

# HERE IS CHAMPION FRISCO FAMILY

**F**OURTEEN children in one family, six of the sons in active service on one division, and the father on the retired list, is the record of the Daugherty family, believed to be the champion railroad family of Frisco Lines. The service of the father and six sons totals 147 years.

The sons, with but two exceptions, were born in the home which today sits opposite the station at Anaconda, Mo., where the father, Wm. Daugherty served the Frisco Railroad as section foreman for forty-four of his forty-nine years service. It seemed only natural that the boys as they grew to manhood should select railroading as their life's occupation. One by one they entered the service, three as operators, one a conductor, one an agent and one a brakeman.

Mr. and Mrs. Daugherty reside at Anaconda, where Mr. Daugherty served as section foreman for forty-four years. The big white house with its well-kept yard is just across the tracks from the little station at Anaconda. The old home which once accommodated fourteen children seems empty, yet the little duties incident to keeping the house and yard in order demand the entire time of this old veteran and his wife. While he is old in years, he is active and his mind is ever alert to present day situations.

Born in Middle, Tennessee, Mr. Daugherty came to Missouri and Cuba in 1851 and began his service at Moselle, Mo., working in the section gang. He then went to St. James where he remained for four years, and then to Sullivan, Mo., all points on the Frisco's Eastern division. His next work took him to Anaconda, where he remained for the rest of his active service.

"The boys just grew up with the railroad", he said, "It isn't strange that they should all be employed by the road which has given them their education and home for so many years.

"I have been working since I was seven years old and of course I have seen many changes in railroading." Just then the Frisco's No. 3 from St. Louis whistled for Anaconda, and Mr. Daugherty stepped to the door, opened it and waved to the engineer and then to his son H. R., the brakeman.

## Section Foreman Wm. Daugherty and His Six Sons Have 147 Years Frisco Service

W. C. Daugherty is the oldest son in point of service and age. He has been with Frisco Lines twenty-nine years as freight and extra passenger conductor on the Eastern division, between St. Louis and Springfield, and



Retired Frisco Section Foreman Wm. Daugherty, his wife, and a grandson, appear above. The Daugherty's are parents of fourteen children. Six of the sons work for Frisco Lines and two daughters married Frisco employes. Is this the champion family of Frisco Lines?

his service record is unbroken.

R. H. Daugherty, the next oldest has had 11 years on the same division in the capacity of brakeman. He runs between St. Louis and Newburg.

E. W. and E. F. are twins, 33 years of age and both started to work for the Frisco on the same day as extra operators between St. Louis and Newburg. E. F. Daugherty secured his first regular position as second trick operator at Cuba where he spent five years. He then secured the station at Eureka, Mo., where he has remained. E. W. Daugherty, following his extra operatorship was stationed as agent at Leasburg, but only recently has been appointed agent at Stanton, Mo. Both these brothers have had 16 years each with Frisco Lines.

G. C. Daugherty began his service as extra operator with Frisco Lines July 17, 1912. Previous to that time

he served as an extra operator, St. Louis to Newburg, but left the service. He re-entered and has been stationed at Southeast Junction, just outside of St. Louis for fourteen years, and has a total service record of 17 years to his credit.

L. E. Daugherty is the youngest of the family of boys and started his service on June 7, 1920, as an extra operator St. Louis and Newburg. He has only recently secured the position of agent at Swedeborg. His service with Frisco Lines totals 9 years.

When it was necessary to give the ages of each of the children, Mrs. Daugherty left the room and brought in the old family Bible. She turned its yellow pages, and called out the date of birth of each one. Besides the six sons now in active service, two died as infants, and there were two daughters, one of them deceased and the remaining two happily married, two of them Frisco employes.

"I guess I've had my share of railroading too", she said with a laugh. "You know I had my hands full, with fourteen children to look after. When we used to have two sections working on the track around Anaconda, I used to cook for them. I've cleaned many a railroad lantern, and in the old days when there used to be wrecks, I've crawled out of bed many a

night to furnish hot coffee and sandwiches to the men who worked clearing the track."

And then she spoke of the long hours which were required of the railroad men of long ago. When the trains passed the house at night, she would often lie awake wondering if the proper signals had been given. Although she has never been put on the pension list, or the Frisco payrollers was the task of feeding and caring for her big family of railroad men, and her intense interest in the success of their work caused her much anxiety. Her loyalty, in the capacity of mother and wife is deserving of great credit.

Today the two sit by the fire and recall experiences of former days and are always on the lookout for a visit from some of the sons or daughters

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# FRISCO OWNED 364 MILES IN 1877

## *Fifty-two-Year-Old Time Table Invites Immigrants, Quotes Stage Connections and Lauds "Pullman Palace Cars"*

FIFTY-TWO years ago, a Frisco train leaving St. Louis at 9:40 pm arrived in Springfield, Mo., at 10:35 am, according to an 1877 folder sent to the Magazine Department by Mr. W. B. Hicks, agent for the C&A Railway at Drake, Ill. The timetable is in a splendid stage of preservation, and one of the most interesting of the old-timers.

Fifty-two years ago the St. Louis and San Francisco Railway had only 364 miles of track, as compared to its 5,800 miles today. The 364 miles ran through the states of Missouri, Arkansas, Kansas and to Vinita, I. T. Today the tracks covering 5,800 miles run through a nine state territory, and over a route which was not then proposed, to the southeast of St. Louis and direct to the bay of Pensacola, Fla.

In studying the map it is interesting to note that there was not even a proposed line to the southeast of St. Louis. The line, proposed to Independence, Kans., ran only as far as Oswego. A proposed line to Little

Rock was never built beyond Salem, Mo., and Vinita and St. Louis formed the opposite termini of the line. The line from Cuba to Salem was known as the St. Louis Salem & Little Rock. The name was later changed to the St. Louis, Salem & Arkansas.

The old map shows the name of Peirce City in bold letters and it was there that the Frisco had shops and engine houses. But a few years later, Plymouth (now known as Monett) was selected as the site for a large railroad layout, which exists today. Springfield, now one of the largest railroad centers on Frisco Lines was only a small point and did not occupy the prominence that it does to-

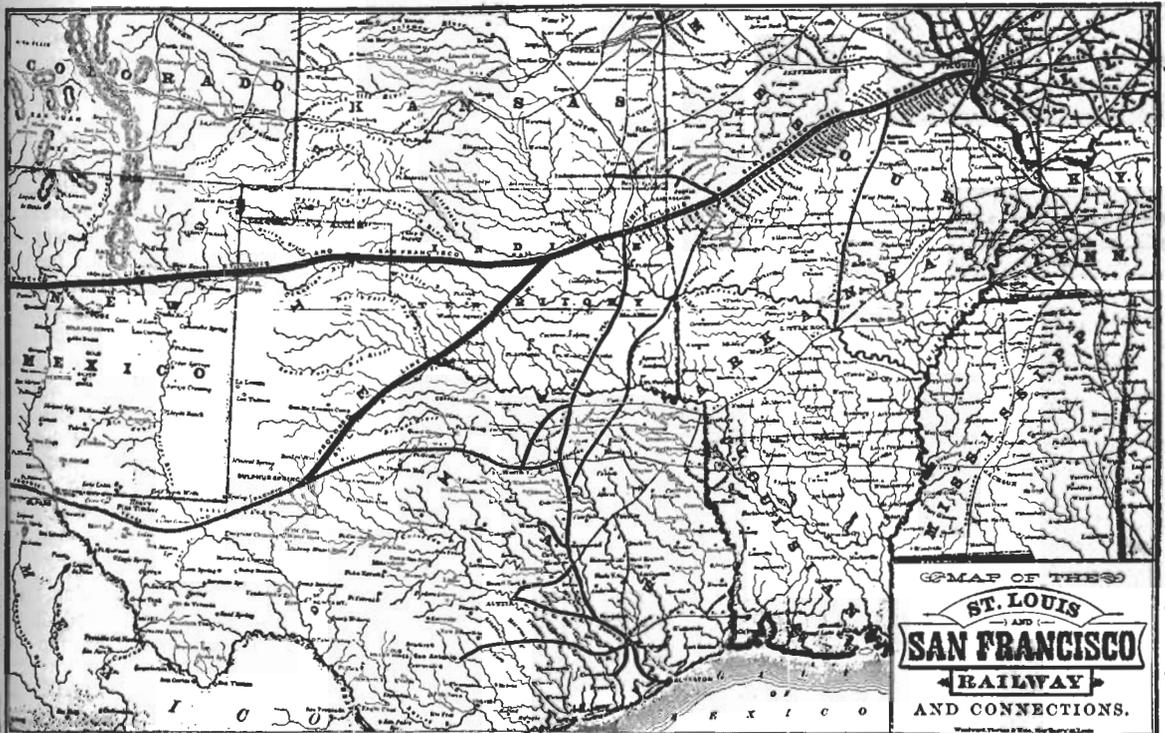
day. Pacific, one of the larger points between St. Louis and Springfield, where there is a great deal of activity at the present time, is not even shown on the map.

The schedules of trains from St. Louis to Vinita and return are printed in full and the headings are titled "Mixed" and "Express" trains. Two parts of the folder are devoted to timetables of the St. Louis, Salem & Little Rock Railway showing the leaving time of the "express" train from St. Louis (Union Depot) as 9:40 pm; arrive Cuba 2:33 am (a distance of 90 miles) leave Cuba 6:40 am and arrive in Salem at 10:45 am. The schedule today is as follows; leave St. Louis 8:58 am, arrive Cuba 11:46 am; leave Cuba 12:01 pm arrive Salem 2:40 pm. A condensed timetable of the Missouri & Western Railway from St. Louis to Oswego shows that the trip was made by leaving at 9:40 pm and arriving in Oswego at 6:18 pm. On a present day Frisco train,

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# ST. LOUIS & SAN FRANCISCO RAILWAY, THE SHORT LINE to the GREAT SOUTHWEST. "TRY IT."

The ONLY LINE to the GREAT LEAD MINES in Jasper and Newton Counties, Mo., is the ST. LOUIS & SAN FRANCISCO RAILWAY.



900,000 ACRES RICH FARMING MINERAL LANDS FOR SALE BY THIS COMPANY UPON EASY TERMS. Address or call on W. H. COFFIN, Land Commissioner, Temple Building, ST. LOUIS.

Compare the above map of Frisco Lines with a modern one, if you want a startling story of remarkable progress in railroad-ing. The map above shows the Frisco as it was in 1877.

# HER HOME IS A PASSENGER STATION

WHEN Mrs. Della Snyder first took the agency for Frisco Lines at the beautiful little rock station of Osage Hills, Mo., just outside of St. Louis, in her own words she said, "I didn't know a ticket from a waybill".

But that was fifteen years ago. Since then she has not only learned her own job and railroading, but has successfully increased the business from her station, made thousands of friends for Frisco Lines, and endeared herself to the little community so proud of the only woman agent on the Frisco's Eastern division.

Mrs. Snyder's husband was a Frisco conductor and served the line for 21 years. One of the first positions her son had was as private secretary to a Frisco official. Mrs. Snyder's interest in the Frisco and railroading was merely as a loyal wife and mother. When the husband died, and Mrs. Snyder was left on her own resources, the company offered her the agency at Osage Hills, formerly named Meramec Highlands.

She first turned the offer down flatly. It seemed such an intricate job for a woman to master that she did not give it a serious thought. But one day the application arrived. Her friends asked her to fill it out. Following the procedure of all applications, she finally received word to report at the station then known as Meramec Highlands, where the agent would instruct her until she felt competent to relieve him.

And as to her adaptability to railroading—within two weeks after her instructions began the former agent left the station in her hands. And she has been there for fifteen years, and, according to her superiors, is one of the most competent agents on Frisco Lines today.

At one time there were fifteen trains a day through this station, and from 300 to 500 people purchased tickets, and ordered freight and baggage sent through the agent. While her duties are not so heavy now and only a few accommodation trains stop at her station, she is just as actively engaged in securing long haul freight and passenger and new business for the Frisco as she formerly was.

It is to be doubted if there is another station on Frisco Lines or any railroad as unique as the one at Osage Hills. The daily trains which take the residents to and from the city,

## *Mrs. Della Snyder Has Attractive Living Quarters at Osage Hills, Mo.*

leave and arrive early in the morning and evening and during the rest of the day the time is her own to phone her friends for new business, route cars of freight, etc.

Therefore the waiting room has been fixed up as her living room. The grey iron railroad stove sits toward the great fireplace. Along one side of the room is a long bench. In one corner is a radio, and here and there at frequent intervals are comfortable, homey rocking chairs. The floor, without carpet, is clean and shiny at all times, and if there was ever a comfortable waiting room on any railroad station, it is the one at Osage Hills.

The ticket office window faces the waiting room, and that, too, is immaculate. The station was designed with two large rooms at either end, one for a baggage room and one for the waiting room. The baggage room has been made into a kitchen. Linoleum is laid upon the floor. In one corner is a huge stove, and at one side a sideboard and a table. There is also a china closet and a wash basin and another of those comfortable rocking chairs for visitors.

Above the station is a delightful bed room, with windows on four sides, and in former days it probably served as a storeroom.

It is, indeed, the home unique, and there is no part of it which might be objectionable to the waiting passenger. A glance from the outside would undoubtedly denote that a feminine hand had had something to do with the landscaping and cleanliness of the grounds surrounding the station.

Mrs. Snyder is a lover of flowers, and even before the flower campaign was inaugurated on Frisco Lines her front yard was a profusion of blooms. Hanging in her office is a blue ribbon, given her as first prize in the Kirkwood Garden Club contest for the choicest snapdragons. The Club held a show recently and Mrs. Snyder's snapdragons were judged the most perfect in bloom and size and color. The Kirkwood Garden Club is the Kirkwood Chapter of the Horti-

cultural Society of St. Louis and Mrs. Snyder reports that her garden has attracted more than ordinary attention and most of the members of the St. Louis Society inspected it at various times during the summer.

One day this fall she received a package of seeds and the address label bore the following: "Miss Agnes Frisco Lines, Kirkwood, Mo." Several days later a letter followed which stated that the sender had a place near Crescent, Mo., and passed the station of Osage Hills often. Knowing she was a lover of flowers they wanted her to accept the seeds and try them out in the spring.

This plucky little woman has traveled extensively on vacations, but she returns to the little station, each time with a feeling that she is glad to be back again.

The interviewer broached the subject of the loneliness of the little station, rather isolated from the city of Osage Hills, but Mrs. Snyder promptly replied that there was too much to do to get lonesome. And then confidentially she told of several experiences which she had had of attempted holdup. In each case she made her point a bit clearer by the aid of her gun, and in several cases she had frustrated a would-be robbery by emptying her gun in the air. The holdup men scattered down the track and through the woods, and did not return.

"I don't know just what I would do if they closed the little station at Osage Hills. It certainly has been home to me and I find great delight in working for this great company which has done so much for me, for the Frisco, first, last and always, and I believe I'm getting my share of the business here."

She recounted many interesting stories and one of them occurred on Armistice Day. A well-dressed man and woman approached her station and looked it over carefully, commenting on the beautiful flowers and shrubs. They asked Mrs. Snyder if she was the agent and told her how well-kept her station was.

Then the woman, noting the American flag remarked, "And do you stop the flag out whenever you want to stop a train?"

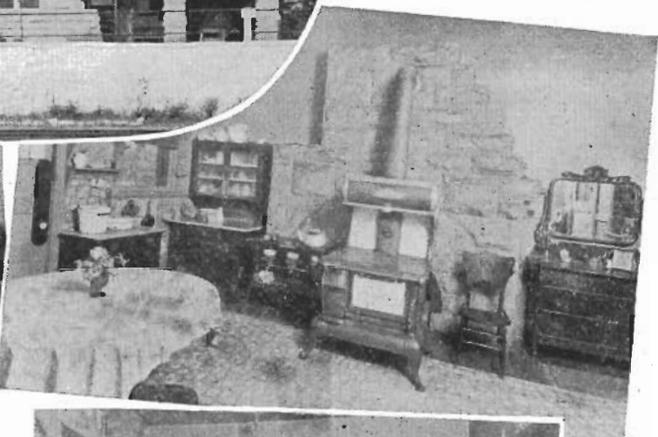
Mrs. Snyder in amazement replied, "Yes mam", and returned to her ticket office where she enjoyed a good laugh.

(Top): A view of the station at Osage Hills, which faces the Frisco's main line track to the east and west. Mrs. Della Snyder in the foreground.

Below, left: The unique waiting room, which also serves as Mrs. Snyder's living room. (Right) the old baggage room, transformed into a comfortable kitchen.



Bottom row, left: A side view of the station, looking toward the west and showing a part of the flower garden and shrubs around the station. (Right) Mrs. Snyder at work in her office. The flowers on her desk are the last of the year from her attractive garden.



### THE FRISCO IN 1877

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the patron leaves St. Louis at 8:00 pm, arriving in Oswego at 7:05 am the following morning.

Another section of the timetable is given over to stage connections from Rolla, Lebanon, Springfield, Verona, Peirce City, Neosho and Smithfield, Mo., running to Licking, Lebanon, Greenfield, Mt. Vernon, Bentonville, Ark. Joplin and Galena, Kans. Some of these stages ran tri-weekly and others daily.

The timetable also appealed in particular to immigrants offering 900,000 acres of choice lands on the line of the completed road in the state of Missouri, stating that "no better country for general farming and stock-raising can be found. They are in a section of country having organized society, with good churches and schools well supported. The country is rolling and exceedingly healthy, both prairie and timber lands possess

good soil and good water." The timetable further states—"The principal settlers on the line of railway are Americans from the Northern, Eastern and Western states, but there are foreign settlements at the following points: At Spring River Prairie, near Verona, a German Lutheran; at Sarcoxie, a German and Irish Catholic; at Peirce City and Dayton, Swedish; at Peirce City and Dayton, Irish Catholics; near Verona, an Italian and near Peirce City a Bohemian. All these settlements are in a thriving condition." The reader was respectfully referred to Mr. W. H. Coffin, land commissioner with headquarters corner 5th and Walnut Sts., St. Louis. Mr. Coffin's whereabouts are not at this time known.

As a further inducement to the immigrant passenger the folder stated that 200 pounds of baggage would be handled free, and excess baggage about fifteen per cent of first-class passenger rates.

The general ticket office was in the Temple Building, St. Louis, and Mr. D. Wishart, was then general passenger agent. Mr. Wishart is still living and resides in Kansas City. Mr. C. W. Rogers was at that time general superintendent. Mr. Rogers was well-known to many of the old-timers on Frisco Lines, and is now deceased.

Double berths were \$2.00 and a section cost \$4.00. Each of these prices was quoted "per night". The caption also stated that "Pullman Palace Sleeping Cars are run on night trains".

The folder was printed December 16, 1877, and the Frisco had only been organized as the St. Louis and San Francisco Railway only a year previous, having been known prior to that time as the Atlantic & Pacific.

"I slept standing on my head last night."

"Folding bed?"

"No, modernistic bed."

# NEWS WRITER STUDIES ENGINEER'S JOB

Despite the constant campaigns of railway companies and various national organizations interested in safety, grade crossing accidents continue on the increase in the United States, statistics show.

Despite an occasional "screaming editorial" from a newspaper asking for the immediate and complete abolishment of grade crossings, informed persons know that to separate grades on America's rail lines would necessitate an expenditure of money equal, if not exceeding, the value of the railways themselves.

Clearly, then, the remedy must be supplied by more care from motorists.

On Frisco Lines during the first six months of 1929, 229 automobiles were damaged at grade crossings. Amazingly enough, 69 of these accidents, or 31 per cent of the total, were occasioned by motorists driving into the sides of Frisco trains, while 124 of the crashes, or 56 per cent, were caused by our trains striking the automobiles on grade crossings. The remaining 13 per cent of the accidents were caused by cars parked too close to the tracks, driven into objects at crossings to avoid being hit by trains, and even driven into the watchmen's shanty.

How does all this affect the men in the cabs of railroad locomotives?

The following story by Lee Erhard, enterprising reporter of the *Tulsa World*, will give you an excellent idea—all the more interesting to railroad people because it is written by a non-railroad worker.

—W. L. H., Jr.

By LEE ERHARD

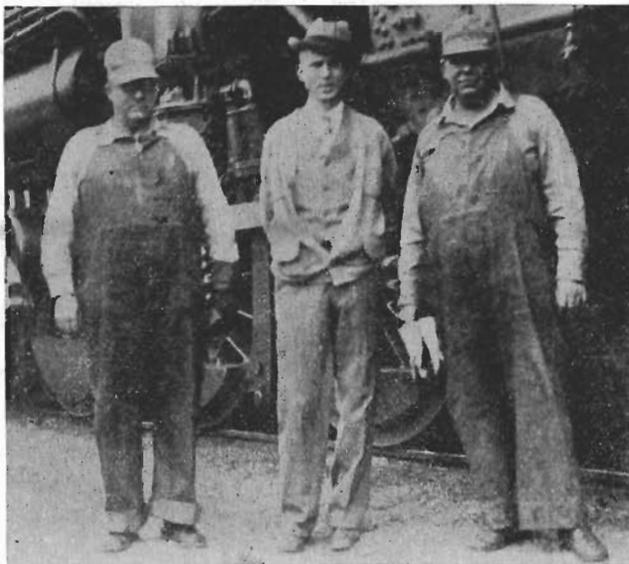
"HIGHBALL—let's go." Frisco No. 4, fleet monster of the rails, pulled away from the Tulsa station, snaked carefully through the network of switching yards and pounded out to the east and open country. St. Louis was its ultimate goal; Monett, Mo., 143 miles ahead was the next division point.

At the conductor's signal, the "highball," W. E. Terry, engineer and master of the locomotive cab, had turned to the maze of valves, rods, levers and gauges that faced his narrow box

## Lee Erhard of Tulsa World Rides Fast Locomotive—His Story Pleads for Careful Motorists

seat. He slipped the throttle open notch by notch, turned this, pushed that, and the huge engine shook its more than 200 tons, hissed threateningly and panted on its way.

Two of the giant locomotives, both



Engineer W. E. Terry, left, and S. C. Bradley pose with Reporter Lee Erhard of the *Tulsa World*, just before leaving Tulsa on No. 4's engine for Monett.

of the "1500" mountain type ("the best passenger engines in the country," their crews asserted), were hitched to the long train when it pulled out Saturday. No. 4 gained speed through the yards. Terry bent to his work, his eyes on the track ahead, his hands slipping deftly from valve to valve.

Across the cab, high on the left side, sat S. C. Bradley, oldest fireman in point of service on the Tulsa-Monett division. The old-feed valve under his right hand opened slowly, the steam gauge registered the required 200 pounds, the train was clearing the east yards.

Peoria avenue's subway clipped beneath the driving wheels; Terry was tirelessly pulling the whistle cord—two long blasts, a short one and another long of the throaty air blown chime—as the crossing swept by.

Through the yards the cab swayed gently; now, on the straightaway east of the city, rocked violently. The roar of the locomotive, of pounding wheels, steam and a whistling wind, made human voice all but inaudible.

At East Tulsa, the fireman promptly hung his arm far down from the cab window to bring it back an instant later, looped with a bamboo hoop the station agent had held for him. "Orders," he explained briefly in a shout that died to a faint whisper over six inches of space. He read the papers and handed them to Terry. On instruction work on the road bed ahead called for a reduced speed.

Catoosa dropped behind and the track paralleled the pavement of the Tulsa-Claremore highway. The engineer waved his hand toward the smooth stretch of road—it was here, he had said before the train that motorists were "not apt to go crazy." One big automobile, speeding east, was overtaken by the train.

The driver waved cheerily to Terry—and his car spurred ahead. It was half mile further that Terry finally gave up the race. "And sometimes they're that sensible," the engineer asserted during a brief stop at Claremore. "Some times they race us like

miles. It's dangerous business."

J. W. James, traffic manager of the Frisco's second district, tells of an engineer on a Missouri division who deliberately pulled his train down to low scheduled speed to save a motorist from apparently certain injury. The automobile was racing the locomotive down a 60-mile-an-hour stretch. There was no grade crossing ahead; the engineer was in the clear. He realized the danger of the speed for the motorist, though, as the car hung on, mile after mile, he pulled the engine's speed down until he left the stretch behind.

A flag brought No. 4 to a stop at Chelsea, another "highball" from the conductor and it pulled out. A few minutes later Vinita swung into view, another brief stop, another at Alton, still another at Neosho and finally

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