

RACES AT PENSACOLA

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the following day and the final one on Labor Day morning so that in event of a tie, the deciding race can be held on the afternoon of that day. One crew, consisting of a skipper, or captain, and two men, sails for each club in each race. Control of the races is under the administration of a committee comprised of the chairmen of the different Fish Class committees of each club in the Gulf Yachting Association, the name Fish Class committee applying because the boats in this class are named for gulf fish. This committee has charge of all preparations and the sailing of the races. They also appoint a committee, known as the Fish Class Board of Appeals, to whom all questions concerning the races go and whose decisions are final.

The race course is designated by judges' boats, buoys and flags, and while the events are taking place it is patrolled by officers and men of the Coast Guard. The judges and timekeepers, who start the races and observe the finishes, have a special boat moored at the starting point. The distance around the course is approximately three miles and the boats sail around it three times, which, allowing for tacking and windward work, makes each boat travel from ten to twelve miles. Scoring is based on points and the number of boats in competition.

The race boats are sloops of one design and are as near alike in measurement, construction, rigging, sails and other equipment as possible. In the series of races the different clubs fly distinguishing pennants on the mainsail peaks of their boats as follows: Biloxi, lavender; Mobile, orange; Houston, green; Pensacola, red; St. Petersburg, white; New Orleans, blue; and Sarasota, red and white. Each of the boats is named for a different Gulf Coast fish so that the name Fish Class Sloops is applied to them. The standard overall length for entries is 20 feet, 7 inches with a water line length of 16 feet. The beam over all is 6 feet, 6½ inches and at water line is 6 feet. The draft of these boats is 3 feet, 1 inch. These sloops have a main sail hoist of 13 feet and a boom of 16 feet, 9 inches. The gaff is 11 feet and the leech is 25 feet, 8 inches. The mainsail area is 216 square feet, the jib 46 square feet and lead keel weight, 220 pounds.

He: "May I hold your Paulmolive?"

She: "Not on your Life Buoy."

He: "Then I'm out of Lux."

She: "Yes, Ivory formed."

MERCHANT BECOMES P. T. M.

Assumes Direction of Passenger Department on Sept. 15—Other Changes Announced

FOUR changes in the official personnel of the traffic department of the St. Louis-San Francisco Railway Company became effective on September 15. The changes were announced by S. S. Butler, general traffic manager.



W. S. MERCHANT

W. S. Merchant, general eastern agent for the company in New York City, was promoted to passenger traffic manager at St. Louis, succeeding J. W. Nourse, who goes to the position of general passenger agent in St. Louis.

W. B. Wells, recently assistant freight traffic manager at St. Louis, was appointed traffic manager at Chicago, Ill., and H. F. Sanborn, formerly traffic manager at Chicago, will go to New York City as general eastern agent, succeeding Mr. Merchant.

The Frisco's new passenger traffic manager was born at Vincennes, Ind., and educated in the public schools there and at Vincennes University.

He first entered railroad service as a stenographer for the Baltimore & Ohio at Vincennes, and later sold tickets in the Vincennes Union Station. Then followed positions as chief clerk to the division superintendent at Washington, Ind., clerk in the city office of the Illinois Central at Chicago, clerk in the rate department of the Burlington at Chicago, passenger agent for the Burlington, and city passenger agent in the joint office of the Frisco-Rock Island-Chicago and Eastern Illinois in Chicago.

Mr. Merchant's ability and wide ex-

CELEBRATE 50th ANNIVERSARY

E. E. Shaw, who has charge of the janitor force in the general office building, celebrated his golden wedding anniversary with a dinner Sunday, September 14th, at his farm near Ash Grove. About seventy-five guests assembled to honor the couple upon this momentous occasion.

Among the many pleasing gifts received were a masonic charm, four ten dollar gold pieces and several smaller pieces, a wrist watch for Mrs. Shaw, a pair of gold candle sticks; and four bed spreads of golden silk.

Mr. Shaw married Miss Lucy Williams at Holden, Mo., September 14, 1880. He was 19 and his bride 17 years of age. He was engaged in farming and as a stationary engineer until he entered the water service department of the Frisco at Creighton, Mo., in 1896. In 1900 he transferred to Ash Grove, which he still calls home, although since 1927 he has been employed in the general office building at Springfield.

Mr. and Mrs. Shaw had eight children, five of whom are now living, and with one exception they were able to attend the celebration. Two of their children are engaged in railroad work; a son employed by the Terminal Railroad of St. Louis in the signal department and a daughter by the Southern Pacific at El Paso.

perience in railroad work attracted the attention of Mr. S. S. Butler, then general eastern agent in New York City, who employed him as traveling passenger agent out of the New York office in 1909. A few years later he was promoted to district passenger agent at Cincinnati, remaining there until the government took over the railroads during the war period. At that time he was loaned by Frisco Lines to the Liberty Loan Organization, and served as director of transportation for the Eighth Federal Reserve District at St. Louis, in direct charge of traffic matters pertaining to war exhibit trains and speakers.

At the close of the war, Mr. Merchant returned to the Frisco as general agent at Chicago, where he remained for three and one-half years. He has been general eastern agent at New York City since 1923.

His railroad affiliations include membership in the Traffic Club of New York, the New York City Association of Passenger and Ticket Agents, and the General Eastern Passenger Agents' Association of New York.

THE FRONT COVER

General Agent W. H. Crow of Pensacola, Fla., isn't wearing a worried frown these days. There's a reason, too. "Business is good in Pensacola," Crow says. "It has been something marvelous at our docks the past thirty days."

With five or six boats at the Frisco docks discharging and taking cargo early this month, Crow called up a good friend at the Pensacola Naval Air station and asked for an airplane photograph of the docks, for the *Frisco Employes' Magazine*. On the front cover of this issue you see the result of an airplane flight with an excellent photographer handling the Graflex.

On the west side of the docks, and at the right of the picture, appears the Strachan Line steamer "Talisman" taking on a cargo of 6,000 bales of cotton for Germany. On the left, at the west side of pier No. 2, is the West African Liner "West Chetac," loading lumber and general cargo for West African points. On the east side of the same pier is the "Antinous," a Waterman line steamer, loading cotton and general cargo for Germany. And at the Frisco's famous coal tipple are the barges "Proctor" and "Coastwise," taking on a cargo of 7,000 tons of coal for Tampa, Fla.

Only a few hours before the picture was taken, the Strachan line steamer "Belgian" had completed loading 5,000 bales of cotton for Germany, and steamed out into the gulf.

"Yessir," says the Pensacola general agent, "business is good down our way."

NEWS OF FRISCO CLUBS

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station there September 11. Eight members were in attendance.

The planning of a social meeting was in line with the club's desire to sponsor a program of charity work this winter and the proceeds will likely be used to that end. Members of the club have heartily endorsed the work of the Provident Association there and plan to work in co-operation with it. Definite arrangements for the social function were postponed until the next business meeting of the club which was set for September 25; however, it was decided that the party should be given in the latter part of September. Plans for the home talent play were also deferred to allow time for a suitable play to be selected from a number which had been ordered.

Muskogee, Okla.

H. M. Hammers, president of the Muskogee Frisco Employes' Club, opened the session of that club, held jointly with its Ladies' Auxiliary on September 11, with a very interesting and enthusiastic talk in which he urged all members to do their utmost toward securing traffic for Frisco Lines.

This meeting, which was well attended, was also addressed by T. E. Walker, general agent, and W. Estes, chief clerk, both of whom made some very worthwhile suggestions regarding solicitation. They urged members to get every possible item of business.

Neodesha, Kans.

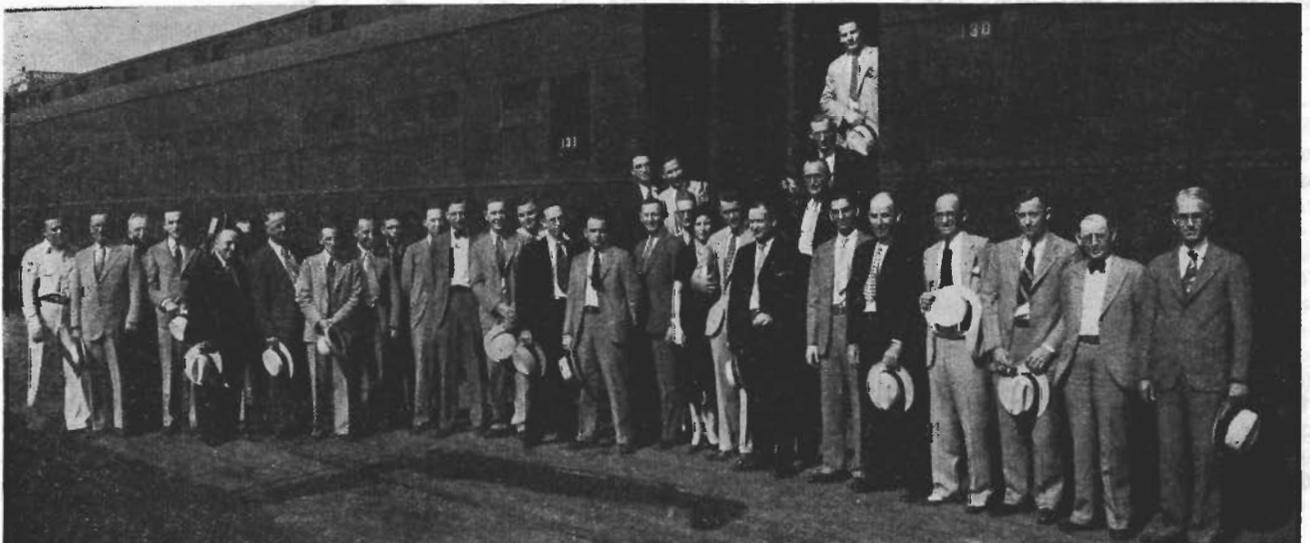
On September 11 about seventy-five members of the Neodesha Frisco Employes' Club, together with their families and friends, approximately thirty of whom were employes from Fredonia, Kans., entrained in a special coach for Dun, a Standard Oil Company resort near Neodesha, where they had a delightful picnic and watermelon feast.

Arriving at Dun at 8:30 p. m., tables were placed end to end and all gathered around for the picnic dinners that were spread and the watermelon. Following the meal, the picnickers spent the remainder of the evening dancing. The return trip was begun about 11:00 p. m. The entire group expressed their appreciation to J. M. Hall, conductor, A. Lane, brakeman, Chas. Ayars, engineer, and M. F. O'Harra, fireman, who donated their services as crew of the special to Dun, and to the company which furnished the coach and engine that took them to the picnic ground.

Two important tips had been turned in since the last meeting of the club, it was reported, and a large shipment of lumber had been secured by H. E. Hurst, fireman.

HE WINS A CHAIR

While the Weaver Brothers were playing at the Fox Theatre in St. Louis, Rancey Burch, head blacksmith at the Lindenwood Locomotive Department, Lindenwood, Mo., was acclaimed the winner of first prize (a \$35.00 chair) as the champion fiddler in the act.



In the above photograph a group of C. R. Anthony Chain Store representatives are boarding the famed Frisco Mcteor on August 31 when they left Oklahoma City for St. Louis. Mr. C. R. Anthony, president of the organization, stands seventh from the right.

MISS SUSIE FISH DIES

Widely Known St. Louis Employee Succumbs September 5

THE many friends of Miss Susie Fish, employed in the office of the comptroller at St. Louis, Mo., will be grieved to learn of her death on September 5th, at the St. Louis Frisco Employees' Hospital. Death was due to intestinal obstructions and followed an operation.



MISS SUSIE FISH

Miss Fish began her service with Frisco Lines as a stenographer and clerk in the office of the freight claim agent at St. Louis, November 11, 1890, and was transferred to the accounting department in 1897, where she has remained until her death.

She was secretary of the auxiliary to the Frisco Veterans' Association in 1927-1928, and was secretary of the Frisco Girls' Club of St. Louis for the year 1928; was a member of the Town Club, the Civic Music League, the Musicians' Guild and the League of Women Voters of St. Louis. She also taught a Bible class at the Pilgrim Congregational Church in St. Louis.

Beloved by all who knew her, she was known for her charming personality and her desire to assist in any undertaking where she might be of service.

She is survived by two sisters and a brother. Sincere sympathy is extended to the family in their bereavement.

In Memoriam

ROBERT SHIELDS DICKEY

ROBERT SHIELDS DICKEY died at his home, 1336 North Jefferson street, Springfield, Mo., on August 24. He was born in Westmoreland County, Pa., May 15, 1848, and entered the service of Frisco Lines as a carpenter in the north car department at Springfield in May, 1890. Later he was transferred to the west shops where he served until retirement on May 31, 1918, when he reached the age limit. His pension allowance was \$20.00 a month and during his lifetime he received a total of \$2,940.00.

FRANK BALDWIN

FRANK BALDWIN, pensioned conductor, died at his home in Birmingham, Ala., on September 3. He was born at Farmersville, N. Y., May 1, 1847, and entered the service of Frisco Lines as a freight conductor in February, 1885, later being promoted to passenger conductor and serving in that capacity until retirement, April 30, 1917, when he reached the age limit. He is survived by his widow, Mrs. Frances E. Baldwin. His pension allowance was \$44.20 a month and during his lifetime he received a total of \$7,072.

GALE BISHOP BEDWELL

GALE BISHOP BEDWELL, pensioned conductor, died at the Frisco hospital in St. Louis, September 6. He was born February 26, 1870, at Atchison, Kan., and was educated in the schools of Leavenworth, Kan. At the age of 19 he began his service as a brakeman on the Union Pacific railroad out of Leavenworth. He entered the employe of Frisco Lines as a brakeman, Kansas City to Fort Scott, on January 18, 1893, and in 1901 was promoted to the position of freight conductor. In 1920 he became a passenger conductor and served in that capacity until retirement, December 29, 1926, because of total disability. In 1898 he married Lula Maud Morrison of Kansas City. Continuous service of 33 years and 11 months entitled him to a pension allowance of \$40.15 and during his lifetime he received a total of \$1,525.70.

WILLIAM BURTON LEARNARD

WILLIAM BURTON LEARNARD, pensioned conductor, died at his home in Oakland, Calif., on August 30, 1930. He was born October 5, 1848, at Concord, Ohio, and entered the service of Frisco Lines as a clerk at

Memphis on December 1, 1887, and after working in that capacity for a few months became a conductor, in which capacity he remained until retirement, December 31, 1918, when he reached the age limit. He is survived by his widow, Mrs. Alice M. Learnard. His pension allowance was \$41.95 a month and during his lifetime he received a total of \$5,873.00.

A. T. BROWN

A. T. Brown, agent at Monett, died September 4 at the Frisco Hospital in St. Louis from the effects of a large carbuncle on the hip. He had served at Monett since November 19, 1918, and was widely known and liked there. Officials considered him one of the most efficient agents on the system. He was reared at Conway, Mo., and learned telegraphy there. Subsequently he served as operator on the Central Division in Arkansas and at several places in Oklahoma. He was agent at Pacific, Mo., for sixteen years before coming to Monett, where he had served almost twelve years at the time of his death. He served Frisco Lines thirty-five years.

He married while living in Conway, his wife's maiden name being Porter, and to them was born one son, Dr. Norman P. Brown of Tulsa, Okla. Besides his widow and son he leaves two small granddaughters and a brother, John Brown, of Rogersville, Mo. Mr. Brown was active in the affairs of the community. He was a director of the Commercial Club and an honored member of the Masonic orders and served for some time as "Dad" for the local DeMolay chapter. His death is a distinct loss to the community as well as to his many friends in railroad circles.

51 YEARS WITH FRISCO

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and she says that they have the finest bunch of grandchildren in the world.

"I'll devote my life to soliciting freight for the Frisco," Mr. Mullens said. "It has given us our bread and butter for over fifty years—helped to rear my children and give them an education, and I want to be identified in some way with it as long as I live."

His oldest son told the reporter confidentially that "Dad lost some sleep when he heard the Frisco had consolidated with the Rock Island. He was fearful lest they change the name of the road. His loyalty is expressed even to the degree that he does not want the name changed, for he thinks everything about the Frisco is just right, even to the insignia."

LOCOMOTIVE FUEL PERFORMANCE RECORDS

Office of Fuel Agent, St. Louis

IN CONNECTION with our recent practice of securing a representative from other roads to address our division fuel meetings, we were fortunate in having with us during the month of June this year, Mr. O. J. Brown, superintendent of fuel service for the Boston and Maine Railroad.

Mr. Brown was on our road for one week and addressed the joint fuel economy meeting held at Monett, Mo., on June 10, and three meetings at Birmingham on June 12, the colored fuel meeting held in the morning, the regular Southern division and Birmingham terminal meeting held in the afternoon, and the fuel rally at 8:00 p. m., this latter meeting being attended by several coal operators of the Alabama district.

Mr. Brown is a remarkably well informed man on all matters pertaining to fuel economy, not only in this district but also in the New England district, and this is reflected by the extremely good showing being made by the Boston and Maine Railroad in their unit consumption compared to other roads in the same district.

It might be well to mention also there is no coal in New England and the railroads in that section find it necessary to purchase their locomotive fuel from mines located on roads traversing the Pennsylvania and Virginia coal fields, which results in a foreign line haul of several hundred miles, and with a consequent high average cost to the Boston and Maine and other New England roads. In many instances the foreign line freight charges are twice the invoiced cost of the coal f. o. b. mines, and this feature makes it all the more necessary for the New England roads to watch their fuel performance closely.

Mr. Brown's remarks at the Monett and Birmingham meetings were in part as follows:

"In comparing maps and statistics of your road and ours, I find that while we are comparable in some respects, there is a wide diversion in others. Your line covers considerable acreage while ours more or less resembles the proverbial Spider's Web, and while our total locomotives and employes are comparable to yours, the Frisco's mileage is approximately three times as large as the Boston and Maine.

"This will give you some idea of our freight fuel problems in endeavoring to move high speed freight

trains through thickly populated New England cities, towns and villages, some joining one with another three to six miles apart—each with their own ordinances and city laws governing our movements through their particular locality.

"In connection with our passenger trains, you may be interested to know that one of our crack passenger trains, known as the 'Flying Yankee,' operating between Boston, Mass., and Portland, Maine, is one of the very fastest passenger trains in the United States, making a 114-mile non-stop run at an average speed of 51 miles per hour. This train usually consists of 10 steel cars, is hauled by a Pacific type locomotive hand-fired, with 73-inch drivers, 28x28 inch cylinders, 200 pounds steam pressure, 31,600 pounds tractive effort, and makes the run on an average performance of approximately four pounds per passenger car mile.

"I am of the opinion that most of the things we are doing on the Boston and Maine toward fuel economy are similar to the efforts you are making, and a comparison of the freight fuel performance figures 1923 to 1929 develops the fact that our percentage of improvement has been fairly comparable with yours.

"There never was a time in our fuel economy history when we faced the issue with a more united organization than at present. Everyone on the Boston and Maine from our president down through the various officers to the rank and file is interested in our movement and eagerly analyzes the daily report which quotes the performances by divisions.

"Our engine and train crews are eager and anxious to be selected as honor delegates to the International Railway Fuel Association Convention in Chicago each year, and are wide awake and alert to the conditions on their trips which in their opinion cause excessive fuel consumption and are not bashful in presenting their views and opinions at the divisional fuel meetings each month, realizing that the suggestions from them play an important part in their selection for the fuel convention.

"In order that our engine crews may have something definite to shoot at, we bulletin the amount of coal necessary for various classes of locomotives to move certain trains over

divisions, and every engineman knows how much fuel should be used and when in his opinion excessive amount is used, he gives his opinion on work report as to how much and the cause.

"I personally believe there is still much to be done in the line of advertising either by bulletins, as outlined by the committee on fuel bulletins of the fuel association, or in high-class articles by talented writers in our company magazine in order to keep the interest alive and the subject constantly before our people.

"I think fuel meetings such as this offer a fertile field for further development, and we on our road are giving serious thought to the question of recommending additional delegates to the fuel conventions of the future. I believe we must all of us give more serious attention to the 'MORE BUSINESS CAMPAIGN' now being conducted on all railroads. Fluctuations in either freight or passenger business plays an important part not only in the net revenues of the railroad, but in the fuel performance figures as well.

"In conclusion just let me say, in order to achieve success in fuel economy we must follow the same rules that apply to success in any line. We must attend strictly to business and keep a little in advance of the times. The man who reaches the top is the one who is not content with doing just what is required of him. He does more. Every man should make up his mind that if he expects to succeed he must give an honest return for the other man's dollar. Do your work—not just your work and no more, but give a little more for good measure—that little more which is worth all the rest. Put your heart into it and the sky will clear because we do our best, if we do not magnify trifling troubles, but if we look resolutely at things as they really are, if we avail ourselves of the many opportunities that surround us in our daily work, fuel conservation is assured. To those of you who want a better position than you now have, a better and fuller place in life, form the mental image of yourself in that higher position—keep that image constantly before you, and although you will not suddenly be transplanted into the higher job, you will find you are preparing yourself to occupy the better position in life.

"Remember how much easier our work would be if we put forth as much effort in trying to improve the quality of it as most of us do in trying to find excuses for not properly attending to it. Records have been made and they must continue to be made. He who is silent is forgotten. He who does not advance falls back. He who stops is overwhelmed—out-distanced—crushed. He who ceases to grow greater becomes smaller. He who leaves off gives up. The stationary condition is the beginning of the end and if there ever was a time when conditions called for action, it is the present. With business depression sweeping the country it calls for the strictest economy in all lines, and if there is one conqueror who can successfully combat the enemy (railroad depression) that conqueror is FUEL ECONOMY. Let's marshal our army and prepare for battle."

During the month of August, 1930, we on the Frisco failed to reach the goal of 135 pounds in freight service. The best we were able to do was 142 pounds. This, however, is seven pounds better than our August, 1929, performance.

In passenger service we made the same performance as last year for the System; 13.9 pounds per passenger car mile.

In switch service the unit performance increased from 132 pounds last year to 134 pounds this year.

The Southern division had a decrease in all classes of service. In freight service its unit consumption decreased from 154 pounds last year to 131 pounds this year. In passenger service the consumption decreased from 14.5 pounds to 13.2 pounds and in switch service the consumption decreased from 127 pounds to 115 pounds. Incidentally this division reached its goal in both passenger and switch service.

Following are a number of good performance records, some of which were omitted from our last issue for lack of space:

EASTERN DIVISION

Rolla Sub: Engineer J. O. THIEL, fireman M. WHITSETT, engine 1509, train 8, Newburg to St. Louis, August 26, handled 1,680 passenger car miles, burned 954 gallons oil, performance .56 gallons per passenger car mile.

Engineer C. W. CALE, fireman R. GALLAHAN, engine 2, train 34, Newburg to St. Louis, August 8, handled 366,346 gross ton miles, burned 19 tons of coal, performance 103 pounds per 1,000 gross ton miles.

Springfield Sub: Engineer PREWETT, fireman ROBINSON, engine 1501, train 7, Springfield to Monett, August 21, handled 440 passenger car miles, burned 202 gallons oil, performance .46 gallons per passenger car mile.

CENTRAL DIVISION

Arthur Sub: Engineer JENKINS, fireman J. W. TAYLOR, conductor SHULTZ, brakemen BRODLICK and DICKEY, engine 714, train 735, Ft. Smith to Paris, September 1, handled 79,038 gross ton miles, burned four tons coal, performance 101 pounds per 1,000 gross ton miles.

SOUTHWESTERN DIVISION

Chickasha Sub: Engineer WHAM, fireman COOK, engine 1626, train 431, Oklahoma City to Lawton, August 11, handled 140,582 gross ton miles, burned 1,078 gallons oil, performance 7.6 gallons per 1,000 gross ton miles.

Engineer ZIMMERMANN, fireman FEILDER, engine 1226, extra train, August 16, handled one coach (National Guards), Oklahoma City to Chickasha and fifteen coaches, Chickasha to Fort Sill or 717 passenger car miles, burned 620 gallons oil, performance .86 gallons per passenger car mile.

Cherokee Sub: Engineer PREWETT, fireman ROBINSON, engine 1518, train 7, Monett to Muskogee, August 21, handled 1,144 passenger car miles, burned 750 gallons oil, performance .65 gallons per passenger car mile.

Creek Sub: Engineer BOHANON, fireman RASH, engine 4147, train extra, August 12, Francis to West Tulsa, handled 260,910 gross ton miles, burned 1,610 gallons oil, performance 73 pounds per 1,000 gross ton miles.

WESTERN DIVISION

Perry Sub: Engineer BLADES, fireman CAHA, engine 1325, extra train, August 16, Enid to West Tulsa, handled 217,045 gross ton miles, burned 1,457 gallons oil, performance 6.7 gallons per 1,000 gross ton miles.

Engineer SMITH, fireman CAHA, engine 1331, train 634, Enid to West Tulsa, August 22, handled 229,320 gross ton miles, burned 1,517 gallons oil, performance 6.6 gallons per 1,000 gross ton miles.

NORTHERN DIVISION

Afton & Parsons Sub: Engineer CONRAD, fireman HUNT, engine 4124, train 132, Afton to Ft. Scott, August 5, handled 408,320 gross ton miles, burned 15 tons coal, performance 73 pounds per 1,000 gross ton miles.

SOUTHERN DIVISION

Memphis Sub: Engineer ANDERSON, fireman INGRAM, engine 4203, train 130, Thayer to Jonesboro, August 28, handled 201,360 gross ton miles, burned five tons coal, performance 49 pounds per 1,000 gross ton miles.

Engineer LEE, fireman SIMERS, engine 4210, train 131, Thayer to Jonesboro, August 27, handled 173,680 gross ton miles, burned five tons coal, performance 57 pounds per 1,000 gross ton miles.

Tupelo Sub: Engineer C. J. BESH-EARS, fireman W. T. RYAN, engine 1526, train 107, Memphis to Amory, July 16, handled 1,648 passenger car miles, burned 704 gallons oil, performance .42 gallon per passenger car mile.

Engineer J. JACKSON, fireman J. NOLAN, engine 1528, train 105, Memphis to Amory, July 23, handled 1,280 passenger car miles, burned 601 gallons oil, performance .47 gallons per passenger car mile.

Birmingham Sub: Engineer J. F. HILL, fireman SPARKS, engine 4219, train 934, Birmingham to Amory, July 3, handled 457,012 gross ton miles, burned 13 tons coal, including terminal consumption, performance 57 pounds per 1,000 gross ton mile.

Pensacola Sub: Engineer ESTINE, fireman SERVER, engine 1627, train 931, Magnolia to Pensacola, July 17, handled 324,000 gross ton miles, burned 12 tons coal, performance 74 pounds per 1,000 gross ton mile.

Columbus Sub: Engineer CALHOUN, fireman KIDD, engine 1630, train 1st/931, Amory to Magnolia, July 15, handled 533,000 gross ton miles, burned 12 tons coal, performance 48 pounds per 1,000 gross ton mile.

RIVER DIVISION

St. Louis Sub: Engineer RICE, fireman C. E. WILLIAMS, engine 4029, train 832, Chaffee to St. Louis, August 24, handled 485,824 gross ton miles, burned 16 tons coal, performance 66 pounds per 1,000 gross ton mile.

Chaffee Sub: Engineer FRISSELL, fireman FOULK, engine 1053, train 806, Memphis to Chaffee, September 1, handled 1,944 passenger car miles, burned 950 gallons oil, performance .50 gallons per passenger car mile.

TEXAS LINES

SF & Texas Sub: Engineer J. C. McCLAIN, fireman ABB BROWN, engine 1243, extra train, Sherman to Ft. Worth, July 25, handled 158,073 gross ton miles, burned 1,243 gallons oil, performance 7.86 gallons or 94 pounds per 1,000 gross ton mile.