

III.—Opinions on Oil Fuel

New York & Ottawa Railway Co.—Our tracks pass through 36 miles of the Fire Preserve section through which, from May to October, inclusive, locomotives are required to burn oil.

In the year 1910 we installed oil burning device on two locomotives at a cost of \$950.00. During 1912 the following expense was incurred :

Changing locomotives from coal to oil and then from oil to coal.....	\$ 389.22
Maintaining Fire Patrol.....	1,923.83
Clearing Right of Way of stumps, undergrowth, etc.	3,316.18
Increase in cost of oil over coal.....	5,868.10
Total.....	\$ 11,497.33

The cost of oil was 3.308c. per gal.

Locomotives started no fires in 1912.

Chicago, Milwaukee & St. Paul Railway Company.—Figures have been compiled from time to time on the cost as between use of fuel oil and coal and as near as we can determine, the use of fuel oil is about one-half cent per ton cheaper than coal. Three barrels of oil is considered equivalent to one ton of coal.

Bellingham & Northern Railway Company.—The oil has been entirely satisfactory from a fire preventive point of view, and we estimate a saving of approximately $33\frac{1}{4}$ per cent of fuel consumption, as compared with coal, but you will understand that we are so situated that our coal has cost us an unusually high freight rate.

Tonopah and Goldfield Railroad Company.—The T. & G.R.R. does not operate through any timber country at all, our entire mileage being over sandy desert country, however, our observation is that oil is satisfactory as a fire preventive measure. Oil prices in this territory range from 38c. to 58c. per barrel at the oil fields, to which is to be added freight charges, and our experience is that the cost of fuel oil as compared with coal is just about one-half.

SOUTHERN PACIFIC COMPANY

Extracts from "Rules and Information for the Handling of Oil-Burning Locomotives."

7. Guarding Against Fires.—Especial care should be exercised by roundhouse foremen and engine watchmen, to prevent accumulation of carbonaceous matter in fireboxes, so that liability of setting fires will be avoided. Engineers observing live sparks escaping from smoke stacks will report this at once to superintendent and master mechanic by wire; also on work book on arrival at terminal roundhouse