

# Frisco Men Tell How to Save Fuel

## Being Excerpts From Papers Submitted in Fuel Contest

Supervised by  
ROBERT COLLETT

1. W. A. KENDALL, Fireman, Ft. Smith, Ark.:

Have pamphlet printed by some good authority on combustion as applied in locomotive practice and given to each fireman for their information.

Have a special speaker at each fuel meeting to give a talk on fuel economy and kindred subjects.

Firemen should watch water and maintain proper level. Fire engine light and more often, as heavy firing is a loss of fuel, also swing door between scoops. Don't shake grates too often. Keep decks clean. Use the coal as if it were your own.

Engineer should keep reverse lever hooked up as high as possible.

Engineer should report all defects. Believe engine when in back shop should be examined and see if ash pans are arranged to get all air possible.

2. JOHN STROUD, Engineer, Sapulpa, Okla.:

Honesty and efficiency between all employes will reflect the greatest immediate fuel saving. A service honestly and efficiently performed will make for a successful performance. Fuel economy, freight claim prevention, fire prevention and safety first go hand in hand. Realize the difference between waste and thrift.

3. P. W. GOOCH, Engineer, Monett, Missouri:

A proper functioning locomotive is the first and greatest item in fuel economy, the proper handling next, and proper grade of fuel and lubricating oil the third item.

Engine crews should keep train rolling, when possible, in approaching sidings and avoid full stops as much as possible. Mechanical Department can aid greatly by keeping piston travel on air brakes properly regulated.

Dispatchers can aid by outlining to engineers at beginning of trip, as much as possible, work to be done. Yardmasters can help by lining up switches in and out of yards to avoid stops.

Engineers should report fully all work needed to be done on engine, also discuss with brakemen and conductors work to be done on trips to avoid all unnecessary movements.

4. OTIS EMBRY, Engineer, Francis, Okla.:

Fireman should inspect engine for defects before leaving; inspect fire and water level and see that everything is in good shape. Excessive use of blower can be avoided by good firing. Fire should be maintained at sufficient thickness to hold together and avoid falling into pan. Properly prepared coal is a great advantage in maintaining a level,

clean fire. Excessive grate shaking should be avoided. Fireman should know engineer's method of running the engine and be in a position to know the engineer's next move and be prepared for it.

5. G. R. BERGER, Engineer, Rolla Subdivision:

All firemen should be employed by a competent officer who could give new employes valuable information and verbal instructions.

New firemen should be given a book of instructions on combustion and familiarize themselves with the contents and pass examination at the end of four months.

6. HARRY MARTIN, Fuel Performance Clerk, Thayer, Mo.:

Meetings should be held regularly, each person present be given the privilege of stating conditions which might improve. Each employe should make it a personal matter to save as much fuel as possible. Use the Frisco Magazine to give publicity to conservation of fuel. If each employe will endeavor to ascertain just where he can save fuel, much will be accomplished.

7. J. W. RUGGLES, Engineer, Monett, Mo.:

See that cars are not overloaded at the mines so that coal will not be lost in transit. Wings on side of shovel sheet will save fuel from being lost. In building fires, see that as little coal as possible is allowed to get through to the ash pan. After being fired up, watchman should see that engine is kept from popping. After engine is coupled to train, fireman and engineer must co-operate to save fuel. See that no brakes are dragging in train. Blower used too much wastes fuel. Dispatchers can save fuel by figuring close meeting points and giving heavy trains right to the main line.

8. VICTOR HUDDLESTON, Engineer, Thayer, Mo.:

Engineers and firemen, and all employes and officers must co-operate to save fuel. Fire should be knocked as soon as possible after arrival of the engine. Engines should not be fired up too far in advance. Fire builder should not heat the engine to full boiler pressure, but only have sufficient steam to get the engine out of the roundhouse and across the table.

Drafting the engine should be watched and as large a nozzle as possible used. Engineer should work his engine in the nearest cut-off at which he is able to maintain schedule.

Engine should run as far as possible for water and engineer should co-operate with dispatcher by letting him know when he will be ready to move.

There should be careful inspection of trains at terminals and on the road by trainmen.

9. R. B. ROWLAND, 920 W. Oklahoma Ave., Enid, Okla.:

"Competitive Conservation System" should result in saving fuel, although it has never been adopted by any railroad and will have to be experimented with and improved upon. Engineer, master mechanic, engineer and fireman should be rated, after the system is worked out, upon a percentage basis and each must attain a certain average of efficiency if they are to remain in the service. The result of this system is competitive, as each and every man would try to equal the record for efficiency.

10. S. BRANSTETTER, Fireman, Kansas City.

Locomotives should be placed on pit and fire knocked upon arrival. No one should have authority to place coal in fire box after locomotive arrives on pit track or tie-up point. Have two foremen at roundhouse. See that reports are correct. Also have a general overseer to go from place to place to check roundhouses. Keep the same kind of coal at the same place.

12. J. H. MUSE, Car Inspector, Dublin, Texas:

Bad order cars loaded with fuel cause considerable waste and should not be loaded. Unloading of tank and coal cars should be given close attention. See that all fuel is removed. Car inspector can save considerable fuel by seeing that all doors of box cars are closed. Engine watchmen can save fuel if they will close damper and cover smokestack. Engineer and fireman should pull together with the support of the train crews to avoid unnecessary moves, which will save considerable fuel.

13. EDWARD C. HEARD, Maintenance Clerk, Chaffee, Mo.:

The closing of empty car doors at blind sidings by section forces, and at stations by station forces will not only save fuel, but also detect doors that are inoperative.

Locals should bunch all originating loads on through freight territory at water tanks or designated places so that through freights can pick up while taking water and thus reduce amount of stops. Through freights should set out loads at these points for locals.

The same grade of coal should be furnished entire division and en-

gines drafted uniformly to secure best results.

Engineer should be requested to make notation at end of each run how engine is steaming.

Pamphlet should be prepared for distribution to enginemen and firemen, describing different reasons for steam failure, so they could correct the condition if possible. Also proper method of firing and how to avoid heavy fires and waste of fuel.

14. IRL FLESHMAN, Fireman, Neodesha, Kans.:

Co-operation of engineer and fireman and conductor is the greatest chance to save fuel. Conductor giving engineer and fireman brief line-up of work he expects to do will save fuel.

Brakemen can save by doing the switching with the least number of moves of the engine. Should also look the train over at stops for bad order equipment and thus prevent stops between stations.

15. R. S. WATTS, Passenger Inspector, Joplin, Mo.:

Watch that brakes release properly on all cars. If wheels are extremely hot this is indication of stuck brakes.

16. Chas. Shryock, Section Foreman, Galena, Kans.:

Fuel around coal chutes and Brown hoists and other coaling stations should be kept cleaned up and put where it can be used. See that none of it gets into the cinder pit and cinder cars. Tanks should not be heaped up so that coal will shake off along the right of way.

17. JAS. GREY, Section Foreman, Hulbert, Okla.:

"Co-operation" is the best method of saving fuel. Conductor should notify the engine crews what work is to be done. Engineer should let fireman know when he is going to shut engine off at grades. Pump water into the boiler as slowly as possible to still maintain proper water level.

18. JESSE C. KNOWLES, Track Foreman, Fontana, Kansas:

Considerable coal is lost in cinder pits which should be saved. Engine should be kept in good condition at all times. Too heavy fires should not be used in firing up engines, as well as proper firing should be maintained on the road for saving fuel.

19. C. E. RAMMING, Engineer, Clinton, Mo.:

Engineer and fireman should know and understand each other. Fireman should know what is going on and the work that is to be done while on the road so he can fire accordingly. Engineer should work engine the same at all times as near as possible so that fireman can understand his ways and know better how to fire.

20. H. R. DAVIS, Engineer, River Division, Chaffee, Mo.:

Regular engines should be assigned all divisions. "Erratic" schedules should be avoided as much as possible. Do not stop drags to pick

up or set out when avoidable. Local crews should bunch loads. Avoid overloading one train and running another light. Maintain double passing tracks about seven miles apart and keep clear to avoid sawing heavy trains and stopping fast ones. Keep the coal houses locked. Engineer should advise fireman of moves he is to make. Keep engines in first-class condition and see that trains are made up properly. Keep slow orders to a minimum. Avoid overloading tenders which will lose coal out of gangway and along right of way. Build fires carefully. Keep grates working properly and loosen them before fire gets too heavy. Only move grates when necessary. Conductors direct work towards saving switching. Brakemen should be alert in protecting hot boxes, bad orders and leaky trainline. Do not build fires too early. Watch cinder pit waste. Foremen should watch steam leaks around stationary lines, blow lines and ground lines. Car men carefully inspect boxes. Switchmen make up trains properly and save unnecessary switching. Roadmasters watch track conditions and save slowing down heavy trains. Operators and tower men be prompt. Bridge foremen and section men pass trains with least possible delay.

21. REUBEN G. MARTIN, Fireman, Oklahoma City, Okla.:

Have division officials ride freight trains more often and be able to lecture on equipment, such as K triple valves, the use and abuse of the airbrake, the pyrometer test with respect to throttle positions on super-heated locomotives. Combustion and how attained, etc. Equip all piston valve engines with some automatic mechanical means of caring for themselves while being drifted.

Need more passing tracks and certain yards are inadequate for business done. Test engines with more openings on side of pan for smoother fire. Have stock loaded before scheduled arrival of trains where possible.

22. B. W. CUMMINGS, Yard Engineer, Kansas City, Mo.:

Co-operation between enginemen and trainmen at all times. See that locomotives are kept in perfect condition, if possible. More important repairs, such as setting valves and maintaining valve motion being looked after first. See that as little scale as possible is allowed to remain in the boilers.

24. E. R. ADAMS, Engineer, Enid, Oklahoma:

Co-operation between staff officials and men very important. Have both attend fuel meetings. Get the men higher up interested in fuel economy. Men are quick to appreciate and respond to an enthusiastic attitude on the part of their supervisory officer. Co-operation is necessary at all times between all em-

ployes in order to obtain fuel economy.

Mechanical Department has opportunity to stop some of the largest fuel losses by keeping locomotives in best possible condition. Transportation Department, when ordering locomotives, should avoid all terminal delays and delays on sidings. Conductors should interview engine crews on work to be done on line. Car inspector should see all empty car doors are closed, and all air leaks stopped. Operators should see signals and train orders handled promptly. Roadmasters, section foremen and bridge foremen eliminate as far as possible slow orders; see that they are lifted promptly and dispatcher notified. Agents should see cars properly loaded and assembled in station order.

25. JOHN T. ROWDON, Fireman, Thayer, Mo.:

See that engine tanks are not overloaded and see that flues are kept open and in good condition. See no air leaks in train line. Report all defects upon arrival at terminal. Take a full tank of coal where coal is hauled the shortest distance. When handling a long train, wait until brakes are pumped off before trying to start train.

26. W. L. SPANGLER, Engineer, Thayer, Mo.:

The worker that is able to think as he works is the success of today.

27. A. M. BOX, Fireman, Thayer, Missouri:

Engineer and fireman must have co-operation of everyone to save fuel. Engineer should work engine with light throttle and short cut-off as possible. Small egg coal should be most economical size to use. Keep leads to roundhouse clear.

28. G. C. HAMMOND, Fireman, Ft. Scott, Kans.:

Have a course of conservative training for men using fuel so that they would know how to get the best results. This should apply to the stationary plant as well as to the locomotive fireman. Heavy trains should have the right of way at the foot of heavy grades.

29. H. E. RUST, Agent, Afton, Okla.:

Good performance should be noticed and appreciated as well as bad ones. Should offer three grand prizes for the entire system as follows: one for traveling engineer, one for engineer and one for fireman making best system showing in fuel conservation. Also two prizes on each division—one for engineer and one for fireman making best showing on each division.

31. H. J. DAVIDSON, Engineer, Springfield, Mo.:

Method of firing, running engine, and handling train is a great factor in fuel economy. Engineer and fireman should all work together. Fire should be kept as light as possible to keep proper amount

of steam. Engines should be kept in as perfect condition as possible mechanically. Valves should be kept squared, cylinder packing and valve rings tight and should have proper lubrication at all times. Avoid overloading of engine tanks. Bad meeting points, unnecessary leaks in train lines or in steam heat lines should be avoided.

32. WM. HUTCHISON, Fireman, Chaffee, Mo.:

Carelessness and lack of interest causes the greatest fuel waste. Engineers and firemen must work together at all times in order to save fuel. Sand should be kept clean and dry and sand box properly inspected and kept tight. Also leakage of water, air or steam should be watched. Engines should be kept in good condition at all times. Tanks should not be overloaded. SAVE the lumps.

33. JOHN G. BUSHNO, Engineer, Thayer, Mo.:

The first step in saving fuel is to get everybody interested. All should practice accuracy as all mistakes on a railroad lead to a waste of fuel. An accurate, speedy employe is a fuel saver.

Terminal delays waste fuel. Pumps on engines should be of sufficient capacity so that it is not necessary to overwork them. Air doors on engines are fuel savers. Some passing tracks are too short and should be lengthened.

34. G. T. ALLISON, Engineer, Lindenwood, Mo.:

There should be co-operation between members of the train crews at all times to avoid allowing fire to get too low or crowd too much. Pump boiler as light as possible to insure proper amount of water. Avoid engine popping. Work at as short a cut-off as possible. See that engine is properly lubricated and that there are no air leaks around the front end or leaks in fire box, flues or superheater units. See that sufficient amount of air opening is between ash pan and mud ring. Shake grates enough to give fire proper air, but not enough to cause clinkers. Work blower as light or as little as possible. See that tanks are not overloaded. Avoid delays as much as possible.

35. E. W. KEATLEY, Engineer, Sulphur, Okla.:

Wasting a little fuel here and a little fuel there added together means a great loss or can mean a neat saving. Bad water is one of the greatest causes of fuel loss. Faulty track, stops and slow-downs eat up fuel. The conscientious, careful man is the greatest factor in saving fuel.

36. JAMES W. EIB, Fireman, Clinton Sub.:

Avoid firing engines up longer than two hours in advance of leaving time. Avoid overloading tenders with coal. Engineers, maintain reverse lever at minimum cut-off. Firemen should maintain as light a fire as possible by firing light and often. Trainmen should see that

car doors are closed to reduce wind resistance. Trains should be looked over frequently to see that no brakes are sticking and that air leaks are as small as possible. Conductors should figure out work in advance and figure to do all switching with the smallest number of moves and handling with as few cars as possible. Dispatchers should give train crews line-up as to what there is to do so that both train and enginemen will know just what moves are to be made on arrival at station. Care should be used in breaking in student firemen. Engines should be kept in as nearly perfect condition as possible.

37. A. A. McCLELLAN, Engineer, Eastern Division:

Avoid unnecessary stopping of trains. A complete survey should be made of the electrical block signal locations, with a view of relocating them if investigation shows this would give better results such as avoiding slowing up on hills, etc. Change Rule 15 to provide that in electric block signal territory, upon striking one torpedo and no flagman in sight, reduce speed and move under control instead of coming to a full stop.

Change Rule 27 and when semaphore or block light is not burning at night, reduce speed until entire train is by the signal and be governed by the position of the arm.

Install rail washers on all engines in hill territory.

Put a plain, 1-in. globe valve and steam pipe to steam chest to serve as drifting valve on engines not already equipped.

38. EARL D. MEAD, Fireman, Eastern Division:

At the roundhouse, at completion of a trip, fill the tenders before the engine goes into the house, which would give the fire builder lump coal with which to bed the grates in building fire to eliminate coal falling through.

In the terminal, trains should be made up so they can move on call. Avoid engines making extra moves to keep out of the way of switch engine. Car men should know that all brakes will release before permitting train to leave terminal.

On line, in making meeting points or putting trains on time orders, do not stop both trains. Short loads should be handled in one train and trains made up in station order.

Train crew should have their work figured out in advance to avoid all lost motion at that station. Firemen should build fire to proper depth before leaving terminal and then only give it sufficient coal to maintain necessary steam pressure. Student firemen should receive ample instructions by working with experienced crew a sufficient length of time.

39. AMMON V. BROWN, Sherman, Texas.

There must be complete co-operation between the engineer, fireman and trainmen, and fireman should

carry a light fire. Feed water should be supplied to the boiler as regularly as possible at all times. Dispatcher should keep through trains moving without delays for orders. Cars to be set out or picked up should be placed first out to avoid switching. Engines should have plenty of sand and lubricating oil. Firemen should watch engineer and fire according to his movements.

40. R. B. SPENCE, Engineer, Oklahoma City.

Place a device in the smoke box whereby the heat could be used to heat the feed water before entering the boiler. See that plenty of air is admitted through the ash pan to give perfect combustion. The feeding of coal to the fire box should be uniform at all times.

41. F. M. GALLOWAY, Engineer, Neodesha, Kansas:

There should be perfect co-operation between the engineer, fireman and roundhouse forces. Super-heater units should be tested once each week for leaks, water treatment should be used wherever necessary. Good books on fuel combustion are a great benefit to all employes having to do with fuel consumption.

42. C. W. MANTEL, Locomotive Fireman, Chaffee, Mo.:

Employes should think of the enormous amount of money paid for fuel by railroads and be interested in saving every pound or gallon possible. Every employe in the service should be interested in fuel saving. There should be loyalty to the company at all times by all of its employes as this will benefit each and every one of us. Perform the duties assigned to you to the best of your ability and make yourself believe that the railroad cannot run without your services. Keep the best interests of the company at heart at all times.

43. A. W. Liffie, Engineer, North Clinton, Mo.:

There should be co-operation between the heads of departments, also enginemen and trainmen at all times. Engines should be kept in as perfect condition as possible and tanks not overloaded.

Engines should not be fired up too long in advance of being used. Enginemen should be advised of work to be done and track conditions to be encountered. Run water tanks where it is hard to start train and take water where you can get your trains under way again easily.

Car and air brake men should see that air brake equipment is in order so that there will be no brakes sticking. Consistent firing with few shovels of coal at a time should be practiced and avoid banking of fires which causes clinkering. Long delays to movement of trains should be avoided as much as possible.

44. L. A. WYATT, Fireman, Thayer, Missouri:

Supervisors of fuel economy, or men in like position, should ride and actually fire the engines enough so that they can tell from actual ex-

perience what each engine would do under all conditions and what changes might be suggested in order to get the utmost from fuel used. Offer criticisms to the Fuel Purchasing Department as to the quality of the fuel used and adaptability of different grades on different classes of engines.

Should endeavor to keep fuel of uniform quality at all times. New firemen should be instructed thoroughly in the science of combustion.

45. HORTON SMITH, Fireman, Francis, Okla.:

Saving fuel concerns everyone from the call boy to the superintendents. The fireman alone can save much fuel, but with the co-operation of everyone, can save much more. Engines should be kept in first-class condition and when found burning too much coal, everyone concerned should get behind the matter and locate the trouble as soon as possible and bring it up to standard.

Engine should not be called until it is ascertained that the train is ready.

Cars should be thoroughly inspected so as to eliminate hot boxes or bad brake equipment.

Bridge and section foremen should keep slow orders to a minimum to avoid stopping trains as much as possible. Where necessary to stop or slow up train for instructions, the flag man should stop them in a place where it will be easy to start.

Switch lights should be kept in first-class condition and be kept burning.

Dispatcher should know the track thoroughly and should, at meeting points, consider the grade as to who to put in the siding. Lots of fuel can be saved in this way alone.

Teamwork should be practiced at all times which will save a great amount of fuel.

46. F. SCHAAF, Stationary Engineer, St. Louis, Mo.:

We should all be on watch for unnecessary waste of steam and water which all means fuel waste. See that boilers are properly washed and cleaned and all air leaks are closed; that brick work is kept in good condition. Regulate the injector to hold the water at a certain level as near as possible.

47. E. H. BAXTER, Engineer, Ft. Scott, Kans.:

The first essential necessary for fuel saving is to create the greatest amount of enthusiasm possible both directly and indirectly which can perhaps be brought about by the division into separate accounts, the various departments that have to do with conservation of fuel and give credit to each department that may be due them, such as terminal, road and roundhouse consumption, instead of charging the total consumption to the engines as at present under the heading of pounds of fuel per passenger car mile or gross ton miles.

48. R. HUGHES, Machinist, Salem, Missouri:

Effort should be made at all times to see that engines are not allowed to pop. Do not believe that engines should be equipped with blower line larger than 3/4 inch.

Engines should be kept in good condition at all times.

49. HARRY HARRISON, Fireman, Sherman, Texas:

Use charts, showing contents of coal and savings that may be effected at the Fuel and Safety First Meetings for educational purposes.

50. R. J. RINGEY, Fireman, Neodesha, Kans.:

Fireman should have his fire built up in good shape before train is ready to move. Also, upon approaching a hill, fires should be kept hot so that it is not necessary to be crowded when pulling the grade. After topping a hill, with the prospect of a long drift down grade, the boiler should be filled with water and blown out while fire is still hot, making it necessary to put on additional coal.

Engines should be watched to see that they are properly drafted for the grade of coal which is being used. Same quality of coal should be furnished at all times if possible.

Frisco Frivols

Molly Edwards has recovered from the effects of her operation for appendicitis and is hopeful that the scar won't show. It ought not. But, then, we don't know what the summer styles will be.

Famous Lines

- Hook and —
- wire
- Clothes —
- of least resistance
- First — trenches
- of demarcation
- Mason & Dixon's —
- Bread —
- Waist —
- Bee —
- Ocean —er
- His —
- is busy
- Party —s
- Silver —ing
- Frisco —s

At "Red" gatherings, although there are no church-goers, there are lots of holey soles.

Stationmaster (to new train caller): "Do you know your way to announce?" NTC: "No, but I can guess it with-in a pound or so."

1st Dr.: "What did you operate on him for?"  
2nd Dr.: "Five hundred dollars."  
1st Dr.: "I mean, what did he have?"  
2nd Dr.: "Five hundred dollars."

I doff my gray fedora  
To Uncle Rodman Babbitt;  
He smoked cigars for twenty years

And never got the habit. (Selected.)

\* \* \* \* \*  
Gags of humorists all remind us  
That the jokes the most sublime  
Are the ones that limp behind us,  
Covered with the moss of time. (Selected.)

\* \* \* \* \*  
Mr. Ritchey, our transportation clerk, was heard to remark, "Get 'em young and train 'em to be as you want 'em." Judging from the age at which he was married, and from the regularity with which he phones the wife every day at about 4:55 P. M., them's her sentiments, too. He is very much averse to having his latter weakness mentioned; and just to show what kind of fellow I am, I won't say a word about it.

\* \* \* \* \*  
This morning, our always-punctual-about-being-late fellow employe was as usual. He said, "The train I was on was late, and the one ahead was behind before besides. I never can get a train on time." Wonder if he gets his furniture that way?

\* \* \* \* \*  
Archie: "Wassat thing over there?"  
Peligo: "Thassa locomotive boiler."  
Archie: "Why do they boil locomotives?"  
Peligo: "To make the locomotive tender." \* \* \* \* \*

Here's one on me: At the Union Station, someone left a message to phone Olive 5000, M. T. Sells. I called said number and asked for said name. The girl who answered replied, "We have no M. T. Sells, all our cells are full." (Olive 5000 is the phone number of the police holdover.) Gee! I felt ridiculous.

Hoping you are the same,  
Roy Bendoff.

NEW EDITOR FOR  
MAGAZINE

ST. LOUIS-SAN FRANCISCO  
RAILWAY COMPANY

TRAFFIC DEPARTMENT  
CIRCULAR No. 5

St. Louis, Mo., Feb. 20, 1925.  
Effective March 1, 1925, Mr. William L. Huggins, Jr., is appointed Director of Publicity and Editor of the Frisco Employees' Magazine.

J. R. KOONTZ,  
Vice-President.

Approved:  
J. M. KURN,  
President.

Grown-Ups  
Please  
Be Quiet

# THE TWILIGHT HOUR

A Page  
Just For  
Children

Dear Children:

This time I have a real, sure, honest-to-goodness story to tell you, about the snow and ice that just covered us all up this winter! Did you go skating? I got a little letter the other day, from one of my little Frisco fellahs, and so I have written a story about his experiences—just skating! Be sure and read it and then solemnly resolve that you'll never do as he did:

Winter swooped down, fast and furious. Old King Snow spread his robe over the old world and out of it fell sleet and snow. Clouds of it, heaps of it—banks of it. Then when old King Snow had finished, he sat back and chuckled and dared the Sun to come out and melt it away.

The old Sun did come out and he shone and shone, but all he made was—diamonds! Millions of glistening crystal diamonds. But he couldn't melt all the snow, so he only made it shine.

Little Sammy opened his sleepy eyes on a wintry world with an exclamation:

"Ooh, Mother, when I get breakfast may I go out and skate?"

Now Sammy's father was a section foreman—he lived where the snow piled way up. Sammy's chief delight was to hunt out his favorite place near the railroad track and watch the Frisco trains slip by. From long experience he knew just when they would come round the curve, slipping along with their train of cars, on and on, faster and faster until they were gone from sight.

After a hearty breakfast, Sammy clamped on his skates, and went outdoors. The cool air hit him full in the face and he laughed. Healthy childhood craves air and sunshine, and Sammy was certainly robust from the top of his little yellow head to the toes of his two feet. He threw his head in the air and breathed deep and pounded his little chest in glee!

Then he struck off. He skated and skated until he was out of breath. Then he skated toward his favorite place to watch the trains go by. He sat for a moment, wondering why the train didn't come—he thought it was due, and then he remembered he was early.

While he waited, his eye fell on the track. The snow and ice was packed down smooth. What fun it would be to take a turn or two by the rails. Of course father had forbidden him to get on the track—but he could hear the train coming in plenty of time. So down he climbed

—up and down the right of way he skated—he even skated inside the two rails. Just up to the curve—then he'd turn around and come back.

He had just finished a turn and for a moment he hesitated. What was that he heard? Turning he saw over his shoulder a huge engine. It had slipped quietly up before he knew it!

Grasping what senses he could, he made a leap from the track. As he leaped he threw his hands in the air. One of them hit something terribly hard and threw him from the track on the right of way, where he rolled over and over. Finally he lay very, very still.

The train came to a stop—the old engineer came back and picked little Sammy up and carried him to his father's little home.

He wasn't dead—only stunned. For a day he lay very still and then he opened his big blue eyes and gazed into his mother's anxious face.

"Oh, mother, did I die? Is my leg all there—Oh, that old train just sneaked up on me and I didn't know whether I got out of the way or not. I can still hear that awful noise—I! If I ever get well I'm never, never going to go near a railroad track again!"

Sammy got well—he was cured in two ways! He soon got over the shock of such a near-accident, and he learned never, never to play near the track of a railroad—because there are so many other places to play anyway.

I hope none of you little Frisco folks will have such a terrible experience—in fact that is just why I have told you this really, true story.

In just a month or so now, you'll be able to forget about the snow and pick violets and all the little spring flowers and then summer—and school will be out and then vacation! Ummm! Nicest time of the year, isn't it? But I'd better quit—before I write all my ideas for letters—and I won't have any for the next time.

Be sure and write,

The Twilight Lady!

## Do You Know This Baby?

You know, little Frisco Folk, I could just use a lot more pictures of you than I have been receiving. I promised to print on this page for the April issue, the very first picture that came into my office—and who do you think landed?

Here he is!



The mailman brought this picture of him all wrapped up in paper and tied with strong string, so he'd be sure and get here and when I opened him up—I couldn't find any kind of a name! I just hunted and hunted, and, well—I'm calling him "he" but maybe it's "she"! Wouldn't that be funny if it was?

Well, anyway, here is a little lost baby. Sweetest little fellow in the world, and I wish I knew what to call "he" or "she"! Let's call him "The Lost Baby." If you look real close you can almost tell just what this lost baby is saying. I can imagine him saying, "Hello, everybody! Did you see my muvver and daddy anywhere? I comed all frew the mail, but I fordot who I comed from, and when I got to the Twilight Lady an' she asted me my name, I jus' didn't know. Won't somebody please tell me who is my muvver?"

I'm not a bit worried about this little lost baby, because I'll just bet as soon as the magazine comes out, his real mother will say, "Why, there's my child! I'm going to write the Twilight Lady and tell her what his name is!" So I feel sure that the Lost Baby will soon find his mother and father.