

## T. R. CONWAY'S RECORD

No Accidents on Section in  
300,480 Hours Worked

**M**ANY records have been published, in the interest of the accident prevention campaign which made known the fact that section gangs over the entire system had gone for many months without having had a personal injury in their number.



T. R. CONWAY

T. R. Conway, foreman of section K-4, Wilmot, Kansas says, (and is verified by S. J. Frazier, superintendent at Enid, Oklahoma), that there has not been a personal injury in any gang under his foremanship

during the twenty years he has served as section foreman.

Section foremen over the entire system will be interested in knowing just how Mr. Conway has attained such a record, and in answer to an inquiry he replied.

"I believe that if every foreman will take a personal interest in the work done by each man in his gang, many injuries will be avoided. Some foremen will tell their men what to do and then go and sit down, instead of staying with them and seeing that they do the work the way they have been instructed to do it. The practice of staying right with the men and looking out for unsafe practices has always been my way of handling the work, and during the time I have worked as foreman I have never had a man injured.

"A foreman should watch his fences and keep them in good shape and keep stock off the right of way. He should also keep the wire and other trash cleaned up about station yards, also watch public road crossings and keep them safe for the use of the public. Special attention should be paid to the men who start motor cars to see that they always shove from the rear end in starting the car, and then if a man trips or slips and falls, there is nothing to run over him, and the worst he can get is a fall."

H. F. Sinclair, claim agent at Enid also adds to the record of Mr. Conway, that he has never handled a stock claim from Mr. Conway's section, which in itself is a remarkable record.

Mr. Conway began his Frisco service at Minneha, Kansas, in 1897, in the capacity of laborer, and served under his father. He also served as laborer and foreman at Wichita, Ellsworth, Keighley, Kansas and Cordell, Oklahoma and on March, 1927, bid in the section at Wilmot, Kansas. In 1906 Mr. Conway went with the K-C-M&O Railway out of Kansas City, but returned to the Frisco in 1913.

## Founders and Officers of Vets' Auxiliary



First Officers of the Ladies' auxiliary to the Frisco System Veteran Employees' Association who served during 1926-27: Reading from left to right: Mrs. Robert Whelan, president, Oklahoma City; Mrs. W. R. Boyd, first vice-president, Springfield; Mrs. W. G. Wolfe, second vice-president, Pittsburg, Kansas; Mrs. W. L. Heath, third vice-president, Webster Groves, Mo., and Miss Martha C. Moore, secretary-treasurer, St. Louis.

### ON TO PARIS!

Hundreds of ex-service men now in the employ of the Frisco Railroad will have the opportunity of attending the National Convention of the American Legion in Paris, France, this fall, an announcement made by President Kurn, June 9, stated.

Mr. Kurn stated that any bona-fide ex-service men now employed by the Frisco, who wish to attend the Convention would be granted a leave of absence, and that the railroad would request free transportation to the seaboard for the veterans, and in addition, endeavor to secure free or reduced rate transportation across the Atlantic.

Although Frisco records do not show the number of ex-service men in the company's employ, there are many of them among the 30,000 Frisco workers employed in nine southwestern states.

Application for leave of absence should be made to the head of the department in which the applicant is employed.

### NEW HOTEL AT PITTSBURG

Thirty-five officers of the Frisco Lines from St. Louis and other terminal points, were present at the formal opening and dinner dance of the Hotel Besse, Pittsburg, Kansas, on June 14-15. This Frisco delegation was headed by J. N. Cornatzar, passenger traffic manager; J. W. Nourse, general passenger agent; R. V. Cooper, special representative, all from St. Louis; F. H. Shaffer, general manager; J. H. Doggrell, superintendent of transportation; P. O. Wood and G. W. Moore, assistant superintendents of motive power, all from Springfield, and others.

June 14 was Santa Fe and Kansas City Southern day, while June 15 was Frisco and Missouri Pacific day.

On Frisco day, at the banquet at 7:00 p. m., J. N. Cornatzar made a pleasing address, and introduced the Frisco delegation individually. He spoke of the new hotel as being a great asset to the city of Pittsburg, and that the Frisco officials were always glad to note such splendid improvement in any of the cities which the Frisco Lines serve.

## Frisco Son Edgar Eagan Wins Oratorical Honors



EDGAR EAGAN

**E**DGAR EAGAN, son of Michael Eagan, section foreman at Gallo-way, Mo., won the Interstate Oratorical contest at Cedar Falls, Iowa, claiming the honors for the Southwest Missouri State Teachers' College, where he was president of the senior class.

Mr. Eagan's subject was, "The Menace of Political Corruption", and he won against strong opponents. It was the first time in thirty years that this honor was won for the State of Missouri. Contestants from the States of Wisconsin, Kansas, Illinois, Iowa and Missouri, representing 22 state teachers' colleges were entered.



MICHAEL EAGAN

He entered the State Teachers' College at Springfield in the fall of 1923 and has been one of the most prominent students attending, having taken an active part in all college activities. Besides being president of his senior class, he received his A. B. degree this year. He majored in economics and plans to continue his studies at Yale.

"Eddie," as he is familiarly known, has worked his way through college, and plans to work his way through Yale. The Frisco Lines may claim another laurel for its crown—the famous boy orator of the Ozarks is a member of the Frisco family.

## THE SHERMAN OUTING

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The Fat Man's race was won by Dick Chapman; the boys' sack race by Vincent Wright, both of Sherman; a shoe-tying contest was won by Grady Russell of Sherman; L. C. Jones won the prize in the Cracker Eating Contest for colored employes; and Miss Mozelle Whitsett and Wesley Weaver were the winners in the suit case race.

The ball game was the main attraction in the afternoon between the Sherman and Fort Worth employes' teams. Sherman went after revenge in this game, and got it! The score was 15 to 5 in favor of Sherman, but that doesn't tell the whole story. The pitching of Harmon during the entire nine innings, for Sherman, was outstanding all the way through the game. He struck out 19 of the hard hitters from the Panther City.

One stunt that showed up well was when E. F. Tuck, general foreman at Fort Worth, came driving into the ball park with his wife and twelve

children. On each side of the wagon was a banner advertising who they were and where they were from.

As a fitting close for a perfect day, dancing was enjoyed until a late hour, more than a hundred couples taking part in the dance. The picnic was pronounced a complete success in every way. Much of this was due to the hearty co-operation of the Sherman merchants and manufacturers, who were very liberal in their donations of things to eat and various articles as prizes for the contests. It showed very distinctly that a feeling of good fellowship exists between the Frisco and the business men of Sherman. We are now looking forward to May 30, 1928, and another Texas Lines picnic. Thus ended a perfect day, tired, satisfied and happy.

Cat!

"It must be three years since I saw you last. I hardly knew you—you have aged so!"

"Really! Well, I wouldn't have known you except for that dress!"

—Judge.

## J. W. SKAGGS PROMOTED

Made Superintendent Terminals at Birmingham—O. L. Young to Tulsa, Oklahoma

**P**ROMOTION of J. W. Skaggs, acting superintendent of terminals at Tulsa, Okla., to the position of superintendent of terminals at Birmingham, Ala., was announced May 28, by assistant general manager M. M. Sisson. Simultaneously, announcement was made of the transfer of O. L. Young from the superintendency of the Birmingham terminals to a similar position at Tulsa, now largest terminals on Frisco Lines. S. R. Kennedy, superintendent of the Tulsa terminals, who has been confined to the St. Louis hospital for several weeks, will be assigned to other duties upon his recovery.

J. W. Skaggs was born August 28, 1888, at Holyoke, Colorado, where he attended grade and high schools.

On February 7, 1907 he began service with the Frisco at Kansas City, in the capacity of yard clerk. He received the following promotions; chief yard clerk in 1912; chief clerk to superintendent terminals, 1914; assistant superintendent of station service, river division, 1917; service in general manager's office as transportation inspector, 1918; returned Kansas City as assistant yardmaster, 1918; general yardmaster, latter part 1918; general yard and transportation inspector, Springfield, 1926; superintendent of terminals, Birmingham, June 1, 1927.

Mr. Young was born January 26, 1892, at Salina, Kansas and attended the public schools and the high school of that city from 1898 until 1908. He entered Frisco service as a switchman September 30, 1913, at Kansas City, Mo., after having served with both the Union Pacific and the Santa Fe. In January, 1915, he was promoted to the position of assistant yardmaster, and on October 1, 1919, to assistant general yardmaster. He was given the title of transportation inspector on October 1, 1924, and served until March 15, 1926, and was then promoted to superintendent terminals at Birmingham.

## SPECIAL AGENTS MEET

The semi-annual meeting of the special agents from over the Frisco System was held at Newburg, Mo., June 12. More than twenty-five were present.

This meeting is held twice a year for the purpose of exchanging ideas, and so that Chief Special Agent Al-lender may have his men together for instruction in the various branches of work. They met in the room, known as the old Harvey Eating House for the business session. There are no courts for the special agents to attend on Sunday, and the meeting is generally held on that day of the week. Newburg was selected as being centrally located from all points.

## Sidelights on the Veterans' Reunion

By Charlene Willard and Marie Arnold

**M**RS. MOLLIE HOGAN ROTH and MISS S. S. FISH, two veteran women were among the oldest in point of service at the reunion. Mrs. Roth, of Belt Junction, Kansas City, Mo., has been a telegrapher with the Frisco for 37 years, while Miss Fish, in the comptroller's office, St. Louis, has had 36½ years' service.

H. C. O. M., and M. J. CONLEY, brothers, assistant general freight agent, Oklahoma City; general agent, Pittsburgh, Pa., and division freight agent, Joplin, respectively, with 45, 43 and 40 years to their credit, "bummed" together at the reunion, for it was a family reunion for them. The wives accompanied them and renewed old acquaintances.

COLONEL A. H. STEVENS, general agent at San Francisco, traveled from that point to Springfield especially to attend the fifth veterans reunion. He was seen hobnobbing with friends and old veterans, and going over old times with Colonel Sam A. Hughes.

B. R. DAVIDSON, retired attorney for the Frisco at Fayetteville enjoyed the two day reunion to the fullest extent. He began his service with the Frisco in 1880 and helped to establish the right of way when Arkansas state was blocked off.

REVEREND EDWARD SCHOFIELD TRAVERS, D. D., of St. Peter's Church St. Louis was guest of President Kurn met and talked with many of the old veterans. He said it had always been his wish to be present at one of their reunions, and from now on he wanted to get the *Frisco Magazine* in order that he might keep in touch with Frisco happenings.

MR. and MRS. JOHN CLARK, of Kansas City, traveled 1,350 miles from Alpine, Texas, to attend the reunion. "Mother" Clark proudly announced that they would celebrate their sixtieth wedding anniversary on September 17, 1927. They have attended every reunion.

C. S. HALL, general agent, and I. BENSON, traveling freight agent came from Cincinnati, Ohio to attend the reunion.

W. L. EVANS, general agent from Denver, Colorado, greeted his old friends at the reunion.

Mr. and Mrs. JOHN DANIELS, from Aurora, Mo., were the guests of A. T. Brown, agent at Monett. Mr. Daniels is the superintendent for the Missouri Pacific at Aurora, and was enthusiastic in his praise of the Veterans' Association on Frisco Lines.

M. T. FULLINGTON, general chairman of the telegraphers, Springfield, told the reporter that Mrs. Mollie Hogan Roth was working as a telegrapher in the day time at Springfield, eastern junction, the first night that

he worked as a telegrapher.

CALVIN DAVIS, eleventh oldest pensioner on Frisco Lines, said that the meeting seemed to him "just like lodge night," he had met and talked with so many of his old friends. He is 83 years old.

CHARLES STYPES, of Olathe, Kansas, the oldest veteran in point of years, enjoyed this reunion, as much and more than those of the past. He was presented with the medal for being the oldest veteran present. He has received this medal for three consecutive years. Mr. Stypes is 89 years of age and Mrs. Stypes is 86.

MISS ALICE DICKS, clerk in the superintendent's office at Enid, Oklahoma, has had 24 years' service. This was her second attendance at a reunion, and she took an active part in the meeting of the auxiliary.

J. A. MURRAY, oldest engineer in Memphis yards, spoke of the fine type of officials on Frisco Lines today and told a good story on Supt. E. E. McGuire. "When he was a young boy and lived on the farm," Murray said, "his father sent him out with 12 rocks and told him he wanted him to bring back 12 squirrels. Mr. McGuire only brought back 11, and I understand, he and his father made a trip to the woodshed, where the leather strap was applied! We used to live near each other as boys, and now he's the finest boss I ever had."

MRS. J. M. KURN, wife of President Kurn, was an enthusiastic participant of the barbecue festivities. She was accompanied to the park by Mrs. Hogeboom, wife of former Frisco surgeon.

HARRY DEAN, well known pioneer Meter engineer and his wife were present at the picnic. "Harry" exchanged stories with his old friends and Mrs. Dean met many of the men of whom she had heard her husband speak.

W. B. DRAKE, former vice-president and general superintendent of the Frisco Texas Lines, now stationed at Houston, Texas, was an enthusiastic guest.

PAT MOORE, genial mechanical foreman at Ft. Scott, Kansas, won the prize on the dance floor for performing the best jig. The laugh was on him, however, when he was told the prize was a ladies dress. But "Pat" assured the audience that he was married, and that he'd just as soon dance as work for a dress for his better half.

G. K. BATES, pensioned engineer at Aurora, Mo., exhibited an old time table of the Missouri River, Fort Scott and Gulf Railway, now the Frisco, table No. 48, to take effect Sunday, January 18, 1874 at 9:00 a. m., size 14x18 inches and consisting of one sheet printed on both sides. The pres-

ent time tables of the Frisco include eight booklets with 12 sheets to a book.

B. F. COLEMAN was the oldest engineer in active service, at the reunion. He has 50 years' service to his credit, and pulls a throttle on the central division.

JOHN J. MORAN, retired engineer, 43 years' service, father of J. A. Moran, superintendent river division at Chaffee, met and greeted old friends.

Unknown to D. L. FORSYTHE, officer of the day, plans were made to anchor him to a spot in the park with a ball and chain locked to his ankle. Somebody, however, forgot the ball and chain and "D" roamed at large during the entire day.

JEANNETTE DRIHELHIS, daughter of traveling auditor; VIRGINIA MARTIN, daughter of chief clerk; AUHERRIE MILLIAN, daughter of engineer; and KATHERINE HURLEY, daughter of a foreman, all of Springfield, were members of the Drum Corps who entertained the veterans at the evening meeting on June 7.

W. L. LANE and L. BANGERT, track foreman and engineer of Eldorado, Kansas and Salem, Mo., respectively, who battled each other with charcoal smeared gloves, both declared they had never been knocked down yet. "Any sluggin'?" inquired Lane. "Suits me," replied Bangert, "I ain't never been whipped yet," and few veterans will forget the swipes that they made at each other. The pillow cases, which had been slipped over their shoulders, received all the charcoal that wasn't left on their faces.

MRS. ROBERT WHELAN and MRS. W. R. BOYD, president and first vice-president of the auxiliary, held a reception in the lobby of the Colonial Hotel on Sunday, June 5, to welcome the wives and daughters of the veteran employees. The other officers of the auxiliary served on the reception committee.

MARIE ARNOLD, capable secretary to H. W. Johnson, was busily engaged during the entire reunion, assisting in every way that she could. In interviewing the veterans who stood in line at the barbecue stand, she zealously quizzed each one as to his name, number of years service and occupation, and to her goes much credit for the accuracy of the names and length of service in the picnic story.

CHARLENE WILLARD, secretary to J. L. McCormack looked smilingly relieved, when she filed out of the Mosque the night of June 7, with nothing to do but start to assist her capable employer on the 1928 reunion. To her go the thanks of the many veterans and her co-workers.

GEO. SALSAMAN, pensioned engineer, of Springfield, boasting forty-

four years' service, greeted old friends and made favorable comparison of this reunion with previous ones.

J. W. MORRILL, Accident Prevention Agent of St. Louis, was in attendance accompanied by his wife, stating that they come every year.

S. L. COOVER, Conductor, Springfield, can easily balance himself down the aisle of a fast moving car but feared for his "standing" in the line to the tables; he urged more speed.

FRANK LAMPTON and wife of Ft. Scott, with twenty-one years of service for the Frisco and now one and one-half years as representative of the Hunt-Spiller Mfg. Corp., of Boston, Mass., were smiling guests at the reunion.

W. H. CHURCHILL, pensioned passenger conductor of Kansas City, and teacher of the largest Men's Sunday School Class in the world, was present at all meetings.

GEO. W. GREENER with thirty-six years' service and O. S. HULL with thirty-three years' service, both telegraphers at the Springfield Mill Street Passenger Station, walked into the Agents-Telegraphers picture.

C. J. SNOOK, retired Agent from Birmingham, was present, accompanied by Mrs. Snook.

J. B. SOUTHER and wife, another Conductor from Oklahoma City, attended his second reunion this year and everything suited him except the speed of the "chow" line.

SOUTHWESTERN DIVISION folk were easily distinguished by their specially designed buttons, and had a big representation at the Reunion.

WILLIAM H. WISE, veteran engine man from Kansas City, was the guest of H. L. Workman.

ED. LOCK, of Golden City, Mo., with forty-three years' service, section foreman that point since 1891, brought his wife to his second reunion.

CHAS. STYPES, oldest veteran, and FRED LAES of the West Shops, Springfield, both born in Hanover, Germany, met for the first time in their lives at the entrance to Doling Park Cave shortly after arrival at the park Monday morning. Mr. Stypes left the old country when he was four years old and Mr. Laes when he was about twenty.

Dainty little BETTY JANE CLARK, granddaughter of Mother Clark, of Kansas City, won first prize as a Charleston dancer.

JAMES T. WALSH, General Boiler Foreman, West Shops, Springfield, accompanied by his wife, boasted attendance at every reunion.

CHAS. L. MARTIN, fireman Eastern Division, thirty-four years' service, attended with his wife, accompanied by the wife of ROBERT SHAW, engineer on the Hi Line, who was on duty Monday.

H. A. WISE and wife of State Teachers College, Springfield, were the guests of HARRY HARRISON and wife of Sherman, parents of Mrs. Wise. They'll soon be Vets themselves, this being their third reunion.

SAM G. MANLOVE, Road Foreman

of Equipment, thought last year was the best of all the reunions but changed his mind this year the minute he descended the hill into the park proper and by the time he stood in the line for dinner, he was firmly convinced he had made an error in last year's statement.

MISSES RUTH and KATHRYN ELLETT, daughters of Agent Ellett at Marshfield, and winners of the Black Bottom contest dance, gave several special dances in the pavilion between contest numbers, and were enthusiastically applauded.

W. L. LANE, of Eldorado, Okla., boasts twenty-four years of service in the position he now occupies as Track Foreman, Mile Post 704 to 710 Southwestern Division, starting work April 1, 1903 and not missing a single payday since. Not many such records!

G. A. ERMATINGER, Road Foreman of Equipment, Ft. Scott, Kans., was present with his wife who was formerly Miss Rubena MacMillan of the Car Accountant's office.

W. G. WOLFE seems to have talent other than as General Agent, demonstrating his vocal powers in leading the songs at the opening program at the park and then winning the prize for being fattest man in Grand March—a prize conducive to more fat—a big juicy ham!

M. D. WELCH and BOB KELLER, genial Sunnysland conductors, lingered in the banquet room at the Mosque after most of the others had gone and gallantly served the waitresses, skillfully passing plates, coffee, cream, etc., and giving extra service in the way of finger bowls, pushing of chairs, etc.

RICHARD DOWNING and wife came down again from St. Louis. You'll remember that last year they had just returned from visiting their birthplace in England, when reunion time came.

Queer how the engineers always feel more at home at the head of a line. Force of habit surely took them to the head of the line at the barbecue and there they were—JOHN S. HART, of Springfield, pensioned in 1921 with forty-four years' service, attending his third reunion. W. H. Hughes, of Sapulpa, with forty-four years' service, attending his second reunion, CHAS. W. SCHANK, of St. Louis, with "only" forty years' service, and C. D. CRANE from the Southern Division with forty-three years' service also attended.

TOM HASSLER, of Springfield, pensioned with fifty years' service, wants his old friends to know that he spends most of his time at his cottages at Dixon, Mo., Rt. No. 2, and would like to hear from some of them.

W. S. CHRISTOPHER, engineer, of Enid, a "youngster" in the service from the viewpoint of some of the veterans, was accompanied by his wife and son. This was their first reunion, but Mr. Christopher says he has been a member of the Association each year.

WM. MARSH, Memphis Train Dispatcher of whom you read in the April,

1927 Magazine, who was attracted to the Frisco by its "powerful shiny engine" enjoyed the entire reunion and says he comes every year.

J. H. LIVINGSTON, Milk Traffic Agent of St. Louis, was found near the table at noon Monday and near the kitchen door at the Mosque Tuesday night. This was his third reunion and he is already looking forward to the next. Monday's trip to Doling was his first since he courted his wife there in his younger days!

JAMES H. HEDGES, R. R. Contractor with forty-five years' service, located in the Holland Bldg., Springfield, was carefully estimating the distance to the table when we encountered him in the bread line.

T. W. GRIFFIN, Engineer, wearing one of those big Southwestern Division buttons and boasting forty-two years' service in September this year, says he has attended every reunion and is coming every year.

J. H. CONSTANT, agent at Winfield, Kans., with thirty-four years' service, attended his third reunion.

T. F. MUIR and wife of Willow Springs, and daughter, Mrs. Chas. McNally, of Springfield, were there. Mr. Muir is passenger conductor on the Current River Sub with thirty-six years' service.

ADOLPH SCHULER, pensioned carpenter with fifty years' service, hurried right up to the bread line with the youngsters in the service, even though his years number seventy-six.

WM. HENRY, pensioned Mechanical Inspector of Monett, with forty-eight years' of service was seen renewing old acquaintances and was prominent in the pensioners' picture.

A. K. SMITH modestly boasted he had worked for the road fifty-five years and was still on the "Bloomin' Local" on the A.&A. Sub.

W. H. VAN HORN, of St. Louis, one of the thoughtful men of the road responsible for the founding of the Veterans' Association, smilingly greeted old friends and posed for his picture several times.

C. J. STEPHENSON, Asst., to General Manager, Springfield, caused his friends no little worry and concern at the park Monday when seen turning some of the big rocks and walking around trees, carefully examining the bark. He explains that the park is his old stamping ground since his parents moved to Springfield when he was seven years old, that he used to drive the fish up out of the lake to graze on the hillside, cut ice from the lake in the winter, had set rabbit traps all over the place and the woods and underbrush north, served as handy lad in the summer, selling popcorn and roasted peanuts and was hunting around for his initials and hearts and arrows on the trees and seeing whether there was as much bait under the rocks as formerly. In the evening he absent-mindedly started off across lots on his old trail to town but was given a lift at the park entrance and brought safely home.

## For Meritorious Service

### SOUTHERN DIVISION

**S**UPERINTENDENT R. B. BUTLER reports the following cases of meritorious service:

O. L. Edwards, fireman on train 135, hand fired engine from Ravenden to Marked Tree, Ark., when stoker failed at Ravenden. There was no delay to the train, and Mr. Edwards was given a letter of commendation for his service.

R. L. Smith, brakeman, while his train was at Holly Springs, found car in storage track with eighteen inches of flange broken off. He reported same, which resulted in the car being repaired before it was moved, doubtless avoiding an accident. Mr. Smith's record was credited with five merit marks.

J. D. Holland, brakeman, on extra 4130 south, May 17, found car with two box bolts broken and brake beam dragging. This close inspection doubtless avoided an accident and Mr. Holland was given a letter of commendation for his service.

J. J. Ray, brakeman on extra 720, May 24, while setting cars for loading, found car SF 80904 with cracked wheel. He reported defective condition, and was given a letter of commendation.

### NORTHERN DIVISION

S. P. Robinson, brakeman at Neodesha, Kansas, was inspecting train 1/335 at Piedmont, Kansas, and found a piling on SF 94345 that had shifted about ten feet over end of car and was standing out about three feet from the side of the car. The conductor was notified, and he and the rest of the crew worked the piling back into the load. Mr. Robinson's record was credited with five merit marks.

This same fireman was again addressed on May 25, and his record credited with another five merit marks, for his discovery of broken arch bar on car SDRX 45811, train 334, May 6, at Augusta, Kansas.

E. E. Bellman, operator at Paola, Kansas, found brake beam down on oil tank in Extra 4147 north, which he had repaired. His record was credited with five merit marks.

A. Keitzer, conductor at Neodesha, Kansas, discovered broken arch bar on AT & SF 33802 while looking over train 332 at Augusta, Kansas, on May 18. He reported same for repairs. His record was credited with ten merit marks.

Roy S. Pickett, operator at Olathe, Kansas, discovered brakes sticking on SF 14077 in 1/131, June 2. He succeeded in having train flagged and crew released brakes on this car. His record was credited with five merit marks.

George Moulton, section foreman at Neodesha, Kansas, made repairs to telegraph line which was put out of commission night of June 1, during a very heavy rain and electric storm. His record was credited with five merit marks.

T. W. Cobb, brakeman, and D. F. Gumm, engineer, succeeded in getting train 141 from Olathe to Paola without a fireman, May 16. Each man's record was credited with ten merit marks.

M. C. Slooth, agent, Wm. Howell, section foreman and Henry Pittman, pumper, all at Farlington, Kansas, found two steers in the stock pens at that point on May 12, which had been taken from a car of stock and thought to be dead. These men watered and fed these two steers and finally revived both of them. A letter of commendation was placed on the personal record file of each man.

L. L. Leflor, conductor, W. R. Cawfield and A. T. Walker, brakemen, all of Ft. Scott, Kansas, chained up a car of potatoes at Edward, Kansas, which had draw bar pulled out of north end, and brought the car into Ft. Scott. A letter of commendation was placed on the personal record file of each man.

S. A. Jackson, engineer, R. L. Stoddard, fireman, and D. I. Tanquary, brakeman, all of Kansas City, fired engine 4147 by hand from Springhill to Kansas City, when stoker failed, causing but slight delay to the train. The record of each man was credited with ten merit marks.

Roscoe Garrett, engineer at Neodesha, Kansas, was on engine 1279 and noticed truck of car off track. He reported same in time to avoid an accident. His record was credited with five merit marks.

Earl Arnold, train porter at Kansas City, assisted fireman King in firing engine 1520, train 106, morning of May 19, when stoker stopped. His personal record was credited with ten merit marks.

F. S. Porter, engineer; G. W. Archer, fireman; E. A. Stevens, engineer and Richard Martin, fireman; all at Neodesha, Kansas, also W. R. Lowe, engineer, and A. A. Anderson, fireman at Monett, Mo., were sent a letter of commendation by superintendent Bevans on their exceptionally smooth handling of the Morris & Castle Carnival Company, which moved over the northern division.

E. E. Arnold, porter at Kansas City, got on engine tank and passed coal down to fireman from MP-38 to Kansas City on train 106, May 23, when stoker

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## PREVENT CROSSING CRASH

### Hugo, Oklahoma, Frisco Workers Catch Baby Tossed from Car

**T**HE foresight and alertness of W. N. O'Flaherty, switch engine foreman and B. L. Kimbrough, switchman, both at Hugo, Oklahoma, saved two women and a six months old baby from a serious crossing accident which might have claimed the life of all three, recently.

According to assistant superintendent, L. C. Beazley, yard engine 577, in charge of Mr. O'Flaherty, who was riding on side ladder of head car, nine cars in front of the switch engine, had



W. N. O'FLAHERTY B. L. KIMBROUGH just passed over a street crossing at Hugo, while performing switching services. Mr. Kimbrough was flagging this crossing with a lantern. The time was about 7:10 p. m.

Kimbrough noticed an automobile approaching from the north. The cars were moving slowly, about four or five miles an hour, but as the automobile did not appear to be stopping, Kimbrough waved his arms and lantern, calling to the occupants to stop. Both Kimbrough and O'Flaherty gave the engineer the violent stop signal. Signals were promptly obeyed, but the train of cars was not stopped until the cars were on the crossing.

O'Flaherty ran toward the automobile, caught hold of it and tried to catch hold of the steering wheel, but the woman who was driving was greatly excited and got the Ford car in low gear and only succeeded in checking its speed somewhat. The other occupants of the car were a woman and a six months old child which she held in her arms, but, upon becoming excited and thinking the train was going to hit the car she threw the baby out of the car, calling to Kimbrough to catch it. Kimbrough, who was several feet from the car, ran toward it and caught the child, saving it from being crushed on the pavement below.

In referring to the heroic efforts put forth on the part of these two men in saving these three lives, Mr. Beazley writes: "I consider this one of the most heroic efforts on the part of our employes to prevent a serious accident that I have ever experienced, and these men risked personal injury in their effort."