

More Good Fuel Performances by Frisco Workers

Frisco engineers and firemen continue to make good fuel records as will be noted by the following fuel performance on individual runs reported by Fuel Supervisors and Road Foremen of Equipment.

EASTERN DIVISION

Mr. W. A. Crawford, Fuel Supervisor, reports that on July 29, Engineer Ben Green, Fireman Hugh Dyche were on engine 48, train number 38, Springfield to Newburg. Called for 3:00 a. m., departed at 3:45 a. m., arrived at 10:40 a. m. 64 loads, 7 empties—3,100 tons. On duty 8 hours, 5 minutes, running time 6 hours, 55 minutes, delayed 1 hour, 30 minutes. Performance, 368,900 gross ton miles. Burned 15 tons of coal, an average of 81 pounds per 1,000 gross ton miles. This is a splendid performance for this type engine.

Engineer A. Adams and Fireman E. R. Harris, July 8, 1926, from Springfield to Newburg on train number 32, engine 9, had 66 cars in train, a total of 3,034 tons, used 15 tons of coal, an average of 83 pounds per 1,000 gross ton miles.

Engineer Beisigle, Fireman H. Napier, train number 36, engine 10, from Springfield to Newburg, July 28, 1926, handled 2,981 gross tons, used 19 tons of coal, an average fuel consumption of 107 pounds per 1,000 gross ton miles.

Engineer Keithley, Fireman Harrison, Springfield to Monett, July 29, 1926, train number 35, engine number 52. Had 76 cars in train, a total of 2,506 tons. Used 7 tons of coal, an average consumption of 127 pounds of fuel per 1,000 gross ton miles.

SOUTHWESTERN DIVISION

Mr. G. L. Schneider, Supervisor of Fuel Economy, reports the following fuel performance submitted to him by Engineer "Tug" Duyer and Fireman H. M. Davis, for the month of June, 1926, on passenger trains numbers 7, 8, 9 and 10 between Springfield and Sapulpa:

Train Number 7		Train Number 8		Train Number 9		Train Number 10	
Pass. Car Miles	Gals. of Oil	Pass. Car Miles	Gals. of Oil	Pass. Car Miles	Gals. of Oil	Pass. Car Miles	Gals. of Oil
1,896	1,712	1,573	1,411	2,758	1,510	2,573	1,612
1,678	1,511	1,865	1,713	2,602	1,608	2,758	1,713
1,858	1,612	1,966	1,612	2,172	1,310	3,144	2,015
1,672	1,751	1,428	1,310	2,358	1,410	2,656	1,814
1,730	1,510	1,756	1,410	1,986	1,309	2,386	1,512
1,790	1,512	1,542	1,410				
10,624	9,608	10,130	8,866	11,876	7,147	13,517	8,666
Average fuel consumed per car mile, .9 gallons.				Average fuel consumed per car mile, .6 gallons.			

The average consumption per passenger car mile for the entire month on all four trains was .74 gallons and is unusually good.

Engineer C. M. Campbell and Fireman H. H. Morgan, Sapulpa to Afton, train number 434, engine number 4,154, on July 15, 1926. Handled 3,026 tons, used 13 tons of coal, an average consumption of 95 pounds per 1,000 gross ton miles.

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Engineer Hogan and Fireman Lee, Sapulpa to Chelsea, June 15, 1926. Train number 434, engine number 4,116, handled 2,239 gross tons. Used 1,150 gallons of oil, an average of 90 pounds per 1,000 gross ton miles.

Engineer Wm. Lipe, Fireman Wm. Causey, Sapulpa to Monett, July 10, 1926. Train number 1/438, engine 4,134. A total of 446,634 gross ton miles, used 3,166 gallons of oil; 84 pounds per 1,000 gross ton miles.

CENTRAL DIVISION

Mr. P. V. Hammersly, Fuel Inspector reports that on June 17, 1926, Engineer Blakeslee, Fireman Armstrong were on engine 1,301, train number 734, from Ft. Smith to Rogers. Handled 1,358 gross tons, used 6½ tons of coal, an average consumption of 120 pounds of fuel per 1,000 gross ton miles.

Engineer McConnel, Fireman Copeland, Ft. Smith to Hugo, train number 735, engine 714, July 21, 1926. Handled a total of 151,237 gross ton miles, used 8 tons of coal, an average of 105 pounds per 1,000 gross ton miles.

NORTHERN DIVISION

Mr. Frank Ellis, Road Foreman of Equipment, submits the performance made by Engineer Phillips, and Fireman A. Malmgren. This crew was on engine 1,275, train number 332, from Wichita to Beaumont, July 13, 1926. Handled 1,323 tons from Wichita to Beaumont and 2,056 from Beaumont to Neodesha, a total of 182,019 gross ton miles. Used 7 tons of coal for the entire trip, making a performance of 76.9 pounds per 1,000 gross ton miles. This is an unusually good performance.

SOUTHERN DIVISION

Mr. C. O. Hegberg, Road Foreman of Equipment, states that on July 14, Engineer J. D. Phillips and Fireman L. A. Wyatt were on engine 695, train number 131, from Thayer to Harvard. Handled 2,350 tons, on duty 5 hours and 10 minutes, and used 7 tons of coal, a performance of 46 pounds per 1,000 gross ton miles.

FACTS ON COMBUSTION IN LOCOMOTIVES

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the vacuum creating action of the exhaust.

Q. How does the size of the exhaust tip affect the steaming and working of the engine?

A. All steam from the cylinders must escape through the exhaust tip. The velocity of the escape will depend on the size of the opening. The smaller the tip the faster the steam will have to travel through the exhaust nozzle. When the steam passes through the tip if it is too small some steam will be prevented from escaping, obstructing the return movement of the piston causing back pressure. On the other hand if the nozzle is too large it causes a waste of fuel and efficiency.

Thus by crowding the fire and not getting the proper amount of superheat it impairs the efficiency of the engine. This will prevent the gases being pulled into the flues far enough to heat the steam to the highest temperature which is passing through the superheater units.

The fundamental principles I have mentioned above all have a direct bearing on fuel and are matters which have been discussed and talked about ever since combustion was known, and like everything else in the railroad game should be given consideration and thought. The more men in engine service know about the laws of nature and the use of fuel the more valuable they will be to the company.

With the modern locomotive and all the appliances which are accessories to the saving, and the constant improvement on engines which are being rebuilt the Frisco should rank well up to the top on fuel saving in the Southwestern territory.

A co-operative and skillful engine crew on every engine is one of the very best assets a railroad can have. Concentration and application on the best method of handling so a expensive and wonderful machine as a locomotive should be an incentive for every crew to make the best showing that can be made.

His Story

"There's a story going the rounds" —began a raconteur—

"I know there is," interrupted a struggling and ambitious author. "It's mine, and I'm going to burn the thing, if some editor doesn't take it pretty soon."



Homemakers' Page



MISS LORETTO A. CONNOR, Editor

Tasties for the School Lunch

WE know how to pack a school lunch today that is far more sensible than most of those packed twenty or thirty years ago when some of us toddled off to school with a basket in one hand and a strap of books in the other.

A decade ago little thought was given to balancing a lunch. The kiddy was sent off with "enough to eat" and that was all there was to it. Green vegetables seldom appeared in the lunch box. Fruit was often included, but usually it was an apple, a pear, a peach or a couple of plums that happened to be ripe in the orchard at that time. Bread and butter sandwiches, and the inevitable piece of cake or pie, constituted the average lunch.

Today, the orange is almost if not altogether as common as the apple. Realizing that its juice will counteract any acidity that might arise from too much white bread, meat or cake in the lunch, mothers are seeing to it that an orange is usually included.

A little dash of cold slaw is often added. Lettuce and other greens are quite commonly used as fillers in sandwiches. Peanut butter, chopped raisins, nuts, figs, dates and such excellent foods are now being used as spreads for the bread as well as plain butter, butter and molasses, and other old-time spreads. Naturally these "old-timers" are still being used to vary the lunches, as they are excellent foods—but the new spreads are also being used.

Try to vary the lunches packed for school as much as possible. The little bottle of milk and the orange should always be included, but try to vary the sandwiches and the tiny surprise dessert that is so delightful. A Bavarian cream or a tapioca cream will always be appreciated by the children, and will furnish additional food value to the luncheon. If more of these tasties are used, and less meat and white bread, the children will quickly respond with glowing cheeks and sparkling eyes.

Here are two recipes for different Bavarian creams. Either may be made up quickly and at very little expense. Either will please the children, and may be used time and time again during the school term.

Lemon Bavarian Cream

1 tablespoon granulated gelatine

½ cup water
1 cup sugar
½ cup lemon juice
2 eggs
1 cup cream

Soak gelatine in two tablespoons cold water 5 minutes. Put ½ cup sugar, remainder of water and lemon juice in double boiler. When heated, add egg-yolks beaten with remaining ½ cup sugar. Cook, stirring occasionally, until thickened. Add gelatine. Turn into cold mold and stir occasionally until cold. Fold in stiffly-beaten egg-whites and whipped cream.

Orange Bavarian Cream

1 cup orange juice and pulp
1 tablespoon granulated gelatine
¼ cup cold water
1 tablespoon lemon juice
½ cup sugar
1 cup cream
Sprinkling salt.

Soak gelatine in cold water for 5 minutes and dissolve by standing cup containing mixture in hot water. Add to orange juice and pulp. Add lemon juice, sugar and salt. Chill and fold in whipped cream. Turn into cold mold to become firm.

If you do not have gelatine on hand and do not care to go to the expense of a cream dish of this kind and yet wish to include a fruit dish in the lunch box, an orange tapioca pudding may be made up:

Orange Tapioca Pudding

¼ cup quick-cooking tapioca
½ cup sugar
¼ teaspoon salt
2 cups water
3 oranges
Grated rind ½ orange

Cook tapioca, sugar and salt with water until transparent. Remove from fire and add grated orange rind. Cool slightly. Pare oranges, divide into sections, removing membrane. Pour tapioca mixture over orange sections and mix well. Serve cold with Orange Puff Sauce, that portion which you hold for the evening meal, but for the lunch box, you will merely pack away a little dish which the children may eat "as is", or with a little milk from their noon-time bottle.

These recipes probably call for larger quantities than many will need for the lunch boxes alone. What is

left, however, will be appreciated by the adults at luncheon, or by the entire family at the evening meal.

The orange puff sauce mentioned earlier in this article, may not be familiar to all. It calls for an orange, half a lemon, the whites of two eggs, two-thirds cup of powdered sugar and a few grains of salt.

Beat whites of eggs with salt until very stiff. Add sugar slowly, beating constantly. Then add grated rind and juice of the orange and juice of the lemon.

CLEANING GLASS STRAWS

When serving iced drinks in summer time have you hesitated to use your glass straws because of the difficulty of cleaning them? Did it ever occur to you that pipe cleaners make a marvelously satisfactory device for this purpose? They are inexpensive and can be purchased at any tobacco store. If the glass straws are large, twist several of the pipe cleaners together.

FOR AN EMERGENCY

A few cans of canned grapefruit on the emergency shelf will prove a valuable aid. This is delicious, and will serve as many people, as the same expenditure would serve in fresh grapefruit. It is delicious for breakfast. By setting the can in a cold place over night, it is all ready to open and serve at once. It may be used to make a salad or a dessert for lunch, or a fruit cocktail or appetizer for evening dinner. Of course, when the can is opened the grapefruit should be turned into a bowl.

TEA CAKES

½ cupful of butter or margarin
1 cupful of sugar
2 eggs
1¾ cupfuls of pastry flour
½ cupful of citron cut in tiny pieces
2 teaspoonfuls of baking powder
¼ teaspoonful of salt
½ cupful of milk
1 teaspoonful of vanilla

Cream the butter and sugar together, then add the eggs unbeaten one at a time, beating well after each addition. Dust the citron with a little of the flour. Stir in the sifted dry ingredients, alternating with the milk. Add the floured citron and mix thoroughly. Fill small greased muffin pans half full and bake about twenty minutes in a 375 degrees F. oven.



Fashions by Seruggs Vandervoort-Barney
D. G. Co., St. Louis

Fall Togs for Frisco Ladies

One of the latest Jersey frocks—at lower left—of a new fall design, featuring novel tucking, crepe de chine collar and cuffs, and chic leather belt. The hat is one of the new fall wide brim models. Mary Blank, secretary to B. F. Stanaage, assistant freight traffic manager, St. Louis, is the model.

Jewel Thompson—in center—of the comptroller's office, St. Louis, most becomingly wears a new felt—a reproduction of an "Agnes" model. The felt is soft and may be creased in the crown to fit the head tightly. A ribbon trimming falls gracefully from the right side, falling barely below the brim.

At upper right is shown one of the new fur coat models for 1926. This fur is hair seal with sable-dyed squirrel, long roll collar and cuffs. The grey and black-brown fur form a beautiful contrast. A small felt hat of a New York design, is worn with the coat. Marguerite Breunmer attractively displays the outfit.

A sensible model for the business girl, is shown at upper left in this pair of Frogskin oxfords with medium heel and chic buckle over the tongue. This promises to be one of the leading shoe numbers for fall.



The Pension Roll

JAMES SILAS McILVIN, of Springfield, Mo., engineer, southern division, was retired from active service May 31, 1926, due to having reached the age limit. He was born

May 16, 1856, at Rochester, N. Y. His father was a carpenter by trade. He first took up railroad work through a correspondence school course. At the age of twenty-one he began service with an eastern road as a wiper, and climbed up the ranks until on November 8,

1899, he came to the Frisco as an engineer. He was assigned a run on the southern division, where he has remained during his entire service. On October 23, 1883, he was married to Miss Ida McGimes and to them were born six girls, Gertrude, Anita, Mary, Hazel, Edith and June. Mr. and Mrs. McIlvin reside at 1820 Deming Place, Springfield, Mo. Continuous service of twenty-six years, six months, entitles him to a pension allowance of \$61.80, effective from June 1, 1926.

WILLIAM DERBY BICKFORD, yard engineer of Ft. Scott, Kansas, was retired from active service on

June 30, 1926, due to having reached the age limit. Mr. Bickford was born on June 27, 1856, at Nashua, N. H. His father was a grocerman of that city. The son received his education in the rural schools near Carbondale, Kansas, and at the age of twenty-six years began his service

as an engine wiper with the old K. C. F. S. & M. Railroad (now the Frisco), at Ft. Scott, Kansas. After wiping engines for two years he was promoted to the position of fireman, and on April 2, 1895, was promoted to engineer. He has run a yard engine for thirty-one years. On February 1, 1880, he was married to Miss Elizabeth Fish of Joplin, Mo., and to them were born four children: Birdie, Ioma, Flora and Samuel. The son is a yard engineer for the Frisco at this time.

Eleven veterans, with a total of 320 years, ten months of service, were placed on the Pension Roll at the meeting of the Board of Pensions, held July 22, 1926, in the offices at St. Louis, Mo.

On April 10, 1895, the wife died, leaving four small children, and on October 20, 1914, Mr. Bickford was married to Miss Clara Updike. All four children are married and Mr. and Mrs. Bickford reside at 1220 Elm Street, Ft. Scott, Kansas. Continuous service of forty-four years, six months entitles him to a pension allowance of \$67.30 a month, effective from July 1, 1926.

CLARK MORGANFIELD, colored section laborer of New Albany, Miss., was retired from active service on June 30, 1926, due to having reached the age limit. He was born June 10, 1856, at Pontotoc, Miss. His father was a farmer and he helped with the work on the farm at an early age. He never attended school. He left the farm after he became of age, and worked in both an oil and a stove mill. Later he came with the Frisco and worked in the extra gang, in and around New Albany. He also worked for several years in the yards at that point, and helped lay track when the old K. C. M. & B. Railroad was being built. In 1872 he was married to Miss Nettie Bird of New Albany, and to them were born four children, Harrison, Dave, Willie and Lula. Two of the children and his wife are living and they reside with him in New Albany, Miss. Continuous service of fifteen years, seven months entitles him to a pension allowance of \$20.00 a month, effective from July 1, 1926.

WILLIAM FRANKLIN HUNT, section laborer of Stephenville, Texas was retired on June 30, 1926, due to

having reached the age limit. He was born June 15, 1856, in Union, S. C. His father was a farmer and during his younger days he attended the schools near his home. His first work was on the farm, but in 1873 he began service with a Georgia railroad, but in 1904 he came with the Frisco as a section laborer at Bluffdale, Tex. He was promoted

to section foreman and worked at different points on the road. In 1876 he was married to Miss Sarah Elizabeth Goss, and to them were born three girls and one boy. The boy, John L. Hunt is the only child living at this time and he resides with Mr. and Mrs. Hunt in Stephenville, Tex. Continuous service of twenty-one years, entitles him to a pension allowance of \$20.00 a month, effective from July 1, 1926.

CHARLES LESLIE RHODES, engineer, eastern division, was retired from active service on January 13,

1926, due to permanent disability. He was sixty-eight years of age, born October 27, 1858, at Caledonia Center, Wis. His father was a carpenter by trade. He was educated in the schools of Rolla, Mo., and at the age of 26 years, or on May 8, 1884, he began his service with the

Frisco as a freight brakeman out of Newburg, Mo. He was advanced to the positions of passenger brakeman and baggageman, and in the fall of 1887 was transferred to the mechanical department where he began service as a fireman in September, 1892. Later he was promoted to the position of engineer, which position he held until his retirement. In April, 1888, he was married to Ellen Bowler of Springfield, Mo., and to them were born eight children. Two of his children have been with the Frisco in clerical capacity in the Springfield offices during the past few years. The family reside at 980 North Main Ave., Springfield, Mo. Continuous service of forty-one years and seven months entitles him to a pension allowance of \$85.15 a month, effective from February 1, 1926.

SHEPARD BALLARD SMITH, engineer, northern division, was retired from active service on June 30, 1926, due to having reached the age limit. He was born on June 10, 1856, at Troy, Penn. His father kept a hotel and also was occupied in farming a tract of land. His early days were spent in Troy, but he received most of his education in the common schools at Junction City, Kansas, where the family moved when he was fifteen years of age. His first work was in a merchandise store at Clay



JAS. S. McILVIN



W. D. BICKFORD



WM. F. HUNT



C. L. RHODES

Center, Kansas, but in 1876, he took a position with the Santa Fe as fireman. He was promoted in 1878, to the position of engineer but in the fall of that year he went to Moberly, Mo., where he remained until the fall of 1883. At this time he went with the Ft. Scott & Gulf Railroad until the spring of 1884, when he returned to the Santa Fe, where he ran an engine between Raton and Las Vegas, N. M. About this time he decided to marry so he left the road and went with the old Ft. Scott & Gulf road, now the Frisco, beginning his service on December 10, 1884, as engineer out of Kansas City, Mo. He was shortly afterward married to Miss Dora Montgomery. They have no children. Mr. and Mrs. Smith reside at 516 West 39th Street, Kansas City, Mo. Continuous service of forty-one years, six months entitles him to a pension allowance of \$86.70 per month, effective from July 1, 1926.

ARCHIE WILLIAM BELL, engineer, western division, was retired from active service December 24,



A. W. BELL

1925, due to permanent disability. He was fifty-eight years of age, born on October 15, 1868, at Jefferson City, Mo. His father was a farmer. In 1885 he began to learn the iron moulder's trade. He also spent five years in the postal service—later working for the Pierce Foundry Company at Clinton, Mo., and following this he began service in the roundhouse on the old John I. Blair Line, Kansas City, Clinton & Osceola now a part of the Frisco. Here he worked for 100 days at \$1.00 a day. In September, 1898, he began work as a helper in the roundhouse at Clinton, Mo. Due to a scarcity of firemen, he was drafted into the service in that capacity, and later became a regular fireman running out of Springfield until February, 1903, when he was transferred to the western division at Enid, Okla. On August 8 1903, he was promoted to the position of engineer and has run on the Perry sub twenty years. On October 27, 1892, he married Annie L. Dean of Nevada, Mo., and to them were born three children. Mr. and Mrs. Bell reside at 516 West Oak St., Enid Oklahoma. Continuous service of twenty-seven years, nine months, entitles him to a pension allowance of \$45.10 a month, effective from February 1, 1926.

GEORGE NATHAN SAMUELS, agent at Spring Hill, Kans., age sixty-three years, was retired from active service on January 3, 1926, due to permanent disability. He was born on June 22, 1863, at Springfield, Mass.,

and educated at West Field, Mass., and Paola, Kansas. His father was a shoemaker. At the age of twenty-five he started his career as assistant operator and clerk to the agent at Parsons, Kansas. He also worked as a helper at Arcadia, Kansas, and agent and operator at various points on the Frisco System. On February 7, 1885, he was married to Miss Georgia Lumpkins of Waterloo, Ill., and to them were born four girls and two boys. The Samuels reside at Spring Hill, Kansas. Continuous service of forty-one years and three months entitles him to a pension allowance of \$44.90 per month, effective from May 1, 1926.

CHARLES JOSEPH SNOOK, agent, Birmingham, Ala., age sixty-two years was retired from active service on



CHAS. J. SNOOK

February 15, 1926, due to permanent disability. He was born on June 21, 1864, at Romulus, N. Y., where he also received his education. His father was an undertaker, but at the age of seventeen Mr. Snook took up the work of telegraph operator. He held the positions of telegraph operator with the Lehigh Valley Railroad; assistant agent and operator with the Missouri Pacific; agent and operator with the K. C. F. S. & S.; agent and operator with the K. C. P. & G. Railroad; general manager, commercial, freight and passenger agent with the T. & F. S. Railroad; cashier with the Cotton Belt; clerk, freight office, with the K. C. F. S. & M.; agent and operator, with the K. C. M. & B. and in December, 1900, he came with the Frisco as a clerk. He held the positions of agent and operator at Ensley, Ala., freight and ticket agent, New Albany,

Miss., and freight agent at Birmingham, Ala. In 1885 he married Ellen M. LaTourrette, who died April 21, 1896. On July 16, 1903, he was married to Sara Rachel Ware. To them were born two children. Mr. and Mrs. Snook reside at 2300 N. 12th Avenue, Birmingham, Ala. Continuous service of twenty-five years and one month entitles him to a pension allowance of \$61.00 a month, effective from May 1, 1926.

In Memoriam

HOMER HOWARD

HOMER HOWARD, pensioned locomotive engineer, residing at 3937 Wyandotte Street, Kansas City, Mo., died at his home on July 28. He was born at Orion, Wis., February 11, 1857, and began service with this company in October, 1880, as a watchman and wiper at Pleasanton, Kansas, in which capacity he served until November, 1882, when he was employed as a fireman, serving thereafter continuously as a fireman and engineer on the northern division until the date of his retirement due to disability on February 11, 1921. Mr. Howard received a pension allowance of \$79.20 per month and up to the time of his death had received the total amount of \$5,068.80.

GEORGE H. GIBSON

GEORGE H. GIBSON died at his home, 417 McLemore Ave., Memphis, Tenn., at 5:00 a. m., August 11. Mr. Gibson had just recently returned from the hospital and it was thought he was much improved, however, he has been in ill health for some few months. He was born at Liccreek, Ill., July 26, 1855, and began his service with the Frisco in March, 1908. He served as yard clerk and switchman. In 1921 he took the position of trainmen's timekeeper in the office of the superintendent, southern division, where he served for three years.

A Depot Passes

[From Wichita (Kansas) Eagle]

The old Frisco station passes to the Ranney-Davis Wholesale house. It will give way to a business structure. When it was built it was called a depot, a French adaption which was variously pronounced depot, deepo, daypo and deppo. It was virtually the last of that line in Wichita. It was and remains a highly ornate work. All practical railroad men, in the old days, had certain architectural slants. The men who dominated the Santa Fe went in for a Swiss design with wide eaves and afterward changed their minds and turned strong for Spanish mission. The Missouri Pacific crowd got the courthouse idea into their heads and held to it valiantly. The Rock Island influence veered to a combination of business block and Swiss chateau, a not altogether lovely inspiration. But in the old days when the Frisco men concluded to set their architectural mark upon Wichita they struck from their imagination a modified Venetian palace. Desdemona might have dwelt in it. Instead the patient ticket seller and the muscular manipulator of the ward-robe trunk inhabited it and found it satisfactory. It is quite forgotten now. It was once a source of mounting local pride. But like all the other glories of this world, it passes.