

"SUCKER-SOUR"

(Continued from Page 13)

striking at the very root of a disorder; and symptomatic treatments, which relieve the patient of the pain or distress caused by the symptoms of the disorder.

Must Use Symptomatic Method

The circus manager may prefer outright dismissal of his offending employes; for his show works only a part of the year and his people are more or less transient. But the railroad official cannot resort to point-blank dismissals in all cases. For in addition to the fact that he must carry on all the year, a constant changing of personnel may engender a state of instability. Also it constitutes an economic loss. The head of the railroad police department must in many cases resort to a symptomatic rather than to a radical method of treatment.

My first suggestion is that you be sure your employe understands what is expected of him. Do you, as the head of your department, practice and disseminate the gospel of courtesy? Have you talked with your assistants, both individually and collectively about this all-essential business of making and maintaining friendships? Do your lieutenants understand that you are going to insist upon their subordinate being courteous and tactful?

Appeal to the offending employe's loyalty. Show him that discourtesy is disloyalty, because it works against the best interest of the department, hence of the railroad.

Give your men as much variety in the form of changed assignments as conditions will permit. Keeping one man on the same job, month in and month out is bad for the man and bad for the job. When a man has been on a job so long as to be able to "do it with his eyes shut"—he generally goes to sleep.

Tone down the tendency toward the mysterious; otherwise your officer will be unapproachable. Every successful thief-taking detective knows that the first rule of his job is that he shall not act or dress like a detective—or after the manner of the popular conception of a detective. What was one of the most dependable laugh-producers the melodrama authors possessed? Why, the village constable playing detective. How did he act? Need we say that he acted mysteriously? He did it clumsily, no doubt, but the sable mantle of mystery with which he garbed himself was the mirth-provoking element. We are not advocating that our officer be loquacious or garrulous. He can be close-mouthed about his business and yet be an agreeable person. The fact that he is a police officer need not deter him from friendly comment on the state of the weather. He wishes to avoid being conspicuous; the best way to accomplish that is to talk and act like a normal, everyday kind of person.

Stress the importance of friendliness. Why is the confidence man

They Are Directors of the Texas Lines

C. B. DORCHESTER



R. A. CHAPMAN, Jr.

C. B. Dorchester was elected a director of the St. Louis-San Francisco & Texas Railway over twenty-five years ago, when the road was built into Sherman, Texas. He was one of the committee to secure the terminals, depot grounds and right-of-way through the city, and also materially aided in securing the right-of-way to the South Grayson county line, for the extension to Ft. Worth.

Mr. Dorchester was born in Osceola, Missouri, November 2, 1856, and has been associated with the Merchants & Planters National Bank of Sherman a little over fifty years. He is now its president.

He is interested in any movement which might bring glory to the Frisco.

successful? Because he makes himself agreeable to his victim. The most important part of the confidence game is the approach, for that is the foundation for all that follows.

Humanity is constantly, eagerly, hungrily seeking the elusive thing we call sympathy — friendliness. That some take advantage of this deep-seated hunger and thereby deceive and defraud does not alter the psychological fact one whit. The craving for sympathy persists in spite of colossal abuses.

The man who is so deeply engrossed in his affairs that he has not time to be human cannot get results in police work; for as long as one must deal with humankind he cannot afford to

Sherman, Texas, is also the home of another director of the St. Louis-San Francisco & Texas Lines—R. A. Chapman, Jr.

Mr. Chapman has been a director for a number of years. His knowledge of railroad work comes through experience dating back to the first train which arrived in Sherman over the H. & T. C. Railroad. "A boy friend and I rode the train ten miles to Denison. The train did not return, but we did—on foot."

He has contracted grade work with teams, laid ties and rail, cut timber, hauled railroad bridge timbers, loaded and unloaded cars and, so he says, has had some office experience.

He is now vice-president of the Chapman Milling Company.

get out of touch with humanity.

Human nature is our field. Criminal psychology is but psychology applied to criminals. Psychology merely treats of human behavior, and human behavior, be it perverse or otherwise, is peculiarly subject to understanding by one who can sympathize, one who has by studied effort established innumerable points of contact with the human stream.

No Limit

Baxter—Mussolini, they say, has been under a doctor's care for years.

Thaxter—Gosh! Just think what that guy might do, were he a healthy man!

RECORD MEET AT CLINTON

Twelve Hundred Attend Accident Prevention Session, Sunday, September 19.

THE largest accident prevention meeting of the month was held at Clinton, Mo., on Sunday, September 19, when 1,200 of the town-folk and Frisco employes gathered in the Clinton Opera House to view the accident prevention picture, shown there under the auspices of the accident prevention department at St. Louis. The picture was titled "Gambling With Death".

C. C. Mills and J. W. Morrill had been in and around Clinton since September 15, visiting the schools and as a result, the audience which met at 2:30 p. m., at the Clinton Opera House, included some 300 or 400 school children, to whom the picture was a great lesson in safety.

E. L. Magers, superintendent, of Springfield, Mo., acted as chairman of the meeting. He called upon A. W. Van Derford, president of the Clinton Chamber of Commerce, who made the address of welcome, offering the full and complete co-operation of the people of Clinton in a safety drive.

C. C. Mills, accident prevention agent, made the response, followed by Chas. Boye, M-K-T agent at Clinton, who emphasized the importance of safety in the operation of trains.

Arthur Lee, superintendent of Clinton schools made a short address in which he advised that the schools of that city were co-operating in every way with the Frisco in the interest of safety. It was through his efforts that so many of the children were in attendance at the afternoon meeting, where they received a vivid picture of the toll which carelessness exacts.

Miss Martha Moore, of the *Frisco Magazine*, made a short talk and entertained the audience for several minutes with an impersonation.

Z. B. Claypool, assistant director of accident prevention, St. Louis, Mo., directed his remarks to the children, telling them what "Old Man Habit" would do for them if they were careless.

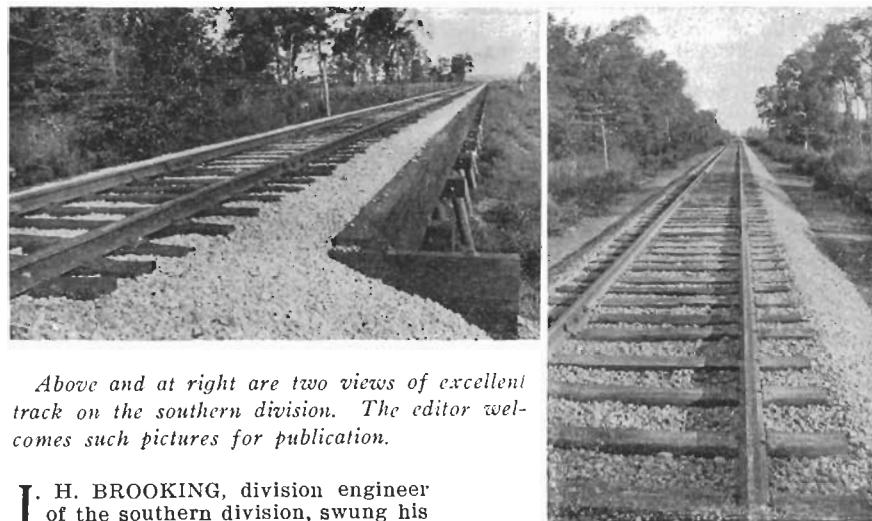
Tom Laney, conductor for the Frisco, also made an address, after which the picture was thrown on the screen.

At 4:00 p. m. a business meeting of the shop forces and Frisco employes of Clinton was called in the Elks' Club. E. L. Magers presided at the meeting and gave a concise report of the hazards reported in and around Clinton, and steps were taken to correct same.

Mr. Mills, in addition to supervising the programs at the two meetings, made an address at the Methodist Episcopal Church in the morning and at the Christian Church in the evening.

Two of the officials of the Springfield offices were present: T. B. Coppage, superintendent; J. M. Sills, divi-

Two Views of Southern Division Track Work



Above and at right are two views of excellent track on the southern division. The editor welcomes such pictures for publication.

J. H. BROOKING, division engineer of the southern division, swung his trusty camera into play late in the month of August and secured the above splendid views of new ballasting on his division. The picture at the right is of ballast deck bridge 385.9, just south of Tupelo, Miss. The bridge was recently completed at the cost of \$68,000, and is 1,760 feet long. It crosses both Mud and Town Creek drainage canals and was built by W. A. Chastain, pile driver foreman; and E. P. Marthalor, bridge foreman. A total of 768 sticks of piling, equaling 24,000 feet, and 363,000 board measure feet of treated timber went into the bridge. More than sixty cars of

sion engineer. W. L. Heath, general service agent, was also in attendance.

On September 9, O. L. Young, superintendent of terminals, acted as chairman of an accident prevention meeting at Birmingham, Ala. The meeting was called at 1:30 p. m., with twenty-five employees present. J. P. Resspass, inspector, bureau of explosives, Washington, D. C., addressed the men, pointing out the hazards of handling this commodity, and safety rules to follow. C. C. Mills and J. W. Morrill, accident prevention agents from St. Louis, attended.

On September 15, J. W. Surles, master mechanic at Sherman, Texas, called a meeting at that point, when thirty answered the roll call. Eight new items were brought up which had been investigated and on which Mr. Surles gave a report. Harry Harrison, accident prevention agent from the St. Louis office attended.

Other accident prevention meetings held during the month were as follows: Springfield, Mo., west shop, September 2; Springfield, Mo., west freight shop, September 2; office, superintendent of terminals, St. Louis, September 2; master mechanic's office, Springfield, Mo., September 7;

material were used. The right-hand view is of a stretch of track built to "southern division standard." The picture was taken at mile post 598, south of City Point, Miss. The ballasting was done with Birmingham slag and twelve miles of track were completed. M. O. Tucker, extra gang foreman, did the job under the supervision of Roadmaster J. A. Smith. The work on the twelve miles required 35,000 cubic yards of No. 3 screened Birmingham slag and the estimated cost of the entire job has been placed at \$99,365.00.

general foreman, car department, west Springfield, Mo., September 8; general foreman car department, north Springfield, Mo., September 8; southwestern division September 14; reclamation plant, south Springfield, Mo., September 7.

About 215 employes attended the meetings listed above.

REMARKABLE RAIL LAYING

J. H. Reed, northern division engineer, at Fort Scott, Kans., claims an exceptional record in laying rail during the month of August for the Kansas City Sub.

On August 25, extra gang No. 48, on that subdivision, laid a total of 244, thirty-nine foot rails, and 1 thirty-seven foot rail (all 100 pound) in a ten hour day.

This meant a total of 245 rails or 113.73 feet per man. In laying the rail, this gang used a total of 5,880 tie plates, 968 bolts, 11,760 spikes, 11,760 tie plugs and 980 anti-creepers. The work also included the removing of lighter weight rail, adzing of ties, placing tie plates, gauging and spiking.

This is a remarkable record and W. H. Bevans, superintendent is extremely proud of it.

A RIVER DIVISION RECORD

Moran's Men Apply 68,000 Cross Ties During July

THE river division claims a record breaking performance in the matter of applying tie renewals.

In the month of July 68,160 cross ties were applied. This record not only is the best one made on this division, but excels that made on any division on the Frisco Lines, for a thirty-day period.

A new system of accounting for cross tie renewals was made, effective on July 1, 1926, whereby the number of ties that could be used was not limited by the amount of the usual monthly maintenance allowance. The only limit was the number that could be applied by the regular maintenance of way forces along with their other work.

The river division foremen planned for this record-breaking performance, by advising all gangs to devote as much time as possible to tie renewals, without neglecting other work on the sections. Rigid instructions were issued also, that a finished job must be done in all cases, and that under no condition should ties be put in without being fully spiked, properly tamped, and the old ties disposed of.

Of the 68,160 ties applied, 7,436 were put in by extra gangs, leaving 60,724 ties put in by the 120 section gangs on the division, which amounted to 506 ties per gang. The average number of ties applied per mile of track was 72, which was 9 ties more than applied by the next nearest division, and 27 ties more than the average for the system for the month of July.

The greatest number of ties put in on any one section was on section 113, Lake City, Ark., by R. F. Randal's gang, where an even 1,000 ties were placed. Three of the roadmaster's districts on the river division put in a greater number of ties and a greater number per mile, than any other roadmaster's district on the system.

Some of the points making exceptional records, follow: John Holliman, foreman Blytheville, Arkansas, 952 ties applied; W. Davis, foreman Manila, Ark., 942 ties applied; A. Anderson, Pocahontas, Ark., 910 ties applied; E. E. Highfill, Biggers, Mo., 893 ties applied; S. Hudgens, Monette, Ark., 890 ties applied. Section gangs at Commerce, Mo., Keiser, Ark., Chanona, Mo., Naylor, Mo., Gibson, Mo., and Elsinore, Mo., deserve honorable mention, as their record ran between 400 and 900.

These records cover branch line sections with natural earth or cinder ballast. During the fore part of the month the ground was quite dry, and ballast had to be picked in the majority of cases, in getting ready for the ties.

In most cases the gangs consisted of only the foreman and two men,

AGENCY CHANGES FOR SEPTEMBER

The following is the record of changes in station agents for the month of September:

J. S. Campbell installed permanent agent, Pit, Mo., September 1.

T. A. Wyche installed permanent agent, Williford, Ark., September 2.

R. A. Maffett installed temporary agent, South Greenfield, Mo., effective September 2.

E. M. Estus installed permanent agent, Riverton, Kans., September 3.

Effective September 3, freight agency, Meramec Highlands, Mo., closed and ticket only agency established, Mrs. Della Snyder remaining as ticket agent.

W. V. McAdams installed temporary agent, Monette, Ark., September 4.

Effective September 4, Piatter, Okla., opened as a freight and ticket agency, J. R. Clark installed as agent.

L. E. Mobley installed as permanent agent, Netherlands, Mo., September 7.

J. L. Greenup installed as permanent agent, Scammon, Kans., September 8.

J. H. Robson installed temporary ticket agent, Holdenville, Okla., September 9.

P. Leavett installed permanent agent, Springfield, Mo., store house, September 4.

Spaulding, Okla., agency closed September 13.

John H. Hannegan installed permanent agent, Hopeton, Okla., September 14.

B. M. Richardson installed permanent agent, Kingston, Okla., September 10.

Aubrey Burnside installed permanent agent Eddy, Oklahoma, September 13.

F. M. Means installed temporary agent, Norwood, Mo., September 15.

F. E. Deberry installed temporary agent, Marston, Mo., September 17.

Victoria, Mississippi, closed as a freight agency, J. M. McKinley installed ticket agent, September 17.

D. L. Williamson installed temporary agent, Olden, Mo., September 18.

M. Owens, installed permanent agent, Bassett, Arkansas, September 20.

C. W. Horton installed agent, Nettleton, Mississippi, September 20.

and in some cases the foreman and four men.

The best record for ties inserted in ballasted track in chat ballast was made by section 11, St. Marys, Mo., H. E. Cissell, foreman, and the best record in slag ballast was made by section 8, Brickeys, Mo., Chas. Liken, foreman.

"We are mighty proud of our men on the river division," superintendent Moran said. "We want to thank them through the columns of our Magazine, and assure each and every man who worked to make this splendid record, that the roadmasters and division engineer and myself appreciate the excellent work which was done."

LARGE INSURANCE PAYMENTS

A total of \$27,480.15 was paid during August by the Metropolitan Life Insurance Company, holders of group insurance policies on Frisco Lines, to officers and employees insured in the company, and to their beneficiaries, G. L. Ball, superintendent of insurance, announced.

This sum is divided as follows: supervisory group insurance contract paid to insured and their beneficiaries, \$18,860.40; shop group paid \$6,463.71; clerk's group, \$2,156.04. The odd cents items are produced by reason of the fact that the above figures include payments to insured under provision of total and permanent disability which are figured differently, ranging from \$51.04 a month up to \$162.00. The shop group health and accident contract pays \$10.00 per week, but often only part of a week is paid, as for instance twenty-three days' loss of time due to accident or health would pay \$32.86.

HE'LL REMEMBER THE FRISCO

While A. P. Olinger, of LaFontaine, Kansas, was riding a Frisco train, en route to New Mexico, on August 9, he took off his vest and hung it in the smoking car after boarding the train at Fredonia, Kansas. Eighty-five miles further he missed the vest.

He wrote his troubles to E. E. Carter, assistant superintendent, of Neodesha, and Mr. Carter immediately wired all concerned to be on the lookout for the vest.

Engineer G. E. Martin, residing in Wichita, was going west on the local on the same day, and having the information of the lost vest, noticed it lying in the grass alongside the right-of-way. It had evidently been thrown out, but the reason cannot be accounted for, for when Mr. Martin picked it up, he found it contained a valuable Howard watch, an expensive chain and charm, a fountain pen, a comb and a notebook. Everything that was in the vest originally, was found intact.

The vest was expressed to Mr. Olinger's address at LaFontaine, Kans.

And then came Mr. Olinger's letter of appreciation, addressed to Mr. Carter, which reads, in part:

"—I had very little hope of ever recovering the vest as I realized if it fell into some hands, it would be a temptation to keep it, as there would be no way I could ever know of it.

"I want you to know I appreciate this more than I can tell, and it shows the Frisco has officers and employees that are on the job all the time; are honest and trying at all times to please and further the interest of its passengers."

"It is needless for me to say that when the opportunity arises I will not forget the Frisco and its 'boys.'"

EXCELLENT ROADBED



The above two photographs are of track on the second track division of the eastern division. In each case the section foreman and his gang have reason to be proud of the splendid condition which the pictures show the track to be in.

In the one photograph, W. E. Counts, roadmaster, is seen standing back of his motor car. The scene is on the Salem Branch.

The second photograph shows a perfect piece of track between Rolla and Newburg, Missouri, at Mile 116 plus seven poles.

FIRST ON MEMPHIS BRIDGE

During the time that the data on the Memphis Bridge was being prepared for the September number of the Frisco Magazine, the editorial staff searched in vain for one of the first engineers who ever pulled an engine across the bridge. He was not located.

After the story was printed, D. L. Forsythe, well-known road foreman of equipment, wrote the following note to the editor:

"I was at Memphis, Tenn., when this bridge was completed and about three months before it was finished. The main span was built from the piers, and the Arkansas side was about three inches higher than the Tennessee side, and I used K. C. M. & B. engine No. 29 for eleven days out on the Arkansas side with eight cars of rock, and the top chords wrapped with canvas and heated to make the connection, so, I call your attention to the fact that I was on the first engine that was ever on the Memphis bridge before it was completed."

Bridge and Building Gang on Eastern Division



Reading from left to right: B. Stolle, section foreman, Monett, Mo.; M. R. Johnson, foreman, Oliver Kinkade, Robert Meiser, Charley Wallace, Clifford Kinkade, George Feeler, Richard Brownington and Leslie Bloomfield, members of the gang.

THE bridge and building gang pictured above, claim Springfield, Mo., as headquarters, however, they keep up all repairs on the eastern division, Monett to St. Louis, and from Springfield to Kansas City. They have built all standard buildings, depots and section houses included in this territory for several years.

The photograph was taken while the gang was stationed at Monett, Mo., making extensive repairs to the freight platform.

M. R. Johnson, foreman of the gang, has been with the Frisco for thirty-six years. He began his service in the car yards at Springfield in 1889, where he worked for two years and

then went to the K. C. F. S. & M. as a carman. In 1893 he returned to the Frisco and the bridge and building department. He became a foreman in 1912. For twenty-eight years he has not missed a pay check—is a member of the Veteran's Association and has been, since its organization, and he is the second oldest bridge and building foreman in active service on the system. He is the father of Harry Johnston, of the freight and passenger accounting department, St. Louis, Mo.

The members of the gang have had a combined service of twenty-two years, eight months, averaging from two to eight years apiece.

September "Specials" Via Frisco Lines

Many special movements were handled over Frisco Lines during September, among them special cars of students entering school, and special excursion rates have increased the travel perceptibly.

On September 9, special handling was given on train No. 71, St. Louis to Windsor Springs, for the accommodation of students entering St. Joseph College at that point.

Another special train was handled September 12 from Chaffee to St. Louis, of eleven coaches to accommodate excursion crowd. The train left Chaffee at 1:30 a. m., September 12, and returned to Chaffee, leaving St. Louis at 9:30 p. m. same date.

A second special train which was crowded to capacity was handled on September 11, from Monett and intermediate points to St. Louis, including the Salem Branch.

On September 12, the Litz Amusement Company of some fifty odd people were handled from Gideon, Mo., to Senath, Mo.

The Veterans of Foreign Wars, enroute to a convention at El Paso, Texas, September 19-23 were handled St. Louis, Mo., to Ft. Worth, Texas, September 17.

The Oklahoma A. & M. College football team was handled from Pawnee, Oklahoma to St. Louis on trains 610-10 September 29 for delivery to the Illinois Central for continued movement.

An excursion train, leaving St. Louis at 11:30 p. m., September 18, and arriving Memphis 7:30 a. m. September 19, was heavily loaded. The train left Memphis at 11:00 p. m. September 19, arriving in St. Louis at 6:30 a. m. September 20.

MORE FUEL RECORDS

EASTERN DIVISION

W. A. Crawford, supervisor of fuel economy, reports the following for the eastern division:

Engineer Snyder, Fireman L. O. Mack, on train first 36, Springfield to Newburg, August 1. Engine 9; 73 cars in train, 2,943 tons, used 16 tons of coal, average of 91 pounds per 1,000 gross ton miles.

Engineer Blackledge, Fireman Fred Watson on train 36, Springfield to Newburg, August 9. Engine 60, 62 cars in train, 3,007 tons, used 16 tons of coal, average of 89 pounds per 1,000 gross ton miles.

Engineer Dooley, Fireman Clary on train 32, Springfield to Newburg, August 1. Engine 35, with 62 cars in train, 3,025 tons, used 17 tons of coal, average of 94 pounds per 1,000 gross ton miles.

SOUTHWESTERN DIVISION

Geo. L. Schneider, supervisor of fuel economy, reports the following for the southwestern division:

On August 5, Engineer Reno, Fireman Littlefield, in charge of engine 4159, made a remarkable run, both for coal and water, between Monett and Sapulpa, 157 miles.

This crew was called for advance 35's connection out of Monett at 5:30 p. m., departing on the call with 32 loads, 37 empties, 2,123 tons; arriving at Sapulpa at 12:05 a. m. with 30 minutes' delay on road, actual running time 6 hours, 5 minutes.

The first stop after leaving Peirce City was at Vinita, a run of 73 miles for water, going from Vinita to West Tulsa, 66 miles, before again taking water.

To expedite the movement of this important train, Engineer Reno and his fireman decided they could run the coal chute at Afton, which avoided being delayed about 40 minutes at that point for No. 10. No coal was taken on line of road, the 157 mile run being made, arriving at Sapulpa with about two tons coal left on tank.

The fuel performance was as follows: 332,311 gross ton miles, burned 16 tons of coal, or 96.3 pounds per 1,000 gross ton miles, which is about 40 pounds less than the average west-bound performance.

Engineer A. Wortman, Fireman H. Music, on train second 435, Afton to Sapulpa, August 12. Engine 4161, with 49 cars in the train, 2,155 to 2,466 tons handled, used 9 tons of coal, average of 90 pounds per 1,000 gross ton miles.

CENTRAL DIVISION

F. Reed, road foreman, furnishes performances of Engineers Hogan, Taylor and Davis on central division:

September 5, train 734, engine 714, Engineer Hogan, Fireman Stump, Hugo to Fort Smith, 144 miles, handled 168,000 gross tons, consumed 16,000 pounds of coal or 94 pounds per 1,000 gross ton miles.

August 10, train 703, engine 1407, Engineer Taylor, Fireman Burris, Ft. Smith to Paris, 169 miles, 10 cars in

A Letter on Fuel From an Engineer

THE following letter from Engineer D. H. Badgley, of the Birmingham subdivision, addressed to Mr. D. B. Reed, fuel inspector, at Birmingham, Ala., shows the interest being displayed in fuel economy by our employees:

"Referring to your request of a short time ago in regard to writing up something along the line of FUEL ECONOMY, I scarcely know where to begin. There are so many ways to save fuel: stationary plants, coal chutes, even to the stations along the line of road, that just a few shovels of coal saved each day would make several tons, as it only takes an average of 130 shovels of coal to make one ton. So we can see that if every man who handled coal on the Frisco would only save a shovel full each day, what an enormous amount it would make, as there are several thousand men handling coal daily.

"If every engineer and fireman would save one shovelful each mile for one year, they would save thousands of dollars and one could not see over the pile of coal if it were piled up along the track. Being an engineer, I, of course, notice the saving most on engines. Some engine crews

train Ft. Smith to Hugo; 6 cars in train Hugo to Paris; total of 1,590 passenger car miles, consumed 7 tons of coal or 8.8 pounds per passenger car mile.

August 11, train 703, engine 1401. Engineer Davis, Fireman Thomason, Ft. Smith to Paris, 169 miles, 10 cars in train Ft. Smith to Hugo, 6 cars in train Hugo to Paris, total 1,590 passenger car miles, consumed 6 tons of coal or 7.5 pounds per passenger car mile.

WESTERN DIVISION

Extra 1616 east, July 25, Conductor Jones, Engineer Benecke. Called Enid for 12:10 p. m., departed at 12:40 p. m. with 3,105 tons, which tonnage was handled to Pawnee, at which point they reduced to 1,856 tons and handled this tonnage to West Tulsa. They consumed on the trip 1,647 gallons of oil, handled 306,403 gross ton miles, or an average of 5.38 gallons per 1,000 gross ton miles. Total time on duty 7 hours 30 minutes, delayed at Enid 30 minutes, Pawnee 1 hour, West Tulsa 20 minutes.

NORTHERN DIVISION

On September 8, Engineer Conrad, Fireman Harry Beal, Conductor William Taylor, Head Brakeman Ben Phillips, Rear Brakeman Harry Waters, train No. 138, engine 4032.

Road Foreman T. B. Holland was on this train and reports they were handling 71 cars of oil, 3,484 tons. Had a bad storm, rained all the way, however, the rail was not bad.

Called at Afton for 7:00 p. m., arrived Ft. Scott 12:10 a. m., total delays on road 1 hour 50 minutes. Used 9 tons of coal, made 306,592 gross ton miles, or a performance of 59 pounds per 1,000 gross ton miles.

burn more coal than others, and there is a reason for it. Some crews are careless about their work and some engines are not in the best condition. caused by valves out, valve rings and cylinder packing blowing, front ends getting air, not enough ash pan draft and no brick arch in fire box, and some not superheated, air leaks in train line and around the different couplings in and around the cab, although they are small ones. Altogether they make large ones and keep the pump running faster than necessary. Leaks in the steam heat line use an excessive amount of steam as well as obstructing the view of train crews and passengers. Not giving engines enough oil, especially valve oil, works upon the coal as much as any other one cause, because it retards the power of the engine even so far as to cause the engine to stall on a hard pull when almost over the hill, causing a double which can scarcely be made with less than an additional ton of coal. A bad working stoker wastes coal. There is one simple thing which I have noticed lately that causes waste of steam, which, of course, means coal, and that is birds' nests in tank spouts. This litter gets into the tank when taking water, causing injectors to work badly and while trying to get them to work safety valves raise and waste steam, and coal, of course, so we are now flushing the tank spouts before turning the water into the tender, thereby saving coal. Of late we have been getting some coal at the Carbon Hill chute with very large lumps in it, some will hardly go through the opening at the bottom of the coal gate and the fireman has to beat and hammer it to get it broken up, causing same to go back in steam. If this coal was crushed at the mines when loaded it would save coal.

"I am unable to use technical terms and figures as some men do, but if what I have mentioned is carefully checked over and corrected, I am sure that a much better showing can be made on the southern division in the future than was made in the past, and what we all desire to do is the best we can at all times and thereby help to better the service on the Frisco Railroad and its fuel performance.

Fuel consumption is too high;
Run it down as much as possible.
It can be done.
Save a shovel of coal each mile.
Call attention of saving coal to all employees.
Overloading cars and tenders causes waste.

Save coal and oil.
You can do it.
Sure we can, if we try.
Today, tomorrow and
Every day, saving coal
Means money saved and that means better conditions on the
FRISCO SYSTEM."