

could be made better if proper interest is taken in reporting them. Big things take care of themselves—everyone notices them. For example, a small leak or blow on an engine will waste more fuel than a large one, for it is let go—a large one would be reported and repairs made promptly.

Interested supervision makes interested employees; interested employees give co-operation and co-operation saves fuel.

Interest improves power and facilities, saves money on labor and material and these things affect fuel consumption. Interested employees put equipment in condition without delay; give necessary attention out on road, as well as before leaving terminals; dispatch trains to best advantage; close box cars doors; avoid hot boxes; eliminate failures and delays; properly care for fuel around stationary boilers, pump stations and depots; all of which saves fuel. Interest makes fuel conservation men out of all employees.

All work performed for a railroad is with a view of moving trains, and the details of preparing them and moving them govern fuel consumption. If interested employees do this work it will result in fuel saved. Interested employees will put forth every effort to save fuel, therefore, interest is a fuel-saver.

SECOND PRIZE Fuel Conservation

By Harry E. Davies, Monett, Mo.

FUEL CONSERVATION should be a very interesting subject to the men connected with the operation of trains on the "Frisco." The many practical changes made in the power and the disposition of the operating officers toward a co-operative spirit with all employees, should convince the most skeptical that FUEL CONSERVATION is necessary and beneficial to all. Let us take a practical business view of this subject, stop trying to shift the responsibility, get right individually and great results will follow.

My suggestions are taken from a practical knowledge gained from a number of years of close observation while firing and operating a locomotive:

First: Let us follow the coal from the mine to engine tender and overcome the over-charge to engine from shrinkage and shortage at coal chutes. This will show just what the engine and crew are doing.

Second: A campaign on fire building and engine watching. A great amount of fuel is wasted by impractical use of blower in building fires and watching engines.

Third: Equal distribution of coal used. Some draw all slack and others all lump. This also is a very impractical method on hand fired engines.

Fourth: Before we make a fuel fiend out of a locomotive by reducing the nozzle tip, let us be sure that the front end conditions are perfect, engine properly handled and fired.

Fifth: Conservation of time. Fuel records show that Frisco locomotives are consuming from about seven to forty-eight pounds of fuel per minute, making computation from the pounds charged and minutes used per trip. The Frisco organization consists of about 25,000 employees and nearly 1,000 locomotives. About 15,000 employees and between 700 and 800 locomotives are directly connected in the daily operation of trains. For example, let us say, we have 800 locomotives that are burning fuel at rate of 25 pounds per minute, every locomotive minute saved, by the united



H. E. DAVIES,
Winner of Second Prize

effort of all concerned, means 25 pounds, every hour means 1,500 pounds, or \$3.00.

Let each department head be convinced that a laxity on his part means train delays. Have him impress upon his employees that a tardy delivery of instructions is causing an engine to be held at some point under fire, and if not watched closely an unnecessary delay of five minutes to the initial starting of a train will prove a loss of an hour or more on the trip in making meeting points alone. Train dispatchers are not to blame for delayed meeting points. If all concerned will do their part and assist the dispatcher with proper information pertaining to work on the line, we would have very little delay.

We can make this FUEL CAMPAIGN a huge success by all employees devoting their entire work period to duties in hand. Remember the Frisco is our best friend, it pays us for every minute we work. Let us all save, at least, one engine hour daily of every Frisco engine in service. This engine hour saved daily will reduce the Frisco fuel bill greatly. SAVE the MINUTES and POUNDS and the HOURS and TONS saved will prove our success.

THIRD PRIZE Fuel Economy

By Guy A. Hopkins, Neodesha, Kans.

Co-operation and education saves fuel.

Supply good coal and good cars—

don't overload. Have suitable storage places. Coal chutes in good condition, if old pocket type have pockets filled different capacity. Have yardman gather lost coal and return to stationary daily.

Supply good grade valve oil. Stop all steam leaks, not forgetting air leaks which cause pump to run continually. Maintain brick arch, grates, firedoor and sanders in good repair. Don't build fire too soon. Have engine clean for crew.

Engineer should supply lubricant properly, work engine shortest possible cut-off for work and speed requirements, taking advantage of road and track conditions. Start evenly and slow, sure brakes are released and stop properly, don't run by, don't slip engine. Be prompt taking signals, report all defects, help reduce delays.

Fireman should keep deck, steps and tank legs clean, stop waste over end sills—(believe if shovel sheet was set in slight depression starting at apron, extending downward in coal pit, would prevent much waste.) Don't overload tenders. Wet coal—won't fall off so easy. Carry a light level fire when engine is working, when delayed, use enough coal to keep fire bright, being cautious with use of blower. Don't allow pops to open. Don't forget to have fire ready and hot when starting, keep water level down, watching out for foaming boiler, prevent by use of blow-off cock and compound properly mixed. Don't put in heavy fire just before shutting off. Don't allow ash pan to fill up. Use clinker hook only when fire is burnt down and don't shake grate too much. Watch for signals your side being prompt to transmit to engineer.

Co-operation between train and engine crews is necessary. Conductor keep crew informed in advance of work requirements, promptly deliver orders—train standing does not build up ton miles, but engine still burns fuel.

Trainmen, carmen and inspectors watch, prevent and report hot boxes, defective cars and brake equipment which interfere with movement of train or waste fuel.

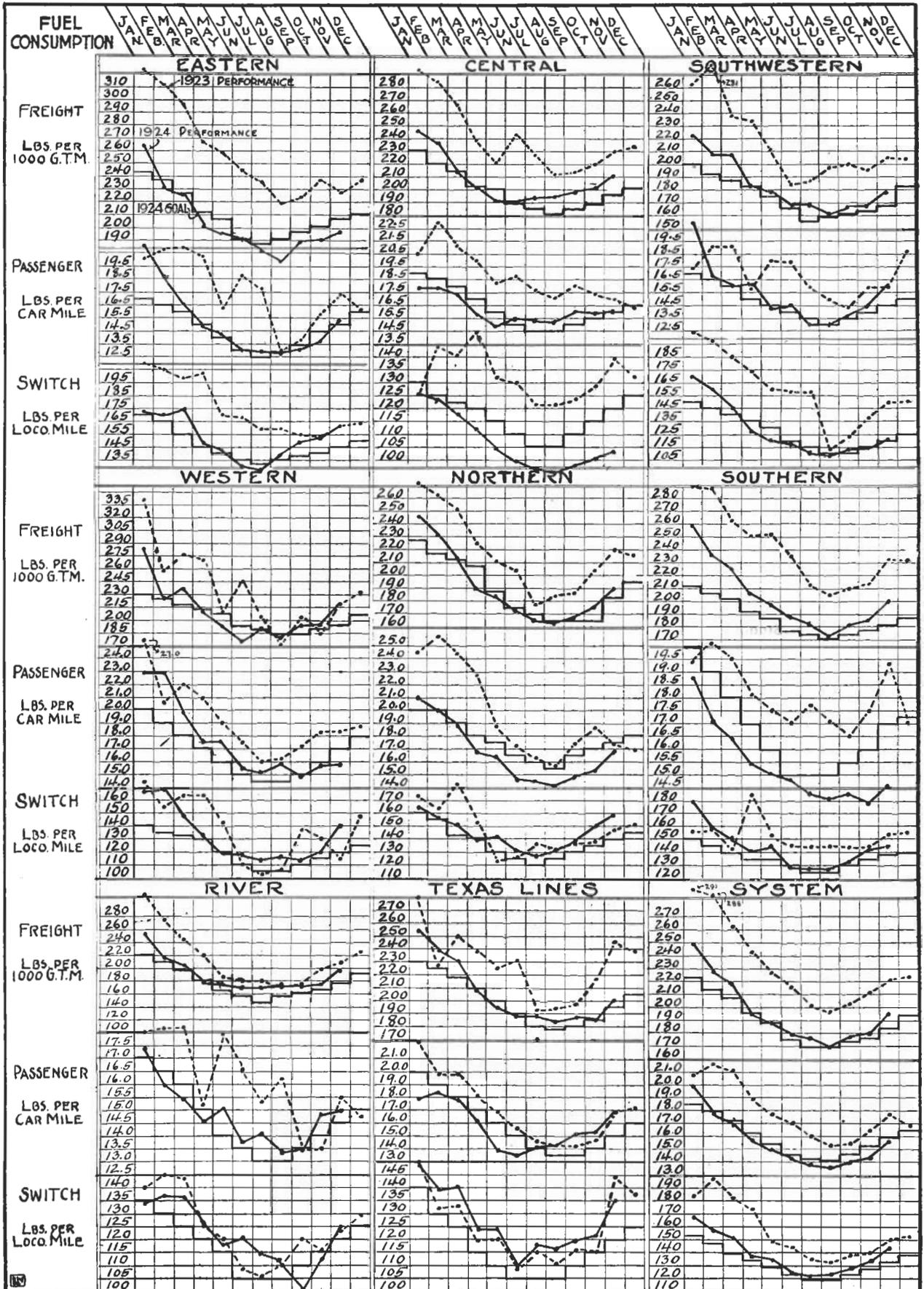
Brakeman be quick setting out or picking up cars—handling switches so will not stop trains on heavy grades—quick return when called in from flagging.

Dispatcher should know road or station conditions—in meeting points of trains same class put train in siding that can most easily go in, this determined by different conditions met at each siding. Have one train do intermediate station work. An overloaded train wastes as much fuel as one running light.

Operators promptly deliver orders, having way bills ready.

Yardmaster and yard crews make up trains properly so road crews will not have unnecessary switching.

Section foreman arrange work so it will not be necessary to flag trains on grades—keep track conditions so trains can maintain average speed.



FUEL CHART FOR DECEMBER



FRISCO RAILWAY BOWLING LEAGUE

SEASON OF 1924-1925

Team Standing and Averages Including Games
December 19, 1924

Teams	Games	Won	Lost	Percentage	High Single	High Three
Engineering	42	28	14	667	938	2,647
Interline	42	26	16	619	960	2,597
Tower Grove	42	24	18	571	896	2,573
Freight Traffic	42	22	20	524	934	2,569
Passenger	42	21	21	500	883	2,441
Auditing	42	20	22	476	916	2,550
Revising	42	16	26	381	886	2,469
General Freight	42	11	31	262	789	2,288

TEAM RECORD

High Three

Engineering	2,647
Interline	2,597
Tower Grove	2,573
Freight Traffic	2,564
Auditing	2,550

High Single

Interline	960
Freight Traffic	934
Auditing	916
Tower Grove	896
Revising	886

INDIVIDUAL RECORD

High Three

Conley	643
Wilson	627
Spielman	620
Bacon	590
Gauvin	601

High Single

Bucheit	253
Duffy	237
Conley	237
Spielman	235
Durfield	233

INDIVIDUAL AVERAGES

Names	Games	Averages
Spielman	42	177
Conley	42	175
Schaffnit	36	172
Bacon	33	172
Gauvin	39	170
Duffy	42	169
Wilson	27	168
Rose	42	167
Shad	36	167
Houlihan	42	167
McAuliffe	42	166
Burgdorf	42	166
Sugrue	9	166
Jochum	39	163
Durfield	36	162
Sullivan	33	161
Rohfling	42	160
Petera	42	160
Reinheimer	36	160
Norden	15	160

HIGH SINGLE — INDIVIDUAL

December 19, 1924

Conley	237
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INDIVIDUAL AVERAGES

Auditing

Games	Averages
42 McAuliffe	166
36 Durfield	162
36 Reinheimer	160
36 Kinworthy	156
27 Bullerdick	147
30 McDermott	143

Engineering

Games	Averages
27 Wilson	168
39 Gauvin	170
9 Boeing	162
42 Kranefuss	151
36 McBride	152
39 Schopfer	149

Freight Traffic

Games	Averages
42 Rose	167
39 Jochum	163
33 Sullivan	161
15 Norden	160
39 Spinner	154
24 Bauer	142
18 Curran	142

General Freight

Games	Averages
37 Braun	147
36 Wolfert	146
42 Stemmler	144
3 Fritz	144
18 Heckel	135
15 Bardgett	135
18 Bather	134

Interline

Games	Averages
9 Tschambers	182
33 Bacon	172
42 Duffy	169
42 Burgdorf	166
42 Petera	160
9 Sugrue	166
18 Voss	131

Games	Passenger	Averages
36 Schaffnit	172
42 Houlihan	166
39 Tremayne	157
39 Eichnauer	152
39 Stoessel	144
24 Hallman	136

Games	Revising	Averages
42 Rohfling	160
36 Bucheit	158
27 Grob	157
27 McLean	152
30 Berkeley	146
27 Egen	137

Games	Tower Grove	Averages
42 Spielman	177
42 Conley	175
36 Shad	167
9 Zeis	164
42 Weisheyer	155

F. W. ROSE, Secretary.

Frisco Sports Briefs

Almost time for the baseball season to start. What? Only February. Well, you know this Frisco bunch is to win the pennant this year and must go to spring training camp soon.

Fred Rose is the man who does all this hard work of getting the scores into shape for the Magazine each month. Give him credit, boys.

Eddie Jochim says that following the ponies is a bit more thrilling than rolling the old ball down the alley, but not nearly as certain of results.

Herman Norden is picking up in his bowling since he moved downstairs, but up in the ranks. Someone asked Jimmie Thomas whether Herman could bowl well and received this answer, "Well, he's a good freight man."

J. B. Hilton has promised to organize a "Royal Rooters Club" to attend when Messrs. L. E. Martin, B. H. Stanage and A. H. Jones bowl the Frisco champions for the all-time supremacy of the system.

**Grown-Ups
Please
Be Quiet**

THE TWILIGHT HOUR

**A Page
Just For
Children**

They Never Saw Cows or Chickens— But Oh My!

Dear Children:

I picked up the St. Louis paper the other day and saw where, by a vote in the schools, they found that there was such a large percentage of girls and boys who had never even seen a cow, chickens or any of the animals one finds on a farm, one of the big corporations here decided to devote a small tract in Forest Park to a picture of farm life—real cows and chickens.

All this may sound funny to you little folks, who are privileged to enjoy more of the wonderful country life—but it is true.

On the other hand, perhaps if you visited St. Louis, if you have never been here before, we might be able to show you just heaps of interesting things that you don't have where you are—so let's exchange.

Most every Sunday afternoon you'll find just crowds and crowds of folks on their way to Forest Park—a very, very big park in the west end of town—can't even see across it, it is so big and wide—but way down in the middle of the park they keep the zoo! Wild animals.

Just wish I could take every one of you out there to see those big bears. They aren't in cages—but they have fixed them homes just like they had when they were wild bears—rock homes and running water, and everything that they like. Now don't get scared, because between you and the big, old bears is a ditch and a fence—so old Bruno just thinks he can't get to you—and we hope he keeps on thinking it, because he really can't—but it would scare you for him to try, wouldn't it?

There's a pen of white polar bears—great big fellows, white as snow—a bunch of little, brown, roly-polly fellows—makes you think of your teddy bear. You just want to pick one up and hug him real good, but if you did—well, he'd hug you so hard, you might quit breathing. Might bite, too. I don't know much about bears, but there's all kinds and varieties. There is one bunch of them, big, brownish-black fellows, that I spend most of my time with.

Do you know they just beg and beg for peanuts?—See, they can't talk, and they have little steps made out of rocks and let me tell you what they'll do! They go and sit down on the step just like Mary or Junior, or any little boy or girl would, and put their hands on their funny little legs and look over the crowd.

...t you believe they don't know who has a sack of peanuts! Then they keep looking and if you don't throw the peanuts to them, they think you want them to cut up, and this is what they do.

Now, brother, you sit down on the floor and let's show sister and mother and dad just how they cut up for you. Put your feet out in front of you on the floor. Now, move one to the right and one to the left, keep them stiff. When they are as far out as they will go, take hold of the soles of your shoes with your hands, and try to keep your legs stiff. Imagine a bear in that position. I just wish you could see him. Then he looks at you with his little brown eyes and says, "Please, little boy, now can't I have a peanut?" He gets some for that trick. But, if they don't come fast enough, he stands up, takes his front paw and beckons you to throw him some more. He gets to going faster and faster, and you can almost hear him grunt, "C'mon, c'mon, gimme some more!"

Next time daddy or mother come to St. Louis, don't you let them shop so long they can't take you to Forest Park to see all the animals.

Next time I'm out there I'm going to ask Bruno to pose for me sitting up holding his feet with his paws!

And then I'm going around to some of the other cages and see if I can't find some more interesting animals and tell you all about them.

Most little folks like animals, so next time I'll tell you all about some other important members of the zoo.

Now, don't get scared, if mother reads you this just before you go to sleep and you're lying there, one hand over the side of the bed and old Shep, the dog, comes up and licks it, don't holler—just pat him on the head and tell him you'll see him in the morning.

Hope the Sandman comes soon!
Night.

THE TWILIGHT LADY.

Write "The Twilight Lady"

She wants to hear from children of the Frisco, and she knows you must have some interesting tales to tell.

Ghosts

Sometimes when I got to do errands at night,
And the moon is all dark and th' ain't any light,
An' the wind when it blows makes a shivery sound
An' everything seems awful still all around,
Sometimes when the hootowl goes woo-oo-oo-oo!
My legs feel so funny, I'm all goose flesh, too,
An' maybe I'm startled when I hear it all,
But I ain't a bit scairt, I'm thes nerve, that's all.

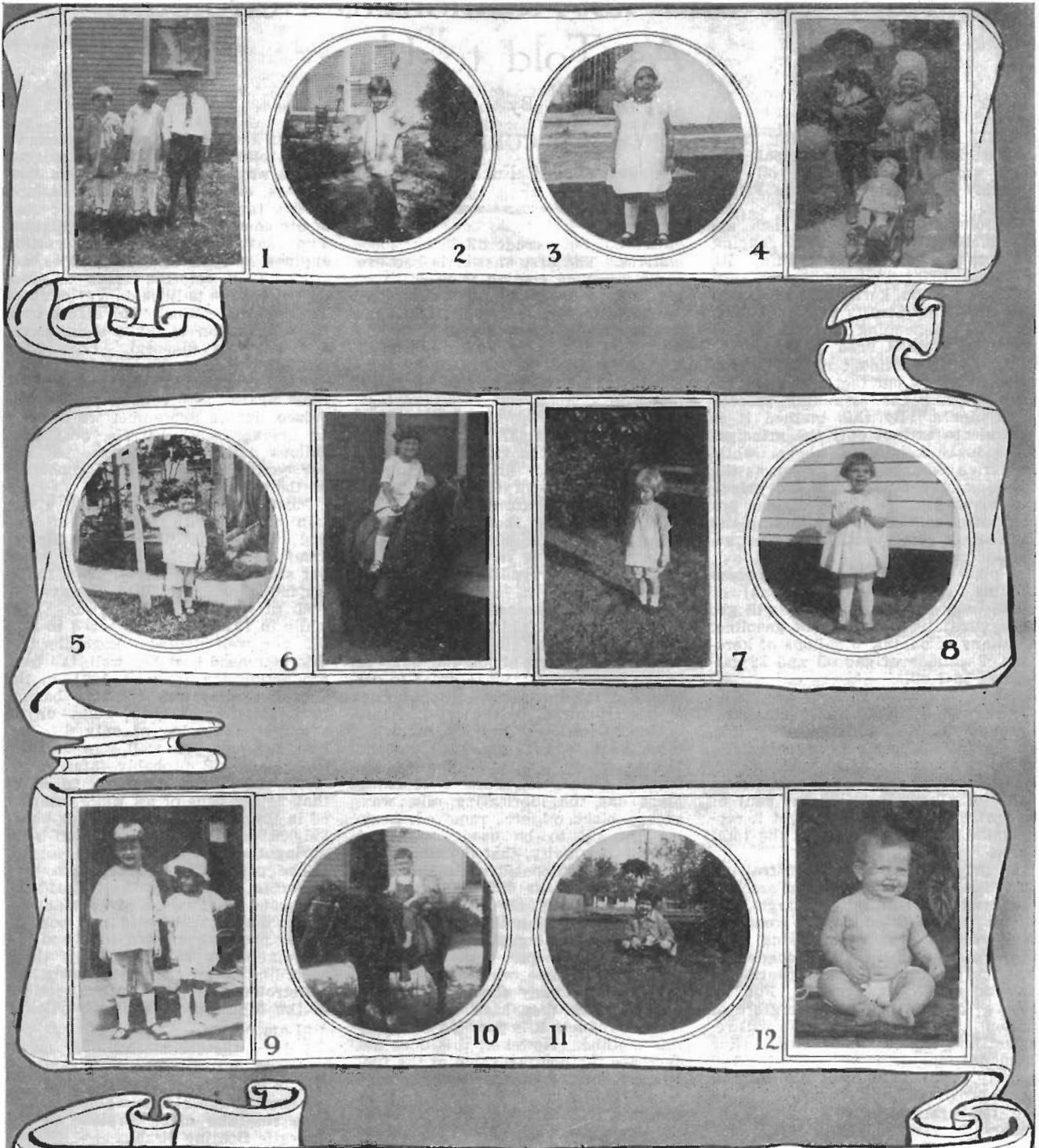
Once, me and Joe Limpkins was walking one night—
A-past th' old graveyard and saw something white—
Et looked like a ghost standin' right in the road
An' my! Joe was scairt! 'eus he said et he knowed
It was surely a ghost, an' I whistled (whistle) becus,
When you wissels you scaire 'em, an' all that it wuz,
Wuz a great big white cow, an' it thes walked away,
An' I wuzn't no more scairt 'n if it wuz day.

'Cause I don't believe in ghosts, an' I'd thes as lieve go,
A-past any graveyard, an' walk awful slow—
An' — wissel — ann — sit on th' top of the fence,
'Cus th' ain't any ghosts if yer got any sense.
An' when we saw that big white thing by th' road,
Et Joe wuz scairt of — I wuzn't I knowed—
All the time it's no ghost — I — wuz — nerve — because—
I knowed what it wuzn't — but not what — it — wuzzzzzz!!

The Child's Safety Pledge

The following list of safety rules is recommended to boys and girls for daily observance:

- I will not play in the street.
- I will not jump on wagons or cars.
- I will not run in front of street cars or automobiles.
- I will not hold an umbrella in front of my face while crossing the street.
- I will not cross the street in the middle of the block.
- I will not stand in the street while waiting for a street car.
- I will look in all directions before crossing a busy street.
- I will help young children on the highways.—Ex.



FRISCO BABIES

1.—Left to right: Doris, age 4 years; Vera, age 6 years; Don, age 8 years; children of J. E. Lilly, car repairer, West Freight Shops. 2.—Martha Lou, daughter of E. H. Gillis, timekeeper, Southern Division. 3.—Dorothy Mac Clinton, age 4 years; Enid, Okla. 4.—Ralph, age 4½ years; Myrtle, age 2½ years; children of Paul Schultz, trucker, General Store. 5.—Jack Edward Boenig, age 4 years; son of Eugene Boenig, Purchasing Department. 6.—Beulah Fern Singleton, age 5 years; daughter of L. N. Singleton, Sapulpa, Okla. 7.—Warren Schopfer, age 3 years; son of M. Y. Schopfer, Engineering Department. 8.—Catherine; daughter of Barney Martin, car repairer, Yale. 9.—Junior, age 5 years; Mary Anna, age 3 years; children of Joseph A. Davies, south roundhouse, Springfield, Mo. 10.—William Fred Frank, age 2 years; son of J. R. Frank, electrician, West Shops, Springfield, Mo. 11.—Patty Guin, age 5 years; daughter of K. P. Guin, storekeeper, Sherman, Tex. 12.—Ethel Jean Prater, age 8 months; daughter of A. M. Prater, section fireman, Van Buren, Ark.