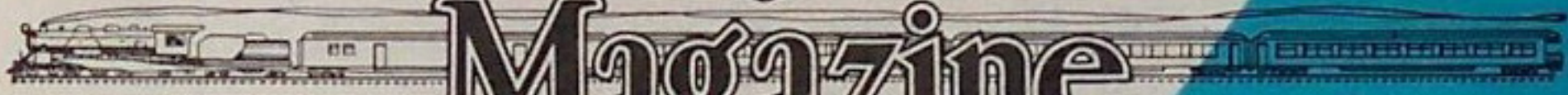


The Kansas City Southern Magazine



*An inviting scene in "vacation-land"—
the Elk River near Elk Springs*

JUNE
1930

Check Your Health



*S*AFETY leans on health and health, in turn, leans on safety. The ravages of disease gain momentum after the fashion of an uncontrolled auto coming down a steep hill. A point is reached where there is no stopping.

"Yet a thousand times a day careful drivers do come down hills safely. They plan to do so . . . at the top of the grade, a simple gear shift; attention to brakes; watchfulness . . . that's about all there is to the secret.

"It is best to check your health at the top of the hill. Correct minor ailments so that you will not fall victim to the major ones."

PROF. IRVING FISHER,
of Yale University.

(Universal Safety Radio Series)



The Kansas City Southern Magazine

Published on the first of each month in the interests of the employees of the Kansas City Southern Railway Co. and Texarkana and Fort Smith Railway Co.

Volume 3

JUNE, 1930

Number 2

The Magazine wants pictures of K.C.S. homes for publication—lots of them. It would like to print a page of these pictures each month for the next three months. Now is an especially good time to make these pictures, while the shrubbery and flowers are at their best. Or perhaps some have recently built homes and haven't developed the grounds. There are many attractive section house grounds along the line, and pictures of these would be interesting. Make a picture of your home and send it in for publication.

Another in the series of articles on the work of the various departments of the railroad appears in this issue. This month it is the Car Service Department which is written up. You'll find it on page 3.

There are still a few stations and other locations which should be represented in the Magazine that do not have correspondents, and news from such places seldom appears in the Magazine. If your station or department doesn't have a regular correspondent, select one and send his name to the editor—and then help him out with news and personal items, and pictures. Or perhaps you can help your present correspondent in the same way.

Since the publication date of the Magazine has been changed to the first of the month, the dead line for material becomes the fifteenth of the previous month—that is, material for the July issue should be sent in not later than June 15. If contributors will bear this deadline date in mind, they will help us in getting the Magazine out on time.

—The Editor.

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Tip Topics

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Recreation

F. E. ROESLER
Agriculture

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 508, Kansas City Southern Building, Kansas City, Mo.

DAILY INTERCHANGE REPORT OF CARS				2000 5-28
From THE KANSAS CITY SOUTHERN RY. CO. to <u>K.C. Terminal</u>				R. R.
To <u>KANSAS CITY</u>				Date <u>5-13-30</u>
From 12.01 A. M. to 11.58 P. M.				Sheet No. <u>67</u>
REMARKS OF LOCAL INFORMATION AS REPORTED				
RAILROAD	CAR NO.	CLASS	INITIALS	CONTENTS
UTLX	55723	T	11 ³⁰ AM	SOC. K.C. Term. Oil
UTLX	71145	T	✓	POP POP Gas
KCS	23522	F	✓	Road J.C. Dodd. Wheels
LCLX	968	T	✓	POP Cudahy Mtg.

The delivery of cars to foreign lines is recorded on the daily interchange report.

per diem balance is apparent. A transcript of the interchange reports is furnished traffic representatives for their information.

Another important report which is the basis of accounting car rental, locomotive, car and ton mile performance is the conductor's wheel report. This report is rendered by the conductor to show all cars handled in his train over each district. The number of the engine, engine, initial and number of each car, content of loaded cars, tare and net weight, distance hauled, etc., are shown. Any cars not out or picked up on the district are indicated. The report is rendered in duplicate, and the original copy mailed, on completion of trip, to the Superintendent of Car Service.

Handling of Wheel Report

When the conductor's wheel report is received in the office at Kansas City, it is first passed to the record clerks, who record the moves of each car. The mileage clerk then computes the total number of empty and loaded miles made by the cars in each train. In compiling this information, a separation is made between system and foreign equipment. Mileage of system equipment is separated by class of cars and the contents in each train, making a separation of cars, loaded and empty. The miles are computed by multiplying the weight of the car and contents in tons by the number of miles hauled. Total ton miles and ton miles are noted on the back of the wheel report and later posted in book record for statement purposes.

The movement of cars as indicated by the interchange and wheel reports are recorded in books as a permanent record, and grouped according to ownership. There are three classes of ownership: car own, called "system," the cars owned by other carriers, and those belonging to private car lines,

both the latter being classed as foreign equipment. System cars are posted in a book covering a two months period. The number of each car owned is shown in this book, a continuous record being maintained. Car numbers are transferred from one book to another at the close of each two-month period. The moves between different carriers are posted, in addition to the moves made on our rails. The moves between carriers are posted from junction reports received from the line making the delivery. Initial of foreign line is recorded to indicate location of car.

The books covering equipment of other carriers and of private car lines are alike in working principles. A different book is used for each month. The names of the companies owning the equipment are listed in alphabetical order, and under such headings the cars of each company are posted by numbers. At the end of the month any car remaining on hand is transferred to the next month's book, and continues to show until it clears our rails. The record covering our equipment and

In this article, written before his recent transfer to the Southern Division as traveling car agent, and while he was still at Kansas City, Mr. Sleyster describes in some detail the accounting features in connection with the use and movement of equipment, particularly freight cars. In reading the article one is impressed with the importance of accuracy in the making of the reports from which the Car Service Department compiles its records, and with the system which has been developed for recording the movement of cars. The article is interesting and informative.

—The Editor.

that of other companies are alike, in so far as the posting of interchange and wheel moves are concerned. Each page is provided with a space for the car number, which is followed by thirty-one squares. Each square represents a day in the month. In these squares are posted the moves made by the car on the day the square represents. In posting the interchange moves, a code is used for each road at each junction point. For example, the code covering cars interchanged with the A. T. & S. F. at Kansas City is 01, and interchange made with the same road at Joplin would be indicated as 027. A distinction is made between cars received and cars delivered by the use of colored ink. Car movements as indicated by the wheel reports are posted by the use of the station number. Empty movement either through interchange or between points on our rails, are identified by underscoring in record. To expedite recording, books are equipped with leather tags varied with initial of the road and car number series.

Per Diem a Dollar a Day

Foreign per diem cars while on our rails are subject to a per diem charge of one dollar per car per day. Under per diem rules, if per diem is not allowed owners within a given time, a penalty is added ranging from fifty to sixty cents per car per day. To insure prompt and proper allowance being made, the car record from which per diem is computed is checked to see that each day is accounted for, from the date the car is received from a connection until it is delivered to a connection. Should the record be short either a receipt or a delivery of a car, it must be followed up until complete. The number of days per diem due on each car is reckoned by subtracting the date of receipt from the date of delivery.

The number of days per diem earned by each car is placed in the record opposite the car number. A statement is then drawn off for each road, showing each individual car handled during the month and the amount of per diem earned. These statements are mailed to the car owners. A statement showing the total amount of per diem due each carrier is furnished the Comptroller's office each month, settlement being made through that office. When statements are received from other carriers indicating amount of per diem earned by our cars on their rails, it is checked to see that allowance is proper, and the information is posted in our system car record book. As stated before, the record of our cars on the rails of other carriers is posted by using the initials of the carrier handling. The per diem earned by our cars is posted opposite these initials. In the payment and collections of per diem charges, discrepancies often arise which are settled through per diem claims. The cause for these discrepancies is generally due to allowing per diem under the wrong car number or to the wrong road. It is important that the information shown in interchange and wheel reports be accurate.

About Switching Charges

There are shippers and receivers of freight at our various stations who are not served directly by our line. Traffic to and from such patrons routing over our line is switched for our account by the carrier upon whose rails they are located. And so it is with shippers and consignees located on our rails who have no physical connection with other carriers. The switching line receives a switching charge for this service. The per diem that they are required to pay on the

cars in switch service would considerably reduce their earnings. To overcome this expense, the road for whose account the car is switched reimburses the switching line for the per diem they are required to pay on the cars while in that service. Intermediate switching lines are also reimbursed for the per diem accruing on cars while in such switching service on their rails.

Private Car Line Equipment

In addition to the switching reclaims mentioned, there is what is known as a special reclaim. The special reclaim is a reimbursement for per diem paid when cars are delayed by reason of an error for which some other carrier is responsible. The handling of per diem and reclaims is governed by the rules of the American Railway Association except where others are locally agreed to. Reclaim of per diem paid is sometimes made by audit bill. This form of per diem settlement is used with lines not subscribing to the American Railway Association rules. When cars are delivered a non-subscriber line, the delivering line is required to pay the per diem to owners direct for the time cars are on such line. They then bill the non-subscriber line at the end of each month for the total amount paid on such cars.

Rental for the use of equipment

owned by the private car lines differs from that of railroad owned equipment. Such equipment is settled for on a mileage basis. The charge ranges from one to three cents per car mile, loaded or empty, depending upon the class of equipment. Private line tank car owners are required by tariff regulations to equalize mileage made by their cars loaded and empty on each road, annually. If the records on January 1 show empty mileage in excess of loaded, the owner is billed for the excess empty mileage at tariff rate, plus mileage allowed for use of car. Carriers owning and operating refrigerator cars are permitted to place such cars on a mileage basis instead of the per diem ordinarily allowed on railroad equipment.

In computing the mileage earned, the car record covering cars subject to the mileage charge is brought into use. Opposite each car is shown the total number of miles made by the car while on our rails. A separation is made between the loaded and empty miles. Statement indicating total loaded and empty miles of each ownership is prepared monthly and furnished the Comptroller's office for settlement. Mileage made by cars privately owned must also be separated by states through which they move, for tax purposes.

Two views of the office of the Superintendent of Car Service, located on the third floor of the General Office Building at Kansas City. B. J. Hurley, chief clerk, is standing at the left in the lower picture.



June, Nineteen Thirty

Supervision of demurrage is under the jurisdiction of the Car Service Department. Demurrage is a charge made against the shipper or consignee for the detention of cars beyond a given time, which have been placed for loading or unloading. It is the duty of the agent to assess and collect demurrage in accordance with the National Demurrage Tariff. Reports covering the assessment of demurrage are received in the Car Service Department from each station at the end of each month. These are checked to see that all charges assessed have been taken into account. Charges taken into station account can only be eliminated by collection or through cancellation due to a mis-application of the tariff requirements.

Traveling Demurrage Inspector Checks Station Records

A traveling demurrage inspector is assigned to making frequent checks of demurrage records at each station. He corrects any irregularities and reports conditions to the Superintendent of Car Service, with copy to the division superintendent. Average agreements are executed through this office which gives the shipper the privilege of effecting the detention of one car by the prompt release of another. Under this plan of settlement the charge for this detention of cars is computed on the basis of the average time of detention

COMMENDED
for Meritorious Service

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

- C. W. FERGUSON, conductor, Heavener.
- J. C. PRICE, conductor, Pittsburg.
- O. L. JOHNSTON, conductor, Pittsburg.
- ALBERT CLARK, brakeman, Heavener.
- F. A. HUNTER, brakeman, Shreveport.
- H. L. TURNER, warehouseman, Leesville.

to all cars released during each calendar month.

Numerous statements and reports are compiled from records maintained in the Car Service Department. It would require considerable space to go into detail concerning the preparation and purpose of each; however, we hope to cover this and other activities of this department in some future issue of the Magazine.

As no man is born an artist; so no man is born an angler.—Isaac Walton.

Carelessness Causes Accidents

What would be your answer, if someone should ask you what are the chief causes of home accidents? Perhaps you would first want to get a large sheet of paper, and a pencil. Then you would begin jotting down a long list of home accident hazards.

The one chief cause, however, is carelessness. Safety experts agree that nearly all home accidents—at least 90 to 95 per cent of them—could be prevented through the normal Safety precautions and Safety habits that ought to be observed in all homes.

Of course each home ought to eliminate all possible accident hazards; and each home should always consider the Safety value of all new appliances that are brought into the home. But, regardless of equipment, the accidents in a home are determined chiefly by one thing—by the degree of carelessness of the persons in that home.

The studies of the National Safety Council indicate that there are seven leading kinds of home accident fatalities—those resulting from falls, burns and scalds, asphyxiation and suffocation, poisons, fires and explosions, firearms, and electricity.

But the causes—the real basic causes of nearly all of these home accidents may be summarized in one word—**CARELESSNESS**—Kansas City Safety Council.

An Account of My Trip to JERUSALEM

In a three-day trip to the Holy Land, Mr. Holden visits the sacred spots in the vicinity of Jerusalem and Bethlehem.

By J. F. Holden
Vice-President Retired



The Via Dolorosa

WE ENTERED the land of Palestine at Haifa, on the bay of Acre, about seventy-five miles in an air line northwest of Jerusalem, but 112 miles by rail. Before us rose Mount Carmel, three thousand feet to its summit. We at once thought of the prophet Elijah, the priests of Baal, and the wicked King Ahab and his wicked Queen Jezebel.

Taking the train at Haifa, we started south and presently entered the Plain of Sharon. On the right of way and in the fields nearby we saw growing wild a most lovely red flower, which I immediately took to be the Rose

of Sharon, but later upon inquiry of one of the natives I learned that these flowers were the lilies of the field, which "toil not, neither do they spin, and yet I say unto you that even Solomon in all his glory was not arrayed like one of these."

In a few hours we reached the southern end of the plain of Sharon at Lod of Old Testament times, and Lydda of New Testament, where Aeneas lived and was healed by Peter, and by reason of which Peter got his invitation to visit Joppa, ten miles away, where his vision of the sheet being let down from Heaven filled with

unclean foods resulted in the conversion of Cornelius, the centurion.

From Lydda we turned to the east and proceeded up through the hills to Jerusalem, rising to an altitude of twenty-five hundred feet on a grade of 125 feet to the mile, but the railroad is in good shape, and with two locomotives we reached the top at good speed. Through the hills from Lydda to Jerusalem is what is known as "Samson's country." High up on the hillside, visible from the railroad, there is pointed out to you what is known as "Sam-

David Street, at the left, and below, Jerusalem and the Mount of Olives



June, Nineteen Thirty



Scenes during the high water south of Texarkana on Sunday, May 18. The view at the upper left was taken late that afternoon from the end of bridge B-296. At the upper right is a view on Mile 489, and below it, another view in the same vicinity. At the lower left is a group of Texarkana employees at the washout.

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the flower and on that day several windows were broken in his train by the passing of a snow plow. He cannot remember of ever going out on his run without the carnation other than that day.

Mr. Mace was the son of a railroad man and is the father of a former freight conductor, Ralph, now of the firm of Allen and Mace, grocery dealers in Portland.



Well Earned Rest

He is a charter member of the Order of Railway Conductors, having been connected with this order more than 25 years. Johnny is now getting his orders from his doctor, instead of from the superintendent, we regret to relate. He plans to spend the summer on a farm near Winthrop, where we trust complete rest and relaxation will work wonders for him.

New Ditcher Begins to Make Dirt Fly Along the Right of Way



New American Ditcher, No. M.E.C. 141, at Work near Topsham

QUITE a lot of Maine Central machines might be compared to Cascalettes, because they work while you sleep. By the same token our new American Locomotive Ditcher, M.E.C. No. 141, should be christened "Old Dutch," because it makes the dirt fly. Right now it is out on

the line, ditching, underdraining, handling material, etc., replacing the old Browning Ditcher, retired.

A Self-Propelled Unit

The new machine will be employed from the time the frost goes out in the spring till it freezes up in the fall, almost exclusively



No, Gentle Reader, This Is not a Wreck Merely a Self-Clearing Air-Dump Car Doing Its Stuff

in ditching and underdraining. It is distinct from other types of ditchers, in that it is a self-propelled unit. Using steam for power, it is capable of handling several air dumps, a tender car, and to some extent a Jordan spreader.

The operation of the ditcher itself and of the boom and bucket is controlled by a set of levers located on the right hand side of the forward end of the machine, where the operator stands. This capable individual is Ditching Engineer C. H. Pratt of Leeds Center and the fireman is Millard Kennedy.

Swings a Complete Circle

In ordinary ditching operations a bucket of 7-8 cubic yard capacity is used, this bucket being attached to the end of the dipper stick. The bucket, in operation, quickly gouges out a load, is swung around over a dump car and tripped by the ditching engineer. The machine can work in a complete circle and has a reach of better than 30 feet from the rail. A clam-shell attachment is easily applied in place of the ditching bucket for use in digging trench for underdrains.

The new Ditcher has a weight of 173,400 pounds with load of coal and water. Its overhead clearance varies from 15 ft. 4 in. with stack and bonnet removed to 17 ft. 6 in. with stack on; coal capacity is 2 1-2 tons and water, 830 gallons.

Right on the Job

The machine cannot be operated in the following portions of the system: Cobbos-

secante Branch, Harmony Branch, Austin Jet. to Kineo, Orono to Stillwater, Enfield to Howland, Bucksport Branch, or east of Ayres Jet. Only by special permission and when accompanied by a locomotive, may it operate between Crowley's Jet. and Leeds Jet., east of Rumford, or west of Bartlett.

The outfit is now ditching east of Brunswick and will soon be employed on an underdraining job and the installation of crushed rock ballast at Cliffords Bridge, West Falmouth. Thence it will move to Waterville and be used in the same work, North Street Bridge, east, Back Road.

The new Ditcher is a valuable addition to our equipment and is proving most effective in the work assigned to it. It is the first of its kind to be used in Northern New England and is attracting the attention of the Engineering Department of several neighboring roads.

++

Rail Replacement Program Under Way

Our 1929 rail replacement program got under way late last month on both the Portland and Eastern Divisions. New 100-pound rail will be laid on double track Royal Junction to Yarmouth Junction, a distance of 1.73 miles, and Royal Junction, East, on the Back Road, a distance of two miles; on single track a distance of 6.69 miles, Freeport, East. On the Eastern Division, the same weight rail will be laid 3.7 miles West of Mattawamkeag and 3.5 miles East of Drew. New 85-pound rail will also be laid 2.81 miles East of Hebron.

The 1928 rail program includes the laying of approximately 24 miles of new rail and about 13 miles of relay-rail, Lisbon Falls to Brunswick, Quebec Junction to Baileys, at Deadwater and East of Moores.

In addition, about 45 miles of road will be ballasted during the season, this work having started on the second Track Division with a 3 1-2 mile stretch east of East Newport. Gravel for this job is obtained from Lindsey's pit on the Harmony Branch about 1 1-2 miles east of Pittsfield.

NAME	Occupation	Location	Business secured during April on Price This	Vice Cash settled during April	Business secured on April This
Kelly, W. J.	Section Foreman	Noble	1	1	1 car let, 1 ticket
Quinn, T. F.	Asst. Engineer	Texarkana	1	1	
Richardson, E. N.	Drumman	Texarkana	1	1	
Upchurch, J. A.	Asst. Chief Engineer	Texarkana	1	1	
Others					
Beaver, Miss Mary	Typist	St. Paul, Acad.	1	1	
Brinkman, Dr. W. R.	Doctor	Fort Smith	1	1	
Crane, Mrs. W. J.	Wife, Water Supt.	Pyra	1	1	
Parke, D. C. Jr.	Sec. Local Exp. Agent	Pittsburg	1	1	
Pender, Mrs. C. M.	Wife, Section Foreman	Robson	1	1	
Shurt, Mrs. T. W.	Wife, Section Foreman	Bozath	1	1	

Avoid Injuries By Mastering the Dangers of the Job

By M. E. Mitcham
Trainmaster's Clerk, Heavener

SAFETY is the most important factor in the successful operation of a railroad. Every year thousands of railroad employees meet with personal injuries, due in most cases to faults of their own, such as carelessness, thoughtlessness, indifference, and their failure to be "safety-minded" at all times. Each and every man on the job must be aroused to a sense of the responsibility that he carries to avoid injuries to himself and to those with whom he works. In plainer words, we must educate ourselves to the thought that injuries can be avoided, and to do that which is necessary in the way of safeguarding ourselves in order to prevent the injuries that are classified as chargeable to man failures.

The Safety "idea" is to educate men to the importance of anticipating the danger that they know confronts them, and avoiding the possibility of injury. This is absolutely true and possible because we should bear in mind that a railroad man's every task carries danger with it. Accident reports do not indicate that a great number of railroad men are injured in moving over a train that is running along at a fast rate of speed, because of the fact that they fully realize the extreme hazard in connection with it, and therefore it comes into their mind that they should be extremely careful while that particular movement is being made. Everyone is aware of the fact that this is one of the trainman's most dangerous and hazardous duties.

"Do It the Safe Way"

This should be borne in mind in performing all duties, and consider that every task carries with it hazards and possible danger of personal injury. If this is done, everyone should ask himself this question before attempting to do such task that is before him: "Am I going to do this right, the Safe Way?" After he has asked himself this question, and he finds that he is about to go at it in an unsafe way, he should immediately correct himself and do it the safe way.

If you have taken every precaution

and complied with all safety rules in doing a task, and an injury occurs, the chances are 100 to 1 that some one else has erred, and you have the benefit of a clear conscience—and besides, your record is protected. If a man is safety-minded at all times he will not place himself unnecessarily in a hazardous position where he is liable to be injured.

Recognize Dangerous Work

When we are sent on a mission which we recognize as dangerous we go prepared for the dangers which we know exist. This should be realized in connection with the operation of a train, or of a switch engine. There are numerous employees who have grown callous to the dangers that they know confront them in their daily routine of work. They are the ones who should change their attitude and get the



Neoma and Marrs Gillman, daughter and son of C. P. Gillman, B. & B. foreman at Port Arthur. Neoma will graduate from High School, and Marrs will graduate from Allen Academy, Bryan, Texas, in June.

"safety habit." All of us should, at all times, carry with us this thought: "There is danger here and I will look out for it."

It isn't necessary nor even desirable to be nervous or afraid when on the alert for a dangerous situation. We can go right along performing our duties with the thought in mind, "I know and recognize all the dangers and to overcome them." For instance, in getting down from the top of a car most prolific causes of personal injury, resulting in painful, incapacitating sprained ankles—and worse—the safety-minded man will not trust to chance but will see to firm foothold and safe footing all the way from running board to ground.

It is fatal for a man to think he will not be injured because he has been doing a thing in an unsafe manner and has not seen an accident from it. This large class of accidents which grow out of wrong thinking is our objective and the safety message we are trying to put across.

A safety-minded railroad means more than fifty or seventy-five per cent having the interests of employees and the Company at heart. It means the full co-operation of every employee. This brings to mind Kipling's well-known lines on "Co-Operation":

It ain't the guns nor armament,
Nor funds that they can pay,
But the close co-operation,
That makes them win the day,
It ain't the individual,
Nor the army as a whole,
But the everlasting teamwork,
Of every bloomin' soul.

Tell of Dynamometer Car

A trip on the dynamometer car was described by Harry Ward, machine apprentice, and V. L. Ginn, apprentice supervisor, told some of his experiences on test trips he had made, at the regular monthly meeting of the M. A. R. Apprentice Club, held in the K. C. S. club rooms at Pittsburg on Monday evening, May 12.

Apprentice seniority was discussed by J. L. Mosier, chairman of the Mechanics' Association.

Nineteen members attended the meeting. At the close of the business session, refreshments were served.

Supervisors Talk Shop

Eight foremen attended the regular monthly meeting of the Supervisors of Mechanics (Southern Division) held on Tuesday evening, May 13, at Shreveport.

Interesting talks by E. F. Wright on "Blacksmith Shop Output," A. T. Peterson on "Power-House Improvements," and W. J. Kanowski on "Engine Failures," featured the meeting.

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RECREATION

Supervisors Win Bowling Title at Pittsburg

In the playoff for the bowling championship at Pittsburg on Monday evening, May 19, the Supervisors defeated the Apprentices in a series of six games. The Apprentices, by winning the first half of the league race, became eligible to roll against the Supervisors, winners of the second half.

The playoff proved to be highly interesting, only 133 pins separating the two teams at the end of the sixth game.

By winning this year's championship, the Supervisors made it two in a row, having also won the championship of 1928-29.

The scores for the six games are as follows:

Supervisors	Apprentices
Tucker..... 970	Huffman..... 790
Wells..... 909	Wells..... 840
Wheat..... 909	Durham..... 1015
Green..... 892	Partridge..... 860
Nelson..... 1038	Metz..... 1030
Handicap..... 728	Handicap..... 594
Total..... 5584	Total..... 5451

Prize money for the season was distributed as follows:

Winning Team:	Score	Season Average	Prize
Supervisors	.....	.....	\$20.00
High Ten:	.....	.....	.....
Durham	274	158	12.00
High Thirty:	.....	.....	.....
Durham	724	140	12.00
High Thirty to Bowler	.....	.....	.....
With Average Less Than 125 at Close of Season:	.....	.....	.....
Wells, C. B.	662	146	8.00
Bowler Reducing His Handicap Largest Number of Pins for Season:	.....	.....	.....
Hay	22	140	8.00



The scoreboard on the K. C. S. baseball field at Pittsburg looms up for quite a distance and looks mighty nice. A number of improvements on the ball diamond and grand stand have been made this spring, including a water line to the park.

June, Nineteen Thirty

K. C. S. Golf Notes

B. E. Brackett, chief clerk in the local office at Texarkana, has started playing golf again, and he has been getting his score down around the 40's.

Traveling Auditor Vogan, of Shreveport, had his first golf lesson on one of the junior golf courses at Texarkana recently. He made quite a hit with one young man there.

One of the most recent and most promising golfers at Texarkana is Cashier Preston. He is making 60's and 70's now, but promises to do much better with a little more practice.

At Pittsburg Bobby Johnston, Bob Dunbar and Tom Durham have an open challenge to any three golfers on the line. Surely their challenge shall not go unaccepted.

Bob Dunbar has traded J. Sherman Arthur a pair of socks and a sweater for his yellow golf shirt.

Bill Rupard, Wallace Clark, and J. Sherman Arthur, of Pittsburg, are going out on the links again as soon as their new golf outfits arrive.

Bob Dunbar almost made a hole in one on the Municipal links recently. The ball rolled on the green of No. 5 and stopped eighteen inches from the cup. That's close.

In a match at Pittsburg on Friday evening, May 16, W. Granville Jones, clerk in the superintendent of machinery's office, lost to Roy Lofton, of the same office. Mr. Jones had challenged Mr. Lofton to a match to stop the rumors that Roy was a coming golfer, but the end of the match found Lofton with a 50 and Jones with a 54. Bobby Johnston was the official score keeper and referee.

Athletic Association Meets

At the regular monthly meeting of the Kansas City Southern Athletic Association at Pittsburg on Wednesday evening, May 6, the athletic committee asked for some help to finish laying the water line to the ball park. The manager of the second team, L. S. Holler, was authorized to get in touch with the athletic committee to get six new balls and bats.

After several bills had been allowed for work on the ball diamond and grand stand, the treasurer reported \$112.64 in the athletic fund. Chairman Hay presided.



C. H. Odum, sheet metal worker, and W. Edgell, engine inspector, of Heavener, exhibit their catch on a recent fishing trip.

Handicaps?

I. D. Waggener, Jr., correspondent in the Comptroller's office, sent in the following poem with the notation that it was respectfully referred to W. F. Cooke, chief clerk in that office, by "56" Stump, pay roll clerk, of the same office. Because of its interest to the many golfers on the Kansas City Southern, it is published on this page of the Magazine.

A First-Tee Forecast

Just at the first tee, with a sigh,
My rival fixed me with his eye,
And I knew well just what the bloke
Was going to say before he spoke.
I knew he hadn't slept last night,
And that his stomach wasn't right.
That he had rheumatism, and
Neuritis in both wrist and hand.
I knew his nerves were badly churned
And his lumbago had returned.
I knew, before he spoke to me,
Something had happened to his knee.
I knew that he had fever, chills,
Sore feet and several other ills.
In fact, from ankles up to neck,
I knew he was a total wreck.
And mixed in with his other jokes
I knew he wanted Seven Strokes.
—Grantland Rice.

College Student Agent: "Madam, I'm selling something to prevent the roosters from crowing at daylight."

Mrs. Suburb: "Yes, what is it?"
College Student: "An excellent recipe for chicken soup!"

The KANSAS CITY SOUTHERN Maintenance of Way Association

Chairman
Chief Engineer, Kansas City, Mo.

Secretary

R. B. Van Horn, 618 Kansas City Southern Railway Building,
Kansas City, Mo.

Executive Committee

Chief Engineer, Kansas City, Mo. Division Engineer, Pittsburg, Kas.
Chief of Division, Kansas City, Mo. Division Engineer, Topeka, Kan.
Division Engineer, Kansas City, Mo. Division Engineer, Fort Smith, Ark.

All communications pertaining to the business of the
Association should be addressed to the Secretary.



Protect the Bridges

IN CONNECTION with the discussion at the May meeting on the inspection of bridges and other structures by section foremen, the matter of protecting bridges against fire was brought up.

On bridges where water barrels are provided for fire protection, the barrels are of little use unless they are kept filled with water, which in most cases is done. Occasionally something may happen and a barrel gets dry, but usually there is water in them. But as was brought out in the discussion, there is not always a receptacle in which to carry the water from the barrel to the fire. Division Engineer Morgan recently asked the foremen on the Southern Division to see that an old bucket was placed in each barrel for that purpose. Mr. Fulton suggested that an old gunny sack placed in each barrel was very good for putting out fire, and was not likely to be taken away.

Foremen should make it a point in passing over the bridges on their sections to see that water barrels are in place where needed, that they are full of water, and that buckets are in the barrels, and where they can be had, gunny sacks as well.

Those Soft Spots

THE curing of a few soft spots or squeezes on each section this summer would help much in the maintenance of good riding track on those sections. That is Division Engineer Mor-

gan's opinion, and he hopes to do some of that very constructive work this summer, during July and the first half of August, before time for right of way cutting.

In accordance with this plan, the maintaining and curing of squeezes was discussed at the May meeting. While the discussion was limited, the matter was brought to the attention of the foremen and the method to be followed was explained.

Specific Instructions

THE teaching and training of men in safe methods of doing track work was discussed at Fort Smith in April, and again at Shreveport in May, when Section Foreman Harwell read an excellent paper on the subject.

As has been said before, the further improvement of the safety performance in the Maintenance Department rests on the training of men in the safest ways of doing their work. There is, of course, more than one safe way of doing some jobs, but these safer ways are not always followed, even by the more experienced men. It is in the teaching of these safer methods of doing work, and seeing that they are followed, that foremen are going to improve their safety records, or insure against their present good records being spoiled by a reportable injury.

Mr. Harwell covered the subject in a most practical way, and his paper will repay careful reading.

In Time of Storm

THE frequent and heavy rains in K. C. S. territory in recent weeks have called attention to the importance of section foremen getting out and going over their track after heavy rains and storms of other nature.

Generally K. C. S. foremen do get out and go over their sections in time of storm—in fact, most if not all of them do—but occasionally the nature of the storm in the vicinity of the section headquarters is misleading—the storm does not appear to be as severe as it really is a few miles away—and they decide it isn't necessary to go out. Or they may go as far as the places where trouble might reasonably be anticipated, and don't go farther—and a mile or two down the track, at some place where it was least expected, the track may be washed out. A cyclone may cross the track in a narrow path, perhaps only a few hundred feet wide, blowing down trees and telegraph poles, while at the other end of the section all is serene.

The Kansas City Southern has been very fortunate in the matter of accidents due to washouts and other troubles resulting from storm. In order that it may continue to be fortunate, foremen and others responsible for the safe condition of the track should take every precaution to see that washouts and obstructions to the same passage of trains are discovered before a train runs into them. None of us would want to be responsible for such a catastrophe.

Proceedings of Meeting Held at Shreveport

Saturday, May 17, 1930

W. G. Morgan, Division Engineer, Presiding

Inspection of Bridges and Other Structures by Section Foreman

By W. W. CASEY,

Bridge and Building Yard Foreman, Texarkana

THE section foreman is greatly depended upon to assist bridge foremen in inspecting the bridges and structures on his section. The section foreman should familiarize himself with the condition of all the bridges, trestles, culverts, cattle guards, wing fences and right-of-way fences and gates on his section—and especially the bridges, as they should be given more attention to guard against any possibility of failure.

Inspections might be classified in several ways. Just walking over a structure and giving it a glance does not make an intelligent or satisfactory inspection. The same interest must be shown in making inspection as is put into any other kind of work performed. The annual bridge inspection in the fall cannot be considered a safety inspection. It is intended more for the purpose of estimating the amount of material and labor required for the next year's work, and the section and bridge foremen are depended upon to see that all bridges and structures are safe for operation of trains at all times.

Inspect Bridges Often

The question is: "How often should these inspections be made?" There is no determined or fixed rule. In my opinion section foremen should make a close inspection of all wooden bridges on their sections at least once each month, or oftener if the condition shows that they are not holding good line and surface. Inspection should be made with a small pointed bar, especially on the piles or posts at the ground line. The majority of creosoted piles begin to decay in the head or on the chamfered side at the edge of cap. This is not considered dangerous if 50 per cent of the pile is sound, and not more than two or three of them in the same bent. Those decayed holes should be probed with a bar to determine the soundness. In some instances we have found the interior of a pile all gone, leaving nothing but a thin shell. This can easily be detected by looking closely around the top of pile where it will show signs of splinters, or the side of pile buckling out and crushing.

Also, particular attention should be given in examining the bottom side of

the caps, and on the stringer bearings. Sometimes a cap will show signs of softness or crushing where it is not considered as dangerous as a split cap or cap cracked through the center. In this case the cap could move off the piles and fall out in case there was not a brace bolt at the cap end. Where it is possible, the inspection should be made from the ground on each side of the bridge separately, in order that no piece of timber in the bridge be overlooked.

Maintain Line and Service

The inspection over the deck should give particular attention to missing shims under the stringers, and line and surface. Good line and surface should be maintained on all bridges. When wooden bridges become out of line and surface, evidently it is caused by a settlement of the bent or a soft or loose shim which has worked out from under the stringer bearings. Sometimes the stringers become soft on the bearings, and it causes a slight depression in the surface. When you find an unusually low spot in a bridge, the inspection should begin at the rail and extend to the ground. Look for



A group at Home in 1913. At the right is Scott Odell, now water service foreman at Kansas City, and at the left is W. W. Slaughter, telegraph operator, now deceased. J. W. Marsh, telegraph operator at Richards, sent in the picture.

badly worn ties, crushing stringers on bearing of cap, soft shim or one missing, stringers swinging from the cap, cap crushing on top under stringer bearings, bottom side of cap crushing over piles or posts, broken or decayed piles, post or sills crushing on foundation. Generally you will find one or more of these defects under bad surface. In some cases the section foreman can correct some of these conditions before he reports them. Sometimes you will find the stringers swinging over a bent. This will cause a jerk in the movement of trains over it. I believe a section foreman can make such repairs or at least a temporary job to keep a slow order off a bridge until the bridge men can get to the spot to make permanent repairs. He can take a piece of board and chamfer a small bit on one end and drive it under the swinging stringers until they get a bearing. If he has no lumber with him, he can cut the end of a brace from a bent or get a board from a wing fence to make the repairs, and later the wing fence or bracing can be repaired.

In case of a bent failing, either the cap or piling is making it unsafe for trains to operate over. Possibly it could be cribbed with track ties or any other timber that is near by. Cribbing is practical up to eight or ten feet high. Should those failures come when the bridge men and material are a hundred miles away, some action of this kind should be considered in order to keep traffic moving. In case the section foreman should find anything unsafe for trains to pass over, his first procedure should be to protect it with proper flagging and proceed to make repairs if possible, at the same time notifying the dispatcher and all concerned.

Inspect Metal Bridges

There are a great many things in which the section foremen can assist the bridge foremen, outside of their regular section work. Metal bridges do not need as close attention as other structures; however, they should be looked over occasionally for missing nuts from pins and anchor bolts in ties, as our present standard span ties are sized the full length of tie and are not dapped over the stringers, which makes the hook bolts the only means of holding track in line on metal spans. The tops of piers and abutments should be kept clear of dirt and gravel. Cattle guards need to be inspected even if the ties are new. Very often the slats become loose or perhaps it was overlooked to properly nail them when they were installed. Gravel should be cleaned out between cattle guard ties down to the bottom of the ties, which will make the guards more effective in turning stock away.

Right-of-way fences should be kept clear of briars and vines on both sides of the fence, if possible, which will make it easier for one to make a more



The section gang at Kopepin, La., in 1911. Those in the picture from left to right: B. Ferris; James Burrow; Amos Dinsamon; W. Burrow; Elmer Haley; foreman; S. Green; K. Lewis; J. Datto, now section foreman at Singer, La., who sent the picture in to the Magazine, and Richard Evans.

doing the work brought up at different times each day, they will naturally show the safety ideas and habits. But should we get hold of a man that doesn't seem to care if the other fellows don't get hurt so long as he gets hisself, better get him out of the gang before something happens and the owner the better.

As to the men out on the line, where the safety record is either made or lost, the fellows who have actually got it put it over, they don't know anything about the safety movement except what they get from their foreman. We have the opportunity of coming to these meetings and hearing the discussions on these subjects by men who are posted and can tell us of ways to prevent most of these accidents, but if we don't take this information back to our men, then we are not getting anywhere.

After all is said and done, it is up to the foreman to bring about the safety performance in his gang, and whether it is good or bad depends largely on his selection, training, understanding and education of his men to do such work as may be required of them in a way to avoid accidents to themselves or others. This can be done only by showing the safety rules, following safe methods and practices, all day and every day.

Discussion

Notes, Fulton, Reers and Cooper took part in the discussion of Mr. Harwell's paper.

"Mr. Fulton said at the March meeting that it is all right to tell men to watch themselves, and not get hurt, but sometimes you have to point out to a man how to take hold of a tie or a rail, or how to hold a spike to drive it," said the Chairman, in opening the discussion. "There are a lot of things in safety that you have to teach certain men to do carefully."

"It is unfortunate that the only responsible injury we have had this year

was an eye injury, and we also had another eye injury the other day that may be reportable. Apparently we still have some careless men in our gangs which makes it possible for such injuries to occur."

The Chairman told of having found a young driving spikes recently with mauls the handles of which were badly split, and on going to the tool house found two more split in the same way. If men will use maul handles in that condition, he said, they are certain sooner or later to get a hand pinched. And while occasionally a maul handle will get broken, the Chairman felt that greater care should be taken to see that fewer of them get broken, and that when they are broken they are not continued in use. The roadmasters usually have a supply of maul handles at headquarters to replace handles if the foremen themselves do not have good ones on hand. During the decrease in business in recent months it has been necessary to economize in supplies furnished, but it is never necessary to use tools that are unsafe.

Excellent Safety Paper

Mr. Fulton first read Mr. Harwell's paper while enroute to Shreveport for the meeting, and he commented on its excellence; "one of the best safety papers I have ever read," he said. Mr. Fulton asked for a good general discussion of the paper that might bring out specific suggestions along the lines of the paper, but few such suggestions were made.

"I wonder if some of us haven't been depending too much on the other fellows," said Mr. Fulton, as he proceeded to give his ideas on the subject. "I wonder if many of you foremen haven't been depending too much on your men to figure out proper methods; have been giving them perhaps credit for knowing as much as the foreman about the safe ways of doing the work. Probably some of them do; the older and more experienced men have no doubt learned the safer ways of doing their work, but isn't it true that many of

them do not, but do the work in their own individual ways? Perhaps some of you have been saying to your men to be careful, and don't get hurt, and let it go at that.

"As an illustration of what I mean, let us take a man not familiar with the city, a man from the country or small town, and take him to Michigan Boulevard in Chicago, where the automobile traffic is very, very heavy, and tell him to get across to the other side. If you just start him across without regard to the traffic, he is going to have a hard time of it, but if you explain to him about the traffic lights, to wait until they show green before he starts across, and then to look out for cars coming around the corner, and so on, he is going to go across that busy street without any trouble at all. You have given him specific instructions on how to proceed.

"It is specific instructions that men must have in track work and better work," Mr. Fulton continued. "You not only have to tell them to be careful, but what to be careful of, and how to do safely the things they are going to do. We would have a lot of argument about that, I presume, if we wanted to set up specific methods for doing certain jobs. But if you start a man in pulling spikes between the rails, and merely say to him to 'be careful,' you haven't helped him a bit about that spike head coming off while he is pulling it out and letting him down on the other rail. You would have to tell him to have his feet well braced, and so on.

Give Specific Instructions

"If I had a couple of green men here, and a pile of ties there that I wanted moved, and these men had never handled ties before, I think I would tell them how to do it; to take a firm hold, one at each end of the tie, before they started, one take his end first, then the other, get a good firm grip of it, watch their footing as they start and go across, not to stumble while carrying that tie, and when they get over, both give the word together, and swing it up into place together, and not one of them drop it without notice to the other.

"That is the point I have in mind about specific instructions. There are a world of things you have to tell these men—and don't be too sure about the experienced men."

Mr. Fulton read from a circular recently issued by the Safety Section of the American Railway Association, containing an article by L. G. Bentley on foremanship in its relation to safety. This circular had been distributed to foremen and others in the Maintenance Department, and Mr. Fulton urged them to read it over occasionally.

Safety Inspector Moore was impressed with the paragraph in Mr. Harwell's paper in which he said that "in time has come when the foreman is

expected to carry his men through the performance of their duties without having them get hurt and having reportable injuries, just as he is expected to keep his track in condition to avoid derailments. In other words, he is expected to keep away from having to make either '66' or '68' reports. "You won't get many letters, and practically no criticism, if you can keep these two reports off yourself for a year," said Mr. Moore.

Commenting on the Southern Division's safety record this year, Mr. Moore urged that they do not get self-satisfied and begin to let down because they think nothing will happen; if they let up, the situation will get away from them.

Mr. Moore called attention to the fact that so far this year the Southern Division is leading the Northern Division in safety. Of the twenty-three reportable injuries in all departments, nineteen have occurred north of Heavener.

Be Careful in High Water

The Chairman cautioned the foremen who might have occasion to work in water during high water troubles to be careful to avoid injury, telling of an instance on another road recently where a man was drowned while pulling drift from a bridge.

Three of the foremen at the meeting had either recently entered the service or been promoted to foremen. The Chairman introduced these men, and then talked to them briefly about the safety policy and practice on the Kansas City Southern.

Mr. Fulton recalled a recent accident at Joplin on another railroad where a section foreman and another employee collided with an automobile at a street crossing. As they approached the crossing the men saw the flagman go out to flag traffic over the tracks, and presumed it was all right to go ahead.

"When you approach a grade crossing, the burden is on you to get by without getting hit or hitting somebody," said Mr. Fulton.

Mr. Fulton urged the foremen to caution their men to avoid falls, being careful to maintain good footing and hand holds. The proper position on the hand car is also important. Men should be assigned to their positions, and should take hold of the handle bars with both hands, and keep hold of them.

Two types of accident hazards which usually result seriously are being struck or run over by engines or cars, and getting on or off trains while in motion. Mr. Fulton asked the foremen to bring these to the attention of their men, and to see that they do not get on or off moving trains.

The Two Essentials

"What, according to your view, is the burning question of the day?"

"Shall I eat or buy gasoline?"

June, Nineteen Thirty

The Maintaining and Curing of Soft Spots and Squeezes

By JOHN COOPER, Section Foreman, DeRidder

IN SOME places soft spots were started by the operation of trains over the new dump. Later the settling of the dump in short stretches caused a depression in which water stood until all the moisture had been soaked up, leaving a soft place which gradually got lower until it formed a pocket for a considerable amount of water. The movement of traffic over this pocket keeps lowering it until it reaches hard bottom.

Then the squeeze begins. It bulges out on the sides of the dump, partially due perhaps to the ties, poles and other timber which were placed under the track in the early days. Later cinders were applied as ballast and the timber and other material was not removed. The cinders, being porous, allowed the water from each rain to fill up the pocket—having somewhat the same effect as oil and alcohol in a hydraulic jack.



Tile installed under a typical squeeze.

It is the movement of trains over these squeezes that causes them to bulge out through the sides of the dump. The greater the weight, the greater is the force applied and the greater the tendency of the squeeze to bulge out. I believe it is a fact that the heavier the power we use the more will the existing soft spots squeeze out and the more noticeable will others become. I think all of us will agree that since we have had the heavier power on this end of the line we have had more soft spots show up or break out.

In working out a cure for soft spots, it is well to bear in mind the effect that the weight of the engine (on driver) and the weight and section of rail has on the causing and possible correction of the squeezes. I believe the present weight of engine now used on the Southern Division is just about the limit of weight for the proper efficiency in the maintenance of soft spots. The well-balanced engine with pony truck and trailer, because of the better distribution of the weight, has the least effect in causing soft spots. A rail with a small ball and wide base

has an advantage in connection with soft spots.

In a box-filled ballast section the only cure for soft spots is to keep the water out of the pocket, either by drainage or by a "water shed." In drainage, the flow must start at the bottom at the extreme end of the collected water, using preferably a tile drain, with a good outlet. Rock drains are often too short lived.

I believe the permanent way to cure soft spots is to create a perfect water shed on top of the dump, at the base of the ballast. Oil applied at the boiling point by one or two applications will cure a great many soft spots. I have seen a great many methods used in trying to cure squeezes and soft places, and the water shed cure is the best. There are many methods which will give relief, but will not cure them, such as the driving of piling and the installation of rock drains.

One improvement at least which could be made in the maintenance of soft spots is in their appearance. The bulging dumps are very unsightly, and there is a mean condition where the ballast is used up on account of continual raising of the track at the soft spots. Gravel should be dug up from under the bulge and thrown up in the track, and the hole from which it was taken filled in with a good clay dirt.

The practice of dumping carloads of gravel in soft spots makes them harder to maintain. Digging out the gravel and filling in with dirt would save considerable gravel haul and considerable trucking out of the squeezes in cuts.

Good Line and Surface Necessary

Soft spots should never be allowed to get too rough. Track should be kept in good line and surface for at least four hundred feet on each side of any soft spot. If this is not done, the soft spot will grow to considerable size in a few years.

Sawed ties, or those with a square bottom, give best results in soft spots and should be used there.



Maurice Teddlie, of Beaumont, whose story of her trip to Washington last month appears on this page, is one of our new members.

From Kansas City comes three letters, one each from Charles, Barbara Lee, and Norma Jean Radenbaugh, new members of our club, whose uncle works on the K. C. S. Magazine. Charles is eleven years old and in the fifth grade; Barbara Lee is nine years old and in the fourth grade. Norma Jean is five years old, not old enough to go to school yet.

Our next letter this month comes from Rex Hornbockle, of Heavener, asking for pins for his twin sisters, Betty Jean and Kathleen, who are nineteen months old. We are happy to welcome these two young ladies into our club, and we are happy to hear from Rex after so long a time.

Lucille Callahan, of Mena, writes us the last letter this month. Lucille has been a member of the club for quite a while, and she asks us for another pin to replace the one she lost. She is still obeying the rules of the Happy Crow Club, and promises to send us her picture as soon as she can have some made. We'll be glad to get it, Lucille.

I've received a story, a picture, and several poems and pictures which we haven't space to print this month, but next month I'm going to let our club members write most of our "stuff." I've already got the story and several poems, and puzzles, and a picture. We'll need a good many letters, and I'll expect those of you who haven't written recently to write me a letter. Let's make our department next month the best yet.

Your friend,



My Trip to Washington

By MAURICE TEDDLIE
Beaumont, Texas

Miss Effie Piland, district chairman of the Junior Red Cross, and I left Beaumont at 9:15 p. m., May 2, to attend the National Red Cross Conference in Washington. Arriving in Texas the next morning, we boarded the "Sunshine Special" for St. Louis, from which point we were routed over the Pennsylvania Railroad to Washington, D. C., where we arrived Monday, May 5.

We immediately went to the Powhatan Hotel and had breakfast, then to the United States Chamber of Commerce building, where the sessions of the conference were held. President Hoover welcomed the delegates, and the response was given by the National Chairman of Red Cross, Judge John Barton Payne, of Washington.

Reports of the various officers of the Junior Department were heard that afternoon, and the delegates were entertained with a dinner dance at the Mayflower Hotel that evening. Miss Mary Kent, of Paris, France, gave a very interesting report of her work.

Tuesday morning new officers were elected. Bob Smith, of New York, was elected president, and Miss Florence Hill, of Washington, D. C., secretary. I had the honor of being named chairman of the wreath committee, and serving with me were Mrs. Thornton, of Washington, Miss Alice Mitchell, of New Orleans, and William Houseworth, of New York.

Tuesday afternoon came reports of the delegates, and my report told of our club and the work we are doing.

The convention was adjourned at noon Wednesday, April 7, and that afternoon we were taken for a sight-seeing trip. Among the points of interest visited were Mount Vernon and Arlington Cemetery.

Thursday morning another trip was made in sight-seeing buses. We visited the Smithsonian Institute, Capitol Building, White House and other interesting buildings. We left for New York at 2:00 p. m.

New Club Members

Fifteen boys and girls joined our club during April and May. Here are their names:

- | | |
|--------------------|------------------|
| Althea Teddlie | Beaumont, Tex. |
| Maurice Teddlie | Beaumont, Tex. |
| Herman Ivy Little | Heavener, Okla. |
| Charles Radenbaugh | Kansas City, Mo. |
| Barbara Radenbaugh | Kansas City, Mo. |
| Norma Radenbaugh | Kansas City, Mo. |
| Ruby Johnson | Stilwell, Okla. |
| Eltamas Davis | Singer, La. |
| Breda Davis | Singer, La. |
| Calvin Davis | Singer, La. |
| Ola Davis | Singer, La. |
| Hazel Davis | Singer, La. |
| Sammie Zivis | DeQueen, Ark. |
| Gaye Olex Young | Nesbo, Mo. |
| Maude Ellen Young | Nesbo, Mo. |



Evelyn Doris Todd, of Kansas City, wrote the article on this page entitled "Begging Rides."

In New York we were met by Miss Piland's brother, Julius Piland, who took us to his home in Belleville, N. J., where we spent the night. Friday morning we motored back to New York with Mrs. Piland, had lunch, and went sight-seeing. We visited among other interesting places Grant's Tomb and the Metropolitan Museum. After dinner we attended the aviation show and that night returned to Belleville.

Saturday, May 10, was my birthday, and to my surprise Mrs. Piland had baked a delicious cake, which was decorated with twelve candles.

We returned to New York Saturday morning, where we visited the Woolworth tower, and at 2:00 p. m. boarded our train. We arrived home on "The Flying Crow" Monday, May 12.

I had a wonderful trip and enjoyed every minute of it, but I think of all the trains I rode I enjoyed riding "The Flying Crow" most.

Begging Rides

By DORIS TODD
Kansas City

Begging rides places you in the position of a beggar, which no one with pride cares to be.

It endangers your life as well as that of others.

You may fall under the auto, truck or street car and be crushed. Or you may be struck by another passing vehicle. In this you may break an arm or leg and be crippled for the rest of your life. You might even be killed.

To avoid striking you the car behind may strike another child, man or woman standing in a safety zone. Or he may run into a post and injure himself.

So always remember when you beg for rides you beg for danger.

Uncle Fred Rents a Garage

BILLY'S uncle was in the automobile repair business in a small brick building close to Billy's home. Soon his lease was to expire and he was looking around for a new place for his garage.

"Do you want to go with me to look at some empty buildings, Billy?" he asked.

"Yeah, I'd like to go," replied Billy. "Mother hasn't anything for me to do right now, and I'm sure she doesn't mind."

"Get your hat and coat on, and we'll go down to this building just around the corner."

Soon Billy and his Uncle Fred were walking down the street toward a large wooden building, which at one time had housed a garage, but which now was empty.

"Do you think you'll rent this place?" asked Billy.

"Well, I don't know. It's a good location, and the building is in fairly good condition. We'll look at it first before we make a decision."

When they reached the building, Billy waited while his uncle walked across the street to a grocery store to get the key, and after his Uncle Fred had opened the door, Billy followed him into the garage building.

"What a dirty place!" thought Billy. "I wonder if this place has ever been swept out."

"It's not a very clean place, is it, Billy?" asked Uncle Fred, as he pointed to the papers, rags and dirt on the floor. "Look at those spider webs in the corners."

"It's a pretty good place for a garage, though, Uncle Fred."

"That's true, Billy, but I want to look at another place before I decide. Let's go on down the street to that brick building."

Uncle Fred returned the key to the grocery store, and together Billy and his uncle walked down the street to the other building.

"This is just as good a location, Uncle Fred, and you don't see any old papers and rags on the floor. It is much cleaner."

"Yes, it's cleaner. By the way, Billy, do you know that buildings are just like our minds?"

"I hadn't thought of it before, Uncle Fred."

"Well, they are. I'll tell you what I mean. Suppose you owned a building. Into that building you could put whatever you desired. You could put a business in there that would be a credit to the neighborhood, or you could put some kind of business in there that would tear down the morale of the community. You could put a library, a drug store, a grocery store, or any number of good clean business concerns in there, and they would all contribute to the upbuilding of the com-

munity and the city. But you could also put some things in there that would be of no benefit to anyone. Rather, they would be harmful to everyone who should happen to have business in the neighborhood.

"Now, then," he continued, "you own your own mind, don't you?"

"Yes," Billy agreed.

"Then into your mind you can put things that will contribute to the upbuilding of your character. You can put things in your mind that will increase your knowledge, that will broaden your vision, that will be of benefit to you in your business and social life. But you can also put into your mind the things that will make of you a man or a boy that has no knowledge of the good things of life. We all admire great men, Billy, and great men are great because they put into their minds only the things that make for

an understanding of human nature, a knowledge of the good and fine things of life, and a desire to accomplish things worthwhile. So I think, Billy, when we put out a 'For Rent' sign on our minds, we should add 'Only Desirable Tenants Wanted.'"

"What about an empty building, Uncle Fred? Can we have an empty mind, too?"

"Yes, and no. When a building is empty, it collects spider webs and dust, and if your mind is empty, it also collects spider webs and dust. They are not very desirable in a building—neither are they desirable in your mind."

"Well, then, the thing to do is to keep your 'mind building' rented out to the desirable things of life. Is that right, Uncle Fred?"

"You're right, Billy, and now let's go get a chocolate soda. Our business is over. We'll rent this building."

"That's all right with me," said Billy. "I'm ready."

The Game of K. C. S. Towns

Here's a game for the boys and girls of the Happy Crow Club—the game of K. C. S. Towns. Bring down two adjoining letters from the name of the first town "Shreveport" to make part of the name of the next town, then find a town between Shreveport and Beaumont which will include these two letters. Write the name of that town in the blank spaces, bring down two of the letters for the name of the third town, and so on. As a starter, bring down the letters "v" and "e" from "Shreveport," and see if "Cedar Grove" doesn't fit. Now get the time table or the map of the K. C. S. and work out the rest of them.



When you've worked out this game, cut it out and send to Happy Crow. Another trip to K. C. S. Towns will appear next month.

At the right is one solution of last month's game. If you will study this, you will get a better idea of how to work the game of K. C. S. towns. Note that two adjoining letters are brought down from the town above, to form part of the name of the next town. It's easy.



Group Insurance Benefits Paid

A total of nearly twenty-six thousand dollars was paid in benefits during April to employees, who are or were policy holders under our Group Insurance Plan, or to their beneficiaries, bringing the total payments to date to \$975,762.65. The benefits paid in April were as follows:

DEATHS

Retired:		
Edward J. Babin	Pittsburg	\$2,000.00
Original Plan \$1,000; Additional Plan \$1,000.00		
Ashley D. Bennett	Pittsburg	\$1,500.00
Original Plan \$1,000; Additional Plan \$500.00		
George A. Eder	Kansas City	\$2,500.00
Original Plan \$1,000; Additional Plan \$1,500.00		
Mechanical Department:		
Melvin H. Ferguson	Shreveport	\$2,500.00
Original Plan \$1,000; Additional Plan \$1,500.00		
Track Department:		
Phil Tate	Goodman	\$4,500.00
Original Plan \$2,000; Additional Plan \$2,500.00		
Edward J. Hart	Mena	\$2,000.00
Original Plan \$1,000; Additional Plan \$1,000.00		
Frank E. Baker	Over	\$2,000.00
Original Plan \$1,000; Additional Plan \$1,000.00		
Maximilian Bruckner	Joplin	\$1,500.00
Walter Edwards, Sr.	Kansas City	\$1,000.00

TOTAL AND PERMANENT DISABILITY

Office of Auditor of Revenue:		
George B. Ferguson	Kansas City	\$2.50
Office of Auditor, T. & F. S. Ry. Co.:		
Elmer E. Murray	Texarkana	\$2.50
Store Department:		
A. D. Williams	Shreveport	\$2.50
Transportation Department:		
Kerry Williams	Pittsburg	\$5.00
Wm. J. Langley	Shreveport	\$5.00
Richard H. Barker	Kansas City	\$2.50
Benny Davis	Beaver	\$5.00
Levin Fink	DeQueen	\$2.50
Henry Jackson	Shreveport	\$2.50
Sam W. Hone	Fort Smith	\$2.50
Edgar L. Jones	Oklahoma	\$2.50
Henry O'Brien	Texarkana	\$2.50
Arthur C. Walker	Scotch Springs	\$2.50
Jim Brown	Shreveport	\$2.50
Joseph N. Parsons	Pittsburg	\$2.50
Merle J. Robinson	Beaver	\$2.50
Elmer Andrews	Pittsburg	\$2.50
Perry C. Ward	Lawville	\$2.50
John Acker	Kansas City	\$1.00
Abraham L. Strider	Beaver	\$1.00
Tom J. Hill	Kansas City	\$1.00

Mechanical Department:

Otto L. Long	Pittsburg	\$0.00
Clayton Robinson	Shreveport	\$2.50
Henry W. Coppins	Pittsburg	\$2.50
James L. Haworth	Pittsburg	\$2.50
D. E. Mitchell	Shreveport	\$2.50
John Dillion	Shreveport	\$2.50
James A. Robinson	Pittsburg	\$1.00
Bron J. Elliott	Shreveport	\$2.50
Estelle M. Johnson	Pittsburg	\$2.50
Amos Swanson	Shreveport	\$2.50
John E. Burke	Kansas City	\$0.00

Track Department:

John A. Wilson	Beaver	\$2.50
Edna Warner	Page	\$2.50
Tom Ross	Polina	\$2.50
James A. Barnett	Manfield	\$2.50
George O. Bender	Vandervoort	\$2.50
James Cotter	Lawville	\$2.50
McCalland Lord	Fort Smith	\$2.50
Howard L. Kove	Spis	\$2.50
Clay Johnson	Texarkana	\$2.50
Arthur L. Robinson	Beaver	\$2.50
Ray A. Porter	Wilton	\$1.00
Robert Veland	Oil City	\$2.50
George W. Griffith	Stapp	\$2.50
Dallas Klippen	Patoka	\$2.50

SICKNESS

Traffic Department:		
Richard Trumbidge	Shreveport	\$5.71
Francis E. Bennett	Kansas City	\$0.00
Traffic Department, T. & F. S. Ry. Co.:		
George Helms	Texarkana	\$1.43

Auditor's Office, T. & F. S. Ry. Co.:

Both Stoner	Texarkana	2.50
Office of Auditor of Revenue:		
Alex S. Perkins	Kansas City	2.50
Frank D. Dempsey	Kansas City	19.00

Freight Claim Department:

Ammon W. Dudd	Kansas City	5.57
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Store Department:

Rufus Hale	Shreveport	10.00
Ernest G. Van Felt	DeQueen	15.71
Charles W. Bassett	Pittsburg	2.50

Joplin Union Depot Co.:

Leslie H. Smith	Joplin	4.29
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Transportation Department:

Stations and Offices		
John T. Travis	Ashdown	10.00
Fred H. Miller	Pittsburg	21.43
Rufus S. Burrows	Sallisaw	35.71
Rayner S. Griffith	Home	47.64
Thomas A. Dillon	Kansas City	15.71
Perry T. Phillips	Pittsburg	19.00

Train Service

Walter L. Williams	Fort Smith	2.50
Walter H. Thomas	Shreveport	20.00
Perry L. Cahra	Lawville	19.71
Jack C. Stephenson	Pittsburg	20.00
Robert McDonald	Pittsburg	25.71
Ernie L. Robertson	Shreveport	12.86
Henry L. Sprague	Amoret	14.29

Engine Service

Ernest D. Carroll	Beaumont	17.14
John W. Egan	Nederland	15.00
Louis F. Schirk	Pittsburg	15.00
Ernest C. Cruise	Kansas City	25.71
Thomas H. Lamb	Shreveport	2.50
Robert Barge	Pittsburg	19.29
Leopold F. Harris	Beaver	19.29
Ivy L. Little	Beaver	42.86

Yard Service

Lennie J. Pope	Shreveport	40.00
Dwight E. Golden	Kansas City	15.71
Nathan J. Kappan	Kansas City	42.86
Edward G. Shelton	Pittsburg	17.14

Mechanical Department:

Alan Morris	Pittsburg	50.00
John E. Burke	Kansas City	96.43
John N. Hoffman	Pittsburg	30.00
Wheeler L. Baird	Pittsburg	40.00
Millard Bonetter	Joplin	2.50
Stanley McGinnis	Pittsburg	40.00
Grandville Lewis	Shreveport	10.00
James W. Hodges	Independence	35.71
Samuel J. Stephenson	Pittsburg	19.29
Elmer Barber	Shreveport	32.50
Robert E. Howard	Pittsburg	14.29
Thomas E. Plummer	Pittsburg	75.71
Wm. F. Faulstich	Pittsburg	31.43
Will Allen	Shreveport	7.14
Thomas A. Saltsberg	Kansas City	17.14
Wm. O. McCre	Pittsburg	24.29
Melvin Pettit	Pittsburg	14.29
Leber M. Cook	Kansas City	32.86
Flora A. Trice	Pittsburg	4.71
Vernon M. Underwood	Pittsburg	12.86
Charles E. Wells, Jr.	Pittsburg	25.71
Wm. M. Roberts	Pittsburg	25.71
John C. Martin	Kansas City	4.71
Charles A. Ferris	Pittsburg	4.71
John W. Conrad	Pittsburg	14.29
John M. Cook	Pittsburg	17.14
Wilmer T. Gamble	Shreveport	28.57

Track Department:

Ira Eversough	Kansas City	1.43
Walter Edwards, Sr.	Kansas City	12.86
Edward B. Vaughan	Beaver	35.71
Ted C. Deacon	Beaver	40.00
John W. Wallace	Mena	40.00
Parsonia D. Smith	Stilwell	7.14
William E. Gilliam	Fort Smith	40.00
Wm. A. Egan	Amoret	11.43
John H. Jones	Stager	40.00
Simon Kelly	Ashdown	1.43
Joe Maddalena	Kansas City	44.29
George W. McClain	Mena	45.43
Everett Wallace	Pittsburg	41.43
Oscar Hays	Fort Arthur	28.57
Howard J. Hart	Mena	1.71
Marmaduke Brackner	Joplin	12.86
Amos Bowers	Kansas City	30.00
Amos Black	Kansas City	15.71
Joe Cox	Kansas City	2.50
Charley Carl	Beaver	11.43
James E. McCall	Wilton	14.29

NON-OCCUPATIONAL INJURY

Transportation Department:		
Clyde F. Newman	Pittsburg	10.00
Mechanical Department:		
Jose L. Cochran	Pittsburg	21.43
Wm. H. Hartshorn	Pittsburg	11.43
Track Department:		
Wm. J. Langley	Foot	12.86
Total		\$25,571.00
Refund account over payment on health claims:		
Mechanical Department:		
Timothy Johnson	Kansas City	5.71
Total		\$25,571.31
Total paid since plan put into effect:		\$975,762.65

From the Pathway of The Crow

(Continued from Page 47)

a great loss no doubt, but we hope Jack will be able to carry on just the same.

Arnold Schoenwelder had the misfortune of being eliminated in the second round of the Greater St. Louis Star Bowling Tournament, being pitted against the bowler who eventually captured the championship of the alleys. The match went the full five games, Arnold losing two games by two pins. Bert Brennan had the misfortune to have two flat tires last week, just when he was ready to go home and put on the old feed bag. Outside of having trouble with his tires, brake bands, and a couple of bum head lights, we say Bert has quite a car.

Maintenance Department Northern Division

Third Roadmaster's District

MISS EVA J. DIXON, Correspondent
Otto Smith was awarded Section 58, Sallisaw, and took charge of the section May 8.

Mrs. Thomas Eskridge, wife of Foreman Eskridge, and daughter Oleta are planning a trip to California next month. Geo. Whitson, laborer on Section A-1, Spira, and Dexter A. Lester, laborer on Section 50, Walters, are on the sick list, but they will soon be back on the job.

Oscar Mathis, laborer on Section 69, Heavener, is back on duty after undergoing an operation at St. Edward's hospital at Fort Smith last month.

Port Arthur Terminal Division

L. O. FULDA, Correspondent

F. L. Arnold, yard foreman at Port Arthur, has been in Saint Mary's Hospital at Kansas City for several days receiving electrical treatment for his eyes. Mr. Arnold is expecting to return to Port Arthur for duty during the latter part of May.

S. Wallace, foreman of the South Beaumont section, and Mr. McNeely, chief clerk to O. G. Parks, agent at Beaumont, were out on a fish fry last week. Mr. Wallace says that the fishing was fine and that they caught about eighty fish; in fact, they had so many fish they were able to invite all the tourists passing on the highway to eat with them.

Mrs. J. D. Thayer visited her mother in Pittsburg during the month of May. George Schluter was in Port Arthur the 13th and 14th of last month, and while here found a mosquito which he and Dan Monroe killed. Mr. Schluter took the foul to Texarkana with him for exhibition.

CASEY'S SHOWS HOW



OVER ONE MILLION DOLLARS
has been paid to subscribers for
Group Insurance on the Kansas City Southern
System since the group plan was inaugurated
in May, 1923, up to April 1, 1930:

Benefits	- - - - -	\$950,181.34
Dividends	- - - - -	64,407.81
		<hr/>
Total	- - -	\$1,014,589.15

Total premium payments by subscribers
have amounted to only \$944,673.45.

For every Dollar invested by subscribers,
One Dollar and Seven Cents has been re-
turned to them.

Where can you find a better investment?