

*The*  
**Kansas City Southern**  
  
**Magazine**



Redding's Mill, a picturesque spot  
near Joplin

APRIL  
1929

## Will Your Unit Win--THIS YEAR?



This beautiful silk banner—purple with gold letters—was awarded to the Northern Division Locomotive Department because of the safety record it made in 1928. That department worked more man hours, or units of work, per reportable injury than any other unit in the System Safety Contest.

Three of these beautiful silver cups were awarded to three units which had no reportable injuries at all during 1928—the Kansas City Terminal Maintenance of Way, the Shreveport Construction, and the T. & F. S. Mechanical units.

Every unit in the System Safety Contest has an opportunity to win a prize this year. Every man can do something to help his unit win. He can be a little more careful—he can watch for and guard against unsafe conditions (and report them) more closely—he can attend and take part in the safety meetings. He can think safety—talk safety—practice safety.



Help Your Unit Win--THIS YEAR!

# The Kansas City Southern Magazine

Published on the fifteenth of each month, in the interest of the employees of the Kansas City Southern Railway Co. and Texarkana and Fort Smith Railway Co.

Volume 1

APRIL, 1929

Number 12

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Tip Topics

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Recreation

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Employees are invited and urged to write articles and contribute news items for the Magazine. Where possible, contributions should be typewritten, double-spaced and on one side of the paper only. Photographs are especially desired, and will be carefully preserved, and returned when requested.

Any article appearing in the Magazine may be reprinted, in part or in full, providing proper credit is given.

All communications should be addressed to the Editor, Room 308, Kansas City Southern Building, Kansas City, Mo.

At the request of the Passenger Traffic Department, the announcement of the West Indies Cruise being sponsored by the Chambers of Commerce of Kansas City and Beaumont, and backed by the Kansas City Southern, is carried in the magazine this month. Every conceivable question about the cruise is answered. General Passenger Agent Williams and his forces are boosting this cruise, and it is their hope that there will be a large number of passengers from K. C. S. territory. They ask the cooperation of employees in advertising and promoting this cruise, and for that reason the article goes into detail and gives complete information about the cruise.

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Next month will be the magazine's first birthday. We want to make the May issue an outstanding one. Help us by sending in pictures, articles and news items. If you have pictures suitable for cover pictures, send them in.

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Articles on the development of train rules and signals, and on the work of train dispatchers, will appear in early issues of the magazine.

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The Terminal Division Safety Meeting held in Room 309, in the General Office Building at Kansas City the night of March 25, packed the room and overflowed into the hall. The meeting was one of the most enthusiastic safety gatherings ever held on the Terminal. A full account of the meeting appears on pages 20 and 21. The entire Terminal is out to make a safety record this year.



# EDITORIAL



## Read Before Signing!

"READ any contract that you are asked to sign, to make sure that it is NOT an assignment of your wages," says Superintendent McRide, of Port Arthur, in a circular he issued February 14, calling attention to the instructions that employees who give assignments on their wages will be subject to dismissal.

"Recently one of our employees, for the purpose of making test, entered a clothing store in a town in this vicinity and asked to purchase a suit of clothing on credit," Mr. McRide relates. "After questioning the employee as to where he worked, they agreed to sell him the clothes on credit and asked him to sign a contract which specified that a certain amount was to be paid on the bill each pay day. He was also informed that the contract was not an assignment of wages, and when he called their attention to the fact that it was an assignment, the clothes, of course, were not purchased.

"This incident is related merely to impress upon you the fact that many of the credit clothing stores will not do business with anyone unless they sign the so-called contract, which is in effect an assignment of wages, and if you do sign such contract, or assignment, you are subject to dismissal if the matter comes to the attention of the officials. I believe there are very few employees who purchase goods at credit stores who know that the contracts signed are assignments of wages. Always read any contract through that you are asked to sign to make sure that it is NOT an assignment on your wages."

Read your contract before signing—and don't assign your wages!

## An Efficient Lot

PROBABLY few of us realize how important is the work of the railroad police—or as they are known on the Kansas City Southern, the special agents and officers. Their duties have increased in recent years over what they were in the past, and some of them perhaps are of a different nature. The Springfield, (O.) News says, "they are an efficient lot," and in a recent editorial tells its readers something about what the railroad police have done and are doing:

"The railroad police, the cost of whose services on a single road may run between \$300,000 and \$500,000 a year, are an efficient lot," says the News. "They save their employers many times that sum. According to the American Railway Association, freight losses per carload in 1928 amounted to only five cents. Of this, 2 1/5 cents, slightly less than half, was caused by robbery.

"In the United States last year 52,000,000 carloads of freight were handled, 15,000,000 of which contained valuable merchandise. Some 20,000 cars were loaded every hour of the work day throughout the year. In the movement of the cars one runs into such staggering statistics as 6,665 fifty-car trains a day, more than 2,000,000 for the year.

"The railroads handled a billion dollars' worth of merchandise each day and on the railroad detective's shoulders rests the responsibility of protecting it from thieves. Shops and warehouses must be watched, the yards patrolled and the trains closely scrutinized. He must pit his wits and his nerve against gangs of armed robbers who seek to relay

entire shipments from moving trains to automobiles. In the passenger cars are travelers to be protected against pickpockets, confidence men and card sharps.

"The railroad police last year brought more than 190,000 culprits to justice for everything from trespass to murder. Ninety-eight per cent of the lot were convicted. That explains how the robbery loss per car, in a movement of \$2,000,000 carloads, was held down to 2 1/5 cents."

## Romance of the Iron Horse

SHOULD a stranger knock upon our gates and say, "Take me on a journey through America," what do you suppose would stand out in his mind after his journey had been made?

More than anything else it would be the life we live here. So different from the lives lived by people anywhere else under the sun. The distances we span. The speed with which we move. And the ease and the comfort which are part of our life here. The way we talk of traveling thousands of miles. The speed and safety with which we get there. The way food and clothing and machinery and all of the things we call life come to us. Surely! Swiftly! Constantly!

Only a stranger could see it all and feel it all. We can't. It comes too easily for us. We are born into it. We find it ready.

How does it all work? How is it there is no interruption? What magic gathers all this food—this hundreds and thousands of miles away and brings it to us? What would happen if it should fail to come?

Feeding millions of human beings, regularly and without interruption, with clean and wholesome foods, grown and gathered thousands of miles away, is the richest living romance in America today.

It is the story of railroads—the romance of the Iron Horse and the cargo he carries. It is an unforgettable picture which will live in the memory of the stranger always.

—From the South Bend (Ind.) *Gonicz* Polish newspaper.

## Ruts

TRAVELLERS in a tropical land quite famous for its mud, found a sombrero lying in the roadway. They picked the hat out of the mud—and found a man under it. He was buried—clear to the chin!

"You're in a pretty bad fix," said one of the travellers. "Sure," replied the unfortunate gent, "but the mule I'm riding is in a worse one."

Falling into bad habits is like falling into tropical ruts. The deeper you sink the harder it is to pull out. The chap who is chronically late just lacks a little will power—the necessary "pep" to arise a few minutes earlier.

And when a person ignores the little voice that always calls attention to the things that mean advancement—and better still, the things that mean the satisfaction of self-mastery—he is just simply digging himself in, instead of out.

The rut is just as deep as the man makes it. The sooner he begins to dig out the sooner he will be on the road to success.

—The Safe Worker.

The Kansas City Southern Magazine

# Present Safety Trophies for 1928

## Silk Banner and Silver Cups Awarded to Four Units in System Contest

A BEAUTIFUL silk banner, purple with gold lettering, and three silver cups, suitably inscribed, have been given to four units in the 1928 contest for the system safety banner, in recognition of the record they made.

The banner itself, which is the principal award, went to J. W. Chandler, master mechanic at Pittsburg, representing the Northern Division Locomotive Department. This department went through the entire year with only two reportable personal injuries, and worked an average of 362,524 man hours per injury.

The silver cups went to I. L. Hartzell, division engineer at Kansas City, representing the Maintenance Department on the Terminal Division; R. H. Tefft, assistant engineer in charge of the construction work at Shreveport; and T. J. Clayton, master mechanic of the T. & F. S., at Port Arthur.

The silk banner was presented to Mr. Chandler at a meeting of Pittsburg shop employees held in front of the office of the Superintendent of Machinery at 1:00 o'clock Friday afternoon, March 29. Notices had been posted throughout the shops, announcing the meeting, but not stating its purpose. The entire back shop and car department force gathered in front of Mr. Hall's office while members of the K. C. S. band tuned up and played several numbers.

A FEW minutes after one o'clock the sound of drums was heard, and from the roundhouse, down past the back shop, came Mr. Chandler and his roundhouse men, accompanied by M. T. Fulton, supervisor of safety, and several drummers in the lead. Above their heads they carried the banner which may be seen in the picture, of a rooster rampant, crowing lustily, and over and on each side of it the words,



Superintendent of Personnel Prickett presents and Master Mechanic Chandler accepts the system safety banner on March 29. Below, Division Engineer Hartzell proudly displays the silver cup awarded him.



April, Nineteen Twenty-Nine

"Look Us Over—Champions, 1928."

As the procession turned into the driveway, Mr. Fulton dropped out. The drummers, followed by Mr. Chandler, marched to the foot of the steps. Here they stopped while the men filled the driveway. Mr. Chandler walked up the steps, and at the top was met by J. M. Prickett, superintendent of personnel, who presented the banner.

In his remarks preceding the presentation of the banner, Mr. Prickett recited the brief history of the safety banner contests on the Kansas City Southern. The first banner was

presented for the year 1925, and was won by the General Stores Department. This department captured also the 1926 banner. The banner for the 1927 race was won by the Northern Division Road Department.

"We are gathered here to make formal presentation of the safety banner to Mr. Chandler, who is the official representative of the Northern Division Locomotive Department," said Mr. Prickett, as he handed the banner to Mr. Chandler. "On behalf of the management, it gives me very great pleasure to make this presentation to you, Mr. Chandler."

"I consider it a great honor for the Northern Division Locomotive Department to be presented this banner for its 1928 safety record," said Mr. Chandler, as he accepted the banner. "I consider that the supervisors, the safety committeemen and the rank and file of the men are due all the glory. It has been through their efforts that we have been able to secure this banner for 1928, and from what I have been promised, and the way the men are working, we intend to get it for 1929, too. So it's up to the other departments to get busy or do without the banner."

Page 3

## Proper Sealing



DON'T SEAL  
THROUGH PIN ONLY



DON'T  
SEAL THROUGH  
PIN ONLY



The proper way of applying seals to car doors is shown by these pictures. It is important that the seals be applied in such a way that the doors cannot be opened without breaking the seals. Seals must always be tested after being applied to make sure they are properly locked.

## Why You Should

# Apply Seals Properly and Keep Correct Records

By R. W. RIGDON  
Chief, Freight Claim Prevention Bureau

THE proper way of applying seals to the different kinds of door fastenings on cars is shown by the accompanying pictures. It is of the utmost importance that they be put on in such a way that the doors cannot be opened without breaking the seals. Seals must not, under any circumstance, be applied through the pin only, as the ordinary seal can easily be pulled through a good many keepers with the pin, without being broken. Seal must always be tested after being applied to make sure that it is properly locked.

There has been no change in the rules governing seals for a long time, but it is well to review them occasionally. Attention is called to some of the more important rules which should be carefully watched.

It is required that seals be applied in numerical order, starting with the lowest number, and that a check be made periodically to see if any are missing. The check should be made at least once a week, and it is well to set a regular day for this important duty so that it will not be overlooked. If any seals are found missing, a joint report to the superintendent and the freight claim agent must be made at once.

WHEN necessary, it is permissible, upon proper request, to supply industries with seals. Receipt showing the number of seals supplied, with the starting and closing numbers, should be taken and kept on file. Also, record thereof must be made in seal book, Form 254. It is the duty of agents to explain that the seals are to be kept under lock and key. Also, to show the proper way of applying the seals to the different door fastenings. The industry should keep a record similar to that provided by our seal book, Form 254, and make a check periodically to see that all seals are accounted for. Any seals missing should be reported to the agent, who, in turn, will report immediately to the superintendent and the freight claim agent. It is the duty of agents to see that these requirements are carried out.

Old seals on empty cars furnished for loading must be removed and seals of the loading station applied to all doors of closed cars when loaded, except that end doors may be fastened on the inside. With the understanding that the shipments are accepted at

owners' risk of loss, and on specific instructions of shippers on bills of lading, perishables in car loads will be handled with doors closed open for ventilation. In case of perishable freight moving in refrigerator cars under ice or ventilation, it is not required that seals be applied to hatch covers. When such cars are loaded with other freight not under refrigeration or ventilation, it is necessary to apply seals to the hatch covers.

IT is of vital importance to keep an accurate record of seals on all cars under load. Even if a car may be kept under proper seal protection, it is necessary to be in a position to establish this fact in order to fully protect the Company. The records at the stations of origin and destination must show seals on all doors. If there is no seal on the end door, but it is fastened on the inside, it is especially important to show this information. Record of seals must be taken daily on cars unloaded on team tracks. On cars received from, or delivered to industries,

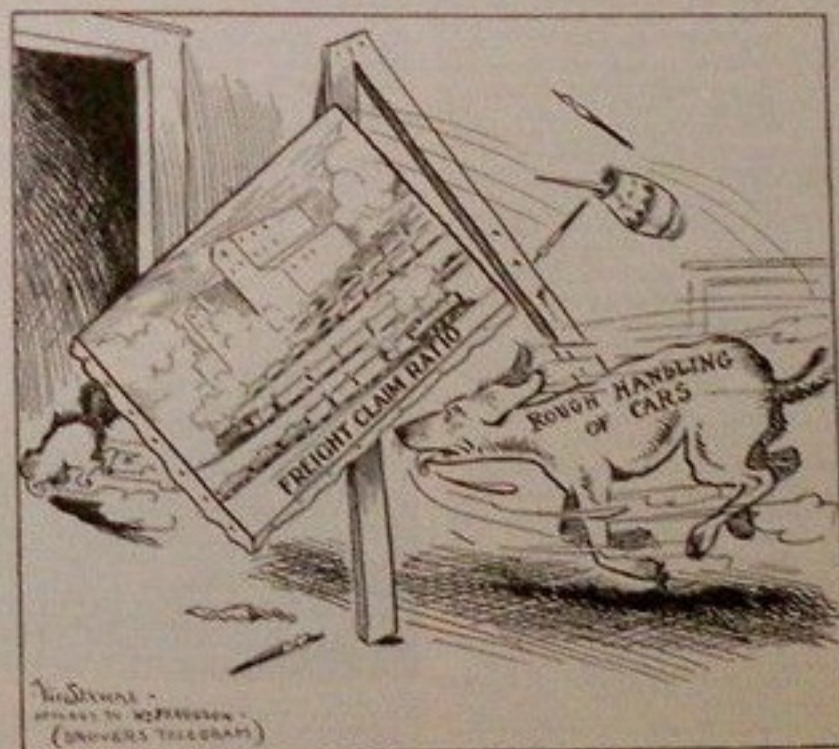
seals should be taken at the time they are pulled or placed. In case of less carload freight unloaded from a car in passing train, it is sufficient to show seals broken and applied. Except when there is a shortage, seals on all openings are required.

When a car is opened at a non-agency station to unload less carload freight, conductor will show on the way-bill the number of seal broken, train number, and sign his name, with the date. Seal must be applied at first open station. In case of a car set out at such a station, conductor will show full record of all seals and if end door is fastened on the inside, show this information; also, show train, and sign his name, with the date.

In connection with cars interchanged from or to connections, it is especially important to take record of seals on side doors at the time cars are received by this road, or delivered to connecting roads. Under the rule, cars are considered as having been delivered to connecting road when placed upon track agreed upon and designated as the interchange track, accompanied or preceded by regular billing or running slip.

THE conditions under which seals or seal records are imperfect or defective, are set forth in Rules 24 and 25, of circular Transportation Department No. KCS 74, T&FS 94, Freight Claim Department 60, T&FS 228. When a car is found with a defective seal, it is required that seal be applied

## SPOILING OUR PICTURE



THE SIGN  
WAS IN THE  
(DROVERS TELLERS)



After being cooled from the heating in the patenting furnace, the wire rods are immersed in acid, washed in water, then dipped in a lime bath, as shown in (1). In (2) several coils are being removed from the oven after baking. They are then drawn and reduced in size, as in (4). The spinning of the wire into strands is shown in (5). In (3) is shown the finished rope wound on reels, in the warehouse.

THE single wires are now finished so far as drawing and testing are concerned. They are next run on spools, and the ends of the different coils braced together to make one unbroken wire. In bracing, the ends of the two wires to be connected are mitred by filing, put into a vise, and heated with Prest-o-lite, a little brass wire, with Borax as flux, is added to form a firm joint, the wire is cooled, and filed to the proper diameter.

The spools of connected wire then go to the stranding machine. Here, as illustrated in the picture, the spools are placed in cradles, and the wire led from the spools through the hollow cradle shaft bearing and thence to the sides of the machine. Passing to the front of the machine, the single wires converge and run through a revolving disc or lay plate which guides

the wire into a forming die, making a small wire strand. These strands may consist of various combinations of wire, the usual number being 7 or 19 wires. To make the wire rope, 6 or 8 of the strands are wound around a manila core which has first been thoroughly saturated both inside and out with oil and grease. Wire rope up to two inches in diameter is thus made in this plant.

The finished rope is wound on large wooden reels which are manufactured at the Kansas City plant, of a size and strength depending upon the size of the rope.

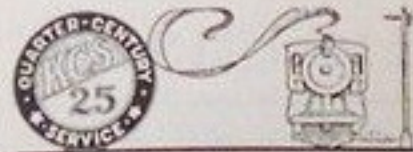
The capacity of the Kansas City plant is 400 tons of wire rope a month. One hundred and ten men are employed, and the plant is now running night and day.

The executive and sales offices of

the Union Wire Rope Corporation are located at Tulsa, Okla. Sales of oil field ropes are handled through the Jarek Manufacturing Co. of St. Louis, who operate stores throughout the Eastern and Mid-Continent fields. R. H. Bartlett is president of the company; H. R. Gruber is vice-president in charge of sales in the Mid-continent territory and East; M. G. Ensinger is vice-president and general manager, and is in charge of the Kansas City plant; J. H. Hatch is treasurer; Walter Voigtlander is chief engineer; A. D. Galloway is rope shop superintendent, and Curtis Voigtlander is wiremill superintendent in charge of patenting, cleaning and wire drawing.

"As happy as a deaf man at an 'All-Talkie'"

The Kansas City Southern Magazine



Twenty-five years of continuous service with the Kansas City Southern is completed this month by the men whose names appear below:

J. F. Galyon  
Assistant Stationmaster, Shreveport

#### March Additions to Membership

Membership previously reported	229
Secured during March	22
Total membership April 1	251

The following Quarter Century Service men became members of the K. C. S. Veteran Employees' Association in March:

Claude Allen, engineer, Pittsburg.  
Frank A. Atkins, engineer, Leesville.  
E. N. Carleton, engineer, Shreveport.  
M. C. Drummond, conductor, Shreveport.  
R. L. Dobson, conductor, Shreveport.  
Charles Edge, engineer, Heavener.  
H. B. Furstenburg, engineer, Shreveport.  
Lee H. Gullin, engineer, Pittsburg.  
R. C. Hull, storekeeper, Shreveport.  
Dr. F. P. Jones, surgeon, Leesville.  
W. A. Keith, engineer, Shreveport.  
S. W. Lontkowsky, general clerk, Pittsburg.  
William McDaniel, section foreman, Marble City.  
T. J. Neptune, engineer, Pittsburg.  
R. H. Reed, engineer, Shreveport.  
A. J. Reeder, laborer, Rich Mountain.  
R. J. Roberts, engineer, Shreveport.  
J. P. Roberts, conductor, Heavener.  
L. Smallwood, engineer, Pittsburg.  
R. H. Stockard, engineer, Shreveport.  
Joe Teaters, conductor, DeQueen.  
G. B. Tyler, engineer, Shreveport.

#### When Examinations Were "All Talk"

Joe Myers, passenger conductor between Kansas City and Heavener, is reminiscing. Listen:

"I entered the service as conductor March, 1899. Five old timers were examined that same day and time by A. J. Johnson, trainmaster at Mena. The examination consisted of a general talk about experiences on different railroads. Dr. Davis examined us on colors with a bunch of colored yarn and that examination was like the one Mr. Johnson held, all talk. The track was bad, very bad, but we had small engines, double-headed Mena to Horatio,—lots of crews south out of Mena. I remember when we had 28 freight crews, only one passenger train each day, all passing tracks were short and full of cars, saw by every time a train met and plenty of delays.

"I have seen this line come up out of the mud and now we have as good a railroad as there is anywhere and a

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good train—The Flying Crow can't be beat; good officials—the very best from the bottom up or down; and as good a lot of employees as ever lived. I am very proud to be a Veteran.—May they all live forever and enjoy health and happiness."

#### The Hospital List

The following Kansas City Southern employees are reported to have been in St. Mary's hospital, Kansas City, during the past thirty days:

E. M. EVERETT, B. & B. carpenter, Grandview.  
HARRY HEDGECOCK, fireman, Shreveport.  
RUFUS LEAKE, flagman, Kansas City.  
M. A. BOX, roadmaster, Neosho.  
JASPER PRICE, conductor, Pittsburg.  
BARNEY LORENZETTI, carman, Pittsburg.  
JOHN J. BURNS, engineer, Kansas City.  
JULIUS RAY, blacksmith, Pittsburg.  
THOMAS J. MAHONEY, switchman, Kansas City.

CURTIN STEITLER, fireman, Hickman Mills.  
ERNEST SEARS, switchman, Kansas City.  
H. H. BROWN, B. & B. carpenter, Stillwell.  
JOHN L. WARNER, pumper, Bloomberg.  
J. H. KANE, storekeeper helper, retired, Kansas City.  
NORMAN HAAS, section laborer, Decatur.  
L. SCARBROUGH, engineer, Heavener.  
FAY H. HARTLEY, B. & B. man, Decatur.  
WM. MATTHEWS, section foreman, Grandview.  
O. CORNELISON, superintendent, Pittsburg.  
T. McDONALD, trainmaster, Pittsburg.  
ROY L. BOYD, section laborer, Anderson.  
PERRY AVARD, telegrapher, Beaumont.  
RAY GRIFFITH, telegraph operator, Hume.  
STANLEY MCGINNIS, freight car repairer, Pittsburg.

## Bankers

to His Highness, The Kansas City Southern Employee, at Kansas City and Shreveport.

"Business, as usual, at the old stands."

P. S. Recent expansion has made available, funds sufficient for a limited number of loans. May we suggest that homeowners avail themselves of the opportunity to finance their spring renovations?

### KANSAS CITY SOUTHERN CREDIT UNION OF KANSAS CITY, MO.

Room 205, Kansas City Southern Railway Building

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Master Mechanic's Office, Shreveport Shops

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W. H. LINDSAY, Switchman	

(For Kansas City Southern employees at Kansas City and Shreveport only)



The presentation of the System Safety Banner to J. W. Chandler, master mechanic at Pittsburg, representing the Northern Division Locomotive Department, was made at Pittsburg at one o'clock, Friday afternoon, March 29. J. M. Prickett, superintendent of personnel, presented the banner to Mr. Chand-



ler, on behalf of the Management. The entire shop force witnessed the presentation of the banner, an account of which appears on page 3. This panoramic view starts near the coach shop, at the left in the top picture, and ends, at the right, in the bottom near the steel car shop.





The S. S. Shawnee

## Sponsor West Indies Cruise

**A** DELIGHTFUL West Indies cruise of two weeks is being sponsored by the Chambers of Commerce of Kansas City and Beaumont. The luxurious S. S. Shawnee has been chartered for the trip, and is scheduled to sail from the municipal docks at Beaumont on Thursday afternoon, June 6.

The Kansas City Southern has participated in making the arrangements for the cruise, and is actively supporting it. A fast special train will be operated, leaving Kansas City at noon June 5, and stopping at stations en route to take on passengers who are to make the cruise. The "Cruise Special" will make certain stops, according to published schedule, and will make other special stops where necessary.

The special excursion fares to Beaumont are open to the public, and tickets may be sold to anyone. The train will carry a dining car and plenty of sleepers, in addition to comfortable chair cars.

The cruise is for goodwill, trade, publicity, pleasure and education. The voyage is being conducted on a non-profit basis, thus placing well within the reach of all a wonderful vacation at cost. All tickets are first-class, with full privileges of the ship, and include all necessary expenses, at \$175 and up. The minimum price entitles a passenger to one berth in a two-berth stateroom supplied with running hot and cold water. Stateroom with private bath may be secured at from \$290 to \$375 a person.

Stops will be made at San Juan, Porto Rico; Port-au-Prince, Haiti; St. Thomas, Virgin Islands; and Santo Domingo City, Dominican Republic. These four ports of call have been carefully selected with reference to business opportunities, beautiful scenery, romantic historic settings, and interesting people.

The S. S. Shawnee is a large ocean-

going vessel, 408 feet long, 8,500 tons displacement, with modern conveniences such as running hot and cold water in each room, forced draft ventilation and electric fans, private baths, showers, and so on. The broad decks form a promenade for the enjoyment of the voyagers. A portion of the promenade is enclosed with glass, insuring the utmost comfort for all sorts of weather.

Reservations for space on the cruise must be made through the Passenger Traffic Department at Kansas City and Texarkana. The full names of all persons for whom space is desired, with the ages of children twelve years old and under, must be given. Passports will not be required. Fifty dollar deposit is to be made at the time space is assigned, otherwise it will not be held. A special application blank will be sent for the signature of the passenger.

Two persons using the same stateroom can make the cruise for \$500.00, which allows \$50.00 for spending money. This is the rate from Beaumont; from all other points railroad transportation must be added. There will be no hotel bills as all meals will be served on board. While in port the passengers will sleep on the steamer.

If the following set of questions and answers does not give sufficient information, write or wire the Passenger Traffic Department under the symbol S1-94:

Q. Is June a good month for a Caribbean cruise?

A. The best month of the year. It is an absolutely storm free period. At sea the delightful trade winds will bring health and restful sleep. Government records over a period of twenty years show that the Porto Rico mean daily average temperature for June to be 78.8 degrees, with an average daily range of 17 degrees. Porto Rico proudly advertises the fact that in June the island is cooler than most of the American summer resorts.

Q. Why do we not stop at Cuba?

A. There are many regular services and excursions to Cuba. Modern Havana

is so like most of our large American cities that the charm of novelty is lacking. The time of this cruise is so arranged as to give the longest periods in the four most interesting ports, both for business men as well as the pleasure seekers.

Q. Is there any danger of seasickness?

A. Absolutely none. The Shawnee is a twin screw steamship, large and steady. It is safe to say that at no time during the voyage would a glass brimful of water lose any of its content. Rough weather or storm dangers in the Caribbean are encountered only during the winter months or in the hurricane season of August and September.

Q. Has an outside room much advantage over an inside room?

A. Very little. On such a cruise, apart from sleeping hours, everyone's time will be spent on deck or in the dining room, music room, tea and dancing rooms and decks, lounges, cozy corners, etc. The berths, fixtures, ventilation, etc. in inside rooms are identical with those of outside rooms. Every stateroom has hot and cold running water when it is not connected with private bath and lavatory. There are numerous public tub and shower baths, which are free.

Q. What about clothing?

A. This is another reason June is the most desirable month for the cruise. One need only carry the ordinary summer clothing. From the time the Cruise Special leaves Kansas City until its return, there will not be more than 18 or 20 degrees variation in temperature. The average will be about 78 degrees. It would be well for men to have two or more linen or wash suits on the cruise. On the morning of the seventh day out from Beaumont laundry and suits can be sent ashore at San Juan, Porto Rico, to be returned the following afternoon. Laundry charges will be less than in Kansas City and the work will be done by the most modern methods.

There will be no formality on the cruise. Dress suits can be left at home. Ladies will find it more convenient to have the simplest attire—a few dinner dresses and the comfortable sport attire.

Steamer trunks, not more than 17 inches in height, can be taken into state rooms, but it is preferable to have trunks placed in the baggage room where they will be accessible at stated hours each day.

Q. Will there be music on board?

A. The Shawnee carries a first-class dance orchestra. The tea room and dancing deck will be the scene of delightful dancing every evening from 8:00 until 11:00. There will be a number of concerts in the spacious music room and special programs will be made by talent among the passengers.

Q. How many passengers will there be?

A. The Shawnee has accommodations for 150 passengers, but the maximum to be allowed on the cruise is 475, to prevent any overcrowding and make the trip more delightful.

Q. Under what flag does the Shawnee sail?

A. She is American built, American owned and is the newest, largest, finest, fastest, and most luxurious steamship in coastwise service in the world.

Q. What about tips?

A. It is always well in steamship travel to be prepared to spend a few dollars in gratuities. On an American ship, however, there is not the tipping worry that comes to a passenger on an European liner. If your room does not have a private bath, you will naturally feel like giving a small gratuity to your bathroom steward, and there may be occasions where you will have some special service which you feel is entitled to a small acknowledgment. At the close

(Continued on Page 37)



## RECREATION

### Kansas City and Pittsburg Teams Ready for Baseball Season

**I**N THE spring, they say, the young men's fancies lightly turn to thoughts of—well, of baseball, golf, tennis, the old swimming hole, and the deep pool where they bite—sometimes. Just now, baseball fills the picture—perhaps because it is summer's leading sport—and fans at Kansas City and Pittsburg are busy making plans for the 1929 season.

At Kansas City, the All-Stars have entered the American Division of the M. & J. League with seven other teams about their equal, and are looking forward to repeating their performance of 1927, the year they won the pennant.

Preliminary meetings have been held and the boys have elected Harry Gantman manager, and Warren White, secretary and treasurer.

At the first practice of the year, when some fifteen or twenty candidates turned out to limber up their muscles, it was found that almost every one of the players of last year had returned and some new material was also available.

With Martin Sapp, Jack Messina, and John O'Donoghue comprising the pitching staff, and Harry Connors, first baseman of last year, and Maurice Handy, a new man, doing the major part of the receiving, the batteries for the year should be well taken care of. Sapp and Messina were the mainstays of the team in 1927, the pennant-winning year, and are expected to play their part in the success of the team this year. O'Donoghue is a former catcher who is showing much promise as a pitcher.

The infield, composed of Ernie Miller, last year captain and third baseman, Speedy McCready, Henry Wessel, Harry McEnany, and Carl Mestemacher, should compare favorably with any infield in the league.

Jim Plunkett, Randel Galloway, Earl Newlin, Charles Frazier, and Mike Melham will take care of the outfield in a commendable fashion. Plunkett and Galloway were two of the team's most dependable hitters last year, while Newlin was a member of the All-Stars of 1927. Frazier is a new man that has shown a great deal of promise as a long distance hitter. Melham has filled

a utility role with the All-Stars for several years.

Harry Gantman, who has been assistant manager of the team for the past few years, has been elected manager and he is well fitted for the position. Harry is a very capable ball player, with good judgment and lots of pep. He has had several years of experience with some of the best ball clubs in Kansas City, and this experience will be of practical use.

Mr. Salter, last year's manager, has not given up baseball entirely, as he will act as Chairman of the Board of Governors of the Manufacturers' and Jobbers' League, and as advisor to the All-Stars. He has had plenty of experience as a manager and the team should benefit greatly from his advice.

The following teams are entered in the American Division, along with the All-Stars: Missouri Pacific Boosters, Richard & Conover, K. C. Postoffice, Siler Class, Jackson Avenue Christians, Missouri Can Co., and the Corn Products Company.

#### Prospects Bright at Pittsburg

With a new ball diamond, an enlarged grandstand, and the ball club of last year almost intact, baseball prospects at Pittsburg are brighter than they have been for some time.

The Athletic Association has allowed forty dollars a month for the purpose of bringing in some outside teams to play on Sundays. This is a new feature of the athletic activity at Pittsburg, as the boys have had no way in the past of defraying the expenses of the visiting teams.

The team, as it now stands, is composed of the following men: Ray Mueller, catcher; E. Dunbar and A. Black, pitchers; E. Dunbar and Jip Hill, first base; Bob Johnston and Don Gutteridge, second base; Tommy Engle, shortstop; Crax Brady and B. Morgan, third base; H. Time, C. Broom, M. Cherblanc and Frank Collins, outfielders.

The City League, in which the team was entered last year, had a great deal of difficulty in finishing the season, so the K. C. S. Boosters, as they are now known, will not enter this year.

A new athletic committee has been elected, composed of John Mosier, Claud Broom, and Frank Collins. The committee will work along with the team in booking games at home and on other diamonds.

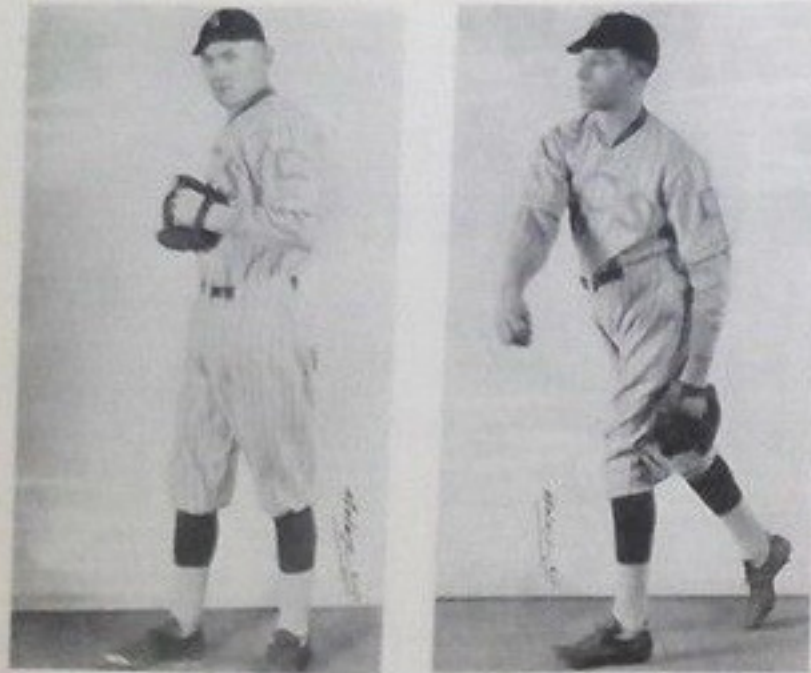
With the season scheduled to open about April 27, the boys are anxious to get started, and some real ball games should be in store for the fans at Pittsburg.

"Say, what's the huge idea of wearing my raincoat?"

"Well, I got your suit on and I didn't want to get it wet."



"See the K. C. S. First," says Mac William Marsh, yardmaster at East Kansas City, in sending to the magazine this picture of a scene near Joplin. "There's good fishing here," adds Mr. Marsh.



Either Martin Sapp, left, or Jack Messina, right, will draw the opening assignment against the Jackson Avenue Christians on April 27, according to Manager Gansman, of the Kansas City All-Stars. The final decision will probably not be made until the opening game. Both men are in first-class condition, and are being counted on to win even more games than they did in 1927, the year they won the pennant.

### Spectacular Bowling Season Nears Close

WITH the end of the season only two weeks away, the teams entered in the Bowling League at Kansas City, are so closely bunched in their standings that any one of the first five teams can finish in first place, and the team in sixth place can reach number two or three position. As a result of this heated race, some wonderful scores have been made, and the so-called weaker teams are holding up their end of the scoring.

Six games remain to be rolled, and if any of the first place teams should lose all six games, the standings would be changed and the heroes of today would be—well, something else tomorrow. It looks as if the last night of competition would settle the matter of the pennant-winners.

Anderson, Booby, Smith, Willis and Hammond banded together and took over the standings of a defunct team in Harvey's Recreation League. They ran up a score of over 2000 pins for high thirty in this league, won high ten, and won three games on their first night of competition. Rather an auspicious start, but the boys are capable of even better scores, and we are hoping that they hit the three thousand mark before the season ends.

as that of other organizations and industries.

Boys up to seventeen years of age are eligible. The Athletic Association, of course, is particularly interested in getting K. C. S. boys on the team, and the athletic committee urges employees who have some ambition to become the Babe Ruths and Ty Cobbs of their day, to give their names to any member of the committee for a try-out.

### Texarkana Challenges

A challenge to any baseball team on the Kansas City Southern has been issued by an aggregation of players from the mechanical and transportation yards at Texarkana. A special challenge is directed to a Pittsburg shop team. They particularly wish to meet one in which F. E. McAdams is a player.

The Texarkana team is said to be composed of the following well-known stars: A. D. Williams, mechanical foreman, catcher; H. O'Bryan, retired engineer, pitcher; Walter Polk, machinist, shortstop; W. T. Pasley, engineer, first base; J. A. Goode, road engineer, second base; Pete Humphrey, engineer, third base; Bill Purdy, engineer, left field; A. O. Aycock, fireman, center field; Bill Larson, clerk in yard master's office, right field, and George Stevens, yardmaster, mascot.

Bill Purdy is the BAMBINO of the ball club, and Walter Polk is the Max Carey, according to the report. It is said that Polk stole 85 bases, 89 baseballs and a large assortment of bats last year, and that he is getting in some early training now in order to break his last year's record.

The players, while they have had but a few practices, are handling the old pill in mid-season form and are looking forward to a great year.

### Pittsburg Athletic Association Elects Officers

The election of officers was held at the regular meeting of the Pittsburg Athletic Association on the evening of March 6. The following were elected: Orley Hay, president; F. McVickers, vice-president; J. J. Ryan, treasurer; W. E. Gmeiner, secretary; W. J. Barlow, librarian; Earl Kessel, W. J. Burman and Seymour Wheat, trustees; Frank Collins, E. Broom and J. L. Mosier, athletic committee. R. Skidmore, E. H. Hughes and the seven chairmen of the shop crafts, were elected as the house committee.

Before the election of officers, the various committees made their reports. Ten dollars was donated to the Girl Scouts fund.

It was decided that a picture of the officers that served last year should be taken, to be hung on the walls of the club room.

The treasurer reported a balance of \$445.59 in the athletic fund.

### Apprentices Discuss Work

"What can be done to assist the apprentices in the Car Department towards improving their shop working conditions and thereby increasing production?" and "What can be done to make your work more attractive that a better knowledge may be had in both shop and school?" were the two very interesting subjects discussed at the meeting of the M. A. H. Apprentice club held at Pittsburg the evening of March 11. The discussion was lively and interesting, virtually every one of the forty members present having some suggestions or some praise to offer.

Apprentice Payton, chairman of the dance committee, reported that the apprentice dance would be held during the first week in April, and urged every apprentice to take an interest and make this dance the best one of the season.

Harry Ward, chairman of the refreshment committee, had a real treat for the boys at the close of the business session.

### Apprentice Personals

F. W. Shupert, machinist apprentice, was recently transferred to Leesville to take a permanent position as power house engineer. Mr. Shupert was transferred to Pittsburg from Hoeyner about ten months ago, for larger shop experience, and while here received training in power house operation.

Julius Castellani, sheet metal worker apprentice and Donald McNeill were granted thirty days leave of absence during March.

J. D. Lestage and H. C. Barr were employed recently as machinist apprentice at Shreveport.

C. W. Bellamy and F. W. McCoy were employed as apprentices at Shreveport.

W. F. O'Connell, machinist apprentice, is assigned to the dynamometer during the tonnage tests now being made south of Pittsburg.

Matches and children have nothing in common.

### West Indies Cruise

(Continued from Page 24)

of the voyage, it is customary to remember the table waiter who has served you during the cruise.

Q. What other expenses will there be above the amount spent for the ticket?

A. Your ticket will entitle you to berth and all meals, both while the steamer is at sea and in port. The ship is your hotel. You will have to pay, however, a stamp tax which the United States Government collects on each night of \$2.00 per person. What you need above this amount is purely personal with yourself. Your tips need not be more than a few dollars and it is unlikely you will spend more in each port for excursions. There are no passports

to secure or any other fees of any nature in pay.

Q. Can you secure exclusive use of a room?

A. All rooms have two berths. Rooms of persons from \$15 to \$20 may be assigned exclusively to one person on a payment of one and a half days' application to the purveyor from whom full rates will be charged for all other rooms for exclusive occupancy.

Q. Can three occupy one room?

A. There are a number of rooms which have in addition to the two Pullman berths, a large settee, or divan, which makes a comfortable bed. The third person pays only the minimum fare, \$17.50. Children under 12 years pay half the minimum fare. In the twin bed stater, a cot for the third person will be placed if desired, and only a minimum fare will be charged for that person.

Q. Which is the most desirable deck?

A. That is a matter of taste. Many prefer the main or "D" deck, on which is located the dining room, ship officers, barber shop, telephone control, etc. They think it better to be on a deck which does not have a promenade, fearing they might be disturbed by early strollers or those who stay on deck until late hours. Others prefer the upper and promenade decks thinking they are more airy and also because they immediately adjoin the music room, lounge, etc. It is to be remembered that the greater part of one's time at sea will not be spent in one's room, so location is not such a very important matter. All rooms are equally comfortable.

Q. Will the Shawnee always be in touch with the United States?

A. Yes. She carries four radio operators and will constantly be receiving messages from shore, as well as sending messages from passengers to their homes if they so desire. A daily paper with latest telegraphic news, as well as ship news of interest will be published each morning of the cruise.

Q. Will there be receptions at each of the islands?

A. Yes. The governments and commercial bodies of Haiti, Porto Rico, St. Thomas and San Domingo have all asked for full particulars regarding the cruise and have given assurance of a wonderful reception at each port. This is to be the greatest excursion that has ever gone out of a Gulf of Mexico port to these islands. It is the first Heart of America Cruise into the West Indies.



Letters of commendation for meritorious service were written during the month of February to employees named below:

- RALPH W. VANNOY, brakeman, Heavener.
- CHAS. WEAVER FERGUSON, conductor, Pittsburg.
- JOHN THOMAS GALLAGHER, brakeman, Pittsburg.
- JOHN FRANKLIN McCASB, brakeman, Pittsburg.
- FRANK NELSON SWINER, conductor, Pittsburg.
- HENRY LEE SPRINGER, brakeman, Pittsburg.
- LEONARD ALLEN SMITH, brakeman, Pittsburg.
- ROOSEW. EASON, brakeman, Shreveport.

### Supervisors Elect Officers

Officers and executive and district committees of the Kansas City Southern Association of Supervisors of Mechanics, were elected at the meeting of the Elected General Committee of the Association held in the Kansas City Southern club rooms at Pittsburg, on March 4 and 5.

The new officers, constituting the executive committee, are J. G. Cooper, assistant general car foreman, Shreveport, president; C. E. Wanner, rip track foreman, Kansas City, secretary, and John Korb, erecting foreman, Pittsburg, committeeman at large. The members of the district committees elected were W. J. Knewlke, assistant roundhouse foreman, Port Arthur; A. W. Thompson, roundhouse foreman, DeQueen; Sam Chandler, tool room foreman, Pittsburg, and O. E. Winger, roundhouse foreman, Shreveport.

In order to provide ample time for the ballots to reach the secretary, and time to adjust any irregularities that might arise between the election and the meeting of the committeemen, it was decided that Article 7 of the Constitution should be changed to read as follows: "The committee shall meet annually, on the first Tuesday after the first Monday in April, instead of the first Tuesday after the first Monday in March."

The meeting was adjourned at noon on March 5. During the afternoon, the visiting members were taken on an inspection tour through the Pittsburg shops by Messrs. Chandler and Korb.

### Entertain Supervisors

The supervisors at Pittsburg Shops and their wives were entertained at their regular monthly meeting the evening of February 23 by Mr. and Mrs. J. Gutteridge and Mr. and Mrs. L. E. Hanes.

An amusing song and comedy skit was presented by Mr. Bristogel and Mrs. Lillie Ralston, accompanied by the piano by Mrs. A. R. Landers.

A talk on big game and big game hunting proved both interesting and instructive to the guests.

Mrs. E. Malin and Mrs. R. A. Landers gave several readings, which were well received.

Refreshments were served, and George Washington's birthday was the inspiration for the cherries decorating the cakes and the hatches molded in colors in the ice cream. The following were present:

- Mr. and Mrs. Bristogel, Mr. and Mrs. A. R. Landers, Mr. and Mrs. A. L. White, Mr. and Mrs. G. E. Taylor, Mrs. Lillie Malin, Mrs. E. Malin, Mr. and Mrs. Wood, Mrs. E. W. Green, Mr. and Mrs. J. Gutteridge, Mr. and Mrs. C. E. Wanner, Mr. and Mrs. Thompson, Mr. and Mrs. W. J. Knewlke, Mr. and Mrs. W. J. Knewlke, Mr. and Mrs. J. G. Cooper, Mr. and Mrs. J. G. Cooper, Mr. and Mrs. J. G. Cooper, Mr. and Mrs. J. G. Cooper.





# Tuning in on the NEWS OF The FAMILY

General Office Building  
Kansas City

President's Office

L. H. NILDGE  
Correspondent

Misses Gladys Otcham, Edith Wynn and Mary Geston spent the week end in Chicago. Outside of the fact that some of the natives could not tell them the way to the Union Station, everything went along nicely and a good time was had by all. While Gladys didn't show any stock certificates, they all agree that stock in the Blackstone Hotel comes pretty high. However, the meal was well worth the price even if the price for one looked like it should include all three.

These days while everybody "faw down and go boom," even "Lindy" goes down, but it wasn't out of an airplane. Yep, a little lady put the flying tackle on him. Still, guess that's not so much to be bragging about, even Eldon D. Vance himself went down with a blow over the heart and well I don't think he has recovered yet. Eldon evidently believes in the old saying "that good things come in small packages," and no doubt Virginia thinks the same way about it.

At this writing the General Manager's bowling team is resting at the top of the league. Hard telling just what things will look like when the magazine comes off the press, but here's hoping. Oh! boy! If you are not tied up too strong with the enemy, then please help our side!

When it comes to speaking about close shaves, Herbert Claxton, Chief of business for Kay-See, states right now in person, that if he never has any more down there in the yards, it will be entirely too soon. For further particulars please see Herb; I couldn't begin to tell it.

Following were seen hurrying up the Eleventh Street hill at the zero hours of 1:00 a. m. and 1:00 p. m.—the Editor just tells me that lack of space simply won't permit the mentioning of all names, and far be it from us to be partial, 'cause we wouldn't want to discriminate against anyone. Yes you guessed it; this includes the correspondent.

## Treasury Department

MISS SUE CAVENDER  
Correspondent

Only three more weeks of bowling! But if the Officers Team continues on their upward path they will be out of the "cellar" before the end of the season. Treasurer McGee and his team are fighting hard, and so March 11 won two games out of three from the Auditors. On March 15 they let the Terminal Team down with only one game, and we hope to see them keep this up for the remaining three games.

Mrs. A. Brumwell, mother of our Head Clerk, died March 15 following a short illness. We extend our deepest sym-

pathy to the family in their bereavement.

Margaret Scanlon recently had the misfortune to burn her right hand severely. Although it was heavily bandaged she was able to use it with the exception of a few days, but it was very painful.

Howard Jury was a recent visitor to this department. Although Howard likes his new position, he says he is still "for" the K. C. S.

M. R. S.: I'm so happy I could break into song!

P. W. R.: Why don't you try finding the key so you won't have to break in? E. O. Mottler of the Accounting Department was a recent addition to our office, while auditing the books of the Credit Union.

One of our fair damsels received the following birthday card from a Scotch friend:

Birthday greetings, lassie,  
Merry Christmas, too;  
Happy New Year, Easter gladness—  
All I speed to you.  
Incidently, 'twould be fine  
If you'd be my Valentine.

## Valuation Department

W. A. MILLER  
Correspondent

Is it not strange how the mighty take a tumble after a time? Once it was that his trusty gun and his rod and fly claimed his time each week-end but, since becoming a member of that famous Club of "Ex-Bachelors," we notice him gradually joining in with the rest of us planting rose bushes, digging garden, reading seed catalogs, buying new fancied lawnmower sharpeners, and wondering when he will get time to dig some bait. Poor "Leas"! It's a cruel, cruel world after all.

Spring is here! Tra-La! Tra-La!  
Which may be the reason for our genial Assistant Land Appraiser, C. W. Chandler, stepping about so briskly, although a trifle sleepy when he first appears in the morning. We suspect, however, that the extended visit which Mrs. Chandler is making with her sister at Savannah, Georgia, during this month, causes Clifford to turn off the alarm clock himself; perhaps setting it for earlier rising, too.

Oh! Man! Isn't this some weather? Just right for every one to get all exhilarated. A few days ago we noticed Harry Pearce, valuation clerk, jumping up and down at a great rate and seeming to enjoy it. We asked him why all the hilarity. "No, sir!" he said, "That's not it. I just took my medicine a few minutes ago and forgot to shake the bottle beforehand."

Certainly must be Spring. No! Hum! Leo E. Brown, valuation clerk, insists that had news travels exceedingly fast and to prove it he related to us:

"Just the other night I was going south on Troost, and about 14th Street a motorcycle cop caught up with me with the news that he had chased me over a mile to tell me I was doing better than sixty."

Get that drowsy feeling—must be Spring.

Assistant Land Appraiser Chandler has just returned from a business trip to Beaumont, Texas, and J. J. Taylor, Jr., also assistant land appraiser, has returned from Pittsburg, Kansas, where he has been working on land matters for the past ten days.

Spring has come. The "birds" are coming north.

One of our boys recently went south on the Flying Crow, and became attracted to an elderly lady with snow white hair, who delighted in talking about the Southland and her "baby boy" whom she was going to visit. At Leesville, La., the little lady got off the train and was heard to shout, "My son! Oh, my baby boy!" Of course our friend looked out the window and imagine his surprise to find her in the embrace of a man with snow white hair like hers. Her boy—about sixty years of age! He has been wondering ever since just how old his genial traveling companion really was.

A laugh was broadcast in the air. It fell some place, I knew not where. Long after in Klatt's desk drawer I found it with a whole lot more.

Ho! Ho! Hum! I could stretch and stretch!

C. W. C. sat at his desk.  
(What was to happen he never guessed)  
The chair gave way (we don't know why)  
Clifford "faw down" and that's no lie.  
He received much sympathy because of the wreck.

But that didn't help the pain in his neck. Saw a dandelion and a bee. Yep! Spring's here.

We are pleased to note that Mrs. John Durham, mother of Mrs. G. O. Wilson, who has been seriously ill, is improving very nicely. Mrs. Durham is the mother of Thomas Durham at Pittsburg, Hubert Durham at DeQueen and Claude Durham at Shreveport, all K. C. S. employees.

When your body is "achy" and "toll o' misery"—Spring is here.

Every one of us was shocked to learn of the sudden passing of the good wife of our friend, Alfred Brumwell, of the Drafting Room. We wish to extend our heartfelt sympathy to him and his family in their bereavement.

No, girls, remember you must sooner or later realize that marriage is not just a little game of checkers, or bridge or something that can be played or not, as you choose; so just think before you leap and remember the following!

TIME WILL TELL.  
See his collar stiff with starch.  
Hear the solemn wedding march.  
Preacher, honeymoon and rice.  
Gee, but getting married's nice.  
See the same man every day.  
Have the others stay away.  
Cook his meals and hear his voice.  
Don't get blue, you made your choice.  
Ho! Ho! Hum! Gee, I have—SPRING FEVER.

## Freight Claim Department

MRS. CHARLOTTE E. GRINTER  
Correspondent

Girls—Mr. Fairman says he is willing to take any of us for a nice ride into

the country in his 1918 Willys-Knight. The who is willing to take the tank? The who is in fine shape, the tires are all good and he always fills the gasoline tank before starting out, so I am sure you will get home safely if you take the chance.

Clarence Culyer also has a nice green Dodge coupe, and really he isn't nearly as useful as he used to be.

And have you noticed Saraain's new spring clothes? A gray hat and top coat and everything. First thing we know he'll be carrying a cane.

Berte Mathews was home ill for a week but is now back in the office, apparently as spry as ever.

We are afraid the four men from the Valuation Department, who have their desks in this office, have upset the morale of the office force, especially that of the girls. If Mr. Simpson would quit making eyes at the girls, and Tom Gentry would stop stealing the girl's chewing gum, everything would go on the same as before. Let's have no more foolishness!

We understand Mr. Outken took part in a play given by the Parent-Teachers Association recently, and was forced to wear a sign on his back with the printed words "KICK ME." Surely this couldn't be the reason it was necessary for him to be home several days with the flu?

John Foster says "I'm in love," and inasmuch as he is seventeen years old he should know his own mind. As this isn't one of those "Advice to the Lovelorn" columns, we will let the subject drop right here.

Shirley is wearing the latest in snooks. It's a blue one with lots of Dutch windmills, houses, boats, canals, etc.

## Auditor of Revenues' Office

W. E. VORE and M. E. WARDEN  
Correspondents

P. E. Eason will enjoy the cool contentment of a Frigidair this summer. He says they are certainly convenient. Anyone else wishing to go into the manufacture of "home grown" ice, see Eason for details.

We understand that Dick Palmquist is in the field for a new car. If anyone has a suggestion or two about Pontiac, see Mr. Palmquist at once.

We notice that Mr. and Mrs. H. T. Staley's Chevrolet Coach is always shined up like a brand new pair of patent leather shoes. It wouldn't be hard to imagine how Harold is now spending his Saturday afternoons.

Notice: Everyone is urged to keep their eyes peeled on George Bungie's activities. The minute he decides to dispose of his fur ranch rush him over to Terry Clements at once. Our boy, Terry, is looking for a quiet place in the country where he can make money fast.

At the annual banquet of the Legion of Honor, Order of DeMolay, Harold Grey was elected to the office of secretary for the year 1929. Gorman A. McHride is the retiring commander of the organization.

William Silvers, clerk in the machine room, went to St. Mary's hospital to undergo a tonsil operation. We hope that when this issue has gone to press, Bill will have recovered and be back on the job.

P. B. Mills, former ticket porter, resigned recently to accept a position with a well known moving picture corporation in Kansas City.

Mildred Burke resigned Saturday, March 23, to accept a position with the Sinclair Oil Company.

P. A. Holley, chief of the recheck bureau, spent several days in New Orleans attending a Western Weighing & Inspection Bureau meeting.

We learn that Art Beronius purchased a dog for his ice box. The Ticket De-

partment has been very curious to know why he bought such a large dish pan.

Oliver Foskett is rejoicing because his wife is returning from several months' visit in the south. More home-cooked meals.

We often hear and read of people being victims of circumstances but, when one of our own fellow employees is placed in a precarious position it is a different story—George Ward Matson, we learn, was a victim of cafeteria-ites. The circumstances—well, the same old story—couldn't get the gas turned on in his new home. It was gas, however, to a leak in the gas pipe and not in his pocket-book. Although, we would surmise that his pocket-book did leak a little from feeding the family in a cafeteria for several days.

The signs of Spring are evidenced in more ways than one. We notice here in the office, for instance, that the boys are removing their spats and Kunk-weller is planning his annual vacation. Paul Hyatt was locked up overnight Thursday, March 21, in connection with a murder trial. Paul however, was one of the twelve to decide the fate of the culprit. During his overnight stay at the Ashland Hotel Paul says he enjoyed the card games but had very little sleep.

Harold Collins is our new office boy. Welcome to our ranks. Harold says this is his first railroad position but so far thinks it great.

Jimmie Smith or any of the other great bowlers haven't anything on our latest protégé Al Myer. Al says he can make a score of 199 without any trouble, and is now filling the role of utility man.

## A Symposium

In reading the last issue it would seem that Bill Roger's superiority is being questioned. Who would have thought that famous Bill needed competition? Has Dumb Dora got that precious little thing called love?

We were certainly surprised to learn that Maggie has "changed over" to



Miss Martha Stauffer, collector of flowers, gave a song recital at the St. Regis Hotel, Kansas City, on Thursday evening, March 28. Miss Stauffer was assisted by Paul Gentry and Hugh Satterwhite, tenors, and accompanied by Miss A. N. Best. At the conclusion of the program, the St. Regis Hotel and the girls in the Auditor of Revenues' office, where Miss Stauffer is a competent operator, presented her with beautiful bouquets of flowers.

## Corned Beef and Cabbage.

Some people are so dumb it wouldn't be surprising to find them trying out Emma Schmalz's sex appeal. Don't see how anyone could turn down a ride with a fine girl like Bubbles. It must have been because she was a blond.

The Intellectual Pup would never carry the letter to Nora. The pup couldn't stand the smell.

Wonder if the Katzenbach family are the same as the Katzenbach Kids. We noticed them in the paper again last Sunday and presume they have fallen from their loft on the 10th floor.

Would suggest that T. E. A. receive a new wave length from the Radio Commission as he is altogether too near to KWKH at Shreveport for good reception.

Wonder if Bud Fisher could not take it upon himself to have Jeff as tall as Mail.

## Traffic Department

Vice President's Office

Ho ham! At this season of the year, with hobnobbers of spring to be seen everywhere, this business of trying to get your mind on your work is more than an ordinary effort, especially when there are displays of baseball goods, golfing paraphernalia and fishing tackle in the shop windows, and advertisements in the magazines and newspapers carrying announcements of the ball clubs at their spring training, the golf greens in good shape, and "they're hittin' now."

Why, even Harry Woods, our Mari-borough commuter, comes down these mornings with stories of how the tolls are piking their way through the soil, and the sweet-singing little birds, and the work to be done in the garden, etc. He has that faraway look that "back to nature" call as it were. It seems that at some time or other we all become imbued with the urge to be ourselves out into the wide open spaces, there to satisfy the craving that has been dormant all winter; this spring thing is great, isn't it?

With this announcement, the annual prevaricator competition of the fishing gentry (sometimes called disciples of Izaak Walton) is declared open. You are reminded that affidavits must accompany all stories, together with photographs and last but not least, an invitation to participate in a dinner, the place of residence of which it is to be the prize winning specimen. Mr. Coppock, Ray Estes, Dave Kraft, Paul Hyatt, Harold Staley, et al. please take notice. Our own Johnny Walker, after hearing the tales told by some of the forgers of the season availed him nothing. On the theory that practice makes perfect, it won't be long until Johnny will have another report to make.

Rafael Arnold, one of the Traffic Department's aspirants to tennis supremacy on the Kansas City Southern and elsewhere, has equipped himself with a new racquet and all the other paraphernalia. From the looks of things, he'll be out "white" racketeer, and he it known he has no connection whatever with this "racketeer" business you've been reading about in the papers.

Ray Rucker did his usual job of chauffeur for the Chairman's party on the annual inspection trip of the property. Ray feels honored at his selection for this job.

## General Passenger Department

MISS ISOBEL BURREY  
Correspondent

If you could hear General Passenger Agent Williams these days singing "There's a Rainbow Round My Shoulder."

## Group Insurance Benefits Paid

Over eighteen thousand dollars was paid in benefits during March to employees, who are or were policy holders under our Group Insurance Plan, or to their beneficiaries, bringing the total payments to date to \$778,789.67. The benefits paid in March were as follows:

### DEATHS

<b>Incarnated Employees:</b>	
James V. Bary	Kansas City \$1,000.00
Richard E. Holland	Kansas City 1,004.43
<b>General Freight Department:</b>	
Frank E. Haskell	Lake Charles \$300.00
Original Plan, \$2.00	Additional Plan, \$1.50
<b>Transportation Department:</b>	
Oran E. Alford	Mary \$300.00
Original Plan, \$1.00	Additional Plan, \$1.00
Accidental Death, \$1.00	
Oran J. Brewer	Hoover 1,000.00
Accidental Death, \$1.00	
Thomas B. Applewhite	Goodman 1,488.52
Original Plan, \$24.41	Additional Plan, \$24.41
\$24.41	\$24.41 previously paid on T & P. D. Claim

<b>Mechanical Department:</b>	
Wm. E. Robinson	Pittsburg 1,000.00
<b>TOTAL AND PERMANENT DISABILITY</b>	
<b>Office Auditor T. &amp; F. S. Ry. Co.:</b>	
Edgar E. Morrow	Texasarkana \$ 22.50
<b>Office of Auditor of Revenues:</b>	
George E. Ferguson	Kansas City 52.50
<b>Store Department:</b>	
A. D. Williams	Shreveport 52.50

<b>Transportation Department:</b>	
John W. Dunagan	Deodar 43.00
Mary Williams	Pittsburg 43.00
Wm. J. Leichter	Shreveport 43.00
Kinsey Worley	Pittsburg 22.50
James W. Knick	Texasarkana 22.50
Frank Noonan	Shreveport 22.50
Richard N. Barber	Kansas City 22.50
Henry Davis	Hoover 22.50
Lewis Fale	DeQueen 22.50
Henry Jackson	Shreveport 22.50
Julius J. Drummond	Fl. Smith 22.50
Nam W. Hong	Fl. Smith 22.50
Edgar L. Jones	Oklahoma 22.50
Henry O'Bryan	Texasarkana 22.50
James E. Kevill	Texasarkana 22.50
Sanford News	Home 22.50
Arthur C. Walker	Silvaco Springs 22.50
Walter E. Matice	DeLidder 22.50
Jim Brown	Shreveport 22.50
Joseph N. Parsons	Shreveport 22.50
Monte J. Beckman	Hoover 22.50
Thos. B. Applewhite	Goodman 22.50
Elmer Andrews	Pittsburg 22.50

<b>Mechanical Department:</b>	
Dexter Long	Pittsburg 22.50
Thos. L. Harvey	Pittsburg 22.50
Gulley Robinson	Shreveport 22.50
Henry D. Capper	Pittsburg 22.50
Thos. E. Sprague	Pittsburg 22.50
James L. Hewitt	Pittsburg 22.50
O. B. Mitchell	Shreveport 22.50
John Hickson	Shreveport 22.50
Charles E. Hillman	Hoover 22.50

<b>Track Department:</b>	
James Holt	Texasarkana 22.50
Charles Edwards	Wilton 22.50
Walter D. Parks	Kansas City 22.50
John W. Lewis	Kansas City 22.50
James A. Wilson	Haltom 22.50
Wm. A. Thompson	Kansas City 22.50
Hollie Murray	Page 22.50
Tom Knorr	Potosi 22.50
Tom Radtke	Manfield 22.50
James H. Carpenter	Joplin 22.50
James A. Barnett	Vandervoort 22.50
James Collins	Fl. Smith 22.50
George O. Senter	Lawville 22.50
McClintock Lister	Pittsburg 22.50
Howard L. Snow	Spots 22.50
Clay Johnson	Texasarkana 104.00

<b>SICKNESS</b>	
<b>Special Service Department:</b>	
Robert E. Swearingen	Fort Arthur 47.14
<b>General Freight Department:</b>	
Paul C. Brown	Kansas City 27.98
Kenneth F. Poelline	Kansas City 10.71
Frank E. Haskell	Lake Charles 51.43

<b>Bakery Department:</b>	
William E. Bell	Mena 7.34
<b>Office of Auditor of Revenues:</b>	
Jerry J. Kaylor	Shreveport 180.71
German McBride	Kansas City 4.81
<b>Office of Comptroller:</b>	
Stella M. Pokrzywa	Kansas City 11.43
<b>Office Auditor T. &amp; F. S. Ry. Co.:</b>	
Kenneth Durham	Texasarkana 4.29
<b>Jealin Union Dept.:</b>	
Harvey V. Fetzer	Joplin 15.71
<b>Store Department:</b>	
Fred R. Casper	Pittsburg 4.29

<b>Transportation Department:</b>	
<b>Stations and Offices</b>	
Rayner S. Griffith	Home 20.00
John S. Gosholt	Mary 40.71
Gregor McCollough	Kansas City 1.43
Mildred McGee	Texasarkana 2.86
Ray D. Smart	Kansas City 17.14
Malvern A. Rowell	Fort Arthur 2.72
Edna E. McLeod	Pittsburg 54.29
O. Cornblum	Pittsburg 18.29
Richard D. Fretwell	Hoover 2.14

<b>Train Service</b>	
Ed V. Dial	Hoover 12.86
Wm. Short	Pittsburg 10.00
John F. Roberts	Fl. Smith 12.86
James W. Cox	Pittsburg 4.29
Wm. H. Shutt	Kansas City 8.57
Kathryn J. McGonigle	Pittsburg 100.71
F. N. Anderson	Shreveport 8.57
James C. Price	Pittsburg 42.86
James B. Hoffmann	Hoover 8.57
Raulen O. Campbell	Pittsburg 22.43
Joe J. Myers	Kansas City 2.14
John F. Cooper	Kansas City 12.86
A. S. Hemple	Pittsburg 74.29

<b>Engine Service</b>	
Guy O. Walters	Pittsburg 28.57
Chas. A. M. Petrie	Fort Arthur 6.43
John Becht	Kansas City 155.71
Tom E. Pittman	Kansas City 72.86
John F. Bookout	Lawville 20.00
Guy W. Stokely	Shreveport 87.86
DeWay G. Davidson	Shreveport 10.71
James S. Smith	Shreveport 6.43

<b>Yard Service</b>	
Edwin Parish	Kansas City 22.86
Geo. W. Hubbs	Kansas City 15.00
Wilmer E. Smith	Hoover 8.57
John L. Eckhardt	Lake Charles 2.86
Charles S. Shanks	Pittsburg 10.00
Osar L. Moon	Kansas City 21.43
Monte H. Jenkins	Kansas City 4.29
Monte R. Jenkins	Kansas City 21.43

<b>Mechanical Department</b>	
J. F. Noble	Shreveport 55.71
Wm. E. Robinson	Pittsburg 11.43
Charlie A. Brooks	Pittsburg 12.86
Raymond J. Clayton	Pittsburg 24.29
J. L. Johnston	Lawville 11.43
Byron J. Eilers	Shreveport 40.00
Andrew E. Arbogast	Pittsburg 11.43
James A. Ribbins	Pittsburg 7.14
Ed A. Bousser	Grand 40.00
Ralph J. Kalvin	Shreveport 11.43
Artie L. Gray	Hoover 25.71
Anthony L. Turner	Pittsburg 50.00
Carl Schooley	Kansas City 8.71
H. N. Wilkinson	Pittsburg 11.43
Wm. K. Kirkpatrick	Pittsburg 8.57
John W. Parker	Hoover 15.71
Joseph Coleman	Shreveport 14.29
Lewis Hall	Shreveport 100.71
Wm. M. Fisher	Kansas City 65.71
Horace L. Lowrey	Shreveport 8.57
Wm. F. Howler	Pittsburg 107.14
O. B. Mitchell	Shreveport 150.00
C. W. Snyder	Lawville 17.14
John P. Gill	Kansas City 14.29
Wm. H. Wills	Hoover 12.86
Burke Jackson	Fort Arthur 7.14
Claude Boarden	Texasarkana 25.71
Moses O. Johnson	Pittsburg 17.14

<b>Track Department</b>	
O. D. Mitchell	Shreveport 22.57
John Surr	Noosho 1.43
John L. Warner	Bloomington 20.50
Gene J. Hoffmaster	Washington 22.98
George B. Smith	Mena 1.43
Rufus E. Leake	Kansas City 40.00
Orin M. Brittenham	Joplin 21.43
Robert Thompson	Wilton 20.00
W. M. Wright	DeQueen 8.57
Moss C. Smith	Centrose 21.43

Butler G. Jenkins	Shreveport 46.57
C. W. Blagg	DeQueen 15.00
Fred Marvante	DeQueen 1.43
Ray J. Martin	Marels City 14.29
E. E. Vanden	Stacy 24.29
James J. Thompson	High Mountain 5.71
John M. Greig	Saginaw 1.43
Will Jones	Texasarkana 17.14
Murrell A. Box	Noosho 70.71
Albert F. Baker	Shreveport 20.00
George O. Parson	Silvaco Springs 8.57
Melvin B. Towner	Stacy 21.43
Edna Hobson	Mena 2.86
Wm. L. Moonahan	Spots 8.57
Henry Hoffman	DeQueen 22.86
Albert A. Palmis	West Lake 14.29
Jim Falter	West Lake 11.43
A. L. Robinson	Stacy 29.27
James I. McCrea	Lanagan 41.43
Earl Allen	DeLidder 35.71
Samuel J. Allen	Hoover 8.57
John D. Smith	Pittsburg 20.00
Irwin Bevenshugh	Kansas City 15.71
Ray L. Boyd	Anderson 15.00
Lewis H. Young	Noosho 8.57
Alfred L. Peterson	Pittsburg 14.29
Samuel M. Marble	Merwin 2.86

<b>Shreveport Construction</b>	
Clyde Gault	Shreveport 40.00
<b>NON-OCCUPATIONAL INJURY</b>	
<b>Transportation Department:</b>	
Walter M. Sprague	Kansas City 60.00
<b>Mechanical Department:</b>	
Joseph F. Gall	Pittsburg 2.86
Thos. E. Meyer	Fort Arthur 5.72
<b>Total paid since plan put into effect \$778,789.67</b>	

## News of the Family

(Continued from page 47)

Branch, W. T. Evans, foreman of the West Lake section, succeeds Mr. Hadley at DeQueen.

J. Davis, foreman on Section 127 at Sogger, has been off duty account illness. During his absence, J. Rice, laborer on the First Pine section, has been in charge.

To more nearly equalize the work, the limits on four sections on this district have been changed. Section 123, DeQueen, south, has been shortened a half mile, and Section 129 lengthened the same distance. A mile has been added to Section 124, Doty, and Section 135, Vidler, has been correspondingly shortened. The recent extension to the passing track at Vidler, and the new fill on Miles 743 and 745, are responsible for the latter change in section limits.

## Is It Worth While?

Approximately 24,000 are killed through accidents each year in industry.

During 1928, 27,000 lives were needlessly sacrificed in automobile accidents.

More than 20,000 were victims in home fatalities last year.

And yet some wisecracks still speak of safety work as "bunk"!

It's a lot cheaper to prevent an accident than to have one. Insurance doesn't begin to compensate. Up to date no way has been discovered of growing new hands and new fingers.

Organized safety is a great humanitarian movement that is spreading around the civilized world. Any work that tends to protect men from personal injury is distinctively worthwhile.—*The Safe Worker.*

College boy writing home: "How do you spell financially?"

His friend: "F-i-n-a-n-c-i-a-l-l-y and there are two R's in embarrassed."

The Kansas City Southern Magazine

In your circle of friends



there's business for the

Kansas City Southern

Sometime every one of your acquaintances will have occasion to ship or travel over the Kansas City Southern, or to recommend its service to others.

Read "Analyzing Solicitation" on page 13, then—

Make Your Contacts Count

USE tip cards!

## Help Us Make the Goals!

—The efficiency with which a railroad is operated is revealed usually by its record in certain operating factors—in its attainment of certain operating goals.

—The records usually considered are the average miles per car per day—the miles per freight train hour—gross and net train loads—and the net tons per loaded car.

—The Kansas City Southern has ranked high among its neighbors in its performance in these factors. Our record last year was:

	Average Miles Per Car Per Day	Miles Per Freight Train Hour	Train Load		Net Tons Per Loaded Car
			Gross	Net	
1927 Performance.....	52.0	13.1	2071	895	26.8
1928 Performance.....	49.8	13.4	2147	917	26.2
Highest marks among Southwestern Region Lines .....	67.6	15.3	2147	917	30.5
K. C. S. Ranking .....	2	10	1	1	7
Goal for 1929.....	52.0	14.0	2200	925	30.0

—That record was good—we ranked first in two items and second in one—but let's make this year's record better.

—Our goals for 1929 have been set. A little more intensive effort—a little closer co-operation on the part of all—and we'll make these goals.

LET'S MAKE 1929 A  
BANNER YEAR

W.N. DERAMUS,  
General Manager

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