

The
Kansas City Southern

Magazine



K. C. S. in Heart of Ozarks

May - June - July, 1934

(Partial List of Officers and Condensed Schedules, from Official Guide)

THE KANSAS CITY SOUTHERN RAILWAY COMPANY

ROUTE OF THE FLYING CROW

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KANSAS CITY AND TEXAS		KANSAS CITY, SHREVEPORT AND PORT ARTHUR		SABINE DISTRICT AND ST. LOUIS	
No. 11	STATIONS	No. 12	STATIONS	No. 13	STATIONS
9:45 am	Kansas City	9:45 am	Kansas City	10:40 am	Port Arthur
1:00 pm	Texasarkana	1:00 pm	Shreveport	1:55 pm	Beaumont
4:30 pm	Beaumont	4:30 pm	Port Arthur	3:25 pm	Lake Charles
8:45 pm	Shreveport	8:45 pm	Shreveport	6:10 pm	Shreveport
9:45 pm	Shreveport	9:45 pm	Texasarkana	8:25 pm	Texasarkana
			St. Louis	8:55 pm	St. Louis
			St. Louis	11:30 pm	St. Louis
			St. Louis	4:30 am	St. Louis



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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.

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Guest Editors

THE nature of an editorial may be conceived as something that attempts the ordering of ideas and impressions into thought, to crystallize opinion, to express a piece of the common mind, to offer an interpretation of events or people of a phase of life. There are great minds today and we get their thought in the best of newspapers, magazines and books. But do not many miss much of the light available to us on the true meaning and course of life by being "too busy" to commune with the greater minds of the past—printed record of whose thought can be found on the shelves of every library and bookstore? There is thought that has stood the test of time, whose endurance has proved its kinship with Truth.

Here is KHAYYAM, a philosopher of the Orient, translated by the great Fitzgerald, reminding us that this mortal adventure is fleeting, and urging us to live:

*"The Bird of Time has but a little way
To flutter—and the Bird is on the Wing
Whether at Naishapur or Babylon
Whether the Cup with sweet or bitter rim
The Wine of Life keeps oozing drop by drop
The Leaves of Life Keep falling one by one
Each morn a thousand Roses being, you see
Yes, but where leaves the Rose of Yesterday"*

And here is EMERSON (b. 1803, d. 1882) profound American thinker, etching in vivid phrases the Law of Compensation, depicting the omnipotent Scale that weighs and balances every thought and act, repays every debt, sets a positive against every negative, joins darkness and light, heat and cold, the universal ebb and flow:

"An inevitable dualism bisects nature, so that each thing is a half, and suggests another thing to make it whole; as spirit matter; subjective, objective; motion, rest; sea, nay . . . Every excess causes a defect; every defect an excess. Every sweet hath its sour; every evil its good . . . For everything you have missed you have gained something else; and for everything you gain you lose something . . . Every secret is told, every crime is punished, every virtue rewarded, every wrong redressed in certainty and silence. Give and it shall be given you. Curious always record on the head of him who imprecates them. If you put a chain around the neck of a slave, the other end fastens around your own. A man cannot speak but he judges himself. With his will or against his will, he draws his portrait to the eye of his companions by every word. Every opinion reacts on him who utters it . . . A great man is always willing to be

little. While he sits on the cushion of advantages he goes to sleep. When he is pushed, tormented, defeated, he has a chance to learn something; he has been put on his wits, on his manhood; he has gained facts; learns his ignorance; is cured of the insanity of conceit; has got moderation and real skill . . . The compensations of calamity are made apparent to the understanding also, after long intervals of time. A fever, a mutation, a cruel disappointment, a loss of wealth, a loss of friends, seems at the moment unpaid loss, and unpayable. But the sure years reveal the deep remedial force that underlies all facts. The seemed nothing but privation, somewhat later assumes the aspect of a guide or genius; for it commonly operates revolutions in our way of life, terminates an epoch of infancy or of youth which was waiting to be closed, breaks up a wonted occupation, or a household, or style of living, and allows the formation of new ones more friendly to the growth of character."

The power of self-forgetfulness is pointed out by FENSTON (b. 1651, d. 1715) French prelate and author, who wrote in his day: "Simplicity is an uprightness of soul that has no reference to self, it is different from sincerity, and it is a still higher virtue. We see many people who are sincere, without being simple; they only wish to pass for what they are, and they are unwilling to appear what they are not; they are always thinking of themselves measuring their words, and recalling their thoughts, and reviewing their actions, from the fear that they have done too much or too little. These persons are sincere but they are not simple; they are not at ease with others and others are not at ease with them; they are not free, ingenuous, natural; we prefer people who are less correct, less perfect, and who are less artificial. This is the decision of man, and it is the judgment of God, who would not have us so occupied with ourselves, and thus, as it were, always arranging our features in a mirror."

And now POPE, famous English poet (b. 1688, d. 1744), in his immortal Essay on Man:

*Sabot—In this or any other sphere,
Secure to be as blessed as thou can bear,
Safe in the hands of one disposing Power,
Or in the natal or in the mortal hour.
All nature is but art unknown to thee;
All chance, direction, which thou canst not see;
All discord, harmony not understood;
All partial evil universal good;
And spite of pride, in erring reason's spite,
One truth is clear, Whatever is, is right."*

Cave Country

Nature Carved Many Jeweled Caverns in The K.C.S. Ozarks

WE might be awed by the Rockies or thrilled by the Cumberlands, but it is the Ozarks that "glide into our darker musings with a mild and healing sympathy." One who loves Nature will have the feeling of being loved by the Ozarks, for they have all the lures of our common Mother—hills, valleys, rocky cliffs, trees, birds, flowers, springs, streams and caves.

The lure of the cave, the mysterious hiding place with its protection from storms and enemies, reaches down strongly among our instincts from primitive times. And the hand that shaped the Ozarks was generous in providing these sanctuaries. There is probably a score of these caverns along the line of the Kansas City Southern, scattered at intervals from Mystery Cave at Lanagan, Missouri, to Crystal Cave at Marble City, Oklahoma—a stretch of nearly one hundred miles with its northerly limits less than two hundred miles from Kansas City.

The presence and the immense size of these caves have not been widely advertised, and probably miles of them are as yet unexplored. "Nowhere in the world are caves more brilliant or sparkling to be found," declares a recently published statement from an authority on the Ozarks. And

the same author says: "One views the mighty stalagmites (requiring hundreds of thousands of years to be formed) with an awe amounting almost to reverence. The cavernous recesses in Bluff Dwellers' Cave on the Prize Drive in McDonald County, is a point of interest, as is also the Mystery Cave near Lanagan." And he might well have added the Spanish Treasure Cave near Sulphur Springs and the Crystal Cave near Marble City.

Those who travel through the Ozarks, or spend their vacation in southwest Missouri, northwest Arkansas or northeast Oklahoma, can enjoy an experience of lasting recollection, and can obtain a store of knowledge of grotto phenomena, both scientific and historical as well as legendary, by interviewing J. A. ("Dad") Truit, the "Caveman of the Ozarks," at Lanagan, and also J. S. Atchley, publisher of the Adair County

Gleaner, at Stilwell, Oklahoma. Long time residents and prominent citizens of their respective communities, they have made something of a hobby of cave lore and investigation, and a visit with them to caves that they have discovered or developed in the way of access and features of interest, will be an experience long to be remembered.

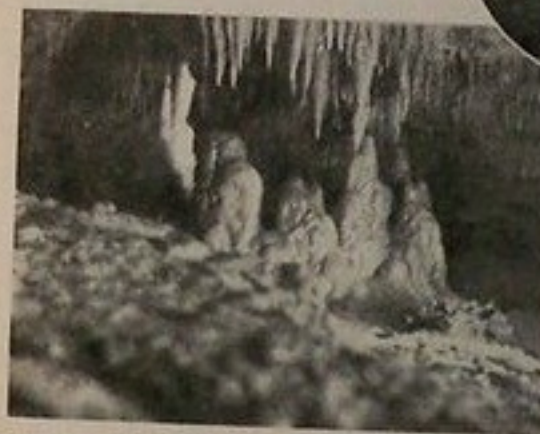
Crystal Cave (four miles north of Marble City) is the largest and most beautiful in Oklahoma—truly a place of wonders, and many others in the vicinity have not been fully explored or developed. We are informed that this cave is in a park, owned by Atchley & Son, of Stilwell, containing sixteen springs, a huge natural bridge of quartzite, and a large electrically lighted pool of clear



Spanish Treasure Cave
Sulphur Springs



Entrance
and
Interior
Views
Crystal Cave
Marble City



stopping, may result in much greater damage to equipment and lading than the undesired quick action of the brakes.

Tests Should Be Made

When time and opportunity affords, a test should be made to locate any K triple valves that are causing undesired quick action. This test should be made by first charging the brake system to the standard pressure carried. Then make a straightaway 7-pound or 8-pound reduction in brake pipe pressure with the service position of the automatic brake valve. (Care should be exercised to make only this reduction). Then inspect the brakes to find the brake, or brakes that failed to apply on this light reduction in brake pipe pressure. Such inoperative brakes should be cut out and handled according to prevailing instructions as regards the handling of cars with inoperative air brakes.

One of the main reasons for the design, construction and adoption of the A-B freight car brake, was to eliminate undesired quick action, an inherent imperfection of the K triple valve. The A-B brake is so designed that undesired quick action cannot originate in this valve.

The A-B valve is constructed in two separate parts, the service portion and the emergency portion. The operation of the service portion is the same for both full service and emergency operation of the brake. Therefore, an emergency application of the brakes cannot occur from any movement of the service position of the A-B valve.

The emergency portion of the A-B valve is separate from the service portion, has greater stability, and the movement of the piston is controlled by the changed pressure in the brake pipe, and that stored in the quick action chamber. The operation of the emergency portion is co-ordinated with that of the service portion, when an emergency rate of brake pipe reduction is made from any cause.

When the brake system is fully charged, the quick action chamber of the emergency portion of the A-B valve, is also charged to the pressure of the brake system. This volume is for the purpose of operating the emergency piston, slide and graduating valve, and for opening, and holding open, for the pre-determined length of time, the vent valve, when an emergency rate of brake pipe reduction occurs.

The quick action chamber volume is provided to insure that an emergency application of the brakes will occur, when desired, but means must be provided to reduce this pressure during a service application, to eliminate undesired quick action. This is so arranged that when only a service rate

Calcasieu Fishing and Fishermen

At this season of the year the beautiful Calcasieu and Houston Rivers, in the vicinity of Lake Charles and Westlake, are a fisherman's paradise. The winding lazy streams, ranging "up" to fifty feet deep, overhung with stately cypress trees laden with Spanish moss, making lacy shadows on the cool wa-making lacy shadows on the cool wa-tion-minded. And the marishes are covered with the lovely water hyacinths and many other equally beautiful flowers and plants.

Hicks and Murrell Lucky

Special Agent W. C. Hicks and Special Officer E. B. Murrell, recently stopped at a fishing camp close to the highway (No. 90), bought a bunch of shiners and shrimp for bait, rented a boat, paddled out and began snagging them. After landing six or eight nice bass, weighing about two pounds each, Murrell, in adding the last fish to the string, let the whole string get away. As they had about used up the shiners, they resorted to the use of shrimp for bait, with the result that they caught a string of fish of various and sundry denominations, ranging all the way from bass to white perch, gaspergous, mullet—and, last but not least, grubs, which is known in the North as sun perch. The difference is that in the Calcasieu they grow much bigger than in Marais des Cygnes or Black Fork, or even the famous lake at Lake. The string of fish, when "stood on end," was as long as Mr. Hicks is tall. Believe it or not—see Bill Hicks for proof.

of brake pipe reduction is being made to apply the brakes, the emergency piston moves to close the quick action chamber charging choke. A slightly greater movement of the emergency piston moves the graduating valve. This opens a small port and discharges quick action chamber pressure at the same rate that brake pipe pressure is being reduced. This diminishes the quick action chamber pressure, so that an emergency operation of the valve will not occur, so long as the rate of brake pipe reduction is at the service rate.

An emergency operation of the A-B valve will occur however, when the service rate of brake pipe reduction is increased from a moderate to a rapid rate, such as when a K triple valve operates in undesired quick action, parted train line, bursted hose, emergency position of the automatic brake valve, or opening wide, the conductors valve on the rear end of the train.

When the A-B valve operates to effect an emergency application of the brakes, the vent valve, which is a part of the A-B valve, will be opened by the

The "Super" Takes Lessons

Superintendent Weir must also be added to the K. C. S. fishermen who have fallen for the lure of the Calcasieu. Recently, it is reported, he made his maiden gesture at fly fishing in an unused channel of that beautiful stream, where the solitude of the finny denizens is not disturbed by the passing of ships. The story goes that as an oarsman he was a great success, but when it came to casting flies he was not so hot. The expert-instructor, Mr. Glaezer of Lake Charles, who owns a cabin-type sea-going launch, finally persuaded the student to take a shot and try his luck. "Did you ever skin mules," he asked Mr. Weir, and upon being assured that he had, handed over the rod and said: "That's all there is to it; if you can pop the end of the line on the old mule's rump, you can handle a fly rod." Pointing to an old cypress tree, Mr. Glaezer said: "Pop your line, but try and drop it in the water near the tree." So the thrashing and wear and tear on buck-tails, snarling of water hyacinths, etc., began. And after a lapse of unnoted time, three bass were landed—not so large, but after all, bass, and landed with a fly rod. George (the old Kingfish) Boudreaux was also nearby in another boat, paddled by friend Strickland. And they got a few too. But there is something about the story that can't be told—for fear George would cut off the supply of fish.

quick action chamber pressure. The length of time the vent valve remains open, is dependent upon the pressure in the quick action chamber at the time the emergency application occurred, and varies between 50 and 70 seconds.

Where a train consists of all A-B brake equipment, the amount of air pressure to be discharged by the vent valve, will be limited to the volume of the brake pipe on each car, and will be exhausted within few seconds. However when only a limited number of A-B valves are associated with a large number of K valves, the discharge of brake pipe pressure at the vent valve will be prolonged, in proportion to the volume of the brake pipe, as the K triple valve does not vent brake pipe pressure to the atmosphere.

It should be understood, however, that the length of time the vent valve of the A-B valve remains open, is dependent upon the pressure in the quick action chamber, at the time the quick action or emergency operation occurred, and not upon the volume of brake pipe air to be disposed of.

The Kansas City Southern Magazine



The HAPPY CROW CLUB

Write your letter to—

The HAPPY CROW

268 Kansas City Southern Bldg.,
Kansas City, Mo.



A LETTER FROM HAPPY CROW

Dear Boys and Girls:

I'm so excited about our page this time because it contains the work of two gifted members of the Happy Crow Club. The pictures you see were drawn by Dale Trammell of Independence, Missouri. Dale's father is a section foreman. We surely appreciate the fine pictures Dale sent and they should encourage other boys and girls to send in some of their drawings.

Owen Dell England, who lives at Drexel, Missouri, where his father works for the railway, wrote the story about the birds. Owen is eleven years old and wants to be an author, so you see he is making a fine start. He writes that he thinks the Kansas City Southern is a very good railroad and

that he will always stand by it. Isn't that fine? I'm sure every other member of the Happy Crow Club feels the way Owen does about that!

We want more stories from our boys and girls—stories about the things you are interested in—the woods, hills and streams, animals, birds; how the bees gather honey for miles around; how you can find a wild bee tree by following the line the bees take after sipping the honey from the flowers. Oh, there are so many wonderful things all about us that can be woven into stories.

John Junior Engle, four, and his little brother, William, two, of Mulberry, Kansas, have joined the Club. And here's a letter from Jack Hazel who lives "Way Down South In Dixie," at Shreveport, Louisiana.

Another member, William Elliott, of Zwolle, writes to say he has a baby



sister, too. Her name is Myrtle Ann and she was born on March 31st this year. Sweet little babies—aren't they wonderful!

Now, boys and girls, we are so anxious to have photographs of yourselves and stories and pictures you write and draw. Just send them to Happy Crow, care of The Kansas City Southern Railway, 11th and Wyandotte, Kansas City, Missouri, then I'll use them on this page.



Two of Our Song Birds

—by Owen England.

Bluebird: The bluebird is a very pretty bird that grows to be about seven inches long.

The bluebird spends its winters in the southern United States and southern New England.

The bluebird's call is a short, sweet warble and its song is a continued warbling.

Bluebirds nest in holes in trees, mostly in orchards, and in bird boxes around buildings. Their nests are lined with grass, where they lay four or five light bluish eggs.

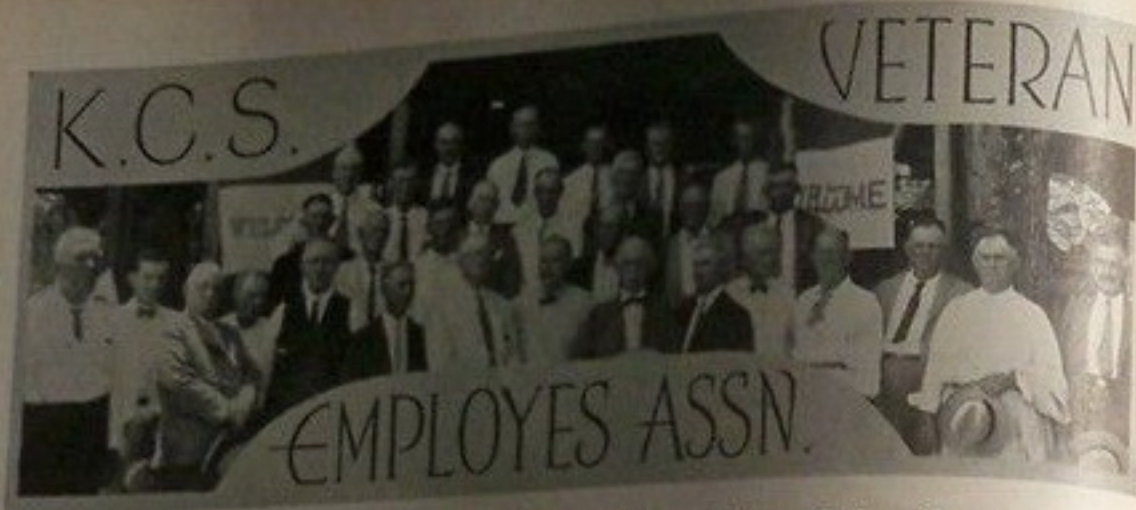
The bluebird eats worms and grain out of fields and gardens.

Robin: The robin grows to be about ten inches long. The male bird has a black head and a bright reddish-brown breast. The female has a gray head and much paler breast.

The robin is a well known bird of central and eastern United States. It lives in the country where it is quiet and feeds on worms, bugs and grain out of trees, gardens and fields.

The song of the robin is a cheery carol, "cheerily, cheerup," often long continued.

The robin makes its nest of mud and grass and builds on forks at any height, where it lays four or five bluish-green eggs.



Membership

On March 1, 1934, as previously reported, 447 of the living and eligible veterans had taken out a membership in our organization. Since that time, as recorded elsewhere in these columns, death has claimed seven, leaving 440.

However, in the meantime, an active campaign to get all eligible veterans into the fold has been carried on by our Treasurer H. H. (Hebe) Hoar, whose picture occurs in another place in this issue, with the result that 21 new members have come in, either on their initiative or on his solicitation. So that the roster of the K. C. S. Veteran Employees' Association, now enrolls the names of 461 living members, as of June 15, 1934.

Last Roll Call

Veteran members who have answered the last roll-call, since our last publication of membership was made, are:

- I. C. McGee, Chairman of Executive Committee, K. C. S. V. E. Assn.
- J. F. Hiseard, Vice-President at Large, K. C. S. V. E. Assn.
- W. C. Wilkes, Retired Engine Foreman, Heavener.
- E. N. Carleton, Locomotive Engineer, Shreveport.
- Lee Nance, Fireman, Pittsburg.
- T. E. Fitzmorris, Retired Engineer, Independence.
- H. B. Furstonburg, Assistant Trainmaster, Shreveport.

Hans Tyson, retired Roadmaster, of Rolla, Missouri, reported June 5th in St. Mary's Hospital at Kansas City.

Meet the New Members

The following eligibles who have expressed the desire to affiliate with our organization, are extended the hand of fellowship and welcomed into the order:

- C. F. Hoch, General Agent, New York City.
- W. E. Wallace, Agent, Shreveport, La.
- Ullis Tenick, Car Foreman, Pittsburg, Kansas.
- E. B. Moore, Conductor, Sisson Springs, Arkansas.
- R. E. Daley, Agent, Mesa, Arkansas.
- G. E. Tucker, Chief Clerk to Supt. of Machs., Pittsburg, Kansas.
- L. L. Brown, Agent, Wata, Okla.
- G. D. Brown, Conductor, Shreveport, La.
- W. G. Buechner, Auditor of Revenues, Kansas City, Mo.
- A. L. White, Chief Clerk to M. C. B., Pittsburg, Kansas.
- JOHN BRADY, Locomotive Truckman, Pittsburg, Kansas.
- W. F. Foss, Clerk, Auditing Department, Kansas City, Mo.
- M. A. Eves, Assistant Trainmaster, Heavener, Okla.
- HINAY CARROLL, Secretary to Division Engineer, Pittsburg, Kansas.
- REINOLD LANE, Section Foreman, Anderson, Mo.
- WM. SAWYER, Roundhouseman, Pittsburg, Kansas.
- JOHN E. DWIGHT, Conductor, Pittsburg, Kansas.
- P. BOOKOUT, Locomotive Engineer, Shreveport, La.
- L. THORNTON, Assistant Trainmaster, Shreveport, La.
- NAT. BROWNLEE, Section Laborer, Oil City, La.
- NOELAN WELLS, Train Porter, Shreveport, La.

Veterans' Columns Bring Old Friends Together

Imagine the joy of Retired Engineer W. F. Heatherman, 3834 Roberts St., Kansas City, on receiving the following letter:

"Dear Mr. Heatherman:
"Perhaps you will remember me as a boy at Amoret, Missouri, in 1891, when the old Kansas City, Fort Smith & Gulf Railway built its road into the town and you were the premier locomotive freeman on an engine with "Billie" Brown. Later you became an engineer, and it was then that you were over-indulgent with me—allowing me to ride on the engine when switching cars or turning the train on the "Y." And how the gang did enjoy me. I have never forgotten you because of your forbearance and consequently you have always been my idol as an engineer and man."

"In the last issue of the Kansas City Southern Magazine, I just read that you have been retired after forty-two years of continuous and meritorious service. I want to extend to you my hearty congratulations on your remarkable achievement, and may you enjoy health and happiness in the years to come in my sincerest wish."

Very cordially yours,
(Signed) FRANK HASSIG,
Local Surgeon, KCS Ry

Dr. Hassig is a prominent physician and surgeon in Kansas City, Kansas, and is on the staff of the Medical Department.

We are indebted to J. N. Christensen, Supervisor of the Hospital Association for obtaining this letter for publication.

White and Edmisten Were Agents Here In 1897



We are begin your pardon, and that of Veteran Agent A. F. White, of Wilton, Arkansas, and Towerman M. A. Edmisten, thru, trick at Metropolitan Tower, Kansas City.

In the first quarter issue, Page 16, we printed pictures of four still in service whose names appeared as agents on the 1897 station list reproduced therewith, in some unaccountable way we overlooked the names of Mr. White who appeared on that list as Agent at Blanchard, and Mr. Edmisten who was then Agent at Goodman.

A. F. White's service we understand, has been continuous, and in fact he remained as Agent at Blanchard until that station was closed just a few years ago. Mr. White is a member of the K. C. S. Veteran Employees' Association.

M. A. Edmisten was born at Goodman, Missouri, and came into service as relief agent at Splitlog in '93, to enable the then agent, J. I. Wentz, to attend the World's Columbian Exposition at Chicago. At the end of fifteen days the station was closed, and Mr. Edmisten was checked in as Agent at Goodman, January 18, 1894, at the age of 17 years and eleven months. He remained there twelve years and then left the service for about ten years. He returned to service as telegrapher at Goodman in 1917, and since that time has been in service as telegrapher and lately as book operator and towerman. Mr. and Mrs. Edmisten live at 525 Donnelly Street, greater Kansas City, where they have a big yard and garden. They have many interesting reminiscences of the old days, and have some historical old photographs.

The scene, with figures in the foreground reproduced herewith represents about all of the structures and population of the fair city of Donohue, named for the then general passenger agent of the line, and which later became Goodman. The first two safety bicycles in Goodman are shown, and Mr. Edmisten (likeness taken at that time inset) is the proud owner and exhibitor

W. G. Buechner Honored on 25-Year Anniversary

W. G. Buechner, Auditor of Revenues, on May 1st passed his Twenty-fifth milestone with the Kansas City Southern, and it became quite a nice event. When he returned from lunch he was greeted by a reception committee consisting of all the employees of his office, who cheered and congratulated him and presented him with a beautiful basket of flowers, with all good wishes for the future.

HONORARILY RETIRED

H. M. NEWELL, Section Foreman, Benson, Louisiana, has been retired from the active roster, effective May 17, 1934.

Mr. Newell, had his health permitted, would have completed 35 years of service with the Kansas City Southern in Maintenance of Way Department, on July 1st. However, the accumulation of years, he is 68, and failing health compelled him to discontinue active service on March 1st this year. It is a notable fact that Mr. Newell's 33 years of able and valuable service was all performed as foreman of the section at Benson. Mr. Newell is a member of the K. C. S. Veteran Employees' Association, and was formerly an active participant in the meetings of the K. C. S. Maintenance of Way Association.

ROBERT W. STOKER, Cashier at Westlake, Louisiana, has been retired from the active roster, effective May 17, 1934.

Mr. Stoker, who is in his 75th year, found it necessary to give up active service on account of advanced age and some impairment of health. He came to the line as warehouseman at Lake Charles on March 15, 1907, becoming a Quarter-Century Service man in 1932, and afterwards a member of the K. C. S. Veteran Employees' Association. Mr. Stoker makes his home at 7th and Ford Streets, Lake Charles, La.

T. J. NEPTUNE, Locomotive Engineer, Pittsburg, has been retired from the active roster, effective May 17, 1934.

Mr. Neptune completed 30 years of continuous service on May 20, 1933. Illness compelled him to give up active duty in the early part of November last year. He is a member of the K. C. S. Veteran Employees' Association.

Master Car Builder Gutteridge's Bulletin No. 527, issued May 22nd, addressed to all car foremen and inspectors, reproduces an abstract of an address (recently printed in the Railway Mechanical Engineer) by W. J. Patterson, Director of the Bureau of Safety of the Interstate Commerce Commission. In this paper Director Patterson discusses the functions of those addressed in relation to safety and the rules applying. It contains much valuable information.



Twenty-five years of continuous service with the Kansas City Southern was completed between the dates of April 1st and June 30, 1934, by those whose names appear below, together with their date, occupation and address:

- Charles P. Hoch (April 1)
General Agent, New York City, N. Y.
- Joseph H. Soule (April 1)
Watchman, Shreveport, La.
- S. E. Moore (April 2)
Engineer, Kansas City, Mo.
- F. Bookout (May 1)
Engineer, Shreveport, La.
- W. G. Buechner (May 1)
Auditor of Revenues, Kansas City
- J. G. Richey (May 5)
Conductor, Heavener, Okla.
- J. F. McCabe (May 22)
Conductor, Pittsburg, Kan.
- J. M. Robinson (May 22)
Switchman, Kansas City, Mo.
- Grover D. McGraw (May 25)
Telegrapher, Neosho, Missouri
- Alvin Foster (June 6)
Engineer, Shreveport, La.
- George W. Nelson (June 3)
Accountant, Mech. Dept., Pittsburg
- D. C. Roberts (June 13)
Conductor, Heavener, Okla.

Ben F. Taylor, veteran locomotive engineer of the Southern Division, has recovered from his long illness, at least sufficiently to be up and around, a fact which has given pleasure to his many friends.

IN MEMORIAM

Joseph S. Houston

Joseph S. Houston, 64, District Freight & Passenger Agent of the Kansas City Southern in New Orleans, Louisiana, since July 1, 1923, died suddenly in that city on the morning of April 6th.

Although comparatively young in the service of this line, he had won a place in the hearts of his associates and friends and had demonstrated a remarkable ability in the line of his chosen work in the traffic department.

Mr. Houston was born March 20, 1870, in Aberdeen, Mississippi, and was educated in the high school of Aberdeen and Gibson College at Ripley, Mississippi. Reference to the records shows that he was a single man, having no sister, only, living.



Henry B. Furstonburg

Henry B. Furstonburg, Assistant Trainmaster, 70 years of age, and formerly for 24



years, locomotive engineer for the Kansas City Southern out of Shreveport, died suddenly, of a heart attack, while on his way to work in DeQueen Yard, about 6:00 a. m., May 5th.

Mr. Furstonburg was born May 15, 1864, in Galena, Illinois, his parents having come to America from Heinsdorf Kreis Malbhausen, Germany, a few years prior to that time. He started his railroad career at the age of 24 years in train service for the Rock Island Railroad. Later he was in train service of the Ft. Worth & Denver City Railway and in engine service on the Denver & Rio Grande. After serving a line in old Mexico for three years as fireman, he came to the Kansas City Southern at Lake Charles, Louisiana, November 2, 1898. In that same year he was married to Catherine O'Connor, and moved to Shreveport in 1900, where he resided and continued in the service of the Kansas City Southern until the time of his death. A man of sterling character, and a capable engineer, he was promoted to engineer on February 7, 1900, and to Assistant Trainmaster on February 7, 1934.

Funeral services were held at St. John's Catholic Church in Shreveport, Monday, May 7th, conducted by the Rev. Patrick J. Kelleher. Interment in St. Joseph's Cemetery.

Surviving are the widow, Mrs. Catherine Furstonburg, 1928 Walnut Street, and five daughters and one son, all of Shreveport.

Joseph F. Hibbard

Joseph F. Hibbard, 74, retired Stationer of the Kansas City Southern, passed away in St. Mary's Hospital on the morning of May 27th. Mr. Hibbard had been retired from active service on May 16, 1931, on account of his advanced age coupled with failing health. His last illness began about five months ago, and he had been in the hospital since that time, suffering with an abscess of the colon. He was born April 11, 1860, in the state of Pennsylvania.

Mr. Hibbard was very widely known and held in the most friendly and cordial esteem by officers and employes of the entire line, particularly among the members of the K. C. S. Veteran Employees' Association, which organization for many years and up to the time of his death, he served with enthusiasm and distinction as Vice-President at Large. Long a member of the Masonic orders including Knights Templar, in which he was formerly quite active, our own departed friend is also mourned by a large circle outside of railway service.

After serving the old Kansas City, Fort Scott & Memphis (now a part of the Frisco), in the Transportation Department at Kansas City for some fifteen years, J. F. Hibbard came to the Kansas City Southern on December 20, 1903, as Chief Clerk to Superintendent of Terminals, E. Phenneger. He continued in that capacity through the administration of Frank Murphy (afterwards General Manager of the Missouri Pacific) and, later, until April, 1906, with Superintendent of Terminals, William Donovan. From that position he came to the Transportation Department of the line in the general office, and had been in charge of the Station-

ery Department since May 5, 1911.

Funeral services were conducted from Eylar Chapel at 2:00 p. m., May 29th. Interment, Forest Hill Cemetery.

Surviving are two nieces, a nephew, a brother-in-law and the sister-in-law, Miss Mary White, of the Hibbard home, 3823 Penn Street, Kansas City, Mo. His wife had preceded him in death by about one year.

Thomas Ewing Fitzmorris

Thomas E. Fitzmorris, 69, retired locomotive engineer, Kansas City Terminal Division, passed away May 1, 1934, at his home, 1208 North Main Street, Independence, Missouri.

Mr. Fitzmorris was born in Leavenworth, Kansas, November 2, 1864. On account of his advanced age coupled with a failing physical condition he was retired from active service on April 3, 1929.

At the time of his retirement Mr. Fitzmorris had been continuously in the employ of the Kansas City Southern at Kansas City as locomotive engineer, having come to the line in that capacity on September 1, 1894.

Loyal and conscientious in his duty to his fellow-men and his employer, he was rightfully proud of the fact that in all those years his record had been kept clean and clear of discipline to the very end. And in the fact there is implied a tribute to his fine ability and character.

The widow, Ida Ann Fitzmorris, of the home in Independence, survives.

Arthur McNally

Arthur McNally, 72, gate watchman at Pittsburg Shops for the past twenty years, died from a heart attack while on duty at the gate on the evening of June 11th.

As recorded in these columns in June, 1933, Mr. McNally was born in County Down, Ireland, November 14, 1862, and came to America via New York City at the age of sixteen. Later on he came to Pittsburg, where in 1900 he took service in the track department of the Kansas City Southern under Roadmaster O'Connell.

On February 1, 1913, he started his long continuous service in the Mechanical Department as laborer and watchman, continuing in the latter position up to the time of his death. Funeral services were conducted June 10th from the Frontenac Catholic Church. Interment, Frontenac Catholic Cemetery.

So far as known here Mr. McNally had no relatives living, but was blessed with a large number of friends and acquaintances to mourn his loss.

Dr. S. A. Collom, Sr.

Dr. S. A. Collom, Sr., Division Surgeon at Texarkana, died at 6:10 p. m., Thursday, April 26th, while sitting at his desk talking to J. N. Christensen, Hospital Supervisor. His death came very suddenly as a result of a heart attack.

While he had suffered similar attacks over a period of years, still just prior to this fatal attack, he was considered in the best of health. About five minutes before the attack, Dr. Collom had called Dr. A. H. Mann, Oculist on our hospital staff, for a conference with himself and Mr. Christensen at his office, and they were waiting for Dr. Mann when the end came.

Dr. Collom was born in Bowie County, Texas, September 30, 1866. He became a resident of Texarkana in 1892, after completing his medical education in the University of Louisville, Kentucky, and practiced his profession in that city the rest of his life, serving the Hospital Association as Division Surgeon for many years.

Dr. Collom came from a family of noted physicians, his father and grandfather serving in the profession.

He was a Fellow in the American College of Surgery, past president of the North Texas Medical Society, and President of the Texarkana Sanitarium. He was held in the highest esteem by the people of Texarkana and others who came in contact with him through professional or business relations. Active in civic as well as professional life, he was a member of the Rotary Club, a thirty-second degree Mason and an elder in the Presbyterian Church.

Surviving are the widow, a son, Dr. S. A. Collom, Jr., and two daughters, Mrs. G. P. Gantt of Houston, Texas, and Mrs. James F. Warren of Texarkana.



April-May-June, 1934



Isaac Claude McGee

The loss of our esteemed veteran Treasurer was announced by President Johnston in a printed circular of June 1st, reading: "It is with deep sorrow that announcement is made of the death of Mr. I. C. McGee, Treasurer of this Company, at Kansas City, Missouri, on May 25, 1934."

Long a sufferer from diabetes and other complications, Mr. McGee had been absent from duty since June, 1933. After spending several months in St. Mary's Hospital at Kansas City, he retired to his home, 3443 Bellefontaine Avenue, and was there when the end came on the morning of May 25th.

Isaac C. McGee was born December 5, 1873, at Holt, Missouri, and first entered railway service as a telegraph operator on the Hannibal & St. Joseph, now a part of the Burlington System. He remained with that line until 1898, and after a short experience in other business, came to the Kansas City Southern at Kansas City on September 17, 1890, as assistant pay-roll clerk. Demonstrating great ability and aptitude for his work, his advancement was steady. For many years he served as Paymaster, and traveling over the road with the pay-car he became one of the most widely known officers of the line.

A man of most kind and attractive personality, he was universally beloved of his associates and acquaintances, a fact which naturally led to his selection as a leader in the K. C. S. Veteran Employees' Association, which he was active in organizing, and he served as the Chairman of its Executive Committee up to the time of his death. He looked forward eagerly to re-unions of the Veterans, and in attendance made much of the opportunity to meet and visit with old and new friends.

Mr. McGee had been Treasurer of the Kansas City Southern since Octo-

ber 17, 1922, after having served for seven years as Assistant and Treasurer of the Texarkana & Ft. Smith, during which time he lived in Texarkana, Texas.

He was also widely known throughout the country among the members of his profession, whose national meetings he attended and participated in, and tributes to his illustrious career have appeared in various papers and the Railway Age.

Funeral services, conducted by the Rev. Burris A. Jenkins, were held on May 28th. Active pall-bearers were, C. E. Johnston, President; L. J. Heasley, Comptroller; F. H. Moore, General Solicitor; G. B. Wood, Freight Traffic Manager; J. M. Prickett, Superintendent of Personnel; and H. H. Hoar, Assistant Treasurer.

Surviving are the widow, one son, Irwin Calvin McGee, and two daughters, Miss Mary Elizabeth and Miss Eleanor C. McGee.

John E. Lynd

John E. Lynd, former veteran line-man, Kansas City, who retired in 1921 on account of ill health, died at his home in New Smyrna, Florida, April 19, 1934, at the age of 68.

Mr. Lynd was born in Cincinnati, Ohio, April 22, 1866, and at the age of 21 began his railroad

career as a brakeman on the Illinois Central at Vandalia, Illinois. Serving that line until 1893 he resigned to accept service with the Vandalia Line, a part of the Pennsylvania System, where he remained until 1897.

It was in the days when at least one man on every train crew was required to have a knowledge of telegraphy and be able to handle train orders, and it was there that Mr. Lynd formed the desire to become a telegraph man and first experienced the thrill of manipulating the key. He entered the service of the Kansas City, Pittsburg & Gulf in 1897, in the Bridge & Building Department, with the view of qualifying for the position of Train Agent. In that day the duties of Train Agent were to handle train orders, collect fares, sign bills of lading and bill freight. The use of Train Agents was discontinued, however, before Mr. Lynd could perfect his plan, so that after five months service in the B. & B. Department he transferred to the Telegraph Department, where he served faithfully and well up to the time of his voluntary retirement. His belief in and adherence to the golden rule endeared him to all employes with whom he came in contact.



stopping, may result in much greater damage to equipment and lading, than the undesired quick action of the brakes.

Tests Should Be Made

When time and opportunity affords, a test should be made to locate any K triple valves that are causing undesired quick action. This test should be made by first charging the brake system to the standard pressure carried. Then make a straightaway 7-pound or 8-pound reduction in brake pipe pressure with the service position of the automatic brake valve. (Care should be exercised to make only this reduction). Then inspect the brakes to find the brake, or brakes that failed to apply on this light reduction in brake pipe pressure. Such inoperative brakes should be cut out and handled according to prevailing instructions as regards the handling of cars with inoperative air brakes.

One of the main reasons for the design, construction and adoption of the A-B freight car brake, was to eliminate undesired quick action, an inherent imperfection of the K triple valve. The A-B brake is so designed that undesired quick action cannot originate in this valve.

The A-B valve is constructed in two separate parts, the service portion and the emergency portion. The operation of the service portion is the same for both full service and emergency operation of the brake. Therefore, an emergency application of the brakes cannot occur from any movement of the service position of the A-B valve.

The emergency portion of the A-B valve is separate from the service portion, has greater stability, and the movement of the piston is controlled by the changed pressure in the brake pipe, and that stored in the quick action chamber. The operation of the emergency portion is co-ordinated with that of the service portion, when an emergency rate of brake pipe reduction is made from any cause.

When the brake system is fully charged, the quick action chamber of the emergency portion of the A-B valve, is also charged to the pressure of the brake system. This volume is for the purpose of operating the emergency piston, slide and graduating valve, and for opening, and holding open, for the pre-determined length of time, the vent valve, when an emergency rate of brake pipe reduction occurs.

The quick action chamber volume is provided to insure that an emergency application of the brakes will occur, when desired, but means must be provided to reduce this pressure during a service application, to eliminate undesired quick action. This is so arranged that when only a service rate

Calcasieu Fishing and Fishermen

At this season of the year the beautiful Calcasieu and Houston Rivers, in the vicinity of Lake Charles and Westlake, are a fisherman's paradise. The winding lazy streams, ranging up to fifty feet deep, overhung with stately cypress trees laden with Spanish moss, soaking icy shadows on the cool water, is enough to make anyone vacation-minded. And the marishes are covered with the lovely water hyacinths and many other equally beautiful flowers and plants.

Hicks and Murrell Lucky

Special Agent W. C. Hicks and Special Officer E. B. Murrell, recently stopped at a fishing camp close to the highway (No. 90), bought a bunch of shiners and shrimp for bait, rented a boat, paddled out and began snagging them. After landing six or eight nice bass, weighing about two pounds each, Murrell, in adding the last fish to the string, let the whole string get away. As they had about used up the shiners, they resorted to the use of shrimp for bait, with the result that they caught a string of fish of various and sundry denominations, ranging all the way from bass to white perch, gaspergous, mullet—and, last but not least, grim, which is known in the North as sun perch. The difference is that in the Calcasieu they grow much bigger than in Marais des Cygnes or Black Fork, or even the famous lake at Lisle. The string of fish, when "stood on end," was as long as Mr. Hicks is tall. Believe it or not—see Bill Hicks for proof.

of brake pipe reduction is being made to apply the brakes, the emergency piston moves to close the quick action chamber charging choke. A slightly greater movement of the emergency piston moves the graduating valve. This opens a small port and discharges quick action chamber pressure at the same rate that brake pipe pressure is being reduced. This diminishes the quick action chamber pressure, so that an emergency operation of the valve will not occur, so long as the rate of brake pipe reduction is at the service rate.

An emergency operation of the A-B valve will occur however, when the service rate of brake pipe reduction is increased from a moderate to a rapid rate, such as when a K triple valve operates in undesired quick action, parted train line, bursted hose, emergency position of the automatic brake valve, or opening wide, the conductors valve on the rear end of the train.

When the A-B valve operates to effect an emergency application of the brakes, the vent valve, which is a part of the A-B valve, will be opened by the

The "Super" Takes Lessons

Superintendent Weir must also be added to the K. C. S. fishermen who have fallen for the lure of the Calcasieu. Recently, it is reported, he made his maiden gesture at fly fishing in an unused channel of that beautiful stream, where the solitude of the flimsy denizens is not disturbed by the passing of ships. The story goes that as an oarsman he was a great success, but when it came to casting flies he was not so hot. The expert-instructor, Mr. Glaezer of Lake Charles, who owns a cabin-type sea-going launch, finally persuaded the student to take a shot and try his luck. "Did you ever skin mules," he asked Mr. Weir, and upon being assured that he had, handed over the rod and said: "That's all there is to it; if you can pop the end of the line on the old mule's rump, you can handle a fly rod." Pointing to an old cypress tree, Mr. Glaezer said: "Pop your line, but try and drop it in the water near the tree." So the thrashing and wear and tear on buck-tails, snarling of water hyacinths, etc., began. And after a lapse of unnoted time, three bass were landed—not so large, but after all, bass, and landed with a fly rod. George (the old Kingfish) Boudreaux was also nearby in another boat, paddled by friend Strickland. And they got a few too. But there is something about the story that can't be told—for fear George would cut off the supply of fish.

quick action chamber pressure. The length of time the vent valve remains open, is dependent upon the pressure in the quick action chamber at the time the emergency application occurred, and varies between 50 and 70 seconds.

Where a train consists of all A-B brake equipment, the amount of air pressure to be discharged by the vent valve, will be limited to the volume of the brake pipe on each car, and will be exhausted within few seconds. However when only a limited number of A-B valves are associated with a large number of K valves, the discharge of brake pipe pressure at the vent valve will be prolonged, in proportion to the volume of the brake pipe, as the K triple valve does not vent brake pipe pressure to the atmosphere.

It should be understood, however, that the length of time the vent valve of the A-B valve remains open, is dependent upon the pressure in the quick action chamber, at the time the quick action or emergency operation occurred, and not upon the volume of brake pipe air to be disposed of.

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,
Not 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" ran; 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
"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

268 Kansas City Southern Bldg.,
Kansas City, Mo.



A LETTER FROM HAPPY CROW

Dear Boys and Girls:

I'm so excited about our page this time because it contains the work of two gifted members of the Happy Crow Club. The pictures you see were drawn by Dale Trammell of Independence, Missouri. Dale's father is a section foreman. We surely appreciate the fine pictures Dale sent and they should encourage other boys and girls to send in some of their drawings.

Owen Dell England, who lives at Drexel, Missouri, where his father works for the railway, wrote the story about the birds. Owen is eleven years old and wants to be an author, so you see he is making a fine start. He writes that he thinks the Kansas City Southern is a very good railroad and

that he will always stand by it. Isn't that fine? I'm sure every other member of the Happy Crow Club feels the way Owen does about that!

We want more stories from our boys and girls—stories about the things you are interested in—the woods, hills and streams, animals, birds; how the bees gather honey for miles around; how you can find a wild bee tree by following the line the bees take after sipping the honey from the flowers. Oh, there are so many wonderful things all about us that can be woven into stories.

John Junior Engle, four, and his little brother, William, two, of Mulberry, Kansas, have joined the Club. And here's a letter from Jack Hazel who lives "Way Down South In Dixie," at Shreveport, Louisiana.

Another member, William Elliott, of Zwolle, writes to say he has a baby

sister, too. Her name is Myrtle Ann and she was born on March 31st this year. Sweet little babies—aren't they wonderful!

Now, boys and girls, we are so anxious to have photographs of yourselves and stories and pictures you write and draw. Just send them to Happy Crow, care of The Kansas City Southern Railway, 11th and Wyandotte, Kansas City, Missouri, then I'll use them on this page.



Two of Our Song Birds

—by Owen England.

Bluebird: The bluebird is a very pretty bird that grows to be about seven inches long.

The bluebird spends its winters in the southern United States and southern New England.

The bluebird's call is a short, sweet warble and its song is a continued warbling.

Bluebirds nest in holes in trees, mostly in orchards, and in bird boxes around buildings. Their nests are lined with grass, where they lay four or five light bluish eggs.

The bluebird eats worms and grain out of fields and gardens.

Robin: The robin grows to be about ten inches long. The male bird has a black head and a bright reddish-brown breast. The female has a gray head and much paler breast.

The robin is a well known bird of central and eastern United States. It lives in the country where it is quiet and feeds on worms, bugs and grain out of trees, gardens and fields.

The song of the robin is a cheery carol, "cheerily, cheerup," often long continued.

The robin makes its nest of mud and grass and builds on forks at any height, where it lays four or five bluish-green eggs.



April-May-June, 1934

SELLING TRANSPORTATION SERVICE

BUSINESS BUILDERS

DURING the first five months of 1934, 144 cars, 680 l.c.l. shipments and 132 tickets resulted from tip cards submitted by the following Business Builders:

President's Office	
Eden, G. R.	Kansas City
Legal	
Mitchell, C. H.	Texarkana
Traffic	
Balfour, O. B.	Shreveport
Cryll, M. B.	Kansas City
Goudelock, E. F.	Kansas City
Henry, Ray	Kansas City
O'Connor, Aurelia	Kansas City
Seville, L. O.	Joplin
Whitford, Grace	Beaumont
Accounting	
Hoff, E. E.	Kansas City
Shelton, W. H.	Kansas City
Waters, C. A.	Kansas City
Purchasing	
McEldine, W. H.	Kansas City
Store	
Dicker, A. M.	Pittsburg
Kuhler, C. J.	Pittsburg
Schwender, H. W.	Pittsburg
Schry, T. J.	Pittsburg
Operating	
Wickens, J. W.	Kansas City
Special Service	
Pittwater, G. W.	Heavener
Jackson, A.	Joplin
Penfold, R. K.	Watts
Shinner, O. E.	DeQueen
Voys, R. M.	Heavener
Transportation	
Carpenter, J. M.	Pittsburg
Cope, J. W.	Shreveport
Eddy, M. A.	Heavener
Foreyth, C. J.	Mena
James, Alton	Kansas City
Jenkins, M. R.	Kansas City
Kern, C. W.	Shreveport
Larson, M. P.	Kansas City
McKinney, H. A.	Kansas City
McQuirk (Miss) John	Shreveport
Nelson, V. S.	Shreveport
Owen, J. T.	DeQueen
Pittman, Marie	Pittsburg
Stephens, C. B.	Pittsburg
Time, E. E.	Pittsburg
Parish, C. H.	Kansas City
Worrell, A. E.	Shreveport
Mechanical	
Brennan, Madge	Pittsburg
Burkley, E. C.	Pittsburg
McBride, J. A.	Pittsburg
Sturgis, C. C.	Shreveport
Wasson, C. E.	Pittsburg
Whitaker, H. W.	Kansas City
Engr. and M. of Way	
Bamber, R. L.	Vandervoort
Bauer, W. C.	Kansas City
Biggs, C. W.	Shreveport
Crow, J. E.	Waukegan
Funkhouser, T. E.	Kansas City
McCall, Ed.	Beaumont
Quinn, T. F.	Shreveport
Richardson, S. N.	Fort Arthur
Robinson, W. S.	Pittsburg
Williams, C. J.	Not
Others	
Lock, Mrs. J. H.	Pittsburg
McDonough, Mrs. C. M.	Beaumont

The Employee and Public Opinion

The following is from a paper written by a yard clerk on the Norfolk and Western. Coming from a railroad employee on the "firing line," it contains much food for thought and action!

THE most important duty of a railroad employee, aside from the proper and efficient discharge of his duties, is to make of himself a public relations representative of his company. For the past few years there has been a decided trend toward regarding the railways in their true light—as one of the nation's most valuable and necessary assets. The opportunity is now at hand for the individual worker to give impetus to this trend and to hasten the time when the railways will get what they are asking for—a fair deal.

The American people are both willing and anxious to give every one justice if they know wherein justice lies. But the facts in the case must be shown to the public. The case must be presented jointly by the railway through the accepted mediums of advertising and by the railway Family through personal contacts. Are you doing your part?

There are two methods of doing your part, both equally essential. Neither should be neglected. The first method entails the prompt, courteous and efficient discharge of your duties. The second involves word of mouth, friend to friend, personal advertising of the railroad's side of the transportation question.

Prompt, courteous and efficient discharge of duty is obviously important. When a person buys transportation for himself he is, above all, interested in being carried safely and comfortably to his destination. When he is a shipper or receiver of freight his first interest is that his belongings be transported promptly and without damage. Where the service is equal, courtesy will invari-

ably be the deciding factor in patronage. As any company is known to the public only through its representatives, it will know your railway only as it knows you. Make your patrons feel that it is a pleasure to serve them.

Personal advertising—the second method of doing your part—should concern itself with enlisting the support of the public in favor of the railroads so that the present unfair transportation situation in this country may be remedied. Railway employees are not numerous enough to accomplish their purposes unaided. No employee should neglect to state the facts in the case for the railroads to his friends and neighbors when suitable opportunities arise.

To attain the final objective of personal advertising—that of remedying the present unfair transportation situation—necessarily requires the individual participation of railroad employees in local, state and national politics. It is to your advantage to help elect men to public office who will take constructive action toward putting the railroads on a basis of equality with other forms of transportation.

When you enter the field of politics in defense of your railroad and your own welfare it may be that you will be called upon to cross party lines. In some instances you may find that the representative of your own political party is not in sympathy with your aims. Then it will be up to you to decide whether you would rather further the political ambitions of your party representative or the security of the industry from which you obtain your livelihood.

HOW ABOUT YOUR SHOULDER?

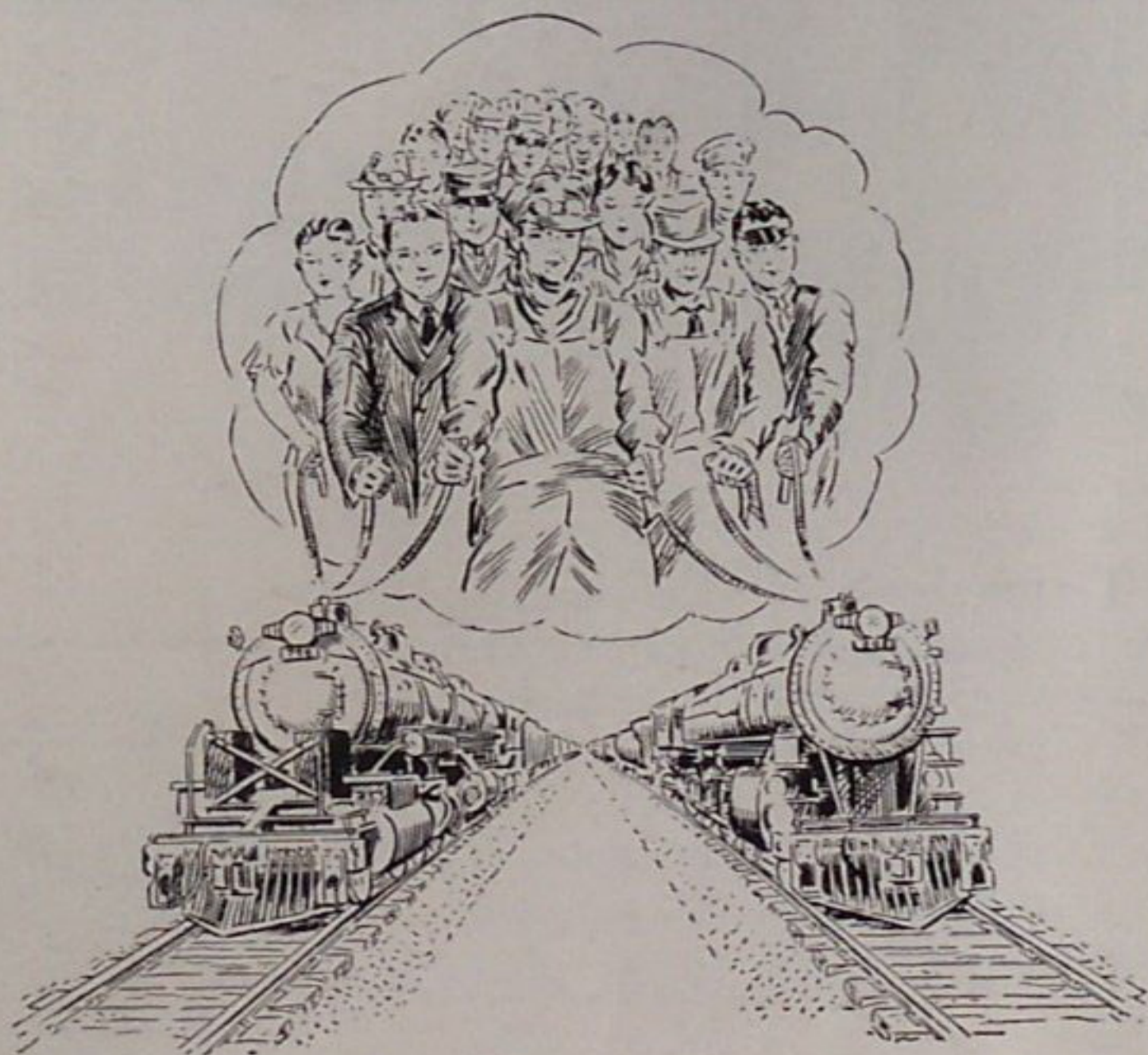
THE more shoulders to the wheel, the easier it turns.... The more employes and their families with the interests of the Kansas City Southern at heart, the more business for our line... The more business for our company, the more assurance of jobs and payrolls!

HOW ABOUT YOUR SHOULDER?

TIP CARDS HELP GET BUSINESS

SOMEONE YOU KNOW HAS FREIGHT TO SHIP OR PLANS A TRIP. TELL OUR TRAFFIC DEPARTMENT ABOUT IT ON THE ENCLOSED TIP CARD.





The SOUL of the RAILWAY

POWERFUL freight locomotives that make child's play of a hundred heavy loads. Fleet passenger engines with drivers taller than the average man. Passenger cars that assure safety and comfort for travelers. Freight equipment built to meet the special needs of shippers. Rails heavy and strong, and true as a die, on a roadbed second to none!

These are the things that help make Kansas City Southern service swift, safe and dependable. And behind them is something even more important. It is the soul of the railway, made up of several thousand workers, each trained in his line; each imbued with a desire to please—the spirit that is making the Kansas City Southern known everywhere as "The Road of Friendly Service."

Your neighbors and friends form this vital, human side of the Kansas City Southern. Railroading is their profession, and they will welcome every opportunity to serve you!

Let our organization help solve your transportation problems.

C. Johnston
President

KANSAS CITY SOUTHERN