his entire time in church work, he says of his previous work:

"I had seven good reasons for giving up my work with the churches—seven healthy children to clothe and feed. I love my church work more than anything else in the world, but the pay was not enough to rear a little family."

Rev. Bohn has been with the Frisco since 1916, having first entered railroad work under Mr. T. A. Hamilton. He was later transferred to the valuation department where he remained for seven years, then transferring to the passenger accounting department.

"The Gang" at Meeting of Stores Department in Springfield, October Nine



The above picture was taken at the close of a joint meeting of traveling storekeepers, division and local storekeepers and stock clerks of the general store, which was held in the general storekeeper's office at Springfield, Mo., October 9. E. N. Laret, assistant to Mr. Ben S. Wood, vice-president and chief purchasing officer attended the meeting.

The entire structure of the annual inventory to be started October 31 was discussed, and many plans for handling the details were made and discussed. The meeting was generally conceded to have been one of the best ever held, by those present.

In the picture, the following persons appear:

A. W. Blume, general storekeeper, Springfield, Mo.; A. N. Laret, assistant to V. P. & C. P. O., St. Louis, Mo.; A. G. Denham, chief clerk to general storekeeper, Springfield, Mo.; C. E. Wright, traveling storekeeper, Springfield, Mo.; J. C. Kerr, traveling storekeeper, Springfield, Mo.; E. M. Fitzgerald, traveling storekeeper, Springfield, Mo.; L. B. Pechner, general lumber foreman, Springfield, Mo.; H. E. Brown, chief clerk to superintendent South shop, Springfield, Mo.; H. F. Brown, storekeeper, South side, Springfield, Mo.; C. E. Wheatley, division storekeeper, Springfield, Mo.; C. B. Smith, division storekeeper, Sapulpa, Okla. S. R. Gardner, division storekeeper, Fort Smith, Ark.; A. C. Defries, division storekeeper, Kansas City, Mo.; Chas. Stausing, division storekeeper, Chaffee, Mo.; J. M. Walker, division storekeeper, Enid, Okla.; J. A. Blankinship, division storekeeper, Memphis, Tenn. K. P. Guin, division storekeeper, Texas Lines, Sherman, Tex.; F. G. Collar, local storekeeper, St. Louis, Mo.; T. F. Phillips, local storekeeper, Monett, Mo.; S. E. Fellows, local storekeeper, Newburg, Mo.; P. V. Hampton, local storekeeper (West side), Springfield, Mo.; G. E. Westbrook, local storekeeper, Birmingham, Ala.; J. M. Sisk, local storekeeper, Amory, Miss.; C. W. Kerr, local storekeeper, Joplin, Mo.; F. S. Vail, local storekeeper, Pittsburg, Kans.; L. P.

Cochran, local storekeeper, Neodesha, Kans.; E. C. Fuson, local storekeeper, Wichita, Kans.; R. P. Manley, local storekeeper, Fort Scott, Kans.; A. M. Burnmu, local storekeeper, Thayer, Mo.; H. L. Akridge, local storekeeper, Hugo, Okla.; A. N. Beck, local storekeeper, West Tulsa, Okla.; O. S. Momany, local storekeeper, Oklahoma City, Okla.; C. O. Mitchell, local storekeeper, Afton, Okla.; W. J. Patterson, local storekeeper, Francis, Okla.; R. A. Faust, local storekeeper, Cape Girardeau, Mo.; A. T. Todd, local storekeeper (Texas Lines), Fort Worth, Tex.; O. H. Miller, section stock clerk (general store), Springfield, Mo.; F. W. Pomeroy, section stock clerk, Springfield, Mo.; J. E. Gannon, section stock clerk, Springfield, Mo.; F. M. Bishop, section stock clerk, Springfield, Mo.; O. Kemm, section stock clerk, Springfield, Mo.; J. W. Meyers, section stock clerk, Springfield, Mo.; O. C. Meyer, section stock clerk, Springfield, Mo.; J. W. Walker, section stock clerk, Springfield, Mo.; E. A. Thomas, section stock clerk, Springfield, Mo.; F. W. Dyer, section stock clerk, Springfield, Mo.; A. M. Click, section stock clerk, Springfield, Mo.; D. R. Case, section stock clerk, Springfield, Mo.; R. W. Yates, section stock clerk, Springfield, Mo.; R. G. Price, section stock clerk, Springfield, Mo.; W. D. Price, section stock clerk, Springfield, Mo.

Railroad work is quite different and his chief delight now is to do supply work in the churches near his home in Webster Groves, Mo.

For this he receives small remuneration, but does the work because of his love for it. At the Methodist Conference held in St. Louis recently, Rev. Bohn was appointed to fill the pulpit at St. Luke's Methodist Episcopal Church on the corner of Texas and Potomac Streets.

For a number of years he preached at Sullivan, Mo., and has also given his services to a church at Pacific, Mo., where he is well known by the Frisco folk.

Rev. Bohn has a daughter who was formerly employed in the passenger accounting department of the Frisco in St. Louis and served in that department for five years.

Four of Rev. Bohn's children are preparing for church work, either in this country or in the foreign field. One of these, Joe Bohn, is now a Frisco machinist in the Lindenwood shops.

Rev. Bohn is a man of engaging personality. He is greatly loved by his parishioners and his work with the churches has been very successful. His friends are many and scattered through many states.

"Mother" Clark, 81 Year Old Frisco Booster, Has Had Many Exciting Experiences

*Shook Hands With Pershing, Reared Eighteen Children—
Christened Battleship—And Can Dance Splendid Jig*

A GREAT many of the 1200 veterans who attended the Veterans' reunion at Springfield last May, will remember "Mother" Clark, the eighty-one-year-old wife of John Clark, Frisco pensioner and veteran, of Kansas City, Mo.



Mr. and Mrs. John Clark

Mother Clark astonished those attending the convention with her spryness, and when the Frisco orchestra broke into "Turkey in the Straw" at the picnic at Sequoita park the second afternoon, the elderly lady danced as neat and perfect a jig as any of the old-timers had seen.

A reporter for the Magazine interviewed Mother Clark in Kansas City, Mo., a few days ago, and found her already long life crowded to the brim with fun and service. She has traveled far and wide and participated in a great many exciting and eventful things.

"... Sure, I've met General Pershing—shook his hand, too. I've heard all the famous bands in the world; I've started two or three libraries; I reared ten orphan girls and four orphan boys, besides my family of three sons and one daughter; I've lived in the days after the Civil War in the midst of a town of 'Johnny Rebs' and I was the only Yankee; I've led the services for the Naval Y. M. C. A. at the christening of a big battleship; every one of my family have run on the Rich Hill Branch . . ." and she paused for a moment while she poured the reporter a cup of tea.

It would be much easier to tell just where she had not been, or what she had not done.

Mr. Clark, eighty-three years old, with fifty-three years of service to his credit, listened with sparkling eyes while she related her varied experiences. Mr. Clark was formerly a conductor, and his services date back to the time when trains ran only to the river at Kansas City and ferried across.

September 17 was their fifty-eighth wedding anniversary. "Mother" Clark made the remark that she was just learning enough to begin to live.

She is actively interested in the W. C. T. U. of Kansas City in their work in the prisons, and her work takes her traveling over the country at all hours and times.

Mr. Clark remarked that they went on a little vacation of a week, and when the week was up, he was ready to return home, but "Mother" Clark suggested they "bum" around for another two weeks.

129 Years Frisco Service

She is most proud of the fact that the service of the entire family for the Frisco totals 129 years. Her sons, Walter and Roy, are conductors. The Clarks' have lost one son, Ed, and a daughter, who was drowned while the family was living in Moberly, Mo.

Living in the days of Jesse James, "Mother" Clark tells of some harrowing experiences she witnessed in the days right after the Civil War. They took up their abode in the town of Moberly, Mo., when it was a town of only four hundred inhabitants, and lived there for many years.

"Mother" Clark comes from Latrobe, Pa., where she and Mr. Clark were married on September 17, 1867. Her father was a cousin of Richard Mansfield, the famous actor, and she claims the credit of the naming of Mansfield, Ohio, for her great uncle, and of McKeesport, Pa., for her great-grandfather.

"Mother" Clark is of Irish-Scotch descent and her vitality and pep equal a woman of thirty years. Quick in her speech, her wit is delightful, and she is more than a match for some of the deep thinkers with whom she comes in contact.

On her seventy-seventh birthday "Mother" Clark was presented with an easy chair. She remarked, with a shrug of her shoulders, "Sure I guess it was an invitation for me to stay home—but they'll be mistaken. It's little I'll ever get to use that chair, for which I'm deeply grateful!"

G. H. JURY PROMOTED

G. H. Jury, who was appointed assistant superintendent of the Eastern division, in charge of the Lebanon and Springfield sub-divisions on October 5, started his railroad career 18 years ago as a telegraph operator for the Santa Fe at Pittsburg, Kans. In 1909, two years later he was an operator for the "Katy." Then followed similar work with the Kansas City Southern and the M. N. A. In 1914 he went to the Missouri Pacific as car service agent and dispatcher and later was a dispatcher with the Texas & Pacific. In May, 1918, he came to the Frisco as a dispatcher at Newburg and was promoted to night chief in January, 1919. Until his recent appointment he was night chief at Newburg and Springfield and day chief at both points. His many friends will receive the news of his promotion gladly.

Three Years' Car-Loadings

Car loadings on American Railways for the eight-month period ending with August for the past three years were as follows: 1923, 37,303,239; 1924, 35,701,943; 1925, 37,846,925. This year's loadings, therefore, are 543,685 greater than in 1923, and 2,144,981 greater than in 1924. Loadings are still averaging over one million a week.

Has Ancient Cook Book

One of her prized treasures is a cook book which has been in her possession for fifty-eight years. As far as she can recall, this is one of the first, if not the very first cook book to be compiled. Old and browned with age, with its binding stitched by herself, it is of great value to her.

In her busy life, "Mother" Clark has always set a wonderful table. Her culinary art has not been neglected, neither has her family, and her joy is in telling of the little orphan family which she has reared.

"What was the most exciting experience you can recall, Mother Clark?" she was asked.

"When a burglar got into my room. It was long ago and I happened to know there was a shot gun in the room, and also a baseball bat. I heard him step in the window and I hollered, 'Come on you sneak. I'm ready for you. I've got a gun and a baseball bat.'"

The burglar made a hasty retreat. Mother Clark is all that her name signifies. She loves people—young people and old people, and her mission in life is lending aid wherever she can. She has been a mother to more than one little family and, she feels that she will serve for many more years.

She has friends in every corner of the globe, and she and Mr. Clark are contented and happy in their little home on West Forty-first street, Kansas City, Mo.

IS GROWING BUSINESS

Trunk and Luggage Trade Has Grown by Bounds

Veteran St. Louis Trunk Manufacturer Credits "Extensive Traveling" for Change

In these days of extensive traveling, it is only natural that a decided impetus should be given to the trunk and luggage trade.

In St. Louis, where luggage equipment is made for all parts of the world, manufacturers and jobbers are reporting a heavy and constantly increasing business. This year, according to conservative estimates, will prove to be a banner one in number of pieces sold, but likely will fall a little short of the more than \$5,000,000 business transacted in 1920, the post-war period, when prices were nearly twice as high as they are now. The 1924 trade was a little better than \$4,000,000.

"This is proving to be the biggest year we have had in number of sales," said John A. Meisel, veteran trunk manufacturer, who began working in a trunk factory here 52 years ago. "But we will have to travel fast to equal the 1920 record in dollars and cents. The great showing that year, however, was caused by the fact that an article that costs \$12 today sold for about \$22 at that time.

"The trunk manufacturing business in my time has seen wonderful development. In the old days every man in a factory knew how to start and complete a trunk. He sawed the lumber by hand, nailed it together, put on the covering and finished his product. Now each man has only one particular thing to do. One saws the lumber by machinery, another directs the nailing and others look after special details so that it takes eight or ten experts to finish an article. This is all accomplished with modern machinery and appliances.

"With the people educated to travel, luggage equipment, such as trunks, traveling bags and suitcases have become a necessity instead of a luxury, as they were in the early days. And there has been a constant improvement. The wardrobe trunk, for example, makes traveling easier by eliminating the trouble of unpacking when its owner arrives at his destination.

"Hat boxes for women have come into favor in recent months to such an extent that they have caused heavy reductions in the sale of handbags. But this may prove to be only a fad and one never knows how soon milady will switch back again to the handbag or something else that strikes her fancy.

"St. Louis ranks second in the world in the manufacture of luggage equipment, being surpassed only by Petersburg, Va."

Old Timers at Seventh Street, St. Louis, 29 Years Ago

In response to the Magazine's request for pictures of the olden days and the old timers, the accompanying picture arrived. It was taken at the Seventh Street station, St. Louis, 29 years ago and includes the employes at that point.

This picture was taken October 1, 1896. Five of the group are in the employ of the company at the present time, H. C. Clermont, overcharge claim department; A. B. Clark, agent, old Orchard, Mo.; John Maxwell, car record office, Tower Grove; Florian Rychlicki, overcharge claim department; E. R. O. Mueller, assistant auditor, freight accounts.



The men in the picture are:

Top row: N. D. Rankin, J. G. Binnington, James Griffin, Dan Collins, F. X. Backof, D. G. White.

Second row: A. L. Pitcher, Ray Sutherlin, B. M. Godfrey, C. E. Russell, H. C. Clermont.

Third row: Thos. Clark, H. W. Tremlett, L. W. Beckman, A. B. Clark, John Maxwell.

Fourth row: N. Siebothem, T. Renaud, James Malone, J. W. Gantz, J. H. Mace, agent; James Gurney, Jr., chief clerk; Florian Rychlicki.

Seated: A. Johnson, W. C. Emerson, J. P. Williams, E. R. O. Mueller, J. F. Gaab, A. L. Braggins.

CHESTER SAYS—

It takes a great many little pebbles to make a beach.

Which reminds one what an infinitesimal part of this great universe one is.

And remember, we are but an entity within The Entity. The Whole, of which we are a part, is dependent absolutely on each of us doing our bit.

Which, boiled down, means nothing more than that Co-operation is our very life-blood. This is the one outstanding feature that has done more than any other one thing to bring about the success of the Frisco, and it behooves each of us to further and perpetuate this ideal.

Great oaks from little acorns grow

—is true; however, the other side of the story isn't very often told, namely, of the number of little acorns that don't even become sprouts.

Sympathy is but a shallow treat.

The success of any enterprise depends largely on the experience of its leader.

Be good; be honest; be cheerful. That's a wonderful combination.

One bad apple will ruin a barrel of them—which brings to mind that many a life, ambition and achievement is thwarted owing to the environment one travels in and the associates he keeps.

Be the Captain of your own Soul, and let it not be subservient to anyone except your Creator.

A YOUTHFUL WRITER

Wilbur Pace, Frisco Son at Monett, Handles Sport for the Times

Fourteen Year Old Also Manages an Orchestra—Wants to Write on "Big Time" Some Day

WHO writes your sport stories for the paper, covering the high school athletics?" the editor of the Monett (Mo.) Times was asked recently.

"We have one of the pupils write it, a boy by the name of Pace," was the reply.



MARVIN WILBUR PACE

Marvin Wilbur Pace of Monett, the youthful "sports editor," is the son of the general yardmaster in the yards at Monett.

Wilbur is beginning his interesting career at the age of fourteen years. He is a healthy looking youngster, with keen, blue eyes and light hair. His ambition is to finish Monett high school and then go to the University of Missouri where he will study journalism.

This year he will finish his second term in high school.

"I'd sure like to see the high school get a printing press and print a little weekly paper," he said enthusiastically. "I figured it all out and showed it to the teachers. You see, we'd like to interest more of the young folks in high school, and if we could get this paper started we could almost pay for it with ads, and besides that distrib-

ute it among the grade schools and maybe get them interested in high school."

He plans and works constantly and his vision is beyond that of most fourteen-year-old lads.

While his particular interest is centered on journalism, and preparing himself for sport writing for some big paper in future years, he is the manager of a midget orchestra of six pieces, and none of the participants are over fifteen years of age. Wilbur secures out-of-town engagements for his musicians and on Saturday they play for the local picture show. He is also a member of the Senior High School Orchestra.

This past summer he won first prize in the Chautauqua Junior Contest between Lawrence and Barry County, with a violin solo, "Simple Aveu" by Thome. The prize was a book of Edgar Guest's patriotic poems, presented by the American Legion.

Football and basketball are his favorite sports, but he would much rather "report" the game than play.

Those of the Frisco family in Monett, where Wilbur is well known, are anticipating a very bright future for him, and he is given every encouragement from the little city which is his home.

OCTOBER CHANGES IN STATION AGENTS

The following changes in station agents are listed for the month of October, 1925:

H. L. Hunnicutt installed permanent agent, Proctor, Okla., October 1.

C. R. Sawtell, installed permanent agent, Warwick, Okla., October 1.

J. P. Moore, installed temporary ticket agent, Mineral Wells, Miss., October 1.

J. P. Nolan installed permanent agent, Drummond, Okla., October 1.

H. L. Eaton installed permanent agent, Garfield, Ark., October 2.

H. D. Bentley installed permanent agent, Norge, Okla., October 2. Mr. H. L. Forsythe had been handling station in M. W. Henry's name without transfer since September 17.

G. W. Francis installed permanent agent, Chester, Ark., October 4.

I. L. Proffer installed permanent agent, Bucoda, Mo., October 5.

J. L. Scales installed temporary agent Boynton, Ark., October 5.

Effective October 5, 1925, Brentwood, Ark., agency closed.

Effective October 6, 1925, Amagan, Ark., opened as a freight agency. J. J. Causey, ticket only agent installed as freight agent.

H. W. McFarland installed permanent agent, Joiner, Ark., October 7.

J. A. Chronister installed permanent agent, Pascola, Mo., October 8.

FRISCO MEN IN PAGEANT

Enid, Okla., Celebration in Honor of Cherokee Strip Big Event

Master Mechanic W. J. Foley and Fourteen Friscoans Took Important Parts in Festival

EVERY year, Enid, Okla., celebrates the anniversary of the opening of the Cherokee Strip, and September 15 and 16 this year marked the thirty-second anniversary. There was a big street parade, old-timers' basket dinner at Government Springs park, horse shoe tournaments and many other features, closing the celebration each day with the "Cherokee Strip Historical Pageant," which was held at Association park, depicting in the acts, the early day history of the Strip, and of Oklahoma.

Those participating from the Frisco offices at Enid and the parts which they took, follow:

W. J. Foley, master mechanic, Governor Claiborne; H. F. Sinclair, claim agent, Father Marquett; C. U. Allen, division accountant, Coronado; Claude Bond, electric welder, Governor Bienville; K. W. Recknagel, M. C. B. clerk, Pirier; Frank Raab, car repairer, governor's attendant; Feliz Dasz, car repairer, governor's attendant; Eugene Johnson, car repairer, Spanish explorer; Owen Splane, car repairer, Spanish explorer; Dave Meier, car repairer, Spanish explorer; Fred Meier, car repairer, governor's attendant; Talmadge Bentley, car inspector, governor's attendant; Alva Coppernoll, car repairer, Spanish explorer; Martin Graves, machinist, Iberville; William Burner, car repairer, Chepart.

The Frisco employes participated in splendid style, and they were most enthusiastically received by the audience.

In one scene, when the Governor and his staff of Frenchmen were strolling across the country, just to get an idea of its climate and soil, one of the bystanders who knew of their railroad connections, smilingly remarked that they strolled around as though they were looking for some place to build a railroad instead of looking over the ground for other purposes.

Another incident came near delaying the pageant. Governor Claiborne, played by our master mechanic, W. J. Foley, was frantically trying to get into the suit of clothes provided for him, a few minutes before his big scene. The trousers were entirely too small, and there was grave danger of the Governor missing the raising of the American flag on French soil, which would have been a mishap indeed. However, just at the last minute, some "knickers" were procured and the pageant went on.

This pageant was the most artistically staged affair Enid has witnessed for some time.

Fuel Economy Embraces Men in All Classes of Service

Several Vital Suggestions Made for Furthering Admirable Record Now Being Made

By D. L. FORSYTHE, General Road Foreman of Equipment

THE conservation of fuel is one of the most vital problems that confronts the transportation company today. The amount of money spent for fuel is, next to labor, their largest item of expense.

The possibilities for fuel economy to large and small users of fuel warrants a minute and comprehensive study of its use. Fuel economy is not confined to any one man, but on the other hand to enginemen and train crews, dispatcher, section foremen, mechanical forces; in fact, every employe is responsible for a proportion of the waste and it naturally follows that each individual must be imbued with the spirit of fuel conservation. It is conceded that fuel used in excess of requirement is more often due to its improper use, due principally to lack of effort on the part of the individual.

During the past 36 years I have followed up closely the conservation of fuel, and have reached the conclusion that it is not necessary to have a technical knowledge of fuel to effect economy in its use. But on the other hand, a first class job of railroading is the prime factor in fuel economy. In analyzing some of the conditions that result in the conservation of fuel we find that by following out the suggestions shown below they will go a long way toward correcting the inefficient method of fuel waste. For the sake of brevity, I will not attempt to elaborate on the suggestions listed, as I feel to take each suggestion and go into the details of it would entail entirely too much space, but if followed out would be your greatest factors in the saving of fuel:

Some Vital Suggestions

Loading of locomotives to their full rated capacity; have switch lists ready at stations for locals and other trains so there will be no delay; have baggage and mail trucks out and properly located to avoid delays to passenger trains; loading of cars to capacity; proper distribution of time on card so schedules can be made without wasting fuel; train dispatching, that will avoid slowing down or stopping trains; avoid slow orders on road as far as possible, and prompt removal when cause has been taken care of; operating of fuel stations with proper handling of fuel; avoid the overloading of tanks; placing paper on grates when coal burning engines

are to be fired up; making up of trains in station order, short loads on the head end; yard air to be installed to expedite testing of brakes; location of water tank where trains can be started easily; storing of less efficient power when business drops off, keeping engines in service that handle big trains and are light on fuel running of engines over one or more divisions in freight and passenger service; proper maintenance and handling of steam heat equipment; handling of brake valve in the proper manner on all trains, but especially on long freight trains to avoid stuck brakes; efficient and proper manner of drafting engine to work free, steam and save fuel; grates in proper condition and fastened to prevent getting cocked, allowing fire to fall through to ash pan; avoid engine being fired up too far in advance of leaving time, and avoid popping when set out for service; hot water boiler washout plant to be used; water to be treated and boiler blown out to prevent foaming, and scale accumulating; avoid excessive use of blower when fire is being knocked; flues, grates, combustion chambers, and arches to be kept clean and flues bored; steam and air leaks in smoke box to receive special attention, as well as steam leaks in whistle valve throttle, piston, valve packing and cab valves; have injectors the proper size so a good uniform job of pumping can be done to avoid shutting off injector every few miles; preheating fuel oil; use of stack covers; sanders to be in good shape, and the pipes lined up to deliver the sand to the rail; close dump on coal cars to avoid waste on line of road; engines to be worked at the shortest possible cut-off, consistent with the handling of the train and making of the schedule; intelligent work report by engineers of work necessary on engines; roundhouse forces performing work as reported; closing jets on stoker when not in use; use of exhaust steam for heating; closing of freight car doors; purchase of the proper kind of fuel; seeing that the condition of engines are first class in every respect.

If the items above referred to are carefully followed out a very material reduction will be made. If we can get our employes interested to the extent that they are in firing their furnaces at home, a wonderful reduction would be made.

Another Good One

This picture of Engineer Kingdon, Fireman Short, was taken on the completion of their trip of August 18, 1925, Newburg to Lindenwood, on en-



gine No. 57. They handled 56 loads or 2955 tons, 333,915 gross ton miles, consumed 17 tons of coal or a fuel performance of 102 pounds per 1000 G. T. M.

MORE GOOD FUEL RECORDS

EASTERN DIVISION: Fuel Supervisor W. A. Crawford reports a trip made on October 8 by Engineer A. A. McClellan and Fireman F. A. Dillon, engine 45, Train Extra West, Newburg to Springfield; called for 3:30 a. m., left at 4:00 a. m. with 46 loads or 1880 tons, arrived at Springfield 9:40 a. m.—on duty 6 hours 10 minutes. Handled 223,720 G. T. M., burned 15 tons of coal or 124 pounds per 1000 G. T. M. Mr. Crawford inspected the engine after arrival at North Springfield and advises the fire was in 100% condition, which showed fireman had taken great interest in his work and that engineer had done first class job of operating the engine. This was an exceptionally good performance for west-bound train with this tonnage as they were more than 100 tons light.

On September 20, engine No. 58 on Train 2/38, Engineer James Howe and Fireman Tice, Newburg to St. Louis, handled 63 loads or 2597 tons on 13 tons of coal. This figures 88 pounds per 1000 G. T. M. and it is also interesting to note that this crew ran Stanton coal chute.

Engine 4143, Train Extra West, Springfield to Monett, on September 19, Engineer H. J. Davidson, Fireman B. C. Holt, handled 50 cars or 1758 tons on 4 tons of coal. Gross ton