

# The Kansas City Southern Magazine



Jan. 1932



*A lake nestling in the mountains  
near Mena.*

November - December, 1931  
January, 1932



# 1932

WELL . . . here we are!

**A** NEW year—what faith we have in it! Remember, back a month or so ago, we were saying "Wait until the first of the year; things will be better."

Well . . . HERE WE ARE! Now, must we go on in the same way saying, with false assurance, "Times will improve after election?"

Perhaps we'd better forget the date and the season; quit watching straws in the wind! There's only one sure way to results—**WORK!**

Now, **HERE'S WHERE YOU COME IN!** There is freight and passenger business that only you can get for the Kansas City Southern. There is other business our traffic forces may miss unless you inform them of it.

Simple enough, isn't it? The problem is solved—there's a tip card in this issue for you **TO USE!**



## The Kansas City Southern Magazine

H. B. Vess, Editor

Volume 4 NOVEMBER-DECEMBER, 1931; JANUARY, 1932 Number 7-8-9

The most interesting feature in this issue is of course the story of the veterans' reunion at Port Arthur November 7. This event is looked forward to by the veterans and their families, and many who could not get to Port Arthur this year are hoping they can get to the reunion next fall. The meeting place and date for the 1932 reunion will be decided upon by the executive committee of the association.

The story of the reunion takes up so much space this month that it has crowded out a number of other articles, which will appear in the next issue three months hence.

The publication of the Magazine on a quarterly basis has slowed up the contributions of material for it, especially from the correspondents. The Editor will appreciate it if those having news, pictures, and other material they feel may be of interest will send it in as in the past. Some of it may be condensed when it appears, but just as much of it will be used as space will permit. According to the present plan the next issue will be out in April.

The article by W. C. Hargrove, industrial commissioner of the I. R. & N. Ry. of Texas, in this issue, has some stimulating and thought-provoking suggestions for all of us. It is particularly appropriate coming in this first month of the New Year, when many of us are thinking of new efforts, new beginnings, to make perhaps a little more of ourselves than we may seem to have up to now.

Get the habit of writing to and for the Magazine!

EDITORIAL	page 2
VETERANS THRONG TO PORT ARTHUR	page 3
THIRTY-SIX YEARS IN PORT ARTHUR —By Porter H. Harris	page 6
C. H. WRIGHT ELECTED PRESIDENT AT BUSINESS SESSION	page 8
WINE IN SAFETY	page 9
EXPRESS REGRET AT INABILITY TO ATTEND REUNION	page 11
THE REGISTER (List of those attending the reunion)	page 12
SEEN AND HEARD	page 14
WHAT IS INVENTION?	page 15
CUTS AND FILLS	page 16
DEVELOPING OUR VERY BEST —By W. C. Hargrove	page 17
COMMENDED	page 18
BUILDING BUSINESS	page 19
SAVING THE BASIS OF INDEPENDENCE —By Thos. F. Wallace	page 21
SAFETY NEWS AND VIEWS	page 23
RISE ON LOCOMOTIVE GREATEST THRILL OF ALL —By J. C. Watkins	page 24
IN MEMORIAM	page 26
HIGHWAY HORRORS	page 27
MAINTENANCE OF WAY ASSOCIATION	page 28
VETERAN EMPLOYEES ASSOCIATION	page 35
COLD WEATHER WARNINGS	page 36
MECHANICAL EMPLOYEES ASSOCIATIONS	page 37
SHOPMEN'S ELECTION RESULTS	page 39
REPRESENTATIVES HOLD SEMI-ANNUAL MEETING	page 40
SAVE \$24,000 IN LOSS AND DAMAGE TO FREIGHT	page 41
NEW ARRIVALS	page 41
HAPPY CROW CLUB	page 43
THE HOSPITAL LIST	page 44
IN THE PATHWAY OF THE CROW	page 44
GROUP INSURANCE BENEFITS PAID	page 47

THE KANSAS CITY SOUTHERN MAGAZINE is 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. It is distributed without charge to employees, both active and retired. Those who do not get their copies regularly are asked to notify the Editor.

Employees are invited and urged to contribute original articles and other matter for the Magazine. Where possible, articles should be typewritten, double spaced, on one side of the paper only. Good clear photographs suitable for reproduction are especially desired, will be carefully preserved, and will be returned when requested. Contributions should be sent to the correspondent in the department or on the territory where the contributor is employed, or to the Editor.

Any matter published in the Magazine may be reprinted, in part or in full, by extending the usual courtesy of acknowledgement.

All communications should be addressed to the Editor, Room 504, Kansas City Southern Railway Building, Kansas City, Mo.



# EDITORIAL

## BE IT RESOLVED—

WHETHER or not the making of New Year's resolutions is a good or bad practice isn't particularly important so far as this editorial is concerned. Some say it is a good thing to make resolutions at the beginning of each year; some say not.

What is important just now is that at the beginning of this year 1932—the year during which it is the almost unanimous prediction that the Great Depression will fold its tents and be on its way—every Kansas City Southern employee should face forward with renewed hope and confidence. 1931 was a difficult year for many; for some it was more than difficult, and they came to its end disheartened and discouraged. For them the facing forward and the adopting of a more optimistic attitude will be harder, and will perhaps require a greater effort.

Recent developments and the measures for relief and reconstruction getting underway give promise of an improvement in the business situation in the near future. And with greater business activity will come an increase in the traffic moving over the railroads—and with the increased traffic and approach to more nearly normal conditions many of the problems of both the railroads and its employees will be more easily solved.

But the forward look, the hopeful attitude, the courageous action, are essential in bringing about the better conditions for both the railroad and the employees. And while these better conditions are returning, there are things the employee can do in giving a high quality of service to the patrons of the railroad—in avoiding waste of time or materials—in making an effort to get additional business—that all together will help materially in bringing about the improvement in the situation and strengthening the foundations for a greater prosperity for the Kansas City Southern Family.

\*\*\*

## SAFETY PLUS

THE record made by the Southern Division Transportation Department in 1931, of working a million and a quarter engine miles with but one reportable personal injury—and that a minor one—is a remarkable attainment. To have made such a record in train, engine and yard service means but one thing: that the men in that service really believe in and practice safety with their whole hearts and minds. They think and practice safety—plus—on and off the job—otherwise such a record could not have been made.

\*\*\*

## MONEY SAVED IS—

THE saving of twenty-four thousand dollars in payments for loss and damage to freight during the first eleven months of 1931, as reported by Freight Claim Agent York, is a most important achievement for the Kansas City Southern organization. Twenty-four thousand dollars is a lot of

money, and had it been necessary to pay that much more in freight claims during the eleven-month period than it was necessary to pay out, it would have been felt.

One of the things we can do in 1932 to help bring about the better conditions we are looking forward to is to take a keener interest in matters such as loss and damage prevention, and to study and think and suggest ways and means of preventing expense due to improper handling of freight or ways of doing any other work.

\*\*\*

## DISTRIBUTORS, NOT HOARDERS—

RAILROADS have long been looked upon as puppets manipulated in some mysterious manner to bring additional riches to "Wall Street." Now people are realizing, more and more, that railroads really belong to them and not to a few financiers. This is true not only in the ownership of railroad securities by small investors the country over, but in the close and vital economic relationship between every community and the rail lines that serve it.

Railroads are not hoarders of money—they are distributors of it. They have not only been the dominant factor in making our present civilization possible, by transporting people, animals, materials and machinery with unprecedented swiftness, precision and scope, but they have been, and are, a free-flowing spring, bringing money to more than a million families directly and, in turn, to millions more through the purchase of equipment, fuel, material and supplies, etc.

1930 was a lean year, yet Class 1 railroads put into the pockets of labor, directly, \$2,355,000,000, or 44.6 per cent of their total operating revenues, excluding items chargeable to capital account. Other branches of labor and industry benefited further by the expenditure of 32.4 per cent of the operating revenues for fuel, material, supplies, and other expenses. Taxes required 6.6 per cent, or \$349,000,000, an increase of \$77,000,000 over the taxes paid in 1920.

Those who patronize transportation agencies that have no property interest in the community, employ few citizens, or none at all, and pay practically no taxes, may well ponder these figures. The facts are that railroads alone are capable of handling all the country's traffic. And, in every case, when subsidies are paid, through increased taxes, to maintain highways under heavily loaded trucks and weighty buses, and to meet the deficits incurred by government-operated water lines, the ledger of Mr. Citizen will show the railroads to be his cheapest and most dependable way to ship and travel.

For the railroads, the irony is that a substantial portion of the enormous taxes they pay goes to support the very agencies that now threaten their existence.

# Veterans Throng to Port Arthur for Reunion

Fourth annual gathering of Quarter Century men in southern terminus of K. C. S. a happy and successful affair; sight-seeing trip a feature



Above: J. F. Holden, vice-president, retired; Wm. Coughlin, former general manager, and I. C. McGee, treasurer. Below: A group of veterans.

PORT ARTHUR opened its arms their widest to welcome the more than three hundred Kansas City Southern folks—veterans of a quarter century and more of service, and members of their families—who journeyed to the city on the shores of Lake Sabine to attend the fourth annual reunion of the Kansas City Southern Veteran Employees' Association, held there on Saturday, November 7.

To some of the veterans Port Arthur and vicinity was familiar ground; to many it was a new country visited for the first time, and for them there was all the pleasure of discovery; to others it was a return to scenes once familiar but now greatly changed. To all it was an opportunity to greet old friends not seen for years, to revive old memories and recall old days, and they made the most of the opportunity. One heard much of experiences in the early days of the railroad, and of picturesque characters of those times.

### From All Branches of Service

Veterans were there from all branches of the service, and from all parts of the line. In that group of "old timers" were men from the old Suburban Belt at Kansas City; from the "Splitlog," the line between Joplin and Goodman built by the Indian, Mathias Splitlog, later extended to Sulphur Springs, and finally taken over by the advancing "P. & G."; from the Texarkana & Northern, the lumber road built north from Texarkana in the late eighties which in turn became a part of the Kansas City Southern—and from other units and districts of the road.

Some of the men present had stood on the new track near Doty on a September day in 1897 while the last spike was driven home which marked the completion of the new railroad, while up in Kansas City bands played, bells rang, and a general celebration was held in honor of Kansas City's own "road to the sea."

The history of the Kansas City Southern could have been written in vivid detail by the men gathered in Port Arthur for the reunion. Were the stories they could tell—and which some of them told—written down they would throw an interesting sidelight on the building and development of the railroad and the territory it serves.

Special Pullman cars attached to train No. 3 as far as Shreveport, and from there handled as a special train, took most of the veterans to Port Arthur, although some rode No. 15, the Flying Crow. For many it was a question of how to go. Mrs. E. Benjamin, of Heavener, says that "as the time for the reunion drew near, we were torn between two desires: to make the trip on the Flying Crow, the pride and boast of the K. C. S., and be able to see some of the southern country by day, or go on the special cars provided by the Management, and be with the crowd." Most of them went with the crowd.

One of the special Pullman cars was attached to No. 3 leaving Kansas City Thursday evening, November 5, and

two more were added at Pittsburg. At Shreveport two additional Pullmans were attached for the accommodation of the folks from there. Business car 97, with General Superintendent E. H. Holden and others, was also on No. 3 from Kansas City, and with business car 100, occupied by J. F. Holden, vice-president, retired; Wm. Coughlin, former general manager, and I. C. McGee, treasurer, became a part of the special train from Shreveport.

### Dining Car Appreciated

An appreciated feature of the trip was a dining car which was a part of No. 3 and the special. Meals were served to the veterans and their families at moderate prices, and the car did a capacity business in both directions.

The daylight ride on Friday, the 6th, was a lively and interesting one. It recalled the trip to Lake Charles two years ago, but it was cooler this year and travel more pleasant and comfortable. "Most of the veterans," says Mrs. Benjamin, in writing of the trip, "were accompanied by their wives; some had guests; and many had some other members of their families with them. These younger members of the party made the trip more interesting than it would have been had they not been with us. We did so much visiting back and forth through the train that it really seemed just a big party."

Daylight came while the train was



# Porter Harris tells of Thirty-Six Years in Port Arthur

Veteran division engineer, toastmaster at annual banquet, tells of the beginnings of Port Arthur, the early days there, and its development from open prairie to city of 55,000 in 36 years.

WHEN Arthur Stilwell, who promoted the Kansas City Southern, began looking around for a place to light with the south end of his line, he came to Sabine Pass to try and negotiate for land for a terminal. There was deep water at Sabine Pass and he needed this to handle the immense amount of export and import business that he could see his road was destined to receive.

The waterfront at Sabine was owned by the Counts Brothers, bankers of Omaha, and they were very much delighted when Mr. Stilwell approached them with a proposition to make their port his terminal. They said, "Yes, come in and we will give you anything you want and as much as you want." "On what terms," asked Mr. Stilwell, "will you sell me the land?" They replied that they would not sell any of the land but would lease him on favorable terms all he would want. Mr. Stilwell was familiar with the situation at Galveston where the Galveston Wharf Co. owned all the waterfront and leased it out to the railroads. What he wanted was his own terminals owned and controlled by himself, that he might be free to expand to any extent he might wish.

## Bought 45,000 Acres

In looking the situation over down there, he noted a tract of 45,000 acres of land all in one body fronting on Sabine Lake and along Neches River, owned by one company. He evolved the scheme to buy this land and establish a townsite and railroad terminal on it, dig an inland ship canal from deep water in Sabine Pass seven and a half miles away up to this land, and build slips and docks that would be landlocked. The land not used for townsite and terminals he cut up into farms and acreage. From the sale of the lots and land he proposed to get enough money to build the slips and canal.

Mr. Stilwell purchased this land and at once set about to develop it. At this point I came onto the scene.

On November 1, 1895, I came into Beaumont in response to a wire offering me a position with the Port Arthur Canal & Dock Company's engineering party which was then staking out the townsite and building the railroad between Beaumont and Port Arthur.

Beaumont was then a good sized saw-

mill town of about 7,000 inhabitants and with one railroad, the main line of the Southern Pacific and a branch line of the same road from Beaumont to Sabine Pass. The town had several large sawmills, a small machine shop and no public schools.

The engineering party had come down from Kansas City about a month before this, established a camp on the townsite and built a small house large enough to house the party of ten or twelve men and a cook. This was the first house built in Port Arthur, and was the only house on the 45,000-acre tract south of Beaumont except a few farm houses, four or five, along the river where the Texas Company's Port Neches plant is now located. The land had been used for pasture and was just a large patch of open prairie without roads or trees.



Arthur Hutchison, locomotive engineer, Neosho, and C. A. Rockwell, traveling engineer, Heavener, pose for a picture.

The next day after getting to Beaumont we drove out to Port Arthur in a lumber wagon. I said there were no roads; there was a sort of a road or trail from Beaumont to Sun which those four or five farmers and cattle men living along the river used to get into and out of Beaumont, but there was no road of any kind from Sun to our Port Arthur camp. We just had to head out across the prairie on that last ten miles in about the direction we thought camp was in. We had to be very careful to always get home before dark, for after dark we would sure get lost if we were not safely home.

We had a team and wagon for transportation to and from our work and for going into Beaumont about once a week for mail and supplies. It took a day to go and a day to come back.

Our party staked out and built the railroad from Beaumont to Port Arthur and staked out the townsite. The railroad was built into Port Arthur from Beaumont the winter of 1895 and 1896. The only business here for the railroad then was local business. During the latter part of '96 and the first part of '97 we began the construction of the tracks to the docks and the digging of the ship canal.

## Build Export Pier Out Into Lake

It was seen that we would not have the docks and wharves and ship canal and slips done or ready for use by the time they expected to finish connecting up the line into Port Arthur, which was to be done some time in September, 1897. So they built what we called an export pier out into the lake where the water had a depth of about four and a half feet. This pier had a warehouse about 90 by 400 feet for merchandise handling and another pier for handling stone for the Sabine Pass jetty work. These structures and tracks were built and ready for business when the track was completed and connected up north of Beaumont, which completed the line through from Kansas City to Port Arthur. The last spike was driven September 11, 1897, at a point about a

mile north of what was then the station of Adrian, now called Doty.

## Driving the Last Spike

There was quite a nice little ceremony out there on the track in connection with the driving of this last spike. Some Beaumont and Port Arthur county and city officials as well as some of our own railroad officials were on hand to see the connection made. In order to make this connection, we had to cut two pieces of rail about 12 or 15 feet long to close with. The ties that were put under this short piece of track were carefully selected for their size and quality, as Mr. Stilwell was to have them taken out and sawed into lumber from which to have some furniture made for his office. If I recall aright, there was a gold and a silver spike used for the last spikes driven. After some speechmaking the crowd returned as they had come: by special train to Beaumont and Port Arthur.

That night a tropical storm began to brew, one of those tropical hurricanes. The next morning, which was Sunday, the wind gained hurricane force and the tropical hurricane of 1897 was upon us. It damaged many buildings in town, our roundhouse was blown down and much track destroyed by water, and a number of people killed. The next day, Monday, Mr. Stilwell sent \$15,000 down for relief, and the railroad helped in many other ways to relieve the suffering and rehabilitate the town.

Then followed the attempt to do export business through Sabine Pass. The merchandise was loaded onto barges at the export pier in the lake and barged to the steamer anchored in open water at Sabine Pass—I mean in the roadstead of the Pass. Imports were handled in the same way from ship to car. This was a very expensive way to do business. We handled quite a large lot of sisal hemp in bales for making twine, most of which came from Mexico. We also shipped a large lot of harvesting machinery to various points over seas. This material came heavily crated for export. All of the tongues were boxed together, the bull wheels together, and so on. One shipment I recall of 50 or 75 carloads of self-binders went through, destined to ports in Argentine, South Africa and other countries. The loading got mixed and they shipped all the tongues to one port, all the bull wheels to another, and you can imagine what the fellow said when they reached destination, and were opened up for distribution. It was many years of bitter misery for some one before they got the claims all straightened out.

Then we finished the canal and slips in '99, had the elevator and wharf and cotton warehouse and wharf done, and had settled down to a pretty good export business in lumber, wheat and other merchandise when they found oil at Spindletop, and the refineries began to start up in 1900 and 1901. The first well brought in at Spindletop was a



Veteran C. A. Rockwell, of Heavener, had his family with him. From the left, they are Chauncey, Frances, Mr. Rockwell, George and Helen.

gusher of about 10,000 barrels a day, which ran wild for about ten days before they could shut it off and cap the well.

Beaumont and Port Arthur as towns began to pick up from that day. We never had seen or heard of excitement such as the bringing in of this well caused. Land values went out of sight, and many fortunes were made and lost on land sales and leases, most of it many miles away from the well. There were not enough hotel accommodations in Beaumont to take care of the enormous crowd of people that had come into town on account of the oil excitement, and we ran special trains for many days between Beaumont and Port Arthur to carry the people to Port Arthur to stay over night.

## Dry Hole Punctures Bubble

Then the first dry hole was struck in the field about a mile from the first well and about 100 feet off our right of way. This punctured the bubble and things settled down to a common business basis. The Gulf Refining Company and the Texas Company immediately obtained land on our waterfront for loading crude oil onto ships for export and also obtained land nearby where their present refineries are located.

Port Arthur and our road took on a very healthy growth until in 1909 and 1910 we had to enlarge our slips, warehouses and wharves. We dug slip No. 2 and extended slip No. 3, built cottonseed warehouses 2 and 3 with wharves for each, a cotton shed and wharf extension on slip No. 3, and lumber wharf and shed extension and extensive yard tracks at the docks. A little later the ship canal to Beaumont and Orange was dug, which greatly accelerated their growth. But already had the Magnolia refinery located at Beaumont, and when the canal was finished this refinery began to expand greatly. All the

refineries were expanding and enlarging their plants until after 1924 we had to also greatly enlarge our transportation yard at Port Arthur. This we did by putting in a very good semi-hump yard with seven tracks from a half-mile to a mile in length. With this yard we were able to make up and dispatch two or three trains a day with from 150 to 250 cars between 3:00 and 9:00 p. m., the cars being gathered from the refineries and industries and brought into the yard.

Between 1918 and 1923 we built the Port Arthur industrial loop track, 12 miles long, which skirts the deep waterway canal and the Neches River, from Port Arthur to Sun. Upon this track we have the Texas Company's Port Neches asphalt plant, which is the largest asphalt plant in the world. The Pure Oil refinery and tank farm, the Sun Company tank farm and loading docks, the Atlantic Refining Co. tank farm and loading docks, and the Magyetco tank farm and loading dock. We deliver oil by tank car to the unloading racks of each of these industries, but they all have pipe lines from the oil fields into each plant.

Beaumont now has sixty thousand people and Port Arthur fifty-five thousand. Both are good, healthy, growing towns, with good schools, and with good substantial business in each of them by which to carry on.

During all this period of development from a bare prairie to a large industrial town and prosperous railroad, we have tried to do our share to uphold the traditions of the Kansas City Southern—to give "Kindly, Courteous Service" at all times—and we believe there is no one in our neighborhood or that we do business with or for, but will say that the Kansas City Southern does business in a clean, square way and that they are a very great asset to this community.



NAME	Occupation	Location	Injuries occurred during April on Prior Trip	Trip taken during April	Business secured on April Trip
Kelly, W. J.	Section Foreman	Noble			1 car frt. 1 ticket
Quinn, T. F.	Asst. Supervisor	Texarkana			
Richardson, S. N.	Dispatcher	Texarkana			
Updegraff, J. A.	Sr. Chief Engineer	Texarkana			
<b>Others</b>					
Nease, Miss Mary	Debbie Sta. Pass Agent	Kansas City			
Brookshire, Dr. W. R.	Dr. Dentist	Port Smith			
Gray, Mrs. W. I.	Wife, Water Serv. Foreman	Pittsburg			
Parke, O. C., Jr.	Sr. Lead. Frt. Agent	Shreveport	1 case frt.		
Plaster, Mrs. Cora	Wife, Section Foreman	Robson			
Short, Mrs. J. W.	Wife, Section Foreman	Horath			

## Avoid Injuries By Mastering the Dangers of the Job

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

**S**AFETY 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 failure.

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 reverse 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 Mares Gillman, daughter and son of C. P. Gillman, B. & B. foreman at Port Arthur. Neoma will graduate from High School, and Mares 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 hazards of this job and am determined to overcome them." For instance, it gets 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 handhold 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 man 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 armaments,  
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 Machinists' 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. P. Wright on "Blacksmith Shop Output," A. W. Peterson on "Power-House Improvements," and W. J. Kanowski on "Engine Failures," featured the meeting.

The Kansas City Southern Magazine

# 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 ..... 972	Hoffman ..... 790
Wells ..... 909	Wells ..... 949
Wheat ..... 909	Durham ..... 1013
Green ..... 892	Partridge ..... 969
Nelson ..... 1885	Mets ..... 1039
Handicap ..... 728	Handicap ..... 594
Total ..... 5244	Total ..... 5457

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:			
Dunbar	724	188	12.00
High Thirty to Bowler With Average Less Than 150 at Close of Season:			
Wells, C. B.	662	146	8.00
Bowler Retiring His Handicap Largest Number of Pins for Season:			
Ray	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

R. 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 Vogran, 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. Odom, 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.  
—Grandland 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 Veterans have their picture taken —



A stop is made in front of the public library on the sightseeing trip to get this picture.

## Ride on Locomotive Greatest Thrill of All

By J. C. WATKINS  
Staff Writer  
Port Arthur News

THERE'S the thrill you get riding a screaming fire truck to the scene of a midnight alarm. There's the thrill you get in a stunting airplane, flipping on wingtip while the world whirrs round. There's the thrill in a hurtling speedboat, thudding the waves in a series of back-breaking shocks.

But the greatest sensation is one that embodies all these—a ride in the cab of a mighty locomotive, black acrid smoke bursting from her funnel above, her great drivers pounding the endless rails below.

At 60 miles an hour the wind lashes your collar points against the under side of your chin with the sting of a whip. There are no springs to soften the shock as the 170-ton mass of rigid steel hammers relentlessly on the rails, jerking and bucking. The bodies of the engineer and the fireman sway with the cab, as they peer out around the side of the squat black face of the boiler.

That's railroading as a couple of Port Arthur men, Engineer K. A. Young and Fireman T. C. Hughes, live it. Every day at 12:55 they guide the Flying Crow on the first leg of her journey north to Kansas City. Their trip is to DeQuincy, La., 67 miles up the line, where the controls are taken over by others, and they bring back to Port Arthur Flying Crow No. 2, on the final leg of its trip from Kansas City south.

Page 24

passenger who rides the cab for the first time. As the engineer pulls back the throttle lever and the long train begins to move easily out of the yards and across Seventh street, clattering noisily over switches and cross tracks, there comes a sensation of security. You tower above the pigmy automobiles and people alongside, all who halt as

your big monster goes by. They wave up friendly greetings.

Fireman Hughes fingers a control. A little valve that feeds the oil to the burners of the fire box. And here is exploded another fallacy. The fireman isn't a shirtless, sweating man racing against time, shoveling coal like mad. Not any more, he isn't.

On oil-burning engines he sits comfortably back on his cushioned seat, and occasionally twists such a small valve as a housewife might use to regulate the flow of heat in a gas stove. This controls the oil feeding. Coal-burning engines have automatic coal feeders.

Fireman Hughes is ready to argue the merits of all oil-burners.

"You get a cleaner, hotter flame this way, and quicker response in your engine. The oil in the tender is heated by live steam passing around it. Then it is brought to the engine and run through what are known as superheaters, which brings it up to an exceedingly high temperature. At this point it is fed to the burners, and given a flame twice as hot. That's why we call these big engines 'superheaters.'"

Engineer Young is another revelation, if you've been reading railroad stories about the man who sits with "one hand upon the throttle." Rather does Engineer Young set the throttle wide and then keep one hand upon the airbrake lever. He's that kind of an engineer, and "safety before speed" is the by-word now.

He does keep his eyes on the track ahead, however, and talks—or rather shouts above the din of the engine—out of the side of his mouth. He knows that at a 50 or 60-mile-an-hour speed one can rush upon danger in an amazingly short time.

The miles fly swiftly. Nederland. Half-minute stop. Hurling on to Beaumont, passing automobiles on the highway as they seemingly crawl along bug-like, in the same direction you're riding.

Beaumont. Take on train orders—flimsy slips of papers that control every stop and start of the modern train in these days of safety. Off again, crossing the Neches river, following the Orange highway, passing more cars.

Telephone poles fly by like maddened phantoms. Grass, brush and fences blend into one greyish-green solid background. The throbbing locomotive hammers a staccato lullaby; the drivers beat quarter-time on the rail-ends below. Roaring through forests, leaping over bridges, the overtones, deep and heavy, or light, interweave themselves with the jazzed-up beat—but always there pours into you the continuous gigantic throbbing that fills your head to bursting. You hum snatches of song to the fascination of the beat—"I don't know why I love you like I do, I don't know why but I do—". "DeQuincy!"

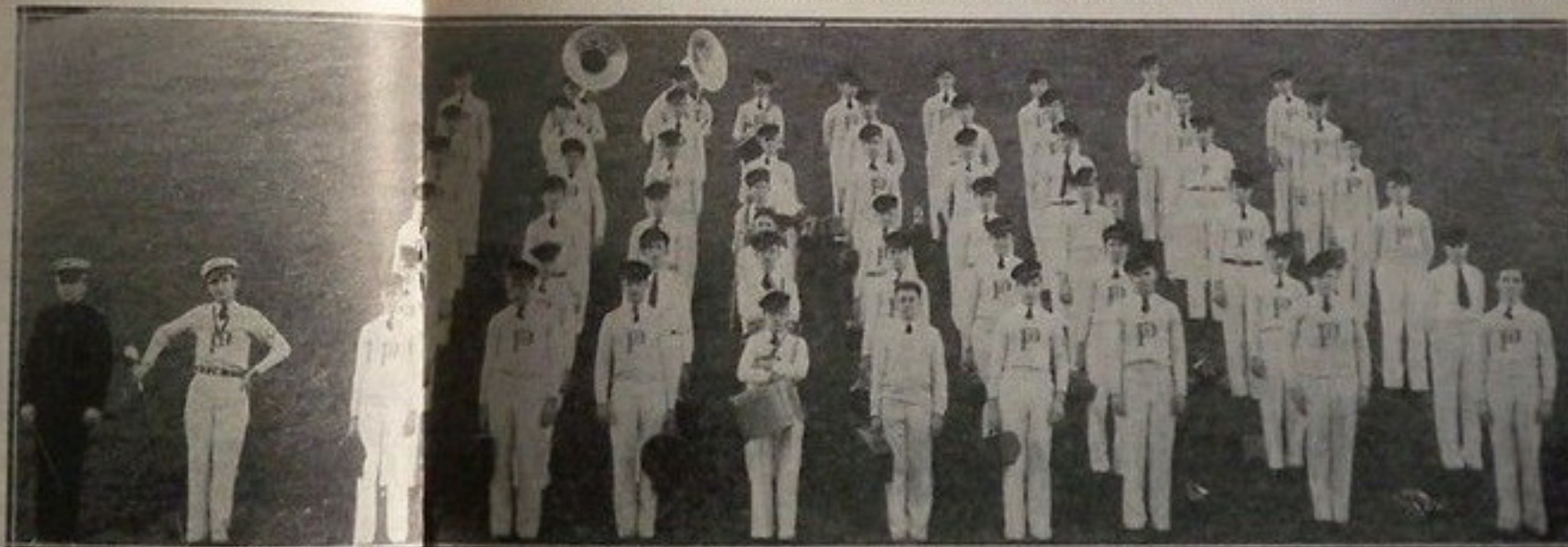
Fireman Hughes shouts the single word into your ear. Already? Impossible! But there loom the black-and-white posts beside the tracks, the beckoning semaphores, the green-eyed lights.

Back in the cars the conductor calls the station. Passengers stir, put aside books or magazines or conversation—stretch a trifle.

In the cab, as the puffing steel giant with her clanging bell comes slowly to a stop, and the blue oil smoke and the dust rise up around, you lean far out of the window and gaze pityingly at those alighting. Poor devils—

Most of them have never known the thrill of a ride in the cab of a pounding locomotive.

## —and the Pittsburg High School Band Comes to the American Royal



The Pittsburg High School band, which came to Kansas City to play at The American Royal Live Stock Show in November, used The Kansas City Southern in making the trip.



to run off quickly, we are going to find we have a lot of bad track. We have in the past had a lot of aqueous track caused by bad drainage, and there is a lot of work can be saved in keeping the track up if the drainage is kept open. We have some fills where water stands alongside them, and we can materially lessen the work of keeping the track in good condition if we will keep the water moving through surface ditches and not allow it to stand against the roadbed."

Drainage is the most essential thing in building good riding track, thought Mr. Guthrie, and the more of it that is done the better the track will be.

Foreman Maitox sometimes finds it difficult to get an outlet for a rock drain he is putting in, and inquired if it was always necessary to have an outlet. The Chairman told him it was better to have the outlet, but that the drain would be a big help even if it was not possible to provide an outlet.

Foreman "Dick" Anderson told of some of his efforts in improving the drainage on his section. "Drainage is the 'whole thing' in making a foundation for good track," he said.

## The ASSOCIATION FORUM

Questions for the Association Forum may be sent or given to the secretary at any time. They will be answered at a meeting of the Association, and both the question and answer published in this column.

1. What precautions should be observed in the use of mauls and sledges to avoid injury to trackmen?

Roadmaster Griffith has noticed foremen fastening a piece of air hose over the top of a new chisel before it gets buried, in order to prevent its getting buried. When a chisel gets buried chips will fly from it which are liable to cause personal injuries, and this piece of hose apparently prevents the top of the chisel from burring.

Chisels which have been worked over are sometimes not very good, and after two or three blows a sledge will fly from them, said Foreman Anderson.

No special suggestions were offered as to the use of mauls and sledges to avoid injuries.

2. When track is maintained to a uniform standard, in what part of the track does rail batter occur first? Does wide gauge have any influence on its development?

It was felt that wide gauge did have

an influence on rail batter. It causes the rail to roll out, and when it rolls out it will batter at the joints on the low rail.

3. What causes ties to break at the ends? What can be done to prevent this?

Foreman Richardson thought improper tamping was responsible in many cases. The heaviest tamping should be done right under the rail, and if tamped at the end of the tie as hard as under the rail, or perhaps harder, naturally the tie will break.

Foreman Kennedy thought center bound track was often responsible.

Mr. Griffith attributed the trouble on some parts of the line to the fact that rocks were driven under the ends of the ties in the early days, making a harder surface at that point than under the rail. Most of these conditions have now been corrected and comparatively few broken ties are found.

### Treatment of Creosote Burns

Creosote, used in the preservative treatment of poles, cross arms, ties and other timber, contains carbolic acid, a strong caustic poison. During hot weather the creosote oozes out on the surface of the timber and may produce painful burns.

Special care should be exercised to keep it out of the eyes. Recently a line-man, in attempting to straighten a tower brace by striking it with a hand-axe against the creosoted butt of a pole missed the brace, the blow splashing creosote in his eye. Do not touch the eyes or any sensitive surface of the body with fingers that may have creosote on them. Avoid burns on the hands by handling creosoted timber with good leather gloves. Do not sit or lean against creosoted timber if your clothing is this.

If you have a creosote burn, flush the place with water. Then apply alcohol or epsom salts. If you have either, one or two borax (sodium borate) tablets in eye dressing kits may be used, if necessary. The burn should then be treated like any burn.

If the burn is in the eye, wash it with water by means of a dropper, then dissolve a borax tablet in the proper bottle filled with water and flush the eye with the solution, using a dropper. Be careful not to direct the stream on the colored part of the eyeball. Creosote burns in the eye should have medical attention as soon as possible, preferably from an eye specialist.

—An Sable News.

### Enjoyed the Food

"Did your little boy enjoy the party?" asked Mrs. Brown.

"I think so," sighed the little boy's mother. "He wasn't hungry till half-past five the next afternoon!"

## Those Attending the October Meeting

### GENERAL OFFICES

A. N. Reece, Chief Engineer  
M. T. Patton, Supervisor of Safety  
H. B. Voss, Editor Employees Magazine  
Kansas City

J. M. Moore, Safety Inspector  
Heavener

### ROAD DEPARTMENT

### KANSAS CITY TERMINAL DIVISION

I. L. Hartzell, Division Engineer  
J. L. Skirrip, Section Foreman  
W. McEntire, Section Foreman  
Kansas City

### NORTHERN DIVISION

W. J. Lank, Division Engineer  
W. B. Tilsley, Bridge & Bldg. Foreman  
W. B. Hubbard, Bridge & Bldg. Foreman  
H. D. Boudreau, Bridge & Bldg. Foreman  
O. Carrington, Bridge & Bldg. Foreman  
A. E. Gruber, Extra Gang Foreman  
Pittsburg

### First District

J. W. Griffith, Roadmaster  
Pittsburg

### Foremen

W. T. Lair, Highway 59 (K. C.)  
W. R. Collins, Grandview  
C. K. McGuire, Drexel  
W. A. Ellis, Amorvet  
W. J. Heckman, Hume  
Charles Hardin, Richards  
M. E. Richardson, Onkaloova  
J. E. Coulson, Puller

### Second District

G. T. Anderson, Roadmaster  
Pittsburg

### Foremen

H. E. Hyle, Asbury  
R. Anderson, Joplin  
H. B. Paul, Neosho  
J. M. Taylor, Neosho  
I. D. Allinder, Noel  
J. E. Kennedy, Decatur  
W. A. Guthrie, Gentry  
John Dodgen, Siloam Springs  
J. W. Ross, Watts

### Third District

W. L. Spyrer, Roadmaster  
Heavener

### Foremen

J. M. Dodgen, Stillwell  
J. E. Duncan, Bunch  
J. H. Roberson, Gans  
W. L. Mooneyham, Spiro  
H. McKislock, Fort Smith  
J. C. Eagleton, Panama  
C. J. Maitox, Shady Point  
J. J. Allinder, Poteau

### Fourth District

John Turman, Roadmaster  
Heavener

### Foremen

L. Blankenship, Hodgess  
J. S. Green, Page  
S. D. Sexton, Rich Mountain  
W. K. Bodine, Mena  
Boone Hobson, Hatfield  
M. Gillaspay, Hatton  
H. H. Martin, DeQueen  
T. F. Leak, Heavener (A. W.)  
W. O. Spinks, Forrester (A. W.)

### Visitors

Wm. Weir, Trainmaster  
Heavener

The Kansas City Southern Magazine

## KANSAS CITY SOUTHERN Veteran Employees' Association

J. J. TAYLOR, President

J. L. LONKOSKY, Secretary  
H. H. HOAR, Treasurer

### Additions to Membership

Active membership September 22.....401  
Inactive members.....8  
New members secured September 22 to  
January 1.....10  
Total.....419  
Dues paid.....2  
Total membership January 1.....417

### New Members

The following Quarter Century Service men became members of the Kansas City Southern Veteran Employees' Association during the period September 22 to January 1:

DAVIS BARNUM, locomotive engineer, Shawnee.

W. S. SARGENT, general chairman, B. of L. E. Heavener.

H. B. GREEN, warehouse foreman, Port Arthur (now deceased).

PAUL GORDON, agent, Mansfield.

H. W. FROST, retired engine foreman, Kansas City.

J. J. CROSTLEY, engine foreman, Kansas City.

C. E. JOHNSON, president, Kansas City.

W. F. CONROY, freight claim prevention inspector, Kansas City.

J. BRADY, crossing flagman, Port Arthur.

### With the Veterans

J. M. Moore, veteran safety inspector at Heavener, made his first trip on the Kansas City Southern February 2, 1896, braking on a local between Pittsburg and Siloam Springs, with Conductor Rowe and Engineer D. Smith, and with Pete McCabe, then an extra engineer, as fireman, Mike Fitzpatrick, later an engineer, and now deceased, was learning the road with them on that trip. The train left Pittsburg at 7:00 a. m. and arrived at Siloam after midnight, having doubled the Neosho and Sulphur Springs hills.

At that time the track ended at the south end of the yard at Siloam Springs. Mrs. Frady's hotel at Siloam was home for all railroad men, and Mr. Moore never knew her to turn one away hungry.

On Sunday afternoon, the day after this first trip, Mr. Moore and seven others hired a conveyance and went down to the Illinois river bridge south of Siloam Springs, then under construction.

On Monday, the 4th, they started work at 6:00 a. m., did the "chores,"

November-December, 1931; January, 1932

down the line they found the track ballasted with hay, and the head brakeman riding out on the pilot smoking a cigarette threw the butt down on the track, set it afire and burned it up.

Away back in September, 1885, Wm. Gordon, retired train porter, familiarly known as "Bud," went to work for the Texarkana & Northern, a lumber road being built north from Texarkana, and later to become a part of the Kansas City Southern. Bud was a fireman. The road had just started to build, and had one engine and five small log cars. The principal traffic was the hauling of logs for the Bowie Lumber Co. Construction was slow, but the road finally reached Red River at the point now called Index. Freight for Ogden was taken to Index by railroad, and crossed the river by boat.

"The way we had to haul freight was bad," says Bud. "We had to lay planks on the cars to carry it. The only way to get water was from borrow pits along the road. We first used coal on the engine, then went to wood, used coke for a time, and at last went back to wood."

"We had to do our own repair work unless it was something we couldn't do, and then it was done at the T. & P. shops in Texarkana. We worked on the boiler on Sundays."

"After we crossed the Red River I started braking on local freight or mixed train. Until later when the line got to Wilton and a wye was built there, we backed the train out from Texarkana and headed in."

"The rail was light—about 30-pound—and we had to put the ties close together to keep the rail from breaking. The track was down in the gumbo, and frequently we had to stop and fix bad places before we could go over them. We carried a supply of tools out with us for that purpose."



Beaumont has come a long way since 1896, when this picture of a street scene was taken.



**STANDARD VENTILATION** means that vents are to be closed and plugs put in when temperature falls to 32 degrees above zero; vents are to be opened and plugs removed when temperature rises above 32; except in case of SWEET POTATOES, TOMATOES, and PINEAPPLES, the position of vents and plugs is to be changed as temperature fluctuates above and below 40.

**BANANAS and COCOANUTS** should be handled according to instructions on billing, subject to other instructions of messenger. In absence of instructions **NO CHANGE WILL BE MADE IN VENTILATING DEVICES.**

**CARRIERS' PROTECTIVE SERVICE AGAINST COLD** means the carriers will protect the products against frost, freezing or artificial over-heating by furnishing, if necessary, heater protection in heater territory. (STATIONS IN MISSOURI AND KANSAS. ON SWEET POTATOES FROM STATIONS IN OKLAHOMA AND ARKANSAS). Outside heater territory, it is proper to handle in accordance with instructions on billing, or in absence of instructions under standard ventilation.

When temperature falling, light heaters as follows:

#Celery.....10 to 15 below zero  
Citrus Fruits.....5 above to zero  
Apples, Pears, Cranberries, Onions, and canned goods.....10 to 5 above zero  
Potatoes and  
#Tomatoes.....20 to 15 above zero  
All other  
perishables.....15 to 10 above zero

When rising, put out as follows:  
10 to 5 below zero  
5 to 10 above zero  
10 to 15 above zero  
20 to 25 above zero  
15 to 20 above zero

**#INSTRUCTIONS FORMERLY PROVIDED IN CASE OF CELERY FOR LIGHTING HEATERS BETWEEN 5 AND 10 BELOW ZERO AND PUTTING OUT BETWEEN 5 BELOW AND ZERO. TOMATOES WERE INCLUDED UNDER ALL OTHER PERISHABLES.**

**SHIPPERS' PROTECTIVE SERVICE AGAINST COLD** means shippers will provide necessary protection. When stove or heater is placed in car, a caretaker must accompany it to take care of fires and ventilation.

**EXCEPTION:** Liquors, liquids, and semi-liquids in wood, glass, earthenware, or tin, including ale, beer, grape juice, mineral water, preserves, jams, catsup, cider, vinegar, table sauces, syrup, canned goods, mucilage, and ink, in carloads, in refrigerator, or in other fully insulated cars equipped by shipper with portable heaters of suitable design as to safety, will be accepted and transported without

attendants in charge. The fuel, to be furnished by shipper or for his account and at his expense, **WILL BE REPLENISHED IN TRANSIT BY CARRIER WHEN AN INSPECTION AT DIVISIONAL OR TERMINAL POINTS INDICATES REPLENISHMENT IS NECESSARY.**

In absence of a caretaker or other instructions, cars will be handled under Standard Ventilation.

Cars billed "NOT UNDER ICE--DO NOT REICE" and "UNDER ICE--DO NOT REICE" should be handled with vents closed and plugs in unless billing carries other specific instructions.

**I**T does not take people long to forget favors; so they have forgotten the days when the headlight of an engine was a star of hope. When it threw its first beam across the prairies, the pioneer knew that he was no longer alone. The engine cut down the distance that separated him from the old home and his fellow men. It carried former joys to his door and gave him markets that doubled the value of his crops. It meant more companionship and increased value for his possessions. It delivered books for the children, seed for his fields, papers for the long prairie nights and people to make a city within reach of his farms. The railroad was the key that opened a city within reach of the West and the door of opportunity at the same time. What would we have been if we had, like Mexico, revolutions instead of railroads? A child could answer that question.

Now we forget, and so the pavements built with our money that the railroads helped us to make are used to drive our old benefactor to the wall. We tax him to poverty. We shake our fists in the face of the headlight. We suffer discomfort, rather than accept his plans, to satisfy our desire to travel. We see in his progress a menace and in his expansion a curse. He can do nothing without a fight, and an unfair one at that.

Let us think back to the days when we needed the railroad and the railroad came. If we cannot be grateful, let us at least be fair. Fairness is a little thing, but an old friend would be glad to have it.

—Southwest Courier, Oklahoma City.

In connection with cars unloaded on team tracks or held for any reason, it is necessary that the temperatures be watched and the ventilation or heater protection changed as it fluctuates in accordance with the instructions on the billing. **EACH CHANGE WITH THE TEMPERATURE IS TO BE SHOWN ON PERISHABLE FREIGHT SERVICE REPORT, FORM 770—ALSO THE HIGH AND LOW TEMPERATURE EACH DAY CAR IS HELD.**

It is important for trainmen to be kept as well informed of the temperature as possible. When it falls or rises so that the ventilation or heater protection should be changed, it is necessary to make the change as soon as practicable.

**EACH CHANGE WITH STATION, TEMPERATURE, AND TIME IS TO BE SHOWN ON CONDUCTOR'S RECORD FORM 1376. IF THE CHANGE IS NOT MADE AT EXACTLY THE RIGHT TEMPERATURE, THE REASON SHOULD BE GIVEN.**

"I want to thank each of you who have any duty in connection with the handling of freight for your support and efforts to prevent loss and damage during the past year," says Mr. York. "And I also want to bespeak your further cooperation this year in making a still further reduction in the expenditure in settlement of claims."



Mr. and Mrs. Arnot Baldwin announce the arrival December 6 of a 7-pound baby boy, who has been named Arnot Franklin. Mr. Baldwin is a clerk in the local freight office at Kansas City.

Mr. and Mrs. Gene Goudelock announce the arrival November 24 of a baby boy weighing eight and a half pounds. Mr. Goudelock is in the general freight department at Kansas City.

Mr. and Mrs. O. F. Martin announce the arrival December 21 of a daughter, Margaret Estell. Mr. Martin is agent at Benson, La.

Mr. and Mrs. C. F. Hayes announce the arrival October 31 of twin girls. Mr. Hays is in the master mechanic's office at Port Arthur.

Mr. and Mrs. Frank Brady announce the recent arrival of a baby daughter. Mr. Brady is a carman at Pittsburg Shops.

The Kansas City Southern Magazine

The Owl, with big and staring eyes,  
is said to be so very wise.  
All true, but there's a bird we know  
much wiser still—'tis Happy Crow.

Old Mister Owl will never smile,  
but Happy's happy all the while.  
He never finds it any task  
to answer questions children ask.

We'll tell you almost anything—  
Why "choo-choo" run; how crickets  
sing!

The reason water quenches thirst;  
why folks should practice Safety First.

Your photograph, or things you draw,  
We'll print, and thank you with a  
"caw!"

He wants to meet you, kiddies,—so  
be sure and write to Happy Crow.

# The HAPPY CROW CLUB

Write your letter to—

The HAPPY CROW  
104 Kansas City Southern Ry. Bldg.,  
Kansas City, Mo.



## Dear Boys and Girls:

The quarterly publication of the Magazine makes it a long time between issues, doesn't it? It's been three months since I had the opportunity of talking to you, and since then we've had Thanksgiving and Christmas and New Year's—and you've had your vacation. I hope you enjoyed all of them, and had the finest of times. You've written me a good many letters which I'm answering in this issue. All the letters, it happens, are from new members who have joined our club since October.

Before we go any further I want to say that I expected to have an interesting story for you this time, but at the last minute, too late to get another, I found I wouldn't have the one I expected. I hope that in the next issue we'll have a story you'll enjoy.

And now—you know that this year, 1932, is the bi-centennial of the birth of George Washington, the Father of his Country, and first President of the United States. The two-hundredth anniversary of his birth—he was born February 22, 1732—is being observed all over our country this year. You probably will hear much about it in school in the next few weeks, and I hope you learn much about George Washington, his character and attainments, and what he did for his country. The story of his life is an inspiring one.

In February, also, occurs the birthday of Abraham Lincoln, President during the Civil War period. You will probably observe his birthday—February 12—in your school with special exercises, and I hope you learn much about it. He was a great and good man.

Did you make any new resolutions this year? Did they include one about abiding by the rules of our club a little closer, being a little more careful, obeying your daddy and mother a little better? And did you resolve to write Happy Crow more often?

I hope you did resolve to write me often, because I miss your letters. I'd be tickled if before the next issue of the Magazine in April I'd have an armload of letters from new and old members of our club. It would help make our sec-

tion of the Magazine more interesting to all of you. I know three months is a long time to wait, but think what we'd have to read if all of you wrote me a letter and told me some interesting thing that has happened to you since the last time you wrote. And as I hope to have something next time that you'll especially enjoy, I would like to have a lot of letters to go with it. Won't you sit down now and start that letter?

And as for our club rules—I want every one of you to not forget them, but to learn them so thoroughly that they will become a part of you and you'll just naturally obey them.

You'll find in reading the letters this month one or two that would like to correspond with other club members. I think it would be a fine thing for members of our club to get acquainted and learn to know each other. If you want to you can send your letters for the other members to me, and I'll forward them on to the addresses which I have in my file. If those of you who want to exchange letters will write me and give



Clara Mae Thomas, 3 years old, of Heavener.

me your present mailing addresses, I'll print a list of them in the next issue. Better wait until the latter part of March before sending me your address, because you might move before that time.

You have noticed from time to time mention that certain members are collecting tinfoil to help crippled children, and some have sent it in to me. If any of you who are not already collecting tinfoil want to start it, I think it would be mighty fine, and when you have a supply gathered up, you can send it to me and I will send it on to Wm. Weir, trainmaster at Heavener, who in turn will send it to the central point where it is sold.

And now for our letters.

Our first letter is from Mayme Howe, twelve years old, who lives at Independence, Mo., near Kansas City. Mayme's father was a switchman for the Kansas City Southern until his death a year ago, and her brother Woodrow is now a messenger in the local freight office at Kansas City. Mayme is in the sixth grade at school, and would have been in the seventh had not an injury sustained in an accident a year ago kept her out of school for some time. She likes to read and write letters, and hopes that the members of the Happy Crow Club will write to her.

Evelyn Howe, Mayme's sister, and 10 years old, also joins our club, and promises to learn and abide by our club rules.

Janet Laura Still, whose daddy is a sheet metal worker helper at Pittsburg Shops, is another new member. Janet is eight years old, and in the third grade at school. She tells us she spent her vacation with her grandfather in Sacramento, Calif.

Bob Bridgers, who lives at Beaumont, where his grandfather, Wm. Willard, is section foreman, not only joins our club this time, but also sent me a big box of tinfoil just before Christmas to help the crippled children. I sent the tinfoil on to Wm. Weir, trainmaster at Heavener, Okla., who will send it with more that he has to the proper place, where it can be sold. The money from the sale of the tinfoil, as most



Byron J. Ellison	Shreveport	187.50
Edith M. Johnson	Pittsburg	197.50
John E. Burke	Kansas City	270.00
Corneille McClure	Kansas City	153.12
Waylon Bell	Pittsburg	157.50
George Kinble	Shreveport	157.50
Louis C. Goodwin	Kansas City	204.14
Major Ross	Shreveport	12.50
<b>Track Department:</b>		
John W. Lewis	Kansas City	62.00
James C. Carter	Fort Smith	157.50
George O. Zuster	Leavenworth	157.50
Howard L. Shaw	Spire	157.50
Clay Johnson	Texarkana	157.50
Arthur L. Robinson	Bunch	157.50
Robert Valand	Texarkana	157.50
Dallas Klamm	Panama	157.50
Edward B. Vaughan	Havener	157.50
Will E. Gillham	Fort Smith	157.50
Ted C. Bennett	Havener	157.50
Julius Vaughan	Texarkana	157.50
John H. Jones	Singer	157.50
Oliver L. Johnson	Mena	157.50
General W. Nealey	Mena	157.50
Ray Parker	Texarkana	157.50
Paul Fisher	Leavenworth	157.50
William M. Hopper	Kansas City	157.50
Willie Mays	Texarkana	157.50
Thomas A. E. Miles	Havens	157.50
Wm. T. Holton	Pobos	157.50
<b>SICKNESS</b>		
<b>Auditor of Revenue:</b>		
Alban C. Conroy	Kansas City	120.00
Frank L. Gamm	Kansas City	157.14
Marion M. Walker	Kansas City	172.14
<b>Valuation Department:</b>		
Carl A. Waters	Kansas City	25.71
<b>Legal Department:</b>		
Carl H. Mitchell	Texarkana	40.00
Arthur F. Smith	Kansas City	49.29
<b>General Freight Department:</b>		
Richard S. Trowbridge	Kansas City	48.87
<b>Special Service Department:</b>		
Harry G. Rockhold	Kansas City	94.29
<b>Freight Claim Department:</b>		
Jack Meehan	Kansas City	32.86
<b>Freight Traffic Department:</b>		
Fred H. Strong	Beaumont	19.71
<b>Joplin Union Depot Company:</b>		
Tarl Cooney	Joplin	65.71
<b>Fuel Department:</b>		
Pauline Armstrong	Kansas City	27.14
<b>Tie and Timber Department:</b>		
O. F. Sherrod	Texarkana	47.14
<b>Passenger Department:</b>		
George Stuart	Kansas City	21.43
<b>Auditor, T. &amp; F. R. Ry.:</b>		
William F. Kising	Texarkana	10.71
<b>Transportation Department:</b>		
<b>Stations and Offices</b>		
Archie E. Nettles	Texarkana	126.43
William Hopkins	Shreveport	4.29
John S. Goshall	Manly	106.50
Julia F. McClintock	Pittsburg	74.29
George C. Kambner	Anson	34.29
Wm. H. Worrell	DeQueen	55.27
Thomas P. Kirby	Kansas City	111.43
Ray E. Jones	Gretna	8.57
Wm. L. Strickland	Spire	70.00
Thomas C. Tynan	Shreveport	2.86
Ed. Whitaker	Panama	82.86
Ray F. Parks	Adrian	20.00
Victor E. Bradley	Adrian	44.29
Walter E. Duckworth	Kansas City	25.71
Thomas J. Gray	Walden	15.71
Glenn R. Hill	Shreveport	20.00
<b>Trails Service</b>		
Elmer J. Young	DeQueen	57.00
Alamont H. Kenyon	Shreveport	186.43
James P. Outforth	Pittsburg	66.43
Joe E. Thompson	Wagon	12.86
Walter L. Williams	Fort Smith	130.00
Ray Jones	Pittsburg	25.00
Osmer W. Thomas	Neosho	65.71
Charles E. Ritter	Pittsburg	21.43
Erwin Robertson	Shreveport	25.71
Fred L. Cahra	Leavenworth	18.29
<b>Engine Service</b>		
Jay L. Little	Havener	2.14
Warren H. Williams	Kansas City	49.29
Leigh Scarborough	Havener	35.57
James H. Warren	Havener	128.57
Ray E. Jones	Havener	128.42
Byron Cook	Shreveport	105.00
Paul W. Ryan	Shreveport	184.29
James S. Smith	Shreveport	30.00
John D. Bush	Shreveport	17.14
Ray H. Henderson	DeQueen	12.86

<b>Yard Service</b>		
Carl E. Strayer	Kansas City	75.00
James W. Baker	Kansas City	30.00
John Ashton	Beaumont	27.85
Joe Thacker	Shreveport	4.29
Lennie J. Pope	Shreveport	128.57
<b>Mechanical Department:</b>		
Major Ross	Shreveport	50.00
Walter Elliott	Pittsburg	31.43
Ernest Kamble	Shreveport	100.00
Noah W. Coon	Shreveport	2.86
John H. Sims	Pittsburg	31.43
James M. Pierce	Pittsburg	8.57
Timothy Johnson	Kansas City	81.43
Andrew E. Green	Pittsburg	28.57
Lora H. Shalburn	Pittsburg	105.00
Robert T. Shaw	Pittsburg	25.71
Carl E. Hefton	Pittsburg	21.43
Harry F. Turkfield	Shreveport	25.71
Will Allen	Shreveport	22.86
Albert Martin	Shreveport	8.57
Howard S. Cooper	Pittsburg	22.86
Fred E. Kusteman	Fort Smith	61.43
Paul Jackson	Shreveport	41.43
Jarrell L. Johnson	Leavenworth	28.57
Millard Hostetter	Pittsburg	130.00
Will Reed	Shreveport	20.00
Rolla Walker	Pittsburg	56.14
Wm. C. Dawson	Kansas City	49.29
Joe Barber	Kansas City	8.58
George W. Carleton	Pittsburg	43.72
Peter F. Hernandez	Leavenworth	82.86
Wm. T. Gamble	Shreveport	160.71
Carl H. Dooler	Havener	70.00
Wm. F. Hallow	Pittsburg	97.14
Charles R. Harless	Pittsburg	92.14
Lafayette B. Morin	Pittsburg	194.29
Earl C. Lemmon	Shreveport	78.57
Anthony L. Butcher	Kansas City	8.57
John N. Hoffman	Pittsburg	14.29
Bert Fisher	Pittsburg	48.57
Ray J. Lofton	Pittsburg	11.43
Robert Disher	Pittsburg	8.71
Alfred G. Clark	Havener	20.00
Lewis M. Talley	Pittsburg	127.14
Luzier T. Plunke	Pittsburg	10.00
Helen M. Guelmer	Pittsburg	65.71
Wm. Kilpatrick	Pittsburg	17.14
Chas. E. Saywell	Watts	4.29
Herbert W. Brown	Shreveport	17.14
Charles Scott	Shreveport	105.00
<b>Track Department:</b>		
Claude Linn	Stobolary	5.71
John S. Anderson	Leavenworth	45.00
Joe Alexander	Wilson	10.00
Pete Caldwell	Texarkana	15.71
Raymond Singleton	Cedar Grove	4.29
Katharine Herdin	Texarkana	35.71
Walter Hopkins	Gretna	40.00
Chas. P. Perry	Winthrop	32.86
Ed Snow	Melberry	42.86
Lake M. Parker	Anson	21.43
Fred W. Dyke	Grandview	71.43
Chas. E. Anderson	Sidwell	58.57
Jewell F. Robertson	Adrian	15.71
Samuel E. Mordock	Lisle	8.57
Edwin E. Morrison	Joplin	50.00
Leroy Melale	DeQueen	10.00
James P. Jones	Texarkana	18.57
Bill W. Bailey	Pittsburg	8.57
Thomas C. Johnson	Anson	130.00
Thomas J. Kirkridge	Havener	7.14
Fredrick Johnson	Texarkana	5.72
Robert L. Owers	Anson	48.57
John Parker	Texarkana	7.14
Jose Teapop	Bunch	32.86
J. W. Warren	Kansas City	18.71
Edward D. Tarno	Havens	51.43
Lazy Lee Solaks	Adrian	130.00
Henry J. Haney	Havener	11.43
Sumner Coleman	Fort Arthur	21.43
Turner Rasmussen	DeQueen	21.43
Francis M. Marrow	Anson	54.29
James W. Young	Neosho	107.14
Gilbert V. Center	Grandview	110.00
Kenney Johnson	Sidwell	28.57
Will H. Taylor	Shreveport	115.71
John D. Glascock	Shreveport	42.86
Joe Cels	Kansas City	27.14
Joe Morris	Leavenworth	28.57
Fred Jackson	Bloomburg	50.00
Gerald M. Chadwell	Pittsburg	30.00
Edmon R. Bell	Watts	44.29
Forvie Beasley	Fishing	50.00
Alfred M. Snyres	Shreveport	138.57
Chas. E. Dancy	Hobson Park	2.86
Richard Allen	Fort Arthur	5.71

<b>Mechanical Department:</b>		
Willie Boyer	Fort Arthur	77.14
Claude G. Lindsay	Shreveport	51.43
John I. Cham	Pittsburg	11.43
Charles H. Smith	Shreveport	10.00
John Woods	Leavenworth	31.43
James M. DePriest	Pittsburg	31.43
John N. Huffman	Pittsburg	1.43
Lennie L. Brown	Pittsburg	51.43
Sanders Swift	Shreveport	10.00
Moore Tyler	Shreveport	10.00
<b>Track Department:</b>		
James A. Campbell	Shreveport	12.86
J. H. Hightower	Manly	1.43
John F. Erricks	Joplin	22.86
Manuel T. Royer	Singer	20.00
<b>Total</b>		
Kansas City, Missouri,		\$40,420.39
January 14, 1932.		
<b>From the Pathway of the Crow</b>		
(Continued from Page 47)		
It seems he made a wager that someone would be married on or before January 1st, but we still have a depression on and the romance didn't turn out that way—at least not yet—so Carl lost a quarter. He put up a darn good argument, too.		
Bill Campbell and Carl went fishing not long ago. At least, they went and sat on the bank for about four hours and, having gained nothing, came back home. Someone told them to pick out a rainy day next time and the fish would bite.		
We have a new addition on the Southern Division. Mr. and Mrs. O. F. Martin announce the birth of a daughter, Margaret Estelle, on December 21, 1931. Mr. Martin is Agent at Benson and we wish all sorts of good things for the new arrival.		
Again—HAPPY NEW YEAR!		
<b>Auditor's Office, Texarkana</b>		
DELIA GALVIN, Correspondent		
Christmas brought us greetings from some of our old friends who were in the office with us some years ago, including J. M. Salter, Edgar Morrow, T. D. Freeman and several others who have left us more recently. It's a real pleasure to hear from any of the "ex-officio" force and we're always glad to be remembered by them.		
With Christmas over, our usual quota of gifts exchanged, etc., and New Year's resolutions made—and perhaps broken—guess we're all set for another Spring. The days we're having in the "Sunny South" make us believe that "it won't be long now," and we are anxiously awaiting the first signs of Springtime. Of course, there are the regular "go-luffers," then there are the "once-in-awhiles," and last but not least, there'll be the season's new crop, which is just about as good an indication that "Spring have come" as anything we can think of.		
As for the Auditor's Office Personnel—we notice that Julia Mayo still likes to stamp the mail. Frank Schoen has another daughter. "Spec" Mitchell gets at least 3 letters a day. Frank Parker refuses to quit "chewing" Mrs. Brackett and "Bill" are the same. Ruth Stoner's car is still the same color.		
At the present writing, we have a number of representatives of the Interstate Commerce Commission with us. Wishing our friends from "Kansas City to the Gulf" the happiest, most prosperous New Year, we are signing off.		

<b>NON-OCCUPATIONAL INJURY</b>		
<b>Transportation Department:</b>		
Kenneth S. Dixon	Dwester	5.71
Maurice S. Williams	Kansas City	28.57
Harrison W. DeLay	Texarkana	4.29

## "As for this Company—"

The following letter addressed to President Johnston by Frank Ennis, President of The Ennis-Hanly-Blackburn Coffee Company, of Kansas City, in which he states the position of his Company with respect to shipping by rail, and their feeling concerning the railroads, is representative of the opinion of many business men.

Realizing the extent to which railroad executives must be concerned regarding the serious revenue losses brought about by extensive and increasing truck competition we feel it would be of interest to you, and possibly to the personnel of every department of the Kansas City Southern to know the attitude, in this matter, of such shippers as will express themselves.

As for this Company, all contact men of both the railroads and the truck lines, as well as our jobbing distributors throughout our entire trade territory, were fully informed of our course of action from the very beginning.

We will not accept a blanket order to ship by Truck. Where the consignee desires truck service he must so specify on each individual order.

Furthermore, we will not observe any instructions to ship by Truck unless the circumstances be exceptional, such as your receiving warehouse being closed, or the consignee being located at an inland point, reached by Truck line.

Our reasons for adopting and rigidly adhering to this practice, are or should be, plain enough to any thinking citizen.

Disaster for the great railroad system would spell distress for our entire Banking and Insurance Structure and for a multitude of industrial corporations, and for individuals, whose surplus is invested in railroad securities.

It would mean a vastly increased ratio of unemployment, and of decreased consumer ability to buy.

There is not one occupation perhaps, agricultural, industrial, financial, or professional, which would not be more or less crippled by even partial railroad paralysis, a condition which must certainly ensue from continued and increasing encouragement to truck competition.

The railroad owning and maintaining its own right of way and other properties, is usually the heaviest tax payer in every county it traverses, while the truck lines, using and abusing the public highways, constitute an actual public liability and public menace.

Such being our analysis of the situation we hold that the position we have assumed is wholly logical and that it is unassailable from any viewpoint.



## "In Appreciation of Railroads"—

To The Christian Science Monitor:

In these days of change and flux, of hurry, of impatience at the slightest delay, when the airplane whisks one through space at an incredible speed, or the high-powered motorcar races with a limited train and outdistances it, one hears frequently the remark, "Why, I rarely travel by rail any more. Think of the time one saves by plane or motorcar!" Here one may recall the whimsical rejoinder of a Japanese gentleman, who was being urged by a hustling Occidental to rush and make a certain train and thereby save a few minutes. "Ah," he said, "and what will one do with those few honorable minutes?"

That is the question in a nutshell. What is usually done with the minutes spent or saved by these latter-day modes of rapid transit? To be sure, no sane thought would advance the suggestion that an emergency trip by air, for instance, enabling one to transact certain business expeditiously, is not a veritable godsend; but what has one to show generally for the time spent in transit in motorcar or airplane—the time which can be so profitably employed in the quieter and less distracting travel by train? The writer, despite a nomadic experience covering not a few years, still confesses to a near-thrill when he settles himself in a comfortable Pullman, exchanges a cheery greeting with a smiling porter (and has one ever seen a porter who could not be coaxed to smile?), gets out some books and papers and luxuriously waits for the train to start.

And what freedom from responsibility one feels in one of these splendidly equipped modern trains! Everyone who drives a motorcar knows that, as a rule, he is not a restful passenger with someone at the wheel other than himself. He finds himself "putting on the brakes" or assuming some responsibility in watching the road. At all events, he does little or no reading and absolutely no writing while traveling thus. Result: Time lost in transit.

And what one misses who has not in some measure learned to know and admire his railroad brethren! Note the average engineer and fireman. Look up at them as they stand at the cab door or window at the end of a trip. Invariably one sees the picture of men who are temperate, honest, fearless and kindly. Surely such generals should have at least a passing salute from those whom they have carried safely to their destination.

Many times at night on a train the writer finds his thought going out in gratitude to those faithful sentinels in the engine cab who are making possible his safe and comfortable passage. And who has not, on some journey, learned to fathom the geniality and kindness in the heart of practically every conductor and brakeman? Readers and keen appraisers of men are generally these gentlemen of the iron rail. They know genuineness and true brotherliness when they see it, and invariably respond thereto. It is really a great family. One cannot but feel sorry for the man or woman who never makes its acquaintance.

And as for the one who has discarded, for other methods of transportation, the dependable, luxurious railroad train, with its precious gift of carefree moments for self-improvement, meditation, reading and a genuine rest—well, that is just too bad!

JOHN RANDALL DUNN.

Centerville, Mass.