Lebanon Sub: Engineer H. SNYDER, fireman W. TYNDALL, train 38, engine 36, Springfield to Newburg, June 28th, handled 360,000 gross ton miles, burned 16 tons coal, performance 89 pounds.

Engineer J. MILLIGAN, fireman CLEARY, train 38, engine 4139, Springfield to Newburg, June 23d, handled 242,000 gross ton miles, burned 11 tons coal, performance 91 pounds.

Engineer A. CANARY, fireman H. BRIDGES, train 38, engine 27, June 22d, Springfield to Newburg, handled 374,000 gross ton miles, burned 17 tons coal, performance 91 pounds.

Springfield Sub: Engineer GEORGE THOMPSON, fireman NOBE SUTTON, train extra west, engine 51, June 1st, Springfield to Monett, handled 108,000 gross ton miles, burned 4 tons coal, performance 74 pounds.

Engineer TOM WRIGHT, fireman C. NOBLES, train 38, engine 57, June 8th, Monett to Springfield, handled 123,000 gross ton miles, burned 5 tons coal, performance 81 pounds.

Clinton Sub: Engineer LOAFMAN, fireman I. TERRY, train 58, engine 1270, Clinton to Kansas City, July 13th, handled 123,000 gross ton miles, burned 9 tons coal, performance 146 pounds.

Engineer C. RAMING, fireman J. HARRIS, train 58, engine 1266, Clinton to Kansas City, June 12th, handled 136,000 gross ton miles, burned 11 tons coal, performance 162 pounds.

SOUTHERN DIVISION

Willow Springs Sub: Engineer HEGBERG, fireman SLATER, train 131, engine 4106, Springfield to Thayer, handled 1,500 gross tons, made a performance of 104 pounds per 1,000 g. t. m.

Memphis Sub: Engineer McELVANEY, fireman CROSS, train 131, engine 4126, Thayer to Yale, June 4th, handled 2,125 gross tons, burned 13 tons coal, performance 81 pounds per 1,000 g. t. m.

Engineer ANDERSON, fireman WOOLRIDGE, train extra north, engine 4138, Yale to Jonesboro, June 13th, handled 2,600 gross tons, burned 8 tons coal, performance 88 pounds.

Engineer EBERTS, fireman IRVING, train 131, engine 4128, Jonesboro to Yale, June 13th, handled 2,265 gross tons, burned 7 tons coal, performance 88 pounds.

Tupelo Sub: Engineer NOLAN, fireman DARDEN, train extra north, Potts Camp to Yale, engine 4140, June 7th, handled 2,060 gross tons, burned 12 tons coal, performance 95 pounds.

Engineer SPENCER, fireman JONES, train 135, engine 4106, Yale to Potts Camp, June 7th, handled 1,735 gross tons, burned 5 tons coal, performance 109 pounds.

Engineer ANDREWS, fireman PRIEST, train 105, engine 1526, Memphis to Amory, June 25th, 9 cars in train, burned 988 gallons oil, performance .80 gallons per passenger car mile.

Birmingham Sub: Engineer TOLTON, fireman JOHNSON, train 934, engine 4104, Birmingham to Amory, June 27th, handled 256,935 gross ton miles, burned 18 tons coal, performance 140 pounds.

Engineer BOWERS, fireman JONES, train 105, engine 1526, Amory to Birmingham, June 25th, 9 cars in train, burned 1,008 gallons oil, performance .90 gallons per passenger car mile.

RIVER DIVISION

St. Louis Sub: Engineer MIKE BARRETT, fireman J. P. SLAUGHTER, train 806, engine 1043, Chaffee to St. Louis, June 24th, 11 cars in train, 1,584 car miles, burned 1,484 gallons of oil, average of .93 gallons per car mile. This train made eight stops and ten slow downs.

Chaffee Sub: Engineer WOODS, fireman DARK, train 832, engine 4004, Yale to Chaffee, July 4th, 66 loads and 35 empties in train, a total of 3,072 gross tons, burned 16 tons coal, performance 61 pounds per thousand gross ton miles. Conductor McADAMS was in charge, and advises they were on duty 9 hours.

NORTHERN DIVISION

Kansas City Sub: Engineer R. ALEXANDER, fireman LITCHFIELD, train 131, engine 4105, Kansas City to Ft. Scott, June 28th, 61 cars in train, burned 8 tons coal, performance 67 pounds per thousand gross ton miles.

Engineer J. KINNEAR, fireman STUCK, train 108, engine 1041, Ft. Scott to Kansas City, June 21st, 5 cars in train, burned 300 gallons oil, performane .60 gallons per passenger car mile. The same crew was on train 112, with engine 1069, June 23d, 9 cars in train, burned 600 gallons oil, performance .67 gallons per passenger car mile.

Engineer W. M. SPENCER, fireman KELLNER, train 164, engine 4124, Ft. Scott to Kansas City, June 21st, 75 cars in train, burned 14 tons coal, performance 70 pounds per 1,000 gross ton miles.

Engineer J. KIRKPATRICK, fireman T. MALONE, train 164, engine 4133, Ft. Scott to Kansas City, June 27th, handled 2,025 gross tons, burned 16 tons coal, performance 80 pounds per 1,000 gross ton miles.

Engineer S. JACKSON, fireman STODDARD, train 131, engine 4160, Kansas City to Ft. Scott, June 21st, 55 cars in train, burned 9 tons coal, performance 93 pounds per 1,000 gross ton miles.

Engineer W. COOPER, fireman S. BRANSTETTER, train 131, engine 4112, Kansas City to Ft. Scott, June 27th, handled 2,135 gross tons, burned 10 tons coal, performance 96 pounds.

Engineer O. NORRIS, fireman H. FLEMING, train 164, engine 4150, Ft. Scott to Kansas City, June 26th, 74 cars in train, burned 20 tons coal, performance 102 pounds. This train handled 3,960 gross tons.

Engineer HYLTON, fireman D. MULANE, train 105, engine 1529, Kansas City to Ft. Scott, June 22d, 11 cars in train, burned 504 gallons oil, performance .46 gallons passenger car mile.

Ash Grove Sub: Engineer J. HAWLEY, fireman R. WILLARD, train 136, engine 4123, Springfield to Ft. Scott, June 21st, handled 1,840 gross tons, burned 10 tons coal, performance 104 pounds.

Engineer B. HALE, fireman J. HAWLEY, train 101, engine 1056, Ft. Scott to Springfield, 3 cars in train, burned 495 gallons oil, performance 1.24 gallons per passenger car mile.

Afton Parsons Sub: Engineer H. LANE, fireman HORD, train 138, engine 4132, Afton to Ft. Scott, June 27th, handled 2,610 gross tons, burned 9 tons coal, performance 111 pounds per thousand gross ton miles.

Engineer F. CONRAD, fireman F. LONG, train 2/132, engine 4134, Afton to Ft. Scott, June 20th, handled 4,183 gross tons, performance 66 pounds per thousand gross ton miles.

Engineer WOODS, fireman H. TUSSELL, train 182, engine 1003, Joplin to Ft. Scott, 2 cars in train, burned 2 tons of coal, performance 15 pounds per passenger car mile.

SOUTHWESTERN DIVISION

Cherokee Sub: Engineer W. LIPE, fireman CAUSY, train 438, engine 4117, Tulsa to Afton, June 8th, handled 3,234 gross tons, burned 1,800 gallons oil, or an average of 6.8 gallons per thousand gross ton miles.

Engineer HOGAN, fireman C. DOWD, train 438, engine 4103, Tulsa to Afton, June 13th, 69 cars in train, 3,161 gross tons, burned 1,809 gallons oil, or an average of 7.3 gallons per 1,000 gross ton miles.

Engineer D. BEELER, fireman T. GARRETT, train 439, engine 4146, Afton to Tulsa, June 14th, 2,113 gross tons in train, burned 8 tons coal, performance 90 pounds per 1,000 gross ton miles.

Engineer J. C. DUBUQUE, fireman C. S. ELY, train 15, engine 1501, Afton to Tulsa, June 7th, 12 cars in train, burned 709 gallons oil, performance

(Now turn to Page 51, please)

FRANK C. REILLY TO FRISCO'S EUROPEAN POST

Carrying out the policy in connection with the building of the new railroad by Frisco Lines through to Pensacola, Fla., President James M. Kurn on July 18 announced the appointment of Mr. Frank C. Reilly as European Traffic Manager of the Frisco Lines, with headquarters at Paris and London. Mr. Reilly was connected with the Frisco for a number of years in the capacity of Traffic Manager. For the past three or four years he has been connected with the operations of the Inland Waterways, with headquarters at St. Louis.

Mr. Reilly left immediately for Paris. His very extensive acquaintance in the southwest, coupled with his years of acquaintance with the French and English importers and exporters, makes this an ideal appointment for the Frisco. President Kurn, in discussing the matter today, stated that it is the purpose of his company to go very actively after the exporting and importing of traffic through the newly established Frisco port of Pensacola. At the same time he called attention to the traffic alliance which the Frisco has with the Alabama, Tennessee & Northern Railroad Corporation, connecting with the Frisco at Aliceville, Alabama, which also makes the port of Mobile a proper port of entry and export for account of the Frisco Lines.

This appointment has a special significance in connection with the program of President Kurn to further expand the operations of Frisco Lines.

THE STORY OF CONSTRUCTION

(Continued from Page 21)

towns and covered their 20 mile residency in Ford trucks—a great improvement over the old days of camps and mule teams.

The work of track laying and ballasting was greatly delayed by floods. Heavy rains set in about the middle of December, 1927, and continued until July, 1928. There were two disastrous floods all along the line, one in April and another in May, 1928, and these were the cause of some troublesome slides, but in spite of these difficulties the line was so far completed that the President of the Frisco made a trip over it in his business car on May 29th, and officially opened the line with special trains and excursions June 26-30.

The line gives the Frisco the shortest mileage from Kansas City, St. Louis and Memphis to Pensacola—the best natural harbor and the coming port of the Gulf.

Frisco Float in Ft. Worth Parade

Frisco Lines had one of the most attractive floats in the parade, held at Ft. Worth, during the annual convention of the West Texas Chamber of Commerce, June 18, 19 and 20.

The sides of the car were placarded with names of famous Frisco trains, and the occupants were Frisco girls from the Ft. Worth general offices.

Miss Leda Belle Durett is shown at the wheel. The others are Mrs. Corylyle Hedge, the Misses Ethel Freeman, Alba Smith and Helen Horrell.

1928---Important Conventions---1929

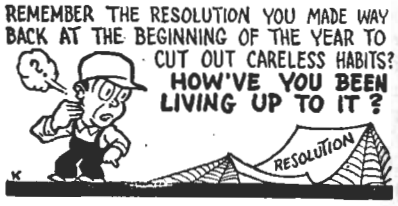
Below is a list of important conventions which will be held during 1928-1929. The Passenger Traffic Department will welcome any information that might be of assistance in securing travel to these meetings. Any communication in connection therewith should be addressed to nearest passenger department representative or to Mr. J. W. Nourse, General Passenger Agent, St. Louis, Mo.

1928 CONVENTIONS

Fraternal Order of Eagles, Columbus, Ohio	August 6-11
Veterans' of Foreign Wars, Indianapolis, Ind	Aug. 26-Sept. 1
National Baptist Convention (Women's Auxiliary), Louisville, Ky	Sept. 5
I. O. O. F., Montreal, Quebec	Sept. 17-22
American Legion, San Antonio, Texas	Oct. 8-12, incl.
Grand Army of the Republic, Denver, Colo	Sept. 16-23
United Spanish War Veterans, Havana, Cuba	Oct. 7-12
National Dairy Association, Memphis, Tenn	Oct. 13-20
International Petroleum Exposition, Tulsa, Okla	Oct. 20-29

1929 CONVENTIONS

Nat'l. Education Ass'n. Dept. of Superintendence, Cleveland, Ohio	Feb., 1929
Mystic Shrine (A. A. O. N. M. S.), Los Angeles, Calif	May, 1929
General Assembly, Presbyterian Church, St. Paul, Minn	May, 1929
Southern Baptist Convention, Memphis, Tenn	May, 1929
Rotary International, Dallas, Texas	June 3-7
U. S. Junior Chamber of Commerce, Flint, Mich	June, 1929
Master Plumbers, Buffalo, N. Y	June, 1929
Kiwanis International, Milwaukee, Wis	June, 1929
American Institute of Banking, Tulsa, Okla	June, 1929
Optimists International, Tulsa, Okla	June, 1929
Travelers' Protective Association, Detroit, Mich	June, 1929
National Association Retail Grocers, Portland, Ore	June, 1929
International Society of Christian Endeavor, Kansas City, Mo	July, 1929
Grotto (M. O. V. P. E. R.), Rock Island, Ill	July, 1929
B. P. O. E. Grand Lodge, Los Angeles, Calif	July, 1929



Damage From Rough Handling On Increase

THE monetary amount of damage to cars on Frisco Lines during the first six months of 1928, due to rough handling of these cars, increased 64.1 per cent as compared with the corresponding period of 1927, states the car accountant's report of July 9. This increase has prompted M. M. Sisson, assistant general manager, to urge all division and terminal superintendents to "get busy immediately" to lessen rough handling.

In a letter which Mr. Sisson addressed to the superintendents, he said in part:

"There is no need of going into detail as to our rough handling causes. All of our supervisory officers and all of our yard forces, train and engine men know just what brings these things about and it is simply a question of getting them to follow careful practices in doing the work and a matter for the supervisory officers to follow up more closely. If this is done we will secure results. If it is not done we will continue to drift along as we are now going which, as before stated, is certainly disappointing.

"Unless this matter is taken hold of immediately with renewed vigor we are going to have a worse showing in 1928 than we had in 1927 and I know you do not want a condition of this kind to develop. Therefore, it is up to everyone of you to get busy immediately."

The report shows the number of cars damaged during the first six months of 1928 decreased one per cent as compared with the corresponding period of last year and that during the first six months of 1928 there was an increase of 1.1 per cent in the number of cars handled per car damaged.

The report:

DIVISION OR TERMINAL	NUMBER CARS DAMAGED			AMOUNT DAMAGE			NUMBER CARS HANDLED			PER CENT DAMAGED TO TOTAL HANDLED			STANDING DIVISION OR TERMINAL		
	1928	1927	1926	1928	1927	1926	1928	1927	1926	1928	1927	1926	1928	1927	1926
TERMINALS															
Springfield	3	7	7	$ 135.00	$ 865.00	$ 895.00	391,226	382,620	391,202	.0008	.0018	.0018	1	1	1
Birmingham	15	15	28	1,035.00	844.50	3,077.00	364,239	374,483	433,078	.0041	.0040	.0065	2	2	2
Tulsa	24	53	106	2,215.00	3,412.50	2,032.00	446,455	416,507	405,259	.0054	.0127	.0262	3	4	4
St. Louis	50	40	36	1,179.00	776.00	2,095.00	382,869	375,576	383,026	.0131	.0107	.0094	4	3	3
Memphis	56	64	154	3,819.50	1,783.00	6,047.20	422,253	449,800	577,081	.0133	.0142	.0267	5	5	5
Kansas City	57	70	101	1,943.00	1,561.50	2,917.00	377,353	344,359	342,378	.0151	.0203	.0295	6	6	6
Total	205	249	432	10,326.50	$ 9,212.50	$17063.20	2,384,395	2,343,345	2,532,024	.0086	.0106	.0171			
DIVISIONS															
Western	....	1	15	.....	$ 5.00	$ 1,857.00	116,089	123,531	122,590	.....	.0008	.0122	1	1	6
Southwestern	18	7	106	654.00	190.00	2,639.25	502,660	543,483	555,217	.0036	.0013	.0191	2	2	7
Southern	29	24	28	4,982.00	989.50	1,556.00	448,327	460,469	492,841	.0065	.0052	.0057	3	4	3
Central	14	11	1	316.00	730.00	15.00	193,158	198,045	204,471	.0072	.0056	.0005	4	5	1
Eastern	32	8	21	2,782.50	556.00	414.78	419,229	422,892	439,823	.0076	.0019	.0048	5	3	2
River	21	28	23	1,226.00	929.00	644.50	198,541	201,262	232,884	.0106	.0139	.0099	6	6	5
Northern	62	73	41	3,611.50	2,562.00	818.00	507,454	488,969	544,507	.0122	.0149	.0075	7	7	4
Total	176	152	235	$ 13,572.00	$ 5,961.50	$ 7,944.53	2,385,458	2,438,651	2,592,333	.0074	.0062	.0091			
Texas Lines	18	4	12	1,117.00	80.00	183.00	72,416	64,242	73,444	.0249	.0062	.0163			
Bham. Belt	2	....	....	65.00	.....	.....	10,724	.....	.....	.0186	.....	.....			
Total System	401	405	679	$25,080.50	$ 15,284.00	$ 25,190.73	.....								

FUEL PERFORMANCE RECORDS

(Continued from Page 49)

.77 gallons per passenger car mile.

Engineer J. DWYER, fireman H. DAVIS, train 4, engine 1505, Tulsa to Afton, June 12th, 9 cars in train, burned 550 gallons oil, performance .70 gallons per passenger car mile.

Oklahoma Sub: Engineer W. WEBBER, fireman O. FOSTER, train extra west, engine 4121, May 30th, West Tulsa to Oklahoma City, 68 cars in train, 2,205 gross tons, burned 2,215 gallons oil, performance 8.6 gallons per 1,000 gross ton miles.

Engineer ZACHRITZ, fireman B. FIELDS, train 9, engine 1517, Tulsa to Oklahoma City, May 31st, 9 cars in train, burned 1,108 gallons oil, performance 1.04 gallons per passenger car mile.

Creek Sub: Engineer W. SAWYER, fireman J. ICE, train 535, engine 4110, West Tulsa to Francis, June 8th, 62 cars in train, 2,173 gross tons, burned 1,701 gallons oil, performance .7 gallons per thousand gross ton miles.

Engineer N. CARTER, fireman R. CARPENTER, train extra south, engine 4100, West Tulsa to Francis, June 9th, 65 cars in train, 2,288 gross tons, burned 15 tons coal, performance 112 pounds.

Sherman Sub: Engineer FRANK GOODSON, fireman H. FORTNER, train 118, engine 1055, Sherman to Tulsa, 222 miles, handled 2,420 passenger car miles, burned 1,919 gallons oil, performance .71 gallons per passenger car mile. This same crew was on train 117 of May 13th, from Tulsa to Sherman, and made a performance of 1 gallon per passenger car mile.

CENTRAL DIVISION

Ft. Smith Sub: Engineer BLAKESLY, fireman E. N. STONE, train extra north, engine 1309, Ft. Smith to Fayette Junction, June 15th, handled 1,008 gross tons, burned 3½ tons coal, performance 111 pounds. Conductor H. MARTIN was in charge of this train.

Engineer C. F. BEELER, fireman H. A. BRANNON, train extra south, engine 1336, Monett to Ft. Smith, June 14th, Conductor MONROE in charge of train, handled 164,000 gross ton miles, burned 10 tons coal, performance 121 pounds. Local work was performed at eight different places between Fayette Junction and Ft. Smith. This was an unusually good performance.

Arthur Sub: Engineer J. D. VANWAGONER, fireman L. COWAN, train 705, engine 1405, Ft. Smith to Paris, June 20th, 5 cars in train, burned 5 tons coal, performance 11 pounds per thousand gross ton miles.

Engineer E. O. ELLIG, fireman S. H. WALTON, train extra south, engine 708, Ft. Smith to Talihina, June 22d, handled 73,000 gross ton miles, burned 3½ tons coal, performance 95 pounds.

Fayetteville Yard: Engineer G. BRYSON, fireman H. DAY, engine 579, worked an 8-hour shift, consumed only 2 tons coal. This is an average of 83 pounds per switch locomotive mile.

The Pension Roll

Five Frisco Lines veteran employes with combined service of 139 years and 7 months were retired and placed on the Pension Roll at the meeting of the Board of Pensions, held June 14, 1928, at the St. Louis general office.

JAMES ALVAH WOODSON, tool room foreman, Springfield, Mo., was retired May 31, 1928, due to his having reached the age limit. He was born May 10, 1857, in Roanoke, Mo. His father was a carpenter and contractor. During his early years he attended school in Roanoke and Moberly, Mo., and at the age of eighteen years began his railroad career as a machinist apprentice with the St. L. K. C. & U. Railroad in 1874. He served the L. & N. as a machinist from 1880 to 1881 and also served the Tennessee Coal Iron and Railroad Company, the Wabash and the K. C. F. S. & M. On October 1, 1885, he entered the employ of the Frisco as a machinist at Kansas City. He was promoted to the position of machine foreman at Springfield on March 21, 1901, to general foreman at the Springfield south shops March 27, 1907, and to machine foreman at the North Shops August, 1919. On March 25, 1889, he married Julie D. Wray of Moberly, Mo., and to them were born two daughters. Mr. and Mrs. Woodson reside at 945 West Walnut Street, Springfield. Continuous service of 42 years and 9 months entitles him to a pension allowance of $101.95 a month, effective June 1, 1928.

J. A. WOODSON

SAMUEL ELMORE BAER, clerk in the accounting department, Springfield, was retired May 31, due to his having reached the age limit on May 24. He was born May 24, 1858, at Darrtown, Ohio. His father was a farmer and he received his education in the schools near his home. He assisted with the work on the farm until 21 years of age, when he became a clerk for the Springfield Mercantile Company. He was in the grocery business from 1886 to 1896, and for the year 1896-1897, he served in Louisiana on a boat. On December 1, 1898, he came with the Frisco at Springfield as a wheel clerk. He served as M. C. B. and A. R. A. clerk until his retirement. On October 10, 1885, he was married to Rose L. Hobeck of Springfield and to them was born one daughter. Mr. and Mrs. Baer reside at 1109 North Clay Avenue, Springfield. Continuous service of 29 years and 6 months entitles him to a pension allowance of $45.65 a month, effective June 1, 1928.

S. E. BAER

CHARLES D. WHITNEY, operator, Eastern division was retired from active service December 16, 1927, due to total disability. He was 63 years of age, born October 22, 1865, near Cedar Grove, Ind. His father was a farmer, and he received his education at Ainsworth, Iowa. At the age of fifteen he began his service as an operator with the C. R. I. & P. Railroad. He served the Rock Island, the C. T. P. M. & O., M. K. & T. and Santa Fe before coming to the Frisco as night operator at Joplin, January 19, 1901. He served the Frisco at Monett, and Springfield and was third trick operator at the passenger depot, Springfield, from November, 1916, until December 16, 1927. On November 21, 1887, he married Miss Maud N. Raber of Newton, Kansas, and to them were born a son and daughter. Mr. and Mrs. Whitney reside at 1814 North Main Avenue, Springfield. Continuous service of 26 years and 9 months entitles him to a pension allowance of $39.95 a month, effective March 1, 1928.

C. D. WHITNEY

CYRUS MILLARD WARD, conductor, Northern division, was retired from active service on March 19, 1928, due to total disability. He was 47 years of age, born July 15, 1881, at Great Bend, Kan. His father was a farmer, and he was educated in the schools near his home. During his early years he assisted with the farm work. After leaving the farm he worked for a nursery company, then joined the Army and served one year in Porto Rico in the Spanish American war. He later served the Santa Fe as a brakeman, but on February 4, 1904, came to the Frisco in that capacity and worked out of Ft. Scott, Kan. He was promoted to the position of conductor October 3, 1910, in which capacity he served until his retirement. On June 28, 1905, he was married to Laura E. Wood of Kansas City and to them was born one daughter. Mr. and Mrs. Ward reside at 4215 Wayne Avenue, Kansas City. Continuous service of 24 years and 1 month entitles him to a pension allowance of $46.25 a month, effective June 1, 1928.

C. M. WARD

JAMES COLUMBUS SWICKARD, B. & B. foreman, Northern division was retired May 31, 1928, due to his having reached the age limit, May 1. He was born May 1, 1858, at New Somerset, Ohio. His father was a farmer and he was educated in the schools near his home. His first service was in 1881, with the old Ft. Scott & Gulf, later the Ft. Scott & Memphis Railroad, as bridge carpenter. When the Frisco took over the Ft. Scott and Memphis, he was given the title of bridge inspector on the Northern division. He also served as pile driver foreman, general foreman B. & B., bridge foreman, and B. & B. foreman on the Northern, Eastern, Southwestern, Western and Cen-

J. C. SWICKARD

tral divisions. In May, 1879, he was married to Flora Williams of Tecumseh, Neb., and to them were born two daughters. Mr. and Mrs. Swickard reside at 620 Picher Street, Joplin. Continuous service of 16 years and 6 months entitles him to a pension allowance of $27.90, effective June 1, 1928.

In Memoriam

SYLVESTER ELVIS CAMBRON

SYLVESTER ELVIS CAMBRON, pumper, River division, died in St. Louis, on June 23rd. Mr. Cambron was born November 2, 1857, at St. Mary's, Mo., and entered the service of the Frisco on May 1, 1908, as a helper in the roundhouse at Hayti. He later took the job of pumper at Morley, where he remained for practically 20 years. He was retired on pension December 1, 1927, and up to the time of his death he had been paid a total of $140.00.

CHARLES EDWARD PRETTYMAN

CHARLES EDWARD PRETTYMAN, pensioned agent died on June 23. He was born October 13, 1852, at Niles, Mich., and entered the service of the Frisco on November 16, 1872. He was retired on pension, due to his having reached the age limit, on January 16, 1923. When retired he was the oldest pensioner in point of continuous service, having to his credit when retired, 50 years and 1 month. His pension allowance was $80.40 a month and up to the time of his death he had been paid a total of $5,226.00. From the time Mr. Prettyman entered the service of the railroad, to the date of his retirement, he had the unique distinction of appearing on every payroll for the 50 years and 1 month of his service. He served at one time as Mayor of Neosho, Mo., and was a thirty-third degree Scottish Rite Mason.

WILLIAM EDWIN BIRCH

WILLIAM EDWIN BIRCH, pensioned store helper died at Tulsa, Okla., July 1. He was born in St. Louis, March 23, 1858, and entered the service of Frisco Lines in 1908, at Springfield, as a laborer in the store department, and also as a checker in the Springfield storeroom. He served for a time at Lindenwood. He was retired from active service April 1, 1928, and up to the time of his death he had received a total of $60.00.

THE FIRST EPISTLE OF PETE, THE PULLMAN PORTER

They calls me Pullman Porter Pete,
I works trains 9 and 10
And if I'm not the richest,
I'm the luckiest of men.
For when I am in trouble,
still my Pullman pulls me thru,
And if you'll ride the Frisco,
it will do no less for you.

A Frisco Pullman porter
is the greatest man on legs;
It ain't no crazy bus he rides
to earn his ham and eggs.
It is the finest thing on wheels
that ever man devised,
And don't run only when its fair,
but just as advertised.

Because I come in contact
with the near great and the great,
My calling, like my railroad,
you can never overrate:
The inside daily dope of all
the Frisco Lines I learn,
And know just what I'm talkin' of,
as well as President Kurn.

Though great folks travel in my car,
they wear no clothes like mine;
But think not less of them for this
for all folks cannot shine.
If all were in authority and garbed
in uniform,
There wouldn't be no workin' folks,
to feed and keep us warm.

I'm thankful nature exercised
on me her noblest care,
And tarred me with her magic brush
and gave me kinky hair.
For in convention railroad men
did wisely choose the black,
To supervise the Pullmans
as they speed upon the track.

Now tho I'm all important,
I must say no more of self,
But tell you of the Frisco Lines,
and lay "me" on the shelf:
I never was a Billy Brag,
and never one I'll be,
A Booster for the Frisco Lines,
and nothing less—that's me!

To ride the Frisco Pullmans
is like sailin' in a ship,
(No folks I ain't a-shootin' off
to get your dollar tip);
But I just want you to know the facts,
exactly as they are,
So that you'll ride the Frisco Lines,
and patronize my car.

Why listen folks, the Frisco
has the smoothest track I know;
And I've rode all the railroads,
in U. S. and Mexico.

Yes, every one of them I've tried,
so I might know the best,
Which is so much the Frisco Lines,
to Hell with all the rest!

There's no such thing as sleepless
nights, on Frisco No. 9,
You hit the hay and slumber's arms
around you softly twine,
And when the Ozark sunlight
wakes you up again you feel
The inner man a-knockin',
for a hearty mornin' meal.

To travel via Frisco Lines
doesn't cost a penny more,
Than by the ordinary roads
which make you tired and sore.
Besides you've comfort through the
night, and scenery by the day,
So when you're ridin', why not ride
the safe and only way!

I've traveled every country,
and I've sailed the seven seas.
The mountains that I've climbed include the Alps and Pyrenees.
Who says these have the Ozarks skinned a mile, ain't comin' clean,
For only on the Frisco
is there something to be seen.

To Mr. Pullman I'll submit
these truths (such as they are)
And ask him, yes, to print them,
to hand in Pullman cars.
Altho it is a well known fact
(and not a bit surprisin')
The coveted of Railway Lines
don't need no advertisin'.

Thus will my tombstone still proclaim
the Frisco when I die;
Here lieth Pullman Porter Pete,
who never told a lie,
He would have made a million
writing poetry for the press,
But his purpose was so big
a million lacked attractiveness.

PRAISES FRISCO HOSPITAL

Shepard B. Smith of Kansas City, Frisco pensioner, in a letter to Dr. R. A. Woolsey, chief surgeon of the St. Louis Hospital, expresses his gratitude for services received while a patient there.

"I am grateful for hospital service, the first I have received in over forty years' service, with the exception of a little checking over several years ago.

"Please allow me to express my gratitude for the excellent service I received while I was a patient. The nurses, internes and physicians at the hospital were sympathetic and attentive and I had the best of care in every way. I am thankful that the Frisco employes maintain an institution of this kind and feel that those who benefit from it owe a great debt.