

Engineer FISHER, fireman SANDERS, engine 4206, train 135, Thayer to Yale, March 29, handled 485,000 gross ton miles, burned 11 tons coal, performance 45 pounds per 1,000 gross ton miles.

**Willow Springs Sub:** Engineer MORRIS, fireman MACK, engine 4136, train extra south, Springfield to Thayer, April 16, handled 231,000 gross ton miles, burned 10 tons coal, performance 86 pounds per 1,000 gross ton miles.

**Columbus Sub:** Engineer REYNOLDS, fireman HUFF, engine 1615, train 931, Amory to Magnolia, April 7, handled 532,000 gross ton miles, burned 12 tons coal, performance 45 pounds per 1,000 gross ton miles.

**RIVER DIVISION**

**St. Louis Sub:** Engineer CAMPBELL, fireman CABLE, engine 1053, train 806, Chaffee to St. Louis, April 15, handled 1,152 passenger car miles, burned 918 gallons oil, performance .79 gallons per passenger car mile.

Engineer JOHNSON, fireman NATIONS, engine 1019, train 802, Chaffee to St. Louis, March 10, handled 852 passenger car miles, burned 1,113 gallons oil, performance 1.5 gallons per passenger car mile.

**Chaffee Sub:** Engineer JOHN CURTIS, fireman CHRISTIE, engine 1015, train 808, Memphis to Chaffee, April 24, handled 810 passenger car miles, burned 695 gallons oil, performance .87 gallons per passenger car mile.

Engineer WM. WELKER, fireman SLAYDEN, engine 4023, train 838, Memphis to Chaffee, April 12, handled 473,700 gross ton miles, burned 13 tons coal, performance 68.8 pounds per 1,000 gross ton miles.

**TEXAS LINES**

**S. F. & T. Sub:** Engineer G. O. WYATT, fireman D. B. MASON, engine 733, train 34, Ft. Worth to Sherman, April 2, handled 90,725 gross ton miles, burned 549 gallons oil, performance 6 gallons per 1,000 gross ton miles.

**F. W. R. G. Sub:** Engineer J. G. QUINN, fireman DAN CHEATHAM, engine 1243, train extra north, Brownwood to Ft. Worth, April 8, handled 148,074 gross ton miles, burned 1,435 gallons oil, performance 9.7 gallons per 1,000 gross ton miles.

Engineer JAMES HOGUE, fireman A. B. BROWN, engine 740, train extra north, Menard to Brownwood, April 10, handled 89,698 gross ton miles, burned 773 gallons oil, performance 8.6 gallons per 1,000 gross ton miles.

Engineer G. A. MADDEN, fireman J. J. MARTIN, engine 722, train extra north, Whiteland to Ft. Worth, April 18, handled 142,037 gross ton miles, burned 1,512 gallons oil, performance 10.6 gallons per 1,000 gross ton miles.

**ST. LOUIS TERMINAL**

April 28—Engineer TANCELL, fireman WITTENBURG, switch foreman W. S. COOK, engine 3739, performance 83 pounds per switch locomotive mile.

April 28—Engineer BROGAN, fireman TAFF, switch foreman A. J. MAXLEY, engine 3752, performance 83 pounds per switch locomotive mile.

May 11—Engineer POPE, fireman HYNES, engine foreman FRANK OTT, engine 3750, performance 98 pounds per switch locomotive mile.

May 3—Engineer JAS. MOORE, fireman R. DAVIS, engine foreman L. FEWLER, engine 3751, performance 98 pounds per switch locomotive mile.

May 15—Engineer W. ABLE, fireman CHAS. MINOR, engine foreman CHAS. COX, engine 3747, performance 83 pounds per switch locomotive mile.

**TULSA TERMINAL**

April 3—Engineer ALLRED, fireman ALEXANDER, engine 984, performance 129 pounds per switch locomotive mile.

April 3—Engineer HARRISON, fireman GEDDINS, engine 1229, performance 115 pounds per switch locomotive mile.

April 3—Engineer PRESCOTT, fireman DUCKWORTH, engine 1229, performance 131 pounds per switch locomotive mile.

April 3—Engineer CRONEN, fireman HUBBARD, engine 3803, performance 108 pounds per switch locomotive mile.

**FT. SCOTT TERMINAL**

April 23—Engineer McCRUM, fireman WHITE, engine 3736, performance 97 pounds per switch locomotive mile.

April 22—Engineer RUNYON, fireman KITCHEN, engine 3737, performance 106 pounds per switch locomotive mile.

**ANOTHER VETERAN**

An old switch key recently sent to the office of the *Frisco Magazine* has lent itself well to the conservation measures adopted in the present day. It has been in active service for forty-seven years, to the personal knowledge of its last owner.

The key belonged to W. A. Franks, bridge carpenter, of Sherman, Texas. Mr. Franks turned it back to the store department, worn out, in May, 1931. He said that on May 1, 1904, he was sent to the Southwestern division to relieve the bridge foreman there, and this bridge foreman gave him this Frisco standard switch key and told him that he had been using it for twenty years. This would mean that the key had been in active service for at least forty-seven years, and perhaps longer.

**AGENCY CHANGES**

The following were installed permanent agents at the stations which follow their names:

Vern L. Stocker, Everton, Mo., May 11. Emory Trotter, Crescent, Mo., May 11. George M. Doggett, Fairland, Okla., May 11. Chauncey M. Whirlow, Hackett, Ark., May 7. Oliver C. Beavers, Portia, Ark., May 6. John R. Taggard, Seymour, Mo., May 4. Alfred H. Hughes, Walnut Ridge, Ark., May 7. Forest C. Pepple, Chaonia, Mo., April 28. Frank A. Thomas, Combs, Ark., April 27. Thomas H. Lucy, Durham, Ark., April 29. Willie K. James, Hunter, Mo., April 28. Walter E. Guinn, Piedmont, Kan., April 27. George E. Mills, Quin, Mo., April 29. Clyde B. Blevins, St. Paul, Ark., April 28. William D. Wilson, Avoca, Ark., April 16. Raymond L. Schmelz, Crescent, Mo., April 22. Leroy E. Henry, Fordland, Mo., April 11. Mrs. Susie L. Miller, Monmouth, Kan., April 10. Edward C. Kilpatrick, Catoosa, Okla., May 12.

The following were installed temporary agents at the stations which follow their names:

Orvon G. Autry, Davenport, Okla., May 8. Jack J. Roberts, Riverton, Kan., April 26. Emory Trotter, Crescent, Mo., April 15. Robert D. Hudgens, Poplar Bluff, Mo., April 21. Mrs. Mary E. Dean, Seventy-six, Mo., April 21. Fred Sweep, Everton, Mo., April 16.

Effective May 12, Casey, Okla., located on the Western division, Perry sub-division, M. P. 469.3, was closed.

Effective May 1, 1931, Sligo, Mo., located on the Eastern division, Rolla sub-division, Sligo branch, was closed.

Effective 12:01 a. m., May 10, new Union Depot at Tulsa, Okla., was opened. Earl E. Rinehart was installed permanent ticket and baggage agent. This is a joint agency with the A. T. & S. F., M-K-T and St. L. S. F., controlled by the Tulsa Union Depot Company. With the opening of the new Union Depot the former depot ticket agency joint with the A. T. & S. F., with W. P. Kent, ticket agent, was closed.

C. R. Catlin was installed permanent ticket agent, Tower Grove, May 4.

Roy E. Coons was installed temporary agent at Walnut Ridge, Ark., April 25. He had been handling the station since April 23.

Effective April 15, Christie, Okla., was closed as a freight station, remaining open as a ticket only agency. John Bunyard was installed ticket agent.



# The Pension Roll

**JAMES MILTON MULHALL**, locomotive engineer, Southwestern division, was retired March 31, having reached the age limit. He was born March 8, 1861, at Hodgenville, Ky., and attended the Kentucky public schools. He also went to Gethsman College one year. After working in various capacities for other roads, he entered the service of Frisco Lines October 11, 1901, as an engineer at Monett, Mo., and remained in that position until retirement. He married Ollie V. Williams at Killer, Texas, October 30, 1889. Mr. and Mrs. Mulhall live at 748 South Eddy, Fort Scott, Kan. They had no children. Continuous service of 29 years and 5 months entitles him to a pension allowance of \$88.70 a month, effective from April 1, 1931.

**JACOB SIMPSON HAMMERSLEY**, pile driver engineer, Southwestern division, was retired January 31, 1931,



J. S. HAMMERSLEY

having reached the age limit. He was born at Logan, Ill., January 22, 1861, and entered the service of Frisco Lines in October, 1911, as a B & B carpenter's helper at Cement, Okla. He served on various divisions as a B & B carpenter and pile driver engineer until retirement. He married Miss Viola Comer, at Heaton, Okla., in 1894, and to them were born four children, two of whom are living. Mr. and Mrs. Hammersley live at 1305 East Bryant, Sapulpa, Okla. Continuous service of 18 years and 3 months entitles him to a pension allowance of \$20 per month, effective from February 1, 1931.

**CHARLES CLIFFORD SANER**, locomotive engineer, Southwestern division, was retired February 9, 1931, because of total disability. He was born at West Salem, Ohio, January 1, 1883, and was educated in the public schools of Ohio and Indiana. After engaging in various kinds of work, he entered the service of Frisco Lines July 10, 1903, building fires at Sapulpa,

*Six Frisco Lines veteran employes, with combined service of 167 years and 3 months, were retired and placed on the Pension Roll at a meeting of the Board of Pensions, held April 15, 1931, at the St. Louis general office.*

**Okla.** He was promoted to fireman August 4, 1904, and established seniority as an engineer May 30, 1908, serving in that position until retirement. He married Nola Richards at Cherokee, Okla., June 30, 1907, and to them were born five children, all of whom are living. Mr. and Mrs. Saner live at 118 South Maple street, Sapulpa, Okla. Continuous service of 27 years and 6 months entitles him to a pension allowance of \$64.35, effective from April 1, 1931.

**FRANCIS CARAHER LEA**, agent-operator, Goltry, Okla., was retired March 31, having reached the age limit.



F. C. LEA

He was born near Rolla, Mo., March 6, 1861, and was educated in the public schools of New Orleans, La. Before beginning his continuous service with Frisco Lines, he worked for the Kansas City Southern, the K. C. F. S. & S., Missouri-Kansas & Texas Railroad, Iron Mountain, M. G. & O. and the Midland Valley, serving those roads chiefly in the capacity of agent-operator. His first service with Frisco Lines was early in 1881, as extra agent-operator at Leasburg, Mo., where he served a few weeks. On May 1, of that year, he re-entered Frisco service as agent-operator at Stoutland, Mo. He worked at numerous points on Frisco Lines, principally as agent-operator. He married Miss Olive Honor Nichols in June, 1887, at Seneca, Mo., and to them were born two daughters, both of whom are living. Mrs. Lea is deceased. Mr. Lea lives at Muskogee, Okla. Continuous service of 21 years and 11 months entitles him to a pension allowance of \$28.60 a month, effective from April 1, 1931.

**MARK LAWLIS**, locomotive engineer, Southern division, was retired March 31, having reached the age limit. He was born March 2, 1861, at Columbus, Ind., and was educated there. His first railroad work was as fireman on the A. & P., in 1886. He was promoted to engineer in January, 1888. He left that road and worked for the M. M. & G., in Mexico, from 1890 until 1894, going from there to the Santa Fe where he worked between Los Vegas and Albuquerque, N. Mex. He entered the employ of the A. & C., which was later purchased by Frisco Lines, as an engineer in 1902, running from Hugo to Ardmore, Okla. He also worked from Hugo to Madill and in 1912, began working on a mixed train from Madill to Ardmore. In 1928 he was transferred to the Southern division, where he remained until retirement. He married Bessie Cook at Columbus, Ind., March 21, 1900. They had no children. Mr. and Mrs. Lawlis live at Amory, Miss. Continuous service of 27 years and 10 months entitles him to a pension allowance of \$53.55 a month, effective from April 1, 1931.

**EDWARD WATTS HOLCOMBE**, clerk, zone auditor's office, Memphis, Tenn., was retired March 31, having reached the age limit. He was born March 8, 1861, at Charlottesville, Va., and was educated there in a private school and in the state university. He entered the service of Frisco Lines in November, 1888, as a clerk in Kansas City. He worked in various positions in the local freight office at Kansas City and Memphis and was chief revising clerk at Memphis during the last twenty-five years of his service. He married Mary MacFarland at Kansas City, July 3, 1900. They had no children. Mr. and Mrs. Holcombe live at 1162 Englewood, Memphis, Tenn. Continuous service of 42 years and 4 months entitles him to a pension allowance of \$70.25 a month, effective April 1, 1931.

## In Memoriam

### ISAAC BENSON

ISAAC BENSON, pensioned traveling freight and passenger agent, died May 5. He was born October 12,

1867, at Indianapolis, Ind., and attended school there. At the age of 18 he began work in a furniture store. He later became stenographer for several manufacturing concerns in Chicago, and served in the freight office of the C. & N. W. railroad at Chicago and also served the C. R. I. & P. in the capacities of stenographer, rate clerk and chief clerk in St. Louis, and later as freight solicitor with headquarters at Louisville, Ky. He entered the service of Frisco Lines on January 1, 1904, as a freight solicitor at Louisville, Ky. He was appointed traveling freight agent at Cincinnati, January 1, 1910, and February 15, 1911, he was made commercial agent at Indianapolis. The Indianapolis agency was closed in 1917, and following that date he held various positions, including service agent, freight traffic department, St. Louis; traveling freight agent, Memphis, and traveling freight and passenger agent at Cincinnati, the position he held until March 15, 1928, when he was retired because of total disability. He married Rachel Smith in 1892, and to them was born one daughter. His pension allowance was \$45.45 a month and during his lifetime he was paid a total of \$1,543.30.

#### WILLIAM LAWRENCE BUTLER

WILLIAM LAWRENCE BUTLER, pensioned passenger conductor, died April 17 at the home of his daughter, Mrs. H. E. Morris, in Puente, Calif. He was born June 25, 1854, at Augusta, Ohio, and entered the service of the old Memphis Lines as a brakeman in September, 1895. He was later promoted to conductor and served in that capacity until December 14, 1923, when he was retired because of total disability. He leaves a widow, Mrs. Martha E. Butler. His pension allowance was \$20.70 a month and during his lifetime he was paid a total of \$1,821.60.

#### ANDREW J. REDMON

ANDREW J. REDMON, section foreman, Seneca, Mo., died in St. Louis while on the way to the Frisco hospital there April 30. He was born in St. Louis County, Mo., March 14, 1863, and at the age of 18 began railroad work as a section man and three years later was promoted to section foreman. Nearly all of the remainder of his railroad career was spent in that capacity in the service of various roads. He has been employed by Frisco Lines during the past eighteen years. In 1889 he married Ida Hannah and to them were born one son and three daughters, all of whom are living except one daughter. Mrs. Ida Redmon died a number of years ago, and on July 4, 1907, he married Mrs.

Mary Lewis, of Stonewall, Okla., and to them were born three sons and four daughters, all of whom are living. He is also survived by his second wife. Funeral services were conducted at the Baptist church of Ritchey, Mo., May 2, the pastor, the Rev. Luther Carlin, officiating. The pall bearers were Mr. W. G. Mullens, agent, Neosho, Mo., and the following employes of the Ritchey section: George Ritter, Ben English, Virgil Jones, Judge Clevinger and Charles Armstrong. Among the Frisco employes in attendance were Frank Russell, roadmaster of the Cherokee sub division; Charles Slankard, foreman of the Racine section and two of his workers, Jesse and Ernest Buzzard, and nearly all of the employes of the Ritchey section. The burial took place in the I. O. O. F. cemetery near Newtonia, Mo.

#### WILLIAM BARTON GREEN

WILLIAM BARTON GREEN, pensioned conductor, died at the White Memorial hospital, Huntington Park, Calif., May 1. He was born July 4, 1863, at St. Louis, Mo., and was first employed by Frisco Lines as freight and passenger conductor on the Southwestern division in October, 1902, and served in that capacity until March 21, 1923, when he was retired because of total disability. He is survived by his widow, Mrs. Viola V. Green. His pension allowance was \$30.65 a month and during his lifetime he was paid a total of \$2,850.45.

#### HARRY DOUTHAT

HARRY DOUTHAT, Frisco conductor, residing at 310 East Central street, Springfield, died suddenly at Clinton, Mo., Wednesday noon, May 6, as his train was passing through that town. Physicians who examined him said death was due to heart trouble caused by indigestion. He entered railway service as a brakeman on the old K. C. S. in 1901. In 1903 he was promoted to passenger conductor and remained in that position until his death. He is survived by his widow, Mrs. Anna Douthat, and three children, Dr. Robert Douthat, of Great Lakes Naval Station, Chicago; Maxine, a school teacher, and Carol, student at Springfield high school.

#### GEORGE WASHINGTON BARTON

GEORGE WASHINGTON BARTON (colored), pensioned box packer, died at Covington, Tenn., May 15. He was born at Marion, Ark., March 10, 1859, and at the age of nine began working as a house boy. After engaging in several kinds of work, he entered the service of Frisco Lines at Memphis, Tenn., September 16, 1887, coaling

and hostling engines. All of his service was in the Memphis terminal, coaling and hostling engines, coach cleaning, box packing and supervising a box packing gang. He was retired March 31, 1929, having reached the age limit. On February 22, 1880, he married Jince Bloodsoe. His first wife died, and on August 25, 1905, he married Josie Watkins. They had one daughter, Ruth, born February 27, 1909. His second wife died several years ago. His pension allowance was \$49.70 a month and during his lifetime he was paid a total of \$1,242.50.

#### DELBERT TIFFANY

DELBERT TIFFANY, bill and voucher clerk, office of division accountant, Fort Scott, Kan., died at his home at 5:00 a. m., May 4, at the age of 43 years. His illness was of short duration, terminating in an embolism of the brain. "Bert," as he was familiarly known, entered the service of the Frisco April 1, 1907, having worked at Springfield, Birmingham, St. Louis and for the past two years in Fort Scott, Kan. He leaves a host of friends on the Frisco system who will mourn his untimely death. He is survived by his aged mother, a son, 13 years of age, four brothers and four sisters.



#### CASUALTIES DECREASE 33.8%

Total casualties on Frisco Lines decreased 33.3 per cent during April, and 28.7 per cent during the first four months of this year, both in comparison with the corresponding periods of last year, according to the monthly statement on the subject issued May 13 by H. W. Hudgen, director of accident prevention.

Casualties among employes decreased 43.8 per cent during April, and 38.1 per cent during the first four months compared with like periods in 1930. Among the different departments, the greatest reductions was shown in the transportation department, amounting to 54.3 per cent during April, and 42.8 per cent during the first four months. Maintenance of way was second with a 40 per cent decrease in April, and 40.9 per cent decrease during the first four months of the year.

Among the various classifications of non-employes, the greatest reduction was among passengers—a decrease of 64.7 per cent, both for April and the first four months.



# The TWILIGHT HOUR

*A Page Just for Children*



## Buddy Turns the Joke on the Snipe-Hunters!

**B**EFORE school was out when Mother began to talk about a vacation in the Ozark mountains, it seemed ages away to Buddy and Sister then. But now school was out and the clothes were all packed nicely in the suitcases and a trunk, and Mother, Dad, Buddy and Sister were seated on one of the Frisco's fine trains, en route to the mountains.

The trip held more than the usual amount of interest for these two youngsters. They had spent a summer at grandmother's farm, and a few weeks with their Uncle Frank, in Kansas, but to think that they would get to spend two whole weeks in the mountains! Buddy and Sister had never seen a mountain.

"Wonder if there are bears on it," said Buddy.

"Maybe, and maybe there are a lot of snakes. I hate snakes," said Sister.

But at last the journey came to an end. They alighted from the train at 4:00 p. m. and were met by a kindly old man who drove a big old-fashioned surrey. Mother and Dad smiled at each other as they noted the expressions on the faces of the two children. They had never ridden in a surrey, and their anticipation was keen.

"You folks should enjoy your stay here," the old driver said after awhile. "I always bring the guests out in this rig because the roads are a little rough, but your cabin is back at the foot of a mountain, where the air is the best, and the roads won't accommodate a car only so far. I left orders to leave the trunk at the crossroads store, and I'd call for it tonight."

"Is the mountain big?" asked Buddy.

"You bet it is, Son," said the driver. "It'll take you most all day to go up."

"I wish it would take two," said Sister.

But finally, after riding through lovely wooded groves, and along an old wagon trail, they came to a spacious old farm house, with small cabins grouped around it. As a background to the house, a typical Ozark mountain rose in grandeur, its ridge dotted with dogwood and spruce. The sun, which had gone down over the mountain, left the scene wrapped in a grey haze.

Alighting at the farmhouse, the driver carried their bags to a lovely little cabin of three rooms and Buddy and Sister eyed each room with delight.

And then one afternoon the man who had driven them up from the station came over to call. He asked Buddy if he had ever been Snipe hunting, and winked at Buddy's Dad.

"No, but I can shoot and I brought my air rifle with me," said Buddy. "What is a Snipe?" he added.

"Well sir," said the driver, good naturedly, "a Snipe is a little animal about like a squirrel. When dark comes he tries to find places to hide in, and he'll jump most anything to get off the ground where the big animals won't get him and where he can be warm. Now the way to catch them is for Sister and your Dad and I to go out and round a few up and we'll put you up here back of the house and give you a sack, and you catch them as we run them around."

"Are they good to eat?" said Buddy.

"Well, I never heard of anybody eating them. We'll let all we catch loose in the morning," the man answered. "Now go and get your rifle and we'll go."

But it happened that Mother was sitting on the porch of the little cabin and she heard the conversation. Going inside she told Buddy that there was no such an animal as a Snipe and she and Buddy would play a good joke on the other three and for Buddy to carry out the plans and then to slip into the house and they would go to bed and the joke would be on Sister, the driver and Dad.

Buddy, his slight disappointment overrun by his desire to turn the joke, grabbed his rifle and went outside.

"But I thought you said we would let them out in the morning," he said. "What do I need with the rifle?"

"Well, it's just in case you get scared and when you find you're catching too many, just shoot it off and we'll quit rounding them up."

And so they started off toward the wood back of the big farmhouse. They placed Buddy at a certain spot and the three of them left him there, holding a huge sack which was supposed to soon be filled with Snipes.

"Now we'll have some fun with those three," she said. "You and I will just go in and go to bed. It's 9 o'clock anyway and we'll see how long they will play this game."

And Buddy, chuckling to himself, went to bed, but not to sleep. Mother and he listened for a long time, but the three did not return. It must have been at least midnight when they heard Dad call Buddy's name. And then before very long he came rushing into the house.

"Mother, have you seen Bud?" he asked excitedly. "We've kinda lost him."

"Why yes," answered Mother. "He's been in bed for hours."

And if Dad said anything, Mother and Buddy couldn't hear it, but he went out on the porch and soon she heard the three of them laughing and then Sister and Dad came in and went to bed without a word.

Nor was anything said about it all the next day. The second day they packed up for home. How they hated to leave that lovely little vacation spot, but Dad had to get back to work.

It wasn't until they were on the train that the subject of Snipes came up again, and to this day Dad accuses Mother of putting Buddy up to it, although Buddy said it was his own idea.

Anyway, the conductor was a friend of Dad's. As he came to take up the tickets, Buddy casually remarked, "Oh Mr. Wright, get my Dad to tell you about that big Snipe hunting trip he had!"

Mother looked out the window, a smile on her lips, and Dad said, "Well, I guess I'll go up and have a smoke." And he went down the aisle with the conductor.

Nobody knew what he told him, but when he had left Buddy turned to his Mother and said, "Mother, you're just great. And let's come here again next year and bring Dad and let him hunt some more Snipes."

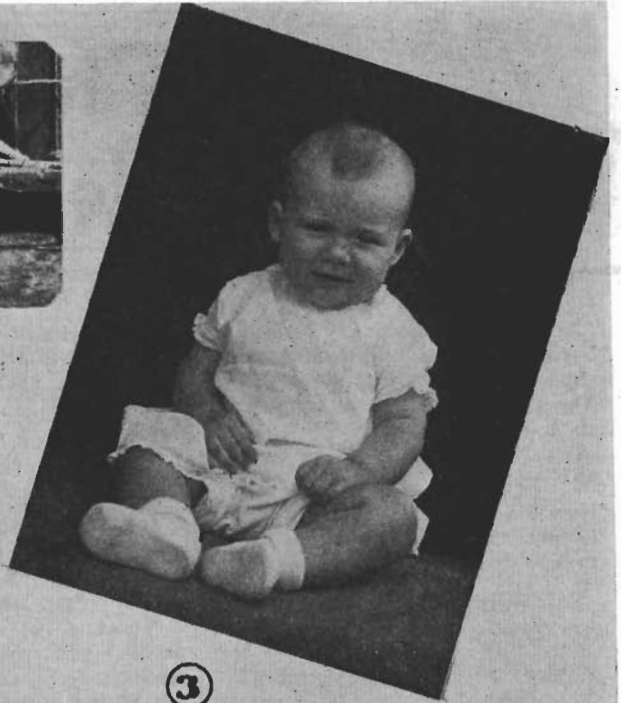
"We'll try to get him back at least," Mother said, as the train sped on, taking them away from one of the most pleasant vacation spots which they had ever known.



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### FRISCO CHILDREN

No. 1—J. W. Clark, grandson of John L. Clark, section foreman, Hancock, Mo. 2—Gloria Lee Fyffe, daughter of Ralph Fyffe, Frisco employe, Northern division. 3—Burl Russell, Jr., son of J. B. Russell, switchman, Memphis, Tenn. 4—Robert Blessman, son of William Blessman, stoker helper, Kansas City, Mo. 5—Gloria Lloyds and Tom, Jr., daughter and son of T. R. Jackson, chief clerk to master mechanic, Paris, Tex. 6—C. L. Wyatt, Jr., age 2 years, son of H. Wyatt, section foreman, Rochelle, Tex. 7—Walter Eugene Marsh, son of Walter Marsh, roadmaster, Pittsburg, Kans. 8—E. A. Harlan, agent, Pocahontas, Ark., and son, Elmer, Jr. 9—Alberta Harlan and Evert Harlan, Jr., children of Evert Harlan, machinist, Lindenwood, Mo.

