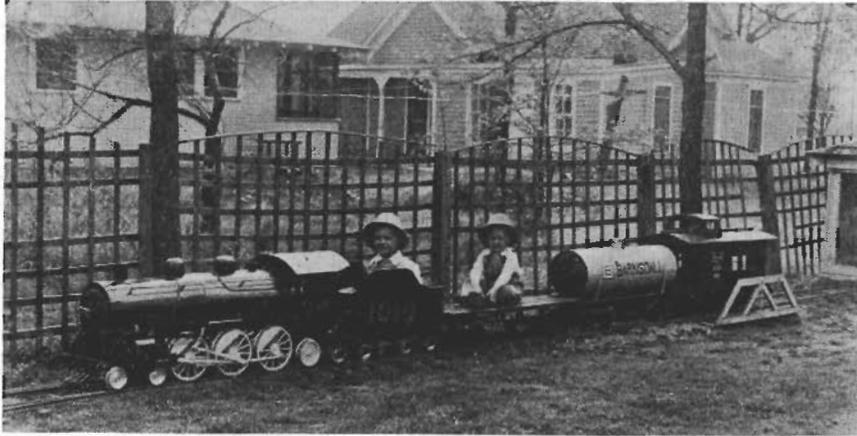


## These Frisco Boys Drive Their Own Train



**B**OBBIE and Billie Nichak of Baxter Springs, Kan., are more fortunate than most boys. They do not have to resort to store-made engines and trains.

Their father, Claude H. Nichak, who serves the Frisco as interchange clerk at that point, has built a miniature locomotive and train for them and it operates on a track around the Nichak back yard.

The locomotive is all metal, with wheels of aluminum and the balance

of steel. It is equipped with air brakes and an air whistle. The engine weighs 210 pounds and is ball-bearing. The Barnsdall Refining Company of that city paid for the little tank car which is seen in the train.

Mr. Nichak intends to use the locomotive in parades to advertise the Frisco, but when it is at home, it is the delight of his two sons.

Mr. Nichak has been in the employ of the Frisco for twenty-one years.

## TRAINS 97.4% ON TIME

Frisco Lines maintained its usual high standard of passenger train performance during the month of May by operating 4,392 trains 97.4 per cent on time, according to a statement on the subject issued by the office of the general manager, June 4. During May of last year 4,250 passenger trains maintained the same percentage of on time performance.

Of the Frisco divisions, the highest percentage of on time performance was made on the Western division where 155 trains were operated 99.4 per cent on time. River division was second highest, operating 796 trains 99.1 per cent on time. Southern division was third with 806 trains 98.8 per cent on time.

Records on other divisions during May were, Northern, 1,054 trains, 95.9 per cent on time; Southwestern, 713 trains, 96.8 per cent on time; Central, 310 trains, 98.4 per cent on time, and Eastern, 558 trains, 95.7 per cent on time.

## SHOPMEN PICNIC

As this magazine goes to press, the Frisco Association of Metal Crafts and Car Department Employees are giving their annual picnic at Monett, Mo., June 25, at Monett's beautiful city park.

Great preparations have been made to make this event even better than in previous years. Plenty of amusements have been planned, including a big barbecue dinner, games and contests and a most elaborate array of prizes have been offered by the local merchants and others, to be given the winners of the contests. The beautiful swimming pool at the park, will be open to the visitors without cost and in conjunction with the picnic, there will be a short, but worthwhile program of speaking. A Frisco orchestra from Springfield will furnish music for dancing during the evening, which will bring the day's activities to a close. All the food, cold drinks and other amusements are offered gratis to the picnickers.

Invitations have been sent out to all locals on the system to attend the picnic and it is hoped that every Frisco shop, or at least some department of it, will be represented.

Winifred: "Did you reach the end of that new book you were reading?"  
Wilfred: "No; but I loaned it to a friend and that finished it."

"Bear up!" said the lawyer. "We may still win this case. I haven't exhausted all the means—"

"But you've exhausted all mine!" interrupted the client gloomily.

## MEET AT MULBERRY

W. L. Huggins, Jr., director of publicity, was the principal speaker at the "Frisco Night" banquet which the Luncheon Club of Mulberry, Kan., gave May 15. Approximately 300 citizens of Mulberry and out-of-town guests were in attendance. Besides Mr. Huggins, the following made talks: C. K. Sims, assistant superintendent; J. O. Armstrong, division engineer; E. A. Miller, general agent; E. E. Swafford, president of the Fort Scott Frisco Employes' Club; J. W. Slaughter, Railway Express agent, and Fred Darling, supply clerk, all of Fort Scott. Dr. H. Gees of Mulberry was toastmaster.

Huggins spoke on the immense amount of support that is available for Frisco Lines in the local points upon the system and particularly praised Mulberry for the preference it has shown the Frisco. He also gave some interesting and convincing figures on taxes and payrolls which demonstrated the value of the Frisco to Mulberry and vicinity.

The dinner was prepared by the ladies of the Mulberry Church of God, and immediately following the meal a program of vocal and instrumental music was given. E. E. Tatum, agent at Mulberry, arranged for the attendance of Frisco officials and employes which featured the evening.

## END BOWLING LEAGUE

The Frisco Girls' Bowling League of St. Louis celebrated the close of its fourth season, May 7, with a banquet at the Mark Twain hotel at which prizes were awarded and officers for next season were elected. Twenty-two members and one visitor were in attendance.

Miss Agnes Wangler, president of the league, made the presentation of prizes to teams and individuals, and in an election that followed, Miss Lillian Kulage was elected president and Miss Cecelia Andres was chosen for the vice-presidency. Miss Marge Droste was re-elected secretary and Mrs. Louise Gibson was again selected as treasurer of the organization, making the fourth consecutive time she has succeeded herself. Miss Wangler was presented with a summer purse as an expression of appreciation for her tireless efforts while leading the organization. On the program at the banquet were Miss Mary Crane who sang several popular songs, accompanied at the piano by Miss Melba Talbot, and Mrs. Gibson, who gave several humorous readings. Arrangements for the banquet were made by the league's entertainment committee comprised of Misses Margie Byrne, Lillian Kulage and Genevieve Proost.

## LOCOMOTIVE FUEL PERFORMANCE RECORDS

Office of Fuel Agent, St. Louis

**D**URING the month of May, 1931, we accomplished a saving of 7 pounds per 1,000 gross ton miles in fuel consumed in freight service on the system.

Our performance for May, 1931, was 151 pounds per 1,000 gross ton miles as compared to 158 pounds May, 1930, or a saving of 4.43 per cent. This is considered a nice reduction, since the gross tons per train mile decreased from 1,491 tons in May, 1930, to 1,449 tons in May, 1931.

The Southern division again had the highest percentage of decrease in freight service, their performance having decreased from 161 pounds per 1,000 gross ton miles May last year to 139 pounds May this year, or a decrease of 13.66 per cent.

The Texas Lines had the second highest percentage of decrease, their performance decreasing from 153 pounds per 1,000 gross ton miles May last year to 140 pounds May this year, or 8.5 per cent, this was made possible through the increase in train haul of 13.5 per cent this year over last.

The River division performance decreased from 152 pounds last year to 140 pounds this year, or 7.89 per cent. Its train haul, however, decreased from 1,680 tons last year to 1,633 tons this year.

Passenger service performance over the system was the same as May last year, that is 14.7 pounds per passenger car mile, however, the Eastern division which was the only division that enjoyed a decrease this year, is to be congratulated upon their splendid performance, as its decrease of 6.02 per cent completely off-set the increases on the seven other divisions, although the cars handled per train mile fell off 4.72 per cent May this year, as compared to May last year.

The performance obtained from switch service operations is still far from the mark desired in most cases, although it is gratifying to note that the River division during both April and May this year has shown a substantial decrease over the corresponding months last year. Its decrease being the largest on the system.

Springfield terminal had a decrease of 10.33 per cent May this year as compared to May last year and St. Louis terminal being the only other terminal to show a decrease over last year with a decrease of 3.24 per cent. Since the performances are constantly getting lower, it goes without saying

that the individual performances are also being bettered continually. Many names appear in every issue of our *Magazine* of the crews who are taking much interest in fuel economy and following are some of the good performances which have recently been observed:

### EASTERN DIVISION

**Rolla Sub:** Engineer SIDERS, fireman FOWLER, engine 1507, train 10, Newburg to Springfield, June 11, handled 1,666 passenger car miles, burned 1,159 gallons oil, performance .61 gallon per passenger car mile.

Engineer E. COLE, fireman SWEATT, engine 15, train 32, Newburg to Lindenwood, June 1, 1931, handled 255,800 gross ton miles, burned 11 tons of coal, performance 86 pounds per 1,000 gross ton miles.

Engineer ELDER, fireman THOMPSON, engine 1502, train 10, Newburg to St. Louis, May 17, handled 1,666 passenger car miles, burned 907 gallons oil, performance .53 gallons per passenger car mile.

Engineer PEARSE, fireman WILSON, engine 1514, train 5, St. Louis to Newburg, May 17, handled 1,428 passenger car miles, burned 1,108 gallons oil, performance .77 gallon per passenger car mile.

**Springfield Sub:** Engineer DAVIES, fireman ROBINSON, engine 1505, train 10, Monett to Springfield, May 14, handled 800 passenger car miles, burned 480 gallons oil, performance .60 gallon per passenger car mile.

Engineer NULPH, fireman STEWART, engine 1516, train 3, Springfield to Monett, May 14, handled 396 passenger car miles, burned 347 gallons oil, performance .89 gallons per passenger car mile.

Engineer W. F. EGE, fireman C. A. ELLIS, engine 1304, train 48, Monett to Springfield, March 31, handled 60,360 gross ton miles, burned 11½ tons coal, performance 198 pounds per 1,000 gross ton miles.

Joint trains 7 and 8 between Monett and Muskogee: Engineer C. A. PREWETT, fireman LEWERS, train 7, engine 1506, May 28, handled 1,496 passenger car miles, burned 930 gallons oil, performance .62 gallons per passenger car mile. On return trip same crew on engine 1506, train 8, May 29, handled 1,716 passenger car miles, burned 1,100 gallons oil, performance .64 gallon per passenger car mile.

**Lebanon Sub:** Engineer KING, fireman EARP, engine 1504, extra train, Springfield to Newburg, May 26, handled 254,000 gross ton miles, burned 1,911 gallons oil, performance 7.5 gallons per 1,000 gross ton miles.

Engineer McCLELLAND, fireman Shellcut, engine 1504, train 2/35, May 27, Newburg to Springfield, handled 199,000 gross ton miles, burned 1,511 gallons oil, performance 7.6 gallons per 1,000 gross ton miles.

**St. Louis Terminal, May 28:** Engineer DONAHOE, fireman HYNES, burned 337 gallons oil, performance 83 gallons per switch locomotive mile.

### WESTERN DIVISION

Engineer MacFARLINE, fireman YOUNGMAN, engine 1325, Enid to West Tulsa, June 5, handled 232,440 gross ton miles, burned 1,575 gallons oil, performance 6.7 gallons per 1,000 gross ton miles.

Engineer DALE, fireman CAMPBELL, engine 1337, Enid to West Tulsa, June 6, handled 224,160 gross ton miles, burned 1,500 gallons oil, performance 6.7 gallons per 1,000 gross ton miles.

### SOUTHWESTERN DIVISION

**Cherokee Sub:** Engineer J. MOORE, fireman McCOLLOUGH, engine 4150, Afton to West Tulsa, May 6, handled 168,480 gross ton miles, burned 1,109 gallons oil, performance 6.6 gallons per 1,000 gross ton miles.

**Oklahoma Sub:** Engineer ATKINS, fireman R. G. MARTIN, conductor CROSBY, brakemen ELLIS and TUCKER, engine 4109, train 432, May 30, Oklahoma City to Tulsa, handled 278,000 gross ton miles, burned 1,713 gallons oil, performance 6.1 gallons per 1,000 gross ton miles.

Engineer MASON, fireman R. G. MARTIN, conductor SLAYTON, brakemen DENNISTON and LONG, engine 4163, Oklahoma City to Tulsa, May 29, handled 301,000 gross ton miles, burned 1,611 gallons oil, performance 5.3 gallons per 1,000 gross ton miles.

**Tulsa Terminal, May 25:** Engineer BRYANT, fireman R. B. ALEXANDER, engine 3804, burned 393 gallons oil, performance 97 pounds per switch locomotive mile.

Engineer ALLRED, fireman ALEXANDER, engine 3802, burned 400 gallons oil, performance 99 pounds per switch locomotive mile.

Engineer NICHOLSON, fireman E. DUCKWORTH, engine 3803, burned 400 gallons oil, performance 99 pounds

per switch locomotive mile.

Engineer GARTON, fireman RHUARK, engine 3800, burned 393 gallons oil, performance 97 pounds per switch locomotive mile.

Engineer STANCILL, fireman McCANN, engine 1205, burned 462 gallons oil, performance 114 pounds per switch locomotive mile.

Engineer BURNETT, fireman J. J. RHUARK, engine 3800, burned 459 gallons oil, performance 113 pounds per switch locomotive mile.

#### NORTHERN DIVISION

**Kansas City Sub:** Engineer F. O. LARSON, fireman HARMON, engine 4219, train 130, Ft. Scott to Kansas City, May 15, handled 385,700 gross ton miles, burned 13½ tons coal, performance 70 pounds per 1,000 gross ton miles.

Engineer R. McCRUM, fireman LACKAYE, engine 4215, train 130, Ft. Scott to Paola, June 3, handled 261,800 gross ton miles, burned 8 tons of coal, performance 61 pounds per 1,000 gross ton miles.

**Kansas City Terminal:** Engineer BALKER, fireman WINGREN, engine 1236, May 12, on duty 8 hours, burned 3 tons coal, performance 125 pounds per switch locomotive mile.

**Afton-Parsons Sub:** Engineer J. M. KOST, fireman J. DEW, conductor E. L. MONARE, engine 4108, extra north, Afton to Ft. Scott, May 23, handled 391,000 gross ton miles, burned 17 tons coal, performance 84 pounds per 1,000 gross ton mile, including terminal consumption.

**Wichita-Burrton Sub:** Engineer PHILLIPS, fireman MALMGREN, engine 4013, train 334, Wichita to Neodesha, May 21, handled 204,480 gross ton miles, burned 10 tons coal, performance 97.5 pounds per 1,000 gross ton miles.

Engineer PORTER, fireman BIGGERSTAFF, engine 4013, train 332, Wichita to Neodesha, May 29, handled 255,300 gross ton miles, burned 12 tons coal, performance 94 pounds per 1,000 gross ton miles.

#### SOUTHERN DIVISION

**Willow Springs Sub:** Engineer BAKER, fireman SLATER, engine 4202, train 131, Springfield to Thayer, June 8, handled 262,000 gross ton miles, burned 12 tons coal, performance 91 pounds per 1,000 gross ton miles.

**Memphis Terminal:** Engineer HOMER THOMAS, fireman J. W. HART, in mixed service with engines 3679 and 3717, May 19, on duty 8 hours, burned 11.9 tons coal, performance 47 pounds per switch locomotive mile.

Engineer J. S. WALKER kept daily record of work performed from March

#### OFFER \$500 REWARD

The St. Louis-San Francisco Railway Company on June 15 offered a reward of \$500.00 for the arrest and conviction of the party or parties guilty of tampering with its tracks near Eureka, Mo., the night of June 14. The offer will continue for nine months. A tie was removed from under the track and a rail joint disconnected, evidently by vandals. Fortunately the condition was discovered and the damage repaired in time to prevent an accident.

23 to April 23 on engine 987. During that time fireman W. W. JOLLY served 15 days and fireman JOHN PRIEST 11 days and various firemen served the balance of the time. They handled 2,356 cars and made 1,467 engine miles, burned 83 tons coal for a performance of 113 pounds per switch locomotive mile.

#### RIVER DIVISION

**St. Louis Sub:** Engineer HILDERBRAND, fireman HUTCHISON, conductor ROBBINS, brakemen FORD and LATHAM, engine 4024, Chaffee to St. Louis, June 6, handled 351,200 gross ton miles, burned 13 tons coal, performance 74 pounds per 1,000 gross ton miles.

Engineer RICE, fireman ANSELUM, conductor YOUNT, engine 4030, train 839, St. Louis to Chaffee, June 8, handled 246,500 gross ton miles, burned 9 tons coal, performance 73 pounds per 1,000 gross ton miles.

#### TEXAS LINES

**St. L., S. F. & T. Sub:** Engineer G. O. WYATT, fireman H. J. GEST, engine 742, (Saturated) train 40, local freight, Ft. Worth to Sherman, May 12, handled 100,714 gross ton miles, burned 2,153 gallons oil, performance 21.3 gallons per 1,000 gross ton miles.

Engineer J. C. McCLAIN, fireman FELIX ROSE, engine 1243, train 34, Ft. Worth to Sherman, May 29, handled 156,672 gross ton miles, burned 938 gallons oil, performance 5.97 gallons per 1,000 gross ton miles.

**F. W. & R. G. Sub:** Engineer A. N. WALKER, fireman R. B. SNOW, engine 1243, train extra north, Brownwood to Ft. Worth, handled 134,252 gross ton miles, burned 1,562 gallons oil, performance 11.5 gallons per 1,000 gross ton miles.

Engineer T. B. STEPP, fireman J. B. CHESHER, engine 1261, train 35, Ft. Worth to Stephenville, May 26, handled 79,960 gross ton miles, burned 910 gallons oil, performance 11.3 gallons per 1,000 gross ton miles.

#### MERITORIOUS SERVICE

##### SOUTHERN DIVISION

June 4—George C. Harbour, helper, Holly Springs, Miss., informed assistant superintendent of car PRR 568179 received from Illinois Central with no light weight or load limit stenciled on it, the car having been weighed by the Illinois Central. Upon receipt of that information the car was restenciled. Five merits.

May 31—C. O. Massey, operator, Mountain Grove, Mo., discovered brake beam down on car in Train 237 and notified the conductor. Commended.

##### RIVER DIVISION

May 21—John Baker, section foreman, Lilbourn, Mo., discovered brake rigging dragging under car in Train Extra 4010, north, at Lilbourn and notified crew. Commended.

May 15—E. J. Harrell, conductor; M. B. Craig, brakeman, and C. E. Ormsbee, engineer, assisted in putting train away at Hayti after Motor Car 2117, Train 881, broke down on main line while no yard crew was on duty. Commended.

##### SOUTHWESTERN DIVISION

May 12—F. W. Loyd, engineer; O. L. Foster, fireman; G. A. Anderson and V. H. Landrum, brakemen, all of Oklahoma City, assisted in loading two cars of sheep at Altus, saving delay to an important second-class train. Five merits each.

May 13—M. E. Heinzman, operator, Sapulpa, noticed brake rigging dragging on ASIX 160 in 444. Five merits.

May 13—Vassel Walker, section foreman, Catoosa, flagged Train 442 and notified crew that brake beam was dragging. Five merits.

May 29—J. Haynes, conductor, and C. F. Carl, brakeman, both of Oklahoma City, assisted in making temporary repairs when carrier iron on car of gasoline came down. Five merits each.

##### BIRMINGHAM TERMINALS

S. R. Preston, engine foreman; G. S. Smith, switchman, and J. L. Overby, night general yardmaster, found dome cap off car of benzol and made necessary repairs. Commended.

J. C. Frazier, engine foreman, noticed vinegar sloshing from car and tightened top, correcting the condition. Commended.

Oscar the Operator allows that a patrol wagon isn't much of an automobile, but it'll do in a pinch.



# The Pension Roll

LLEWELLYN BURGOYNE PECHNER, general lumber foreman, store department, Springfield, Mo., was retired April 30,



L. B. PECHNER

having reached the age limit. He was born at Manhattan, Kansas, April 20, 1861, and was educated in the public schools there. At the age of twenty he entered the employ of the Santa Fe and, after working for that road a number of years, he came to Frisco Lines October 1, 1909, as a lumber foreman at Springfield. In 1915 he was promoted to the position of general lumber foreman. He married Lettie J. Parrish at Topeka, Kan., in 1883, and to them was born one daughter who died in infancy. Mr. and Mrs. Pechner live at 507 East Locust Street, Springfield. Continuous service of 21 years and 7 months entitles him to a pension allowance of \$47.75 a month, effective from May 1, 1931.

WILLIAM WEBSTER CAMPBELL, conductor, Northern division, was retired December 13, 1930, because of total disability. He was born at Fort Scott, Kan., January 10, 1871, and attended school there. In 1886 he entered the employ of the Kansas City, Fort Scott and Gulf, and after working for a time for that road and the Missouri-Kansas and



W. W. CAMPBELL

Texas Railroad, he entered the service of Frisco Lines as a brakeman at Pittsburg, Kan., January 8, 1895. He later served as a yardmaster at Monett and as assistant trainmaster. He became a passenger conductor in 1898. He married Janet Braidwood at Pittsburg in February, 1891, and to them were born two sons, both of whom are living. Mr. and Mrs. Camp-

*Nine Frisco Lines veteran employes, with combined service of 226 years and 3 months, were retired and placed on the Pension Roll at a meeting of the Board of Pensions, held May 18, 1931, at the St. Louis general office.*

bell live at Monett, Mo. Continuous service of 25 years and 1 month entitles him to a pension allowance of \$44.90 a month, effective from March 1, 1931.

JOE HOWARD MACKEY, switchman, Fort Smith, Ark., was retired December 4, 1930, because of total disability. He



JOE H. MACKEY

was born in Ohio, June 7, 1867, and was educated in that state. After working as a bridgeman on the several roads, he came to Frisco Lines October 10, 1898, as a switchman at Ft. Smith and served in that capacity until retirement. He married Margaret Smith at Charleston, Ark., February 24, 1903. Mrs. Mackey is deceased. Mr. Mackey lives at 508 North Fourth Street, Fort Smith. Continuous service of 32 years and 1 month entitles him to a pension allowance of \$47.85 a month, effective from May 1, 1931.

CHARLES ELRA STEVENS, section foreman, Lenexa, Kan., was retired February 13, 1931, because of total disability. He was born at Mercer, Ohio, June 15, 1872, and was educated in Kansas. He entered the service of Frisco Lines in the early nineties as a section laborer at Lenexa, Kan., and was promoted to section foreman there July 1, 1897. He married Annie O. Skelton at Rose-dale, Kan., October 15, 1899, and to them were born nine children, all of whom are living except three. Mr. and Mrs. Stevens live at Lenexa. Continuous service of 19 years and 6 months entitles him to a pension allowance of \$23.35 a month, effective from May 1, 1931.

COLUMBUS WASHINGTON TAGGARD agent operator, Fordland, Mo., was retired March 15, because of total disability. He



C. W. TAGGARD

was born at Marshfield, Mo., June 20, 1866, and attended public schools in Missouri. He entered the service of Frisco Lines as agent-operator in March, 1886, at Mountain View, Mo., and served in that capacity until retirement. He married Miss Virgie Elizabeth Stickland at Pomona, Mo., July 17, 1904, and to them was born one son. Mrs. Taggard is deceased. Mr. Taggard lives at Fordland, Mo. Continuous service of 40 years and 11 months entitles him to a pension allowance of \$46.15 a month, effective from May 1, 1931.

ZACK MAJOR DUNBAR, chief maintenance clerk, general manager's office, Springfield, Mo., was retired February 15, 1931, because of total disability. He was born at Washington, Ind., August 29, 1879, and was educated there. After engaging in railroad and other work for some time, he entered the employ of Frisco Lines as an accountant,



Z. M. DUNBAR

chief engineer's office, St. Louis, May 8, 1906. He later served successively in the positions of general clerk in the vice-president and general manager's office, St. Louis, chief contract clerk, and maintenance clerk, in the general manager's office; assistant chief clerk to general superintendent; contract clerk and general clerk under J. E. Hutchison; chief transportation clerk and chief maintenance clerk, general manager's office. He married Margaret Anderson at Washington, Ind., December 15, 1903, and to

them were born five children, all of whom are living except one. Mr. and Mrs. Dunbar live at 732 Lincoln St., Springfield, Mo. Continuous service of 24 years and 8 months entitles him to a pension allowance of \$55.75 a month, effective from May 1, 1931.

**PLEASIE McCALL HOWARD**, conductor, River division, was retired May 20, 1930, because of total disability. He was born at Fulton, Ky., August 21, 1876, and was educated in the public schools of Tennessee and Illinois. After working for the P. T. & A. Railway (now a part of the N. C. & St. L. Railway) and the Illinois Central, he entered the employ of Frisco Lines at Cape Girardeau and worked there three years, following which he worked for the C. R. I. & P. at Little Rock, Ark., for eighteen months. He then re-entered the service of Frisco Lines at Caruthersville, Mo., as a brakeman and was promoted to conductor in 1920. He married Miss Minnie F. Owens at Portageville, Mo., November 6, 1902, and to them was born one daughter. Mr. and Mrs. Howard live at 221 Frates Avenue, Chaffee, Mo. Continuous service of 21 years and 8 months entitles him to a pension allowance of \$29.90, effective from May 1, 1931.



P. M. HOWARD

entered the employ of Frisco Lines at Cape Girardeau and worked there three years, following which he worked for the C. R. I. & P. at Little Rock, Ark., for eighteen months. He then re-entered the service of Frisco Lines at Caruthersville, Mo., as a brakeman and was promoted to conductor in 1920. He married Miss Minnie F. Owens at Portageville, Mo., November 6, 1902, and to them was born one daughter. Mr. and Mrs. Howard live at 221 Frates Avenue, Chaffee, Mo. Continuous service of 21 years and 8 months entitles him to a pension allowance of \$29.90, effective from May 1, 1931.

**GEORGE WASHINGTON CATHCART**, signal maintainer, Rogersville, Mo., was retired January 23, 1931, because of total disability. He was born at Stanford, Ind., December 21, 1870, and was educated in the public schools of Monroe County, Ind. After engaging in a number of kinds of work, he entered the employ of Frisco Lines as a timekeeper with a steel laying gang on the Southern division, July 31, 1905. For a number of years he worked as timekeeper, then served successively as assistant foreman and timekeeper, and as foreman. On December 15, 1908, he



G. W. CATHCART

entered signal construction work and from July 14, 1910, until retirement, he was in signal maintenance work on the Southern division. He married Miss May Ruff at Memphis, Tenn., January 19, 1904. His first wife died August 28, 1923. His second marriage was to Mrs. Unta Watts at Rogersville, Mo. Mr. and Mrs. Cathcart live at Rogersville, Mo. Continuous service of 20 years and 5 months entitles him to a pension allowance of \$29.80, effective from May 1, 1931.

**ALBERT HENRY MONFORT**, machinist, Kansas City, Mo., was retired February 19, 1931, because of total disability. He was born in Indiana March 15, 1862, and was educated in Indianapolis. After working for several railroads, he entered the service of Frisco Lines, September 10, 1910, as a first-class machinist at Kansas City. He married Miss May Jeffry in 1884 at St. Joseph, Mo. His second marriage, which took place in 1906, was to Miss May Jackson at St. Joseph, Mo. He is the father of three children, two of whom are dead. Mr. and Mrs. Monfort live at 3434 Michigan Avenue, Kansas City. Continuous service of 20 years and 4 months entitles him to a pension allowance of \$28.75 a month, effective from May 1, 1931.

**WILLIAM RILEY ABERNATHY**, pensioned coach cleaner, died at his home in Cape Girardeau, Mo., May 21. He was born September 16, 1851, at Pocalontas, Mo., and entered Frisco service as a laborer in the car department at Cape Girardeau in August, 1905. He was employed in various capacities in the mechanical department there until retirement September 30, 1921, when he reached the age limit. He leaves a widow, Mary E. Abernathy, who lives at 330 South Middle street, Cape Girardeau. His pension allowance was \$20 a month and during his lifetime he was paid a total of \$2,320.

## In Memoriam

**FRANK H. BROADSTREET**, pensioned agent-yardmaster, died at Snyder, Okla., May 20. He was born May 30, 1861, at Oregon, Ill., and was educated there. He learned telegraphy on the Santa Fe and entered the service of Frisco Lines November 30, 1889, as agent at Beaumont, Kan. He served as cashier-operator at Winfield, Kan.,

and Carthage, Mo., and agent at Carl Junction, Mo., Oswego, Kan., and Granby, Mo. On July 7, 1907, he was made agent at Snyder and worked in that capacity until May, 1923, when the position of yardmaster was abolished there and the duties it entailed added to those of the agent. He served as agent-yardmaster until retirement February 6, 1923, because of total disability. He married Ida E. Fawler of Whitewater, Kan., January 21, 1891, and to them were born two daughters and one son. His pension allowance was \$61.55 a month.

**WILLIAM LINCOLN MILLER**, pensioned engineer, died at the St. Louis hospital June 7. He was born at West Lebanon, Ind., July 11, 1862, and entered service of Frisco Lines as an engineer August 19, 1898. He was promoted to passenger engineer about 1912 and served in that capacity until retirement April 29, 1929, because of total disability. His pension allowance was \$79.45 a month and during his lifetime he was paid a total of \$1,668.45.

**GEORGE ZABUD HOLMES**, retired B&B foreman, died at his home 215 East Jackson St., Hugo, Okla., June 4. He was born April 17, 1867, in Hamilton County, Ill., and attended the schools near his home. On August 22, 1897, he began his service with Frisco Lines on the section at Wyandotte, Okla. He was promoted to the position of section foreman on October 16, 1897, and later to B and B foreman at Francis, Okla. Mr. Holmes was retired from active service August 24, 1928, because of total disability. His pension allowance was \$33.65 and during his lifetime he was paid a total of \$1,110.45.

**JAMES W. VINING**, second trick operator at Weleetka, Okla., died May 16 at the Oklahoma State Hospital at Norman. He was born at Pine Bluff, Ark., April 30, 1869, and attended school there. At an early age he entered the employ of the old Hot Springs, Little Rock and Western as an operator. Later he became chief dispatcher on that road. When that road merged with the Iron Mountain he went to the M. K. & T. He afterwards worked for the Cotton Belt, Missouri Pacific, Rock Island and several other roads, coming to Frisco Lines on March 30, 1917. He held various positions at Sapulpa and was a telegrapher there until shortly prior to his death.