A Talk With G. L. Ball About a Fireless 1926

By G. L. BALL, Superintendent of Insurance

FOR several years the Frisco Railway had taken pride in the fact that it is dustless and sootless, and to this commendable condition, let me suggest that for 1926 we add a word to that slogan and make it read: "Dustless, Sootless and Fireless."

With that view in mind, a word concerning Fire Prevention, as we turn to page 1926, may not be amiss. Property destroyed by fire must invariably be replaced, and while a large percentage of fire loss is covered by insurance, the insurance companies cannot survive under numerous fires and heavy losses. The result is increased premiums, Therefore, the effect of loss by fire ultimately reaches the pocket of every property owner in bearing a share of the loss.

Fire prevention will take a long, forward step if every person realizes the disastrous results produced by carelessness. It has been stated that in the United States, for the first eight months of 1925, fire losses directly chargeable to carelessness aggregated $360,000,000.

Fires of incendiary origin and those of unknown causes are too frequent. Special agents must handle the first mentioned class, and they may often assist in turning "the light of day" on the so-called unknown causes. A large cotton compress operator once told the writer that his standard of cleanliness at the compress was "immaculate". If a cotton compress can be immaculate, shop and station properties, section and tool houses, bridges and rights of way can be immaculate.

Fires Are Caused

Reduction in the public debt has gone forward at the rate of nearly two billion dollars per annum in the past four or five years, and the Government's reduced interest charge is reflected in tax reductions. Reduction in the fire loss sustained annually by the United States will reflect itself in the rate per one hundred dollars per annum charged you and me and our railroad for insurance. Fires do not happen—they are caused. To cause one of our 1925 fires, it was necessary to back a train of 30 or 40 cars fifteen car lengths, set the air, cut off the engine for certain emergency work at the station, and while attempting to do relief work for the train ahead, the set-out train set up "a little movement of its own", rolled down and hit its own engine in the rear, driving it through a caboose. The caboose stove started a fire and the caboose and the car next ahead with seventy-four bales of cotton blazed to a finish. Possessing no talent as an airbrake expert, I will not attempt to say whether this fire was or was not preventable in three or four different ways. But my readers are at liberty to draw their own conclusions.

Disastrous Fire December 1

Fire losses prior to December first this year were reasonably adequate. Nevertheless, early in the morning of December first, the machine and boiler shop at West Tulsa was discovered afire and in forty minutes this important Southwestern Division facility was in ruins. Prompt adjustment service afforded by our underwriters made possible an agreement concerning actual loss in dollars and cents—more than thirty-five thousand—and the facility can be at least temporarily restored to service with a minimum of loss due to loss of use. It would have been better by far, however, for all concerned if this fire had never occurred.

For six consecutive, long years railway companys' fire loss production has exceeded the pemiums produced in payment for insurance. This is not an enviable position; to the contrary, it is disgraceful.

Won't you do everything in your power to keep the fire loss at a minimum during 1926?

Program of Accident Prevention Given at Cape Girardeau December 16

Four Motion Pictures and Address by Frisco People Feature Splendid Meetings

Two interesting programs were presented to the employes and citizens of Cape Girardeau, Mo., on December 16, by members of the accident prevention bureau and the insurance department of the St. Louis office.

These two departments presented for the first showing, four films entitled, "Danger That Never Sleeps," "Ask Daddy," "Fire" and "Gambling With Death."

Both programs were presented at the Park Theatre. The afternoon performance was given for the exclusive benefit of the school children and the schools were dismissed for the occasion.

The evening program was attended by both employes and citizens of the "Cape." At both gatherings the Boy Scouts acted as ushers, and seated record crowds.

The meetings were due to the efforts of J. T. Hulehan, agent. Mr. Hulehan is well liked by the citizens of Cape Girardeau and receives their hearty support in his work in that city.

The representatives of the Frisco were guests of the Lions' Club at their noonday luncheon at the Idan-Ha Hotel. The Lions' Club pledged their support in the cause of accident prevention.

The program, which was practically the same for both presentations, consisted of addresses by R. B. Oliver, Frisco local attorney; A. C. Neilson, of the Boy Scout Association; J. A. Moran, superintendent river division; Z. B. Claypool, assistant director of accident prevention; T. F. Gaines, supervisor of insurance; H. Allard, district claim agent; J. W. Morrill, accident prevention agent, and readings by Miss Martha Moore, associate editor of *The Magazine*, who was given the title "Miss Frisco" by the Cape Girardeau Lions Club members.

LARGE ORDERS IN 1926

Annual Report of Chief Purchasing Officer Details Thousands of Purchases

Average $700,000 a Month Spent for Miscellaneous Material—Twenty New Engines in Service

HEAVY expenditures for material and equipment were made during 1925 by the St. Louis-San Francisco Railway Company, according to the annual report of Mr. B. T. Wood, vice-president and chief purchasing officer.

Fifteen new Mikado type freight and five new Mountain type passenger engines were received and placed in service, according to the yearly statement of the purchasing department, together with the ten new, all-steel baggage cars and two gas-electric motor cars. Orders have been placed for 2,500 fifty-ton capacity box cars, 1,000 auto cars of the same capacity, 500 fifty-five ton composite gondola cars, 15 additional Mikado type freight locomotives, 10 additional mountain type passenger locomotives, and 14 seventy-two foot, all-steel passenger coaches for delivery early in 1926.

The purchasing department also contracted for and received 110 miles of new, 90-pound rail with necessary bolts, spikes, angle bars, tie plates, rail anchors, frogs, switches and so forth, and 1,450,000 new cross ties.

"We have ordered and received material for rebuilding approximately 2,300 box, auto, stock and coal cars and our lumber purchases have amounted to approximately 50,000,000 feet, divided between bridge building and car building lumber," the report continued.

An average of $700,000 a month was expended for purchases of miscellaneous material and supplies not otherwise listed, and the stationery bill, including tariffs, printed forms, typewriters, office appliances and so forth averaged slightly more than $30,000 a month.

YEARNS FOR THE STAGE

Miss Vera Bishop, Muskogee, Okla., has Ambitions for Footlights

Daughter of Frisco Engineer Recently Won Typewriter Speed Contest Against Thousands

Muskogee, Okla.—Special to Frisco Magazine.

THE footlights hold a special charm for Miss Vera Bishop, daughter of E. H. Bishop, engineer on the O. & C. C. sub-division.

At least that was the secret ambition which she disclosed recently when interviewed as to her capture of national honors by winning second

MISS VERA BISHOP

place in a nation-wide typewriter speed contest sponsored by the L. C. Smith Typewriter Company of Syracuse, N. Y. When this company compiled its honor roll for the months of April, May, June and July it was discovered Miss Bishop with a speed of 112 words a minute for fifteen minutes was surpassed by only one other contestant in which thousands participated.

Miss Bishop was born in Fort Smith, Ark., in 1907. Due to the death of her mother she was placed in St. Anne's, a boarding school of that city. She completed her course there last spring and is at present employed by the Muskogee Daily Phoenix, a newspaper of Muskogee, Okla.

Was Basket-ball Star

During her school career Miss Bishop was a basket-ball star. Speed marked the game she played and apparently speed is a target that the girl strives to reach in everything in which she is interested.

She will tell you that work is lots of fun, but she would much prefer to attend school.

But about this stage career: she has red hair and brown eyes, and her ambition is to be the theatrical world's leading comedian. She has made a record start, and to the girl who is determined to have such a career, Miss Bishop with her splendid business course is providing herself with fine weapons to fall back on, should this stage career fail. However, failure has no place in her thoughts, and she is daily making progress toward her goal with the help of her devoted father, and the encouragement of his many Frisco friends.

C. S. Roth to Florida

Mr. C. S. Roth, who came to the Frisco from the Seaboard Air Line on September 25, 1925, to take a position as claim agent under Mr. H. W. Hudgen, resigned on December 15 to accept a position with a real estate development association of Tampa, Florida.

Mr. Roth, although he has been with the Frisco only a short time has made many friends.

Splendid Accident Prevention Meeting at Oklahoma City, December Five

Messrs. Bunnell, Fraser, Hudgen on Program Attended by 350 Employes and Patrons

MR. S. T. CANTRELL, superintendent of the southwestern division held one of the most successful Accident Prevention meetings of the month at Oklahoma City on December 5, 1925.

While the program as planned was an interesting one, the interest evinced by the men in submitting suggestions and ideas was more than gratifying.

The officials of the road, whenever possible are attending these conferences and, according to Mr. J. H. Fraser, who was in Oklahoma City and attended the December 5 meeting, are thoroughly in accord with the suggestions made by the men who actually deal in accident prevention endeavor.

Mr. Fraser made two interesting addresses and his presence was a source of much favorable comment, and appreciation. Mr. E. H. Bunnell, comptroller; Mr. H. W. Hudgens, chief of accident prevention bureau; Mr. Z. B. Claypool, his assistant; J. W. Morrill, Harry Harrison and C. C. Mills, accident prevention agents, all of St. Louis, also attended.

Through Mr. Bunnell, the men learned just where the revenue of the Frisco is spent, and to what accounts it is distributed. Mr. Bunnell, who rarely visits points on the line, expressed great interest and pleasure in attending this meeting.

Afternoon Session in South Yards

The afternoon meeting was held in the south yards in a passenger coach, which was crowded to capacity. Here many unsafe practices were discussed and remedies and suggestions made which would bring about more efficient handling of trains and engines, all with respect to accident prevention.

Employes may secure cards from the supervisory officer on which to report any unsafe condition which comes to their attention. These cards are then handled by the superintendent of the division in an effort to correct the condition and a report of his findings is given at the next accident prevention meeting.

According to Mr. Hudgens, during the year of 1925 over 8000 cases of unsafe conditions were reported, and over 5000 of them corrected.

The evening was given over to a splendid program of addresses, interspersed with music and readings. The auditorium of the Municipal Court Room was crowded, as the meeting was open to the public as well as to the Frisco employes and their families, and the number who heard the interesting program was estimated at three hundred and fifty.

Program Broadcast to 10,000

By arrangement with a radio concern of Oklahoma City the program was broadcast and splendid messages of accident prevention were heard by over 10,000 people, who "listened in" on the night of December 5.

Fine records are being made in preventing accidents and injuries, and Monett Yard, up to the first of December, 1925, had gone seventy-five days without an injury; the reclamation plant at Springfield, Mo., for the month of November had no reportable injury.

The program for the evening included the following numbers:

Address of welcome—C. A. Cargill, mayor of Oklahoma City.
Response—C. C. Mills, accident prevention agent.
Address—Mr. J. H. Fraser, general manager.
Address—Mr. E. H. Bunnell, comptroller.
Reading—Miss Huff.
Address—Mr. H. W. Hudgen, director accident prevention department.
Address—Mr. John Tipton, chief conductor, O. R. C.
Reading—Miss Martha C. Moore.
Vocal solo—Miss Margaret Fritz.
Address—Mr. M. M. Sisson, assistant general manager.
Address—Mr. Z. B. Claypool, assistant director accident prevention department.
Address—Mrs. Robert Wheelan.
Vocal solo—Mrs. C. A. Chapel.
Address—Mr. Tolley, government inspector.
Vocal solo—Miss Margaret Fritz.

Frisco Lines Float Wins First Prize, Armistice Day, at Menard, Texas

This "Frisco Lines" float won first prize in the Menard, Texas, Armistice Day parade. Mrs. C. A. Weise, wife of Agent Weise, is seated at the wheel of automobile, and Dora Alice Weise, daughter, is standing directly behind her, facing the camera.

LIVE wire agents are the usual thing on the Frisco Lines, and C. A. Weise, agent at Menard, Texas, is no exception. Agent Weise for instance, doesn't admit that Menard is the "end" of the Frisco, even though his Texas municipality is 762 miles from St. Louis. "End nothing," Weise says, "this is the beginning!"

Loyalty to the Frisco is an inherent thing in the Weise family, since its head has been with this company since June 1, 1901. And so on Armistice day, 1925, Mrs. Weise and her daughter, Dora Alice, aided and abetted by Agent Weise, arranged an entry in the Armistice day parade at Menard which the town is still talking about.

The family Chevrolet was decorated from pilot to tender, with the slogan "Frisco Lines" playing a prominent part in the decorative scheme. While Mr. and Mrs. Weise worked on the automobile, Dora Alice arranged with several of her little girl friends to dress as "butterfly girls", to ride in the "Butterfly Float".

One look at the above picture will convince you the judges were not mistaken when they awarded the Weise family first prize for the best decorated float among the many entered in the parade.

IN MEMORIAM

Mat Murphy, pensioned section laborer died in St. Bernards Hospital, Jonesboro, Arkansas, on December 5, 1925.

Mr. Murphy was born at Castle Dockrell, County of Waxford, Ireland, in the year of 1847 and entered the service of the old Memphis Line in September, 1888, as a section laborer, working in the track department until his retirement.

His pension was $20.00 a month and up to the time of his death, he was paid a total of $1,965.00.

David Rennie, pensioned Frisco engineer, died December 6, as a result of injuries sustained in an automobile accident a few days before in Detroit, Mich. Rennie was born at Stone Haven, Scotland, December 29, 1848, and entered the service of the Frisco on October 31, 1901, as a switch engineer at the Springfield terminals. He became 70 years old December 29, 1918, and was retired on a pension of $20.00 a month. He had received a total pension at the time of his death of $1,580,00.

Seven Mistakes of Life

1. The delusion that individual advancement is made by crushing others down.

2. The tendency to worry about things that cannot be changed, or corrected.

3. Insisting that a thing is impossible because we ourselves cannot accomplish it.

4. Attempting to compel other persons to believe and live as we do.

5. Neglecting development and refinement of the mind by not acquiring the habit of reading fine literature.

6. Refusing to set aside trivial preferences, in order that important things may be accomplished.

7. The failure to establish the habit of saving money.—Exchange.

HEROIC SWITCH CREW

Five Employes Risked Lives in Arkansas City Explosion

Switchman Siverd Couples Forty Cars from Blazing Refinery Yards

EVERY citizen of Arkansas City, Kans., vividly remembers the night of November 24, when at 2:02 a. m. the Dubbs high pressure stills, at the Arkansas City Refining Company exploded and caused a fire which burned for a week. The fire wrecked the plant, killed Tom Cooper, pressure gauger; Walter Wilson and William Mick, stillmen and employes of the company, and caused a property loss estimated at $500,000.00.

Frisco night switch engine crew on engine 817, Engineer Louis Schlecht, Fireman Johnnie Edmondson, Foreman O. E. Williamson and Helpers H. W. Fowler and J. W. Siverd, were backing toward the refinery when the explosion occurred.

Their description is vivid. Switchman Siverd was riding the rear footboard of the engine looking directly at the Dubbs units about a quarter of a mile away, and saw the top of the still go up in the air about 300 feet, turn over and over, and envelope in a cone shaped sheet of flame that went nearly a thousand feet in the air. The top of the still, white hot, weighing nearly five and one-half tons, fell a quarter of a mile to the east, narrowly missing a house. Fire fell everywhere, and the burning gasoline in the air looked like shooting stars.

The gasoline, in puddles on the ground, caught fire, a pile of coke containing three or four hundred car loads made an almost solid fire of about twenty acres and many houses burst into flames.

Saves Forty Tank Cars

Members of the Frisco switch crew went immediately to the plant. Switchman Siverd at the risk of his own life went inside the plant and into the fire zone itself and made eight couplings, pulling forty tank cars from the four tracks. The woodwork of some of these cars was afire at the time and was extinguished by spectators as the cars pulled out of the fire area.

The entire crew deserves credit for their splendid work, which they performed at the risk of their own lives, due to a possible second explosion.

But again it is most evident that Frisco men and equipment is always on hand, ready for an emergency, and where the occasion requires, these men, unasked, offer personal services, which may claim their lives.

We wish you all a splendid, prosperous New Year.

—The Staff.

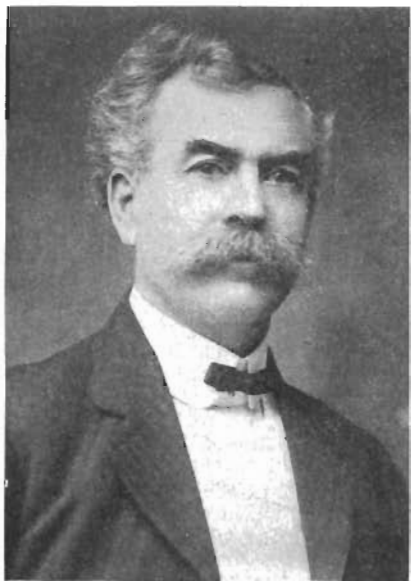
PRAISES OUR RAILROAD

Veteran of Twenty-Seven Years Writes of "The Famous Frisco"

"Grand Old Frisco Principles Are Eternal and Unchanged," R. P. Martin, Chickasha, Says

TIME has wrought many changes on the Frisco, but the grand old principles are eternal and unchanged. They were conceived in one of the grandest councils that ever convened on earth, and the Frisco will be here and prosper as long as the everlasting hills rest on their foundation."

This statement, from Frisco veteran R. P. Martin, who knew the Frisco in the days of 1896, when he began his career as an operator at Lebanon, Mo., is significant.



R. P. MARTIN

Although Martin was retired from service in March, 1923, while he was agent at Chickasha, Okla., at seventy years of age, his retirement has failed to lessen his interest in Frisco news and Frisco achievements.

Martin has had many unique experiences in his career. Born in Middlesburg, Kentucky, on February 27, 1853, he became associated with the Frisco during the time the road was under construction between Lebanon and Springfield, and in 1860 helped to haul dirt and rock to lay the foundation for the road bed.

In 1877 he took up the study of telegraphy under the operator of the Lebanon office, W. J. Farrar. Later on, Martin was an operator at various points in Missouri and Kansas, and in 1879 was transferred to Stoutland, Mo., as agent. From this position he resigned and went with the Missouri Pacific for three years.

His next venture was as ticket seller with a Wild West show.

"During one of the exhibitions, it was my duty to send four of the Indians to their 'happy hunting ground,' and the remainder of the Wild West show was laid to rest beneath the sod in the fairground at Memphis, Tenn., July, 1885. After performing the last sad rites over the remains of the Wild West show, I returned to Sarcoxie, Mo., and opened up a tonsorial parlor for men only. Here I handed out some extreme torture for about two years," he laughingly remarked.

In 1899 he again entered Frisco service, and after several transfers was stationed at Chickasha, Okla., where he remained as agent until his retirement. His entire service with the Frisco amounts to about twenty-seven years.

Martin is apt at writing jingles and in the following five paragraphs can be summed up a great many interesting notes of his life:

I was born in old Kentucky, eighteen and fifty-three,
And started on life's journey, just as happy as could be.
We came to Ozark mountains where the big red apples grow,
And that is where I fell in love, with the famous old Frisco.

In the month of February on the twenty-seventh day,
I was born in old Kentucky, now I live in Chickasha,
In the State of Oklahoma where the red man used to roam,
But oh my heart is longing, for my old Kentucky home.

I was born in old Kentucky, and my bosom swells with pride,
When I think of Cumberland River, and her fertile valleys wide,
And the lofty blue grass mountains, reaching almost to the sky,
I can hear the jazz band playing, when the horses go whizzing by.

I am getting old, not feeble, and my hair is turning gray,
Except one little spot on top, long since has slipped away.
Now if I had those little curls they'd help me out you know,
For every blessed one was lost while on the old Frisco.

Attention, lads and lassies, two things that you should know,
When your eyes grow dim, and a hump on your back, then you will have to go!
So here is luck to all ye, hang on and be content,
When your own warfare is ended, you can see which way I went.

Methods of Efficient Boxing and Crating

(Continued from Page 13)

using green lumber for boxes, strapping of wooden boxes, wire-bound boxes characteristic weaknesses of different types of crates, fiber boxes —solid and corrugated, glues used in wood and fiber boxes, kiln drying of box lumber, study of box and crate woods, the structure and composition, physical and mechanical properties, moisture content, hardwoods versus soft woods, also, identification of woods used for boxes and crates.

A Properly Designed Box

"A properly designed packing box is one which has enough strength in each part for which it is intended and no more strength than is necessary to balance the average strength in every other part" and in view of the fact that the data necessary for designing an efficient container can not be obtained from observation in transit, great is the value of the work that is carried on by the laboratory and the efforts to get the conclusions before the shippers. In short the main value of the laboratory work is to decide upon practical and efficient containers for all classes of commodities, taking into consideration the necessity of keeping the cost of such containers down to a minimum.

The results of the laboratory endeavors are now in evidence all over the country. Classes are being well attended by representatives of some of the largest industries in the country, including those of box, crate and other container manufacturers.

The American Railway Association proposes to make use of the findings of the laboratory by conducting in conjunction with carriers a vigorous campaign for better containers. Consideration is being given to a plan to hold periodical meetings at such large terminals where some demonstrating machinery is available, inviting carriers' representatives in order that all phases of boxing, crating and packing may be discussed and new developments and recommendations broadcast.

The greater the educational effort made by the individual carriers to keep the container problem before the shippers, soliciting their co-operation, the greater will be the improvement shown in this respect:

Frisco to Send Information

The Frisco is rapidly developing plans whereby the information and data as recommended by the Forest Products Laboratory can be placed in the hands of all who are directly concerned in the handling of boxed or crated commodities. Agents, platform foremen, receiving, delivery and check clerks can materially assist by observing bad order packages and including in their reports, detailed information as to the construction, dimensions and species of material, nailing and any other data that might assist in arriving at a conclusion as to the practicability of the containers.

Figures indicate that there is an opportunity to make a large reduction in the amount of claims paid for loss or damage to shipments which have not been properly prepared for the ordinary handling given in transit and a vigorous campaign will be made to improve this condition.

Group Insurance Program Splendid Success

(Continued from Page 18)

On October 1, 1925, the Company offered clerks, freight handlers, station and storehouse employes, who had been with it for at least three months, a plan of group life insurance. It provided life insurance limited to $1,000 and $2,000 for classes "A" and "B" respectively with benefits payable monthly for total and permanent disability, before the age of sixty.

The St. Louis-San Francisco Railway Company shares the cost of this insurance with its employes.

Locomotive Is to Railroad What Heart Is to Human Body

General Road Foreman Points Out That Engines Must Be on Road to Earn Keep

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

PROGRESS in all phases of railroading in the past ten years has been phenomenal, but in no line of improvement do we find so much interest so vitally affecting the operation of the railroads as in the development and operation of the locomotive at the present time.

The locomotive, in my opinion, is the heart of the railroad, and a few of the many things that affect the perfect beating and action of this heart are the following: the uneven exhausts of steam cause impaired efficiency; the irregular distribution of steam makes the proper adjustment of draft impossible, which in turn causes increased fuel consumption and reduced tractive effort, distorted valve motion interferes with lubrication of valves and cylinders, causing back pressure and undue strain on all reciprocating parts. The pounding of rods, boxes, wedges and crossheads has a serious effect on the perfect working of this wonderful machine.

What the heart is to the human body, the locomotive is to the railroad.

Locomotive Failures Are Costly

When the locomotive fails, some train is at a complete standstill, and in a good many cases delays other trains. If the locomotive is in first-class condition and dependable in every way, and properly operated, then the promise to deliver the people and the goods on time will be carried out to the letter, thereby gaining the confidence of the public.

A railroad may have the best roadbed, well-tied and ballasted—in perfect condition in every way; it may have the best trained men in the world, the fastest schedule, both freight and passenger, and promise to put trains in charge of employes who are ready and willing to do everything in their power to make the promises of the management good—but unless the locomotives are in the pink of condition, the promises cannot be fulfilled.

A locomotive is entirely different from any other machine in existence. It is subjected to all kinds of service, all kinds of weather, all kinds of grades. It is not only moving over the road to maintain high speeds on passenger trains, but is put to the severe test of handling the load placed on it in freight service to develop the tractive effort for which it was built. In addition to the locomotive moving over the rails, the machinery is working in unison to produce the proper distribution of steam at the right time, to make a perfect working machine.

When the locomotive is in a 100 per cent condition and performing its work, the engineer who operates the engine knows what it can do, but when a discordant note in the form of unequal exhaust, a pound or any unusual noise begins, he can detect it the same as a finished musician can detect a discordant note in the instrument he is playing, and the efficiency of the engine is cut down.

Must Be Kept Moving

A locomotive on any railroad does not earn a penny until it moves over the ground, on line of road. The time it is in the roundhouse or on side track, is lost, which makes it necessary to exert every effort to keep this costly machine moving and see that the duty assigned, is performed.

The cost of fuel and repairs varies with the different types of engines, and designers and owners are striving for increased efficiency on all locomotives bought for service.

The application of devices to save fuel and labor costs, go to make a more efficient machine and this is proven in the ultimate results obtained by the use of these appliances. Where it can be done, the older type of engine should be rebuilt, or in other cases, retired.

A large part of the railroad is single tracked and the miles per hour and ton miles per hour is in a large measure governed by the type and efficiency of the locomotive, together with the handling given by the crew and the efficiency of the train dispatcher in arranging meeting and passing points.

Modern steam locomotives today are performing service on all railroads of the country in the most efficient manner ever known. Schedules are shortened; the number of cars in a train increased; competitive connections made; longer runs made without delay at intermediate terminals; increased mileage between shoppings; decreased maintenance costs and fewer locomotives to move given tonnage.

A Wonder of the Ages

The development of the locomotive is one of the wonders of the age. While the weight of the modern engine has increased 41 per cent, the drawbar pull has increased 181 per cent. The 1905 consolidation engine consumed from 2½ to 3½ pounds of coal per horsepower hour, compared with the Mikado and Santa Fe types of engines, which show 2 to 3½ pounds. The modern locomotive has increased in efficiency something like 7.2 per cent, which means a saving of thousands of tons of coal and gallons of oil, annually.

The heads of the different railroads have spent millions of dollars to better the service which makes the job better for the men and safer for the public. In the year 1925, the amount of money spent for all kinds of equipment will run close to $1,350,000. The amount spent for rolling stock alone, will be close to $400,000,000. This in addition to the rebuilding of engines and cars. The enormous expense of buying and maintaining this equipment is almost beyond conception. There are at the present time, 70,000 locomotives and 3,000,000 cars in the United States.

The opportunity for saving fuel and all other supplies is unlimited and the attention of every man in the employ of the Frisco should be centered on the matter of how he, personally, can make the Frisco a better railroad. How he can improve the efficiency of the service and operate his engine so as to make more revenue and further increase the betterments that the company is anxious to make. He should listen more closely to the language of the locomotive which tells when there is something out of adjustment and this, of course, prevents the heart beats from being square and regular and decreases the life of the locomotive.

Fuel Chart Explanation

Reader will note the three arrows at left hand corner of Eastern Division Freight Fuel Performance.

First arrow points to the dotted line which was the 1924 performance in each month.

Second arrow points to the line which indicates standard or goal set for each month in 1925. Third arrow, or small black line, shows each month's performance currently.

As an example, in reading the Eastern Division freight fuel performance for January, the dot shows just above the 220 line which would indicate the 1925 performance as being 221 lbs. per 1000 G. T. M.

The 1925 standard for January Eastern Division freight was 232. The 1924 Eastern Division freight performance was 264.