

THE SANTA FE EARTH

By The Atchison, Topeka & Santa Fe Railway Company
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Santa Fe Annual Report

THE operations of The Atchison, Topeka and Santa Fe Railway Company during the year 1936 resulted in substantial increase in gross revenues in spite of adverse agricultural conditions in a large part of its territory. Freight car loadings aggregated 1,363,938, an increase of 140,941 over 1935. Freight traffic density increased 138,685 tons per mile of road, or 19 per cent.

Miles traveled by passengers increased 16.69 per cent over 1935 and passenger revenue increased 16.19 per cent. Increased passenger revenue was due partly to improvement in general business conditions, the convenience and comfort of air-conditioned equipment, and a general reduction in transcontinental passenger fares.

The increased revenues were practically absorbed by increased maintenance expenditures and increased taxes. Expenditures for maintenance of way and structures increased \$5,593,357.32, or 29.9 per cent. Reductions in curvature, and heavy rail and tie renewals, were largely responsible for this increase. During the year 429 miles of 112-lb. rail and 22 miles of 90-lb. rail

were laid in replacement of old rail, and 2,296,409 ties were inserted in renewals. Expenditures for maintenance of equipment increased \$2,711,828.45, or 8.18 per cent.

Taxes increased from \$10,476,178 to \$14,103,225, an increase of \$3,627,047, or 34.6 per cent.

The operation of the Santa Fe's 39 1/4 hour train, The Super Chief, between Chicago and Los Angeles, which was inaugurated May 12, 1936, was referred to by President S. T. Bledsoe. This train is handled regularly by a 3,600 horse power Diesel electric locomotive, with a consist of 6 standard cars. These cars will be replaced in the near future by 9 stainless steel lightweight cars, increasing the capacity of the train 50 per cent. The schedules of other passenger trains have been shortened substantially. The Chief now operating on a 49 hour and the California Limited on a 58 1/4 hour schedule. The heavy maintenance program carried out during the year made possible these new schedules.

The company's mileage in operation at the end of the year was 13,227 miles, a decrease of 32 miles; however, its mileage now is 13,583, due to placing in

operation 110 miles of recently constructed line from Las Animas, Colorado, to Boise City, Oklahoma, and the acquisition of the Ft. Worth & Rio Grande Railroad in Texas, extending from Ft. Worth to Menard a distance of 216 miles.

The 1937 program of improvement will be somewhat larger than last year. The rail program calls for 6 miles of 131-lb. rail, 478 miles of 112-lb. rail, and 28 miles of 90-lb. rail. Equipment purchases include 2,000 box cars, 700 refrigerators, 325 gondolas, 61 lightweight passenger cars, 10 freight and 17 passenger steam locomotives, 1 large Diesel electric passenger locomotive, and 11 Diesel electric switch locomotives. Additional passenger cars will be air-conditioned during the year, which, including the new equipment will make a total of 71 additional cars so equipped.

The inability of the railroads to secure an extension of the so-called emergency freight charges beyond December 1936 will tend to lower earnings per car during the year, although this shrinkage will be partly offset by an increase in transcontinental rates which has been authorized by the Interstate Commerce Commission.

With reference to the weather and crops, President Bledsoe said that a period of dry weather settled upon the territory east of the Rocky Mountains just at the beginning of summer which reduced considerably the winter wheat yield, but more seriously curtailed all later crops, including corn and cotton. Reduced emergency rates on livestock out of and feed into the drouth stricken areas were furnished by the railroads to help relieve the situation as far as it was within their power to help. Heavy rains in the early fall largely relieved drouth conditions, although too late to be of much benefit to any crops except feed for livestock. As a result of these rains a large acreage of winter wheat was sown and came up to a good stand. However, there still is a deficiency of moisture in western Kansas and adjoining territory and the outcome will depend upon the timeliness of rains till maturity.

In Arizona and California agricultural and livestock conditions were favorable during 1936. Two cold waves of un-

usual severity descended upon this territory during January, 1937, destroying a substantial part of the citrus fruit and avocado crops and large quantities of vegetables, and doing serious damage to many orchards. Santa Fe freight loadings will inevitably suffer a substantial reduction in this high class freight, the president said.

During 1936 the company paid out in pensions to its retired employees \$1,181,217.77, there being 2,116 pensioners on the roll as of December 31, 1936, compared with \$1,085,475.43 paid in 1935 and 1,991 pensioners, December 31, 1935. Pensioners retired during the year 1936 have an average service of 30 years with the company and an average age of 67 years.

Caballo Diversion Dam

Mittry Brothers, contractors, have begun excavation on a diversion channel for the Percha Arroyo, part of the \$2,500,000 Caballo Dam project at Caballo, New Mexico, the Reclamation Bureau has announced.

The new channel extending 4,000 feet, will cause the Percha flood waters to flow into the Percha reservoir. The old channel empties into the Rio Grande below the dam site.

Construction on the dam will not be pushed until the irrigation season is over and the water may be shut off at Elephant Butte according to advices. Only a small crew are employed on the works at present.

When completed Caballo dam will serve the dual purpose of controlling floods and supplementing hydro-electric development at Elephant Butte.

Ozark Area Promising

Farmers of the Ozarks region are looking forward to the harvest of oats and barley, the first grain crops of the year, when they may end buying of feed at present high prices. With barley, a fall seeded crop, in excellent condition and starting new growth, and seeding of oats getting under way, a large crop of the two early cereals is indicated for the Ozarks. A good yield will do much to relieve the serious feed situation. With high prices and a serious shortage of feed corn, a good crop of oats is badly needed.

Rancho Santa Fe Celebrates Payment Assessment Bonds

Rancho Santa Fe, a development of the Santa Fe Land and Improvement Company, 25 miles north of San Diego and five miles inland from the Pacific Ocean, has celebrated the settlement of its road bond indebtedness by a public ceremony of bond burning; James B. Abbey, master of ceremonies.

The bonds originally were issued for the purpose of paving and generally improving 52 miles of roads in this attractive California community. Their final settlement should result in much new development and the further up-building of this delightful community. Last year Rancho Santa Fe orchardists shipped east 257 carloads of oranges and 103 carloads of lemons. Production this year will be slightly reduced; for the next several years, however, the community anticipates an excellent volume and market for its fruit.

Rancho Santa Fe is not far removed from El Camino Real, the historic King's highway of the California mission period. Much of the country about the estates retains the same pastoral charm which characterized all California during those memorable years, when the Franciscan padres and the Indian neophytes as well as the Spanish dons and señoritas and the military walked, rode in lumbering carretas, and raced on spirited horses along that picturesque highway.

Rancho Santa Fe is a community of country estates. Several wealthy retired capitalists and motion picture stars have home sites there. It is located about four miles east of the Santa Fe station of Del Mar.

Hotel La Mirada, located on the rancho, lends itself kindly to the surroundings and has proven quite popular.



Rancho Santa Fe Bond Burning