

Efforts by Foremen and Master Mechanics Aided Fuel Record

Interest Taken by Engine and Train Crews Was Feature of 1924 Fuel Campaign

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

The Frisco Railroad in 1924 made a good saving in fuel. The campaign was started in the beginning of the year and followed up through the entire year.

The Fuel Department furnishing a better grade of coal and some fuel supervisors who specialized on fuel economy, together with the road foremen of equipment, who thoroughly covered every division on the system, riding each engine, getting the actual condition, sending in reports to the foremen and master mechanics, all helped to reach the goal in fuel saving.

The fundamentals which enabled the company to make such a nice showing were brought about by the locomotives having valves squared up and free from blows and pounds; boilers blown out and kept clean, leaks repaired inside and outside of smoke boxes.

There are a number of ways to save fuel, the first, grates should be kept in good condition, flues bored out and grates on coal burning engines covered with paper to prevent coal falling through, in building fire. Engines should not be ordered too far in advance of leaving time, thus preventing pop valves from wasting steam, nor should tanks be overloaded. The engine being in good condition and handling an increased train haul will increase the revenue and reduce the consumption of fuel. Passenger engines should be given special attention to see that schedules are made and switch power double-crewed to save knocking and banking fires.

Crews Took Interest

The interest taken by the engine and train crews was the outstanding feature in the fuel campaign of 1924. This, together with regular engines in freight service made the concerted saving a success.

The many individual performances sent in by the engineers denoted the interest taken by them.

Now the year 1925 is well started and the opportunities are greater for saving fuel than in the previous year. Many conditions have been corrected, but there is a big field to work in. Other items of economy and efficiency can be put into effect that will make 1925 a more successful year than 1924. All signs point to a larger business and greater prosperity, and no one

need hesitate to be a booster for freight and passenger business.

A fuel economy program can be put on as follows: maintain the power in 100% condition, properly operated, team-work, co-operation, fuel and get-together meetings, all of which will bring results.

Relative to locomotives: every locomotive should be kept in prime condition in order to handle its load. If one engine moves over the road light in the direction of volume of traffic, the loss cannot be recovered and overloading the next engine out, in an effort to catch up, only makes matters worse, so each engine should handle its own load.

Suggestions for Engine Runs

Locomotives properly designed and skillfully operated remunerate the company. Running passenger engines over one or more divisions and regular freight engines on all divisions saves fuel and expense upkeep. Standing on side tracks at meeting points or stalling on grades with excessive tonnage causes waste of fuel and runs into penalty and overtime. Drag trains should be run when they can go with the least delay to themselves or other trains and be switched by yard crews in relative order.

The estimates on oil and coal should be as nearly 100% as the engineers, coal chute men, foremen and hostlers can get them. Engines should be charged with the amount needed to cover what was consumed on the line and for firing up.

The prizes offered in the year 1924 for the best papers which would enable the Frisco to save the most money on fuel, were, in my opinion, worthily bestowed and was the incentive for fifty-one papers, written on this important subject.

Owing to our intensive drive, this year should bring more papers and more good ideas on fuel saving than the year 1924.

One nice thing about a bad start is that it gives you more to brag about when you do win out.

The height of ignorance is thinking you know everything.

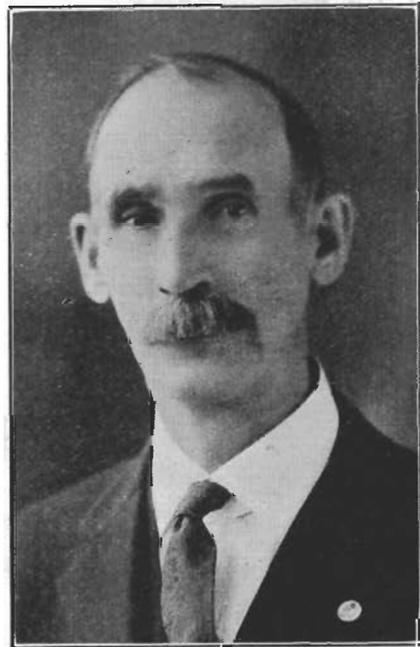
Occasionally we see a man whose only usefulness seems to be in making mistakes for others to profit by.

Byron Callender Retires

Veteran Engineer Leaves Frisco After 43 Years' Service

By MARGUERITE FROSSARD

A lifetime of loyal, faithful, and efficient service! Such is the enviable record of Byron Callender, who recently retired from active service after having served the Frisco for a period of 43 years.

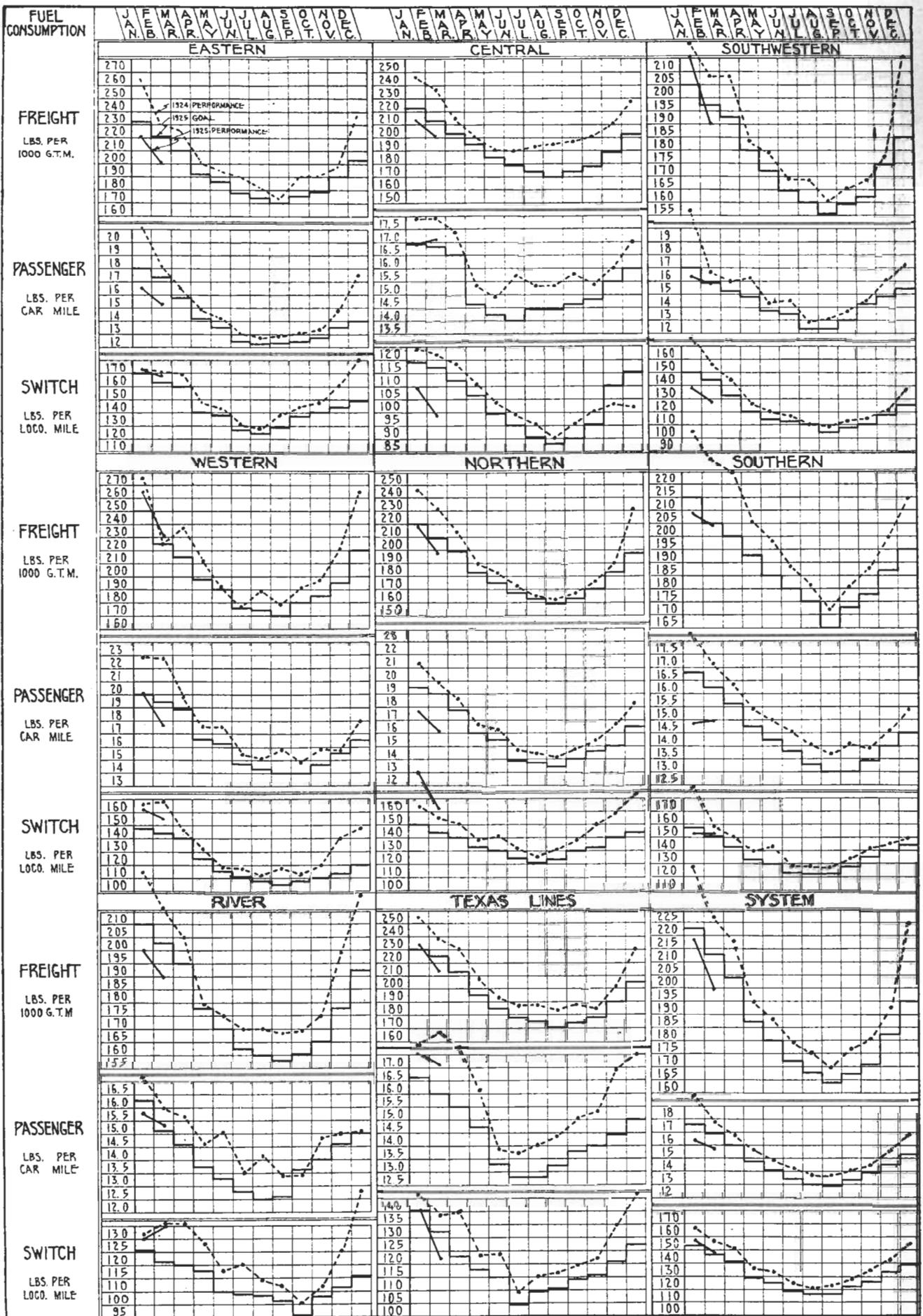


Mr. Callender was born in LaGrange County, Ind., April 14, 1859, and came to Pierce City, Mo., in September, 1881, where he entered upon his career as a locomotive fireman. At this stage of railroad development, conditions in the way of practices and equipment were rather different from those prevalent during recent years. Wages were received at the rate of \$1.90 per day, for the run over the entire division, irrespective of the length of time required to cover same. Engines were equipped with pumps for supplying boilers with water, instead of the present day injector, and the old style, dangerous link and pin coupler was the only coupling device in general use. The small, awkward looking, queerly proportioned engines of late design at that time with the large bell-shaped smoke stack and giant cow-catcher, would indeed appear ludicrous beside our splendid mammoth power of today.

In 1886 Mr. Callender was promoted to an engineer, and continued in freight service until 1898, at which time he was assigned to a regular passenger run between Monett and Oklahoma City.

Mr. Callender tells some interesting tales concerning the primitive conditions of the Oklahoma country,

(Continued on Page 37.)



FUEL CHART SHOWING CONSUMPTION FOR JANUARY AND FEBRUARY



Radio



This department is conducted as a medium of exchange of ideas for the many radio fans throughout the Frisco System. Let us hear of your experiences, your thrills and disappointments, your station-getting records — and some of your mechanical troubles. And we'll pass them on via the Radio Page.

EDITOR'S NOTE: The following contribution to the Radio Page was made through the kindness of Famous-Barr Co., of St. Louis.

Several Reasons for a Successful Radio Summer

All Radio Fans know that radio reception is more difficult during warm weather than when the atmosphere is cool. More than ordinary effort has been made to investigate the conditions which will surround radio reception this summer, and we are giving you the result of this investigation which is not based on theory, but rather upon existing facts.

There are three important factors which will overcome summer difficulties to a very great extent:

We quote an article which appeared recently in the Chicago Herald-Examiner:

"The United States Government, as the whole Radio World knows, has taken steps to insure good reception during the coming summer. The Department of Commerce has permitted the establishment of vastly greater power in many stations, and this means that many stations will have sufficient power to overcome atmospheric resistances and disturbances which are usually associated with warm weather radio reception.

"Not only that, but receiving sets are today better than they ever have been. Uniformly good reception, local and distant stations, under all weather conditions, is far in advance of performance two years ago, or for that matter, a year ago.

"Therefore, taking all conditions into consideration, the radio manufacturer and dealer, and the radio set owner, should be gleeful over the summer prospect. Those stations using power of five kilowatts should come through summer atmosphere in excellent form; and there will be many of them."

Popularity of Chain Station "Relay"

One may bring up the question, "What about distance?" In response to this, you have facts concerning the broad use of greatly increased power during the warm months, and then, too, the existence of the "relay". You have a very definite illustration of the relay plan, which incidentally is becoming more popular every day, in the broadcasting of the "Brunswick Hour of Music". The artists appear before the microphone in the Recording Laboratories, through direct connection with WJZ New York. The program, however, is "relayed" over a chain of stations including WRC Washington, WGY Schenectady, KDKA Pittsburgh, and KYW Chicago. In

other words, the relay plan in effect makes the distant station local, as concerns the radio listener.

With these facts, the on-coming months can well be agreeably contemplated. Think of the number of people who will entertain on their porches this summer by means of the radio! This summer promises to bring the radio into greater popularity than ever before, as an ideal summer entertainer.

Well Constructed Aerials Seldom Give Serious Trouble

Evidence of "Dead Spot" Locations Will Aid Greatly in Receiving

In a well constructed aerial, it is seldom that a fault develops. The greatest errors are made in erecting it. Good results are only possible when the aerial is well insulated and has a low resistance. It is not within the scope of this work to cover the construction of apparatus, but a few pointers on aerials may assist in locating trouble. A low aerial, that is, about ten feet above the house tops is more selective than a higher aerial, but it reduces the range and volume of the signals. Therefore, in congested districts close to broadcasters, selectivity is practically impossible with high aerials; so lower aerials are best as a rule. In country districts, higher aerials can be used with an increase of range as there will be little local interference. The aerial should not be run parallel with power wires. The lead-in should be well insulated, and arrester installed according to directions. Remember, the arrester is intended to by-pass, not to choke off the lightning discharges. Therefore, do not connect it in series with the lead-in, as is sometimes done. The aerial should clear all buildings and structures at least ten feet and not be placed near large metal masses.

For indoor aerials, insulation is not so important for the aerial is not subject to rain and atmospheric conditions. Indoor aerials give selectivity and reduce static, particularly the loop aerial, and for that reason, they

are extensively used. The decrease in signal strength must of course be offset by radio frequency amplifiers.

It is well to remember also that some locations seem to be dead spots and no set will bring in distant stations when located in one of these places. This condition can only be determined by inquiring if others in the neighborhood have similar trouble.

—From "How to Locate Troubles in Your Radio Set." by Thos. W. Benson.

Government Plans Eradication of Conflicting Wave-Length Evil

New Wave Lengths Given Far-Apart Stations Will Eliminate "Cut-Ins"

When it comes to radio, the most unpleasant part to most people is interference. There are different kinds of interference, but we are going to take into consideration only one phase of it here.

This phase is the troublesome and unpleasant factor of two or more broadcasting stations being on or too near the same wave length. Oft-times when you get some station you would like to listen in on, some other impolite station comes in and though sometimes almost inaudible, it always serves to spoil the program you want to hear. The most unpleasant time is when the interfering station causes a whistling note or "beat" note as it is called by engineers.

The U. S. Government, even, considers this important enough to take a hand in remedying it. In fact they have already taken steps to eliminate this bad feature of radio.

To accomplish this the Government is issuing to each broadcasting station a new wave length. The new wave length is not being issued in meters but in kc. (kilocycles). The governing factor in issuing these new lengths is of course location. A different wave length could not be issued to each station because there are too many stations and the expense that would be incurred would be too enormous to even contemplate. Consequently, this is overcome by issuing the same wave length to two stations sufficiently far enough apart to avoid any interference on the part of each other.



Perfectly Fraternal

She stood upon the step above me,
Asking coyly, "Do you love me?"
(Anything wrong about that?)
"I've loved you long, I'll love you
ever,"
I answered, "I'll deceive you never!"
(Anything wrong about that?)

She placed her hands upon my shoulders,
Nestled closely while I told her—
(Anything wrong about that?)
Her curls went wandering, wayward
tresses,
They minded not my warm caresses—
(Anything wrong about that?)

The moonbeams lightly shimmered
o'er her,
Revealed her cheek—I stood before
her—
(Anything wrong about that?)
I caught her in my arms—and — kissed
her—
The darling girl—why, she's my sister,
(Anything wrong about that?)
—Macon Telegraph.

The Englishman Lost

An Irishman and an Englishman
were waiting for a train, and to pass
the time away the Irishman said, "I
will ask you a question, and if you
cannot answer my question you will
buy the tickets. Then you ask me a
question and if I cannot answer yours
I'll buy the tickets."

The Englishman agreed.
"Well," said the Irishman, "You see
those prairie dog's holes out there?
How do they dig those holes without
leaving any dirt around them?"
"I don't know," said the Englishman.
"That's your question—answer it
yourself."
"They begin at the bottom and dig
up," said the Irishman.
"How in the thunder do they get
to the bottom?" asked the Englishman.

"That's your question—answer it
yourself," said the Irishman.
The Englishman bought the tickets.

Casey's Remarks Unprintable!

An eastern supervisor received the
following note from one of his track
foremen:
—"I'm sending in the accident
report on Casey's foot when he
struck it with the spike maul.
Now, under 'REMARKS,' do you
want mine or do you want
Casey's?"

Pigs is Pigs!

Farmer Brown: "I've got a new pig
and I named him INK."
Neighbor: "What's the idea? Is he
black?"
Farmer Brown: "No, but he's al-
ways getting out of the pen and run-
ning all over!"—Colorado Dodo.

Thoughts!

"I have just been thinking
About what happened last night,
As I held you tightly in my arms
And our lips blended and you said
That you had never done a thing
Like that before.
And of course I believed you, but—
I cannot help wondering, from
Which of your ancestors you in-
herited
Such a helluva lot of experience!"
—Yellow Jacket.

Golf

Golf's a mighty funny game,
I never get it right.
You buy a ball for 90 cents
Then knock it out of sight.

You hunt around in weeds and thorns,
And find it in its den,
And take a club and try to knock
It out of sight again!
—Sun Dial.

High Lights and Shadows

"Mother, which dress shall I wear
to the party?"
"Which is the cleanest? I'll have
to see them."
"Well, look now, mother, 'cause I
want to know whether to wash for
a square neck or round one."
—College Comics.

Turned Around

"New car, Old Top?"
"No—old car, new top!"
—College Comics.

Two for Two?

"Set the alarm for two, please!"
"You and who else?"

A New Kind of Gin

Machinery Salesman: "I'd like to
interest you in this cotton gin—the
cotton gin, you remember, was one of
the world's greatest inventions."
Sappo: "Is that so? Well, you can
send me up a dozen bottles, I'll try
anything once."

**Yesterday!!!!—Is gone! Forget it!
Tomorrow!!!—Never comes—don't
worry!**

Today!!—IS HERE—Get Busy!!!

The best grease is elbow grease.

Late Again!

Scene: Parlor—9:00 P. M.—Dim
Lights.
He: "I'm going to kiss you when
that clock points to 15 after 9:00!"
She: "Huh! That clock is 15 min-
utes slow!"

Extra! Extra! Extra!

"May I print a kiss on your lips?" I
said,
And she nodded her sweet permis-
sion.
So we went to press, and I rather
guess
We printed a full edition.
"One edition is hardly enough," she
said with a charming pout.
So again on the press the form was
placed
And we got some "extras" out.

Try This on Your Sweetie!

"When will there only be 25 letters
in the alphabet?"
"I'm sure I don't know. When?"
"When 'U' and 'I' are one."
—Cougar's Paw.

You Can

"Chicken, sah," said the negro sage,
"is de usefulest animal dere is. You
cin eat 'em fo' dey is bo'n an' after
dey's dead."

"So Big!"

"Young man, can I get into the
park through this gate?"
"Guess so, lady, I just saw a load
of hay go through."

"Good Morning!"

There once was a driver named Morn-
ing,
Who refused to heed any warning.
He drove on the track,
Without looking back,
So they're mourning this morning for
Morning!
—Liberty.

Two Agreed on the Same Thing

An Irishman was sitting in a depot
smoking, when a woman came in and,
sitting down near him, said:
"Sir, if you were a gentleman, you
would not smoke here."
"Mum," replied the Irishman, "if
you wuz a lady you would sit farther
away."
Pretty soon the woman burst out
again: "If you were my husband I'd
give you poison."
"Well, mum," replied the Irishman
as he smoked away at his pipe, "if
you wuz me wife, I'd take it."
—Odd Fellow Hera'd.



Homemakers' Page



MISS LORETTO A. CONNOR, Editor

A May Day Eulogy

"HO! The merrie first of Maie,
Brings the daunce and blossoms gaie.
To make lyfe a holiday."

No wonder they call it Merrie England, for every month seems to bring its special fete days over there. They must celebrate at least ten holidays to our one and among their prettiest customs is that of keeping May Day.

The balmy winds, bright sunshine and glorious spring flowers make us all feel gay and kindly at this season so why not add this charming old world festival to our calendar of special celebrations. For most of us, life is so very practical—if not absolutely commonplace—that we need to go out of our way to vary the drab routine of the work-a-day world. We all need a little of the sentimental and romantic occasionally.

It seems to me that it would be an excellent plan for every homemaker to take the trouble to look up the history and customs connected with all special days and to introduce them wherever feasible. Children especially welcome all these innovations and they contribute much to their memories of happy childhood. Perhaps, too, it would help to solve some of the problems connected with rearing children in cities, if more of these customs were observed and the children given more of a share in the preparations for them.

Every country has records of the merry-making which took place to celebrate the spring's return. The most important features of the day in England were the sending of May baskets containing gifts of flowers, the winding of the maypole and the crowning of the Queen of May.

Shakespeare refers to a "Morris for May Day", that is, a dance or frolic around the pole with an accompaniment of gay music. The idea of the dance came originally from the Moors who carried swords. Over in England they substituted short flower-trimmed sticks and wore myriads of tiny bells around their knees and ankles, which jingled merrily in the dance. The girls were usually costumed as shepherdesses and milkmaids, with flower-trimmed hats and be-ribboned crooks and wands; the boys appeared as court jesters and merry men of the greenwood.

A Tribute

A few years ago somebody suggested that, since the world is so much richer and better a place because of mothers, one day of the year should be celebrated as theirs, and the world approving of mothers in general and having a very tender regard for some mothers in particular, caught at the idea and adopted it. The second Sunday in May is Mothers' Day, and the carnation has been chosen as her flower.

We have neither skill nor space to eulogize the mothers of the world, but we cannot refrain from quoting the beautiful paragraph which Calvin Coolidge included in his proclamation on Lincoln's Day:

"No star, no sign foretold his coming. About his cradle all was poor and mean save only the source of all great men—the love of a wonderful woman. When she faded away in his tender years, from her death-bed in humble poverty she dowered her son with greatness. There can be no proper observation of the birthday which forgets the mother."

Pearls

Pearls are the oldest of jewels and yet the newest. Down through the ages they have been the favored ornaments of Cleopatra, Marie Antoinette, Isabella of Spain, Mary Queen of Scots and countless others. Yet none of these "resplendent women who gild history's pages" was more enchanted by the soft, shimmering luster of her priceless pearls than are the women of today by the exquisite, if less expensive ones, the dealers are displaying.

The vogue for pearls was never greater than at present and there are such endless varieties of style and setting that each woman can easily find those best suited to her type. There are necklaces of dog-collar style, close "chokers" of uniform pearls, long strands of graduated stones, pendants, hoops and strands of seed pearls, as well as those fascinating multiple-strand necklaces. Then, too, the pearls are shown in various colors—white, cream, rose-tinted and black with a seductive moon-mist luster.

Perhaps one reason why pearls are so generally beloved is that they are so universally becoming. Every woman can "wear" pearls to advantage.

Shoulder Straps

If you are still having trouble with shoulder straps, especially with

sleeveless frocks, why not try what the French dressmakers are doing? Sew the center of a tiny piece of tape to the shoulder seam of your dress, finish the ends of the tape with a snap fastener, then hold the shoulder straps together and snap the tape around them. This holds them securely and they cannot possibly slip out of place.

Washing Blankets

If the following simple rules are followed, blankets can be washed with perfect success and satisfaction:

1. Do not use either hot or cold water, but water of lukewarm temperature.
2. Use a good soap, soap flakes or chips. Any standard, tested and approved make will be satisfactory.
3. Do not keep your blankets too long in a dirty suds. Better put them through twice.
4. Do not put colored blankets in with white ones, even though the colors are supposed to be fast. White blankets should be washed by themselves.
5. Give blankets a thorough rinsing, through two waters at least, and preferably in the machine if you have one.
6. Do not wring blankets too dry. They will pack down, mat, and look creased if you do.
7. Hang them evenly on the line, pull the edges straight, and change the position at least once while drying.
8. Do not let them hang long in the sun after they are dry.

Appearance Counts

In preparing meals, the housewife should not overlook the value of the daintiness of her dishes. For women who work in cafeterias state that they are surprised to find how much appearance counts with both men and women. The attractive-looking dishes are the ones most called for.

Chocolate Cake

Half cup butter, one cup sugar, two eggs, half cup milk, one and a half cups flour, one teaspoon baking powder, a pinch of salt, vanilla, two squares of melted chocolate.

Icing for cake—Two squares melted chocolate, butter size of walnut, about one-half package powdered sugar, milk enough to make of consistency to spread.