

SAM BUTLER, GENERAL FREIGHT AGENT

S. S. "Sam" Butler was appointed general freight agent on December 1, succeeding F. C. Reilly, resigned.

Mr. Butler's first railroad experience was as clerk in the auditor's office of the Texas & Pacific at Dallas, in 1890.



S. S. BUTLER.

In 1897 he became relief agent, and in 1898 traveling auditor for that road.

In 1900 Mr. Butler entered the service of the Frisco as chief clerk commercial office, Dallas, then as soliciting freight agent, traveling freight agent and commercial agent until 1906 when he became general agent at Ft. Smith for a year, when he was appointed general eastern agent at New York. In 1912 he became traffic manager of the Texas lines and in 1915 he was appointed general Southwestern agent at Houston. In 1916 he was transferred to Pittsburgh, Pa., as general agent, which position he held un-

til 1917, when he was made assistant general freight agent at St. Louis. This position he held until his appointment as general freight agent on December 1, 1919.

Mr. Butler is well thought of and popular for his business energy, his straightforwardness in all of his dealings, and his amiable character, which, together with his long service with the Frisco, has earned him a multitude of friends both among the Frisco employes and others, who will be pleased to learn of his promotion.

ROBT. N. NASH PROMOTED

Robert N. Nash, whose appointment as assistant general freight agent became effective December 1, was born in North Carolina in 1880.

He entered the railroad service as a file clerk in the office of general superintendent of the Atlantic Coast Line Railroad in Wilmington, N. C., in 1897, and in 1898 went to the traffic department of that road as file clerk. He continued in this department until November, 1911, when he was appointed assistant general freight agent.

In August, 1913, Mr. Nash left the Atlantic Coast Lines to accept service with the Frisco as assistant chief clerk in the freight traffic department. On January 1, 1916, he became interstate commerce clerk and on April 1, 1918, he was made chief clerk to traffic manager, which position he held until his most recent appointment.

Mr. Nash is congratulated on his promotion.

THE HANNA STOKER

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bars between engine and tender, tank hose, etc., and pull the tender away from the engine proper. The stoker arrangement will care for itself. The same holds good in connecting locomotive and tender.

The oiling devices for this stoker are all above the engine deck and with the exception of two are located in the cab of the engine. The two exceptions being the oiler to the tender hopper gears, which is in the tender just back of the apron and the pipe to fill the crank case of the engine.

F. C. REILLY RESIGNS

F. C. Reilly, general freight agent of the Frisco, resigned, effective December 1, to accept service as third vice-president of the Walter A. Zelnicker Supply Co., dealers in railroad supplies.

Mr. Reilly entered Frisco service on August 1, 1887, as a clerk in the general freight department at St. Louis. In 1890 he was appointed traveling freight agent with headquarters at St. Louis. He held successive positions as traveling freight agent, Chicago; general agent, Cincinnati; general agent, Chicago, and assistant general freight agent for the C. & E. I. until July 15, 1911, when he was appointed general freight agent of the Frisco at St. Louis. On January 1, 1912, he was appointed assistant freight traffic manager, which position he held until October 1, 1916, when he was appointed freight traffic manager. On July 1, 1918, under federal control, he was made general freight agent, where he remained until his resignation on December 1, 1919.

Mr. Reilly's ready smile, congeniality and his unflinching fund of good humor has won him a host of ardent friends among Frisco employes, who wish him well in his new undertaking.

ROBT. HAMMONTREE DEAD

Robert P. Hammontree, clerk to B. & B. foreman and roadmaster at Springfield, died at the Frisco Hospital in Springfield on November 24 as a result of an accident.

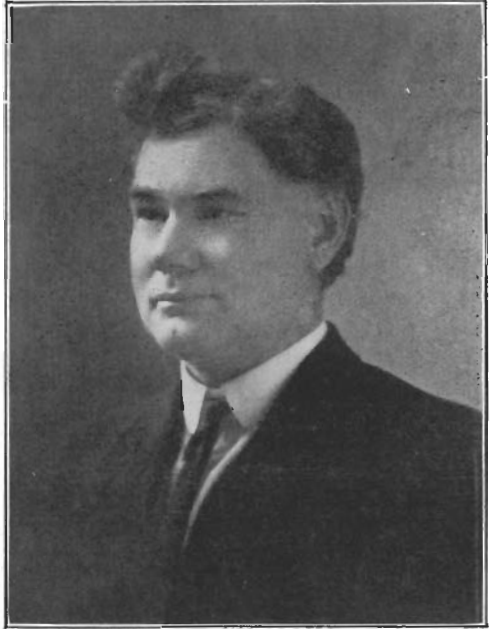
Mr. Hammontree was born in Polk County, Missouri, on May 24, 1862. Twenty-six years ago he moved to Springfield and entered the employ of the Frisco as a yard foreman, which position he held for sixteen years, when he became clerk in the B. & B. department.

Mr. Hammontree is survived by the widow, two daughters and three sons. The daughters are Mrs. Pearl Copeland and Mrs. Dana Beatie of Springfield; and the sons are Glen, Frank and Daniel, all of whom reside in Springfield. Aside from the members

of his own family, Mr. Hammontree is survived by one brother and four sisters.

The deceased was well known among the employes at Springfield, who passed resolutions of respect, as follows:

Whereas It has pleased God, the Almighty Ruler, of the Universe, to remove by death from our midst our esteemed



ROBERT P. HAMMONTREE.

friend and fellow-worker, Robert P. Hammontree, who for years was a loyal and honored employe in the Maintenance of Way Department.

Whereas, Be it resolved by the employes of the "Maintenance of Way Department" in body assembled,

That, Members of this department mourn the loss of Robert P. Hammontree as an able, proficient and zealous worker and a companionable brother, the community as a valuable citizen and the family a beloved husband and father.

Resolved, That the members of this department extend to the bereaved family of our deceased friend its heartfelt sympathy in this hour of bereavement, and may God and Heavenly Father, be their sole comfort in this hour of distress.

Resolved, That a copy of these resolutions be sent to The Frisco-Man for publication and a copy sent to the family of the deceased.

EULAH SMITH,
W. O. TURRENTINE,
W. I. FOSTER, Committee.

In behalf of the Frisco employes

The Frisco-Man extends its heartfelt sympathy to the bereaved family.

DEATH OF CHAS. NICHOLS

Charles H. Nichols, well known Frisco conductor, died at his home in Ellsworth, Kan., on November 23, after an illness of but a few days.

Mr. Nichols, whose service with the Frisco commenced in 1881, was born in Shelbourne Falls, Mass., February 21, 1854, and was 65 years old at the time of his death.



CHARLES H. NICHOLS.

He entered the Frisco service at Neodesha, Kan., as freight brakeman on the Wichita sub-division in 1881, and in 1884 was promoted to freight conductor. His last service was as passenger conductor on No. 305 and 306 between Wichita and Ellsworth.

Mr. Nichols is survived by a widow and an adopted son, also by one sister and two brothers.

Mr. Nichols was a man of splendid character and had many friends on the Frisco.

CORRESPONDENCE

Fort Worth, Texas,

Frisco-Man: December 11, 1919.

It would seem that there is no railroad below the Texas-Oklahoma line that in any way belongs to the Frisco System, judging from the scanty news printed in the Frisco-Man of the Texas Lines. There appears to be nothing of interest to report from this end of the road, or is it because there is no one to report the news? To us in the Engineering Department there comes to our notice a great deal of news that is never mentioned in The Frisco-Man. Would it not seem to you that there would be an abundant amount of news worth reporting from a division of the Frisco that is right in the midst of the greatest oil country known in the world? In our opinion there is as much news from this end of the line as there is on any one of the others.

Why not have some live-wire person from the division to report the news to The Frisco-Man monthly. Some office boy would probably take an interest in this work. If such person would be given this work, having him call upon the various departments, I feel certain that he would be given a cordial welcome and get more interesting news than could possibly be given space in The Frisco-Man. And news that would show that the Frisco Lines ran into Texas, instead of stopping at the Texas-Oklahoma state line.

And do not forget that the Frisco System has an Engineering Department that some time may deserve mention, even if The Frisco-Man does not deem its work important at the present time.

Yours truly,
FRISCO ENGINEERS,
Engineering Department.

Frisco Engineers, Ft. Worth: Your point is well taken and you are no doubt correct in the assertion that there is an abundance of news from that part of the Frisco which taps the great Texas oil fields. The Frisco-Man would be only too glad to receive news from the Texas lines, and in this connection would suggest that you designate someone in your department who will undertake to keep us informed on matters of interest. Let us hear more from you, but let the writer sign his name in order that proper progress be made.

Los Angeles, Cal.,
November 10, 1919.

My Dear Fellow Workers:

Having arrived at my new home—Los Angeles—claimed by Southern Californians to be the garden spot of the U. S. (we will, of course, except St. Louis), it is my wish

to embrace this, my earliest opportunity, to express through our valued monthly, The Frisco-Man, my sincere thanks for, as well as appreciation of your kind remembrance of me, upon my retirement from a long and pleasant term of service in Superintendent P. W. Conley's office.

The gift presented through the combined good will and efforts of my Frisco friends and fellow workers is to me really a present of more than a single value. First, it represents the manifestation of friendship on your part valued most of all by me; and secondly, the intrinsic worth of the token. Future thought of the time spent in Mr. Conley's office and resultant pleasant intercourse with all of you shall form one of the pleasant tasks of my memory.

I should have been glad had it been possible for me, on my departure from St. Louis, to greet each one of you personally, but failing in this, let me once more reiterate my thanks.

Wish each of you, also The Frisco-Man, all that is good,

Cordially,

MAE F. LEARY,
4315 Bernice Ave.,
Los Angeles, Cal.

Editor's Note: The employes at Tower Grove, Seventh Street, and Chouteau Ave., St. Louis, both clerical and yard forces, made up a purse of \$112.75 and bought Miss Leary a diamond ring upon her leaving the service. "She was worthy of all we could give her," says Mr. Conley, "and I regret to say she left us to reside with her parents in California."

PENSION HONOR ROLL W. D. BASSETT

At a meeting of the Board of Pensions held on November 12, 1919, the following applications for pension allowances were approved.

No. 320. James Solomon Bales, lamp lighter, residence address, 803 N. Throckmorton Street, Sherman, Tex., aged 71 years March 2, 1919. Length of continuous service 15 years 1 month. Monthly pension, \$20.00. Pension effective September 1, 1919.

No. 322. Christopher John Wright, passenger brakeman, residence address, 4239 Blaine Avenue, St. Louis, Mo., aged 59 years May 20, 1919. Length of continuous service 25 years 4 months. Monthly pension, \$20.00. Pension effective September 1, 1919.

No. 327. Henry Allen, scale inspector, residence address, 222 E. Water Street, Jefferson City, Mo., aged 63 years October 4, 1919. Length of continuous service 33 years 3 months. Monthly pension, \$33.10. Pension effective October 1, 1919.

Statistics.

Amount paid pensioners July 1, 1913, to November 30, 1919, \$251,171.09.

Total number employes pensioned during same period, 266.

Total number of pensioned employes who have passed away, 74.

Employes pensioned, but not retired account war conditions, 1.

Total number of employes on Pension Roll as of December 1, 1919, 191.



LONG AND SHORT AT K. C. TERMINALS.

We'll wager that few of the Frisco employes knew that we had associated with us as co-workers, the original Mutt and Jeff of cartoon fame, but we can convince the doubting Thomases by calling their attention to the likenesses of A. F. "Slim" Engberg on the left, whose age is 25, and whose altitude is 6 feet 4 inches, and of LeRoy Kirk on the right, who owns up to 28 years and who measures 3 feet and 11 inches from the ground up. Engberg is chief caller and Kirk is messenger at the Kansas City Terminals.

United States Railroad Administration

News from Washington



WONDERFUL TROOP HANDLING.

The Troop Movement Section has won high praise for the smoothness and efficiency with which it has operated, in spite of the tremendous problems faced.

From May 1, 1917, to December 1, 1919, 15,724,088 men, either just drafted or in uniform, were handled, the average being 507,421 a month, the maximum moving in July, 1918, when 1,147,013 men were handled. These men were carried the equivalent of nearly seven billion miles for one passenger.

To handle this tremendous business 315,367 pullmans, coaches and baggage cars were used; 25,909 special troop trains were run an average distance of 759 miles, with an average number of men per train of 424; 4,109,327 men were carried in pullman cars and 11,614,731 in coaches. Scarcely an accident marred this wonderful transportation record.

The average distance that drafted men were carried to camp was 388 miles, and the largest number handled to a single camp was 138,349, who were sent to Camp Lee, Va.

In transporting these men to seaboard the largest movement occurred in August, 1918, embracing 306,741. Sometimes entire army divisions of 28,000 men were moved at a time. To move a division requires 62 trains, 707 pullmans (or 622 coaches), 62 kitchen cars and 62 baggage cars. Some of these trains were moved solid 3,500 miles across the continent.

Eighty per cent of the men were sent overseas through New York, twelve per cent through Newport News, and a number through and out of Canada.

Four million men were called to the colors, one-half of whom were transferred across the Atlantic. Immediately upon the signing of the armistice plans were made to demobilize as many as possible of the two million men who had not gone overseas. They were discharged at the camps at which they were located, all necessary arrangements being made for extra equipment on regular trains and for special trains for their prompt and comfortable movement home.

The overseas return movement began in December, 1918, during which month ap-

proximately 75,000 men were returned, through the ports of New York, Newport News, Boston, Charleston and Philadelphia. The return movement gradually increased until the maximum number was reached in June, 1919, when 343,000 men were handled. This number exceeded by over 36,000 the largest number embarked for overseas service in any one month. At certain periods over 170,000 of our men were on the sea at one time. The number returned from overseas to December 1, 1919, totaled 1,990,223 officers and men.

The maximum amount of equipment required for troop movements at one time was approximately 1,500 pullmans, 2,500 coaches and 500 baggage or express cars.

This wide-spreading and huge undertaking taxed the resourcefulness of everyone, but, even during the turmoil, cleanliness was not overlooked. The country can be thankful that the utmost watchfulness prevailed when the men returned, to prevent the spread of cooties, such as has taken place in Europe. Certain equipment was allotted for handling the men from shipside to camp, where the men were fumigated, as was also the equipment. This has prevented any spread of the pest.

The late George Hodges, to whom the Distinguished Service Medal was posthumously awarded, was the man whose initiative and executive ability shone forth in this time of stress. He was ably assisted by C. F. Stewart, who succeeded Mr. Hodges as manager of the Troop Movement Section.

A. F. OF L. SCORES REDS.

At a conference of leaders of unions affiliated with the American Federation of Labor, held in Washington early in December, the following resolution was adopted declaring the federation's opposition to bolshevism and I. W. W.ism and to the irresponsible leadership that encourages such a policy:

Resolved, that this conference of representatives of trades unions affiliated with the American Federation of Labor, and other organizations associated in this conference, repudiate and condemn the policy of bolshevism and I. W. W.ism as being destructive to American ideals and impractical in application.