

Seanor Transferred.

George L. Seanor, who has been division foreman at Joplin, Mo., for the last eight years, is transferred to Sapulpa, Okla., as general foreman, effective November 19.

As a token of the esteem in which he was held by his fellow workmen at Joplin, just prior to his departure the employes of the mechanical and transportation departments at that point presented him with a beautiful Masonic ring.

The following response came from Mr. Seanor:

"I received and certainly accept with great pleasure the elegant gift presented to me by the employes at this point. A better choice could not have been made, as it has been my desire to have just such a jewel. I am very proud of it and shall always prize it highly, also as it comes to me as a token of your appreciation of my service with you. It shall be forever a reminder to me of my Joplin days among friends and workmates. I regret very much leaving for old times' sake, and earnestly hope that you will all do well and prosper."

805 to the Rescue.

THE FRISCO-MAN is rapidly encroaching into the realms of metropolitan journalism, as it has items telephoned into it "hot off the griddle" as follows:

As No. 805 passed Micola, Mo., in the early morning, Engineer "Pap" Adams noticed that a fire had started in a large amount of cotton, at a cotton compress platform, at that point.

Although Micola is not a stop for this train, he realized the importance of the situation and stopped.

Conductor J. McCameron sent Brake-man M. H. Pique back to protect the train, and with Fireman Woods, Porter John Benion and other members of the crew, got busy with the burning cotton,

while Engineer Adams picked up a string of freight cars and hauled them out of the danger zone.

Eighteen bales were burning and were thrown from the platform in order that they may not do further harm. The engine was brought back along the line of the fire, and with the squirt hose not only the platform and the rest of the cotton was saved, but also the gin.

Tie Record.

Fred E. Adams, Black Rock, Ark., has been tie inspector on the Frisco for the last fourteen years.



In May of this year, under the supervision of Mr. Adams, 8,209 ties a day were loaded for five consecutive days, or a total for the five days of 41,045. In this time sixty-two miles of the road were cleared up, and Mr. Adams states they had to get in the clear of a dozen trains a day.

W. Rudd, assistant superintendent Southeastern Division, is transferred to assistant superintendent Western Division.



ANDREW O'HARA.

Andrew O'Hara.

When writing of one who has passed away it should be the effort of the writer to state that which would please the dead.

Therefore, aught of fulsome should be omitted from anything written regarding Andrew O'Hara, who died suddenly at his home, 1517 Benton Avenue, Springfield, Mo., Wednesday morning, November 29.

From every department THE FRISCO-MAN has received letters from men who served under him, which give ample evidence of the fact that Mr. O'Hara was regarded by his subordinates as more of a friend than an official.

Quiet, modest, self-contained, yet ever kindly, he pursued the even tenor of his way, always giving the best that was in him to the Frisco.

In point of loyalty and efficiency Andrew O'Hara set a mark for the guidance of others in the service of the Frisco.

For the charity which conceals from the left that which the right hand does, genial courtesy and consideration to all, his example is worthy the emulation of everyone.

Mr. O'Hara was born in Larue, Ohio, February 20, 1857, and was fifty-four years old. He was married to Miss Ella Sahy, of Marion, Ohio, October 3, 1901.

Mr. O'Hara was with the Frisco for the last twenty-five years, entering the service at Springfield as train dispatcher in 1885. After a few years he was made superintendent of the Kansas Division. He remained in this position for six years, when he was transferred back to Springfield and made superintendent of the Eastern Division.

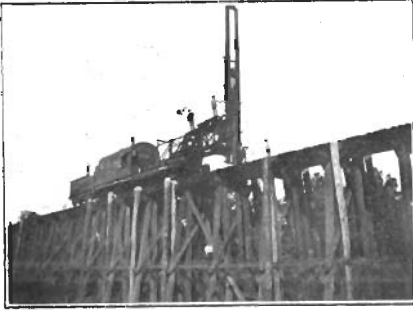
Mr. O'Hara first began his railroad career as a telegrapher operator on the old Bee road, now a part of the New York Central. He was promoted to train dispatcher and transferred to Union City, Indiana.

On April 17, 1908, Mr. and Mrs. O'Hara left for Marion, Ohio, to visit with relatives for a few days, after which they left for Boston, from which city they sailed for Naples and the Mediterranean. From there they left for Europe to spend several months. A few days prior to their departure the employes tendered a banquet to Mr. and Mrs. O'Hara at the Colonial Hotel, Springfield, Mo. and about 250 guests attended.

Funeral services were held from the family residence at Springfield, November 30. The body was taken on a special train to St. Louis, and from there in the private car of General Manager Tyler to Marion, Ohio, for burial.

Driver 99063.

Pile Driver 99063, while driving bridge 22-4, near Ten Brooke, Mo., in



charge of Pile Driver Foreman McClure, is shown in the accompanying view.

This bridge is 22 bents long and 45 feet high, requiring 60 and 62-foot piles for 16 bents.

A Station Park.

No more attractive station can be found along the Frisco lines than the one at St. Mary's, Mo., in charge of Agent Henry Schroeder.

The park around this station was built personally by Mr. Schroeder early last spring. It has 400 feet of water main, a concrete basin for fountain with outlets to the river and to drain it in



the winter so it will not freeze; as well as four walks of silica, which required about 200,000 pounds, and which was

run through a sifter. About 150 different varieties of shrubs were planted, and many maple shade trees.

Mr. Schroeder hopes to make the park even more beautiful this coming year.

July 4 Special.

The photograph herewith reproduced of engine 596, known as the Pacific accommodation, running between St. Louis and Pacific, Mo., was taken on the morning of July 4, just before starting on her run, and was the only engine going into the St. Louis Union Station on that date carrying the American flag.

The crew of this engine, who are also shown in the picture, are all "old-timers" in point of service. Engineer



J. W. Morrill, who may be seen in the cab window, has been with the company for thirty-five years and eighteen years on this run; Fireman G. W. Jahraus, shown on the running board of the engine, has been in service thirty years, twenty-six years of which have been spent on this run. Conductor J. F. Wittington, who has been employed by the company thirty-two years, has spent fifteen years on this run; Fred Hufsmith, Sr., brakeman, shown to the right standing on the ground, has been in service twenty-four years, all of which time he has run on the Pacific accommodation.

90's Record.

Master Mechanic H. Honaker, of Birmingham, Ala., sent to THE FRISCO-MAN the picture herewith shown of engine No. 90.

This engine was overhauled by Mr. Honaker at the Memphis shops in October, 1908, and had been in constant service on trains 911-12 until about a month ago, when she was taken in for general repairs.

During that period No. 90 made approximately 135,000 miles, and was in good condition at the time it was sent to the shops, except that the flues were beginning to get weak.



Engineer Stevenson has been assigned to the engine during all of this time, and deserves much credit for the mileage obtained. Since taking charge of her he has taken care of a great deal of the work on the engine himself, and she has cost but little for running repairs.

Mr. Honaker states that he can recall only two failures during the time the engine has been out of the shops—one on account of a broken piston and the other because of a broken main rod. The engine was disconnected and placed on one side in both of these instances, and lost only about fifteen minutes on the run in each case.

Not another engine on the entire system, it is believed, has a mileage equal

to that of No. 90's, with as few failures and as little expense to the company. The train which she handled consisted of three cars, but frequently five or six were handled.

Standing in front of the engine may be seen Engineer Henry Stevenson, Fireman W. A. Stamper and Fireman J. A. Rice.

O. B. Matthews.

O. B. Matthews, who had served the company continuously for more than thirty-two years, died suddenly at his home, Monett, Mo., November 23, aged eighty-five years.

Mr. Matthews was employed as coach cleaner at Monett, and, in spite of his advanced years, had been in active service up to a few days prior to his death. He was stricken with a bilious attack and was unable to work for about a week before his death. His condition was not considered serious, and his wife at the time was at Neosho, Mo., at the bedside of her daughter-in-law, who was at the point of death. On Thursday morning, November 23, the young woman died, and shortly after Mr. Matthews was told of her death he took a sinking attack. A physician was hastily summoned, but just as he arrived the old gentleman expired.

Mr. Matthews was born in Waterloo, England, in 1826. When about sixteen years of age he came to America and located in St. Louis. He was married in 1865 to Miss Harriet Brown, of St. Louis. Nineteen years ago the Matthews family moved to Monett, Mo., where they have since resided.

Mr. Matthews was unusually robust for a man of his advanced years. He leaves a wife and five sons to mourn his loss, as well as an aged sister in Waterloo, England.