

as indicated by the arrows, causing an instantaneous discharge of all steam into steam area as soon as generated.

Of course, this can be given only to new boilers in course of construction, and old ones going to shop for fire-box, but the additional weight is small, and expense almost nothing.

This keeps a fresh supply of fresh, cool water (of the boiler temperature) against all parts of the fire-box, preventing any accumulation of steam and allows the fresh water to absorb every

possible bit of heat delivered to sheet, and causes all parts to expand and contract equally, doing away with unequal strains and staybolt and other breakage.

In front, or flue section of the boiler-water, descends alongside of sheets and rises among flues.

I believe if this matter was taken up through THE FRISCO-MAN I feel assured, from past experiences, that it will prove more than a success. I shall be glad to do anything I can to furnish any desired information.

Twenty Thousand Tons of Coal.

The photograph herewith reproduced is of 20,000 tons of coal at Girard, Kan.

This coal is for the Northern Division, and is being loaded for distribution at the rate of about 600 tons a day.

On April the first along the lines of the Frisco there were about 238,000 tons of coal on the ground and in cars for the Frisco.

Distribution at some of the points is as follows: Thirteen thousand tons at Carl Junction,

13,000 tons at Baxter, 18,000 tons at Jenson, 4,000 tons at Fort Smith, and 5,000 tons at Francis.

Oil storage tanks to be used on the

Kansas Division are being erected at Monett, Neodesha, Beaumont, Wichita and Ellsworth. With the exception of Ellsworth, each of the tanks will have a capacity of 500 barrels, and engines are

now being overhauled to be equipped with oil-burners.

The oil to be used will have the sulphur eliminated, and for that reason will not burn out the fire-boxes as quickly as the oil which contains this element.

The management expects certain economy from the use of oil as fuel, even though the cost of changing the engines from coal to oil-burners is considerable.



Imposition on the Baby.

Mr. Bacon—"I was up to see the Smarts' baby to-day."

Mrs. Bacon—"Did they make him talk?"

"Yes."

"What did he say?"

"I couldn't understand. I think it's a great mistake for a mother to teach a child to talk when she has hairpins in her mouth."—*Youkers Statesman*.

Fruit and Stock Movement Arranged at Sapulpa.

Because of the illness of Superintendent Levy, J. H. Doggrell, Car Accountant, presided at the meeting of superintendents and other officials at Sapulpa, April 6th, held for the purpose of arranging the spring stock and fruit movement.

The meeting was called to order at the St. James Hotel at 9:00 a. m., and was attended by General Superintendent J. E. Hutchison, his chief clerk, C. O. Yoakum; chief clerk to General Superintendent Tyler, C. F. Hopkins; all of the superintendents and trainmasters, Dairy Freight Agent Redfearn, Livestock Agents De Lozier and Thompson; the late J. E. Leith, Freight Claim Agent; the late J. L. Reinach, Commercial Agent at Fort Smith; H. M. Steele, representing the Armour Car Lines; Car Distributer L. R. Hoff, Red Ball Chief Clerk G. E. Whitelam, Assistant General Freight Agent O. M. Conley, and Agent P. W. Furry, of Van Buren.

The meeting was for the purpose of devising plans for the prompt handling of the spring stock movements and the fruit movements, and General Superintendent Hutchison addressed the meeting on these subjects, and different matters in connection therewith were thoroughly discussed and ironed out for the best plans of handling, and as a result of this meeting it is the general opinion that there never has been a movement of stock handled so satisfactorily as the recent handling of the spring stock from Texas to Oklahoma points.

It was also arranged to notify stockshippers when to load their cattle, so that the Transportation Department could arrange to put them into either the Kansas City or St. Louis market at

the time the shipper figured he wanted to make such market. This plan is going to be of mutual benefit, both to the shippers and the railroad, and it was heartily approved by the Traffic and Livestock Departments.

Schedule was arranged for the movement of strawberries, which are now moving from the Arkansas fields. Heretofore it was customary to start the strawberry trains from the initial point late in the evening, but on account of our connections at Kansas City it is necessary that they reach that point by 3:00 o'clock p. m., so it was decided that the leaving time of the first berry train would be from Van Buren at 9:30 p. m.; and with this schedule we should be able to handle the entire berry crop without any complaint, and as the indications are that we are going to have a very large crop of berries, it is therefore necessary that good time should be made on them to prevent complaints and claims from the shippers.

After the above discussions, which consumed the entire forenoon, the meeting adjourned for lunch. After lunch the officials were the guests of the Sapulpa Commercial Club for a trolley ride, afterwards a carriage ride about the city and to the home of Captain Dingman, where refreshments were served. Afterwards Superintendent Clark took the officials to the Keifer oil field.

On their return to Sapulpa, at 5:00 p. m., the meeting was again called to order, when general transportation matters concerning every division and district was gone over with each representative. This meeting lasted until 7:00 p. m.

Guess Where It Is.

Those who located the "Guess Where It Is" in the April issue were: Tom West, sectionman, Ravenden, Ark.; Stanley Horak, bridge foreman, Willow Springs, Mo.; Emmett Tribble, caller, Thayer, Mo.

Many replies were received last month locating Bridge No. 3425 over Warm Fork.

The photograph given this month is another bridge, which, perhaps, is not so familiar to many employes as the one given in the last issue. It is possible, in connection with this photograph, some of those who locate it may know an interesting anecdote regarding the construction of this bridge, or a bit of history concerning it which may be of interest.

THE FRISCO-MAN:

THAYER, MO., April 20, '08.

Although I am not an employe of the Frisco, but am an engineer's wife and a reader of THE FRISCO-MAN, I take the liberty to write and tell you where the bridge is located you have pictured in this month's journal. It is at Mammoth Spring, Ark., and the number on the board is 3425. Respectfully,

MRS. ROBERT HALL, Thayer, Mo.

THE FRISCO-MAN will be glad to use matter of this kind, and believes it will serve to make the department more interesting.

Frequently some one who is familiar

with the spot given can recall an incident or unusual condition necessitating work of extraordinary character.

Anything along these lines will be available for the magazine, and will be published in connection with the "Guess Where It Is" in the next issue.



There Are Others.

The following is from W. Henry, assistant master mechanic, Memphis, Tenn.:

Note in THE FRISCO-MAN last issue the mileage and performance of engine No. 162, on the Western Division.

Beg to advise the Southeastern and Ozark Divisions have engines running out of Memphis that show up much better mileage, but not operated quite so light on oil.

One of the engines on the Southeastern Division, running between Memphis and Aber-

deen, Miss., makes 254 miles every day, or 8,520 miles per month of thirty days, never misses a trip, and handles from four to six cars.

Engine No. 1,104, between Memphis and Amory, on train 205-206, makes 256 miles per day. We have two engines on Memphis District making 284 miles every day on heavy passenger trains. However, this is not the best practice for keeping up power and avoiding failures. Two engines each way, Memphis and Birmingham, making 251 miles per day.

Section Job Tempted the Cook.

Shortly after the completion of the Cotton Belt through to Jonesboro, Ark., the hotel keeper there called upon President Paramore and asked him to have some of the passenger trains stop at Jonesboro for meals. As an inducement he stated that there was a first-class

cook then in Jonesboro, who had formerly been the chief cook at the Fifth Avenue Hotel, in New York, and that he could secure his service, but must do so within the next two or three days, or the cook was going to work on a section.

System of Tracing Car-Load Shipments on the Frisco.

G. E. WHITELAM.

An efficient tracing department is a much-needed department on every railroad. Efficient tracing as a business-getter and holder of competitive business is as essential as personal solicitation or good service. This assertion, I believe, will be approved by traffic officials in general.

In the first place, we must secure the business (competitive), hence personal solicitation; second, we must be in a position to give equally as good service as our competitors; and third, we must be in a position to advise shippers or consignees the whereabouts of their shipments promptly, and the probable time of arrival at destination or delivery to connecting line. Does it not follow, therefore, that if shippers and consignees who can get quick and reliable information in answer to their tracers, and know that their shipments are being closely followed, and that they will receive prompt advice of arrival or delivery to a connecting line, are apt to favor the line that is in a position to accomplish this rather than a line which pays but little attention to the tracing feature?

To be effective, tracing must be handled in a systematic manner. The closest co-operation of our large army of employes must be had. Every one assigned to the handling of reports in connection with our Car Accountant's records and our red and green ball records must realize the great importance of all the reports, and render them strictly in line with instructions in order that they may be brought to the highest standard of efficiency.

One may ask, "Why lay so much

stress on these records? How do they affect the tracing department?" The answer is apparent. These records are the foundation of our tracing department; from them we secure records on every tracer received; and if they are up-to-date, as they should be, and record every movement cars make, does it not result that our tracing is much more effective and less burdensome on division and terminal offices, which would be compelled to locate the cars for us? Without up-to-date records the efficiency of our tracing department is lessened. Does it not appeal to you that up-to-date records are, therefore, very essential? Not only for the sole benefit of the tracing department, but for the reason that we must keep a line on our equipment, also in figuring our per diem, and the rendering of a multitude of reports.

We, therefore, ask that conductors turn in their wheel reports promptly and accurately; agents render interchange reports without delay, and agents, clerks and others assigned to the compiling of red ball reports render them in line with instructions; or, in other words, compile and transmit them by wire within one hour after the arrival or departure of trains.

Necessarily there must be a head to the tracing department. The Frisco management has designated that the office of Superintendent of Transportation handle all tracers; therefore, all information required with reference to the movement of car-load freight should be addressed to that office. We are equipped to handle tracers more expeditiously and give better information

than any other department. We specialize on it, and time is lost if tracers are placed with other departments, as they must necessarily refer them to us for handling.

There are two kinds of tracers. One we term necessary or legitimate, and the other we term unnecessary. By the former we mean a tracer which is placed with us only after a sufficient time has elapsed for car or cars to have reached destination, and with positive advice of non-arrival. This class of tracer is welcome. By the latter, we mean a tracer which is placed the same date as car is billed, or a day or two later, the party placing tracer not waiting a sufficient length of time for car to have reached destination with the usual diligence. This class of tracer is unwelcome. They increase our work and lessen the efficiency of our tracing department.

To illustrate what a burden unnecessary tracing amounts to: We handle approximately 2,500 files per month, each file representing from one to fifty cars. If 25 per cent of them are unnecessary—and this is about the percentage—it would mean a reduction of 625 files; therefore, we would have 25 per cent more time to put in on the handling of legitimate tracers, resulting in improved service.

Tracers should not be placed until sufficient time has elapsed for shipments to have reached destination, and positive information of non-arrival. If we can bring about such a condition, and we are endeavoring to do so, is it not apparent that we can give better service on the tracers which are necessary, and should not all concerned help us out by not placing unnecessary tracers?

Do tracers accelerate the movement of freight? They should. Why? Principally for the reason that a tracer should not be started until car has had

time to reach destination, and, therefore, it is urgent that we get car to destination as quickly as possible. Tracer freight should be given the best movement possible from the time tracer is received, and this office advised promptly of arrival. Oftentimes the getting of a car to destination at a certain time, even after the car has been badly delayed, will prevent a claim being filed to cover loss sustained on account of poor service. Prompt and courteous replies to communications which condemn bitterly our service, and thereafter prompt advices as the cars move, also help considerably in preventing the much-dreaded claim.

A word to the traffic representatives concerning the tracing of red and green ball freight: Our daily manifest is rendered entirely for their benefit, and shows all cars of red and green ball freight forwarded, arriving and on hand at various terminals. This report should in every case be consulted before requesting information on this class of freight. It is a common occurrence to receive requests regarding red and green ball freight which are unnecessary, as our daily manifest report reflected the desired information.

Another practice which should be discouraged as much as consistent, is the tracing of shipments destined to points beyond our rails. It may be necessary in some cases, but as a general proposition shippers should be discouraged and educated to take up direct with the line which will make final delivery. It is quite a burden on our office, as it requires an average of five or six requests before we get the information which has been requested, and sometimes we are unable to secure it at all, as our requests are entirely ignored. Requests from shippers would be treated with more courtesy and prompter replies, and more reliable information.