

A JUNE GRADUATE



KATHRYN V. DRAKE

Miss Kathryn V. Drake, 17-year-old daughter of R. E. Drake, chief tie and timber inspector for Frisco Lines, St. Louis, Mo., is one of the charming Frisco daughters who will graduate this spring. She will receive her diploma from the Webster Grove High School. During her high school career she was a member of the following clubs: Glee Club, Spanish, Dramatic Club, when she served as its president during the term 1925-1926; Chorus Club, and Poetry Club.

During the next year she will study music, both vocal and instrumental at home, and has not made plans to attend a college. She resides with her parents at 7817 Grove Avenue, Webster Groves, Mo.

ACCOUNTANTS AFTER TRAFFIC

More than 1,200 employes of the Frisco's accounting department at St. Louis were reached through a series of meetings held in the different offices May 18 and 19.

Ben B. Lewis, better known as "The Texas Coyote", of the accounting offices at Ft. Worth, Texas, addressed the meetings, and spoke of the enthusiasm aroused among Texas Lines employes in this recent campaign.

The one point, stressed more than any other was, that the employes are not expected to be expert traffic solicitors. What is desired is that when coming in contact with friends, relatives and business associates, that they make known the fact that they are a Frisco employe. A short conversation with one of these people may bring out the fact that they contemplate a business trip or a vacation

A Question Asked—An Answer Given

By MRS. S. C. FORD
Frisco, Texas

By W. E. LEWIS
Celeste, Texas

Eleven-cent cotton and forty-cent meat,

How in the world can a poor man eat?
Flour up high—cotton down low—
How in the world can we raise the dough?

Our clothes worn out, shoes run down,
Old slouch hat with a hole in the crown,

Backs nearly broken, fingers all sore,
Cotton going down to rise no more.

Eleven-cent cotton and ten-dollar pants,

Who in the world has got a chance?
We can't buy clothes—we can't buy meat,

Got too much cotton and nothing to eat.

We've got no homes, got no wealth;
Losing our credit, ruining our health;
Can't help each other. What shall we do?

I can't solve the problem, so it's up to you.

Eleven-cent cotton and a carload of tax;

The load's too heavy for our poor backs;

We're a good set of farmers—we all know well

But there's something wrong as sure as—well,

We all worked hard, we groaned and sweat,

Now we are ruined—we are a blowed-up set.

No use talking—any man's beat

With eleven-cent cotton and forty-cent meat.

When cotton's low and eats are high
It appears to me to diversify
Would be a sane and easy way
To bring about a better day.
With butter at fifty cents a pound,
And cream at forty the whole year 'round;

With turkeys high and going higher
Is enough to kindle a great desire
To raise more birds and a little less hell

In a land where opportunities dwell

If we'd give more time to the dairy

cow,
And a better feed to the old brood sow,

We'd not worry about the price of meat

For we'd have plenty ourselves to eat
With fifty-cent eggs and a six-bit hen
Why, oh, why, will the children of men
Ruin their fingers and break their backs

Picking eleven-cent cotton and dragging a sack.

With corn in the crib and chickens in the yard,

With meat in the smokehouse and tubfuls of lard,

With cream in the pitcher and honey in the mug,

With butter on the table and 'lasses in the jug.

Things to you won't seem so high,
For you'll be selling—won't have to buy.

Now stop that grumbling, for the fault's your own,

You expect to reap where you haven't sown,

If you stay at home and help your mate,

Others then you won't berate

And you'll live in Paradise.
This to you is my advice.

outing and this information may be turned over to the person in charge of one of the already formed groups, who will see that they are solicited and if possible, that they ship and travel via Frisco Lines. Accounting department employes have been encouraged by Comptroller E. H. Bunnell to form a Greater Traffic Committee.

Payments made by the Metropolitan Life Insurance Company to insured officers and employes of the Frisco Lines during the month of April amounted to \$15,857.09.

This amount was divided as follows: total and permanent disability, supervisory group \$1,555.04; shop group \$867.68, and clerks, \$205.52; death claims, shop group \$5,000.00; clerks, \$5,000.00. A total of \$3,228.85 in health and accident claims was paid the shop group.

SMILE

By WALLACE G. MONROE,
Garland, Kans.

Of course we can't all be handsome
And it's hard for us all to be good
We are sure now and then to be lonesome,

And we don't always do as we should

To be patient is not always easy,
To be cheerful is much harder still
But at least we can always be pleasant,

If we make up our mind that we will

It pays every time to act kindly,
Altho we well worried and blue;
If you smile at the world and look happy,

The world will smile back at you.

A long face shortens your list of friends.

FRISCO INCREASES

(Continued from Page 10)

line will run from Aberdeen, Miss., to Kimbrough, Ala., for a distance of about 152 miles and upon its completion will provide an outlet for the Frisco system on the Gulf of Mexico. Since the beginning of the year contracts have been let and the construction work is now in progress."

In traffic and industrial developments, the Frisco reached new heights in 1926 with the establishment of 426 new industries on its line, consisting of 18 compresses and gins, 72 material and coal yards, 43 warehouses, 101 oil refineries and loading racks, 29 miscellaneous manufacturing plants and more than 95 miscellaneous industries including rock crushers, creameries, canning factories and grain elevators.

"Agricultural developments," the report continues, "in the territory contiguous to the company's lines, showed a continued healthy growth during the year. There was a substantial increase in tonnage of fruits, vegetables, poultry and dairy products over 1925, and a considerable increase in acreage planted in grapes, peaches and potatoes which should result in increased tonnage in the future."

Rolling stock was kept "on the move" by the Frisco during 1926, as is evidenced by the statement in the report that at the close of 1926 only 106 engines, or 11 per cent of the total owned, were out of service for repairs. This is a new low record. The number of freight cars out of service for repairs was only 2,097, or 5.5 per cent of the total owned.

"POET" IS GRATEFUL

H. M. Goode, formerly in the auditor of freight accounts' department, was recently confined to the Frisco Hospital. During his illness he talked with J. L. Kiburz, St. Louis Frisco employe, and asked him if he would not raffle off his watch. Kiburz took the watch, but instead of raffling it, he collected, by popular subscription the sum of \$112.00. This he presented to Mr. Goode, together with his watch, with the compliments and good will of his former employe.

Mr. Goode was so overcome, he penned the following lines, dedicated to Mr. Kiburz:

There's a guy named J. L. Kiburz,
He's a Frisco Storage man,
He "shoots the bull" and pulls the
wool.

And sometimes ties the can.
He has a "line" that's mighty fine,
He plays the game from taw,
He has more pep than a junior prep,
And "get there" is his law.
He is wise to office "doings";
He knows a clerk from a lout,
If you are wrong you'll get a "ballin";
He's your pal if you are down and
out.

Mr. Goode, who, while in the hospital was placed on the pension roll, has had 31 years' service with the Frisco.

A BROADWAY FAVORITE



MILDRED TURNER

After studying dancing for three years in New York City, Miss Mildred Turner, charming daughter of C. J. Turner, night roundhouse foreman at the Kansas City Frisco shops has won a place in the world of art, and will be presented as a Premiere Danseuse in New York this spring.

She has appeared with the George White Scandals of 1925 and with LeMaire's Affairs of 1926, and is well on the road to greater triumphs.

OWNS CHAMPION CHICKENS

John E. Beckley, Frisco employe of the water service department at Kansas City, Missouri, has a flock of single comb white leghorn chickens which won for him the title of the champion egg producing flock of the State of Kansas during the months of November and December, 1926.

Beckley took seventy-nine hens and pullets from his flock and kept an accurate check on the cost and returns. He found that during November he received 1,428 eggs which brought him \$62.14. The feed cost was \$18.08, which made the net profit \$44.06. During December they averaged 18 eggs a month per hen.

He has been unusually successful with his flocks, and attributes much of his success to modern equipment, modern hen houses and proper ventilation. Poultry raising has been a hobby with him for years.

HONOR FRISCO SHRINERS

The Shrine Ceremonial, held at Springfield, Mo., on May 18, was dedicated to the more than 200 Frisco Shriners who attended from many points on the railroad.

In talking of the affair, C. J. Stephenson, assistant to general manager, Springfield, said: "This is the first time I ever heard of an organization such as the Shriners dedicating one of their ceremonials to a railroad and its employes."

J. E. Hutchison, vice-president in charge of operation, headed the Frisco delegation, and was also on the program to respond to the greeting given the Frisco Shriners by Perry T. Allan, attorney at Springfield. Each of the Frisco men were introduced individually amid the cheers of the great throng that filled the Shrine Mosque. Red and white, Frisco colors, and the Frisco emblem were much in evidence.

J. H. Livingston, milk traffic agent, St. Louis, Mo., is a charter member of the Abou Ben Adhem group, and the only Frisco man present who was a charter member. Among those from the Frisco Lines were: F. H. Shaffer, general manager; M. M. Sisson, assistant to general manager; C. H. Baltzell, special representative, general manager's office, all of Springfield; J. M. Flannigan, superintendent, Kansas City, Mo.; J. H. Frazier, superintendent, Enid, Okla., and many others.

RE-ELECT J. R. MCGREGOR

The Birmingham, Ala., Passenger Association was recently reorganized at the Bankhead Hotel, with about fifty members who were representatives of the passenger departments of the railroads serving Birmingham and most of the other big railroad systems in the United States.

J. R. McGregor, district passenger agent, Frisco Lines, Birmingham, was president of the old passenger association, discontinued in 1917, and presided at this meeting and was elected president of the new organization. P. R. Keller was elected secretary.

Harry J. Brown, depot passenger agent, Frisco Lines, has been acting secretary, and has been very active in the organization of the new association.

The club is somewhat different from the other associations of the kind in that no dues are required of the members and no time is fixed for meetings, these being subject to call of the president.

It is planned that the passenger agents, ticket sellers and baggage men get together at intervals of six weeks or two months for a banquet and discussions of their every-day work.

Next

We deeply sympathize with the absent-minded professor who cleaned the cat's teeth one night, and then kicked himself out the back door.—Carnegie Puppet.

SHE BREAKS RECORDS

Miss Bernice Jennings, Only Woman Relay Operator, Sets High Marks

BERNICE JENNINGS, of the Springfield relay office is the only woman relay operator on the Frisco Lines. The title alone failed to appease her ambition, and so she set out to make telegraphic records, and she has succeeded.

Her work is to send messages through the Springfield relay office and under ideal conditions she has been known to send ninety-two an hour. The regular average is about forty an hour and her average is eighty messages an hour.

Left at an early age in life without father or mother, Miss Jennings was reared by an aunt. She was born



BERNICE JENNINGS

in Carrollton, Ill., twenty-five years ago, and began service with the Frisco at Springfield in June, 1917, clerking in the car accountant's office.

Just about that time a night telegraph school was started, with H. D. Teed, then superintendent of telegraph, J. H. Brennan, his assistant and A. B. Sherwood, wire chief, acting as instructors. Bernice Jennings enrolled. She not only went to the school on school nights and during school hours, but many hours after work she could be found in front of a telegraph instrument, trying to fathom its intricacies.

During the World War, Bernice had advanced far enough to send and receive messages and she was given a job at Stoutland, Mo.

"What did I do? Oh, everything," she said with a smile. "Handled train orders, sold tickets, took the mail to the post office, built fires, carried coal, swept, and sent three or four Western Union messages a day."

Frisco Daughter Chosen "Most Beautiful Girl"

MISS LILLIAN CONLEY, daughter of J. C. Conley, traveling inspector in the mechanical department, Springfield, Missouri, was chosen as the most beautiful girl at the State Teachers College in Springfield and was elected to hold the title of Queen of the Senior Class and Queen of the 1927 "Ozark'O," the year book published by the Seniors.

Four girls were selected, each representing one of the four classes and their pictures were sent to James Montgomery Flagg and Ralph Ott, the latter a well known artist of St. Louis, and the accompanying picture was the one which the artists selected.

She will receive her B. S. degree from Teachers College in May, after majoring in English and minoring in Latin and mathematics. Her favorite recreation is tennis, "and", she adds, "I love to dance."

She has also been studying both vocal and instrumental music. During the last few months she was sent to Aldrich, Missouri, to substitute in the High School of that city. She hopes to receive a permanent appointment to teach in the fall of 1927.

"I was very much surprised when I heard that I had won the title of 'Queen,' for the other girls were so much better looking than I," she said, "but nevertheless I am deeply grateful for the honor."

Her father has been employed by

the Frisco for the past twenty-five years. She resides with her parents and two small sisters at 806 South Boulevard, Springfield.



LILLIAN CONLEY

For seven years she worked at points between Monett and St. Louis as telegrapher and station agent. "That was my real training," she said. And evidently it was an efficient course. Her last station was at Newburg, where she remained from 1923 until 1925. She has been in the relay office at Springfield for two years.

When a new printer machine arrived at the relay office Miss Jennings again determined to make a fine showing. By the use of this machine, which operates much in the manner of a typewriter, the operator at Springfield may relay a message to Sapulpa, and while writing the message in Springfield, the operator at Sapulpa may soon take it from his receiving machine, already printed.

"She is indeed one of our most valuable operators in the relay office," said J. H. Brennan, superintendent of telegraph in a recent interview. "Her close application to her work attracted our attention at first and later her accuracy and speed has been a matter of great pride to us."

The "Primrose Special," the largest special train of horses ever to be shipped to Tulsa, arrived in that city the afternoon of May 9 over Frisco Lines, with 143 horses and a large contingent of jockeys from the Buelah park track at Columbus, Ohio. The horses will run in the

Western Thoroughbred Association's spring turf meet at Tulsa.

SPLENDID FRISCO CO-OPERATION

For many years the Frisco Railway has given splendid co-operation in the development of this community. The Dairy Agent of the Frisco Railway, Mr. A. J. McDowell, took an active part in the starting of the dairy development here, and for years has given valuable assistance along dairy lines. The Frisco horticultural and poultry specialists have assisted in these lines of agriculture. On April 20, Mr. J. B. Hilton, the Frisco industrial commissioner, spent the entire day in this city, getting information on the industries that we have and on the possibilities for future industrial expansion here. The Industrial Committee spent most of the day getting information to Mr. Hilton, and additional data will be compiled for his office. Much credit is due Mr. C. O. McCain, the new Frisco agent at Ft. Scott, for his efforts in securing such a large amount of co-operation from the Frisco Railway and for his own personal assistance in various Chamber of Commerce projects.

(From "Fort Scott," official publication of Fort Scott Chamber of Commerce.)

FOR MERITORIOUS SERVICE

(Continued from Page 19)

L. E. Stigall, brakeman, while inspecting train at Willow Springs, Mo., found broken arch bar under TROX 1634, a car of gasoline. He was instrumental in having the car set out for repairs.

Pete Oldham, engineer, L. T. Epps, switchman and R. B. Fallon, fireman, after going off duty on April 14, found engine 1231 had slipped a tire while heading into Harvard, Arkansas, yard, they took engine 987 and shoved train back on main line and put it away, thus avoiding considerable delay to train 131 which was heading into the yard. Each man's record was credited with ten merit marks.

RIVER DIVISION

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

H. A. Smith, brakeman, while inspecting train 832, April 3, discovered broken flange on wheel, Frisco 41047 and was instrumental in having car set out. He was commended for his alertness in locating defect.

Frank Morgan, brakeman, located a broken rail in track No. 1 in Kennett yard, just north of water tank on March 14, and immediately notified those concerned and repairs were made. He was commended for his quick action.

Floyd I. Swift, brakeman at Ste. Genevieve, ran and caught engine when it got away from engine watchman with the throttle wide open. He closed the throttle and placed the engine back on the engine track. He was commended for his prompt action.

E. Hosea, brakeman, on train extra 1283, north, April 6 at MP 124.5 while train had taken siding discovered some treated ties in the water and floating away. He pulled the ties back up on the dump and placed them in a safe location. He was commended for his prompt action.

ST. LOUIS TERMINAL

Superintendent of Terminals P. W. Conley reports the following case of meritorious service:

Mina Murphy, stationmaster at Tower Grove station, while standing on the platform recently, found a passenger enroute to a St. Louis hospital. He inquired to what hospital he was going and upon being told, got a member of his family to take the stranger in his car. His record was credited with ten merit marks.

BIRMINGHAM TERMINAL

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

C. L. Clotfelter, yard clerk, Birmingham terminals, discovered and reported IC 155366, lumber, moving as an empty, which prevented serious delay to car. His record was credited with four merit marks.

CENTRAL DIVISION

Superintendent S. T. Cantrell re-

VETS' REUNION
JUNE 6-7

Veteran employes of Frisco Lines will miss the time of their lives if they do not attend the annual reunion of the Frisco Veteran Employes' Association at Springfield, June 6 and 7. President Kurn, Vice-presidents Koontz, Hutchison, Hamilton, Wood, and many others will attend to welcome and greet the veterans. Picnic and barbecue the first day at Doling Park, with musical entertainment and minstrel show in the evening. General get-together meetings in Shrine Mosque the second day, with a Big Banquet in the evening at which President Kurn and Judge C. B. Stuart will speak.

Pack up the grip! Tell the wife to Get Ready.

Let's Go to Springfield!

ports the following cases of meritorious service:

The personal record of J. H. Hodnett, agent at Jenson, Arkansas, was credited with ten merit marks, for his efforts in repairing telegraph wires after lightning had struck cable.

S. W. Crabtree, conductor; W. H. Phipps, fireman; Will Hooks, porter; N. V. Allebach, engineer, and W. H. Phipps, fireman, crew on train 707 were caught back of the washout near Greenland. They conferred with Roadmaster Ayles, cut off the engine and went back to Fayetteville for car of ties, moved it to Greenland and assisted in loading ties that were taken to the washout. They also brought the information about the washout to the telegraph office at Fayette Junction, which gave the dispatcher something to work on. The record of each man was credited with ten merit marks.

A letter of commendation was placed on the personal record of W. B. Oakley, conductor, for action taken upon finding and returning property to Duncan S. Comrie, director of Near East Relief of the Eastern Missouri office, which was lost at Okmulgee, Okla., March 5.

Louis Cowan was deadheading on train 703, February 24, when pin came out of the dead lever on combination car 62, letting brake rod down. He crawled under the car and gave very valuable assistance in making repairs and reduced delay to train. His record was credited with ten merit marks.

HAS CLEANEST CROSSING



"Uncle" Billy Morrill personally delivered the accompanying picture to the Magazine Department with this advice: "This is a photo of J. T. Withram, crossing watchman at Neodesha, Kansas, and he has one of the cleanest crossings on the Frisco system."

The photograph is an unusually clear one and looks as if Mr. Withram had used a broom, in his painstaking care of this crossing.

J. C. Coomer, brakeman, found tank car with draft rigging in bad condition and draw bar would have pulled out in short time. E. C. Waldron, conductor, C. J. Southern, brakeman, and J. C. Coomer made temporary repairs which avoided delay and necessity of sending carmen to make repairs. The record of each man was credited with ten merit marks.

T. J. Rose, brakeman, discovered a brake beam down on SF Postal Car 103 in train 706, February 23, while off duty. He assisted materially in putting support about the brake beam and cutting out the air on this car which avoided serious delay. His personal record was credited with five merit marks.

F. D. Spencer, conductor, was given ten merit marks for making repairs to telegraph lines during recent storms.

J. A. Campbell, engineer; Oil Stump, fireman; J. T. Wilkerson, conductor, and S. O'Neil, brakeman, crew on extra 721, had just gotten in clear at Dunbar, Okla., for train 703, when draw head in north end of FSW 5675, empty coal car, came out. This crew put the draw head back and brought the car into Ft. Smith with a minimum delay. The personal record of each man was credited with ten merit marks.

Frank Robinson, conductor, and B. Mooney, brakeman, rearranged ties on cars which were leaning badly. The record of each man was credited with five merit marks.

D. O. Makin, pumper at Poteau noticed the light on stop sign at the Poteau-KCS-Frisco crossing out, and upon investigation, found some unauthorized person had removed the light and set it on the ground nearby. He lit the lamp and placed it back on the stand. His personal record has been credited with five merit marks.

MORE GOOD FUEL RECORDS

FREIGHT fuel performance for the system, month of April, was 175 pounds versus 177 pounds in same month previous year, 1.13 per cent reduction. Passenger performance increased from 15.6 to 16.5 pounds 5.77 per cent and switch service decreased from 146 to 139 pounds 4.79 per cent. No doubt the standard would have been made in each class of service had weather conditions been more favorable, however, as will be noted there were some excellent records made on each division.

EASTERN DIVISION

Rolla Sub—Engineer H. R. SMITH, fireman GOLLAHON, train number 2/38, engine 36, April 4, Newburg to Gratiot, handled 2,896 gross tons, average performance 97 pounds.

Engineer WARFORD, fireman THOMAS, train number 32, engine 18, Newburg to Lindenwood, handled 2,533 gross tons, average performance 98 pounds per 1,000 gross ton miles.

Engineer FABER, fireman SANDIFER, train extra west, engine 18, Gratiot to Newburg, handled 1,821 gross tons, used an average of 145 pounds fuel per 1,000 gross ton miles.

Engineer PEARCE, fireman SMILEY, train number 6, engine 1528, Newburg to St. Louis, 14 cars in train and used an average of 11 pounds fuel per passenger car mile.

Engineer DEAN, fireman WILSON, train number 2, engine 1500, Newburg to St. Louis, 10 cars in train, average performance 10 pounds per passenger car mile.

Lebanon Sub: Engineer SAM KING, fireman WILSON, train number 36, engine 31, Springfield to Newburg, March 14, handled 3,009 gross tons, average performance 84 pounds per 1,000 gross ton miles.

Engineer SHOCKLEY, fireman C. E. HARRIS, train number 36, engine 4136, Springfield to Newburg, April 16, handled 2,800 gross tons, used 12½ tons of coal, average performance 74 pounds per 1,000 gross ton miles.

Engineer MORTON, fireman HOLT, train advance 35, engine 25, May 5, with 2,048 gross tons in train, made run from Dixon to Lebanon for water, thereby saving a delay of 35 minutes at meeting points. Arrived at Lebanon with 12 inches of water in tank, and used 8 tons of coal, performance 124 pounds. Engine was handled and fired in an expert manner and crew displayed "keen" interest in making this run for water.

Springfield Sub: Engineer THOMPSON and fireman GRIMES, train extra west, engine 51, Springfield to Monett, April 14, handled 2,483 gross tons and used 4 tons of coal, average performance 73 pounds per 1,000 gross ton miles.

SOUTHERN DIVISION

Willow Springs Sub: Engineer BROWN and fireman FOWDEY, train extra south, engine 4136, Springfield to Willow Springs, April 21, handled 1,588 gross tons, and used ten tons of coal, average performance 139 pounds.

Engineer FROST and fireman NEWTON, train number 136, engine 4127, Willow Springs to Springfield, April 22, handled 1,520 gross tons and used 11 tons of coal, average performance 159 pounds per 1,000 gross ton miles.

Tupelo Sub: Engineer WILSON, fireman BONNER, train number 135, engine 15, Memphis to Potts Camp, April 28, handled 2,415 gross tons, and used 8 tons coal, average performance 112 pounds per 1,000 gross ton miles.

Engineer STARKS and fireman ASHLEY, train extra north, engine 10, Potts Camp to Memphis, April 29, average performance 90 pounds.

Engineer WELLS, fireman WATKINS, train number 136, engine 32, Potts Camp to Memphis, April 30, average performance 90 pounds.

RIVER DIVISION

Chaffee Sub: Engineer WELKER, fireman S. KELLY, train number 832, engine 4005, Harvard to Chaffee, April 18, made total of 729,970 gross ton miles, average performance 74 pounds per 1,000 gross ton miles.

Engineer ODUM and fireman ROBERSON, train number 835, engine 4015, Chaffee to Harvard, April 19, average performance 84 pounds per 1,000 gross ton miles.

NORTHERN DIVISION

Kansas City Sub: Engineer BUCKNER, fireman STUCK, train number 2/131, engine 4152, Kansas City to Ft. Scott, April 27, handled 2,054 gross tons, performance 88 pounds per 1,000 gross ton miles.

Engineer KIRKPATRICK, fireman H. RIGGS, train number 1/131, engine 4112, Kansas City to Ft. Scott, April 27, handled 2,137 gross tons, average performance 94 pounds.

M. J. MULLANE, engineer on the Kansas City Sub, furnished a fuel record kept by himself, from March 1 to 15, inclusive. The average performance for the period was 100 pounds per 1,000 gross ton miles, which is an excellent record.

Afton-Parsons Sub: Engineer McKELLOP, fireman JACKSON, train 139, engine 4106, Ft. Scott to Afton, April 14, handled 2,188 gross tons, and used 10 tons of coal, average performance 103 pounds.

SOUTHWESTERN DIVISION

Cherokee Sub: Engineer RENO, fireman VINCENT, train Advance 35, engine 4164, Afton to West Tulsa, April 5, handled 2,174 gross tons, average performance 93 pounds per 1,000 gross ton miles.

Engineer J. COUNTS, fireman AIKEN, train number extra west, engine

4122, Afton to West Tulsa, April 5, average performance 90 pounds.

Engineer J. F. GRONE, fireman W.M. McKINNEY, train 1/434, engine 4146, West Tulsa to Afton, April 5, handled 2,978 gross tons, average performance 112 pounds.

Engineer C. E. DAVIS, fireman L. BREEDLOVE, train extra east, engine 4125, West Tulsa to Afton, April 10, average performance 98 pounds.

Creek Sub: Engineer WALL, fireman WATSON, train 535, engine 4149 West Tulsa to Francis, April 7, handled 2,030 gross tons, average performance 103 pounds.

Engineer HEAD, fireman EVANS, train extra south, engine 4158, handled 2,069 gross tons, average performance 120 pounds.

Madill Yard: Engineer MATLOCK, fireman ROSCHEL, worked eight hour shift in Madill yard on engine 638, and used 3 tons of coal, average performance 125 pounds fuel per switch locomotive mile.

CENTRAL DIVISION

Arthur Sub: Special test with Arkansas coal on engine 710, train 735, engineer J. A. CAMPBELL, fireman O. L. STUMP, Ft. Smith to Paris, March 23, 1927. Performance 172, 926 gross ton miles (potential 183, 450), consumed on trip 17,160 pounds of coal or 99 pounds per 1,000 gross ton miles, through freight 144 miles, local 25 miles. Engine fully supplied with coal and water, and tank was weighed before starting at Ft. Smith, did not coal engine at Talihina, shoveled coal ahead, upon arrival at Paris filled engine tank with water and weighed it, thereby getting the exact weight of amount of coal consumed on the trip. Made six switching points, picking up or setting out at Jenson, Wister, Albion, Antlers, Hugo and Ord, made Texas Midland Transfer delivery on arrival at Paris, one hour and ten minutes delay at Hugo. Did not take water at Moyers, made water run Talihina to Hugo 75 miles, setting out cars at Albion and Antlers, and meeting No. 706, had six inches of water left in tank on arriving at Hugo. Coal on back end of tank packed down, due to having been on tank for a long period of time, no difficulty experienced in deriving good results from the coal. Water carried in boiler low enough to derive the best superheater results, and although had required steam pressure at all times, this engine did not pop on the entire trip, and while did not have the full tonnage for the engine, the extreme care and skillful work of the crew resulted in making a very nice fuel performance on the trip, of course, engine being in good shape, made this possible. Engine was delivered to roundhouse at Paris on the completion of the trip with firebox containing no unnecessary coke to be wasted, and fire had little clinker and the clinker well broken, could have made the return trip from Paris without cleaning the fire, had it been necessary to do so.