



The Pension Roll

Seven more loyal and true veterans of Frisco service were retired at the August meeting of the Board of Pensions, held August 26 in the general offices at St. Louis.

The combined service of the seven pensioners is 206 years.

LARRY LAVIN, crossing flagman at Baxter, Kansas, who was recently retired under the age limit, was 70 years old July 19. He was born in New Durham, England, in 1855 and came to this country early in 1860. His father was a laborer in Illinois and Lavin was educated for a short while in the country schools of Illinois. He went to work at 15 years of age in the coal mines and then followed, in succession, the jobs of brakeman for the Missouri Pacific at Nevada, Missouri; brakeman for the Katy at Parsons; brakeman for the Frisco at Neodesha and Ellsworth, Kansas and Afton, Oklahoma. He entered the Frisco employ on June 8, 1908, at Neodesha. He married Agnes Loftus of Parsons in 1905, and a boy, Thomas, was born to them July 20, 1906. His present address is Fifth Street, Baxter Springs, Kansas. Continuous service of 17 years entitled him to a pension allowance of \$20.00 per month.

Stanley William Bowman, Northern Division engineer was retired at the meeting due to total disability. He is



S. W. BOWMAN

63 years old and has been in continuous service with the Frisco for 41 years and 4 months. Bowman was born in Morrison, Illinois, on March 10, 1857, the son of a steamboat engineer on the Mississippi River. He was educated in the public schools of Morrison, and went to work at the age of 18 as a blacksmith near Fort Scott, Kansas, where he had moved with his family when 14 years old. He ran the cross-road blacksmith shop near his father's farm until he was twenty-one, then went to Marshalltown, Iowa, and worked there a year as a blacksmith. He returned to Fort Scott following the death of his father in September, 1881, and after a few years on the farm, entered the employ of the Frisco as a fireman in February, 1884. He was promoted to engineer in September 1890, and since

that time has run a locomotive over the Northern Division. He was married to Ida Edwards, April 15, 1885. They have no children of their own, but adopted a daughter, Thelma. The daughter is now married and is living in California. Mr. and Mrs. Bowman reside on Route No. 1, Fort Scott, Kansas. His pension allowance is \$43.15 a month.

James Washington Haislett, Southern Division locomotive engineer, aged 57 years, was retired, also due



J. W. HAISLETT

to total disability, after continuous service of 22 years and 8 months. His pension allowance is \$37.30 per month. Haislett was born at Olena, Illinois, August 27, 1868, the son of a farmer. He attended the rural schools in Adrain County, Ill., and went to work for the Frisco as a locomotive fireman when he was thirty years of age, at Memphis. He has fired out of Springfield and Thayer during his career and was promoted to engineer in 1907 and worked on the Memphis sub until withdrawing from the service on June 14, 1925. He married Miss Mary S. Williams in 1892, and was married a second time to Mrs. Millie Wagoner in 1914. A child by the first marriage, Miss Olive Dell Haislett, is now married and lives in Springfield, Mo. Haislett's present address is Box 366, Thayer, Mo.

Joseph Russell Johnson, agent-operator at Weaubleau, Mo., aged 64 years, was retired due to permanent



J. R. JOHNSON

disability, on a pension of \$31.35 per month. His continuous service with the Frisco is 29 years and 6 months. He was born in New York City, August 13, 1861, and moved to Randolph County, Indiana, with his family, where he received his education. His first job was on the I. B. & W. Railroad at Crete, Indiana, as station agent and telegraph operator. He entered the service of the K. C. F. S. & M.

road in November, 1888, and worked at various positions on the divisions north of Black Rock. He spent two years in business for himself, but returned to railroading in 1895 with the Blair line at Grandview where he was agent-operator. When that line was taken over by the Frisco, Johnson came to the Frisco service. He has spent the last 22 years at Weaubleau, Mo. In 1890 he married Eva Simms of Collins, Mo., now deceased. Three children were born to them, Gladys M. in 1891, Inda O. in 1897, and Zada E. in 1903. Johnson will continue to reside in Weaubleau.

William Green Martin, agent-operator at Blairstown, Mo., was also retired, due to total disability. Martin is 69



W. G. MARTIN

years old and has been in continuous service with our railroad for 37 years and 8 months. His pension allowance is \$41.70 per month. He was born at Blue Mound, Ind., October 1, 1856, the son of a merchant. He was educated in Effingham, Ill., and went to work when 18 as a public school teacher. His first Frisco job was at Stanley, Indian Territory, from 1887 to 1888, as agent; and then followed similar positions at Jerome, Allenton and Eureka, Mo. He was united in marriage with Elizabeth A. Baldwin at St. Paul, Indiana, December 29, 1880, and five children were born to them, Chloe G. Martin, Nellie M. Martin, both deceased, and Millie M., Zella B. and Maude Marie, living. Mr. and Mrs. Martin will continue to reside at Blairstown, Mo.

Frank Buckley, Northern Division conductor, aged 65, was retired after continuous service of 25 years and 8 months, because of permanent disability. His pension is \$43.25 a month. Buckley was born at Carlisle, Ind., April 14, 1860, the son of a carpenter. He attended school at Carlisle until he was 18 and then went to work helping his father, and learned the car-

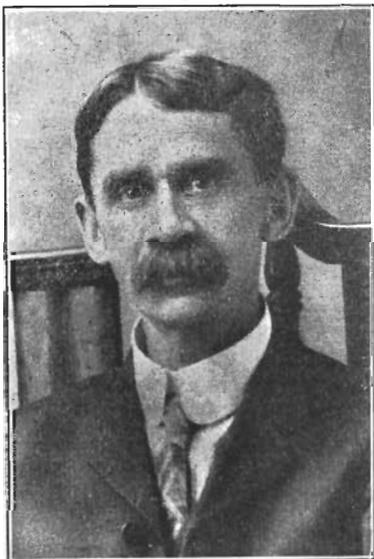


FRANK BUCKLEY

penyer's trade. He worked as a carpenter until 1887 and then entered the Frisco employ as a brakeman and conductor on September 25, 1887. Two years later he went to H. & S. Railway as conductor, but returned to the Frisco in 1899 as brakeman and was promoted to conductor the following year. He worked on the Beaumont branch at Anthony, Kansas, and on the Kansas Division. In 1882 he was married to Ella Markee at Carlisle, Indiana, and two children were born to them, William E. on August 22, 1883, and Glenn R. on June 9, 1890. Mr. and Mrs. Buckley are residing at 300 Central Avenue, Monett, Mo.

Byron Milton Peyton, Northern Division conductor, aged 67, was retired with a pension allowance of \$64.75 per month. Peyton was in continuous service for 32 years and 1 month, and was retired because of permanent disability. Peyton was born in Danville, Illinois, September 28, 1858, the son of a farmer. His family moved to Springfield and he attended school and farmed in that Missouri city until he was 21 years old. He entered the employ of the Frisco at Springfield at that time as a switchman, and was promoted to conductor in 1897. He married Fannie W. Davis at Springfield in October, 1887, and they have two children, Clifton and Russell, both grown. Mr. and Mrs. Peyton will continue to reside in Springfield.

In Memoriam



F. S. WOLF

On August 11, 1925, death took another name from the list of retired men—a pioneer Frisco railroader of Kansas City, Kansas, Mr. F. S. Wolf.

Born January 1, 1854, at Aaronsburg, Pa., of pioneer Pennsylvania Dutch ancestors, who had settled in America many years before the Revolution, Mr. Wolf migrated to Kansas in 1870, settling at Crawfordsville.

In 1871 he took his first position with the Kansas City, Ft. Scott & Gulf Railroad at Pawnee Station as assistant agent, learning telegraphy, and later in the year was appointed agent at Lenexa, then to Columbus and back to Pawnee where he remained until 1875 when he was made agent at Girard, at which station he remained until 1892.

Mr. Wolf, as a pioneer in Kansas, endured many privations, fought prairie fires, border bandits and helped lay the foundations for half a dozen prosperous communities along the present Frisco Lines. He was known as one of the best "teachers" on the old Gulf Line, and many times in his later years he received letters or calls from his old comrades, many of whom had become prominent in the railroad world.

In 1893 Mr. Wolf came to Kansas City and followed other pursuits until 1913 when he came to work in the office of the local freight department, where he remained until June, 1924, when he was retired. Due to his break in seniority, he was not on the pension roll.

As a citizen, he was always active in further development.

He was reared a Lutheran, but during most of his life he was an active member of the Presbyterian Church, acting as an elder. He was intensely loyal to his friends, his family and the railroad that he served so many years.

One of his most prized possessions was a ring given to him by his friends from the local freight office of Kansas City upon his retirement.

JACOB BOYD YOUNG

Jacob Boyd Young, pensioned conductor of Staunton, Va., whose pension notice appeared on page 28 of the September issue, died at his home in Staunton on September 2. Boyd was pensioned July 28, 1925, with an allowance of \$36.80, and a total of \$73.60 was paid him at the time of his death. His continuous service with the Frisco totaled 23 years and seven months.

More Good Fuel Records

(Continued from Page 27)

September 2nd, train 532, engine 4026, Engineer Calvin, Fireman Roach—Frances to Henryetta—handled 86,768 Gross Ton Miles, burned 5 tons of coal or a fuel performance of 115 pounds per 1,000 G. T. M.

Engine 3682, August 12, switching in Kansas City yards, in charge of Engineer Frain, Fireman Scherge, made a performance of 83 pounds coal per switch locomotive mile, in other words, in the 8 hours on duty this crew only used two tons of coal.

Frisco Has Made Great Strides Since Early Days

(Continued from Page 19)

lightens our tasks and makes our trips easier, and our jobs better, as well as saving money for the company."

The employe gains every time the company gains, is Mr. Bangert's theory. His belief is that co-operation has performed a great many of these changes in that it has eliminated waste and expense and at the same time made better conditions and easier jobs for the employes. Better conditions make better workmen.

Then he added, "Better workmen and economical operation means greater net earnings for the company, which in turn means more money to be paid for wages and equipment and service to the public, and thus it goes in a magic circle."

He is very interested in the younger railroad man of today, and his advice is very valuable. He says, "Keep your shoulder to the wheel—attend every get-together meeting and do your best to keep your segment of the circle in good working order. I have given you young men a hasty sketch of what has been accomplished and the progress that has been made in my time. In your time there will have to be even greater changes."

"We are entering into a new era in transportation and upon you young men will fall the responsibility of keeping pace with the new conditions and unless every one of you, high and low, stand together and cope with the situation successfully, there will be many of you looking for a new job when you should be reaping the reward of long and helpful service on the job you are on."

Mr. Bangert is one of those fatherly sort of people whom everyone loves, and when he gives advice it is indeed valuable. There never was a more loyal employe and his friends are legion.

The Harley Family—A Story With a Moral

(Continued from Page 12)

been a faithful mother to them, an excellent cook and house-keeper. I don't know of a single time that either myself or the boys ever got to work late. She always gets us off on time."

Charles A. Harley has been with the Frisco twenty-four years and is a locomotive engineer on the Western Division. He began work August 2, 1901, and has a three-year-old son.

Arthur Harley also listened to his father, and his twenty-three years' service have won for him a place on the right side of the cab in a Western Division engine.

James Byron Harley is a brakeman on the Western Division and advancing rapidly up the ladder of railroad progress. All of the boys live in Enid.

And father and mother Harley are proud of this coming generation of railroad workers.

They believe that it is "the best there is in Industry."

Grown-Ups
Please
Be Quiet

THE TWILIGHT HOUR

A Page
Just For
Children

"Sonny's Gun"

A Short Story of the Lad on the Cover, Who Studied So That He Might Play

“SAY, Sonny, this isn't near Xmas or your birthday either—we'll just let that Beebe gun go for awhile. We just bought you a bicycle,” and Mr. Wilson resumed smoking.

“Aw, Dad, the weather is just great and the fellows are all going hunting. If I bring you home a good report card for the first month, will you let me get one?” Sonny raised his sparkling blue eyes and searched the countenance of his father.

“Don't like to bribe you that way, but if you bring me home a good card for the first month—well, I won't promise, but we'll see.”

“Aw, gee, Dad—you just wait and see how hard I'll work.”

Sonny immediately located his geography and was answering the next day's question on paper, under the light of the big table lamp.

Mother was sitting nearby, mending some of Sonny's socks. She had overheard the conversation and, as usual, was making a mental note to remind Sonny some week day when he wanted more than anything to go to the park and play ball, that the lessons came first—that is, if there was to be a Beebe gun in the Wilson family.

One beautiful October day, about four in the afternoon, Sonny tore madly into the house.

“Oh, mother, the fellers in my gang are going scouting—going to look for a place to hunt rabbits an' squirrels. They'll be back by dinner time. May I go?”

Mother looked up quietly from her work. She was cutting out funny little cookies—the kind Sonny always liked.

“Now, Sonny,” she said, “remember your remark to your father the other night. You know there are lessons to get and when you get the new gun, you won't have to hunt very far for a place to try it out. You let the boys go on this time, for you know a month isn't very long, you only have two weeks to go now, and then we'll try and see if we can't work in a little more fun along with the work.”

Sonny was disappointed. It just showed in his eyes and his little face. Imagine studying on a beautiful October day, when he knew the gang

was having a good time. He just wondered if any of the other boys had to work so hard for things they wanted, as he did.

“Oh, yes, when you get your lessons all caught up, I want you to go on an errand for me, Sonny. I know you won't mind. I want you to go to Mr. Jones and get some brown sugar and I'll make you some of that candy you like so well.” Mothers somehow know when to smooth the way and Sonny fell to studying in earnest.

One afternoon at recess, Sonny was standing near one of the windows of the building, trading marbles with Johnny Stevens and he just happened to overhear a conversation between his teacher and another one.

“Now, do you know I believe the brightest pupil I have this year is Sonny Wilson. He is such a fine little fellow and so manly. The way he is starting out, I am sure his mother will be proud of his report card.”

That was all Sonny wanted to hear. Little by little it was dawning on him that maybe it did pay to study. Just made him feel good all over to know the teacher did realize all the sacrifices he was making to be able to answer so many of her questions.

“Here, Jimmy,” he said, “you take all four of these marbles. Naw, you won 'em, only I wasn't goin' to give you that aggie, but you can have her, too. S'long, see you later.”

The weather was getting cooler and the crisp mornings made Sonny walk all the faster to school. Every day something was said about hunting, and Sonny always joined in the talk, but he told them very little about his gun he was to get, maybe—because, well, there wasn't anything definite about it. It mostly depended on the teacher.

Then one day, just about a week before that report card came out—that little red-haired girl right back of Sonny wrote him a note. Wanted him to come to a party she was giving. But the teacher looked up, just as Sonny reached for the note.

“Sonny, please bring me that note. I'm certainly surprised that you should disobey the rules. Yes, and

you, too, Rosemary. You may both stay in after school and write the word 'disobey' on the board, two hundred times.”

Sonny handed her the note and blushed from ear to ear. The report card came out next day and here this had to happen! He wouldn't go to Rosemary's party. Imagine a girl making him lose out on his gun and his fine record. Gee but he was having tough luck.

The next day after school, the teacher handed out the report cards. Sonny took his and shoved it quickly into his arithmetic and rushed home. When he got just outside the rose arbor, he opened the book and looked at it.

Then he sat down on the grass and gasped! “Poor,” “indifferent,” “failure”—deportment “good,” physical training “good”—but all those terrible grades! Surely one afternoon of punishment could not have changed the teacher's attitude so much toward him.

The only thing to do was to go home and take his medicine. Mother, of course, wouldn't understand why it was so poor because she knew where he had been almost every single afternoon!

Sonny reluctantly handed it to her.

“Why Sonny, I'm certainly surprised. It doesn't look as if father could help you get the gun after all. What were you doing all the time, I thought you were studying?”

“Why, Mother, I—”—ding-a-ling, ding-a-ling!

Mother turned to answer the phone.

“Yes, this is Mrs. Wilson—yes, he got his card. A mistake?—Oh—I know he'll be relieved. He'll be right over after it. —Oh, thank you, but we think our Sonny is mighty fine. —Yes, he's worked quite hard. —Thank you, he'll be right over.”

Sonny was all eyes and ears!

“Well,” mother said as she turned from the phone to Sonny. “That was Mrs. Stillson. She said you and her Sonny got your report cards mixed and that yours was positively wonderful, most everything either good or perfect. I told her you'd bring her son's right over. I knew you deserved a better one than this and I was just going to see the teacher about it. Now, run along, dear.”

Did Sonny run? He grabbed the report card which he was so sure was his, and read “JAMES STILLSON”.

He didn't run too fast, however, to yell at Jimmy Smith:

“Hey Jim, let's go huntin' Saturday, I'm goin' to get a new gun!”



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11



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13



14



15

Frisco Babies

1—Jean William, age 8 months; daughter of Wm. Fickie, conductor on Southern Division local. 2—Robert, Harold and Ellise; children of Bob King, Birmingham. 3—Billie; son of W. P. Roberts, Hope, Ark. 4—Naomi, age 14 months; daughter of Birl Thompson, Chaffee, Mo. 5—Gain, age 3 years; son of Dean Underwood, Chaffee, Mo. 6—Jas. Edgar Keys, Kansas City, Mo. 7—Charleen, age 1 year; daughter of C. F. Corbin, Tulsa, Okla. 8—Marjorie, age 19 months; granddaughter of Adam Erlinger, foreman, Inbound Seventh Street Station. 9—James Joseph; son of Stationmaster Frank Reha, Joplin, Mo. 10—Five-year-old daughter of R. G. Guiney, Tulsa, Okla. 11—Zettie, age 3 years; daughter of J. E. Cieninger, Mountain Park, Ohio. 12—James and Paul, age 5 and 3 years, respectively; sons of J. E. Depriest, Springfield. 13—Bobby, age 3½ years; son of Blanche Bramhall, Springfield. 14—Marion, age 8 months; daughter of Jas. Welch, Birmingham. 15—Dawson, age 5 months; son of D. S. Brown, Willow Springs, Mo.



PASTIME

Paymasters Lose to the Passenger Accounts, 20 to 6, in St. Louis

Inability of Paymasters to Hit in the Pinches Responsible for Lop-Sided Score

On Saturday, August 22, the "Has Been's and Will Be's" of the paymaster's office met the auditor of passenger accounts' team. The latter won, 20 to 6.

Had the paymaster's team had the ability to hit in the pinches, the box score might have been different.

There seems to be a great deal of wholesome rivalry between these two teams, and in the face of this defeat, the passenger accounts team is challenged to another game by the paymasters.

Below is the box score:

PASSENGER ACCOUNTS							
Name	A.B.	R.	H.	P.O.	A.	E.	
Merkel, r. f.	4	2	0	0	0	0	0
Reigel, l. b.	5	4	4	0	10	0	0
Houlihan, s. s.	4	4	3	5	2	0	0
Fisher, c.	2	2	1	1	5	0	0
Stoessel, l. f.	4	3	2	0	0	0	0
Eichenier, c. f.	5	2	1	0	5	1	0
Buder, 3 b.	6	2	2	3	2	1	0
Kohring, p.	5	1	2	5	1	0	0
Reiss, 2 b.	5	0	2	3	2	0	0
	40	20	17	17	27	2	

PAYMASTERS							
Name	A.B.	R.	H.	P.O.	A.	E.	
Grellner, l. f.	2	0	1	0	0	0	0
Knoll, l. b.	4	3	3	3	10	0	0
Durfield, c. f.	4	1	1	0	1	0	0
Pickman, s. s.	5	0	1	4	3	1	0
Klits, 2 b.	4	1	1	2	1	0	0
Reinheimer, p.-l. f.	4	1	1	0	1	1	0
Shopfer, r. f.	3	0	1	0	0	0	0
Grob, 3 b.	4	0	1	1	2	1	0
Fries, c.	3	0	1	3	4	0	0
McAtee, p.-l. f.	4	0	0	2	2	0	0
	35	6	11	15	24	3	
Innings		1	2	3	4	5	6
Paymasters		1	2	0	0	2	1
Passenger Accounts		1	0	3	0	7	1

Contest Between Married and Single Men Gives Win to Benedicts

Exciting Game Between Picked Forces of St. Louis Ends 15 to 17

One of the most exciting games played by the St. Louis baseball teams of the Frisco offices was held on Saturday, August 29, on one of the diamonds in Forest Park, St. Louis, Missouri.

The game was between the married and single men. The married men won, with a score of 15 to 17. The teams were picked from the different offices, were well matched, and kept the score evenly divided.

The game was an enthusiastic one, and there were many rooters for both sides.

Frisco Bowlers Begin Fall Season With Many Competitors

Various St. Louis Departments Have Played Preliminary Matches—More Scheduled for Winter Months

Fall has been ushered in, and with it comes the bowling season. Mr. F. W. Rose, who has been reporting the scores made, gives the following as the standing of the team and the averages, including the games:

Names	Games	Won	Lost	Percent.	High Single	High Three
Auditing	6	5	1	731	784	2194
Freight Traffic	6	5	1	776	789	2330
Interline	6	4	2	787	882	2416
Tower Grove	6	4	2	843	883	2529
Engineering	6	2	4	734	812	2348
General Freight	6	2	4	671	713	2059
Passenger	6	1	5	733	815	2199
Revising	6	1	5	675	721	2025

TEAM RECORD		INDIVIDUAL	
HIGH THREE		HIGH THREE	
Tower Grove	2529	Conley	640
Interline	2416	Reinheimer	571
Engineering	2348	Weisheyer	557
Freight Traffic	2330	Spinner	511
Passenger	2199	Gauvin	510

INDIVIDUAL AVERAGES		INDIVIDUAL AVERAGES	
Names	Games	Names	Games
Conley	6	Grob	6
Reinheimer	3	Spinner	6
Tschampers	6	Duffy	6
Thielker	6	Norden	3

HIGH SINGLE—INDIVIDUAL September 11, 1925—Duffy, 223 INDIVIDUAL AVERAGES September 11, 1925

AUDITING			INTERLINE		
G.	Names	Avg.	G.	Names	Avg.
3	Reinheimer	190	6	Tschampers	174
6	Koch	152	6	Thielker	166
6	Durfield	144	6	Duffy	164
6	Buderdick	141	6	Burgdorf	155
6	McDermott	131	6	Hallman	133

ENGINEERING			PASSENGER		
G.	Names	Avg.	G.	Names	Avg.
6	Grob	165	6	Landt	145
6	McBride	153	3	Eichnauer	154
6	Gauvin	153	6	Houlihan	149
6	Kranefuss	144	6	Tremayne	142
6	Schopfer	141	3	Riegel	142
			6	Stoessel	141

FREIGHT TRAFFIC			REVISING		
G.	Names	Avg.	G.	Names	Avg.
6	Spinner	165	6	Rohlfing	158
3	Norden	162	3	McLean	154
6	Weiss	157	3	Berkeley	145
6	Rose	154	3	Egen	134
3	Curran	143	3	Swift	123
3	Pratte	139	3	Hoffmeister	121
			3	Austin	104

GENERAL FREIGHT			TOWER GROVE		
G.	Names	Avg.	G.	Names	Avg.
6	Bauer	153	6	Conley	192
6	Braun	144	6	Weisheyer	163
6	Roth	133	6	Spielman	159
6	Stemmler	126	3	Valleroy	156
6	Fritz	123	6	Lyons	155

The box score:

MARRIED MEN								SINGLE MEN							
Name	A.B.	R.	H.	P.O.	A.	E.		Name	A.B.	R.	H.	P.O.	A.	E.	
Grellner, l. f.	6	3	4	3	1	0		Merkle, l. f.	5	1	3	2	0	0	
Lyons, 3 b. & p.	7	3	7	2	2	0		Fischer, c.	5	2	1	6	1	0	
Ragland, l. b. & p.	6	0	2	8	1	1		Stoessel, l. b.	5	4	3	7	1	0	
Klits, c. f.	6	1	4	0	0	0		Reigel, s. s.	6	3	3	1	2	1	
Knoll, r. f.	3	2	0	2	0	0		Pfiefer, c. f.	5	0	1	1	0	1	
Reiss, 2 b.	4	1	0	2	7	0		Buder, 3 b.	5	1	2	4	1	1	
Houlihan, s. s.	4	3	3	2	2	2		Murray, r. f.	5	1	1	2	0	1	
Fries, c.	5	3	3	8	0	1		McEntee, p. & l. f.	3	1	1	5	2	0	
McGeever, p.-r. f.	5	1	1	0	1	1			44	15	18	30	8	4	
	46	17	24	27	14	5		Innings	1	2	3	4	5	6	7
								Married Men	1	0	0	1	0	2	5
								Single Men	1	2	1	0	4	3	