

# July Fuel Performance Bests June, Making Month Banner One for Frisco Lines

## *Fuel Saved Would Run Thirteen Hundred Ton Train Three Times Around World—Crews Gave Efficient Co-operation*

By ROBERT COLLETT, Fuel Agent

THE Magazine carried the information last month that the June fuel performance was the best record made up to that time. In July we did even a little better than in June. The record as follows:

	July 1925	June 1925	July 1924
Lbs. per 1,000 G. T. M.....	161	165	176
P. C. M.....	13.90	13.90	13.83
Sw. Loco. Mile.....	125	128	121.56

It will be noticed, we saved in freight service alone 15 pounds or one scoop of coal per 1,000 G. T. M. over July last year. In passenger service the pounds of coal per car mile increased one-tenth of one pound over July, 1924, but this was more than accounted for by the decrease in the number of cars per locomotive mile. In switch service, we had an increase of 3 pounds per locomotive mile, but based on the number of cars handled, we made a slightly better performance.

One scoop of coal does not sound like a very big saving, considered by itself, but on the Frisco System, in July this year, we burned 10.3 scoops of coal to handle 1,000 tons one mile, as compared to 11.3 scoops in 1924. In freight service, in July this year, we made 887,899 train miles and handled one billion one hundred ninety million gross ton miles, or an equivalent of 8,876 trains of an average weight of 1,341 tons per train. Some trains had considerable more tonnage than this and some trains a great deal less, but that was the average.

Now, had we burned as much coal in moving 1,000 tons one mile as we did in July last year, which was 176 pounds, our fuel consumption would have been 8,928 tons more than it was. In other words, due to saving 15 pounds or one scoop of coal for each 1,000 gross ton handled one mile, we reduced our fuel consumption 8,928 tons. That much less fuel went into the fire boxes of the locomotives and the money that would have been spent for fuel is being utilized to improve the engines, the roadway, and the facilities.

**Is Effort Worth While?**

Is the effort in fuel saving worth

while? When we consider the good conditions we now have and which are steadily improving, I believe all will agree that the effort toward economies of all kinds is more than worth while, and further, realizing the improvements that are still needed, it behoves all of us to lend every reasonable assistance through suggestions and personal effort to further improve the performance.

There are many things that need to be done and which will bring about a very large ultimate saving in fuel,

Let's have a look at this splendid fuel performance this way.

Do you realize that the July saving for the Frisco Lines in freight service would have supplied all of the engines in through freight service on the Central and River Divisions with coal for the entire month, with 830 tons to spare?

Did you know that this saved coal would haul a train of 1,341 tons 82,700 miles (based on our July freight performance) or three times around the world—with enough coal left to take an additional run one and one-half times over the entire Frisco Lines?

Do you know that placed in cars containing 50 tons each, this coal which you saved would make 10 trains of 1,341 tons each?

Imagine, if you can—that this saved fuel heaped into a pile, would make a mountain of coal the size of a twelve story office building 150 feet high, with a 70 foot front and a depth of 35 feet.

That is what you have done.

That is real, efficient co-operation.—W. L. H., Jr.

but some of which require a very considerable initial outlay of money, such as lengthening passing tracks, reducing grades at certain points, improved location of water tanks, more superheaters and brick arches, and many other things. Every dollar that we can reduce the fuel expense will hasten by that much these improvements.

We are also still burning a great deal more coal at some of the terminals than is actually required to prepare the engines for service, due to lack of house-room and facilities. This is something that has to be watched very closely at all points, as it is a well-known fact that where the general conditions are such that it frequently requires that engines shall be fired up to make house-room, it is very difficult to prevent this from becoming a habit, and even though there are times when the firing up could be

postponed, engines are fired in anticipation of needing the house-room.

The condition in which the fire is brought into the terminal has quite a bearing also on the fuel record. Another item that is causing some waste of fuel, but in which all of our officers are keenly interested in making the best possible improvement, is delay at terminals after the crews are called, and delays on line of road.

**Monthly Meetings Valuable.**

The monthly fuel meetings held by the superintendents are one of the best mediums for exchange of ideas on these matters, and everyone who can should make it a point to attend these meetings and feel free to make suggestions. If you find you are not going to be able to attend the meeting, send word by someone else or send in a note to the superintendent or master mechanic, or call up some one of the officers on the telephone and tell them what you wanted to bring up at the meeting. They will be glad to hear from you and will appreciate your suggestions. A note on a clearance card or any convenient piece of paper and dropped in the suggestion boxes which have been put up at most of the terminals will help out.

**Whatever saves fuel will help the operation on the division, and whatever improves the operation, likewise saves fuel.**

To save a scoop of coal per mile, in itself, does not seem of very great consequence, but in the sum total this small average saving for each mile and for every trip runs into large figures. Our boys returning from the B. of L. F. & E. Convention told us that everybody there was talking about fuel economy. Our thirty-eight representatives at the International Railway Fuel Association, which included four of our superintendents, four master mechanics, four engineers and four firemen, know something of what other railroads are doing, and returned to their divisions determined that the Frisco shall stand in as favorable a position in this respect as any other railroad.

### Only Four Beat Frisco

In this connection it is interesting to know that of forty-five representative Class I roads, having a total volume of business of 5,000,000 or more 1,000 gross ton miles in the year 1924, compared with the year 1923, only four of the forty-five roads made a better percentage of improvement over their own fuel record for 1923 than did the Frisco in passenger service. In freight service only six out of the forty-five made a better percentage of improvement over their previous year's record than the Frisco. We are striving to be at the top of the list in 1925—that is, make the best percentage of improvement over our fuel record of 1924 of any of the principal railroads of the United States. That would be a record to be proud of, in addition to what was accomplished in 1924. There are five and one-half months remaining of the present year, and if we continue as well as we have been doing, I believe our prospects are good for reaching this goal. Let us all boost for it.

Following is a group of special performances, by divisions:

#### Eastern Division

August 5th, Engineer John Bowler, Fireman Ernest Unger, Engine 1511, Train No. 2, Springfield to Newburg, 120 miles, 10 cars, 1,200 passenger car miles, consumed 786 gallons of oil or .65 gallon per passenger car mile.

July 19th, Engineer Press. Moore, Fireman C. N. Morton, Engine 1506, Train No. 2, Springfield to Newburg, 120 miles; handled 1,320 car miles, consumed 806 gallons of oil or .61 gallon per passenger car mile.

July 15th, Engineer J. O'Melia, Fireman W. Childers, Train No. 10, 13 cars, 1,560 car miles, consumed 855 gallons of oil or .54 gallon per passenger car mile.

July 23rd, Engineer G. R. Berger, Fireman H. C. Fowler, Train No. 10, Engine 1503, Newburg to St. Louis, 120 miles, 1,680 car miles, consumed 1,003 gallons of oil or .59 gallon per passenger car mile.

July 14th, Train No. 10, Engine 1505, Engineer Bowler, Fireman Unger, 12 cars, 1,440 passenger car miles consumed 855 gallons of oil or .59 gallon per passenger car mile.

July 21st, Engineer Walter Dooley, Fireman Wm. Moon, Engine 22, Train No. 32, Springfield to Newburg, 119 miles. On duty 5 hours and 20 minutes, handled 2,840 tons, consumed 16 tons of coal, 337,960 G. T. M. or 95 pounds per 1,000 G. T. M.

July 17th, Engineer Ed. Carter, Fireman Joe Earp, Engine 45, Train No. 34, Springfield to Newburg, 119 miles, on duty 5 hours and 40 minutes, handled 2,522 tons. This was a melon train, 299,618 G. T. M., consumed 13 tons of coal or 87 pounds per 1,000 G. T. M. With a train of this kind, Ed. and Joe do not even hesitate at the Lebanon coal chute.

July 20th, Engineer M. T. Smith, Fireman C. F. Minor, Engine 21, Train

2/38, Newburg to Lindenwood, 113 miles, handled 63 loads, 3,151 tons, consumed 15 tons of coal, 356,063 G. T. M., 28,363 G. T. M. over potential rating of engine, 89 pounds per 1,000 G. T. M. This is the heaviest train ever handled on the Rolla Sub.

August 4th, Engineer Zack Carner, Fireman C. H. Bridges, Engine 41, Train No. 36, Springfield to Newburg, 119 miles, handled 56 loads, 19 empties, 2,814 tons, on duty 5 hours and 40 minutes, 334,866 G. T. M., consumed 15 tons of coal or 89 pounds per 1,000 G. T. M.

August 5th, Engineer Ed. Rice, Fireman Joe Earp, Engine 19, Train No. 38, Springfield to Newburg, 119 miles, on duty 5 hours and 55 minutes, handled 3,140 tons, consumed 16 tons of coal, 373,660 G. T. M., or 75 pounds per 1,000 G. T. M.

#### Central Division

August 1st, Engineer Merideth, Fireman Trent, Engine 617, Train No. 736, Hugo to Hope, handled 154,000 G. T. M., consumed 14,000 pounds of fuel or 90 pounds per 1,000 G. T. M.

August 4th, Engineer C. A. Moore, Fireman Horton, Engine 662, Hugo to Hope, handled 153,000 G. T. M., consumed 16,000 pounds of fuel or 104 pounds per 1,000 G. T. M.

August 4th, Engineer Brock, Fireman Wantland, Switch Engine 3638, Hugo Yards, 8 hours on duty, consumed 2,000 pounds of coal or 41 pounds per switch locomotive mile.

August 3rd, Engineer Leak, Fireman Collins, Switch Engine 3653, Ft. Smith Yards, 8 hours on duty, consumed 2,000 pounds of coal or 41 pounds per switch locomotive mile.

#### Southwestern Division

August 1st, Engineer Couch, Fireman Morford, on train Extra East, Engine 4134, equipped with booster, went from Sapulpa to Afton, 90 miles, handling 42 loads 41 empties, 2,862 tons, Sapulpa to West Tulsa; 45 loads, 26 empties, 2,802 tons, West Tulsa to Chelsea; 46 loads, 26 empties, 2,852 tons, Chelsea to Afton making a total of 254,300 gross ton miles, burning 1,612 gallons of oil, a performance of 6.3 gallons or 75 pounds of coal per 1,000 G. T. M. Were on duty 6 hours and 25 minutes, delay 1 hour and 55 minutes, actual running time, 4 hours and 30 minutes.

August 1st, Engineer Wolfe, Fireman Pickens on Train 439, Engine 4130, equipped with booster, went from Afton to Sapulpa, 90 miles in 4 hours and 5 minutes with 1 hour delay, handling a total of 152,974 G. T. M. on 1,008 gallons of oil; 6.4 gallons or 76 pounds of coal per 1,000 G. T. M.

July 23rd, Engineer Davis, Fireman Cobbs, Train 434, Engine 4112, from Sapulpa to Afton, 90 miles, handled 40 loads, 10 empties, 2,305 tons, Sapulpa to West Tulsa, 47 loads 2 empties, 2,605 tons, West Tulsa to Chelsea; 46 loads, 2 empties, 2,530 tons Chelsea to Afton in 5 hours and 10 minutes with 1 hour and 30 minutes delay, running time, 3 hours and 40 minutes. Total G. T. M. 228,525, burned 1,365 gallons of oil, 5.9 gallons

or 70 pounds of coal per 1,000 G. T. M. This engine crew by close co-operation, won the gold star for the best fuel performance, four months this year.

#### Western Division

August 3rd, Western Division, Engineer Decker, Fireman Breesawitz on Train 634, Engine 1628, from Enid to West Tulsa, handled 36 loads, 1,905 tons, Enid to Mannford, 37 loads, 1,935 tons Mannford to West Tulsa. On duty 8 hours, delay 2 hours and 10 minutes, running time 5 hours and 50 minutes. Burned 1,468 gallons of oil, made 229,290 G. T. M., a performance of 6.2 gallons or 74 pounds of coal per 1,000 G. T. M.

August 4th, Engineer Gehroan, Fireman Hall, Train 634, Engine 1619, from Enid to West Tulsa, 120 miles, handled 1,951 tons over the division on 1,287 gallons of oil. Were on duty 9 hours and 10 minutes, delayed 3 hours and 40 minutes, running time 5 hours and 30 minutes. Made a total of 234,120 G. T. M., a performance of 5.5 gallons or 65 pounds of coal per 1,000 G. T. M. This is an exceptionally good record and this crew states they will be wearing the gold star on their engine for this month.

August 5th, Engineer McFarline, Fireman Conley on Train 634, Engine 1632, Enid to West Tulsa, 120 miles, handled 42 loads, 4 empties, 2,325 tons Enid to Perry; 40 loads, 4 empties, 2,212 tons, Perry to Pawnee; 35 loads, 2 empties, 1,905 tons, Pawnee to West Tulsa, a total of 253,237 G. T. M. Were on duty 10 hours and 50 minutes, actual running time 5 hours and 50 minutes. Burned 1,654 gallons of oil, 6.5 gallons or 77 pounds of coal per 1,000 G. T. M.

#### Northern Division

July 30th, Engineer Hale, Fireman Henry Tucker, Conductor Wagner, on Train 132, Engine 1317, Afton to Ft. Scott, handling a total of 255,968, G. T. M.; time on road 6 hours and 15 minutes, total delays 1 hour and 50 minutes; actual running time 4 hours and 25 minutes. Burned a total of 8 tons of coal or 62.5 pounds per 1,000 G. T. M. (This performance is considered by Road Foreman of Equipment Holland as the best that has ever been made on the Afton Sub-division.)

#### Southern Division

July 15th, Engineer Crowe, Fireman Smith, Memphis to Potts Camp, Train No. 135, Engine 1298, handled 110,623 G. T. M., burned 4 tons of coal, or 71 pounds of coal per 1,000 G. T. M.

July 16th, Engineer Nolan, Fireman Brown, Amory to Memphis, 128 miles, Train Extra, Engine No. 1301, handled 231,612 G. T. M. or 77 pounds of coal per 1,000 G. T. M.

#### River Division

July 30th, Engineer Mouser, Fireman Bryant, on Train 832, Engine 741, Hayti south yard to Chaffee (70 miles) handled 189,600 G. T. M. in 63 loads with 8 tons of coal, including 1 ton for firing up, or 16,000 pounds, making a performance of 83.3 pounds per 1,000 G. T. M.

## Carroll Young After 'Lasses White's Crown

"Lasses White" has been competition in the field of black face comedy, as those who witnessed a recent performance of Carroll Young, employed in the East Thomas Shops, known as "Alabama Blossom", of Birmingham, Ala., will testify.

Mr. Young has always "helped" in



**CARROLL YOUNG.**  
Better known as "Alabama Blossom",  
Birmingham, Ala.

amateur theatricals, but lately got up an act of his own, which includes songs, dances and jokes.

He is making quite a name for himself among the Frisco folks, because of his originality, and his willingness to aid in any of their gatherings.

His last performance was on August third, when he entertained the regular meeting of Local No. 18 at Birmingham, Ala.

## NEW STEEL TARIFF CABINETS

The wooden mailing cases which have done many years' duty in the office of the assistant freight traffic manager on the seventh floor of the general office building in St. Louis, have been removed and 16-gauge steel mailing cases installed in their place. The new equipment is indestructible, fire-resistant and completely modern. The new cases are eight in number and large enough to handle all the tariffs in our offices. They were installed under the direction of Jack Bursey, St. Louis railroad salesman-ager for the General Fireproofing Company of Youngstown, Ohio.

## A. G. Anderson Appointed as District Horticultural Agent at Blytheville

Missouri University Graduate Given Growing Ozark Territory for Frisco Lines

A. G. Anderson, of Monett, Mo., was appointed district horticultural agent for the Frisco, with territory in Southeast Missouri and Northeast Arkansas, and his headquarters at Blytheville, effective August 1.

Anderson is a graduate of the University of Missouri with the degrees of Bachelor of Science and Master of Arts. He is also a graduate of the Monett public schools and a son of August Anderson, prominent Monett farmer.

The position to which Mr. Anderson was appointed is a new one, warranted by the tremendous development of the territory in Southeast Missouri and Northeast Arkansas. His duties will be to co-operate with the farmers of that section with a view to continued progress in the splendid development of that particular Frisco territory.

## FAIR VACATIONERS



These happy looking girls are employed in the purchasing department at St. Louis but they didn't leave the Frisco when they took the annual two weeks' vacation. The picture above was snapped at Springfield, Missouri, during a joyous week-end. The girls are, top row, left to right, Misses Margaret Cowan and Lucile Meyer. Bottom row, left to right, Misses Kathryn Hughes and Grace McEvoy.

Lesson in geography, teacher asks son of a railroad man:

"What is a mountain pass?"

"A mountain pass," said the pupil, "is a pass given by a railroad to its employes so that they can spend their vacations in the mountains."

—Safety Flashes.

## Men Worth \$100,000,000 Ride Frisco Special

(Continued from Page 9.)

he came west and coaxed millions out of the earth.

Howard Tallman played a piccolo in the Bradford Town Band during his youth, but came west with the change in oil centers and now has difficulty in counting his cash-on-hand.

W. F. "Billy" Clark, one of the old-timers, was deputy sheriff and then sheriff of McKean County, Pennsylvania, until he, too, thought in terms of oil and came west.

"Colonel Nate" Bushnell, hale and hearty god-father of the expedition, and the man for whom the special train was named "Colonel Tulsa", is seventy years old and has spent 50 years in the oil business. He is undoubtedly one of the best-known of the oil millionaires of the Southwest.

Of the others, the least important listed his assets in hundreds of thousands, while the biggest counted millions.

President Skelly was optimistic as to the success of the oil industry's present effort to install a system of economy in operation.

"Stability is at last on its way in the oil industry," Mr. Skelly said. "In place of the former lavish extravagance which flourished among oil men in the early days, rigid economical measures are coming. Through reorganizations of the entire operating structure, we are affecting economies which are not publicly recognized, but which will put the oil industry upon the same systematic, sound basis that the Frisco and other railroads are now on, within a few years."

At 8 o'clock, when the photographers and newspapermen had done their best, the "Colonel Tulsa" pulled out over the tracks of the Illinois Central to Chicago, and from Chicago to Bradford on the Erie, arriving in Bradford the next morning.

The Frisco brought those oil men to Tulsa, penniless and ambitious. It took them out of Tulsa bound for "the old home town" with \$100,000,000 distributed between them.

And in the meantime the Frisco has hauled thousands and thousands of cars of their products.

Truly, they all feel kindly toward our railroad.

## As You Were

"Clarence," she called. He stopped the car and looked around.

"I am not accustomed to call my chauffers by their first name, Clarence. What is your surname?"

"Darling, madam."

"Drive on, Clarence."—Daily News.

A bill passed in the Pennsylvania State Senate requiring that milk "be sold only in original containers" should certainly stimulate the live-stock market.—Detroit News.

## ON WAY TO HEALTH

Mr. and Mrs. Claude Hedges  
Recovering at Tucson, Ariz.

Snyder, Oklahoma, Agent Sends  
Thanks for Remembrances to  
Frisco Friends

ONE may travel many miles and remain months on leave, but the good friends left behind on the Frisco will not forget or neglect.

Some months ago, due to severe illness, it was necessary for both Mr. and Mrs. Claude C. Hedges, of Snyder, Okla., to hurry to Tucson, Ariz. Mr. Hedges was first trick operator and ticket agent at the Snyder, Okla., station.

Mr. Hedges suffered several severe attacks, but the following letter, written to the Magazine, by Mr. and Mrs. Hedges, for reprinting, contains good news for those of their friends who are anxiously awaiting their speedy recovery:

"The undersigned wish to thank the many kind friends who so generously donated funds to assist us and make the dark hours of our illness more cheerful. It is our prayer that none of you kind people will ever have to trod the stony road that has been our lot.

God bless you one and all.

(Signed)

Mr. and Mrs. Claude C. Hedges.

During the severe illness of Mr. Hedges, it was thought necessary to send for their ten-year-old son Howard, who made the trip alone, from Snyder, Okla., to Tucson, Ariz., and he wrote the Magazine of his many interesting experiences:

"My daddy was terrible sick. We were afraid he wasn't going to get well, and my mother sent for me. And I come all the way from Snyder, Okla., to Tucson, Ariz., by myself. Now, don't you think I am smart? My daddy is better now. Think seeing me nearly cured him, anyway, I sure was glad to see him and my mother. It had been three months since I had seen them.

I sure had a nice trip. Saw lots of things. At Albuquerque, N. M., I saw the Indians weaving rugs. My daddy's nurse layed off for a few days—her husband is a miner and lives in a shack up in the mountains about 90 miles from Tucson. She went to see him and I went with her. Oh, boy, I sure did have one time.

We also saw a horse race. That was my first horse race and it sure was thrilling! Then we went riding and I saw Harold Bell Wright's home. He sure has a beautiful home.

It is a wonderful place here and my mother and daddy are getting well and I am so glad."

The Hedges' will be glad to receive letters from friends on the Frisco, which will reach them if sent to 270 N. Stone Avenue, Tucson, Ariz.



W. J. FOLEY

W. J. Foley, master mechanic of the Western Division, is known to his friends at Enid, Oklahoma, as "the man who always smiles". Foley and the Frisco did a lot to make Enid the place it is today.

C. C. Mills Appointed as Safety  
Supervisor at Oklahoma City

Oldest Conductor on Southwestern  
Division Made Last Run July 31

C. C. Mills, one of the oldest passenger conductors, from point of service, on the Southwestern Division of the Frisco Lines, made his last run on July 31, having been appointed to the position of safety supervisor, with headquarters in Oklahoma City, Okla.

For many years, Mr. Mills has been passenger conductor on trains nine and ten between Monett and Oklahoma City, and has made a host of friends.

Mr. Mills will make inspection trips covering the entire system, to correct all hazards which might cause accidents; correct employes who are guilty of practices which will be apt to cause injury; look into the condition of appliances and machinery as to safety conditions, and report anything which might constitute a hazard.

On his recent appointment, Mr. Mills was tendered a banquet by the Kiwanis Club of Monett, Mo. He spoke of his love for Monett and her people and said that he hoped some day to return to Monett and make his home there.

### Heavenly Repartee

"Well, Woodrow," said Moses, "they don't seem to be treating your Fourteen Points very kindly down below."

Woodrow: "Not so well, but take a look at what they are doing to your Ten Commandments."

Volunteer Firemen Are Thanked  
by Citizens of Chaffee, Mo.

Valiant Work in Fighting \$60,000  
Blaze Brings Praise From  
Chaffee Signal

Frisco volunteer fireman who aided valiantly in checking the blaze which swept the City of Chaffee, July 17, have received commendation through the Chaffee Signal.

The fire raged for more than an hour and destroyed \$60,000.00 worth of property.

The Chaffee Signal prints the following in appreciation of Frisco service:

"To the Frisco fire brigade the citizens of Chaffee, through the Signal, wish to convey their heartfelt gratitude.

"To the Frisco officials who so readily saw the crisis that would have undoubtedly wiped out a large portion of our community and who were responsible for having their employes on the ground, the citizens of Chaffee also wish to express their gratitude.

"To the untiring efforts of each any every man who participated in rendering this service, the citizens of Chaffee are more than thankful."

## THE RAILROAD MAN'S PRAYER

"Oh Lord, now that I have flagged Thee, lift up my feet from the rough road of Life, and place them safely on the deck of the train of Salvation. Oh, Lord, let me use the safety lamp known as prudence, and oh, Lord, let me make all the couplings in the train with the strong links of Thy love. Oh, Lord, let my hand lamp be the Bible, and keep all the switches closed along the line that leads to a siding, especially those with a blind dim. Oh, Lord, let every semaphore block along the line show the white light of hope, that I may make the run of life without stopping. Oh, Lord, give us the Ten Commandments for a schedule and when we have made the run of life on schedule time and pulled into the great, dark station of death, may the Superintendent of the Great Universe say, "Well done, thou good and faithful servant; come and receive your crown of Glory forever and ever. Amen!"

### Card of Thanks

We wish to express our appreciation and gratitude to the many citizens of Beaumont and the many Frisco employes who gave us their help and sympathy on the death of our beloved husband, father, son and brother, also for the beautiful floral offerings.

Mrs. Abel Roberson and  
children,  
Mrs. Nettie Roberson, mother,  
Messrs. Walter and Elijah  
Roberson, brothers.



# The Pension Roll

Richard Downing, who was retired at a meeting of the Board of Pensions, July 28, together with five other veterans whose histories are included in this month's "Pension Roll", has had a career which glows with loyalty and service to the Frisco Lines.



**RICHARD DOWNING**

Downing was born in Stony Stratford, England, June 14, 1855, 70 years ago, the son of a blacksmith and gasfitter. He was educated in England and went to work when 14 years old as a pupil teacher—an apprenticeship which he held five years. Upon completion of this schooling, he taught in Somerset and Devon, England, was a post office clerk in Northampton and Shrewsbury and came to America in 1883. He first worked as an assistant in the supply stores of the Big Four Railroad at Mattoon, Illinois, but entered the service of the Frisco Lines in March, 1886, in the office of the auditor of freight accounts at Kansas City, Mo. In 1901, he was transferred to the offices at St. Louis, and since that time he has occupied the same desk and the same job. He has been a resident of Missouri nearly 40 years. In September, 1898, he married Miss Louisa E. Replogle of Kansas City, and his wife is still living. They had no children. Following his retirement on a pension allowance of \$52.65 per month, Mr. Downing left for a visit to England, but will return shortly to his residence at 931 Beach Avenue, St. Louis.

Mose Ellis Runyon, veteran hostler at Kansas City, Mo., was retired when he became permanently disabled through arthritis, bronchitis and impaired sight. He is 67 years old and was retired on a pension allowance of \$67.85 a month.



**MOSE E. RUNYON**

Runyon was born on an Illinois farm, July 30, 1858, the son of a farmer, and moved to Nebraska, when a small child. He attended schools in that

city and went to work at the age of eighteen. His first job was engine wiping with the Burlington. Later he was an engine wiper with the old North Missouri, now a part of the Wabash, and still later became fireman on that road. In October, 1876, he entered the Frisco employ on the Missouri, Ft. Scott and Gulf Railway, now a part of the Frisco, as an engine wiper at Kansas City, Mo. He was promoted late in 1877 to locomotive fireman on a Kansas City yard engine and in 1884 to engineer on the Northern Division. Except for a short time during which he was transferred to engineer on the Southern Division, Runyon has held his position on the Northern Division since that date.

He married Miss Olive Emmack, November 21, 1882, and was married for the second time to Miss Rose Emmack, June 21, 1898. No children were born to either union. Runyon resides at 1217 West Fortieth Street, Kansas City, Mo.

Joseph Mayrs, a mechanical laborer at Springfield, Mo., was retired at the July 28 meeting of the Pension Board, upon attaining the age limit of 70 years. He has had 28 years and 10 months service with the Frisco and his pension allowance is \$28.50 per month.



**JOSEPH MAYRS**

of his native land. He went to work when 14 years old as a farm hand and worked for his father six years. On June 1, 1875, he came to America and arrived in Benton County, Iowa, June 30. For eight years he worked in a sash and door factory at Clinton, Iowa, and about 12 years as a farmer in Cherokee County, Iowa. He entered the Frisco employ on the Fourth of July, 1896, as a laborer at South Springfield, Mo. He was made labor foreman in 1909 and has been employed as a laborer since 1913. Mayrs married Miss Mary Doyle, September 1, 1881, and they have five children, Martin, Cora, Frank, Carl and Gertrude. Mr. and Mrs. Mayrs reside at 503 Newton Avenue, Springfield, Mo.

Riley Franklin Pritchett, locomotive engineer on the Southwestern Divi-

sion, was retired through permanent injury, incurred in service, at the age of 56 years.



**R. F. PRITCHETT**

Pritchett was born in Camden County, Missouri, August 24, 1869, the son of a prominent farmer in that section. He attended the country schools in Camden and Laclede Counties, and went to work at the age of 13 as a farm hand. In 1901, he entered the Frisco service as a hostler helper at Paris, Texas, later an engine watchman at Sapulpa, Okla. On October 1, 1902, he began firing and in 1907 was promoted to engineer out of Sapulpa. He was injured in an accident on July 18, and was retired. He is unmarried and resides at Richland, Missouri, Box 14, R. F. D. Route 3. His pension allowance is \$38.75 per month.

Jacob Young Boyd, a conductor on the Southern Division was retired at the meeting, due to osteoarthritis of the spine which brought about disability. He was 60 years old August 11, 1925, and was retired on a pension of \$36.80 per month.

Boyd was born in Eddyville, Lyon County, Kentucky, August 11, 1865, the son of a farmer. He was educated in the country schools of his home county, and went to work in a tobacco factory when a lad of fifteen. Early in his youth he began work as a water boy on the Iron Mountain Railroad, and filled consecutively the positions of engine watchman on the Iron Mountain, brakeman on the Cotton Belt, brakeman and conductor on the Mobile and Ohio, and brakeman and conductor on the Frisco. He entered the employ of this railroad January 11, 1901, as a brakeman on the K. C. M. & B. and was later promoted to conductor. He has never married and resides at 1820 Eighth Avenue, Birmingham, Alabama. His continuous service totals 23 years and seven months.

## In Memoriam

### MARK SPENCER

Mark Spencer, engine wiper, died in the Springfield Frisco Hospital, July 17, 1925. He had been retired on (Now turn to Page 39, please.)