

The Kansas City Southern Magazine



ARRIVAL and DEPARTURE
at UNION STATION, KANSAS CITY

*A Charcoal Drawing by F. Miller
Courtesy Kansas City Star*

FIRST QUARTER - 1937

Railroads To The Rescue!

RAILROADS, often called "a dying industry," during the past few unfortunate years, have just demonstrated they still are very much alive and equal to every emergency.

In the unprecedented floods along the Ohio and Mississippi rivers, rail carriers again proved themselves indispensable. With the first call of distress, railroads, from practically the entire length of the Atlantic Coast to well into the Middle West and Southwest, formed themselves into one great relief organization and gave unstintingly of their personnel, service and equipment.

It is estimated that at least 200,000 refugees were carried to safety on rescue trains, although the exact number will never be known, since no effort was made to collect tickets. Those in danger were taken not only to immediate higher ground, but many trainloads were carried to cities and towns throughout a wide area, where ample shelter and food were available.

No thought was given to expense. Lounge cars were stripped of their furnishings and fitted as hospitals for the care and movement of the sick and wounded; Pullman cars, day coaches and box cars were given as quarters for refugees and workers; food for thousands in distress was supplied from dining cars.

Hundreds of carloads of sand and loose dirt were brought in by the railroads to strengthen the levees, and coal was diverted to towns where shortages of fuel were acute. To assure the availability of adequate transportation facilities on short notice, should a general evacuation be necessary, the Car Service Division of the Association of American Railroads kept constantly in touch not only with the individual railroads but with the War Department and the American Red Cross as well, and all empty box cars available were rushed into the flood zone. Similarly, there were dispatched into the flood areas trains carrying, free of charge, all supplies shipped by the American Red Cross and consigned to that organi-

zation for sufferers in the stricken area. These included not only medicines, but milk, food, clothing, blankets, tents, cooking utensils, bedding, batteries, boots and shoes, and other supplies needed by the flood sufferers.

Special passenger and freight trains carrying lifeboats and members of the Coast Guard were run on fast schedules from many distant points. Seamen, policemen, U. S. Army Engineers, soldiers, Navy Yard employes, Red Cross officials, doctors, nurses and relief workers were rushed to the water-besieged cities and towns from scores of places. Field hospitals, ambulances and fire-fighting equipment were brought in by train and, because of contamination, hundreds of tank cars, pre-sterilized, were filled with pure water and rushed to points where needed. Even locomotive tanks were pressed into service for this purpose, and the steam from locomotives was used to heat important public buildings and, in many instances, to operate engines, where heating and power plants were under water.

Many letters of praise and thankful appreciation have come to the railroads in the flooded districts for the innumerable services they performed, without which there doubtless would have been much greater loss of life and more widespread disease and suffering. Many stories of the resolute devotion and heroism of railroad employes have been received. With regular terminals under water, for the most part, these men set up emergency arrangements for the delivery of supplies as near to the rising waters as trains could be operated. In many cases, rescue and relief trains ran through water that all but extinguished the fires of the locomotives. In Louisville and vicinity alone, such trains carried more than 100,000 people to safety, although operating under the greatest difficulty. The same was true of numerous other river cities and towns.

With such a valliant record in meeting an emergency of historic proportions, even we of lines that had little or no part in it may be pardoned for our pride in being engaged in railroading, "a dying industry."

The Kansas City Southern Magazine



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Paid advertisements not accepted.

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Officers and Employes are invited to contribute original articles, news and views of interest to employes.

Any matter published here may be reprinted in whole or in part, unless otherwise indicated, with or without acknowledgment.

January-February-March, 1937

New Tools and Machines for Better Service

UPON the completion of its present building and improvement program, as described in this issue, our company will have placed in our hands new tools and machines costing six million dollars! With them we should, as experienced and efficient workmen, produce a brand of service that will be increasingly demanded by shippers and travelers.

As President Johnston said in his recent magazine letter to the Kansas City Southern family: "It is up to us to see them to the best advantage if the large expenditures their purchase has entailed are to be justified. . . . Let us all hopefully look forward to better times, still greater efforts toward performing a better job of railroading, more and more active cooperation with each other and with our patrons, and a continuation in larger degree of the Kansas City Southern family spirit which has been so largely responsible for our happy reputation as an outstanding institution of service in the transportation industry."

Accomplishment through Cooperation

MAN is inherently selfish, else he would have perished early in his long and painful climb up the steep slope of evolution. With self preservation as his first law, it gradually dawned upon him that several of his kind, working together, could push the larger stones from the cliffs to annihilate the enemies of the tribe.

Vision widened, and our shaggy forbears combined their wits and strength to build great temples to their gods and to bring new comforts and protection to themselves.

So it is that the individual must look beyond his little tasks to the greater accomplishments we all seek. To do the perfect job, the man who drives the spike must feel the vital part he plays in the protection of lives and property.

A vivid imagination is unnecessary to visualize the chaos that would come with lack of cooperation in the transportation industry. First, labor and capital must work together to provide the means to build the road and equip it for business. With the mutual confidence this initial step requires, it is clear that the actual operation of the railroad necessitates even closer teamwork.

The complexity of specialization demands that every cog and wheel must function perfectly if the machine is to do its work. Of what use is a train of cars all ready to leave the yard if there is no engine to pull it. Three departments join forces to get the train ready for departure, but all their work is wasted if the fourth department fails.

The work of every individual must fit into the general scheme if we are to attain the utmost in joint endeavor. To this end, each must have a thorough knowledge of his function in the organization and understand how his responsibility dovetails into the responsibility of others. Nor is it too much to expect that he be familiar with the difficulties besetting those immediately above and below him, so that he will not add to them by carelessness or thoughtlessness.

As we extend our scope of understanding, we not only are able to cooperate, in the fullest sense, but we fit ourselves for the bigger jobs.

It has been said that the greatest man is the one who comes nearest to encouping the will of the people. He is the "servant of all." That for our own individual good, we should for the greater good of the company of which we are a part, there must be no jealousy, envy or anger. Whether the job, no matter how real or fancied wrong, is high or low, we are, in the final analysis, only parts of an intricate machine—mobile segments that must give and take willingly, without friction, without grumbling, if we are to be known as successful individuals and as a successful organization.

IMPORTANT CHANGES IN K. C. S. DIRECTORATE

With Retirement of Leonor F. Loree, Kenneth D. Steere Succeeds as Board Chairman; Harvey C. Couch, Chairman, Executive Committee.



KENNETH D. STEERE



HARVEY C. COUCH

As announced in the press, three important changes have occurred in the Kansas City Southern directorate within the past few months.

First was the retirement of Leonor F. Loree from active participation in the affairs of our line by his resignation from the Chairmanship of the Board of Directors and from membership on the Board, effective January 1.

With Mr. Loree's retirement, Kenneth D. Steere, New York, Chairman of the Executive Committee, was elected to the additional office of Chairman of the Board of Directors.

On February 25, Mr. Steere resigned as Chairman of the Executive Committee and Harvey C. Couch, Pine Bluff, Ark., was elected to succeed him in that position. Mr. Couch is a businessman of wide experience and many interests. He is affiliated with the Arkansas Light and Power Company and other public utilities organized by him, is a National Counselor for the United States Chamber of Commerce and a former director of the Reconstruction Finance Corporation. Upon his election to our Board of Directors, he resigned as Chairman of the Board of the Louisiana and Arkansas Railway Company.

As a tribute to Mr. Loree, the Board of Directors incorporated the following in the minutes of its meeting of December 16, at which time his resignation was accepted:

"The Board of Directors of the Kansas City Southern Railway Company very reluctantly, and with deep regret, accedes to the request of Mr. Leonor F. Loree that he be relieved from his duties as Chairman and a member of this board.

"Mr. Loree was elected Chairman of the Executive Committee on June

15, 1906, and served as such until May 20, 1932, when he was elected Chairman of the Board on May 21, 1932, and has fulfilled the duties in such capacity continuously since that date.

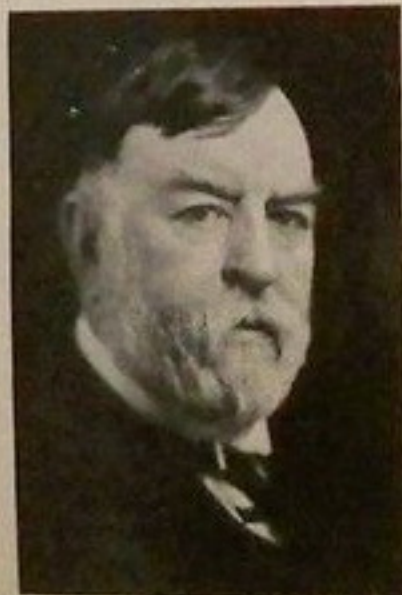
"During his more than thirty years of service, he has always manifested a deep interest in the affairs of the Company and a strong sense of fidelity to the same and its property. At all times he has given generously his energy and of his extensive and varied store of practical experience.

"At his instance a programme of rehabilitation was formulated, and steps were immediately taken to carry out the plan. During the ensuing years, the road has been gradually rebuilt pursuant to this programme, with a view toward economical and efficient operation which it enjoys today.

"Mr. Loree was ever tireless in his efforts to improve conditions of service on sound lines and to encourage and reward zeal and ability among members of his staff.

"Mr. Loree's thorough acquaintance with railroad and business affairs, his wide financial experience and sound judgment caused him to be called to the boards of directors of many other corporate enterprises, in which position he has always rendered valuable services, fostering confidence and successful business management.

"In consenting to the severance of relations so long continued with the Board, with the most cordial expressions of friendship and good wishes, we record the confident hope that Mr. Loree will enjoy many years of rest and leisure which he has abundantly earned."



LEONOR F. LOREE

The Kansas City Southern Board

Comprehensive Equipment Program

Begun at Pittsburg Shops in 1932, Building Program Has Been Extended to Meet Growing Passenger and Freight Needs

In addition to extensive improvements in Kansas City Southern roadbed and track during the past several years, as described elsewhere in this issue, our company has greatly increased and strengthened its freight equipment by a building program in our Pittsburg shops. The program was begun in 1932, with the building of 25 all-steel, hopper-bottom coal cars of 70-ton capacity, series 29030-29034. Since 1932 was a depression year, one reason these and later cars were built at Pittsburg was to provide additional work for our forces and to confine the purchase of parts and material, so far as possible, to our immediate territory.

Pioneering in Construction

In the construction of the coal cars, the K. C. S. pioneered in the elimination of all rivets, save on grab irons and a few other parts where I. C. C. regulations require them. Although nationally known builders had previously attempted an all-welded car, the results were unsuccessful, and they sent a representative to our shops to study the method employed there. Thus it appears the K. C. S. should be credited with the first satisfactory all-welded railroad car. The total cost of these cars was about \$75,000.

In 1934, 100 new 40-ton automobile-box cars, series 20630-20699, were completed at Pittsburg. These cars are equip-

ped with the Evans auto-loader, a device that permits the loading of four automobiles in each car by means of hoists that lift two of the automobiles in position above the others, eliminates the necessity for bracing and facilitates loading and unloading. These cars were notable as the first of their type to be equipped with

one-piece, cast-steel underframes, all-welded steel upper frames and a modern loading device. They are also equipped with roofs, doors and ends of pressed steel. Siding and decking are of Southern pine.

With fusion-welding, instead of rivets, and the use of the one-piece, cast-steel underframe, 3,178 parts were eliminated per car, thus increasing strength and decreasing maintenance costs.

In these cars, too, the K. C. S. pioneered, and it was necessary to construct, in our shops, many special tools, "jigs," end clamps, and to plan proper and efficient methods of handling and assembling the various parts.

These cars, along with running repairs, represented about five months' work for 200 men. The cost was approximately \$3,000 per unit.

During the first half of 1936, 100 additional automobile-box cars, series 20700-20799, equipped with an improved Evans auto-loading device, were constructed at Pittsburg. The cost, as before, was about \$3,000 per car.

New Cars from Old

A heavy repair program was also carried out last year. This included the rebuilding of 39 automobile cars, 20500 series, with an increase of four inches in

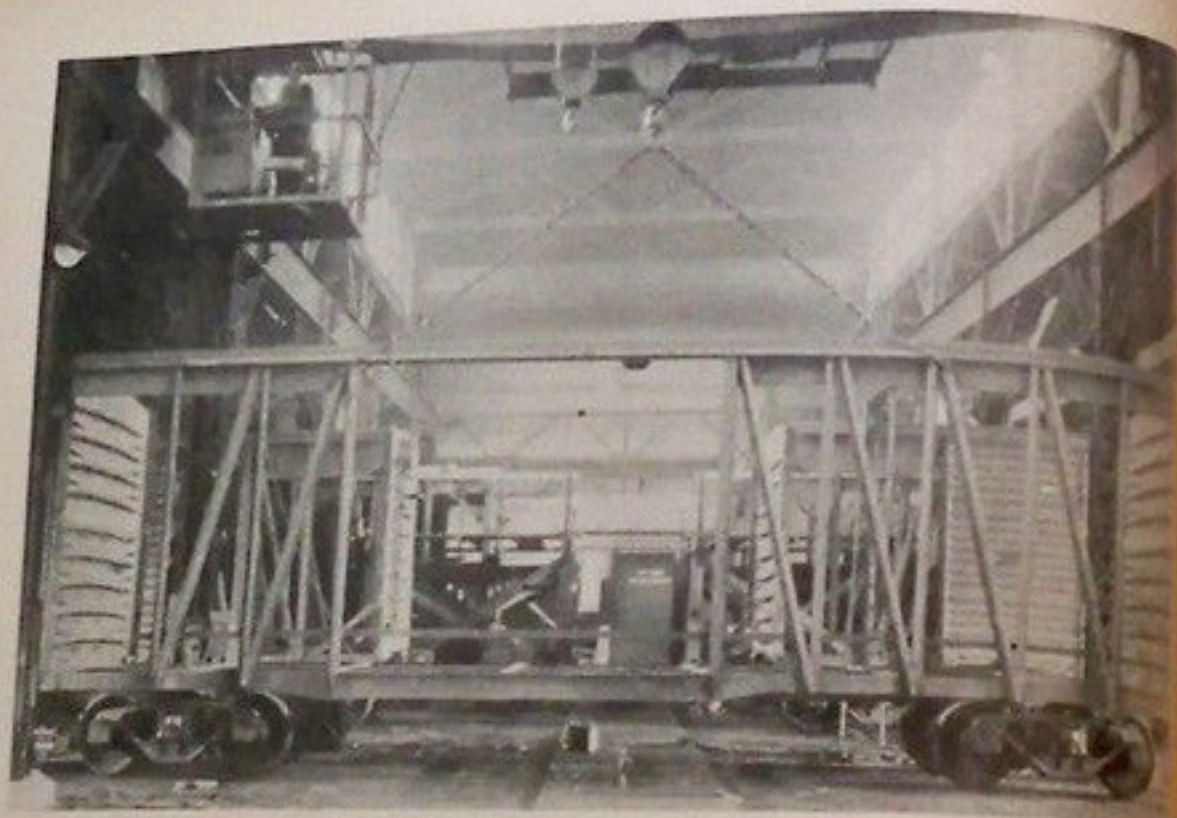


Drilling Steel Underframes, Pittsburg Shops



Lightweight Corten Steel Eliminates 9,000 lbs. Weight in this Furniture Car

January-February-March, 1937



Lifting a Side Frame Into Place at Pittsburg Shops

their height to accommodate changes in automobile design. This, with the application of reinforced steel underframes, steel body bolsters, latest-type couplers, new siding, decking and painting, resulted in the equivalent of new cars, at a cost, per unit, of about \$1,300.

Other cars rebuilt were 61 of the 15500 series box cars, at a cost of \$775 each, 75 deep-bottom coal cars, series 28000, at \$1,200 each, and 200 coal cars, series 27000, at \$750 each.

In addition, 8 cabooses were completely rebuilt, with the application of steel underframes, at an expenditure of about \$1,000 each.

The wood used in both the new and rebuilt cars was kiln-dried yellow pine, oak and mild in our immediate territory. Other materials, including some of the steel, were likewise obtained, so far as possible, from firms along our line.

In Midst of Big Program

The program for 1937, as has already been announced, is even more comprehensive, since it includes new motive power and passenger equipment of latest design. We had hoped to include in this issue photographs of the 11 new heavy freight locomotives now being built by the Lima Locomotive Works at Lima, Ohio, and of the new passenger equipment being built by the Pullman Company, but construction is not sufficiently advanced to permit this.

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The locomotives are 2-10-4 type and will cost about \$140,000 each. The approximate weight will be 671,000 lbs.; tractive power 93,000 lbs.; steam pressure 310 lbs. These engines will be capable of sustained high speed, with 70-inch driving wheels and main driving axles equipped with roller bearings, as will be the axles of the leading truck, trailing truck and tender trucks.

Five of the locomotives will be oil burners and five coal burners, and this brings to mind the fact that everything possible is being done for the convenience and comfort of engine crews, for the coal burners will be equipped with stokers, which reduce firing to the simple operation of handling the steam valve that regulates the stoker engine. Winter comfort is assured by a vestibule-type cab, provided with a door at the cab entrance and completely enclosed during the cold months.

Delivery of the locomotives is anticipated beginning the latter part of April or early in May.



One of Two Hundred Coal Cars Rebuilt in Our Shops and Equipped with Side Doors

Everything for Passengers

With the conversion of four dining cars to air-conditioned diners, the purchase of four new lightweight, air-conditioned coaches, the assignment of air-conditioned passenger cars to our line, our passenger service will be modern in every respect.

Each of the new coaches will have seating capacity of 76, in deep-cushion, double-revolving chairs. Lighting will be built-in in the ceiling and beneath the basket racks, the latter shielded as to give subdued and comfortable light over each seat. Illuminations will be in soft, yet colorful, tint, so blended with the attractive mystery shades and the general scheme form a delightful whole.

The diner-coaches will be well equipped and decorated. Each will have space for 32 in the coach compartment and 24 in the dining section.

The Kansas City Southern

The new coaches will cost about \$45,000 each. Conversion of the dining cars will cost about \$39,000 each for three and approximately \$58,000 for the purchase and remodeling of a similar car, since we had only 3 diners originally.

Other Freight Equipment

All passenger construction is being done by the Pullman Company, which also recently completed, in its Michigan City plant, 450 all-steel, 50-ton box cars for our line, and 300 similar cars have just been built for us by the General American Transportation Company, Chicago. These cars, 17000-17749 series, cost about \$2,500 each.

In addition, the Pullman Company recently completed, for our line, 50 new 50-ft. furniture cars, 25000 series. These cars are of lightweight Corten steel, with all-welded steel underframes and cost about \$3,050 each. Per unit, the weight is said to be about 9,000 pounds less than a conventional car of similar size and design.

Another order, placed with the Mount Vernon Car Company, Mount Vernon, Ill., and now being completed, is for 100 new high-side, all-steel, hopper coal cars, with one-piece cast-steel underframes. The cost of these is approximately \$3,350 each.

ART OF GETTING ALONG

Sooner or later a man, if he is wise, discovers that business life is a mixture of good days and bad, victory and defeat, give and take.

He learns that it doesn't pay to be a sensitive soul—that he should let some things go over his head like water off a duck's back.

He learns that he who loses his temper usually loses.

He learns that all men have burnt toast for breakfast now and then, and that he shouldn't take the other fellow's grouch too seriously.

He learns that carrying a chip on his shoulder is the easiest way to get into a fight.

He learns that the quickest way to become unpopular is to carry tales and gossip about others.

He learns that it doesn't matter so much who gets the credit, so long as the business shows a profit.

He learns that buck-passing always turns out to be a boomerang, and that it never pays.

He comes to realize that the business could run along perfectly well without him.

—Santa Fe Magazine

LEADERS IN SAFETY PERFORMANCE

Seven Units with More than Ten Men Each Have No-Reportable Record

STANDOUTS in the 1936 employe safety performance are the few units having upward of 10 men who went through the year without a reportable casualty.

As a whole, 1936 was the poorest employe safety year the line has seen since 1927, and the fall-down occurred in every department except General Stores. It seemed that from Kansas City to Port Arthur, both inclusive, the atmosphere was laden with the germs of accidents, and but few outfits possessed the necessary vitality and resistance to avoid coming down with this virulent contagion. Vaccination against smallpox is said to be effective, if it "takes," for a number of years—after which it "runs out."

"Vaccination" against injury by accident consists in getting under the skin a sincere belief in the worth while effects of carefulness guided by knowledge of the hazards and means of meeting them. Then renew the dosage from time to time.

Preventive measures in this highly accident-contagious year of 1936 were completely effective in the following units, which are due the congratulations of the safety organization:

GENERAL STORES DEPARTMENT, SYSTEM.
KANSAS CITY CAR DEPARTMENT.
SHREVEPORT CAR DEPARTMENT.
PORT ARTHUR CAR AND LOCOMOTIVE DEPARTMENTS
MAINTENANCE OF WAY, PITTSBURG TO WAITS.
MAINTENANCE OF WAY, DEQUEEN TO SHREVEPORT.
MAINTENANCE OF WAY, SHREVEPORT TO LEESVILLE.

Largest Tank of Its Kind

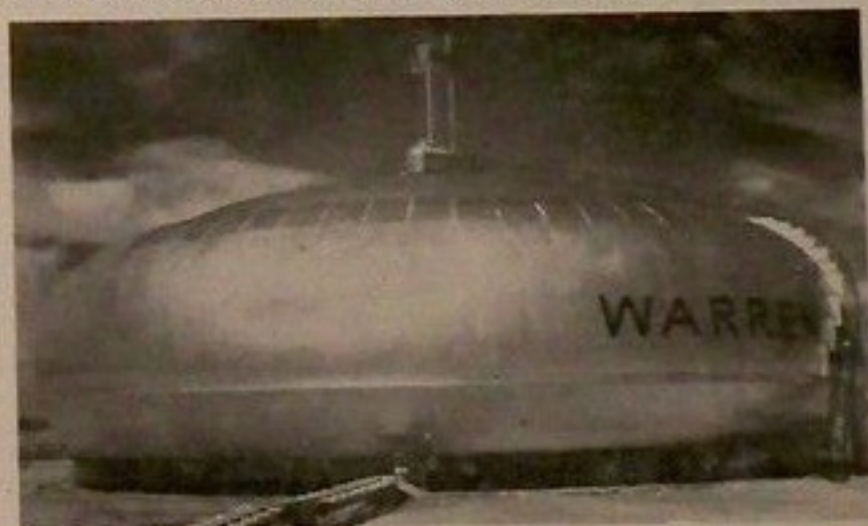
THE largest of its kind is this 110,000-barrel capacity Huron spheroid tank of the Warren Petroleum Company, Port Arthur. The tank is used for the storage of casinghead gasoline (liquid petroleum gas) and was designed to withstand an internal working pressure of ten pounds. With its use an exceptionally low evaporation loss is sustained.

Although the highly explosive nature of its contents necessitates isolation of the tank, it is conveniently located to serve

tankers, being connected by pipe line to a wharf on deep water.

The unloading track is electrically bonded, while the rails and the pipe line leading to the tank are grounded at intervals as a safeguard against static electric sparks.

Another such tank is now being built by the Warren Petroleum Company, whose plant is served exclusively by the Kansas City Southern.



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J. J. Taylor Passes



THE death of J. J. Taylor removes one of the finest and most lovable men who ever lived in Texarkana, begins a newspaper account of the passing of our retired Superintendent of Bridges and Buildings at Texarkana, January 10, 1937. But Mr. Taylor was not only beloved in his home city, for hundreds of people along the line and throughout the country, who came to know him in his long railroad career, had profited greatly from the strength of his friendship and the kindly sense of humor that was always his.

John Johnson Taylor was born near Coffeyville, Miss., November 14, 1861, the only child of Albert A. and Delaine Curry Taylor. His father was killed in the Civil War and, after his mother's marriage to Constance Tierce, the family moved to Mt. Pleasant, Texas, where young Taylor grew up on a farm amid the hardships of pioneer days. The original farm, consisting of about 700 acres of creek-bottom and hill land and known as "Taylor Woods," is still owned and operated by the family.

The move from Coffeyville, Miss., to Mt. Pleasant, Tex., included a boat trip to Shreveport. From there the family continued by wagon train to destination. These ox-drawn freighters preceded the railroads and young Taylor's first job, other than farm work, was as a driver in such a train which made regular trips between Mt. Pleasant and Jefferson, Tex.

Still in his teens, he began his first railroad service as water-boy for an extra gang engaged in building the Cotton Belt near his home. In 1884, he found employment as a section laborer on the narrow-gauge East Line, now a part of the L. & A. west of Shreveport. After this experience, he became Section and Extra Gang Foreman on the Cotton Belt in the early eighties.

Mr. Taylor's first experience in bridge and building construction and maintenance,

IN MEMORIAM

the field he was to follow the remainder of his life, was in 1887 on the Cotton Belt, where he worked successively as laborer, B&B Carpenter and Assistant Foreman. In 1889, he was made Bridge and Pier-driver Foreman. He remained with the driver Foreman until March 1, 1922, when he came to the Kansas City Southern as General Foreman of Bridges, Buildings and Water Service on the Southern Division. In 1904, his supervision was extended over the entire line, with the title Superintendent of Bridges and Buildings. He continued in that capacity until his retirement in May, 1928, because of ill health.

In 1933, Mr. Taylor suffered the amputation of his lower left arm. In August, 1936, he fell at his home in Texarkana and fractured his right hip. This injury confined him to the hospital until just preceding Christmas, when he was taken home to enjoy the holidays with his family. Death was due to a heart attack. Burial was in Woodlawn cemetery, Texarkana.

Mr. Taylor was married to Barbara Smith at Pittsburg, Tex., December 26, 1893. Surviving are the widow, one son, J. J. Taylor, Jr., Tax Commissioner of the Kansas City Southern at Kansas City, one daughter, Christine Taylor Nancarrow, and one grandchild, George Warren Nancarrow, of Pittsburg, Pa.

Mr. Taylor was the first President of the K. C. S. Veteran Employees' Association, an active member of the Central Christian Church, Texarkana, a 32nd degree Mason, member of the Knights Templar and a Shriner.

JOHN KORB

John Korb, Erecting Foreman, Pittsburg, died January 24 of injuries sustained in a collision between his automobile and a Santa Fe train, January 22.

Mr. Korb entered service as Machinist Apprentice, October 30, 1902. He became a Machinist November 1, 1903. He served as Machinist and Roundhouse Foreman, alternating between the two positions until September 27, 1921, when he was promoted to Assistant Mechanical Foreman. In October of that year, he became Erecting Foreman and, after a short period out of service in 1922, he re-entered the service in the same capacity.

Mr. Korb was born in Nevada, Missouri, December 17, 1882. Burial was in Highland Park Cemetery, Pittsburg, with Masonic services. Surviving are the widow and three daughters, Mrs. M. A. Cuman, Kansas City, Mrs. L. S. Hoffer, Sloom Springs, and Mrs. Joe Michella, Pittsburg. Four grandchildren, one brother and two sisters also survive.

ALBA L. ANDERSON

Alba L. Anderson, retired Locomotive Engineer, died at his home in Kansas City, February 16.

Mr. Anderson was born in Clarinda, Iowa, May 11, 1862. He was employed as Locomotive Engineer at Kansas City, October 12, 1898, and had worked in that capacity until his retirement in 1934.

Death of L. S. Sears

Louis S. Sears, retired Chief Clerk to Superintendent, Pittsburg, passed away in Mt. Carmel hospital there the early morning of March 5.

Mr. Sears was born in Danbury, Connecticut, May 27, 1857. After completing the grammar school course, he spent three years in a preparatory school, and special training under a private tutor followed. He began his railroad career at the age of sixteen and spent many years in the service of the Santa Fe, M. & O. and D. & R. G. His service on our line began on the Kansas City, Pittsburg & Gulf, in August, 1896, as a clerk in the General Superintendent's office, Kansas City, and much of the early history of the line is recalled by him in the first installment of his article, "The Early Days," which appears in this issue.

Mr. Sears left the service in 1905, but returned in October, 1913, as a clerk in the Accounting Department at Kansas City. In November of the same year he was promoted to a clerical position in the Valuation Department and on August 9, 1915, he became Chief Clerk to Superintendent at Pittsburg, which position he held until his retirement in August, 1930, because of ill health.

Always a student, Mr. Sears read constantly on a wide range of subjects and, after his retirement, he continued his insatiable interest in current events, and was always prepared to contribute new angles of thought to any topic.

Death was hastened by injuries sustained several weeks before when a sudden gust of wind caused him to become overbalanced and fall, while walking on the street. Burial was in Highland Park Cemetery, Pittsburg, and services were conducted by the Masonic bodies.

Surviving are the widow, Mrs. Evon Sears, Pittsburg; one sister, Mrs. C. E. Zabriskie of New York City, and a daughter, Mrs. C. E. Dresch of Diamond Lake, Michigan.

His widow, Mrs. Belle M. Anderson, a daughter, Mrs. W. E. Simons, and two grandchildren survive. Mr. Anderson was a member of the K. C. S. Veteran Employees' Association.

ROBERT M. ARMOUR

Robert M. Armour, Laborer in the Roundhouse, Kansas City, died of pneumonia February 13.

Mr. Armour was born in Colbran, Colorado, September 28, 1912. He entered service December 7, 1936.

Will T. Armour, a brother, is Stationary Engineer at Kansas City.

HUGH ASHWORTH

Hugh Ashworth, B&B Carpenter and April 16, 1928, passed away in Hotel Dan Hospital, Beaumont, February 11.

Records indicate the widow, two sons and one daughter survive.

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DANIEL E. BREWER

Daniel E. Brewer, retired Station Porter, died at Heavener, December 26, 1936.

Mr. Brewer was born in Homer, Georgia, March 11, 1853. He entered service as Section Laborer at Heavener in February, 1918. In 1922, he was transferred to Station Porter there, continuing in that capacity until August 2, 1932, when he was granted an indefinite leave of absence because of sickness. He retired in November of that year.

Records indicate his daughter, Mrs. Ella Baker, Hartford, Arkansas, survives.

JOHN E. DUPREE

John E. Dupree, Stationary Foreman, Shreveport, died February 17, 1937.

Mr. Dupree was born in Bunkie, Louisiana, February 23, 1905. He entered service as Carman Helper at Shreveport, March 5, 1921. Reassigning in 1926, he re-entered service as Car Repairer, No-

DR. CHARLES E. KRIMMINGER

DR. CHARLES E. KRIMMINGER, Local Surgeon for the K. C. S. Employees' Hospital Association at Independence, Mo., the past 20 years, died of pneumonia at the Independence Sanitarium, February 4.

Dr. Krimminger began the practice of medicine in Independence in 1904, shortly after his graduation from the old University Medical College of Kansas City. He was President of the Board of Trustees of the Watson Memorial Methodist Episcopal Church, Independence, and a member of the Jackson County Medical Society and the Missouri Medical Society. He formerly was a deputy coroner.

Surviving are his widow, Mrs. Pieta Krimminger and a sister, Mrs. Emma Schmidt, both of Independence, also a brother, William A. Krimminger, Springfield, Mo.

Burial was in Mt. Washington cemetery.



Dr. Krimminger

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ember 30, 1928. From 1929 until 1935, he alternated as Stationary Foreman, Stationary Engineer and Boiler Washer. Since March 18, 1935, he had been regularly assigned as Boiler Washer.

The widow, father, two sisters and five brothers survive.

CLYDE FREEMAN

Clyde Freeman, Lineman in the Telegraph Department, died of pneumonia in the hospital at Beaumont the night of February 23.

Mr. Freeman was born at Housteville, Texas, October 19, 1898. He entered service as Lineman at DeQuincy, July 10, 1919, and had continued in that capacity at various points, with the exception of a short period in 1922.

Burial was at Gillham, Arkansas. Surviving are the widow, Mrs. Ethel Freeman, two daughters, and one son. His mother, Mrs. T. W. Freeman, Beaumont, a brother, Jack Freeman, Long Beach, California, and a sister, Mrs. Olive Thompson, Shreveport, also survive.

JOHN S. GREEN

John S. Green, Section Foreman, Heavener, died suddenly from a heart attack, the early morning of December 30, 1936.

Mr. Green was born in Richland, Missouri, September 14, 1878. He entered K. C. S. service as Section Foreman at Spiro, September 4, 1923, and had been employed in that capacity and as Extra Gang Foreman at various Northern Division stations since that time. He had been Section Foreman at Heavener since August, 1932, and was on his way to act as Extra Gang Foreman at Hodgens when death occurred.

Records indicate that the widow, Mrs. Lula A. Green, and one daughter survive.

DOTSON S. JONES

Dotson S. Jones, Section Laborer, Shady Point, was struck by a train and killed near Panama, on January 11. He was off duty at the time.

Mr. Jones was born in England, Arkansas, May 30, 1881. He began service as Section Laborer at Panama, October 13, 1925, and continued in that capacity there and on the Shady Point section since that time. Mr. Jones had been off duty because of sickness since August, 1936, and had just returned to work December 16.

Our records indicate the widow and two sons survive.

ARTHUR L. ROBINSON

Arthur L. Robinson, retired Pumper, died in Detroit some time in February, according to word received recently.

Mr. Robinson entered service at Sallisaw in April, 1902, as Pumper. He resigned in 1910, but was again employed as Pumper at Beach, September 1, 1916, where he remained until his retirement in May, 1929.

JASON W. STEPHENS

Jason W. Stephens, Switchman, Kansas City, died January 17.

Mr. Stephens entered service as Switchman at Kansas City, May 5, 1918, but enlisted in the U. S. Army in June the



LASCO PRESTON

Lasco Preston, Cashier, Texarkana, died of a heart attack the early morning of February 11.

Mr. Preston was born in Pooke, Texas, November 22, 1889. His service with the K. C. S. dates back to October 14, 1911, when he was employed as Record Clerk at Texarkana. Other clerical positions followed, and he became Assistant Cashier in October, 1918, being promoted to Cashier in September, 1923. After alternating between the positions of Assistant Cashier and Cashier, he had held the latter position since April, 1926.

Surviving are the widow and one brother, Henry Preston, both of Texarkana.

Returning in a similar capacity, November 8, 1923, Mr. Stephens continued service, with the exception of two short periods, until his death.

Surviving are his widow, Mrs. Elva Stephens, two brothers and two sisters.

EDWARD F. WHITLATCH

Edward F. Whitlatch, Gate Watchman, Shreveport, died January 10.

Mr. Whitlatch was born in Lexington, Ind., October 15, 1861. He came to the K. C. S. as an Inspector in the Mechanical Department, Shreveport, in July, 1901. After his promotion to Air Man, in January, 1905, his service was broken on two occasions. In June, 1912, he was employed as a Foreman in the Car Department, but was transferred to the position of Tool Room Attendant in 1913. He continued in that capacity until August 5, 1926, when he was made Gate Watchman.

The widow, Mrs. Rosa B. Whitlatch, three daughters, and three sons survive.

TOM CROSS

Tom Cross, (colored), Laborer in the Store Department, Shreveport, died January 16, of pneumonia.

Cross was born in Metcalf, La., February 16, 1898. He entered service at Store Department Laborer, June 25, 1923. His mother survives.



THE culmination of years of hard work and study in Masonry came to two men in the General Office recently. On December 30, 1936, Claude S. Bailey, of the Comptroller's office, (shown at right), was installed as Worshipful Master of Orient Lodge 546. Mr. Bailey is also Past Wise Master of the Scottish Rite Bodies and, in 1929, the degree of Knight Commander of the Court of Honor was conferred upon him. He is said to be the only man in K. C. S. service ever to attain this degree.

Roy T. Sharples, (left), of the Personnel Department, also had the honor of Worshipful Master conferred upon him with his installation into that office by Albert Pike Lodge 219 on December 28.

Two other K. C. S. men were honored in the Albert Pike installation. Wm. F. Cooke, Chief Clerk in the Comptroller's office, was made Senior Warden and George O. Wilson, of the Valuation Department, was installed as Senior Deacon.

JACK DEMPSEY DOES ROAD WORK

JACK DEMPSEY, of the Auditor of Revenues Office, is a firm believer in the "old boy" maxim and is generally first on the job. Worried about car service at the time of the big snow in January, Jack departed his domicile shortly after the milkman passed at 5:00 a. m., to trudge through the beautiful snow to the office. But the Public Service Company was rendering the K. C. S. brand of service and Jack caught a trolley shortly after leaving home. The result was that he arrived at the G. O. about six and had to stand around in the lobby until some of the key-carrying, slothful group appeared on the wintry horizon at a quarter-to-eight.

BUM TUMMIES

TOM MCCONNELL and JOHN DRAKE have been taking bottles of white liquid about the office of late, and taking satisfying swigs at intervals. For some time the bunch labored under the presumption that one or the other had a brother-in-law in the dairy business, but it finally developed the lads were imbibing some of Dr. Miller's medicine. The illness—tummy trouble.

"UNCLE JACK" HELPS OUT

Retired Stationmaster "Uncle Jack" Carver makes it a point to come down to the station at Shreveport once a week, if

possible. His visits are a good thing, for two reasons. They lend an old-time friendliness to the surroundings and there is nothing that escapes Uncle Jack's trained eye!

HARD LIFE FOR GENE

E. C. (GENE) THOMPSON, formerly in the Personnel Department and now Junior Mediator on the staff of the National Mediation Board, continues to tantalize his old playmates with ultraviolet laden letters and enchanting post cards from Florida spas, where his work compels him to sojourn.

Gene wrote last from Columbia, S. C., to say, "I expect in the near future to have to return to St. Augustine on an assignment involving visits to Palm Beach and Miami." What does he mean, have?

JUST JOT-DOWNS

BRIEF BITS from the General Superintendent's Office. Mike Sullivan's vest pocket has held so many pencils of late that the lead has weighed him down on that side. Retired Conductor E. E. Ross, Texarkana, visited the office early in March, looking fine. Pete is down to earth again from "green pastures" or somewhere, after being head man, and man, or simply in a minute show, Janet, (Dougherty's youngest), when asked about some of Popeye's dish she had been mistaking for some time and why she didn't swallow it, said, "It's too heavy!"

PERSONAL

LOYD POLETTE, Boilermaker, Shreveport, recently had a run-in with "Ol' Devil Sea." With a few days off during the latter part of January, Lloyd and his family piled in their buggy and hit south for the Gulf. Arriving at Galveston, it was found that one beach cabin would not accommodate the entire family, so Lloyd drove up near the water's edge and the happy family curled up in the car for the night.

In the wee hours, with the odor of seaweed and salt exceptionally strong, Lloyd peered out to discover he was somewhere in the Gulf of Mexico! After wading to shore and having the car fished out, it was discovered that the bill was exactly the price of four beach cabins for the night.

Remember, Lloyd, the tides ebb and flow twice in 24 hours.

HACKNEY ON HIGH-WHEELERS

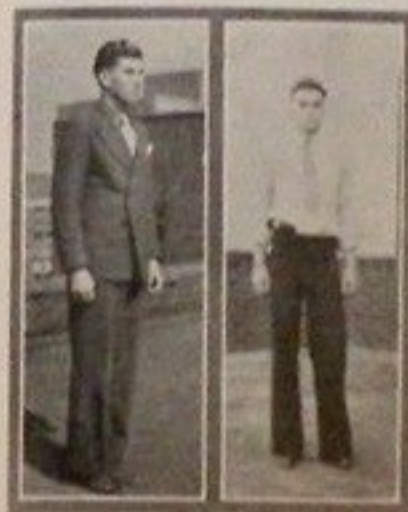
J. O. HACKNEY, Locomotive Fireman, who has been assigned to the local out of Necocho for the past year or so, is again at Pittsburg, riding the "high wheelers" with Engineer Reeves.



Don LaCaze had just stepped off No. 16 at Shreveport when this picture was taken. He had come up from Leesville, where he had been employed as Helper in the Transportation Department since July, 1936, on a temporary assignment as Secretary to the Chief Dispatcher. Don has since returned to Leesville, where he is gaining further experience at the telegraph instruments.

The Kansas City Southern Magazine

MENTION



Crighton

Fields

WHEN we ran a picture of the Pre-employment Training School group in the preceding issue, we were able to include all who had enrolled up to that time, with the exception of Ralph H. Crighton, who had been assigned as Messenger-Collector at Beaumont. Now Ralph is back at Kansas City, having been promoted to a position as Junior Clerk in the Auditor of Revenues office. He is shown at the left.

Benjamin Harrison Fields, who succeeded Ralph at Beaumont, effective February 22, is shown at the right. He is 21, a graduate of South Park High School, Beaumont, where he played rube in the band. He lives with his parents at 2950 Howard there, and had just returned home after three years in Uncle Sam's Navy when he landed the job. The picture was taken the day he began work.

Transgresses in Taxi

Maybe it's simply his loyalty to railroads that has kept Carl "Swede" Swanson, Secretary to Treasurer, out of taxicabs so long. Anyway, now he's "went and done it!"

It happened Saturday, February 6, when Carl arrived in Omaha to attend a church conference. As he came out of the station, in a weak moment he was somehow inveigled into entering a cab. Perhaps it was the winning smile and the debonair manner of the driver, perhaps sudden passion. In all events, Carl can be forgiven for just one ride, but when it actually amounted to four—My, Oh, My!

Sol Proud of Ticker

SOL HERRMAN, veteran passenger conductor, has carried the same watch for thirty-seven years. The timepiece is reported to be a beautiful thing and, naturally, Sol is exceptionally proud of it. He suggests a story about veteran watches in K. C. S. service and—say—that's an idea!

January-February-March, 1937

Joe Dons Duds for Dinner

Here's a story we heard a short time ago, although the incident occurred way back yonder in '21. It is repeated here because we believe it is so true of its principal character, Joe Gutteridge, Master Car Builder.

It happened while a group of K. C. S. operating and mechanical officials were on a tour of the major railroad shops of the country, to learn of methods and practices of other lines. After a visit to the Illinois Central shops in Chicago, the accompanying officials of that line invited our group to dinner at a swanky downtown restaurant. The day was hot and Joe was making the rounds minus his coat.

When the party was seated at the table, a hesitant Negro waiter tapped our M. C. B. on his sleeve-holdered arm and said softly: "Boss, you gotta wear a coat in heah." To most of us that would have been a dilemma, but not to Joe Gutteridge. He simply chuckled and replied good-naturedly: "A coat—well, if I must wear a coat to eat, then hurry along and bring me one—I'm hungry!"

The waiter returned shortly with the necessary garment, which he said belonged to the manager. But it may have been the property of the darkey himself, so far as Joe knew—or cared!

Dog in Manger Revised

HARVEY CLAXTON, Chief on Business Car 99, who has a fund of animal and bird stories, is telling this one, which he says can be verified by other witnesses.

On his last trip to Fort Arthur, Claxton observed a strange sight daily in the lot below the passenger station. A family cow was staked there and her constant companion was a big shepherd dog. But instead of the dog shepherding the cow, the situation appeared to be reversed and old bossy was mothering the canine. Whenever Shep felt the need of maternal care, he would lie down and the cow would lick and fondle him just as she might a calf.

But get Clax to tell you that story about the *cow* and the *key!*

Pat Rising to L. & A.

PAT BRISCO, of the Revising Department, Auditor of Revenues Office, Kansas City, left the service February 28 to accept a position with the L. & A. Railway at Shreveport.

The southland isn't new to Pat, for he was born in Corsicana, Texas, in 1901, and he worked a number of years in the Accounting Department of our line at Texarkana, where he started in September, 1921, as Assistant Interline Clerk. After filling a number of accounting positions at Texarkana, Pat came to Kansas City as Revising Clerk, March 1, 1934.



A Fine Son and A Dandy Canoe

Two loves of H. O. Murphree, sheet-metal Worker, Heavener, are his 18-months-old son, Derrell, and the canoe shown strapped to the automobile. The canoe of ash and white pine, is 16 ft. long and weighs only 127 lbs., complete with seats. It was built by Mr. Murphree and D. J. Sinclair of the Hall Undertaking Company, Heavener and Poteau. Mr. Sinclair, shown at left, has a well-equipped workshop at his home in Heavener, in which the canoe was made. Mr. Murphree is shown holding paddle. Derrell is shown in the insert at left.



was killed at the throttle of the Hammer about 25 years ago. Bryan died about 25 years ago, after many years in the ash.

When Harry's father worked for the Rock Island, the Master Mechanic asked: "Tom, are there any more of those like you?" In response, Tom brought his brother to the construction and then William has been handling engines on that line ever since. At present, he is engineer on the Golden State Limited, running between Kansas City and Herington, Mo.

James William, another of Tom's brothers, passed away about 25 years ago, after spending his working life on trains, although he, like Harry, had declined from the usual family custom of becoming an engineer.

Another of Harry William's uncles is John William, formerly an engineer on the Rock Island, now in the upholstery business in Kansas City.



They repaired the cars in the Old Days

We are indebted to Master Car Builder J. G. Gortelidge for this picture of the 1917 truck team at Parsons in the west of the country. Mr. Gortelidge, who began his service as an engine wiper in 1897, was Assistant Shop Truck Foreman at the time, and is shown second from right. Harry W. Washburn, engineer at Car Inspector at

Parsons a number of years ago, now dead, is shown in center with arm on shoulder of a companion, Jack Lock, Shop Truck Foreman for many years, and his death in 1933, is shown at the extreme left.

Mr. Gortelidge is the only one of the group still in service.



Efficiency and Safety In These Movable Steps

THE above safety device, purchased from various sources on the ingenuity and workmanship of Frithsburg Locomotive Department. It was built under the direction of Master Mechanic R. Williams and General Superintendent, Everett T. D. Shaw. Expression of its operating handle is approved for both shop use or maintenance men, which enables the disconnected from the engine. When the engine starts, it is able to work with the chain to roll and lock, into a lot of traction, or suspension. The springing steps leading from ground level to deck of locomotive are fixed on the front end of the boiler. Thus when the engine is uncoupled and started, it has been using an ordinary portable ladder. There is frequent occasion to cover material and make to and from the deck for which purpose a ladder is not safe or suitable.

In the back shop, the R. C. & has long made use of portable sets of steps with handrails etc. Great care is available these for moving and placing the steps. The structure is a combination is different, but the reason that there is no chain for moving of such a device when set in use and, by means of pins, pins and screw nuts, a crane can hardly be used for the purpose.

By building the steps on a push cart, these difficulties are met. The device can be moved by one man from place to place, down to an opening in the floor and some of the heaviest of suspended loads.

The use of this device encourages clean operations and speeds up the movement of men, tools and materials. Like other well conceived safety devices, the utility definitely makes for efficiency as well as safety.

The latest heavy iron is full from a ladder set in the pit to reach a locomotive that occurred in October and resulted in a ladder set for a locomotive helper. It is expected that such devices practically will be eliminated by the setting out of steps.

Illustration is this a double-edged sword. It may be turned to dangerous side if it is not properly handled.

—W. H. Fong

Need to thinking when to make an opportunity, the most important thing to do is to know when to grasp an advantage.

—H. H. H.

Most Popular Girl in Her Class

WHEN a young lady graduates a Vice-President of her class and is also the most popular girl in her group, that's something! So it was with Mary Virginia Bailey when she was presented with her diploma from Fort Arthur High School January 29. She is a daughter of H. W. Bailey, Clerk in the Mechanical Department at Fort Arthur. Mr. Bailey is Treasurer of the T. D. P. O. Employees Car Union.



Mary Virginia Bailey

The Kansas City Southern Reporter

RAILROAD CALENDAR



Where Freight Rates and Passenger Fares Go

1937			
JANUARY	FEBRUARY	MARCH	APRIL
Wages	Wages	Wages	Wages
Wages	Fuel	Repairs	Repairs
Other Expenses	Fares	Repairs	Repairs

Cars Wanted? Coming Right Up!



THE major commerce of this continent requires, every day, more than a hundred thousand railroad cars of many types, available for loading wherever and whenever freight is ready to move.

And the railroads meet this vast and varied demand so smoothly that shippers take for granted that the cars will be on hand.

Thus, when the wheat crop is ripe, cars are moved from railroads that do not need them to the western roads that have wheat to load; similarly, coal cars are distributed to supply varying industrial demands; likewise, refrigerator cars are moved to the centers where perishable fruit and vegetable crops are ripe for shipment.

This involves not only a tremendous job of coordination but standardization to the point where *every one of two million freight cars must be interchangeable and usable in trains with every other car*—all parts must be standard replaceable parts so that repairs can be made in any railroad shop—or by emergency crews anywhere.

Typical examples of this standardization are these:

In the old days, there were 56 sizes and kinds of axles for freight cars—now, all freight cars are equipped with axles of one standard design in five sizes for cars of varying capacities.

Then, there were 58 different kinds of journal boxes—now, all cars have one standard design in five sizes for the different size cars.

Then, there were 25 kinds of car couplers—now, there is one standard coupler, which will couple with and interchange with all previous designs which may still be in use.

Then, there were 20 different kinds of brake shoes—now, only one standard design is universally used.

Then, there were 27 different designs of brake heads—now, there is one standard design.

Then, there were numerous designs and kinds of brake beams, and many kinds and sizes of wheels—now, there is one standard wheel, and one standard brake beam design of three sizes for different weights of cars.

True, this is progress of a kind inconspicuous to the average eye, but it helps explain why the American Railroads are internationally recognized as the most reliable and progressive transportation system in the world!

**SAFETY FIRST—
friendliness too!**

**ASSOCIATION OF
AMERICAN RAILROADS**