

# Six Veterans With Total of Hundred and Ninety-four Years Retired

Charles Stypes, Eighty-seven Year Old Veteran, Started With Frisco in 1881

Former Engineer Had Enjoyable Visit at Veterans' Reunion and Will Attend Next Year

Twelve hundred veterans rose to their feet and cheered lustily when the medal for the oldest veteran attending the third annual reunion of the Veteran Employees' Association of the Frisco System, was pinned on the coat lapel of Charles Stypes, retired engineer, 87 year old Frisco man of Olathe, Kansas. Colonel Sam Hughes made the presentation, speech and pinned the medal at the last meeting of the reunion in the auditorium at the Mosque Shrine, the evening of May 28.

Stypes began his railroad career with the Frisco in 1881 when he became an engineer on the northern division out of Kansas City. He served sixteen years as a Frisco engineer, although with his total service on other railroads before coming to the Frisco his service is almost fifty years in railroading. In January of 1897 he left his engine and went to pumping at Olathe. He left the pump in 1900 and was out of the service of this road for two and a half years, returning in 1902 as a machinist helper at Kansas City.

He retired permanently in 1910 and has since lived in Olathe with his wife. They have been married fifty-nine years, and Mrs. Stypes, whose picture appears with her husband on another page, accompanied him to the reunion.

"Although I have been in poor health for several years, I couldn't resist the kind invitations of my old friends to attend this reunion," Stypes said. "This is my first visit to a Veterans' Reunion, but I've had a fine time and I'm planning on attending next year and maybe the year after."

## J. H. Sidebotham, Age 78, Dead

James Henry Sidebotham, pensioned Frisco switchman of Birmingham, died June 1st in St. Vincent's hospital of that city. He was 78 years old, and his death was caused from complications arising from a fractured hip which he received in a fall early in May.

Sidebotham entered Frisco service at Amory, Mississippi, as yardmaster in January of 1888. His services were continuous thereafter in various capacities of the transportation service until he became disabled and on September 27, 1916, was placed on the pension roll. His monthly allowance was \$26.05 and during the years of his pension he was paid \$2,505.00. He was a widower and lived with a daughter at Amory.

to general agent of the Seventh Street Station, the position he held at retirement. Mrs. Gantz died recently. They were married in 1900, and had no children. Mr. Gantz's address is 2322 Arkansas Ave., St. Louis, Mo.

## Messrs. Bagby, Clutter, Eddy, Miller, Hixon and Gantz Placed on Frisco Pension Roll

SIX VETERAN employees of the Frisco Railway, with a service record totaling 194 years, were retired on pension at a recent meeting of the pension board.

The six included a general agent, freight brakeman, freight car carpenter, passenger brakeman, locomotive engineer and a crossing watchman.

James Harvey Bagby, a freight brakeman on the eastern division, was among those pensioned. Mr. Bagby was born May 22, 1867, at Trenton, Mo. He entered the service as a train baggageman on the old St. Louis division in July, 1890, and his service since that date has been continuous. He has been, successively, passenger brakeman, freight conductor and freight brakeman. He was retired because of permanent disability on a pension of \$43.95 a month.



SAM T. CLUTTER

A veteran of 32 years and six months was retired when Samuel Thomas Clutter, freight car carpenter at Monett, was placed on the retired list. His pension was \$49.75 a month. Mr. Clutter was born December 6, 1863, at Rock Island, Illinois. He came with the Frisco as an employe in the mechanical department at Monett and occupied various positions with the road during his long years of service. His retirement was due to physical disability.

Another veteran with the long-time service record of 31 years and eleven months was retired when George Washington Eddy, locomotive engineer on the Central Division was placed on the pension list. Mr. Eddy was born November 8, 1873 at Chester, Arkansas, and physical disability caused his retirement. He was placed on a pension of \$66.20 per month.

Mr. Eddy did not long enjoy his pension and retirement, however. His death on June 6th, from a complication of diseases, was reported to the Magazine office shortly before press time. He leaves a widow and a daughter, Mary, aged 19.

The year 1888 found Charles Clinton Miller, passenger brakeman on the eastern division in the service of

the Frisco. He entered the service



CHAS. C. MILLER

as a freight conductor at Monett, and later left to serve in the same capacity at Fort Scott for the Memphis line. He returned to his first choice, however, in October of 1899, and from that time until his recent retirement, he was continuously employed in the train service. He was born June 29, 1865, at Bushnell, McDonald County, Ill. He was retired due to permanent disability on a pension of \$24.90 a month.

John Washington Hixon, a crossing watchman for the Paris & Great Northern Railway at Paris, Texas, was born in Carrol County, Ohio, February 22, 1850, and began his service with the P. & G. N., October 1, 1897. He left the service in 1900, returning in 1902 as stock yards foreman and crossing watchman and remained in that position for a period of 22 years and 4 months, when he was retired because of reaching the age limit. His pension is \$20.00 per month.

John Wesley Gantz, general agent at the Seventh Street Station, St. Louis, was retired after a service of thirty-five years, with a pension allowance of \$103.25 a month, retroactive to May 1, 1925.



JOHN W. GANTZ

Mr. Gantz was born in St. Louis February 14, 1872, the son of a private watchman. He attended Lincoln and Hodgson Schools at St. Louis and took his first job at the age of fifteen, when he became messenger boy for the Morriss-Butt Packing Company. After a short career in the clothing and packing businesses, he entered Frisco service on March 24th, 1890, as a bill clerk at the Seventh Street Station in St. Louis. He advanced steadily until he was made general agent of the traffic department, October 1, 1910. On May 1st, 1918, he was promoted

## FIELD CONTEST WINNERS

Following is a list of winners and prizes at the Field Day contests held at Sequiota Park in Springfield at the Veterans' Reunion the afternoon of May 27:

**Horseshoe Pitching**

J. W. Press, assistant auditor, St. Louis, champion, gold razor set; George Taafe, agent at Cherryvale, Kas., a ham.

**Fifty-Yard Dash for Men**

R. B. Spence, engineer, Oklahoma City, pocket knife; J. G. Hynes, engineer, St. Louis, cigars; W. E. Thompson, machinist, Chaffee, Mo., cigars.

**Tug-of-War**

Springfield team, captained by John Hurley, cigars.

**Fifty-Yard Dash, Women**

Mrs. John C. Conley, Springfield, rainshine.

**Fifty-Yard Dash**

Miss Ila Cook, Chaffee, voile gown.

**Fifty-Yard Dash**

Mrs. John C. Conley, Springfield, bathing suit.

**Best-Looking Official**

General Manager J. H. Fraser, Springfield, flashlight.

**Egg Race.**

Mrs. A. K. Smith, Springfield, compact.

**Second Egg Race**

Mrs. Ed Rice, Oklahoma City, perfume.

**Sack Race**

L. A. Pruitt, engineer, Oklahoma City, golf trousers.

**Jumping Contest**

R. B. Spence, engineer, Oklahoma City, silk hose.

**Ladies' Race—150 Pounds**

Mrs. J. C. Dubuque, coffee.

**General Drawing**

C. E. Barnard, engineer, Birmingham, cigars; B. W. Gaffga, engine foreman, Springfield, candy; Katherine Hogan, Monett, cigars; Mrs. H. Miller, Springfield, necktie; J. F. Win, engine inspector, Springfield, hose; Mrs. J. T. Ranes, Lawton, Okla., silk hose; A. T. Brown, agent, Monett, candy.

**Three-Legged Race**

J. H. Harris, Kansas City, and Harry Ship, shirt and flashlight.

**Most Popular Lady**

Mrs. N. M. Sisson.

**Dancing Contest**

Alvin Klages and Miss Ila Cook, both of Chaffee.

**Safety First Week in Oklahoma City**

"Safety First Week," held from May 3 to 7, inclusive, at Oklahoma City, Okla., found several Frisco officials and employes aiding in the strenuous efforts to impress safety principles upon the minds of residents of that town.

Charles H. Baltzell, superintendent of the southwestern division of the Frisco Lines, delivered two addresses at the convention sessions, and Harry Harrison, safety inspector for the Frisco, was also on the program for an address.

**Sidelights on the Veterans' Reunion**

Veterans from twenty-five states, mingling and exchanging stories of long ago! Among them, John Weckerly, who proudly wore his forty-year badge, presented by the Brotherhood of Locomotive Engineers. Mr. Weckerly went to work when the engines burned wood, and his first position was sawing wood for the railroad with a buck-saw. He could saw about five cords a day, for which he received the sum of fifty cents a cord. Great days those were—and his greatest pleasure now is in comparing the olden times to the modern.

In speaking of veterans, special mention should be given Miss Mabel Boren, a woman employe on the railroad who is really a veteran in point of service. Miss Boren has had twenty-one years with the Frisco. She is now secretary to Mr. F. A. Beyer, Superintendent of West Shops, Springfield. She loves the Frisco, and, as a veteran, she is one of the most enthusiastic.

Carrying water and receiving twenty-five cents a day is the story of Mr. L. Bangert, an engineer of thirty-nine years service. Not only was the price of a day's work meager, but Mr. Bangert started to work at the age of twelve. He is a real veteran, and he enjoyed every second of the reunion.

"The younger folks do not appreciate gatherings like this one," remarked Mr. O. W. Bruton, recently appointed superintendent of terminals, Springfield, Mo.—"but in later years this organization will mean just as much to them as it does to us now, and it is wonderful for we veterans. It brings us together as nothing else can."

Chicago was represented by W. B. Wells, general agent. When we asked how he liked the reunion and the Frisco and the officials and how he was enjoying himself, he said, "Just say for me—SOLID GOLD!"

Uncle Billy Morrill and Harry Harrison in between times talked their famous "safety first" talk. They stressed the fact that from the old veterans to the younger employes a word or two on safety would do an untold amount of good. Mr. Harrison brought his wife, but Mrs. Morrill was unable to attend, and so Uncle Billy talked safety and was a general mixer with the crowd. He kept things going, because he knows all the old veterans, and their history, too.

From Colorado, and Denver at that, came W. L. Evans, general agent. Mr. Evans always tries to be on hand at the veterans' reunion. He's a great favorite with the ladies.

The stenographers and clerks who served the huge crowd in the Shrine Mosque deserve no end of comment.

They served skillfully and well and in their midst were detected a number who would look mighty well keeping house instead of behind a typewriter.

Mr. D. H. Badgley, engineer of twenty-three years service from Birmingham, Ala., wants to be quoted as saying just this, which means a lot: "I am a Frisco booster!"

President Kurn and the officials, immediately following the banquet, shook hands with each "waitress," and thanked them personally for their service. The little tribute was greatly appreciated.

"Bully, bully!" was the remark from Mr. C. B. Coleman, engineer of the Central Division with forty-eight years service.

"The reunion is the realization of the finest thought ever put over on the Frisco Lines," according to Mr. F. H. Hamilton, vice-president, secretary and treasurer, who attended the third reunion at Springfield. Mr. Hamilton began his service in January, 1888, as chief clerk to Mr. C. T. Arthur, now on the Frisco Hospital staff.

Another official who seemed to enjoy every minute of the two days was Mr. B. T. Wood, vice-president, in charge of purchases. Mr. Wood formerly lived in Springfield and his time was enjoyably spent with relatives and veterans.

Although the barbecued dinner was served in a mild drizzle of rain, it did not tend to dampen either the spirit or the appetite of the veterans or their wives, who stood in two long lines waiting their turn.

It is a remarkable feat to work for the railroad since '77—and end without a demerit mark: This was the record of Mr. T. H. Houston of Salem, Mo., and although he has been pensioned for two years, he is still an enthusiastic booster. Once a Frisco man, always a Frisco booster, is his slogan.

**Two Engineers Honored**

C. P. Cass, president of the Westinghouse Company of California, and former Frisco employe, was presented the honorary badge of the Brotherhood of Locomotive Engineers, at a banquet in his honor, given by that organization at Monett, Mo., June 8.

Mr. Cass began firing on the Frisco out of Pierce City in 1880, and went to the other side of the cab in 1883. For more than twenty-five years he has been with the Westinghouse Company.

Thomas Lyons, for 40 years a member of the Springfield division of the Brotherhood of Locomotive Engineers, was similarly honored with a badge at a meeting held in Springfield, Friday night, May 29.

## Enid Kiwanis Club Entertains Frisco Shopmen at Luncheon on June 9



One of the first meetings of its kind in the country was held at Enid, Okla., June 9th, when the Kiwanis Club of that city entertained the employes of the Frisco shops at a luncheon served in the machine shop of the Frisco Lines.

The repast was spread upon long tables laid in the shop and the Kiwanis committee in charge served a hearty luncheon repast and followed with iced tea, cold pop and brick ice cream.

A short program of speaking followed, in which Dr. D. D. Roberts, president of the Kiwanis Club and local physician at Enid for the Frisco, explained the purpose of the meetings.

"We hope this to be only the first of a similar group of get-together meetings," he said. "It is only in this manner that business men and employes can become acquainted with each other in the way they should. Through this comradeship we can better learn the workings of railroading, and you in turn can better learn to serve your public. We intend to meet with you again—and soon."

In a short response, J. W. Maring, local agent, told of the Frisco development in Enid and outlined the Frisco policy of better service.

W. J. Foley, master mechanic at Enid, was in a large measure responsible for the meeting, in that he is an active worker with Rotary and the Chamber of Commerce and other civic bodies of Enid.

### Twelve Hundred Veterans Meet for Reunion

(Continued from Page 6.)

Mr. and Mrs. Stypes, whose pictures appear elsewhere in the magazine, sat in the front row at the auditorium, and Col. Sam Hughes made a beautiful presentation speech in pinning the medal on the aged veteran's coat lapel.

Charles Mills, veteran conductor from Oklahoma City, was next on the program and in a talk on "Co-operation" advised the veterans to get in line with the new policies constantly going into effect and give the youngsters a boost whenever possible.

President Kurn sat on the platform with the other officials and veterans during the early part of the evening meeting, but was visibly suffering from a cold, and, shortly before his time to speak, asked Toastmaster Fraser to explain his absence. The

president then retired to his car, being unable to make a talk.

A real treat was accorded the veterans in the address of Dr. Erwin F. Leake, pastor of the South Street Christian Church of Springfield.

Dr. Leake ran the gamut of emotion, presenting humor in large doses, and reaching his finale with a beautiful tribute to the service given the public by the railroaders of the nation, and particularly of the Frisco.

His most popular offering was a poem, "On the Kankakee and the Kokomo," a railroad verse bubbling over with humor, and the veterans were convulsed with merriment.

In his climax, Dr. Leake stated that the veteran of the railroad industry, who has consecrated his life to the service of the public, serving honorably, bravely and faithfully, was entitled to the same sincere admiration and reverence upon his retirement

that was given the soldier who fought bravely and well for that same public.

Mrs. H. H. Webb sang a group of solos following Dr. Leake's address, and at 10:30 o'clock General Manager Fraser officially adjourned the third annual reunion of the Veteran Employees of the Frisco System.

### CARD OF THANKS

In behalf of the family of my departed father, I wish to express my deep appreciation of the beautiful wreath sent by the Frisco employes of the Tulsa Terminal. The sincere sympathy which they conveyed helped us a great deal. My mother especially was grateful for the kindness manifested, and was deeply impressed by this token from my fellow employes.

(Signed) L. G. DENNY, Agent,  
West Tulsa, Okla.

AN ICING RECORD

Kansas City Terminals Deliver Strawberry Train at Top Speed

Icing of Thirty-seven Cars in Forty-three Minutes Saved Many Dollars

One day recently when the Frisco was in the midst of moving one of the largest strawberry crops in its history, a trainload of the precious fruit arrived an hour and thirty minutes late in Kansas City. In order to make connections the thirty-seven cars in this train had to be reiced by the Kansas City terminal forces in less than forty-five minutes.

The job was done in forty-three minutes and all connections made. It was a remarkable piece of work.

When John L. McCormack, superintendent of freight loss and damage claims, sought to compliment Jack Flanigan, youthful superintendent of terminals at Kansas City, that loyal Friscoan merely smiled (perhaps he even blushed a little) and said:

"Well, John, we're in the midst of a freight claim prevention campaign, ain't we?"

But let Mr. McCormack tell the story:

Require Careful Handling

Perhaps one of the most profitable seasonal crops that we are called upon to move is strawberries, originating in the famous fruit and berry district of the Ozarks in Southwest Missouri and Northwest Arkansas. The commodity, however, is highly perishable and unless perfectly handled by carriers, brings in claims so large in amount that the mishandling of one or two cars offsets the profit of handling a train lot.

Therefore, when Mr. W. L. English, supervisor of agriculture and development, estimated the 1925 crop at approximately 1,600 cars, every effort was made by all departments that would assist in the movement of the crop, to inaugurate and render a service in connection therewith that would be profitable to the company and without just cause for complaint from patrons.

A Unified Effort

Special and qualified representatives were assigned to assist the divisional forces in the cleaning and inspection of cars prior to loading, the initial icing of cars, the reicing thereof in transit and special train service provided that would insure the berries reaching Kansas City by 4 p. m. in order to enable the reicing and delivery of all cars to connections for handling in their hot-shot trains, leaving Kansas City for points northwest, north and northeast from 6:20 p. m. to 9 p. m.

From the beginning of the season until May 12th everything worked fine and the strawberry special reached Kansas City with clocklike regularity on or before schedule, but, as with the pitcher that goes so often to the well, so it was with the strawberry special. On May 12th, due to unavoidable de-

lays, it steamed into the Kansas City terminals at 5:30 p. m., or one hour and thirty minutes late on schedule.

Then Work Began!

The Kansas City terminal forces having received advance information as to the exact time the train would arrive, had everything in readiness for a record-breaking handling of the thirty-seven cars of strawberries in the train. The facilities at that point will not permit the reicing of thirty-seven cars at one time. Therefore, the first cut of thirteen cars, which contained the berries due to leave Kansas City upon the Wabash at 6:20 p. m., were reiced and deliveries made in time for handling on designated train and the reicing of the entire thirty-seven cars was completed in forty-three minutes from the time the train reached the terminal and all deliveries were made to connecting lines in time to insure handling upon schedule trains.

The manner in which this train of strawberries was handled undoubtedly saved the company several thousand dollars in claim payments.

Will Visit Parents in Ireland First Time in Twenty Years

D. J. Mullane, Frisco Engineer on Northern Division, Sailed June Second for Dublin

On June second, D. J. Mullane, Northern Division engineer, sailed from New York on the Baltic for a visit with his parents and relatives in Ireland, whom he has not seen for twenty-one years.

Mr. Mullane expects to visit places of interest in and around the City of Dublin, and the lakes of Killarney.

Mr. Mullane has two brothers, M. J. Mullane, also an engineer on the Northern division and Tim Mullane, also of the Frisco, employed at Ft. Scott, Kans.

The Magazine hopes to have an interesting account of this trip by Mr. Mullane, detailing the many points of interest which he visited, in the August number.

H. L. Mencken to the Defense

It seems a bit strange that H. L. Mencken, brilliant editor of that startling monthly, *The American Mercury*, scoffing and penetrating seer into all hokum of his day, rapier-like bisector of many theories, and a man both feared and admired for his bold rantings at all sorts and manner of things dear to the American public throughout the years—should turn at last into an exacting, analytical champion of the railroads!

Yet that is what Mencken has done.

In his usual lynx-like style and with his customary deftness he has printed in the "Mercury" a straightforward defense of the railroads' fight for relief from the excessive burdens of regulation.

The unusualness of the source, as well as the unique manner in which Mencken presents his subject, causes this to be reprinted in the *Magazine*.

Mencken writes, under the heading "Railroad Rates and Lunch," as follows:

It would be about as easy for a camel to pass through the eye of a needle as for a railroad official of today to do any of the naughty things he used to do so copiously. A multiplicity of regulations and regulators has taken care of that—but it has also made it almost impossible for a latter-day denaturalized railroad manager to make his properties earn their keep.

It is regulation that has brought about the abandonment of 2,234 more miles of main-line track since 1917 than were constructed in that period, and it is regulation that has brought down railroad earnings below the limit of safety—to 3¼ per cent in 1921, to

4 per cent in 1922, and to 5 per cent in 1923. Had the railroads been permitted to earn the 5¾ per cent prescribed (but not guaranteed) by the Transportation Act of 1920, the public—in whose interests the low rates of return were ostensibly instituted—would have been \$500,000,000 better off in dividends in 1921, \$350,000,000 in 1922, and \$100,000,000 in 1923.

Offsetting these losses—bringing them about—millions of men, of course, have gained in freight-rate reductions. But how much? Enough to justify half bankrupting the railroads? Let us see. Let us assume that we are in Chicago and let us go for dinner to one of the popular restaurants where one may get a decent meal for \$1.25. We will start on a nice steak, say, about a half a pound apiece. The freight on this meat from Iowa to Chicago in carlots is about \$0.0065 a pound. We will each contribute, therefore, for this portion of our dinner to the railroad.....\$0.003275  
 For our bread we will each pay the railroad..... 0.000518  
 For our butter..... 0.000700  
 For our green peas..... 0.001725  
 For the salmon we shall eat... 0.002118  
 For the pepper and salt..... 0.000100  
 For our dessert of strawberries ..... 0.002800  
 For carrying our coffee and sugar ..... 0.009370

Frisco girls are winning beauty and bathing contests this summer. Why not send the Magazine the picture of the one in your town?

## The Frisco's Own Song Bird

Miss Irene Nufer, a charming young woman employed at the Seventh Street Station of the Frisco in St. Louis, will some day be seen along the footlights of gay Broadway, if present indications mean anything.

Miss Nufer possesses a beautiful mezzo soprano and has appeared in a number of St. Louis performances, including "A Pair of Sixes," in which she portrayed the character of Mrs. Nettleton; "Cinderella," in which she took the part of Pedro; a part in "Three Live Ghosts," and more recently as Prince Bulbo in "The Rose and the Ring."

At each performance, Miss Nufer has charmed her audiences, but she rose to the heights of her amateur theatrical fame when she sang in the St. Louis U. auditorium to several encores in her latest performance.

Seventh Street Station employes are very proud that they can claim as one of their coworkers so talented a young woman and they predict a bright future for her.



MISS IRENE NUFER

### Service of Three Conley Brothers Totals One Hundred Twenty Years

Two are General Agents, and One Assistant General Freight Agent —They Attended Reunion

On another page of the magazine, the picture of three famous Frisco brothers appears. Their service with this railroad totals 120 years, and they are: M. J. Conley, general agent at Joplin, Mo., H. C. Conley, assistant general freight agent, Oklahoma City, Okla., and O. M. Conley, general agent at Pittsburg, Pa.

H. C. Conley, the oldest of the brothers, started with the Frisco March 22, 1882, as station boy. After holding the position of agent at McCune, Kans., Arcadia, Kans., and Lamar, Mo., he was promoted in 1901 to commercial agent and later to division freight agent in 1908 and finally to assistant general freight agent at Oklahoma City, where he is now located.

O. M. Conley, whose service dates from September, 1884, has held the successive positions of telegraph operator at Joplin, Mo., agent at Galena, Kans., and agent at Pittsburg, Kans., in 1896. He was commercial agent at Ft. Smith in 1903 and division freight agent at Oklahoma City in 1904. He was then appointed assistant general freight agent at St. Louis, April, 1905. During the war he was with the railroad administration, but he returned to the lines in 1920,

and received his present appointment.

M. J. Conley entered the service at Joplin, Mo., in 1897. He occupied various positions including city passenger agent for the K. C. F. S. & M. in 1894, agent at Clinton, Mo., and in 1905 was appointed general agent with headquarters at Joplin, Mo.

The brothers attended the Veterans Reunion at Springfield, Mo., May 27 and 28, 1925.

### THREE SETS OF TWINS BORN TO PASSENGER DEPARTMENT MEMBERS

There's an old adage to the effect that troubles never come singly. But the gent that wrote it was rather pessimistic. He forgot to say anything about the gang-like tendencies of joys.

J. N. Cornatzar, passenger traffic manager, is proud of the record made by three members of the passenger department in the matter of sons and daughters.

Four months ago Cliff Underwood, of Wichita, traveling freight and passenger agent, sent an elated wire that he was the father of twin boys. Two months later G. O. Gilbert, of Tahina, Okla., member of the agricultural department, proudly announced his double parenthood—a boy and a girl.

And on May 22, C. T. Rogers, of Springfield, Mo., also employed in the agricultural department, joyfully

## A FRISCO PASTOR

General Agent at Oklahoma City  
"On Call" for Church Pulpits

R. C. Mills Has Combined Railroad and Religious Work for Thirty-five Years

The business of preaching the Gospel is generally thought of as a "full-time" proposition. Only occasionally does one find a man in business who is willing to give his spare time to the calling of the ministry.

In Oklahoma City, however, R. C. Mills, general agent for the Frisco there, is known throughout the city as a pastor of ability, and during the fifteen years he has served the Frisco at that point Mr. Mills has filled the pulpit of some church in or around Oklahoma City each Sunday unless incapacitated from illness.

During his thirty-five years with the Frisco at various points on the system, Mr. Mills has always taken an active interest in church work, and his influence for good has been felt in each community where he served.

"I am only a layman, doing a layman's work," Mr. Mills says. But his record for conscientious service belies his modesty.

"When I was a young man I studied music, joined the Baptist Church and directed the choir in several churches. I have served as Sunday School Superintendent in several cities, and since coming to Oklahoma City I have taken an even more active interest in religious work," he added.

"My religion and my railroad work go hand in hand. There is not a man on the Frisco Railway, employe or official, who does not reverence religion. I find in talking and working with men that without exception they respect God and His creations.

"The layman of the church these days has a big task. Years ago the pastor could visit his flock personally—now the large memberships in churches of the land make these intimate touches impossible. In that respect, I am only doing, in a small way, my duty to the church."

But that small duty consists of filling the pulpit of almost any church in Oklahoma City when the pastor is ill or out of the city. Mr. Mills is "on call" for Oklahoma City churches, and hardly a Sunday passes that his services are not needed.

Mr. Mills was present at the veterans' reunion at Springfield and met his old friend, Mr. O. M. Conley, for whom Mills went to work in 1890, when Conley was general agent at Joplin.

greeted Mr. Cornatzar with the news that he was the father of twin girls, named Doris Marie and Dolores Emily.