

CLUB ROOM FOR VETS

The veteran employes of Frisco Lines at Springfield, Mo., the scene of the big Frisco Veteran Reunions, announce that they have established a club room for veterans in the North Side Community Building on Commercial Street. And the club room is not for the exclusive use of Springfield veterans, but for any Frisco veteran or pensioner who lives in Springfield, or who happens to be passing through the city.

The club room is nicely furnished and is supplied with magazines, etc., and here the Springfield veterans and their buddies spend many a happy hour, talking of the present days of railroading, and of the days when they were in active service.

FRISCO IN RECEIVERSHIP

(Continued from Page 5)

financier, and in 1915, when the National Bank of Commerce in St. Louis needed a man of financial wisdom and vision, it called upon Mr. Lonsdale to assume the Presidency. He held this position until the merger of that bank with the Mercantile Trust Company, on May 20th of 1929, and then became President of the consolidated bank, known as the Mercantile-Commerce Bank and Trust Company, of which he is now President. His activities, instead of diminishing, have continued to grow from year to year, and now cover many national, as well as local problems. Here are some of his present duties: Member Banking and Industrial Committee of Eighth Federal Reserve District; Class "A" Director of Federal Reserve Bank of St. Louis; Chairman of Advertising Committee of Industrial Club of St. Louis; member of Banking and Industrial Committee of Eighth Federal Reserve District. He is a former President of the American Bankers' Association, former Vice-President of the United States Chamber of Commerce, former head of the Bankers' Club of St. Louis, former President of the St. Louis Clearing House Association, and former member of the Flood Control Committee of the National Chamber of Commerce.

Upon his appointment as Co-receiver of the Frisco, Mr. Lonsdale resigned as a director in the Missouri Pacific Lines, the Texas & Pacific Railway, and the New Orleans, Texas and Mexico Railway Company. When reporters sought to interview Mr. Lonsdale following his appointment, he replied he did not intend to be a "talking receiver", but planned to "dig in" and see what constructive work he could do for the railroad.

"The most wonderful patch of straw flowers I know of in Oklahoma City is in front of the new Frisco-Rock Island depot," wrote Walter M. Harrison, managing editor of the Oklahoma City Times and Oklahoman, in his "Tiny Times" column last month.

The editor saw the item and asked Traffic Manager J. G. Weaver at Oklahoma City to secure a photograph of the flower garden with the Frisco station in the background. The photograph appears on the front cover this month. Both Frisco and Rock Island employes should be decidedly proud of this beautiful station and the splendid landscaping which surrounds it.

—W. L. H., Jr.

NOTES ON FUEL RECORDS

By THE FUEL AGENT

We now have the record of our fuel performance for the first ten months of the year, and while we have not been able to reach the mark given us the first of the year on the performance alone, (i. e. pounds used per 1000 G. T. M. in freight service, per passenger car mile in passenger service and switch locomotive mile in switch service,) we still have done well, considering the handicap of less tons per train in freight service and less cars per train in passenger service.

In switch service, the barrels of oil used have decreased greater in proportion than the decline in business; also, for five of the ten months, we have been able to show a decrease in the pounds used in freight service per 1000 G. T. M. in spite of the decrease, as mentioned above, in the average weight of train.

The use of stoker coal, which may have caused a slight increase in the amount used, has still effected a nice cost saving.

The speeding up of freight train schedules may result in some increase in fuel performance; on the other hand, the importance of these schedules is appreciated by all concerned. It is going to give us some mighty nice trains to handle and I know many good fuel performances will be made with both coal and oil burning engines. The Editor of the Magazine is glad to record these trips when received and we hope the engine crews and division officers will collect and send them in.

It is encouraging to note in the report of all the 54 railroads reporting to The Railway Age, we have improved

our relative standing, due primarily to the greater use of fuel oil vs. coal and our train load holding up somewhat better than some of the other roads.

Just a word about the performances on the various divisions. The Eastern division again made the best relative showing in freight service, decreasing their performance from 181 lbs. per 1000 G. T. M., October last year, to 174 lbs. October this year, and in passenger service the Eastern division shows a decrease in their fuel performance of 18.46%, due to the fact that they had about the same percentage of increase in their average number of cars per train.

The Texas Lines also made a nice showing in passenger service, reducing their performance from 18.7c lbs. to 16.8c lbs., a decrease of 10.16%.

The St. Louis Terminals should also receive credit for their nice showing in switch service, reducing their performance from 195 lbs. per switch locomotive mile to 169 lbs. in October this year.

The editor is sorry that no performances were reported to him this month. Let us hope that we will have quite a number for the next issue of the Magazine.

AN OKLAHOMA VETERAN

P. B. Cross, Frisco engineer, between Oklahoma City and Tulsa enjoyed being one of the oldest engineers in point of service of the 400 who gathered in Oklahoma City on October 26-27 for a five-state convention of the order of Brotherhood of Locomotive Engineers. He also has the distinction of serving as division chief of his brotherhood and a gold badge is evidence of the regard of his fellow workers.

Mr. Cross, or "Pete," as he is known to his associates, will round out forty-five years of service as an engineer this winter, thirty of which have been spent with Frisco Lines, after having served an apprenticeship with the Santa Fe and Texas & Pacific railroads.

His career has been particularly colorful, and he can tell of some interesting and hazardous experiences of the days when he first began his service. He has been injured a number of times but has never lost a passenger.

"Was that you singing, Paddy?" demanded the foreman of the road gang.

"Yes," said Paddy. "Why?"

"Well, don't hang on to the top notes so long," said the foreman. "Two of the men have gone home thinking it was the midday whistle."

JUDGE W. M. ODELL DIES

The countless friends of W. M. Odell, Frisco attorney, will be grieved to learn of his death on November 14, which came after a prolonged illness. He was a member of the firm of Goree, Odell & Allen, attorneys for Texas for Frisco Lines, and resided at Ft. Worth, Texas.

At the time of his death he had been engaged in the private practice of law for 31 years, except for an interruption of two years when he served as United States District Attorney for the northern district of Texas. To accept the appointment to that post he left the firm of Ramsey & Odell which he had joined in Cleburne, Texas, in 1901. Resigning his district attorneyship in September, 1919, he resumed the practice of law as a partner in the firm of Goree, Odell & Allen.

He was a member of the Texas Prison Board from July, 1927, to May, 1929, and also served as regent of the University of Texas. He recently resigned from the latter position on account of ill health.

Mr. Odell was born in Cleburne, Texas, March 16, 1878, and received his education in law at the University of Texas and at Georgetown University at Washington, D. C. While attending the University of Texas he was clerk in the office of the Attorney General and was private secretary to United States Senator Charles A. Culberson of Texas while studying law at Georgetown University. He received his master's degree from the latter institution, and in 1901, upon leaving the University he began his legal career.

He took an active part in affairs of the Democratic party in Texas, and at one time was chairman of the Johnson County Democratic party in Texas and served as chairman of the executive committee of that party, and in 1916 was elected to the State Democratic executive committee.

During his student days at the University he became a member of Sigma Alpha Epsilon, national college fraternity. He was past master of Cleburne Lodge No. 315, A. F. & A. M., past commander of Cleburne Commandery No. 12, Knights Templar, member of the consistory, thirty-second degree Scottish Rite, Dallas, and a member of Moslah Temple, Mystic Shrine, Ft. Worth.

His club memberships included the Cleburne Commercial Club, of which he was president from 1910-1911, the Ft. Worth Club and the Torch Club.

He was married on March 3, 1926, to Rita Harris of Ft. Worth, who sur-

BIG COTTON MOVEMENT

One of the largest cotton shipments ever to leave the Federal Compress Company at Walnut Ridge, Ark., moved over Frisco Lines on October 16. The shipment weighed 413,401 pounds, and consisted of 800 bales of compressed cotton.

This was handled in eight 40-foot 7-inch box cars and moved from Walnut Ridge, Ark., to the Anderson & Clayton Cotton Company at Atlanta, Ga., the Frisco receiving the haul to Birmingham, Ala., where it was delivered to the Southern.

Although there have been shipments of 500 bales at a time from this compress, this is the largest shipment on record from this point.

INSURANCE RATES CHANGED

The Metropolitan Life Insurance Company with which employes of Frisco Lines participate in a group insurance plan, announced that effective October 1, adjustments in rates for group insurance would be made. These adjustments were caused by increase in average age of insured employes and continued unsatisfactory loss experience.

These factors are largely due to economic conditions which have affected a number of the younger employes. It is understood that if in the future, business conditions improve to an extent enabling the company to reinstate a substantial number of its employes, a reduction in rates may be effected.

The rate for shop group insurance as well as the clerks' group, has been increased fifteen cents per thousand, and the increase in supervisory group rates is relatively the same.

vives him. He is also survived by a sister, Miss Mary Tom Odell of Cleburne; two nieces, Miss Arabella Odell and Miss Frances Odell of Ft. Worth, and a nephew, Frank Lilly of Atlanta, Ga. He was a brother of the late Senator D. W. Odell, who organized the law firm with which Odell first became connected.

The funeral services were at St. Andrew's Episcopal Church, with burial at Cleburne, Texas. Pallbearers were Nelson Phillips, of Dallas, former chief justice of the Texas Supreme Court; Judge J. W. McCleendon of Austin, D. K. Woodward, Jr., of Dallas, and Congressman Fritz G. Latham, Judge Bruce Young, W. D. McKoy, B. K. Goree, W. E. Allen, L. L.

BEVANS TO MUSKOGEE

W. H. Bevans, former superintendent of the Frisco's Northern division, and assigned in July, 1932, to the position of general agent at Paris, Tex., was appointed commercial agent for the Frisco at Muskogee, Okla., effective November 1.

Mr. Bevans has had a long and distinguished career with Frisco Lines, having entered the service November, 1886, as an agent. His various titles follow: trainmaster, 1905; assistant superintendent, Beaumont-Perry sub, October 1, 1920; superintendent, Western division, November 18, 1920; assistant superintendent, Beaumont-Perry sub, March 22, 1922; superintendent, Western division, May 10, 1922; superintendent, Northern division, January 1, 1926. He remained in the latter capacity until his appointment as general agent at Paris, Tex.

Mr. Bevans took up his new duties as commercial agent, reporting to O. H. Reid, general agent at Tulsa.

DEPENDABLE SERVICE

C. K. Willis, agent at Marionville, Mo., reported a splendid case of quick handling for one of his patrons. On Saturday, October 29, J. L. Brown, manager Keast Lumber Company, discovered he was out of cement. He wired Kansas City that it would be necessary that he have a car Monday morning, October 31.

The car was loaded at Independence, Kans., and given to the Frisco at Cherryvale by the Union Traction Company, and when Mr. Willis arrived at the station for work on Monday morning, the car was sitting on the track.

Mr. Brown, so confident that the Frisco would secure the car for him, said that when Agent Willis called him Monday morning, before he picked up the receiver he said to himself, "that's my car of cement".

This case emphasizes Frisco dependability, and, in this instance, Mr. Brown's knowledge and reliance on Frisco service.

Gambill and George W. Rice of Ft. Worth.

Honorary pallbearers were judges of the Federal Courts, the justices of the Second Court of Civil Appeals, judges of the District and County Courts of Tarrant County, members of the Board of Regents of the University of Texas and the president and faculty of the University.

For Meritorious Service

SOUTHWESTERN DIVISION

October 18—G. C. Burns, conductor, West Tulsa, Okla., while driving on highway No. 75 discovered box car and stock pen on fire at Mounds. Mr. Burns promptly notified the agent and assisted in fighting the fire. In consideration of his watchfulness and assistance in protecting company property, his personal record was credited with ten merit marks.

October 24—H. A. Rooney and C. A. Wages, brakemen, both of Oklahoma City, observed SF 125587, empty box car, on fire at Snyder and assisted in extinguishing the fire, thus avoiding considerable damage to equipment. The record of each of these men was credited with ten merit marks.

October 26—P. C. Crosby, conductor, and M. Chestnut, brakeman, on train 432, discovered a broken arch bar on NATK 684 and car was set out by them at Stroud. In appreciation of their watchfulness their personal records were credited with ten merit marks each.

November 7—J. T. Studley, switchman, West Tulsa, Okla., discovered a broken rail on north storage track at Red Fork, Okla., also broken rail in crossover switch from drill track to WB main line. He was commended for his close observance, and his record was credited with five merit marks.

October 20—J. W. McMillan, operator, Claremore Tower, discovered brake beam dragging on car while extra 4163 was passing the tower. He notified the conductor and train was stopped and brake beam removed. His alertness may have prevented an accident and in appreciation his record was credited with ten merit marks.

CENTRAL DIVISION

October 22—R. R. Wilson, brakeman, Ft. Smith, Ark., while on train 1/732, night of October 22, had car SF 86154 of company coal in this train and discovered one of the wheels under this car had about ten inches broken out of rim. The matter was taken care of, thereby avoiding possible derailment. His record was credited with ten merit marks.

WESTERN DIVISION

October 14—E. J. Chadwick, section foreman, Casey, Okla., while inspecting passing train, discovered brake beam down and dragging in train extra 1329 east. He flagged train and

brake beam was removed. His record was credited with ten merit marks.

October 14—Perry Skinner, brakeman, Enid, Okla., caught the signal given to him by section foreman at Casey and stopped his train, extra 1329 (above referred to). For his alertness in being on the lookout, his record was credited with ten merit marks.

RIVER DIVISION

October 4—J. P. Rice and R. S. Edwards, engineers; E. E. Richmond and Wm. Gregory, conductors, and A. F. Riehl, fireman, made repairs to car door on car of cotton moving in extra 4024, September 27, when it was discovered that car door was open and contents about to fall out, thereby enabling car to move through without delay. The record of each man was credited with five merit marks.

October 22—Wm. Eason, conductor, discovered air hose broken off in angle cock, SF 162559, cotton seed at Wilson, Jct., October 15. He made repairs, thereby preventing a twenty-four hour delay to the load and his record was credited with five merit marks.

October 28—T. M. Hudson, agent at Dell, Ark., discovered packing had been removed from two journal boxes (SF 121899), while he was checking cars on October 21. He secured packing and oil and packed these boxes, enabling cars to go forward without delay. His record was credited with five merit marks.

NORTHERN DIVISION

E. E. Pruitt, section foreman at Prescott, Kan., noted brakes sticking on car PFE 2266, while inspecting train No. 132, on November 2, and gave the conductor a message regarding the brakes. For his interest and alertness, his record was credited with five merit marks.

Unhealthy Life?

After a temperance lecture in Scotland one of the audience tarried and greeted the anemic speaker as follows:

"Did I understand ye to say ye never took a drink in a' yer life?"

"Yes, sir, liquor has never passed my lips."

"Weel, sir, my old man now deld was a bit o' a drinker a' his life, an' three days after he deld he was a healthier looking mon than you are now."

TULSA HOLDS ON

Tulsa station employes are still in possession of the pennant given for the least errors in freight handling, for the sixteenth consecutive month, according to the October statement just issued from the office of J. L. McCormack. This station handled 21,321 shipments with only one error. Memphis and Springfield changed places in this group, the former moving from fourth to second, the latter from second to fourth, while St. Louis 7th Street and Kansas City remained in third and fifth places, respectively.

In Group Two, Birmingham took first place and is entitled to the pennant now held by the agent at Oklahoma City. The performance at both stations was very good, as only one error in handling is charged to each, however, Birmingham is entitled to first place account handling a greater number of shipments.

In Group Three, both Wichita and Hugo have perfect records, and, as the pennant is now with S. P. Haas, he will retain it for a period of 15 days and will then forward it to the agent at Hugo.

Total errors for the month decreased to 164, showing a reduction of 24, or approximately 13 per cent under September.

INSPECT NEW SHOVEL

One hundred and seventy-five officials and guests of the Marlon Steam Shovel Company of Marlon, Ohio, were handled via Frisco Lines from Pittsburg, Kans., to St. Louis on October 27, in a special train. The trip was made to Kansas City, through Pittsburg and back to St. Louis, thence on to Marlon for the purpose of inspecting Marlon excavating equipment in that vicinity.

Various coal mines along the route were visited, but the eighteen cubic yard electric shovel, recently installed for the Clemens Coal Company in the Pittsburg district, was of paramount interest to the officials and guests. This is one of the world's largest, and certainly the most modern machine of its type, ever built. It incorporates many new and valuable features, such as: hydraulic equalizing - leveling jacks, steering crawlers, inside handle, three-part cushioned hoist, single reduction herringbone gear hoist and counterweighted dipper.

Antique

She: "This dining room goes back to Louis the Fourteenth."

He: "That's nothing. My whole living room set goes back to Sears-Roebuck the fifteenth."

The Pension Roll

DAVID SETTLE PATRICK

DAVID SETTLE PATRICK, yard engineer, Amory, Miss., was retired from active service September 30, 1932, due to his having reached the age limit. He was born September 15, 1862, at Greensboro, N. C., and worked on a farm and drove a team for the builders of the Frisco Railroad from Ft. Smith, Ark., to Paris, Tex. He began his service with the KCM&B as a hostler helper

Eight Frisco Lines veteran employes, with combined service of 255 years and 8 months, were retired and placed on the Pension Roll at a meeting of the Board of Pensions, held October 21, 1932, at the St. Louis general office.

West Commercial Street, Springfield. Continuous service of 37 years and 2 months entitles him to a pension allowance of \$47.00 a month, effective from October 1.

to 1907. Account of reduction in force, he returned to his position as foreman of coach cleaners, where he served from 1907 to 1909. In 1909 he was made piecework checker. From 1913 to 1920 he was again made coach foreman, later serving as coach cleaner until 1922, when he was made lead inspector. On July 1, 1922, he was promoted to assistant car foreman, then returned to the position of car inspector on July 1, 1924, where



at Amory, Miss., on November 17, 1887. He was promoted to hostler May 17, 1888, to road fireman October 18, 1890, where he remained until his retirement, his entire service having been in and out of Amory, Miss. On December 5, 1889, he married Norma R. Daniel and to them were born a son and a daughter. The son is now an engineer on Frisco Lines. Mr. and Mrs. Patrick reside in Amory, Miss. Continuous service of 44 years and 10 months entitles him to a pension allowance of \$65.95 a month, effective from October 1, 1932.



The photos above are of the veterans pensioned during the month of October. Reading from left to right (top row): J. W. S. Hagan, M. E. Hambelton, J. P. Kerr, Samuel M. Jones, Marion W. Rose and David Patrick. (Bottom row) J. P. Malley and W. H. Maples.

MERRITT ERASTUS HAMBELTON

MERRITT ERASTUS HAMBELTON, brakeman, was retired from active service on August 4, 1932, due to total disability. He was born October 15, 1864, at East Aurora, N. Y., and came to Springfield, Mo., in 1888, and secured service with Frisco Lines on May 28, 1895, as a freight brakeman out of that point. He ran between Monett and Springfield. He remained in the capacity of brakeman during his entire service. He is not married and resides at 222½

JAMES WM. SCRATES HAGAN

JAMES WILLIAM SCRATES HAGAN, car inspector, Monett, Mo., was retired from active service on February 21, 1932, due to total disability. He was born October 7, 1863, at Springfield, Mo., and was educated in the schools at Pierce City, Mo. He began his service with Frisco Lines September 1, 1898, as a coach cleaner at Monett, Mo. He was made foreman of coach cleaners in 1901, and worked as air brake man from 1905

he worked until his retirement. He married Ida E. Lauderdale of Purdy, Mo., on January 10, 1883, and to them were born three sons and two daughters. Mr. and Mrs. Hagan reside in Monett, Mo. Continuous service of 32 years and 4 months entitles him to a pension allowance of \$53.85 a month, effective from October 1, 1932.

JOHN PRENTICE MALLEY

JOHN PRENTICE MALLEY, shop watchman, Springfield, was retired from service September 30, 1932, due to his having reached the age limit, September 25. He was born September 25, 1862, at Otis, Ind., and was educated in the schools near his home. His father was roadmaster for the LS&MS Railroad. His first position was as apprentice in McFarland's Boiler Works in Chicago. He also served as boilermaker foreman for the Gulf, Colorado & Santa Fe, and for several private concerns, coming with Frisco Lines as boiler foreman at the Frisco's North Shops at Springfield, Mo., December 4, 1900. He was made foreman of the West Shops July, 1900, and served as general boiler foreman from 1901 until 1923.

when, due to reduction in force, he was made shop watchman, where he served until his retirement. Mr. Malley married Mary Glennon of Independence, Mo., and to them was born one son, J. G. Malley. Mr. and Mrs. Malley reside at 1204 N. Jefferson Avenue, Springfield, Mo. Continuous service of 31 years and 10 months entitles him to a pension allowance of \$57.75 a month, effective from October 1.

WILLIAM HOUSTON MAPLES

WILLIAM HOUSTON MAPLES, brakeman, Central division, was retired from active service December 24, 1931, due to total disability. He was born December 16, 1876, in Christian County, Mo., and attended the rural schools near his home. He began his service with Frisco Lines, July, 1901, in the bridge and building department on the Southwestern division, and was promoted to inspector about September, 1906. In September, 1907, he was transferred to the operating department as a brakeman, and was made a conductor January, 1926. In 1917 he married Mrs. Alice Grammer of Ft. Smith, Ark. There were no children by this marriage, but Mrs. Grammer had three sons by her first marriage. Mr. and Mrs. Maples reside at 1000 North 6th Street, Ft. Smith, Ark. Continuous service of 30 years and 4 months entitles him to a pension allowance of \$48.95 a month, effective from October 1.

MARION WALLACE ROSE

MARION WALLACE ROSE, engineer, River division, was retired from active service September 30, 1932, due to his having reached the age limit. He was born September 30, 1862, at Ferguson, Mo., and was educated in the schools near his home. He served as fireman and engineer on the MR&BT Railway, also the St. Louis, Iron Mountain & Southern, and helped to build a railway between Nashville and Lebanon, Tenn., while with the Tennessee Central Construction Company. He came with Frisco Lines on October 2, 1902, as engineer, running out of Cape Girardeau, Mo. He remained in that capacity until his retirement. On October 1, 1888, he married Emily Vogt of De Soto, Mo., and to them were born two sons. Mr. and Mrs. Rose reside at 6708 Marquette Avenue, St. Louis, Mo. Continuous service of 29 years and 11 months entitles him to a pension al-

lowance of \$66.00 a month, effective from October 1.

SAMUEL M. JONES

SAMUEL M. JONES, engineer, St. LSF&T Railroad was retired from service June 23, 1932, due to total disability. He was born January 28, 1876, at Bonham, Texas, and was educated in the schools near his home. He was employed in newspaper work, in the cafe business and worked as a carpenter before coming with the Frisco in March, 1903, when he was employed to work in the roundhouse at Ft. Worth, Tex. He began firing about September, 1903, and was promoted to engineer in September, 1906. He has remained at Ft. Worth during his entire service. He married Ethel Clinglesmith, October, 1894, who died leaving four children. Mr. Jones again married in July, 1919, his second wife, the former Myrtle Chambers, residing in New Orleans, La. Mr. and Mrs. Jones reside at 3105 Livingston Avenue, Ft. Worth, Tex. Continuous service of 29 years and 3 months entitles him to a pension allowance of \$68.05 a month, effective from October 1.

JOSEPH PERRY KERR

JOSEPH PERRY KERR, yard clerk, Springfield, Mo., was retired from active service, September 30, 1932, due to his having reached the age limit. He was born September 15, 1862, at Sullivan, Mo., and was educated in the schools near his home. He was engaged in the grocery business before coming with Frisco Lines as a brakeman out of Springfield, Mo., in 1889. He became a freight conductor in 1892, and was promoted to passenger conductor in 1896. He married Rosalie West of Springfield, Mo., in 1901, who died later. Mr. Kerr resides at 1539 North Jefferson Avenue, Springfield, Mo. Continuous service of 20 years entitles him to a pension allowance of \$20.00 a month, effective from October 1.

In Memoriam

CHARLES HENRY SWINGLER

CHARLES HENRY SWINGLER, pensioned engineer, died at his home in Springfield, Mo., on October 19. Mr. Swingler had been bedridden for eleven years, having suffered an injury while in the service when he

fell from an engine. He was also blind. Three years ago his engineer friends purchased a radio for him, and it brought untold happiness to him. He was possessed of a happy disposition, refusing to magnify his affliction, and his cheerful disposition was an inspiration to all who visited at his bedside. When the radio was presented to him, he was taken to the scene of presentation on a cot, and responded with a short speech. He was also privileged to be present at the last Frisco Veterans' Association meeting at Doling Park, through the kindness of his many friends, who continued throughout his illness to see that his needs were supplied. Oftentimes he suffered intense pain, but his many friends throughout the system will be glad to know that his last few hours were spent quietly, and death came while he slept. He was born September 17, 1865, at Marinetown, Ill., and entered Frisco service as a stationary fireman at the Frisco's North Springfield, Mo., shops in January, 1882. He worked in that capacity and as brass moulder assistant until July, 1882, when he became a wiper at the North Roundhouse in Springfield, where he served until September, 1882. He then took service as a fireman out of Springfield in September, 1882, and later was promoted to locomotive engineer and worked in that capacity on the Eastern division out of Springfield until June 17, 1914, when he was retired account of disability. His daughter, Mrs. Hazel McCurdy, has been a constant attendant at his bedside during his illness, and wishes to thank his many friends for their personal attentions and many kindnesses extended her father, and wishes to especially thank Engineer Bob Sherry, who was one of the engineers who sponsored the idea to secure a radio for Mr. Swingler. His pension allowance was \$27.95 a month, and during his lifetime he was paid a total of \$6,424.10.

THOMAS FRANKLIN EZZELL

THOMAS FRANKLIN EZZELL, dining car steward, retired from active service on October 2, due to total disability, died at his home in Houston, Texas, during the last of October (exact date not known). He was born January 30, 1883, at Hope, Texas, and came with Frisco Lines as dining car steward, April 4, 1901, and was assigned to trains 7-8, Monett to Beaumont, Kans. He was later transferred to Sapulpa to Ft. Worth runs, also Monett to Oklahoma City runs. On December 7, 1907, he married Mrs.

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