

The Kansas City Southern Magazine



NOEL, MO.



SULPHUR SPRINGS, ARK.



MENA, ARK.



BEAUMONT, TEX.



MANY, LA.



VIVIAN, LA.



STILWELL, OKLA.

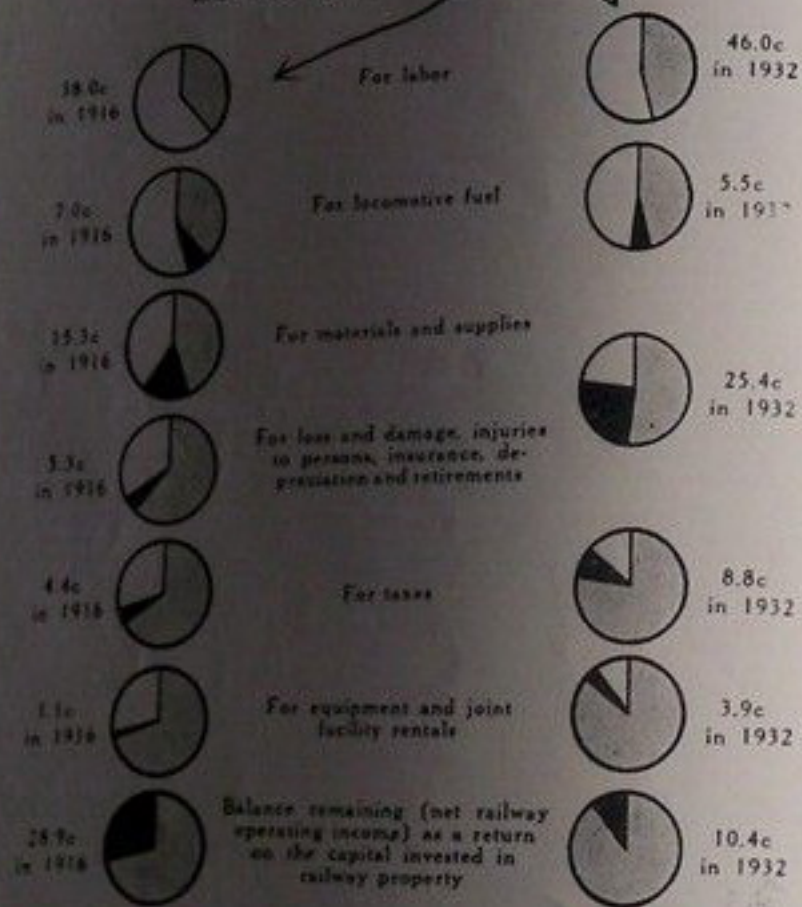


NEOSHO, MO.

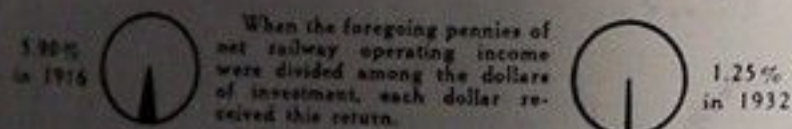
Redistribution of Wealth?

This phrase, now on the lips of many sudden economists and others, is sometimes perhaps confused with re-apportionment of income. These diagrams, taken all together, show how the composite steam railroad system of our country "redistributes" its average dollar of revenue.

THE AVERAGE DOLLAR OF OPERATING REVENUES RECEIVED BY THE CLASS I RAILWAYS WAS SPENT AS FOLLOWS IN 1916, AND IN 1932



For each dollar of operating revenues received, the railways had \$4.90 invested in their properties in 1916 and \$8.36 in 1932



When the foregoing pennies of net railway operating income were divided among the dollars of investment, each dollar received this return.

For example we note that in 1916 tax payments took 4.4 cents out of each dollar, and that in 1932 this had doubled, to 8.8 cents. What individual pays such a rate?



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It is distributed without charge to employees, both active and retired. Those who do not get their copies regularly are asked to report the fact to this office.

Officers and employees are invited to contribute original articles, accompanied by photographs or drawings where their use is appropriate.

Paid advertisements not accepted.

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occurs, is to place the engineer's brake valve in emergency position until the train stops, and until the fixed time of the vent valve opening has expired.

When coupling up cars not charged, emergency operation of the triple valves with the "K" equipment can be forestalled, by making an eight or ten pound brake pipe reduction on the cars attached to the engine, then it matters not how rapidly the angle cock is opened, emergency action will not occur. However, where the "AB" valve is charged, and the angle cock opened when coupling up other cars with the brake system not charged, an emergency operation of the "AB" equipment will occur, and cannot be forestalled by making the service application. The thing to do then is to open the angle cock slowly so as to effect only a service rate of drop in brake pipe pressure, which will take a few seconds time, but will save minutes in getting the brake system recharged and the brakes released.

REWARD OF ADJUSTMENT

"Pittsburg Today," a bright magazine sponsored by the Chamber of Commerce of Pittsburg, Kansas, in its February number—quotes Joseph Jastrow:

"Happiness is the reward of right adjustment to your busy job—your wage job, your family job, your friendship job, your citizen job."

"In other words," the editor goes on to say—"happiness does not come from constant fighting to have our own way; from head-on human collisions, from trying to change folks over into duplicates of ourselves, or from raving against fate." "The art of happiness is the art of adjusting to life as we find it. It is the art of eliminating discord and creating human harmony."

New Things to Try

The "Nation's Business" is distributing a small attractive brochure entitled "124 New Things in Business," which describes many desirable new devices and inventions. For instance: "Autos drive in, see movies from their own cars at a New Jersey Theater." Presumably they can close the windows and gain refuge from

L. C. SPEARS OUT

"Unrestrained competition is an impossible solution of the present transportation problem and is incompatible with the aim of co-ordination under regulation."

"Federal legislation relating to the regulation of motor vehicles operating upon the public highways and engaged in interstate commerce is desirable in the public interest."

—Interstate Commerce Commission, Docket No. 23,490

Moonlight and Phooey

A MOONLIGHT night in August, and a rail motor car inspection party—somewhere south of Leesville. Not much sentiment, but lots of sheep.

Bright lights like diamonds would show up on the track ahead, and these proved to be the eyes of sheep, reflecting the beams from the electric headlight on the motor car—and the sheep coming out from under the spell and jumping off the track to safety as the motor car drew closer. Rather nervously this continued for miles, with other "critters" frequently taking the place of sheep!

Suddenly two lights more brilliant than any before seen showed up. The motor car slowed down, and the lights disappeared, presumably out of the way, as in all previous cases. But when the headlight got closer the little reflectors showed again on the track. It was then

plain to be seen that this was not a sheep, but a small dark animal with white stripes on his tail and back. With bated breath and an all-gone feeling in their stomachs, the gang waited for the odoriferous deluge to come.

Just as the car reached the spot where the pe-yeu-trid shower would inevitably envelop the scenery and all the actors, the eyes slipped over outside the rail to safety, along with all the rest of the little beastie, except the tip of his tail which was very much flattened under the wheels. The joint sigh of relief could have been felt for miles, and there was no tangible unpleasantness for anyone, outside of the feelings of the furry brother thus rudely startled out of the accustomed quiet of his nocturnal nature-seeking.

Everybody "unlaxed" when the car had moved out of range of the spray of rotten onion juice and acetosida—and it was seen that the little chap was just our old friend "Brother Coon." —W. W.

Couldn't Counties Be Merged?

One good way of getting a return on the investment in highways would be consolidation of counties, which in many cases could be merged four to one without appreciable inconvenience in visiting the county seat by the farthest citizen. And without crippling school organizations by any reduction in tax moneys allocated to that use, there would remain a margin of economy which with equal or better service from other county institutions and public officers, promising a very large saving and reduction in taxes.

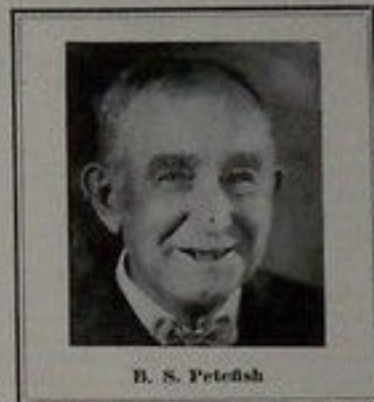
DID YOU EVER:

1. Try to button your shirt with burned fingers?
2. Try to eat a meal with a fractured jaw?
3. Try to sleep with an infected hand as a bed fellow?



NATIONAL SAFETY COUNCIL
The Kansas City Southern Magazine

Famous President of The Polk County Possum Club Passes On



B. S. Petefish

"MR. PRESIDENT, you are President of the United States, but I am President of the Possum Club." This was his greeting to Mr. Coolidge, on that unforgettable visit to the White House.

Surely the Polk County Possum Club will have another president, and he also will be a man's man, and one to be liked very much and looked up to by a vast circle of his fellow-humans. But that man will not be another Ben Petefish. The mould is broken.

A Rare Character

Benjamin Strickler Petefish was of a kind that is rare, and the facets of his soul were cut differently from those even of the other gems in his class. He lived, not only long but wide and deep, and his career touched manifold the number of other sojourners through this "dream," that is usual in the span of 78 years. Refined in the crucible of mortal pain, his spirit rose out of it kind and courageous. A worshipful daughter, without conscious purpose, has let the light in on that to this recorder. Complaint of that inner gnawing was permit-

ted to escape the walls of his fortitude only as a fleecy white cirrus to soften the horizon and never as the dark and gloomy nimbus that would have veiled the sun of good cheer.

A True Optimist

How keenly and considerably he looked out upon life is reflected by his likeness—in the large, well-set ears, the shaggy brows and the friendly smile in which the whole face joins—especially the blue-grey eyes with the little wrinkles of good humor at the corners. Do they not explain why he was chosen to lead the "feasts of foolishness and food," to which both the obscure and the distinguished among men and the lovers of mankind came from near and far to be lifted out of the dank walls of monotony and selfishness.

In his veins flowed the blood of hardy Dutch ancestors, with a slight strain (so he claimed) of the aboriginal American. His father, Jacob Petefish, emigrated with kin from the State of Virginia, in 1835, to found the town of that name in Cass County, Illinois. And it was in Virginia, Illinois, that our sub-

ject was born, February 27, 1856. He grew to manhood there, and married in 1884. Only a little later the rugged pioneer spirit brought to him to the mountains of Arkansas, near Mena, where he acquired a 640-acre section of land, from which a comfortable living was derived for himself and family, consisting of the wife, one son and two daughters. The mother, who was a Deardorf, of Illinois, died in September, 1917. The children, and his second wife (nee Anna Evers of Pittsburgh, Pa.) survive—only Mrs. Petefish remaining in Mena.

Although uniquely individual, he was none the less struck through with the normal gregarious instinct, as manifested by his affiliation with the Odd Fellows and the Masonic fraternity, before leaving his native state.

Loyal to the End

But it was the headship of the Possum Club that lay closest to the foundations of his life. "Always a lover of fun and a real humorist," says the tribute of the Mena Evening Star, February 5th, "he joined heartily in the movement started by the late J. I. Alley and others for the promotion of good fellowship. The purpose of the Possum Club and its one meeting every year, found such a favorable response that President Petefish and the association of fun-makers gained nationwide fame."

Illness prevented his attendance at the 1933 meeting, which was one of the greatest ever held by that storied organization. Nevertheless, President Petefish was re-elected. And thus did an understanding Providence grant to him the achievement of that purpose which he held most dear—to relinquish only in the same hour, his job of living and that of heading the Polk County Possum Club.



An Annual Possum Club Banquet



IN MEMORIAM



Henry Stephen Dean



Wyly W. Winn

Wyly W. Winn, 45, telegraph operator at Ft. Smith, died in St. Edward's Hospital in that city on January 20th, as a result of cholecystitis from which he had been incapacitated for duty since November 18, 1933.

Mr. Winn first entered the service of Kansas City Southern as telegrapher at Donch, Oklahoma, January 11, 1913. On December 11, 1919, he transferred to Ft. Smith in the same capacity, and continued in the service at that point.

Funeral service from the home at 418 North Fifteenth Street, at 2:00 p. m., January 21th, was conducted by Dr. Wallace R. Bacon, pastor of the First Christian Church. Mr. Winn was born November 5, 1888, at Alton, Arkansas. He was a member of the Christian Church of St. Louis and of the Masonic lodge does, also at Anzette, Groton, Ft. Smith.

Surviving is the mother, Cora Winn.

Lee Nance

Lee Nance, locomotive fireman Pittsburg, died in that city at 4:00 p. m., March 15th. Mr. Nance had been on duty since February 23rd, suffering from arthritis and neuritis and which had developed a severe case of osteomyelitis.

Mr. Nance was 58 years of age, having been born July 2, 1874. He entered the service of Kansas City Southern as boiler helper in October, 1901, and was promoted to head boiler July 4, 1902. After transferring to a yard job in Pittsburg December 1, 1903, he remained in the service continuously in that position.

The widow, Lucie Nance, survives.

James B. Zeltner

James B. Zeltner, 38, was employed for the Kansas City Southern at Shreveport, died suddenly in that city on January 9th from pneumonia.

Mr. Zeltner was born November 26, 1876, and entered the service of K. C. S. as switchman in May 4, 1911. He was promoted to flag train foreman at August 18, 1915, and served in that capacity until Jan. 1933. He returned to service September 11, 1933, as flag inspector, was promoted to wrecker foreman October 1, 1932, remaining in that position until it was abolished three years later.

Surviving is the widow, Mrs. Willie Eugene Zeltner.



Surviving is the widow, Mabel R. Wilkes.

Walter C. Wilkes

Walter C. Wilkes, retired switchman of Heavener, died in St. Edwards Hospital, Ft. Smith, on the morning of March 2nd.

Mr. Wilkes was born January 8, 1877, and was therefore 57 years of age. He entered the service of the Kansas City Southern as brakeman at Heavener, May 14, 1903, and three years later was promoted to conductor. Transferring to the position of switchman, November 4, 1910, he continued to serve in that capacity until February 20, 1933, when disability compelled him to retire.

Surviving is the widow, Mabel R. Wilkes.

J. I. Morrison

The Railway Age of December 23rd contains an obituary of J. I. Morrison, who retired as Comptroller of the Lehigh Valley in 1931, and died November 23rd, 1933.

Mr. Morrison was born December 14, 1859, and entered railroad service with the Kansas City, Fort Scott & Memphis in 1896. He came to the Kansas City Southern in 1898, and served as Auditor of Receipts from February 15, 1902, until May 1, 1903, when he was relieved by F. W. Meyer, upon accepting a position as Auditor of Disbursements of the Lehigh Valley.

Edgar N. Carleton

Edgar N. Carleton, locomotive engineer, Shreveport, passed away in St. Patrick's Hospital, Lake Charles, at 8:40 p. m., March 9th. Death followed almost immediately his arrival at the hospital, where he was taken after being suddenly stricken at 8:00 p. m. while riding around his locomotive preparatory to service on the dodger run.

Mr. Carleton was born July 10, 1881, and entered the service of Kansas City Southern as engine watchman at Shreveport, January 27, 1904. He was promoted to fireman in 1904, and became a locomotive engineer March 17, 1910, remaining continuously in service in that capacity up to the time of his death.

The widow, Fannie Belle Carleton, survives.

J. A. Murphy

J. A. Murphy, retired Bridge and Building Foreman, formerly employed on the Southern Division, passed away at Fort Arthur at 8:00 p. m., February 1st. Mr. Murphy was born February 23, 1863, and was therefore 71 years of age.

He entered the service of this line as bridge and building foreman on the Southern Division, September 1, 1902, and continued as such until his retirement March 7, 1928.

Surviving is the widow, Mrs. Willie Eugene Zeltner.

Mr. Kidwell had never married. Surviving are a sister, Mrs. L. C. Shipman, with whom he had lived at 118 West 25th St., and a brother, Robert Kidwell, of East St. Louis, Ill.

Benjamin Strickler Petefish

Benjamin S. Petefish, 78, formerly and for more than thirty years following 1896, agent for the Kansas City Southern at Acorn, Arkansas, passed away at the family home, 511 Twelfth St., Mena, at 7:30 p. m., February 3, 1934. Although of advanced age it is likely that his passing was hastened by an internal cancer. Funeral services at the First Christian Church of Mena on February 6th, were conducted by Rev. I. M. Lambert, pastor of that church, assisted by Rev. A. W. Hamilton of the First Methodist Church. Pall-bearers were Mayor Fred Duke, Carl Whisenant, Dr. W. E. Flick, S. J. Forster, Clyde Cunningham and W. A. Skinner, members of the Possum Club serving as honorary pall-bearers. Interment at Pine Crest Memorial Park.

Surviving are the widow (nee Anna Evers, of Pittsburgh, Pa.), now residing in Mena, whom he married in 1925, following the death of his first wife, the former Miss Deardorf, in 1917; also two daughters and one son of the first union—Mrs. A. G. Bare, 108 S. 14th St., Kansas City, Kansas, Mrs. Jennie Henslet, of DeQueen, and Harry Petefish, of Big Springs, Texas.

Further notes on the life of our departed friend are recorded elsewhere in this issue.

IF CHILD LABOR WERE STOPPED

Good sense packed in a few words is always better than long arguments. In eight lines the national child labor committee states its case for the elimination of child labor. "What would happen," it asks, "if we stopped child labor?" Here's the committee's answer:

1. Unemployment would be reduced.
2. Wage rates would tend to rise.
3. Workers would be better trained.
4. Efficiency of production would be increased.
5. Industrial accidents would grow less frequent.
6. Children would grow up with better health.
7. Illiteracy would decrease.
8. Living standards would rise.

Almost everyone agrees that child labor should end. But most persons regard the problem as humanitarian, idealistic. The side presented here is practical. We can't afford to keep child labor.—Philadelphia Record.

HIGHWAY MILEAGE

The present mileage of streets and highways in United States is made up of approximately 325,000 miles of Federal-Aid State Highways; 2,685,000 miles of other highways; and 260,000 miles of streets.

January-February-March, 1934

Deaths in the Families of Employees

WEAVER

Mrs. Nellie M. Weaver, wife of H. A. Weaver, vice-president in charge of traffic of the Kansas City Southern, passed away at the home, 5930 Brookside Boulevard, Kansas City, on January 31st.

Following the funeral at Freeman Chapel, 10:00 a. m., February 2nd, interment was at Topeka, Kansas.

TURRENTINE

FRED TURRENTINE, brother of agent J. G. Turrentine, of Ashdown, died in Norphlet, Arkansas, February 6th.

JOHNSTON

Mrs. G. B. JOHNSTON, wife of Jack repairer Johnston, died at her home in Neosho, Missouri, February 12th. Burial in Neosho, February 14th.

SKIDMORE

J. B. SKIDMORE, 71, father of Roy Skidmore, master mechanic, Pittsburg, died in El Paso, Texas, February 12th. Burial was in Mt. Olive Cemetery, Pittsburg, February 15th.

HANES

ENSON HANES, 85, father of L. E. Hanes, wrecker foreman at Pittsburg, died in that city on February 18th. Following funeral services in Pittsburg, February 20th, remains were taken to Lima, Ohio, for interment.

BUXTON

GEORGE BUXTON, father of Lloyd Buxton, boilermaker, died at his home in Hiwasse, Arkansas, January 21st. Burial was at that place on January 23rd.

SLANKARD

HENRY SLANKARD, father of carman helper J. A. Slankard, died at his home in Pierce City, Missouri, January 31st. Burial, Pierce City, February 1st.

HUDLOW

FRANK HUDLOW, father of Machinist W. F. Hudlow, of Pittsburg Shops, died at his home in Webb City, Missouri, March 9th, as a result of being run over by an automobile. Burial, Webb City, March 12th.

BAERT

MRS. MARY BAERT, 73, mother of V. H. Baert, carman helper, Pittsburg, died December 20th, at her home in Neosho. Burial, St. Mary's Cemetery, Pittsburg, December 22nd.

CARLYON

MRS. MARY E. CARLYON, 86, mother of J. J. Carlyon, blacksmith, Pittsburg, died in Pittsburg, February 7th. Burial in Highland Park Cemetery, Pittsburg, February 9th.

HOOPER

Mrs. Nancy Ellen Hooper, 83, mother of Trainmaster Fred H. Hooper, passed away at the home, 717 South Broadway, Pittsburg, in the evening of January 17th, from complications resulting from Bright's disease.

Mrs. Hooper was born March 25, 1850, in Bicknell, Indiana, and in 1866 married in that state, Thomas F. Hooper, who survives her at the home in Pittsburg, where they have resided since 1888. Mrs. Hooper was a member of the United Brethren Church. Following funeral services held on January 20th, interment was in Highland Park Cemetery.

Survivors besides the husband and son, are three daughters—Mrs. J. L. Garrison, 103 East Adams, Pittsburg; Mrs. J. L. Wadman, of the same address, and Mrs. E. P. McQuillen, of Strong City, Kansas.

BECKCOM

H. P. BECKCOM, 73, of Hornbeck, Louisiana, father of Mrs. T. O. Baker, wife of Agent Baker of Ft. Smith, and well known to Kansas City Southern employes formerly around Hornbeck, died February 7th in a hospital at Shreveport.

Mr. Beckcom was born in Macon, Georgia, February 4, 1860, and came with his father as a pioneer to the backwoods of Vernon Parish, where they became plantation owners on the outskirts of Hornbeck. The Beckcom home furnished lodgings for the first surveyors who blazed the K. C. S. right of way through Vernon and Sabine Parishes. Surviving besides Mrs. Baker is another daughter, the widow of a former K. C. S. conductor, A. Miller.

KING

Mrs. Ina King, the widow of former brakeman F. R. King (deceased June, 1933), died at the family home in Watts, Oklahoma, on January 31st.

Funeral services were conducted from the Methodist Church, Watts, on February 2nd; interment, Oak Hill Cemetery, Siloam Springs.

"It is unfair to regulate one carrier as strictly for example as the railroads are regulated, and permit competing carriers to enjoy greater freedom from government control or no control at all. The rail carriers have valid cause to protest against a policy which, thus far, has singled out just one transportation group for federal and state regulation and placed it at a further disadvantage in competing with other transportation agencies."

—Beaumont Enterprise.

They Were Agents Here April 1, 1897



WITHOUT "LOOKING" CAN YOU NAME THEM
AND SAY WHERE THEY ARE NOW?

Here is a picture of the "station list" (Form New No. 719) that was issued in 500 copies, April 1, 1897. Herein the Kansas City, Pittsburg & Gulf Railroad Company published its "Schedule of Officers, Station Agents and Standard Forms." Note the trade-mark "Post Arthur Route," and the inscription near the bottom, "Preserve this for Reference." It has been so preserved, and by the kindness of W. P. Clarke, Mechanical Foreman, Lake Charles, who loaned us this copy, we are enabled to print herein the list of officers and stations and agents which this little booklet of 23 pages contained. The cover page is here reproduced in actual size. It bears the notation "W. D. Hanna, Lake Charles." Mr. Hanna was undoubtedly an employe at that time.



List of Stations Agents and Officers Appearing in That Book

Station	Rel. Call	Agent
Kansas City, Mo.		
Grandview, Mo.	MO	J. J. Sheppard, (Ft.)
Jaudon, Mo.	GR	J. W. Ingold, (Pass.)
Rowell, Mo.		Miss L. L. Marshall
Cleveland, Mo.	P	Jno. Cope
West Line, Mo.	GN	G. M. Todd
Lisle, Mo.	WS	M. Y. Anderson
Drexel, Mo.	KN	E. D. Hanes
Merwin, Mo.	DX	L. E. Arwood
Amsterdam, Mo.	MN	W. M. Lyle
Amoret, Mo.	DA	M. C. McNeil
Worland, Mo.	AM	C. A. Emerson
Summe, Mo.		P. H. Williams
Stotesbury, Mo.	HM	W. D. Sylvester
Stearns, Mo.	SY	J. J. Petty
Katy, Mo.	RD	Louis Kerschner
Swartz, Mo.	KY	J. O. Byrne
Oskaloosa, Mo.	SA	E. T. Nickel
Burgess, Mo.	OA	G. S. Swart
Pittsburg, Kans.	BU	W. Welty
Asbury, Mo.	DS	N. D. Hardman
Gulfton, Mo.	BY	G. R. Fretwell
Joplin, Mo.	GF	O. E. Rafferty
Tipton Ford, Mo.	JN	R. E. Nosselt
Neosho, Mo.	ON	B. F. Wilson
Goodman, Mo.	MS	A. L. McConnell
Anderson, Mo.	RS	E. Phelps
Lanagan, Mo.	GN	M. A. Edmisten
Noel, Mo.	NE	L. E. Higgs
Sulphur Springs, Ark.	SU	Thos. G. Meador
Gravette, Ark.	BO	R. B. Lucas
Decatur, Ark.	DE	W. O. Campbell
Gentry, Ark.	RY	L. B. Anderson
Siloam Springs, Ark.	SX	W. F. Hines
Westville, I. T.	VI	A. Bickel
Barron Fork, I. T.	RO	S. O. Lucas
Stillwell, I. T.	NN	Jno. I. Wentz
Sallisaw, I. T.	WA	E. E. Ebbert
Redland, I. T.	BR	J. M. Henderson
Poteau, I. T.	AU	F. M. Anderson
Thomasville, I. T.	HO	J. Meador
Mena, Ark.	NA	E. E. Dean
Janssen, Ark.		I. A. Dunn
Gillham, Ark.		W. A. Disbrow
Orr, Ark.		O. U. Husted
Horatio, Ark.		A. G. Moores
Winthrop, Ark.		P. G. Flaherty
Allene, Ark.		Henry Volz
Wilton, Ark.		S. M. Holdren
Rankin, Ark.		Jno. T. Deshong
Ashdown, Ark.		T. S. Jones
		A. J. Kizer
		Wm. Freeman
		A. R. Weir, (Frt.)
		G. W. Thomas (Tket.)
		W. L. Ferguson
		W. D. O'Farrell
		J. M. Graham
		C. W. Card
		A. F. White
		Horace Randal
	D	J. B. Saint
	K	M. P. O'Connor
		J. C. Mow
		E. W. Harper

A. E. Stilwell, President, Kansas City, Mo.
 E. L. Martin, First Vice-Pres. and General Manager, Kansas City, Mo.
 G. M. Titsingh, Second Vice-President, Amsterdam, Holland.
 E. T. Stotesbury, Third Vice-President, Philadelphia, Pa.
 R. Gillham, Acting General Mgr. and Chief Engineer, Kansas City, Mo.
 W. S. Taylor, Secretary and Treasurer, Philadelphia, Pa.
 A. L. Howe, Assistant Treasurer, Kansas City, Mo.
 F. B. Wilcox, Assistant Secretary, Kansas City, Mo.
 F. S. Hammond, Assistant General Manager, Kansas City, Mo.
 Geo. N. Wilson, Auditor, Kansas City, Mo.
 John A. Sargent, General Freight Agent, Kansas City, Mo.
 E. E. Smythe, Asst. General Freight Agent, Kansas City, Mo.
 M. L. Scoville, Ass't. General Freight Agent, Shreveport, La.
 H. C. Orr, General Passenger Agent, Kansas City, Mo.
 Ira C. Hubble, Purchasing Agent, Kansas City, Mo.
 W. K. Morley, Superintendent Northern Div., Kansas City, Mo.
 W. A. Williams, Superintendent Southern Div., Texarkana, Texas.
 F. W. Egan, Train Master, Pittsburg, Kansas.
 J. H. Elliott, Train Master, Shreveport, La.
 W. T. Kelley, Road Master, Shreveport, La.
 E. T. Emery, Car Accountant, Kansas City, Mo.
 E. Dawson, Master Mechanic, Pittsburg, Kansas.
 A. A. Campbell, General Foreman, Shreveport, La.
 F. C. Humphrey, Round House Foreman, Kansas City, Mo.

Of the officers then listed not a single one is now in service. Most of them were mature of age at the time their names were printed there, and we know that most of them have long since passed on.

Among the station agents there must have been a sprinkling of young men. And, lo and behold—we find four of them still on the active roll, three at stations, and two of these, John Cope and W. F. Hines, at the very stations where they were in 1897. G. R. Fretwell is at Siloam Springs, instead of Pittsburg. E. Phelps, as a majority of readers already know, is Tax Commissioner and Right of Way Agent, the position which he has filled since August 22, 1916, after serving for many years as Division Agent and in other supervisory positions. By this token Mr. Phelps is the senior officer on the railroad in length of service.

In the group nearby you will find pictures of these four gentlemen, which were taken at just about the time this old station list was printed.

In other columns you will find Mr. Phelps and Mr. Cope as they appear today. All four of them are hitting the ball every day and quite hearty, thank you, although it must be said that Mr. Cope, who celebrated his 82-1 birthday on March 18th, is beginning to show a bit of the wear and tear—at any rate his hair is getting gray.

I pray the prayer the Easterners do—
 May the peace of Allah abide with you;
 Wherever you stay, wherever you go
 May the beautiful flowers of Allah grow.
 Through the days of labor and nights of rest
 May the love of Allah make you best;
 So I touch my heart as the Easterners do—
 May the peace of Allah abide with you.
 —O. C. O.

Senior Officer in Length of Service



Tax Commissioner

Brother Veteran E. Phelps, pictured above as he is today, looks forward with the rest of us to the next Re-union, and hoping we can have it this year. He entered service as agent at Richards, Missouri, January 14, 1894, and the seniority that accrues to him as agent is exceeded only by that of Geo. R. Fretwell, Siloam Springs, who started in that capacity at Pittsburg, June 11, 1893.

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

He'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,
He'll print, and thank you with a
"aw."

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

368 Kansas City Southern Ry. Bldg.,
Kansas City, Mo.



Life Span of Animals

THE biblical allotment for man's life span is said to be three score and ten, or seventy years—which gives you a tremendous advantage (or disadvantage according to the state of your optimism glands), as compared to the bee which lives six weeks. On the other hand, who would want to be a carp or an elephant to live 150 years?

If man took life slow and easy like the tortoise, the eider duck, the wild goose or the raven perchance he could live 200 to 300 years as they do before getting a ticket to cross the Styx. However, the dromedary takes his time about whatever he does, and only hangs onto the mortal coil for 50 years. The drowsy salamander lives but a dozen years, while that classic example for sluggards—the ant—takes three years longer to burn out. The stern old owl and the sentimental dove are content to pass on with man at seventy. The vulture outstrips the eagle's century mark by ten to twenty per cent. Lions and tigers shuffle off at twenty. And the "Hunter-Trader-Trapper" says: "The canary lives more than twice as long as the cat, reaching 24—unless the cat takes unfair advantage in the race."

The Rules of the Happy Crow Club

1. Always obey your parents. Mother and Dad are your best friends.
2. Keep off the railroad tracks except when necessary to cross them.
3. Never cross railroad tracks except at regular crossings, and then STOP, LOOK and LISTEN.
4. Never play on or around railroad tracks, cars or engines.
5. Tell your grown-up friends about the Kansas City Southern, the route of the Flying Crow, and ask them to travel and ship over its rails.

HAPPY CROW'S LETTER

Happy Crow is taking a long flight away from the home nest. But he sends us this message: "I am cawing gleefully to greet these new members into the Club:

Ray Loyd England	Drexel, Mo.
John Junior Engle	Mulberry, Kansas
William D. Engle	Mulberry, Kansas
Jack Hazel	Shreveport, La.

Jack Hazel and his baby sister, children of Stanley Hazel, carman, Shreveport. Jack joined the Happy Crow Club in March.



Jack Hazel and Sister

Happy Crow Club members in Airdrie, Scotland, Charles, James and Eileen Moore (whose cousin, Fred Dougherty is a K. C. S. man and Secretary to the General Superintendent), have suffered about the saddest lots that can befall them. Their mother passed away on November 20th, and the news did not reach us in time for the previous issue of the Magazine.



We
ARE MEMBERS
OF THE
NATIONAL
SAFETY
COUNCIL
LET ALL OF US DO ALL
WE CAN TO PREVENT
ACCIDENTS

NATIONAL SAFETY COUNCIL
The Kansas City Southern Magazine

All's Well that Ends Well

Oh! Goody! Easter hunt! Betty and Buddy followed Happy Crow along a path, and carried a basket, in which there were some tempting cookies, and a jug of cool milk, and other food for the day's outing. He also carried a basket, filled with beautiful Easter eggs, all colors of the rainbow. As they came to a little rustic table in the deep woods, Mrs. Happy Crow and the little Crow boys met them. They were laughing and very happy over the thrill of an Easter hunt. Betty began to hide the eggs under rocks, behind large trees, and even in an old swing, swinging in a tree. They had so much fun and excitement hunting the eggs, and shouting and laughing in the deep woods. Finally, Happy noticed the sun was just about overhead, and decided it must be around noon and time for lunch. He gathered the little party around him near a large tree, where the picnic basket had been left, but they discovered it was gone. Suddenly, they heard a rude laugh, and looking up in the trees saw Willie Woodpecker perched on a limb. He was eating the last bit of a cookie. Empty milk jugs were strewn around under the tree. Willie was flapping his wings, and shouted very loudly, "Ha! Ha! April Fool!" They remembered that while it was Easter morning it was also the first of April. Well, this was certainly a mean joke, but Betty didn't want to spoil the party by quarreling with Willie, so he said, "Come on folks, let's go over to my house, which is just across the street, and Mrs. Happy Crow will cook us a nice hot dinner. It'll taste much better than a cold lunch, anyhow." They followed Willie down through the woods, and the little boys had their hands full of beautiful Easter eggs. Willie Woodpecker's rude April Fool joke turned into a real treat, because in a very short while they were all seated around the table in Happy Crow's house, and the piping hot dinner was fit for a king. Happy Crow chuckled, saying, "Well, the April Fool joke is on Willie." Mrs. Happy Crow was serving the table, and smiling, as she said, "It's an old story, but a true one, 'He who laughs last, laughs best.'"

RUSSELL SLEYSER

MISS ISABEL BASBEY

Introducing the Off-Line Traffic Heads

FEW of us on line have the privilege of personal contact with our traffic solicitation men located at points distant from our own rails. So that it is natural to ask: "Who are these men who are out to sell Kansas City Southern service in the far corners and the great centers of trade of the United States, Canada and Mexico."

About the best we can do, perhaps, is to give you their names, their titles, their territories and to show you what they look like—and last but not least, to pass on to you their appeals for continued and still more enthusiastic co-operation.

These are the men, pictured at their respective geographical headquarters on the adjoining page, who are out to capture business at points of origin or destination remote from our line of road. Their effort is to keep the cars moving over our rails, and they and their cause merit our hearty support.

They are experts in their chosen vocation; men of character and integrity, who by the very force of these qualities are helping to keep the Kansas City Southern on the map of the shipping public.

They hold the interest of the railroad above their own personal comfort and convenience, and day after day—often at night—devote their time and energies to merchandising the K. C. S. product. Foreign ambassadors, so to speak, they are far removed from the base of actual operations, and by reason of this must overcome a certain handicap. How well they, and their conferees on the line, succeed, is proven by the record of our line during the past few years, in comparison with others.

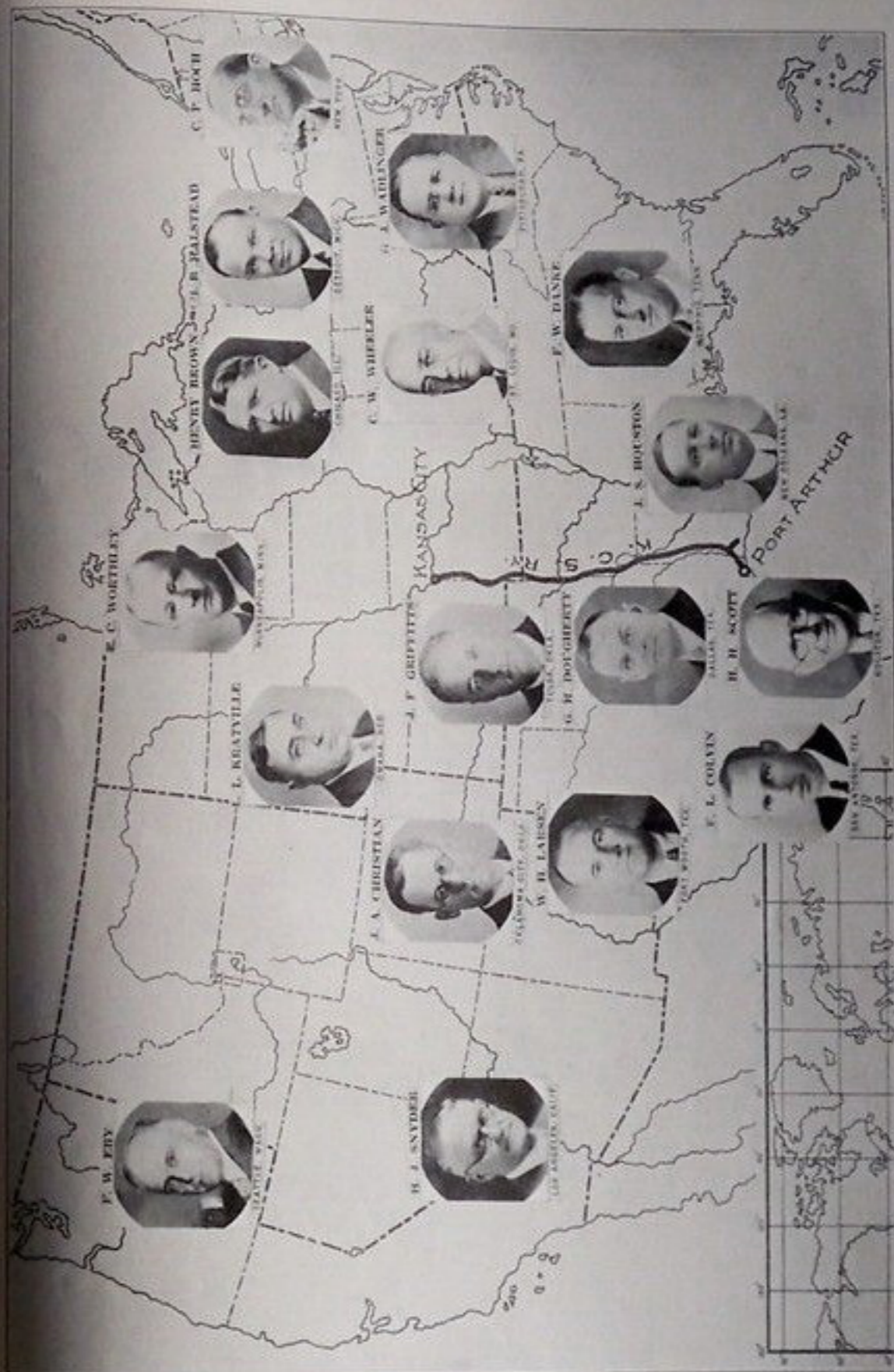
Their Names, Titles, Addresses and Their Territories:

HENRY BROWN, General Agent CHICAGO, ILL., 1103-4-5 Marquette Bldg.	Northern Illinois, N.W. Indiana, N.E. Iowa and State of Wisconsin
G. H. DOUGHERTY, General Agent DALLAS, TEX., 609 Mercantile Bldg.	North half of Texas.
H. B. HALSTEAD, General Agent DETROIT, MICH., 3-109 Gen'l Motors Bldg.	Southern Michigan, Northern Ohio and Southern Ontario.
W. H. LARSEN, Commercial Agent FORT WORTH, TEX., 814 Neil P. Anderson Bldg.	Ft. Worth, El Paso and adjacent points.
H. H. SCOTT, General Agent HOUSTON, TEX., 602 Bankers Mortgage Bldg.	Southeastern Texas.
H. J. SNIDER, General Agent LOS ANGELES, CALIF., 624 San Fernando Bldg.	States of California, New Mexico and Nevada.
F. W. DANKE, Commercial Agent MEMPHIS, TENN., 733 Exchange Bldg.	State of Tennessee.
E. C. WORTHLEY, General Agent MINNEAPOLIS, MINN., Met. Life Bldg.	States of Minnesota, North and South Dakotas and Northern Iowa.
J. S. HOUSTON, Dist. Fm. & Pass. Agent NEW ORLEANS, LA., 702 United Fruit Bldg.	State of Louisiana and Southeastern States.
C. F. HOCH, General Agent NEW YORK, Room 1428 Woolworth Bldg.	New England and other Northeastern States.
J. A. CHRISTIAN, Commercial Agent OKLAHOMA CITY, OKLA., 325 Perrine Bldg.	Oklahoma City and adjacent points.
L. L. KRATVILLE, Commercial Agent OMAHA, NEB., 439 Grain Exchange.	Omaha, St. Joseph and adjacent points.
G. J. WADLINGER, General Agent PITTSBURGH, PA., 1533 Gulf Bldg.	States of Ohio, W. Virginia, Western Maryland, Pennsylvania.
F. L. COLVIN, Commercial Agent SAN ANTONIO, TEX., 510 Texas Bank Bldg.	Southwestern Texas.
C. W. WHEELER, General Agent ST. LOUIS, MO., 911 Chemical Bldg.	Southern Illinois, Indiana and Iowa. Also State of Kentucky.
F. W. EBY, Commercial Agent SEATTLE, WASH., 15-7 The 1411 Fourth Ave. Bg.	North Pacific Coast States and British Columbia.
J. F. GRIFFITHS, General Agent TULSA, OKLA., 202 Cooden Bldg.	Oklahoma and Southern Kansas.

What They Have to Say:

- "Business goes where it is invited, and stays where it is well treated.
- "During the crucial test of the past two or three years it is my belief that everyone in our organization has done his best. And this has brought results that . . . bespeak loyalty, steadfastness and harmonious co-operation on the part of all members of our organization.
- "Transportation of persons and property is the only thing the Kansas City Southern has to sell. Team-work of officers and employes in the different departments on the line enables its off-line "salesmen" to sell the K. C. S. to patrons hundreds of miles from the right of way.
- "Three helpful things, towards increasing the tonnage of our line, which every employe should bear in mind are:
 - Immediately reporting to soliciting forces any information in regard to a prospective movement of passengers or freight. Prompt investigation of small movements often leads to securing larger ones.
 - Reporting information on shipments moving adversely to our line, as there is always the possibility of securing a share of any regular or seasonal movements, regardless of past routings.
 - For every officer and employe, without regard to department, to familiarize himself with the schedules and services provided by our company (also to have some idea of the part each department takes in the operation of our line)—so they can intelligently answer any question asked by a prospective patron, or refer the prospect to the proper representative.

Off - Line K. C. S. Traffic Representatives - March, 1934



*Courtesy is an **asset** -- always and anywhere.*

*Often friendships are formed and **business** secured through apparently unnoticed courtesy extended in dealing with patrons.*

*Ultimately the courteous one will be **surprised** how often it smoothes the difficult road.*

*Reflecting courtesy becomes a **happy** philosophy of life. Be not only Polite but Civil.*

*Telephone conversations usually **reveal** the good or ill will and nature. Difficulties between patrons and the company can be amicably settled if telephone courtesy is practiced.*

*Every **customer** is entitled to respect. Courteous helpfulness has never done any harm.*

*Studying ourselves carefully will disclose whether we measure up to the real **meaning** of the word Courtesy.*

*You can sell our product only by selling yourself, for **you** are representing the company or misrepresenting it.*

—(Apologies to Herbert Ostrup, in Union Pacific Magazine)