

Toll of 24,000 Persons Killed Annually in Motor Accidents Must Be Reduced

H. H. Westby Points Out Possible Remedy in Address Before Better Service Committee

THE subject of grade crossing accidents embraces such a wide field of discussion, that I shall scratch it but superficially, hoping, however, that I may say something that may be of interest to you and bring this question to your attention as forcibly as time and opportunity permit.

"NINE PERSONS DIE AS TRAIN SMASHES BUS. ALL OF DEAD ARE MEMBERS OF TWO FAMILIES WHOSE BODIES WERE STREWN ALONG TRACKS NEAR BLYTHEVILLE."

"TWO PEOPLE KILLED ON GRADE CROSSING NEAR STRAFORD. TOURING CAR CRASHES INTO TRAIN AND IS DRAGGED FIFTY FEET."

"MADILL GIRL DIES FRIDAY NIGHT FROM INJURIES RECEIVED WHEN AUTO BUMPS INTO TRAIN. DRIVER OF BRAKELESS DEATH CAR ONLY SLIGHTLY INJURED IN ACCIDENT."

I have quoted the headlines of the daily papers of a few days ago. So common and notorious are these calamities that every morning paper contains the account of a number of such. One of the great Chicago daily papers reserved a special column each Monday morning in anticipation of the unfailling list of casualties from Sunday's jaunts and journeys. Abe Martin says: "There's one thing to be said for a rainy, ugly Sunday—we don't have t' buy as many flowers on Monday".

In less than the last decade a national revolution has overtaken the people in the adoption of special designs of pleasure craft. The locomotive, while astoundingly improved, manages to keep her place in society, simply as an industrial agency. This I assume is due to the fact that she is manifestly humiliated in being dwarfed to the degrading spectacle of operating but two cylinders. The auto has not been content with such shameless untidiness, but has rapidly gone from two cylinders to four, then to six, now eight.

Welcomed Dangerous Agencies

People seem to have outstepped the orderly and placid modes of transportation, and have wildly welcomed fierce and dangerous agencies, whose slightest imperfection magnifies horrors and multiplies disaster. We are a populace speed mad. Automobiles hum to the tune of 60 to 90 miles an hour, motor boats hiss and chug,

motor cycles carrying a creature resembling a huge frog in agony, sputter and pass as a streak; monoplanes and biplanes begin to people the air, and the kids whirl by on roller skates. It is little wonder that someone exclaimed: "We are going some".

The automobile is frequently referred to as a car; as such it is capa-

ble of carrying passengers—several of them. This very fact should have singled it out for special rules long ago. Grade crossing accidents have been a subject of comment for years. Here comes an added peril, making possible pot shot destruction, and the people content themselves by folding their hands and soothingly saying, "Isn't it awful"? Pot shots have always been abhorred even by true sportsmen, and to kill quail in that sort of a manner is expressly prohibited by law.

When W. W. Westby, district claim agent of Frisco Lines at Fort Smith, Ark., finished reading his annual report on accident prevention at the Better Service Committee meeting in Springfield, February 20, the officials assembled accorded him a round of applause of tumultuous nature. The excellent preparation and careful analysis of his subject brought a motion to publish the speech in full in The Frisco Magazine, and seconds to the motion were plentiful.

In the accompanying article, Mr. Westby's speech is printed verbatim. It is a gem of argument against the criminal negligence which needlessly takes thousands of lives each year.

—W. I. H., Jr.

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Not so with human lives.

Every auto has room for from five to seven people, and generally proceeds with full tonnage, so that from five to seven are either killed or injured in one common disaster. They are surrounded by an inclosure of doors, side curtains and top, and every favorable circumstance and condition is artfully arranged for pot shot destruction.

Day after day, week after week, month after month, and year after year this wretched business continues and increases and not a voice has arisen officially to place a barrier against this calamity. Foot and mouth disease breaks to the surface and instantly the instrumentalities of government are set in motion to stamp it out and save other creatures from

contamination. Not so with human lives. There is a serum for hog cholera, a disinfection for foot and mouth disease, a dip for wood ticks, but only an everlasting increase and heedless disregard for the waste in human lives and efficiency. The law is that railways place a crossing sign at each railroad crossing. The law is that railways shall not obstruct this view of the track by placing cars on any portion of the highway; the law is that a flagman shall be placed on the crossing; the law is that a warning bell shall be located at a crossing; the law is that gates shall be erected; the law is that a whistle shall be sounded; the law is that a bell shall be rung.

What obligation is placed on the other fellow lest he and his family be destroyed?

I submit as a reasonable proposition that one fellow cannot successfully perform it all. Your family doctor warns you that you are likely to have tuberculosis, and warns you that you must look out. What would you say of a law that made him liable for your death upon your failure to comply with that warning?

Another distinction prevails. It requires ten years or more of constant application and care before a man sits on the right hand of the cab when entrusted with the lives of others. It requires but ten days to become proficient with an automobile charged with the care of others.

Those at all familiar with grade crossing accidents and their causes know that speed is the devil chiefly answerable for most of them—not the speed of a train, but the high and reckless speed of the automobile driver, and if automobile drivers can once be gotten to pass over crossings at slow speed, in low gear, and under control, this difficult problem will have been largely solved. What wonder that the average driver is speed mad when we recall that automobile manufacturers and selling agents, in advertising and expounding the merits of a car to a prospective purchaser, are careful, as a rule, to emphasize first of all its capacity and record for speed, and, if possible, its demonstrated superiority in speed in a contest or race often witnessed by scores of thousands of speed fanatics; and that it is the ambition of the average driver to complete a trip in the shortest possible time, and to own or drive a car with a greater capacity for

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Membership in Frisco Veteran Employees' Association Reaches Six Hundred and Ten

June 28 and 29 Designated as Tentative Dates for 1926 Reunion — Send in Your Application and Dues

By W. H. VAN HORN, President, Frisco V. E. Ass'n

SIX HUNDRED TEN white employees with twenty years or more service in the employ of the Frisco Railway Company, have joined the Frisco Veteran Employees' Association thus far. Applications for membership are being received daily and it is expected that by the middle of April the membership will exceed 1,000.

The Board of Directors and standing committees have already commenced to perfect plans for the 1926 veterans' reunion, which is tentatively set for June 28th and 29th at Springfield, Mo.

The coming reunion will be the fourth event of the kind held. Each year the attendance is larger and the general success more pronounced than the preceding year and it is the ambition of your officers and directors to make the 1926 reunion the largest in attendance and most enjoyable generally of all.

The program that is being planned contemplates as heretofore, a barbecue and picnic at Sequiota Park on the first day. This will afford members and their families an opportunity to meet and reminisce with the fellow employees and their families, with whom they have worked for so many years in the same cause, and to participate in the old-time reels, quadrilles and square dances, the horseshoe pitching, hammer throwing, egg-rolling contests, the fat man, lean man and wheelbarrow races and other entertaining events.

In the evening of the first day an old-time minstrel and musical entertainment will be given where you will have the opportunity of again seeing the soft-shoe dances of the Primrose and West period and hearing again the old-time songs and melodies that will bring back recollections of the days "when you and I were young".

The second day's session will be devoted to a business meeting in the morning, a general get-together meeting in the afternoon, which will include short talks by veterans, old-time community singing and an hour set apart in memoriam of those who have departed this life since the last reunion.

A banquet will be served in the evening, followed by a concert by the famous Springfield Boy Scouts Band, the largest and best-trained organization of its kind in the world, and a new organization, the Springfield Girls' Drum Corps, which now bids

fair to rival and share national honors with Springfield's famous Scout band. The evening will be concluded with appropriate remarks and addresses by members of the association, and others.

If you have worked twenty (20) years or more (and continuous service is not necessary) for the Frisco Railway Company, send in your application for membership and begin to plan your arrangements to attend the reunion.

The \$1.00 membership dues will be used to create a permanent fund to carry on the work, ideals and objectives of the association. No officer of the association receives a salary or remuneration of any kind and the association has no paid employees.

Out of the fund, created by the

membership dues, the administrative expenses of the association, which will be small, will be paid first, then a certain sum is to be set aside for a flower fund in order that a floral offering, expressing the sympathy of the association may be sent when any member of the association is called from labor to reward. The residue will be applied on the expenses of the reunion and the pro-rata cost of tickets, including barbecue, entertainment and banquet, reduced accordingly.

If you are not a member, cut out and fill in the application blank, appearing in this Magazine, and mail it with \$1.00 to cover 1926 dues, to J. L. McCormack, Sec'y, Frisco Veteran Employees' Association, Room 105, Frisco Building, Springfield, Mo.

W. H. Van Horn, President.

Veteran Employees' Association of St. Louis-San Francisco Ry. Co. APPLICATION FOR MEMBERSHIP

J. L. McCormack,
Secretary-Treasurer,
Frisco Veteran Employees' Ass'n,
Room 105, Frisco Building,
Springfield, Missouri.

I hereby make application for membership in the Veteran Employees' Association of the St. L.-S. F. Ry. Co. I have had 20 years or more service with the Company and I enclose herewith remittance of \$1.00 to cover annual dues for the year 1926.

Name..... Address.....

Position

Division, Terminal or Department

Length of Service.....Date of Application.....

ANNUAL DUES, \$1.00.

O. L. Young Relieves Superintendent Carson at Birmingham Terminals March 15

G. R. Carson, superintendent of terminals, Birmingham, Ala., retired from active service on March 15, 1926. He was succeeded by O. L. Young, of the office of general manager, Springfield, Mo.

Mr. Carson is of the old school, and was one of the crew which made up the first meat train that came through from Kansas City to Memphis, after the Frisco was built through to that point. In an interview for the Magazine in a previous number, Mr. Car-

son reviewed the changes in the motive power and equipment of all kinds, since he began his service forty-odd years ago, and the present year.

Mr. Carson has been superintendent of terminals at Birmingham since 1923, and he has proven a favorite with the employees at that point, who regret his departure.

Mr. Young is well known in Birmingham, and has now taken up his work and is making new and devoted friends among his force.

Frisco Division Special Agent Secures Three German Cannons for Springfield

Lieut.-Col. R. E. Truman Thrice Cited in France During Distinguished Service With A. E. F. in World War

WHEN the new station at Springfield, Mo., is completed there will be placed in the small park just east of it a German cannon, captured by Missouri boys during the World War. This one, together with two others was presented to the City of Springfield through the efforts of R. E. Truman, special agent of the Eastern Division, Frisco Lines, and known in military circles as Lieutenant-Colonel Truman.

It will be a monument not only to the valor of the American boys, but a continual reminder also that the City of Springfield has as a resident, a man whose bravery was the subject of comment and a matter of official record, during the World War.

To the Frisco folk, Truman is just a big, quiet fellow, with keen eyes, and a hearty laugh. But to the criminal who attempts to stage a robbery in his particular district, he is an entirely different chap.

Truman, although only forty-five years of age, has had many years of military experience. He first began his career in May, 1898, when he enlisted in Company "F" of the 20th U. S. Infantry at Kansas City. Here he remained four years, during which time he fought in the Spanish-American War in the campaign before Santiago, Cuba, and also in the Philippine Insurrection, Luzon, P. I., in 1899.

With Kansas City Police

After serving out this enlistment, he returned to Kansas City and became connected with the Police Department, and after some special training became one of the most efficient members of the detective force.

The military service appealed to him strongly again, and he enlisted on June 19, 1916, as a buck private in the 4th Missouri Infantry and served on the Mexican border. He was mustered out of this service on March 1, 1917, with a second lieutenancy commission.

War with Germany called his company back into service, after transferring it to the 3rd Missouri Infantry. This organization was later consolidated with the 6th Missouri Infantry, making the 140th Infantry. He remained with this detachment during the World War and was discharged at Camp Funston, May, 28, 1919.

Before going to France with the A. E. F., Truman was with the 3rd Missouri Infantry at Kansas City as Regimental Intelligence Officer, and succeeded in breaking up an anti-war

movement, sponsored by the I. W. W. in Kansas City. He conducted a raid on the main office of the I. W. W.



R. E. TRUMAN

organization and confiscated mail, which disclosed the underhand methods which were being used, and later led to the arrest and conviction of ninety-three I. W. W. agitators in Chicago.

These heroes of the World War are very reticent concerning their experiences in France and it was through clippings which appeared in the Kansas City Star of November, 1919, that

The facts for this article on the interesting career of Lieut. Col. R. E. Truman, Frisco division special agent, were secured through the kindness of R. N. Womnack, Truman's assistant. Mr. Womnack located newspaper clippings and old reports from which the Magazine staff assembled the story printed herewith.—W. L. H., Jr.

Truman's friends learned of the brave services which he gave to his country.

In brief, one of the clippings tells the following story: Perhaps every member of the 140th Infantry, composed of Missouri and Kansas men, remembers "Truman's Line" which was established in the Meuse-Argonne Sector, September 29, 1918. On this occasion, the 35th Division was receiving the brunt of the German attack and an order flashed down the line for infantry companies to fall back to emergency trenches, which had been prepared by the Engineering Corps. It was near the noon hour when the order came, and to effect the retreat it was necessary for the Infantry to cross an exposed plateau with a hail of machine gun bullets on all sides and heavy artillery spreading death through the ranks. When the men started to withdraw, they became confused by the wholesale slaughter and lost all ideas of discipline.

Held Position Despite Shell Hail

Truman ran down the line, shouting commands and directing the men to the shelter of emergency trenches. When the 140th reached the emergency trenches, Truman succeeded in holding the position against the Germans until the following day, when the organization was relieved.

For maintaining this line in the face of odds, Truman was recommended for a Distinguished Service Cross, in addition to two other times he had been recommended for the same honor.

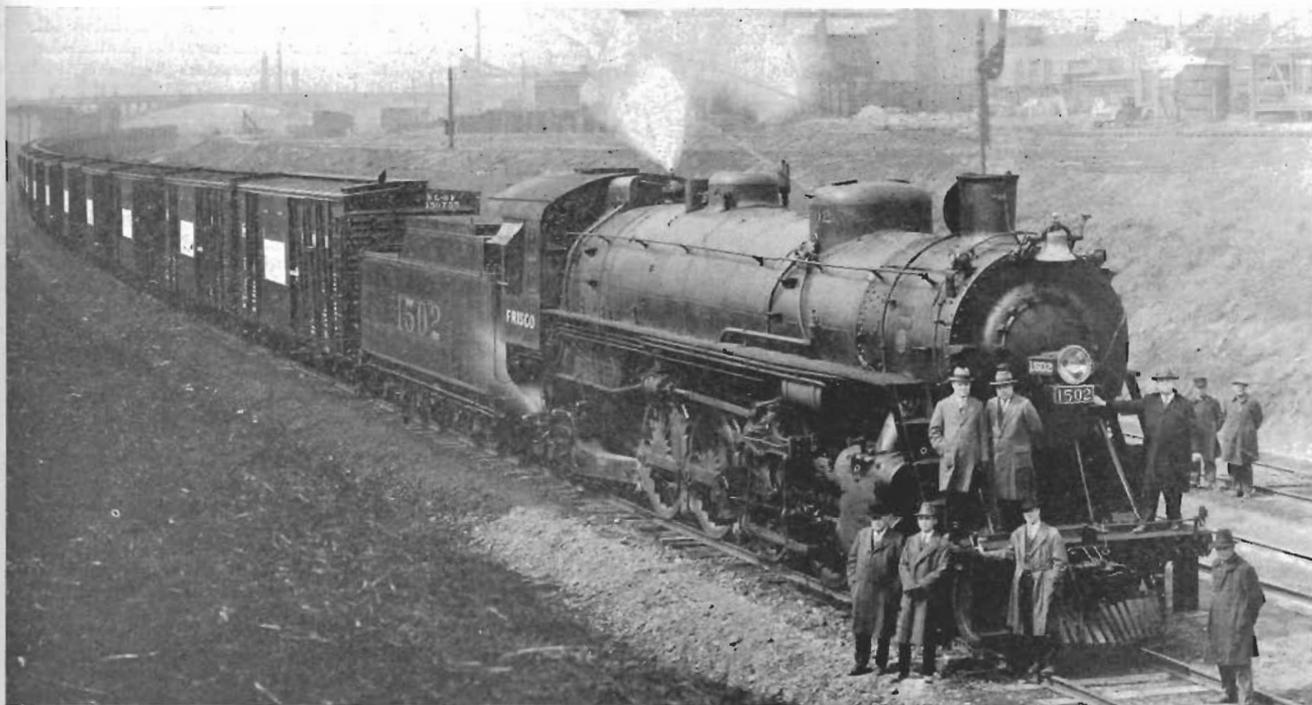
But this is only one instance of the special mention which he received during his service in France. Another interesting story from the Star's columns relates a time when Truman's division took over a sector. "It was a live place as far as artillery and gas were concerned. Both sides were well dug in. During the last drive on the Meuse, accurate information was desired as to the enemy's strength and positions all along the line, as another drive toward Metz was contemplated," the Star continues.

Several patrols were sent out with this end in view, but their reports were unsatisfactory. One patrol of 500 men finally was ordered to go out and not return until it had obtained the information or was defeated in action. It did not return.

As regimental intelligence officer.

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Chevrolet Ships 195 Cars Via Frisco Lines To Oklahoma, March 21



One hundred and ninety-five Chevrolet motor cars, valued at more than \$100,000, are securely crated in the 50 new St. Louis-San Francisco Railway Company automobile cars attached to the "special" in the above picture.

The cars left St. Louis via Frisco Lines, Sunday, March 21, for Oklahoma City and other points in that state. The shipment was made by the Chevrolet Motor Company's assembling plant in St. Louis. A convention of Chevrolet dealers in Oklahoma City were at the yards to welcome the train upon its arrival, accompanied by news-reel men, who took pictures of the dealers and their crated products.

The train was halted just out of St. Louis long enough for the staff photographer of *The Frisco Magazine* to perform his work. Kingshighway bridge is seen in the distance, with the last car of the train under its center span.

The men in the picture on the ground in front of the engine are, left to right: George McElroy, maintenance department of the Chevrolet; J. M. Brennan, soliciting freight agent, Frisco Lines, St. Louis; C. D. Cochran, Frisco special agent, St. Louis. On the engine, left to right, F. J. Lawler, division freight agent, Frisco Lines, St. Louis; Charles Slawson, sales department, Chevrolet; and P. W. Conley, superintendent of terminals, Frisco Lines, St. Louis.

East and West Texas Meet at Paris

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with the very life of the railroads—freight rates.

"Throughout America for the last few years, a hue and cry has been raised for the reduction of freight rates. The persons who fostered this outburst have included our well-known political boomers who have used the appeal as a vote-getting expedient, and some of our business men and agriculturists have, regrettably enough, taken the matter to heart. I feel sure, however, that the fair-minded, level-headed business men and farmers of our land will pause a moment and ask themselves, 'Is this rate decrease justified?'"

"Our agricultural products, particularly, have been the target for such an attack in rate reduction, and there has been a steady pressure brought to bear for a downward revision in the charges on the commodities which comprise agricultural production.

"Yet I ask you this fair question, how can a reduction be brought about

in the cost of transporting products, when the cost of producing the transportation itself is steadily rising?"

"Every day our charges are increasing. The cost of materials necessary to the upkeep of railroads, such as steel and ties, have not apparently lessened with the passing years and the prices of our other materials, too numerous to mention are keeping pace with them.

"While our population is steadily increasing and more people travel than ever before, large numbers of our potential passengers are using other forms of transportation. In 1924 our railroads carried 935,000,000 passengers as compared with 1,253,000,000 in 1920. In 1925 we showed a still further decrease.

"I feel, furthermore, that we have just cause for concern in the realization that foreign products are entering our markets more strongly as the years go by. For a time foreign competition with American made products was negligible. But at this time it is a serious problem. Within thirty miles of every port city, we are facing this situation.

"Recently there has loomed on the railroad horizon a suggestion that has caused a great deal of thought and planning. That is the question of railway unification—consolidation.

"In dwelling briefly on this, please believe me that my statements are entirely unselfish. But I wish to say to you frankly, that if the railroads of America can be unified or consolidated with higher standards of service, greater economies of operation and better transportation service as a whole—then let them consolidate.

"That is the only avenue I see through which we can drive to that Utopia of lessened rates and still continue to give the splendid, consistent service that the railroads of America have given—and you know they have given it during the last few years."

During the entertainment of the evening at which many distinguished speakers delivered short addresses, "Sarah the Second", a gay mare of handsome proportions was presented to the Brownwood band as a gift from the City of Paris, symbolic of the welding together of the interest of West and East Texas.

Annual Better Service Meeting Held at Springfield, Mo., February 19-20

Problems of Claim and Accident Prevention Discussed— President Kurn Speaks

PURSUANT to the call of J. E. Hutchison, vice-president in charge of operation, and chairman of the general claim and accident prevention and better service committee, the second annual system conference in the interest of claim and accident prevention and better service was held in the assembly room of the Frisco building at Springfield, Mo., on February 19 and 20, with the executive, general, divisional and terminal officers and supervisory forces, in attendance.

The meeting was attended by over two hundred and E. H. Bunnell, vice-chairman, expressed the attitude of those attending when he said: "It was one of the finest meetings we have ever had. We could have convened another day, to the added benefit of all present. It seems to me I have never received so much benefit from a meeting of this kind".

The claim and accident prevention and better service work is a movement in which all departments of this railroad are so vitally interested that it was realized early in the campaign that little could be accomplished unless departmental lines were disregarded and the officers and supervisory forces of all departments and in all branches of the service would cooperate with and assist each other.

With that end in view, committees were organized, and the results attained, show how well they have functioned.

A general committee was appointed, consisting of the executive and general officers of the railroad with J. E. Hutchison, vice-president in charge of operation, as chairman and E. H. Bunnell, comptroller acting as vice-chairman.

An operating committee, consisting of F. H. Shaffer, general manager, the assistant general managers, assistant to the general manager, superintendent of transportation, assistant to the comptroller, superintendent of motive power and his assistants, chief claim agent and the superintendent of F. L. and D. claims, with the general manager as chairman.

The twelve following sub-committees were appointed: operating sub, fuel, train and car service, yard and station operation, operating budget and reports, car accounting records and yard reports, station accounting records and reports, perishable and seasonal freight, live stock, personal injury and property damage, equipment, rough handling and weighing, and inspection. These sub-committees are composed of supervisory forces and field representatives, best qualified to

survey, study and analyze the subjects assigned and to correct irregularities, remedy defects and bring about improvements.

In addition there are divisional and terminal committees from each division and terminal.

It is no wonder, with such a thorough representation that the result has been a frank and thorough discussion and quick and satisfactory disposition of many matters that would otherwise have become the subject of long drawn out correspondence between officers and departments.

The conference was called to order promptly at 8:30 o'clock, February 19, by the chairman. A report of the secretary of the general committee was read and submitted by J. L. McCormack, secretary of the general committee.

President J. M. Kurn was present and addressed the conference for approximately one hour. Mr. Kurn spoke in his characteristic brisk and energetic manner, touching upon all phases and angles of conditions on the Frisco railway, commending and constructively criticizing, explaining and suggesting. His address as a whole was educational and inspirational and appreciated by all in attendance, who at the conclusion of his remarks, by a standing vote, pledged to Mr. Kurn their heartiest and most sincere co-operation and assistance throughout the coming year.

The following committee reports and special papers on assigned subjects were then taken up, read and discussed in the order hereinafter set forth:

Report of fuel committee, Robert Collet, chairman; report of rough handling committee, C. J. Stephenson, chairman; report of yard and station operation committee, O. L. Young, chairman; report of car accounting records and yard report committee, H. W. Johnson, chairman; report of train and yard and special service committee, H. C. Holmes, chairman; report of station accounting record and reports committee, A. R. Thorn, chairman; report of weighing inspection committee, A. T. Silvers, chairman; report of equipment committee, G. W. Moore, chairman; report of local freight solicitation committee, C. H. Morrill, chairman; report of live stock committee, E. F. Tillman, chairman; report of perishable freight committee, W. L. English, chairman, and report of operating budget committee, R. H. Kerr, chairman.

Important papers were read by S. S. Butler, J. N. Cornatzer, J. L. Kiburz, T. H. Womack, D. L. Forsythe,

G. L. Ball, W. S. Hutchison and R. L. Truitt covering subjects of much interest to the meeting.

A banquet was held in the auditorium of the Chamber of Commerce at 7:15 p. m., attended by 175 Frisco men. Music was furnished by the Frisco orchestra. J. L. McCormack acted as toastmaster and impromptu speeches and remarks were made by President Kurn and a number of the officials.

Moving pictures were shown at the evening meeting demonstrating rough handling of cars and the use of steel and wire strapping in the preparation of freight for shipment.

On the second day, the entire session was devoted to accident prevention and kindred matters under the direction of H. W. Hudgen, chief claim agent and director of accident prevention.

An informal luncheon was given at the Colonial hotel, attended by twenty executive and general officers of the railroad and seventeen prominent citizens of Springfield, consisting of the city officials, ministers, educators and representatives of civic clubs, Boy Scouts' organization, etc., at which the accident prevention campaign, being conducted by the Frisco was explained by Mr. Hutchison.

The general conference was reconvened at 2:00 p. m., and the subjects of commodity carding of cars, car records and distribution were discussed.

After a lengthy discussion, the meeting was turned over to Mr. Bunnell, and the remainder of the conference was devoted to an explanation and discussion of the budget plan, submitted by G. B. Davis in two reports, entitled "Budget Plan for Forecasting Revenues and Estimating and Controlling Operating Expenses and Hire of Equipment", and "Budget for Controlling Transportation Expenses".

At the conclusion of the discussion of these two reports, the conference was adjourned. A motion was made that each man present be furnished with a copy of the minutes and also that a number of extra copies be mimeographed so that distribution could be made to those directly interested in the different committee reports, and unable to attend this meeting.

The Correct Solution

Two women in a train argued concerning the window and at last one of them called the conductor.

"If this window is open", she declared, "I shall catch cold and will probably die".

"If the window is shut", the other announced, "I shall suffocate".

The two glared at each other.

The conductor was at a loss, but he welcomed the words of a man who sat near. These were: "First open the window. That will kill one. Next, shut it. That will kill the other. Then we can have peace".