

**WIN SCHOOL HONORS**

The honor of being named valedictorian of his class at the Joplin, Mo., High School was awarded Leroy Patterson, the 17-year-old son of Mr. and Mrs. Jess F. Wilson. Mr. Wilson is an inspector for the Frisco Lines of that city. The 1932 Senior Class of the Joplin High School was the largest class in the history of the school, with 274 graduates.



L. PATTERSON

Mr. Patterson also served as athletic editor of the "Joplino", the school year book, and has been a member of the track team for the past two years. He is also a member of the Honor Society, membership in which is based on scholarship, leadership, service and character. He is a member of the quill and Scroll, the L. C. F. Literary Society and the Student Council.

**THE SAFEST PLACE**

Which is the safer, to walk on the right of way of a railroad, or beside the highway?

C. B. Glenn, superintendent of City Schools of Birmingham, Ala., compliments Frisco engineers by saying when these two means are the only ones available, he would by far rather have the children walk down the right of way, because of the care and interest in a non-accident record practiced by all Frisco and Birmingham Southern engineers on the Southern division.

The comment was brought about when E. A. Teed, superintendent of terminals at Birmingham, took the matter up with Mr. Glenn. School children who attend two colored schools at East Thomas have a habit of walking down the Frisco and Birmingham Southern Railroad tracks. At times some of them hop cars as they are passing.

The matter was taken up with the two negro principals of the schools and the matter of hopping trains was prohibited, but Mr. Glenn writes: "Apparently they are 'between the Devil and the deep sea'. They must either take the chance of being run over by one of your trains, or the greater chance of being knocked off the highway by speeding automobiles. Perhaps after all it's a compliment to your careful engineers that they prefer the railroad."

**A. J. McDowell Retires May First**

**I**N 1902 a member of the Missouri Bar Association who had practiced at Marshfield, Mo., for nine years, found himself broken in health and moved to a farm in Webster County to recuperate. While there he read the standard works on various phases of agriculture and made a particular study of dairying. In 1904 this man interested three of his neighbors in a new project: commercial dairying. They began by shipping cream to the nearest market which was Kansas City, Mo., and in this way commercial dairying in the Ozarks began.

It continued to grow until today a yearly average of more than 2,000 carloads of dairy products move over Frisco Lines alone from this territory and the Frisco has more dairy industry in its southwest territory than any other railroad. The Ozarks have the most highly developed dairy section of any place in the southern United States.

The man who began commercial dairying in the Ozarks is known to almost all Frisco employes. He is A. J. McDowell, Frisco dairy agent since April 1, 1911, who retired May 1 upon reaching the age limit of 70 years.

When he first came to the Frisco, a survey of the dairy situation showed that considerable quantities of butter were handled by express, but none from the Ozark section by freight. In the fall of 1911, on his recommendation, a pickup refrigerator car was put in service to pick up butter from the then few creameries in the Ozarks and take it to the southeastern markets, and finally the tonnage increased to where it was necessary to operate five such cars a week. This grew to the present total of 2,000 carloads of dairy products a year shipped from the Ozarks via Frisco Lines.

Mr. McDowell was also instrumental in the growth of the dairy cow. Part of Mr. McDowell's work was to select good dairy cattle in the old

dairy sections (largely in Wisconsin), for farmers along the Frisco. About 6,000 head were selected, and today there are thousands of good dairy cattle in the Ozark section where he has spent so much time, and hundreds of car loads are shipped to other sections not so highly developed.

There have been few meetings of dairymen held in the Frisco's Ozark sections in the past years which Mr. McDowell has not attended and addressed, giving those present the benefits of his years of study. He capably discussed, at such meetings, essentials of successful dairying, including feeding, care of young stock, the growing of legumes and other feed crops, the development of good pastures and all other features necessary to success. He is considered an authority, and his audiences have derived great benefit from his years of experience, as told to them at such gatherings.

It would be strange indeed if Mr. McDowell did not follow the dairy industry in the days of his retirement. He has, true to form, purchased a 200-acre farm just six miles northeast of Strafford, Mo., near the Greene-Webster County line, and there he plans to have a herd of Holsteins which will bring fame to his farm and to the Ozarks.

Both Mr. and Mrs. McDowell are looking forward eagerly to taking up their residence at this country home. They will be able to see their son, Walter L. McDowell, at any time they wish, for he is a successful garage operator at Strafford, and Mr. McDowell says that if farm life proves monotonous he will trade places for a week with his son.

His many friends throughout the Ozark section regret his retirement, and although his active service is over, the doctrines he preached which brought success to the farmers who heeded him, will not be forgotten.

**FRISCO EMPLOYEES' HOSPITAL ASSOCIATION**

(Continued from Page 18)

U. S. First Liberty Loan (Converted) 4 1/4 % Bonds (mature June 15, 1947).....	15,000.00
St. Louis-San Francisco Railway Company Prior Lien 4 % Bonds, Series A (mature July 1, 1950).....	19,000.00
St. Louis-San Francisco Railway Company Prior Lien Mortgage 5 % Gold Bonds, Series B (mature July 1, 1950).....	11,000.00
American Telephone & Telegraph Thirty-five Year 5 % Gold Debenture Bonds (mature Feb. 1, 1965).....	10,000.00
St. Louis-San Francisco Railway Company Consol. Mtge. 4 1/2 % Gold Bonds, Series A (mature March 1, 1978).....	25,000.00
Commonwealth Edison Company First Mortgage 4 % Gold Bonds, Series F (mature March 1, 1981).....	10,000.00
Pennsylvania Power & Light Company First Mortgage 4 1/2 % Gold Bonds (mature April 1, 1981).....	4,000.00
New York Central Rd. Co., Refunding and Improvement Mortgage 4 1/2 % Gold Bonds, Series A (mature Oct. 1, 2013).....	5,000.00
(As at close March 31, 1932).....	\$296,000.00

St. Louis, Mo., April 2, 1932.

L. O. WILLIAMS,  
Assistant Treasurer.

## Section Men Discuss Track Problems at Bolivar Meeting

THAT ninety-five per cent of the troubles of every employe to do what he should do, if he gives his work the proper attention, is the result of lack of proper interest in his work, was the keynote of the meeting which D. E. Gelwix, division engineer, held with the section foremen at the passenger station at Bolivar, Mo., on March 23. Following instructions, checking up on work done, and seeing that the work is done right in the first place, were matters stressed in the meeting.

A number of subjects, close to the heart of the section men were brought up at this gathering, one of the most important being a discussion of the importance of tightening bolts. Mr. Gelwix said that the progress with bolt tightening on Frisco Lines was showing a very noticeable improvement and instructed all section foremen to keep devoting considerable time to this work. He also said that the most important bolt in the track is the loose one, and the better job done when working on a bolt, the less work it will take in the long run to keep that bolt absolutely tight.

A foreman is only responsible for the things that are given him to work with, Mr. Gelwix said, and could not be condemned if a section needed 400 ties to the mile to take out all the bad ties, and only 200 were allowed. The criticism is due for the work neglected by the foreman when he is supplied with all materials with which to do the work and do it well.

The subject of accident prevention was touched upon and Mr. Gelwix reported too many motor car accidents, and stated that a personal injury was a liability that could not be balanced by other things. He complimented the men of the Fifth Track division for their record made of only two slight injuries in over two years.

Foremen were urged to obey the rule relative to calling, "I have closed and locked the switch", when throwing switches. This rule is not being obeyed in all instances, he said, and strict adherence to it will prevent serious accidents or perhaps some embarrassment for a foreman suspected of mishandling a switch.

The importance of the semi-annual examination of switches in which bolts are removed and switches are otherwise taken to pieces, was stressed. Foremen were asked to watch switches, particularly for missing cotter keys, and for conditions which might permit someone without tools to easily dismember a switch.

A good foreman will train his men to look for defects in the track while

the car is moving over the section.

At the close of Mr. Gelwix's talk, the foremen were urged to ask questions about any phase of their work, and below are some of the questions and their answers, the answers supplied by Mr. Gelwix:

Question: What causes ties to break off under the rail?

Answer: Improper tamping is the primary cause. Excessive spiking, mechanical wear and heavy azding may contribute to this trouble, but uneven tamping is very largely responsible.

Question: To what extent are section foremen responsible for the care and inspection of bridges?

Answer: It is just as much a section foreman's duty to know that the bridges on his section are in safe and serviceable condition as it is his duty to know that his switches are safe, or that any other part or portion of the track is in proper condition for schedule speeds. The fact that section gangs do little or nothing toward repairing or rebuilding bridges, does not relieve them from inspecting bridges frequently. This responsibility applies to all types of structures, timber, concrete and steel. In addition to this, frequent inspection and examination, section foremen can and should do many things that will assist in the economic maintenance of the structure. Approaches to bridges should be given special care, water barrels should be kept filled, vines not be allowed to grow on masonry, steel kept clean of cinders and other dirt, etc.

Question: What is the distance from the bend in a stock rail to point of switch?

Answer: Eleven inches.

Question: What can be accomplished by programming track work?

Answer: Any job that is carried on to a definite, well-thought-out plan will be handled to much better advantage than if the plans are made on the spur of the moment. If a foreman will plan a season's work in advance, deciding how much time he will devote each week to certain classes of work, and then, insofar as conditions permit, will stay with that plan or make up for time lost when something unforeseen shows up, he will find he has increased his efficiency very materially.

Question: Is it possible to program section work with a gang of only two or three men?

Answer: Yes, and the smaller

the gang the more important it is that we have a definite plan to which we are working, because the less we have to do with, the more we should accomplish with the little we have.

Question: What is the effect of deep ditches close to the track?

Answer: The effect cannot help but be bad, regardless of drainage conditions. Two things contribute to stability of track, good foundation and effective drainage. When it becomes necessary, in working out effective drainage, to dig a deep ditch close up to the end of the ties, we are detracting from the size and stability of our foundation and probably weakening the track more by thus damaging the foundation, than in helping to improve the drainage. Drainage of water pockets should be accomplished by some means other than deep ditches close up to the end of the ties. If possible, the necessary waterway should be secured by widening the ditch rather than by deepening it.

Question: When must derails be locked?

Answer: At all times when cars are not being moved in or out of the track on which derail is located. This applies not only when cars are setting on track thus equipped with derail, but also when track holds no cars.

Question: What is the proper way to tamp ties over soft spots or "squeezes"?

Answer: Ties should be tamped the same throughout their full length. First, because we need the full eight feet of bearing, and more, to support the loads on the weak and soft material in the roadbed, and by reason of having this full eight feet of support instead of four or five feet, track will hold up longer between times when it must be surfaced or spotted. Second, because tamping only in the vicinity of the rails places the tie on two hard pinnacles, which act the same as if the tie were set up on two posts, as soon as one post becomes a trifle lower than the other, the tie will tend to move toward the lower post and cause track to go out of line. These two pinnacles of material that are harder than the material on either side of them, also increases the depth and tightness of the trough that is formed in the roadbed and between the rails, thus further aggravating the trouble and increasing the size of the water pocket.

## Oswald Sends a Valentine

OSWALD was a real boy. And mothers, particularly, know what is meant by "a real boy." He's sometimes boisterous, always mischievous, figgity, exploring—any mother can add a few more descriptive words and paint the picture of any growing boy. And mothers realize, too, that those same qualities, blended together with patience, supervision and comradeship develop a splendid man.

Mother and Dad and Grandmother sat in the living room. It was just a fireside group, but they were all interested in Oswald—interested in his views of life and play, and each had a definite part in moulding the little characteristics which even then were manifesting themselves.

On the radio bench sat Oswald. There was a mischievous twinkle in his eye, and a sly little smile on his lips. "Boys Will Be Boys," as Irving Cobb once titled one of his stories, was never more true. Oswald was about ready to explain just why he had sent that comic Valentine to his teacher.

Oh, yes, the family had found it out because Oswald had, to his great regret, placed the Valentine in one of mother's envelopes which had her return address on the back.

"Now, Oswald," said mother, "will you tell me why you sent the Valentine to Miss Smith?"

"I don't know. You see, I didn't think she'd find out who it was that sent it. I forgot about your envelope having your name on it—until that night.

"Well all the kids at school were daring each other to send her a funny Valentine. I called 'em all scardy-cats and they said, 'I'll bet you're afraid to send her one,' and well, how would you like for 'em to call me a scardy-cat? I said I wasn't, and so I took that penny that I was goin' to get candy with and 'bought that one. It was just kinda funny, makin' fun of a school teacher and I brought it home. I got one of mother's envelopes and put it in and sealed it up. Then I put a stamp on it and put it in Dad's pocket."

"I'll bet you didn't sleep much that night, did you Oswald," said grandmother. "Didn't your conscience bother you?"

"What's conscience?" asked Oswald. "Why, didn't you lay awake that night and wish you hadn't sent it? Weren't you sorry?"

"Well, not at first, but the day before the teacher was good to me and let me do all the nice things around the room, like getting her some water



*One glance at the photograph above is assurance that the young gentleman appearing in it is "a real boy." The picture inspired the fanciful story which appears on this page of an incident in a real boy's life. Oswald Rainey, Jr., son of Mr. and Mrs. Oswald Rainey of Tulsa, is the boy who appears in the photograph and while the real Oswald probably never had an experience like the one related in the story, he certainly typifies the livewire sort of boy about whom the story is written.*

for a vase of flowers and I kinda felt sorry, but I wasn't scared, not till I remembered that mother's name was on the back of the envelope.

"I guess I thought about that, way in the night after I put the envelope in Dad's pocket and so I slipped downstairs and—then I was scared because I couldn't find it."

Dad gave mother a sly wink. Mother and Dad knew lots more than Oswald thought they did.

*This story of a livewire young boy and a comic Valentine, was written by the Twilight Lady for the February issue of the Frisco Employes' Magazine. Due to an over-abundance of material for that particular month, the Valentine story did not appear.*

*During the last few minutes of "Makeup" on this month's Magazine, the Editor pondered over the advisability of printing a Valentine story in the May issue and decided in favor of it.*

*Please look upon this story, not as a Valentine Day's contribution, but as a story of a boyish prank which finally came out all right.*

"Then what did you do?" asked Dad.

"Well, I couldn't do much. You had mailed it and I couldn't get it back and so I just went to school and I felt kinda funny and I could just see her looking at me all day. It was kinda uncomfortable, and I was sure glad when school was over. All the kids asked me if I sent it and I told 'em I did and they asked me all about it, and teacher received lots of them, but we never did see her open up that one. I thought she was saving it and would ask me to stay in that night to talk to me.

"And she did, and I got kinda scared then. I was kinda sorry I did it. So after school she came up to my desk and she said 'Oswald, I want you to tell your mother for me that I received her message and that I understand.' I didn't know what she had been talking to mother about, but I knew that I'd catch it from Dad or Mother and so I went home. An' that's all I know about it. She didn't say anything about the Valentine, and gee I'd like to have her get a nice one I'm sorry now I sent that one."

"Now, Oswald," said Dad, "we have a surprise for you." And Dad reached in his pocket and pulled out the same envelope that Oswald thought the teacher had received.

Oswald's eyes grew big as saucers. "Gee, Dad, where did you get it?"

"Right out of my pocket, where you put it. But I suspected that something was wrong so I opened it. I'm ashamed of you, son. Here's one to take its place. That message between your mother and Miss Smith was that you would call there tonight with this nice Valentine. Now, get on your coat and cap and take it over."

"Oh, gee, Dad—oh, gee"—Oswald said as he scampered off for his coat.

"Before you go, do you promise you'll never do this again? We've saved you from an embarrassing situation and probably punishment, but we won't always be able to do it Oswald. You must think next time before you act," said Dad.

"I'll never do it again, or anything else that isn't right," said Oswald as he scampered out to deliver the Valentine.

### The Retort Courteous

Judge: "How far were you from this spot when these cars collided?"

Witness: "Twenty-two feet and nine inches."

Judge: "How do you know it was exactly that distance?"

Witness: "Because I measured it, thinking some fool might ask me the distance."



# The Pension Roll

JOHN CHARLES DUBUQUE, engineer, Southwestern division, was retired February 29, having reached the age limit. He was born February 11, 1862, at St. Louis, Mo., and attended school there. After working as fireman, engineer and brakeman on other roads, he entered the employ of Frisco Lines December 18, 1883, as fireman between Dixon and Pacific. He was promoted on the Central division and was in passenger service on runs between Springfield and Sapulpa and Tulsa as engineer for the last 29 years and 10 months of his service. His first wife was Addie Steward whom he married at Springfield November 17, 1886. His second wife was Lulu B. Ferguson. Mr. DuBuque had three children, one of whom is living. He lives at Springfield, Mo. Continuous service of 42 years and 4 months entitles him to a pension allowance of \$103.35, effective from March 1.

PRESTON JOHN BEASLEY, engineer, Western division, was retired February 29, having reached the age limit. He was born February 10, 1862, at Steelville, Mo., and attended school there. He entered the employ of Frisco Lines in 1882 as a fence builder at St James, Mo., and also worked in the round-houses at Pacific and St. Louis.

Later he served as a brakeman between St. Louis and Newburg and engine watchman at Neodesha, Kan. After engaging in construction work, he fired for about eight years and served as an engineer from 1893 until retirement. He married Mary M. Carrol September 25, 1887, at Pierce City, Mo., and to them were born five children, all of whom are living. Mrs. Beasley died May 16, 1905. Mr. Beasley lives at Enid, Okla. Continuous service of 50 years and 1 month entitles him to a pension allowance of \$108 a month effective from March 1.



P. J. BEASLEY

*Ten Frisco Lines veteran employes, with combined service of 373 years and 9 months, were retired and placed on the Pension Roll at a meeting of the Board of Pensions, held March 17, 1932, at the St. Louis general office.*

HENRY AMBROSE FOWLER, colored train porter, Northern division, was retired February 29, having reached the age limit. He was born February 22, 1862, at Cole Camp, Mo., and attended school in Sedalia, Mo. After working on the Missouri Pacific as a train porter, he entered the service of Frisco Lines in the same capacity, November 20, 1890, on the Northern division.



H. A. FOWLER

He was promoted from train porter to flagman in 1894 and served in that capacity for a time. He married Eulah McCullough at Springfield in 1896 and to them were born five children, all of whom are living. He lives in Kansas City. Continuous service of 42 years and 3 months entitles him to a pension allowance of \$43.75 a month, effective from March 1.

ANDREW HARRY TRUAX, section foreman, Central division, was retired February 29, having reached the age limit. He was born February 2, 1862, at West Baden, Ind., and attended school in Orange County, Ind. He entered the employ of Frisco Lines as a section laborer at Butterfield, Mo., November 17, 1892, and was promoted to foreman May 28, 1901, at Southwest City, Mo. He was transferred to Grove, Okla., July 1, 1903. He also served at Lowell, Ark., and Washburn, Mo.



A. H. TRUAX

He married Delina Brandenburgh, in Indiana, November 20, 1882, who died June 4, 1904, at Grove, Okla. His second marriage was to Emily Lawson, June 30, 1914, at Bentonville, Ark. Mr. Truax had seven children, all of whom are living. He lives at Washburn, Mo. Continuous service of 39 years and 3 months entitles him to a pension allowance of \$39.20 a month effective from March 1.

TOM HALL, roadmaster, Northern division, was retired February 29, having reached the age limit. He was born at Lebanon, Mo., February 22, 1862, and attended school in Greene County, Mo. He entered the employ of Frisco Lines cleaning up around the shops at Springfield in 1876. He was later promoted to foreman in the Springfield yard.



TOM HALL

He was transferred to Lockwood, Mo., and from Lockwood to Kenoma. He also worked at Greenfield, Mo., and Fort Scott, Kan. He was promoted to yard foreman there, and then to roadmaster on the Ash Grove sub-division. He married Mary C. Giboney at Springfield, December 21, 1884, and to them were born four children, one of whom is dead. A son, John Hall is employed by Frisco Lines as a fireman. Mr. and Mrs. Hall live at Fort Scott. Continuous service of 38 years and 7 months entitles him to a pension allowance of \$83.15, effective from March 1.

JOHN ALEXANDER STEWART, agent, Marked Tree, was retired February 29, having reached the age limit. He was born February 25, 1862, at Cincinnati, Ohio, and attended school there. After teaching and other work, he entered the employ of Frisco Lines in October, 1883, in the track department at Mammoth Spring, Ark. After being out of service, he entered again as night freight and ticket clerk at Thayer, Mo.,

February 17, 1904, and later became a clerk at Jonesboro, Ark. He served as relief agent at Thayer and Turrell, Ark., before becoming agent at Marked Tree. He married Ellen Birchett August 5, 1886, in Oregon County, Mo., and to them were born five children, all of whom are living. Mrs. and Mrs. Stewart live at Marked Tree. Continuous service of 28 years entitles him to a pension allowance of \$36.25 a month, effective from March 1.

FRANK LIPSKIE, stowman, Seventh Street Station, St. Louis, was retired February 29, having reached the age limit. He was born February 6, 1862, at Dirshau, Germany, and was educated there. He entered the service of Frisco Lines April 1, 1904, as a freight handler at Seventh Street Station and served as trucker and stowman. He married Barbara Kaminski at St. Louis September 10, 1888, and to them were born four children, all of whom are living. Mrs. Lipskie is dead. Mr. Lipskie lives in St. Louis. Continuous service of 23 years and 3 months entitles him to a pension allowance of \$22.30 a month, effective from March 1.

JOHN WRIGHT BAKER, yard engineer, Southwestern division, was retired February 29, having reached the age limit. He was born February 1, 1862, at Lincoln, Ind., and was educated there. After working for other roads for a time, he entered the employ of Frisco Lines in 1903, as a yard engineer at Kansas City. In June, 1907, he was transferred to Francis, Okla., as a switch engineer, and held that position until January, 1931, after which he did several kinds of work until retirement. He married Lulu Bland April 20, 1890, at Kansas City and to them were born two daughters, both of whom are living. Mr. and Mrs. Baker live at Francis, Okla. Continuous service of 28 years and 5 months entitles him to a pension allowance of \$48 a month, effective from March 1.

SIMEON PLAS WALKER, car inspector, Monett, was retired October 6, 1931, because of total disability. He was born December 3, 1864, at Carlisle, Ill., and attended school in Beaucoep, Ill. His first work was news agent on the Denver and Rio Grande Railroad. He entered the employ of Frisco Lines as a coach cleaner at Monett, June 10, 1890. He worked in several capacities and was a car inspector at retirement. He married Clara May Newman April

20, 1891, at Mt. Vernon, Mo., and to them were born five children, all of whom are living. Mrs. Walker died June 13, 1928. He lives at Monett. Continuous service of 42 years and 3 months entitles him to a pension allowance of \$55.35 a month, effective from March 1.

JOHN HENRY McPETERS, night roundhouse foreman, Fort Scott, was retired November 12, 1931, because of total disability. He was born January 19, 1867, in Wayne County, Kentucky, and was educated at Nevada, Missouri. After farming for a time, he entered the service of Frisco Lines with a steel gang, laying track at Fulton, Kan., June 8, 1892. He then served successively as worker in the roundhouse at Fort Scott, locomotive wiper, hostler, Brown hoist operator, and night roundhouse foreman. He married Ada Ford January 12, 1888, at Eldorado Springs, Mo., and to them were born four children, all of whom are living. Mr. and Mrs. McPeters live at Fort Scott. Continuous service of 39 years and 4 months entitles him to a pension allowance of \$94.20 a month, effective from January 1, 1932.



J. H. McPETERS

## In Memoriam

### MARTIN STRIEBINGER

MARTIN STRIEBINGER, pensioned dyer, died in the hospital at Springfield, Mo., on March 20th. He was born April 12, 1854, at Newhoven, Germany. He entered Frisco service in October, 1900, as upholsterer at the North Shops, Springfield, transferring later to the West Shops in the same capacity, and also worked as dyer until December 20, 1920, when he was forced to retire due to total disability. He leaves a widow, Virginia I. Striebinger. His pension allowance was \$20.00 a month and during his lifetime he was paid a total of \$2,520.00.

### CHARLES WESLEY CARTER

CHARLES WESLEY CARTER, pensioned master painter, died at his home at Bois d'Arc, Mo., March 20. He was born near Lebanon, Mo., January 21, 1874, and began his work with the Frisco on March 6, 1893, as a laborer. Entering the paint depart-

ment May 13, 1893, he worked his way through the car, locomotive and B&B departments at Springfield, and was made paint foreman July 9, 1909, and master painter April 16, 1914. His pension allowance was \$79.40 a month and during his lifetime he received a total of \$4,641.85.

### WINFIELD SCOTTY GLASBY

WINFIELD SCOTTY GLASBY, pensioned tool room man, died at his home at Sapulpa, Okla., March 30. He was born near Meramec Iron Works, Mo., in 1855, and entered Frisco service July, 1878, as a laborer at Knotwell, Mo. He later worked as concrete mixer, machinist helper and tool room man. He was pensioned on October 31, 1925, due to his having reached the age limit and his pension allowance was \$42.70 a month. During his lifetime he was paid a total of \$3,279.30.

### OSCAR BELTON WILLIS

OSCAR BELTON WILLIS, pensioned engineer, Central division, died at his home at Ft. Smith, Ark., on March 21. He was born May 10, 1875, at Spartanburg, S. C., and entered Frisco service December 25, 1901, as a fireman out of Paris, Tex., being promoted to engineer, August 27, 1906, in which capacity he served continuously until January 30, 1926, when he was retired due to permanent disability. His pension allowance was \$31.80 a month and during his lifetime he had received a total of \$2,315.00.

### CHARLES ELRA STEVENS

CHARLES ELRA STEVENS, pensioned section foreman, died at his home in Lenexa, Kans., March 24. He was born at Mercer, Ohio, June 15, 1872, and entered Frisco service in the early nineties as a section laborer at Lenexa, Kans., and was promoted to section foreman there July 1, 1897. He was pensioned February 13, 1931, and his pension allowance was \$23.35 a month. During his lifetime he was paid a total of \$256.85.

### EDWARD WILLIAM FRASH

EDWARD WILLIAM FRASH, pensioned engineer, Southern division, died at his home at Birmingham, Ala., March 23. He was retired from active service on November 22, 1928, due to total disability. He was born February 10, 1864, at Philadelphia, Pa., and educated in the schools there. He began his service with Frisco Lines in 1901 as an engineer, in which capacity he remained for a continuous period of 27 years and 7 months. His pension allowance was \$62.70 a month and during his lifetime he was paid a total of \$2,618.90.