LOCOMOTIVE FUEL PERFORMANCE RECORDS

Office of Fuel Agents

AT THE beginning of 1929, as is customary each year, a standard for fuel performance in each class of service was set up by the management as our goal for the year. This mark, it was felt, based on the general expectation of business, we would be able to reach in each class of service.

Conditions being equal as to the volume of business handled, it is natural to expect as the other conditions on the railroad improve our fuel performance will improve, and therefore the mark is set a little higher each year, but in the case of fuel performance figures, means a little lower—that is, the pounds of fuel used per unit of service.

Our goal in freight service for 1929 was 170 pounds per 1000 gross ton miles. We were able to make this mark by making a performance of 171 pounds and which compares with 175 pounds per 1000 gross-ton miles for the year 1928.

In passenger and switch service, however, we did not come so close to our standards nor did we quite equal the 1928 figures in these two classes of service.

In passenger service the performance for the year was 15.2 pounds per passenger-car mile which compares with 14.8 pounds per passenger-car mile in 1928 and a standard set for 1929 of 14.3 pounds per passenger-car mile.

In switch service a performance of 144 pounds per switch-locomotive mile compares with 142 pounds for the year 1928 and a standard for 1929 of 135 pounds per switch-locomotive mile.

In previous issues of the magazine, conditions affecting the performance from month to month have been mentioned and it is not necessary to go into further detail here, except to say we are hopeful in 1930 of beating the 1929 records in each class of service.

Operating conditions on the various divisions and subdivisions vary from month to month or year to year which affect the performance, but it is our experience that when the performance is running above the standard or the record for the same month in the previous year, that is the time everyone digs in harder to at least prevent fuel waste that can be controlled, nor do we find a disposition on the part of the division people to take undue credit to themselves for conditions that tend toward a favorable fuel showing. In other words, the Statistical department furnishes records that pretty thoroughly analyze the whys and wherefores for major changes. However, the amount of fuel used per trip or shift is influenced by so many things many of which are seemingly small, that unless fuel is kept a very live subject all the time all over the railroad we will slip back.

It would be impossible to record in a brief article all the many good suggestions that are brought out during the year in the many fuel meetings and between times. It is sufficient to say these suggestions are a power for good. The fuel meetings last for two or three hours, but the result of that contact between the officers and the operating employes is manifest throughout the month and the year all up and down the railroad, and helps to keep fuel in the minds of everyone.

The mark we have been given for next year as follows:

Freight, 166 pounds per 1000 gross-ton miles; Passenger, 14.5 pounds per passenger-car mile; Switch, 140 pounds per switch-locomotive mile.

In a certain issue of the *Magazine* a few years ago, our President, Mr. J. M. Kurn, said . . . "Fuel, next to wages, is our largest single item of expense, and the proper use of fuel is essentially a mark of good railroading. The records of fuel performance are one of the important yard sticks of measuring efficiency of railroad operation. Whatever reduction we can make in fuel expense, will provide us with just that much more money for improving the property and the equipment, for providing facilities to better handle the available traffic, and the result of our team work will be reflected in better conditions and in more favorable employment."

The above expressions, and others in the same article, have since that time been often and freely quoted in fuel meetings and in discussions among the employes, and everyone thoroughly understands the force of Mr. Kurn's statement, that, "whatever reduction can be made in fuel or other savings provides just that much more for improving the property."

The suggested goal for 1930, while a reduction over last year, we should be able to make. A good volume of business is anticipated. The twenty fine new high pressure locomotives and 3,800 new cars will help out. All the expenditures for strengthening bridges, lengthening side tracks, for terminal facilities and many other improvements will also help. There is satisfaction in the thought that the interest and effort in the proper use of fuel has helped at least to make these expenditures for new equipment and other improvements possible, just as the president stated in his article they would do.

On the following pages are shown, as usual, a few performances which are only a few of all the good records made but when a bad record is made it does not necessarily follow that less interest or effort was put forth by the crew but the breaks were probably against them. Everything we can all do to even up or avoid the bad breaks will aid in making the 1930 goal one hundred per cent.

EASTERN DIVISION

Rolla Sub: Engineer R. H. SHERRY, fireman H. WILSON, train 7, engine 1519, St. Louis to Newburg, December 9, 1929, handled 10 cars in train, made 1,200 car miles, burned 1,108 gallons oil, performance .92 gallon per passenger car mile.

Engineer KINGDON, fireman HOFFMAN, train 6, engine 1515, Newburg to St. Louis, December 26, 1929, handled 1,800 passenger car miles, burned 1,310 gallons oil, performance .72 gallon per passenger car mile.

Engineer C. Y. MAYFIELD, fireman ROY GALLAHAN, train Extra East, engine 51, Newburg to Gratiot, December 23, 1929, handled 117,648 gross ton miles, burned 17 tons coal, performance 145 pounds per 1,000 gross ton miles.

Lebanon Sub: Engineer J. BLACKLEDGE, fireman V. CROSS, train 33, engine 31, Newburg to Lebanon, December 13, 1929, handled 126,756 gross ton miles, burned 9 tons coal, performance 141 pounds per 1,000 gross ton miles.

Springfield Sub: Engineer C. MILLER, fireman W. B. ROBBINS, train Extra West, engine 56, Springfield to Monett, January 3, 1930, handled 95,216 gross ton miles, burned 6 tons coal, performance 126 pounds per 1,000 gross ton miles.

Engineer ED MONROE, fireman R. G. BROWN, train Extra West, engine 35, Springfield to Monett, January 2, 1930, handled 123,112 gross ton miles,

burned 7 tons coal, performance 113 pounds per 1,000 gross ton miles.

RIVER DIVISION

St. Louis Sub: Engineer KAY, fireman DARK, train 805, engine 1051, St. Louis to Chaffee, December 21, 1929, handled 1,276 passenger car miles, burned 821 gallons oil, performance .63 gallon per passenger car mile. This is a very good performance.

Engineer JOHNSON, fireman JONES, train 805, engine 1036, St. Louis to Chaffee, December 18, 1929, handled 1,427 passenger car miles, burned 1,180 gallons oil, performance .82 gallon per passenger car mile. Very good performance considering bad weather conditions.

Chaffee Sub: Engineer McCONACHIE, fireman MANTEL, train 806, engine 1053, Memphis to Chaffee, December 20, 1929, handled 1,620 passenger car miles, burned 1,136 gallons oil, performance .70 gallons per passenger car mile.

Engineer FRISSELL, fireman RIEHL, train 806, engine 1053, Memphis to Chaffee, December 23, 1929, handled 1,620 passenger car miles, burned 1,170 gallons oil, performance .72 gallons per passenger car mile.

NORTHERN DIVISION

Kansas City Sub: Engineer A. NORRIS, fireman R. ALEXANDER, train 162, engine 4104, Ft. Scott to Kansas City, December 7, 1929, handled 326,700 gross ton miles, burned 13 tons coal, performance 79 pounds per 1,000 gross ton miles.

Engineer L. A. BUCKNER, fireman JESS MILLER, train 2/162, engine 4102, Ft. Scott to Kansas City, December 10, 1929, handled 282,645 gross ton miles, burned 10 tons coal, performance 80 pounds per 1,000 gross ton miles.

Afton-Parsons Sub: Engineer T. McKILLOP, fireman WM. FLETCHER, engine 4112, Afton to Ft. Scott, December 14, 1929, handled 285,824 gross ton miles, burned 11 tons coal, performance 80 pounds per 1,000 gross ton miles.

SOUTHWESTERN DIVISION

Following are only a few of the best fuel performances made on inbound freight trains into West Tulsa during the special fuel check conducted by Messrs. Conley and Mitchell during the early part of December:

Cherokee Sub: Engineer DAVIS, fireman MORGAN, conductor SMITH, brakemen BAKER and BROWN, train Extra, engine 4115, Monett to West Tulsa, December 6, 1929, handled 322,686 gross ton miles, burned 1,913 gallons oil, performance 6.0 gallons per 1,000 gross ton miles.

Engineer WALROD, fireman MEYLOR, conductor WHITE, brakemen JOHNSTON and KOENIG, train 431, engine 4159, Monett to West Tulsa, December 8, 1929, handled 267,525 gross ton miles, burned 1,511 gallons oil, performance 6.4 gallons per 1,000 gross ton miles.

Engineer LIPE, fireman CAUSEY, conductor LAMB, brakemen OLDHAM and FOSTER, train 435, engine 4115, Monett to West Tulsa, December 8, 1929, handled 283,212 gross ton miles, burned 2,014 gallons oil, performance 7. gallons per 1,000 gross ton miles.

Oklahoma Sub: Engineer PRUITT, fireman MARTIN, conductor SOUTHER, brakemen ELLIS and CONNORS, train 436, engine 4118, Oklahoma City to West Tulsa, December 5, 1929, handled 268,708 gross ton miles, burned 1,613 gallons oil, performance 6. gallons per 1,000 gross ton miles.

Engineer WHAM, fireman WALKER, conductor CHESTNUT, brakemen LANGE and RAMSEY, train 436, engine 4164, Oklahoma City to West Tulsa, December 10, 1929, handled 236,579 gross ton miles, burned 1,511 gallons oil, performance 6.3 gallons per 1,000 gross ton miles.

Creek Sub: Engineer LEWERS, fireman BREEDLOVE, conductor MALLORY, brakemen AYERS and CARTNELL, train 532, engine 4155, Francis to West Tulsa, December 10, 1929, handled 295,008 gross ton miles, burned 1,914 gallons oil, performance 6.5 gallons per 1,000 gross ton miles.

Engineer SANER, fireman BOLAND, conductor FULTON, brakemen MARTIN and LUKE, train 532, engine 4114, Francis to West Tulsa, December 5, 1929, handled 241,322 gross ton miles, burned 1,714 gallons oil, performance 7.1 gallons per 1,000 gross ton miles.

TEXAS LINES

St. L. S. F. & Texas Sub: Engineer A. R. PAYNE, fireman WHITE, train Extra North, engine 739, Ft. Worth to Sherman, December 16, 1929, handled 121,465 gross ton miles, burned 975 gallons oil, performance 8. gallons per 1,000 gross ton miles.

Engineer J. H. BROCK, fireman MILLER, train 32, engine 742 (Saturated), Ft. Worth to Sherman, December 16, 1929, handled 111,792 gross ton miles, burned 1,811 gallons oil, performance 16.3 gallons per 1000 gross ton miles.

Ft. W. & R. G. Sub: Engineer A. N. WALKER, fireman FELIX ROSE, train Extra North, engine 1240, Brownwood to Ft. Worth, December 17, 1929, handled 145,294 gross ton miles, burned 1,443 gallons oil, performance 9.95 gallons per 1,000 gross ton miles.

Engineer E. P. FREEMAN, fireman JAMES HOGUE, train 42, engine 756 (Saturated), on local mixed run, Stephensville to Ft. Worth, December 31, 1929, handled 43,577 gross ton miles, burned 593 gallons oil, performance 13.8 gallons per 1,000 gross ton miles.

SOUTHERN DIVISION

Following are the best fuel performances made on inbound through freight train into Amory, Miss., during the special fuel check conducted by Messrs. Conley and Mitchell from December 31, 1929, to January 8, 1930:

Tupelo Sub: Engineer SMITH, fireman HENRY, conductor BOGGAN, freight men MORGAN and SMITH, train 131, engine 4143, Memphis to Amory, January 2, 1930, average tons handled 2,162, burned 11 tons coal, performance 83 pounds per 1,000 gross ton miles.

Engineer ROESEL, fireman BONNER, conductor MAY, brakemen MAY and TUMBROW, train 131, engine 4102, Memphis to Amory, January 6, 1930, average tons handled 2,196, burned 11 tons coal, performancce 84 pounds per 1,000 gross ton miles.

Engineer GREER, fireman BOWEN, conductor GOODMAN, brakemen SMITH and HARRINGTON, train 131, engine 4123, Memphis to Amory, January 3, 1930, average tons handled 2,099, burned 11 tons coal, performance 86 pounds per 1,000 gross ton miles.

Engineer PROW, fireman WHITEFIELD, conductor COLTHROP, brakemen HUTHRO and JACKSON, train 135, engine 4129, Memphis to Amory, January 6, 1930, average tons handled 2,347, burned 13 tons coal, performance 91 pounds per 1,000 gross ton miles.

Engineer DOBBS, fireman PAGE, conductor BAKER, brakemen ALLEN and EDWARDS, train extra, engine 1527, Memphis to Amory, January 1, 1930, average tons handled 1,611, burned 1,612 gallons oil, performance 8.2 gallons per 1,000 gross ton miles.

Birmingham Sub: Engineer IVES, fireman WOODEN, conductcor ROBERSON, brakemen REESE and WILLIAMS, train 136, engine 1, Birmingham to Amory, January 2, average tons handled 1,923, burned 11 tons coal, performance 94 pounds per 1,000 gross ton miles.

Engineer WOLFE, fireman KELLEY, conductor HILL, brakemen WEEKS and LOWEN, train 934, engine 4143, Birmingham to Amory, January 4, 1930, average tons handled

(Now turn to Page 27, please)

FOR MERITORIOUS SERVICE

RIVER DIVISION

SUPERINTENDENT J. A. Moran reports the following cases of meritorious service:

W. H. Woodyard, brakeman, while in Kennett, Mo., on his own time found four passengers who were planning to make trips, two to St. Louis and two to Poplar Bluff, Mo., and induced them to use Frisco Lines when they planned to use other forms of transportation. Commended.

November 15—J. B. Crader, switchman, discovered a broken rail while train 829 was pulling into the Chaffee yards. Ten merits.

November 25—E. Hosea, brakeman, built pen to protect cow and new born calf in car CGW-46298 in train 8491. Ten merits.

H. T. Hudgings, brakeman, discovered brake beam down on ERIX 663 in Ex. 4016, south, as it was passing through Blytheville, Ark. Ten merits.

December 7—W. M. Webber, agent, Burdette, corrected conditions found on SF 31633 at Burdette. Five merits.

November 15—L. E. Mobley, agent, Walter Wright, helper, and W. Davis, section foreman, Manila, Ark., volunteered their services to protect company property in a fire which destroyed a building belonging to C. W. Tipton at Manila. Ten merits each.

C. S. Pawkett, conductor, extended exceptional courtesy to a young lady who was ill and traveling to a sanitarium. Commended.

November 23—Earl Ormsbee, brakeman, on train 838, reported unusual track condition at MP 258-28 and section men found a two-inch expansion of rail and two broken bolts in the angle bar. Ten merits.

SOUTHERN DIVISION

Superintendent S. J. Frazier reports the following cases of meritorious service:

December 25—W. H. Cole, agent, Blue Springs, took his automobile and took section men to derailment at mile post 566. Commended.

December 30—A. M. Bybee exercised unusually prompt handling of waybill and showed good judgment in setting out Armour Route Car No. 32 which was improperly carded. Commended.

Walter Greer, engineer, Yale, Tenn., was in through freight service during the entire year of 1929 and did not have any engine trouble of any kind, did not have a single double and did not pull out a single coupler. Commended.

November 28—Raymond W. Gill, fireman, F. D. Sadler, and A. E. Sowders, brakemen, all of Chaffee, Mo., were on Extra 4016, south, and discovered a car door lying on the north bound main track while they were meeting another train at Harvard. They got off their train and removed the door from the track. Commended.

November 19—Sloan Ennis, pumper, Miller, Miss., discovered broken rail at MP 507.5, flagged Train 107 and called section men to repair the track. Commended.

January 3—H. V. Spencer, engineer on engine 40, train 136, assisted in the movement of 106 when it was necessary to relieve the 1632. Commended.

YALE TERMINALS

January 11—F. Brandenburg, R. E. Johndraw, Jack Green, Joe Cooper, switchmen, J. D. Scroggins, engineer, and Cullie Foster, fireman, assisted in extinguishing a fire on freight house platform at Memphis, Tenn. Five merits each.

January 7—George Barbee, conductor, Thayer, Mo., helped extinguish fire which ignited ceiling of telegraph office at Yale. Five merits.

CENTRAL DIVISION

Superintendent S. T. Cantrell reports the following cases of meritorious service:

N. T. Holt, agent, Grant, Oklahoma, assisted section foreman load scrap when section forces were not working, thereby saving several days delay to car. Five merits.

J. E. Bradley, B&B foreman, started pump at water plant when watchman failed to get it started, thereby preventing shortage of water and saving delay to pile driver. Ten merits.

F. L. Coulter, yard clerk, Fort Smith, Arkansas, assisted ice company put up ice and ice three cars of poultry, materially reducing delay to train 734 which was waiting for the three cars. Five merits.

Val Tustison, engine foreman, Fort Smith, Ark., found broken switch and took proper protective measures, preventing an accident. Ten merits.

G. W. Thompson, engineer, and Ed N. Stone, fireman, in moving through Winslow tunnel, ice in the tunnel broke glass in cab of engine of train 712, but in order to avoid delay to the train they did not stop to make temporary repairs, continuing instead despite the discomfort until the train reached the terminal. Five merits.

NORTHERN DIVISION

Superintendent W. H. Bevans reports the following cases of meritorious service:

January 8—H. Thrasher, brakeman, Fort Scott, Kansas, while inspecting train 132 discovered broken arch bar on PARX 670, car of oil for Kansas City. Commended.

January 2—H. I. Munday, section foreman, Mound Valley, Kansas, noticed a piece of stone was working off car SF 95464 in Extra 4028 and stopped the train and the stone was placed back on the car. Ten merits.

December 24—C. L. Green, brakeman, Kansas City, Mo., in looking over train 1/162 at Paola, Kansas, found broken arch bar on EGX 579. Commended.

December 28—Lee Nelson, conductor, Fort Scott, Kansas, discovered defective switch and notified dispatcher. Ten merits.

EASTERN DIVISION

Superintendent E. L. Magers reports the following cases of meritorious service:

January 11—W. M. Leek, operator, Dixon, assisted in keeping trains moving when heavy sleet storm damaged telegraph lines. Commended.

January 11—T. H. Vaughn, operator, Cuba, Missouri, assisted in keeping trains moving when sleet storm damaged telegraph lines. Commended.

January 9—John Skyles and Thomas Bannon, carpenters, volunteered to clean out switches to the Pevely Dairy Company when section men were otherwise employed so that milk car could be placed each morning. Five merits each.

BIRMINGHAM TERMINALS

January 10—S. H. Sanders, switchman, found foot stirrup on SF 75106 broken and on same day discovered broken rail in Track 5. Commended.

SOUTHWESTERN DIVISION

Superintendent C. T. Mason reports the following cases of meritorious service:

January 2—R. H. Tankersley, brakeman, and Guy Dennis, fireman, both of West Tulsa, Oklahoma, while on train 532 made repairs to train line on SF 47490 at Okmulgee, making it

(Now turn to Page 27, please)

FOR MERITORIOUS SERVICE

(Continued from Page 26)

possible to move this car through without delay. Commended.

December 11—W. F. King, section foreman, Henryetta, Oklahoma, while first No. 535 was passing him at MP 482 plus 30 poles, noticed brake beam dragging and notified train crew. Commended.

December 16—C. W. Webster, agent, Ravia, Oklahoma, noticed box car SF 124978 was off center on front truck as local was passing his station and notified train crew. Five merits.

January 5—P. C. Crosby, conductor; Henry Ellis and Frank Conners, brakemen; J. R. Mason, engineer; P. K. Harwood, fireman, all of Oklahoma City, Oklahoma, noticed box car on fire while handling train 436 and cut off engine and switched this car to a position near a fire plug. Commended.

December 26—Monroe Chestnut, conductor, Oklahoma City, Oklahoma, discovered broken wheel on car JLC 6043 in train 444. This was the second broken wheel he discovered in six months. Commended.

WESTERN DIVISION

Superintendent W. R. Brown reports the following cases of meritorious service:

E. D. Osborn, operator, Cordell, Oklahoma, discovered broken angle bar in track and also discovered broken brake rod on a car loaded with cotton seed. Commended.

TULSA TERMINALS

W. A. Seylor, fireman, discovered broken rail and reported it. Five merits.

R. T. Studley, switchman, replaced safety valve on car of oil, carrying valve several lengths to replace it. Five merits.

FUEL PERFORMANCE

(Continued from Page 25)

2,103, burned 13 tons coal, performance 102 pounds per 1,000 gross ton miles.

Engineer SCHOUP, fireman COKE, conductor ROBINSON, brakemen TURPIN and WATSON, train 934, engine 4139, Birmingham to Amory, January 7, 1930, average tons handled 2,112, burned 13 tons coal, performance 102 pounds per 1,000 gross ton miles.

Engineer HOLLINGSWORTH, fireman JONES, conductor BEATTY, brakemen PETHY and SEABURG, train 136, engine 4129, Birmingham to Amory, January 1, average tons handled 1,875, burned 12 tons coal, performance 106 pounds per 1,000 gross ton miles.

Frisco Employes' Hospital Association

Receipts and Disbursements after Sept. 30, 1929, through Dec. 31, 1929.

Balance brought forward from Sept. 30, 1929			$ 21,695.19
RECEIPTS:			
From assessments on members		$78,380.20	
" interest on daily balances in bank		92.10	
" interest on securities in Treasury		3,400.00	
" donation by St. L.-S. F. Ry. Co.		162.51	
" sundry accounts collectible		3,165.76	$5,200.57
" proceeds at maturity, Oct. 1, 1929, of $2,000 Pennsylvania R. R. Co., Equipt. Trust 4½% Notes, Series C		2,000.00	
" proceeds at maturity, Oct. 1, 1929, of $14,000 Illinois Central Rd. Co. 4½% Equipt. Trust Ctfs., Series N		14,000.00	
" proceeds at maturity, Oct. 1, 1929, of $2,000 Illinois Central Rd. Co. 4½% Equipt. Trust Ctfs., Series L		2,000.00	
" proceeds at maturity, Oct. 1, 1929, of $5,000 Kansas City and Memphis Ry. and Bridge Co., 1st Mtge. 5% Bonds		5,000.00	
" proceeds at maturity, Dec. 1, 1929, of $2,000 Baltimore & Ohio Rd. Co. 5% Equipt. Trust Ctfs., Series A		2,000.00	
" proceeds at maturity, Dec. 1, 1929, of $5,000 Wabash Railway Co. 4½% Equipt. Trust Ctfs., Series F		5,000.00	
" proceeds of $7,000, par value, Middle West Utilities Co. 5½% Serial Gold Notes called for payment Dec. 2, 1929, @ 100¼	$7,017.50		
accrued int. 4 months 1 day	129.40	7,146.90	37,146.90
			$144,042.66
DISBURSEMENTS:			
For payrolls		$27,964.40	
" professional, ordinary and emergency services		17,239.90	
" labor, material and supplies		8,215.24	
" provisions		8,139.02	
" drugs		9,330.20	
" light, water, ice, gas, fuel and telephones		2,332.39	
" all other expenses		1,002.13	$74,223.28
" $9,000, face amount, Chicago and Northwestern Railway Co. 4½% Equipt. Trust Ctfs. Series V, (due Aug. 1, 1932), purchased Oct. 2, 1929, @ 97.407 (5.50% basis), for	$ 8,766.63		
plus acc'd int. 2 months 1 day	68.63	8,835.26	
" $8,000, face amount, Receivers, Chicago & Alton R. R. Equipt. Trust 6% Ctfs. Series A: $3,000 due May 15, 1933, purchased Oct. 21, 1929 @ 99.9946 (6% basis) for $2,999.84; plus acc'd int. 5 mo. 6 da. 78.00	$ 3,077.84		
$5,000, due Nov. 15, 1933, purchased Oct. 22, 1929 @ 99.9946 (6% basis) for $4,999.73; plus acc'd int. 5 mo. 7 da. 130.83	5,130.56	8,208.40	
" $8,000, face amount, Canadian Pacific Ry. Co. Equipt. Trust 4½% Ctfs. Series B, (due June 1, 1933), purchased Oct. 21, 1929, @ 97.5534 (5.25% basis) for	$ 7,804.27		
plus acc'd int. 4 months 20 days	140.00	7,944.27	
" $10,000, face amount, Canadian Nat'l. Ry's. Equipt. Trust 5% Bonds, Series K, (due May 1, 1933), purchased Oct. 22, 1929, @ 98.7270, (5.40% basis), for	$ 9,872.70		
plus acc'd int. 5 months 21 days	237.50	10,110.20	
" $1,000, face amount, St. L.-S. F. Ry. Co. 5% Equipt. Trust Ctfs., Series AA, (due Sept. 1, 1930), purchased Dec. 4, 1929, @ $100	$ 1,000.00		
plus acc'd int. 3 months 3 days	12.92	1,012.92	
" $18,000, face amount, City of Tulsa, Okla., 4½% Street Improvement Bonds, (due Aug. 1, 1935), purchased Dec. 5, 1929, @ $100	$18,000.00		
plus acc'd int. 4 months 5 days	281.25	18,281.25	
" $2,000, face amount Kansas City, Memphis and Birmingham R. R. Co., General Mortgage 4% Bonds (due March 1, 1934), purchased Dec. 16, 1929, @ 95½	$ 1,910.00		
plus acc'd int. 3 months 15 days	23.33	1,933.33	56,325.63
Balance Dec. 31, 1929, p. m. at: First National Bank, St. Louis Mo.			* 13,493.75
			$144,042.66

* Subject to $499.36 of pay-drafts and voucher-drafts outstanding at close of business December 31, 1929.

(Now turn to Page 28, Please)

MECHANICAL DEP'T HAS GOOD YEAR

(Continued from Page 5)

thereby practically eliminated all the Pintch gas lighted cars. These are some of the improvements that are being made to bring our passenger equipment up to 100 per cent condition. In addition to the above, 86 passenger cars were generally overhauled, sills, siding, posts, braces, etc, renewed, cars painted and varnished inside and outside.

The Frisco owns 38,271 freight cars of various classes. Nothing is being left undone to keep this equipment in first-class condition. During the past year 63 flat cars in the 93,000 series were equipped with cast steel bolsters, draft sill cover plates, stake pockets and 3-inch decking. 20 of our 145000 series cars were equipped with steel ends, Imperial couplers, roofs and side doors. 39 of our cabooses were equipped with cast iron smoke jacks. We also built at our Yale yards 300, 110-M capacity flat bottom gondola cars; converted 236 refrigerators into ventilated box cars; equipped 35 hopper cars in 80, 81 and 82-M series with coke racks. As well, practically all other classes of freight equipment receiving substantial repairs to better fit them for the heavy, long, fast trains now being operated over the railroads. The Frisco Railroad was unfortunate in having a large number of old wooden superstructure freight cars that are gradually being scrapped and replaced with modern up-to-date freight cars, suitable to withstand the heavy strain of the long trains.

Rapid progress has been made in increased mileage of freight cars. Where a few years ago we were only getting from 18 to 20 miles per day, at the present time we are getting approximately 33 miles per day. This has resulted in a very material reduction in the number of cars necessary to handle the same amount of business as at the time we were not getting the mileage out of our cars. There is no reason why, if we are permitted to go along on our undisturbed program of improvement, our freight cars cannot be very materially improved on. And it is with this in view that for the year 1930 the mechanical department is striving to make each unit of equipment owned 100 per cent for the handling of the commodity for which built. The Frisco railroad has ordered a great deal of new equipment which will be delivered during 1930. The locomotives which are similar in construction to our 4100 class Mikado cost $111,000 each. To give you an idea of the increased cost in locomotives, our Santa Fe type, 1 to 30 class engines, purchased in 1916 and 1917 cost us $37,000, our freight cars cost us about $250.00 per car more than the last bunch purchased, while the increased cost of dining cars is approximately $20,000. With the increased cost of new equipment it behooves us to do everything possible to combat the ever increasing cost of new equipment and with this in mind, we are doing everything possible to maintain our equipment in condition to meet the present day demands.

A GOLDEN WEDDING

A few relatives and intimate friends of Mr. and Mrs. T. E. Hanson of Memphis, Tenn., entertained in their honor Tuesday evening, January 7, with a surprise party commemorating their Golden Wedding Anniversary. Mr. Hanson, who formerly served the Frisco in the local freight office at Memphis, Tenn., was retired on January 31, 1928.

The party was held at the home of Mr. and Mrs. Hanson, 911 Estival Place, Memphis, and the home was beautifully decorated with roses, ferns and other potted plants.

FRISCO EMPLOYES' HOSPITAL ASSOCIATION

(Continued from Page 27)

THE ASSOCIATION OWNS:

	Par Value
Canadian National Rys. 4½% Guaranteed Gold Bonds (mature Feb. 15, 1930)	10,000.00
St. Louis-San Francisco Railway Company 4½% Equipment Trust Certificates, Series BB (mature Feb. 15, 1930)	10,000.00
Pennsylvania Rd. 5% General Equipment Trust Certificates, Series "B" (mature April 1, 1930)	5,000.00
New York Central Lines 4½% Equipment Trust Certificates of 1925 (mature May 15, 1930)	10,000.00
Receiver's, Chicago, Milwaukee & St. Paul Ry., 5% Equipment Trust Certificates, Series D (mature Aug. 1, 1930)	9,000.00
St. Louis-San Francisco Ry. Co., 5% Equipt. Trust Ctfs., Series AA, (mature Sept. 1, 1930)	1,000.00
Edison Electric Illuminating Company of Boston, 3-year 4½% Gold Notes (mature Nov. 1, 1930)	5,000.00
St. Louis-San Francisco Railway Company 6% Equipment Trust Notes, Series 71-D (mature January 15, 1931)	1,000.00
St. Louis-San Francisco Railway Company 6% Equipment Trust Notes, Series 71-E (mature January 15, 1931)	9,000.00
New York Central Lines 4½% Equipment Trust Certificates of 1925 (mature May 15, 1931)	5,000.00
St. Louis & San Francisco Railway Company, General Mtge. 5% Gold Bonds (mature July 1, 1931)	4,000.00
St. Louis-San Francisco Ry. Co. Equipment Trust 5% Certificates, Series AA, (mature Sept. 1, 1931)	3,000.00
Chicago, Rock Island and Pacific Railway Co. 5% Equipt. Trust Certificates, Series M. (mature April 1, 1932)	5,000.00
Chesapeake & Ohio Ry. Co. 4½% Equipment Trust Gold Certificates of 1929 (mature May 1, 1932)	10,000.00
Chicago, Rock Island and Pacific Railway Co. 5% Equipt. Trust Certificates, Series L (mature June 1, 1932)	2,000.00
Chicago and Northwestern Ry. Co., 4½% Equipt. Trust Ctfs., Series V, (mature Aug. 1, 1932)	9,000.00
St. Louis-San Francisco Railway Company Equipment Trust 5% Certificates, Series AA (mature Sept. 1, 1932)	6,000.00
Canadian National Rys., Equipt. Trust 5% bonds, Series K, (mature May 1, 1933)	10,000.00
Receiver's, Chicago & Alton R. R. Equipt. Trust 6% Ctfs., Series A, (mature May 15, 1933)	3,000.00
Canadian Pacific Ry. Co., Equipt. Trust 4½% Ctfs., Series B, (mature June 1, 1933)	8,000.00
Chicago, Rock Island and Pacific Railway Co., 4½% Equipment Trust Certificates, Series O. (mature July 1, 1933)	20,000.00
Chicago, Rock Island and Pacific Ry. Co. 4½% Equipment Trust Certificates Series P (mature Aug. 1, 1933)	20,000.00
St. Louis-San Francisco Railway Company Equipment Trust 5% Certificates, Series AA (mature Sept. 1, 1933)	10,000.00
Receiver's, Chicago & Alton R. R. Equipt. Trust 6% Ctfs., Series A, (mature Nov. 15, 1933)	5,000.00
Kansas City, Memphis and Birmingham R. R. Co., General Mortgage 4% Bonds (mature March 1, 1934)	7,000.00
St. Louis-San Francisco Railway Company Equipment Trust 6% Gold Notes, Series 71-C (mature Jan. 15, 1935)	10,000.00
City of Tulsa, Okla., 4½% Street Improvement Bonds (mature Aug. 1, 1935)	18,000.00
U. S. Fourth Liberty Loan 4¼% Bonds (mature Oct. 15, 1938)	35,000.00
U. S. First Liberty Loan (Converted) 4¼% Bonds (mature June 15, 1947)	15,000.00
St. Louis-San Francisco Railway Company Prior Lien 4% Bonds, Series A (mature July 1, 1950)	14,000.00
St. Louis-San Francisco Railway Company Consol. Mtge. 4½% Gold Bonds Series "A" (mature March 1, 1978)	25,000.00
(As at close Dec. 31, 1929)	$304,000.00

St. Louis, Mo., Jan. 4, 1930.

F. H. HAMILTON,
Treasurer.