

The Kansas City Southern Magazine



FROM A SHIP'S BRIDGE

*Looking across East Turning Basin,
Port Arthur, from Texas Com-
pany's Island Dock, toward
K. C. S. Elevator and
Wharf Facilities.*

SECOND QUARTER

1937

New Equipment -- New Responsibility!

THE favorable reception accorded our new passenger equipment, recently placed in service, already is reflected in increased patronage.

These air-conditioned, lightweight steel chair-coaches and coach-diners are a credit to our line which, with the assignment of air-conditioned Pullman sleepers to our trains, assures pleasant, restful travel for all Kansas City Southern passengers.

An adequate description of our new equipment is difficult, although the photographs included in this issue of the magazine portray some of the comfort it offers. To appreciate the attractiveness of the cars, however, one must see the pleasing tones of color and sit in the deep-upholstered seats that recline to the most restful position, and turn to face the windows at any desired angle.

Aluminum trim, bakelite armrests and individual ash-receivers lend a further modernistic touch, while built-in fixtures afford soft, restful light. Window shades of Venetian motif and floor coverings of block linolite add to the effectiveness of the interiors.

Noise and vibration have been reduced to a minimum by the liberal use of insulation and sound-deadening materials, and the heavy, double windows are scientifically sealed for the maintenance of an even, comfortable temperature and to prevent steaming or frosting. Ample space is afforded everywhere and the toilet rooms are equipped with the most modern fixtures.

The dining section, which accommodates twenty-four persons, is equally attractive and, while it has always been the aim of our line to supply the best in food and service at the most reasonable cost, the added comfort of air-conditioning brings new enjoyment here. The diner is open during all the day and evening, so that passengers may order at any time, or utilize the space between meals as desired.

In considering our passenger equipment, it is also well to remember the hundreds of new freight cars recently purchased and those built in our own shops, the ten high-speed freight locomotives to be delivered shortly, the additional 127-lb. rail being laid and the general improvements to our properties, all of which represent an expenditure approximating five million dollars.

With a thoroughly modern railway plant at our disposal, we feel that each member of the K. C. S. family will desire to bring our equipment and service to the attention of prospective passengers and shippers at every opportunity. For it is only by a sincere display of confidence and enthusiasm in our transportation product that we can hope to win and hold new patrons.

Your continued cooperation will be appreciated.

H. A. WEAVER,
Vice-Pres. in Charge of Traffic

J. A. McMANUS,
Asst. Gen'l. Pass. Agent

G. B. WOOD,
Freight Traffic Manager

The Kansas City Southern Magazine



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Paid advertisements not accepted.

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April-May-June, 1937

Harvey C. Couch, Board Chairman

AT a meeting of the Board of Directors of the Kansas City Southern, held in New York, May 25, Harvey C. Couch was elected Chairman of the Board, following the resignation of Kenneth D. Steere from that position. Mr. Couch also is Chairman of the Executive Committee.

In a statement following his election, Mr. Couch said: "I am deeply appreciative of the confidence imposed and I am hopeful to contribute something to the continuation of the fine record made by the Kansas City Southern under the able administration of Mr. Loree and President Charles E. Johnston. Needless for me to say I am a great believer in the great Southwest and since the K. C. S. goes right through the heart of it, 'as the crow flies,' I feel it will be a factor in its continued development."

Mr. Steere remains as a Director of the railway.

Our Busy Port Cities

EVER since man lifted himself above his brute companions, he has yearned to cross every body of water wide enough to obscure the farther shore. First he floated on rafts, then in hollowed logs, Galley and galleon, schooner and four-master extended his realm farther and farther, until today his majestic steamers speed regularly between the ancient and modern harbors, safely—surely.

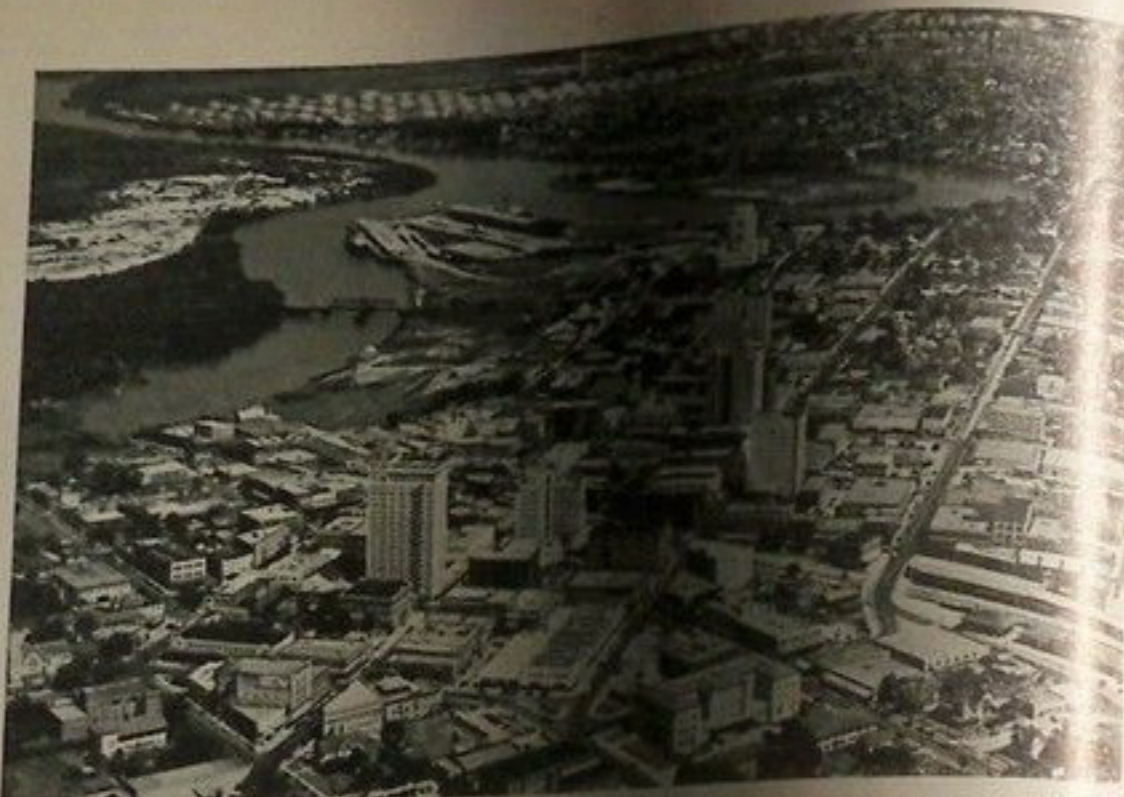
Among the new and bustling ports of the world are Port Arthur, Beaumont and Lake Charles, with their stories recounted in this issue. And a bit of the romance that hangs like a halo over every ship is depicted on the cover page. The view, taken from the bridge of a tanker moored at the Island Dock of the Texas Company, Port Arthur, shows some of the shipping in the Turning Basin. A corner of the dock, proper, is visible at right middle distance. In the left background can be seen a part of the K. C. S. facilities, including one of the smaller docks, with warehouse; also grain elevator and 230-ft. fire protection water tank.

We believe "The Sabine Ports" will be worth your reading.

"Longing and Half-Spoken Promises"

THE merriest tidings we've heard lately were that the New York Central railroad has given itself a present of 100 old-fashioned steam locomotives. This gives assurance that for at least a few more years the haunting sound of a locomotive whistle will be perpetuated in the land, to go rolling down snowy valleys, across bog and meadow, to be heard by priest and poet, by people awake in lighted rooms and by people half-asleep in dark ones. The steam whistle has a timbre utterly different from that of modern noise-makers on Diesel trains, which are peremptory, categorical. The old ones are full of longing and half-spoken promises, starting with a tentative cry and swelling to huge melancholy proportions, echoing and echoing in the mind.

—The New Yorker.



Airplane view of part of the hotel and business section of Beaumont, showing Neches river, Municipal docks and Warehouses in the middle distance, at the left of the new

Courthouse, with K. C. S. bridge nearby. At top, beyond the river, can be seen the tank farm and refinery of the Magnolia Petroleum Company.

South of these points, to the shores of the Gulf, the coastal prairies supported stock raising and agriculture, especially rice growing. The largest rice mill in the world is located at Lake Charles, while the largest rice package plant in the United States is at Beaumont.

District One Great Port

Comprising, as these cities do, almost one continuous urban area, including Nederland, Port Neches, the Groves and the communities around the privately-owned wharves along the Neches, the Sabine District maritime facilities might be considered one great port, second in mercantile marine importance only to the port of New York. The majority of people in this prosperous area secure their livelihood directly or indirectly from the oil industry, a source hardly anticipated at the time the Kansas City Southern was built.

It is difficult, then, to treat these port cities separately, for they are bound together not only by their proximity, but by their one joint outlet to the "seven seas," their similar recreational and cultural advantages and, most important, by the common source of their wealth. So let us begin at the southernmost city on the Kansas City Southern and travel up the busy channels, where ships from every nation bring and take their varied cargoes.

Named for Atchafalaya

Port Arthur is truly a Kansas City Southern city. Its name comes from the given name of Arthur E. Brown, lieutenant in the railroad's marine corps. The location of Port Arthur on Lake Sabine was decided upon by Stewart and his associates when a satisfactory port could not be attained with the waters of Lake Sabine Pass directly on the Gulf of Mexico. But there was one natural advantage to the location selected—provided a landlocked harbor, protected from tropical storms. A great disadvantage was the necessity for building a ship canal to connect the harbor with deep water. After considerable difficulty because of interference by the Sabine Pass interests, the channel was finally completed in 1899 and the town of St. Oswald was the first to enter the port. The line from Kansas City, however, had been opposed to the fall of 1897, necessitating the building of all cargo lighter between the docks of the railroad and the ships in deep water until the completion of the canal. In 1905, the K. C. S. decided to raise and remove them, representing an expenditure of \$1,023,582.85, to the federal government without charge. Adding the cost of land decided to Uncle Sam was that time to permit widening of the channel, together

with title to 100 acres now being transferred to the government for the same purpose, brings the railroad's total gift on the waterway to \$1,073,733.90.

The present water-front properties of the K. C. S. at Port Arthur include more than 2,000 acres of land, eight wharves with a total area of 269,000 square feet, vegetable oil handling facilities and a 500,000-bushel grain elevator, all well protected from fire and served by 47 miles of track.

Spindle Top First Gusher Field

The Kansas City Southern was built to the Gulf of Mexico with the idea of providing a cheaper export outlet for grain and other products of the middle west. Thus it was that Port Arthur began, for the purpose of its founding had little to do with its growth from a town of about 1,000 in 1900 to the important port and industrial city of some 56,000 we see there today. Its riches, like those of all the Sabine District, came suddenly—dramatically—when the first gusher oil well in America ran wild at Spindle Top in 1903.

Greatest Oil Refining Center

Then, with a forest of derricks marking wells spouting oil, two home-built refineries began operation. These and others

that followed have transformed the district into the greatest oil refining center in the world. The first of these little companies, the Guffey Oil Company, became the Gulf Oil Corporation of today; the other developed into the Texas Company. These two companies alone employ some 8,000 people at Port Arthur, with pay rolls aggregating a million dollars monthly. The Warren Petroleum Company, too, is an important factor in the oil industry at Port Arthur, and is now completing its second casinghead tank, another Horton spheroid of 110,000-barrel capacity.

Calcined Coke from Residue

Allied with the oil industry, and located on K. C. S. property at Port Arthur, is the Great Lakes Coal and Coke Company. Working day and night, this plant calcines the petroleum coke residue from the various refineries. The coke, almost pure carbon, is shipped to Atlantic coast points, where it is used, primarily, in the manufacture of aluminum.

Winter Resort Climate

Port Arthur proper comprises an area of eleven square miles—an industrial port city that makes full use of its mild, semi-tropical climate, its beaches and other recreational advantages. In addition to fresh

water fishing nearby, deep-sea angling is popular beyond the Sabine jetties, at the 18-mile light and on the snapper banks in the Gulf. In Lake Sabine and on the big pleasure pier, there are dancing, salt water fishing and bathing, sailboating and motor boating. Ample facilities for all other outdoor activities are also available, including golf, tennis and horseback riding. Not far from the city, millions of ducks, geese and other fowl make a true paradise for the hunter.

Flowers bloom and gardens flourish almost the year round in Port Arthur. Hence it is naturally a city of attractive homes, schools, churches, libraries and public buildings. There are three fine, modern hotels in the city—the Sabine, Goodhue and Central. On the site of the Plaza Hotel, built by the Sedwell group, now stands a fine, new sub-courthouse, as an arm of the county government. The Port Arthur News is the city's metropolitan daily newspaper.

Port Arthur is especially proud of its school system, the 12-grade plan, which is serving as a model for other Texas municipalities. Typical of the city's regard for its youth is the new \$75,000 athletic stadium built for its widely-famed Yellow Jackets, high school football team.

The Kansas City Southern and the Southern Pacific provide adequate rail transportation for Port Arthur. As an

important improvement in its highway system, the city recently won a long-waged fight to supplant the ferry across the Neches river with a bridge. The structure, now being built, will cost \$2,750,000 and will expedite east-west traffic through Port Arthur and the southeast Texas territory. It will be 7,000 feet long and 230 feet high, the clearances of 176 feet vertically and 600 feet horizontally being unusually large.

Many Private Docks

Leaving this fine municipality, we go up the Sabine-Neches canal a few miles to where it swings abruptly to the left and follows the channel of the Neches river toward Beaumont. Here is Atreco, the new \$3,000,000 plant and loading facilities of the Atlantic Refining Company, capable of processing nearly 30,000 barrels daily, out of 29 tanks storing 1,777,000 barrels. Just across the canal are the storage tanks and loading docks of the Humble Oil and Refining Company.

Next is Port Neches, where the Texas Company has built and operates the largest asphalt and roofing plant in the world, served by both water and rail (K. C. S.). Mogpetco, the Magnolia Petroleum loading station, follows, that company's great tank farm and refinery being at Beaumont. Then comes Smith's Bluff,

General view of Port Arthur from the air. At right is the Ship Canal, spanned by Bascule bridge to Pleasure Island. At lower left, K. C. S. passenger depot faces the

end of Proctor street. Far in the background, some five or six miles distant, can be seen the big oil tanks of the Atlantic Refining Company.



C. E. McCarty
Superintendent Northern
and K. C. T. Divisions



C. E. McCARTY, for the past two years Superintendent of Terminals at Kansas City, was appointed Superintendent of the Northern and Kansas City Terminal Divisions, with headquarters at Pittsburg, effective June 1.

Born in Kansas City, Missouri, June 17, 1886, the son of R. J. McCarty, for many years Auditor, then Vice-President of the K. C. S., his desire to follow railroading as a career was only natural. And, to prove the truth of the "ill wind" proverb, it was a catastrophe that afforded young McCarty his chance to try his hand at the profession he had chosen. In July, 1901, a Timkeeper was needed on the extra gang engaged in repairing tracks and facilities after Kansas City's big flood, and Charles McCarty got the job. In January, 1904, when the flood work was completed, he became a Yard Clerk. Later that year he was transferred to the Local Freight office, where he worked as Collector, Clerk and Assistant Cashier until March, 1907, when he was promoted to Traveling Auditor in the Accounting department.

In August, 1907, Mr. McCarty accepted a position with the Rock Island Lines as Traveling Auditor, with headquarters at Ft. Worth, Texas, returning to the K. C. S. in a similar capacity in May, 1908. In October, 1910, he became Chief Clerk in the Superintendent at Texarkana, and another promotion followed in November, 1911, when he was made Inspector of Demurrage at Kansas City.

Then, in 1912, the Baltimore and Ohio Railroad called him to Cumberland, Maryland, to act as Assistant Trainmaster, and a more important call came in May, 1917, with his enlistment in the 11th Engineers. Receiving his commission as first lieutenant in February, 1918, he acted as General Yardmaster at Givres, France.

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March, 1919, found him at Northern Rest, where his outfit had been sent to operate the Miamon Railroad, a junction of the Trans-Siberian Railway, extending to the Port of Murmansk on the Arctic ocean.

After his discharge from the Army, Mr. McCarty engaged in other business for several years, but returned to the K. C. S. in November, 1925, as Inspector of Transportation. From that position, he was advanced to Superintendent of Terminals at Kansas City, Jan. 1, 1931.

J. T. McCorkle, Asst. Supt.

With the consolidation of the Northern and Kansas City Terminal Divisions, on Jan. 1, James T. McCorkle, General Yardmaster at Kansas City, was appointed Assistant Superintendent, Kansas City Terminal Division.

Mr. McCorkle is 45 years old, a native of Little Rock, Arkansas. His service with the K. C. S. dates back to November 2, 1900, when he was employed as Engine Foreman at Kansas City. After a short leave of absence in 1903, he returned as Switchman, August 15, 1903. In the seven years following, Mr. McCorkle acted as Assistant General Yardmaster and Assistant Yardmaster in short periods and, on November 1, 1908, he was promoted to fill a vacancy as Assistant Yardmaster. This was followed by his advancement to Assistant General Yardmaster, February 17, 1910, Acting General Yardmaster, January 1, 1921, General Yardmaster, October 25, 1924.

Changes in Mechanical Department

With the completion of an extensive equipment building and general repair program in Pittsburg shops and the purchase of new freight and passenger equipment by our company, the following re-alignment of positions in the Mechanical Department became effective Jan. 1:

J. M. THAYER, who served as Master Mechanic, Pittsburg, since May 1, 1925, and General Master Mechanic since February 1, 1931, returned to his former duties as Master Mechanic, Shreveport.

The jurisdiction of R. JOHNSON, Master Mechanic, Pittsburg, since February 1, 1931, has been extended to include the Northern and Kansas City Terminal Divisions.

L. C. KERRICK, Master Mechanic, Shreveport, since May 1, 1924, again takes up his duties as General Foreman there, with direct supervision over both the back shop and main shop.

There are two ways of being happy: we must either diminish our wants or augment our means—either way the result is the same and it is for each man to decide for himself and to do that which happens to be the cause.

—Ben Franklin

F. H. Hooper
Superintendent Southern
Division



F. H. HOOPER, Assistant to General Superintendent of Transportation, Kansas City, was appointed Superintendent, Southern Division, with headquarters at Shreveport, effective June 1.

Mr. Hooper came to the K. C. S. as a Telegraph Operator in January, 1902, when he was 17. After working at various stations, he was made Dispatcher at Pittsburg, October 14, 1905. In February, 1913, he became Assistant Chief Dispatcher, which was followed shortly by his appointment as Chief Dispatcher. His next advancement was to Trainmaster, Pittsburg, August 24, 1920, with further elevation to the position of Assistant to General Superintendent of Transportation, February 4, 1922.

Mr. Hooper became Superintendent of Car Service, January 20, 1925, but, with the discontinuance of this position in a general reduction of force, he returned to Pittsburg as Trainmaster, in March, 1932. He was again appointed Assistant to General Superintendent of Transportation, July 3, 1936.

Other Changes in Transportation Department

The abolishment of the position of Assistant to General Superintendent of Transportation and the transfer of F. H. Hooper to Shreveport as Superintendent, Southern Division, effective June 1, resulted in the following changes:

WILLIAM WEIR, Superintendent, Southern Division, since May 15, 1933, was transferred, Trainmaster, Heavener, although he will not take up his duties there until about July 1, after a short leave of absence.

M. A. EDDY, Trainmaster, Heavener, since July 3, 1936, will continue to act in that capacity until Mr. Weir's return and will then take up his former duties as Conductor.

Further changes in the Transportation Department, effective June 1, include the extension of Trainmaster C. Gibbs' territory over the Sixth, Seventh and Lake Charles Districts, the appointment of A. G. STUCKEY as Chief Dispatcher, Shreveport, and the assignment of S. C. JUSTIS as Dispatcher.

Mr. Gibbs was promoted to Trainmaster in July, 1922, while Mr. Stuckey has held a similar position since August 1, 1936, at which time Mr. Justis became Chief Dispatcher.

Hospital Association Appointments

DR. W. P. MILLER, Chief Surgeon of the Hospital Association, announces the following new appointments to the medical staff:

DR. OTTO DUNCAN, Dental Surgeon, Room 736 Argyle Bldg., Kansas City, Mo. Dr. Duncan is a graduate of Junior College, Kansas City, and of the Kansas City Western Dental College. He is 32 years old and has been practicing his profession since 1929.

DR. BURNELL W. VINCENT, Dental Surgeon, 24th and Jackson, Kansas City, Mo. Dr. Vincent is 29 years old and is a brother of Dr. C. G. Vincent, Assistant Chief Surgeon. He is a graduate of the Kansas City Western Dental College and has been practicing his profession since 1934.

DR. BIRD W. DUNCAN, Assistant Local Physician, Waldron, Ark. Dr. Duncan is 60 years old and is a graduate of the East Tennessee Medical College in 1900, and, with the exception of the first two years since that time, has practiced his profession in Scott County, Arkansas.

DR. W. K. BAKER, Dental Surgeon, Poteau, Okla. Dr. Baker is associated with his brother, Dr. J. R. Baker, who has been on the staff at Poteau for several years. He is a graduate of the Kansas City Western Dental College, is 28 years old and has been practicing his profession since 1934.

DR. I. HENRY SMITH, Oculist, Slattery Bldg., Shreveport, La. Dr. Smith is 52 years old. He graduated from Baylor University, Waco, Texas, in 1912, and from the New York Eye and Ear Infirmary in 1917, since which time he has been practicing his profession in Shreveport.

DR. I. T. YOUNG, Local Physician, Adams Bldg., Port Arthur, Texas. Dr. Young is 52 years old, a graduate of Tulane University, New Orleans. He practiced in Erath, La., from 1912, the year of his graduation, until 1922, when he located in Port Arthur.

April-May-June, 1937

J. A. McManus
Assistant Gen'l. Passenger
Agent

JOSEPH A. McMANUS, more readily recognized by his associates and a host of friends as "Mac," was elevated from the rank of Chief Clerk in the General Passenger Department to Assistant General Passenger Agent for the system, a newly-created position, on April 1. Mr. McManus has managed the passenger affairs of our line during the past two years, in the absence of C. O. Williams, General Passenger and Ticket Agent because of ill health. He came into full charge of the department on May 1, with the retirement of his chief.

Joe McManus was born in Conception, Missouri, January 14, 1888. His schooling was acquired in Stanberry, Missouri, Pittsburg and Chambersburg, Pennsylvania, Hagerstown, Maryland, and Kansas City, Missouri, where he attended business college after leaving high school. As Mac puts it, he "just drifted" into the General Passenger Department of the K. C. S. on June 15, 1905, and became "the



world's worst office boy." His claim to this title is disputed by the facts, however, since the record shows he became an immediate favorite with Colonel Warner, for many years General Passenger and Ticket Agent, and others in the office. "The Irish kid" liked railroading from the start and, later, when offers of better salary tempted him to leave the line, the helpful interest always shown by his superiors and the occasional reminder of his mother about the non-adhesive qualities of a rolling stone stayed Mac.

From office boy, young McManus soon advanced to Clerk in the Baggage Department, but in October, 1908, he returned to the Passenger Department as Ticket Stock Clerk. In August, 1912, he was appointed City Passenger and Ticket

Agent and in April, 1919, he was made Traveling Passenger Agent. May, 1925, again found him City Passenger and Ticket Agent at Kansas City, then with the transfer of our City Ticket Office to the General Office Building in July, 1935, he became Chief Clerk for the department.

Always interested in outdoor sports, Mac has turned his love for baseball, tennis and golf to practical advantage, for the many friends he has made in these activities always accord the K. C. S. their patronage whenever possible. He has been Secretary-Treasurer of the Swope Park Golf Club for the past ten years and is proud of the assistance that organization has given younger players. In addition to affording them opportunity to play the game at little cost, many of the youngsters have found there the means to enter business and professional fields. Mac gets a great deal of pleasure from the active participation of his children in athletic games. His two sons play football, basket ball and baseball, while his daughter Mary Patricia is no stranger on the court or diamond.

Always absorbed in the job at hand, Mr. McManus is more enthusiastic than ever in the passenger possibilities of our line since the acquisition of new, air-conditioned equipment. The Ozark and Ouachita mountain regions he sees as the future vacation haven of thousands from the Middle West, South and Southwest.

Mr. McManus is a member of the K. C. S. Veteran Employees' Association.

Amen!

FROM the pinhead who takes chances to show his nerve;

From the unmitigated boob who doesn't believe in guards and removes them when the foreman's back is turned;

From the pest who plays practical jokes on his fellow workers;

From the conceited ass who knows too much to take advice;

From the poor nut who leaves tools, nails and boards all over the place for others to step on or trip over;

From the non-essential citizen who boasts of his law-breaking exploits;

From the guy who throws lighted matches and live butts around without thought of the consequences;

From the road hog and the drunken driver;

From these and all the other accident makers you can think of—

GOOD LORD DELIVER US!

—D&H Craftswise.

The theory of the state is furnishing more and better schools is that it fits us to perform better our duties as citizens.

—GROVER CLEVELAND.

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Among The Veterans

The New Members

C. O. Williams Retires



IT was a hot June day, and No. 16 was well on its way between Port Arthur and Shreveport. Aboard the cool sleeper was a man obviously recuperating from an illness. Intensely interested in the train, and with a pleased expression on his face, he left the Pullman and made his way through the new K. C. S. cars, also air-conditioned. Many of the passengers knew this man and, as he approached, they turned their comfortable chairs to face him. "Well, well, 'C. O.' it's good to see you!" That was the way they greeted him, for it was none other than C. O. Williams, retired General Passenger and Ticket Agent, on his first trip over the line since an illness which compelled him to leave his duties in November, 1935. All through to Kansas City, at most of the daylight stops, people got aboard to visit with "C. O." for word had somehow gone ahead that he was en route to Kansas City, after visiting his son at Port Arthur.

Mr. Williams retired April 1, 1937, after thirty-one years of service, most of which was spent in the Passenger Department.

No Heart for Medicine

"C. O." chose railroading as a career after his father had tried to induce him to follow in his footsteps, as two older brothers had done, and become a doctor. And that leads us to a village, then known as Panther Valley, situated about twelve miles from Springfield, Mo. The elder Williams had established the place, and, in addition to his wide medical practice, he conducted the general store and operated a sawmill, gristmill and wool gin there.

In these surroundings, Charles Owen Williams was born, June 17, 1871. As he grew up, he often accompanied his father on the all-hour calls he made upon the sick and injured. To please his father, young Williams finally enrolled in Physi-

Since last report, these new members have joined the K. C. S. Veteran Employees' Association:

J. J. RYAN	Boiler Shop Foreman	Pittsburg, Kans.
G. M. YANCEY	Section Foreman	Pittsburg, Kans.
H. J. BELKMAN	Locomotive Engineer	Pittsburg, Kans.
GEORGE TIGHE	Block Operator	Kansas City, Mo.
T. E. HUFF	Agent	Amoret, Mo.

Membership

On March 8, the date of last report, the membership roster carried the names of 536 veterans. With the issuance of membership cards to five and the death of three, the total membership as of June 7 was 538.

clans and Surgeons College, St. Louis, from which his medical education into the profession. But Charles Williams couldn't take it, and one visit to the dissecting room was enough.

Anyway, the electricity-club of the telegraph sounder had always been points in the young man's ears and he instead had attracted the local agent of the "Missouri Line." So it was that "C. O." paid for instruction in telegraphy by tending switch lights and doing other chores about the station. The "kid," as they called him, finally came under the attention of the Division Superintendent and it was less than a year "C. O. Williams was a full-fledged telegrapher, with the difficult job of handling 11 instruments in the old "Iron Mountain" and "Missouri Line" stations at Horie, Ark. That was in 1895.

Road Predicted "A Winner"

By 1898, things had grown dull on the Horie assignment and when one of the boomers operations landed a job in Kansas City, he went the "kid." Mr. Williams recalls that telegram almost to a word today, so thrilled he was. "I read:

"SUGGEST YOU COME TO KANSAS CITY VIA PORT ARTHUR AND SHREVEPORT. THE TELEGRAPH STATION ABOUT THE NEW TRAINS BEING BUILT THERE. NEW TRAINS BEING BUILT THERE. NEW TRAINS BEING BUILT THERE."

As quickly as he could be relieved, "C. O." headed for the big town. Mr. Atkinson was dubious but after the newcomer had transmitted several of the wires on the book the Superintendent of Telegraph commended. "Good good Master!"

A day or so later, May 1, 1898, Williams was the fellow on the night shift at Stilwell, working from 7:30 p. m. until 7:00 a. m., at a salary of \$10.00 monthly. Stilwell was then a division point and a tough assignment, but after the training at Horie, it was "duck soup."

Shortly, "C. O." asked for something to occupy the quiet evening hours. This resulted in work on shutouts and expense bills, also in a day job as Assistant Agent.

At that time, young Williams was

Answered Last Call

Veterans who passed away between March 8 and June 7, were:

A. G. HAZEN	Locomotive Engineer	Pittsburg, Kans.
J. H. SOULE	Retired Watchman	Shreveport, La.
S. T. SEABOUGH	Brookhouse Clerk	Pittsburg, Kans.

training a Miss Carney up in Missouri, but smoking six-shooters and "cigs" would were so numerous in the Indian Territory that he hesitated to bring his bride there. Then the Superintendent came to town and was taken into confidence, with the result that "C. O." was sent to relieve the Agent at Merwin, who had been discharged. As he became acquainted about the town, Mr. Williams learned the former Agent was well liked, and his recommendation followed. "C. O." returned to Stilwell, but was shortly made Agent at West Line, then a busy station.

In 1899, on "C. O.'s" first Fourth of July at West Line, his sister visited him, accompanied by that Miss Carney, who finally agreed to a trip to Harrisburg, where a license and preacher were available. Overjoyed, the prospective groom induced the Dispatcher to issue a through-going the station that day.

Later, Mr. Williams was Agent at Stover, then at Richards, where his first meeting with "Colonel" S. G. Warner occurred. Warner, who had wired his coming from the south, was accompanied by the General Passenger and Ticket Agent, which entered Shreveport at that time. The two appraised their prospect at the station and thereupon appointed him Joint City Ticket Agent at Shreveport.

Some four years at Shreveport were followed by his assignment at Kansas City as Agent at the Grand Central Station, operated by six railroads and the Pullman Company. Within a year, however, "C. O." was made City Passenger and Ticket Agent. Then, after serving as Traveling Passenger Agent, he became Chief Clerk in the department, from which position he was advanced to General Passenger and Ticket Agent, March 1, 1928, with the retirement of "Colonel" Warner.

After his serious illness, which really began in August, 1935, Mr. Williams is now able to be up most of the day and is becoming noticeably stronger. "I'm content," he says, "but I do wish this old pump of mine had held up at least until that beautiful air-conditioned equipment was placed in service!"

The Kansas City Southern Magazine

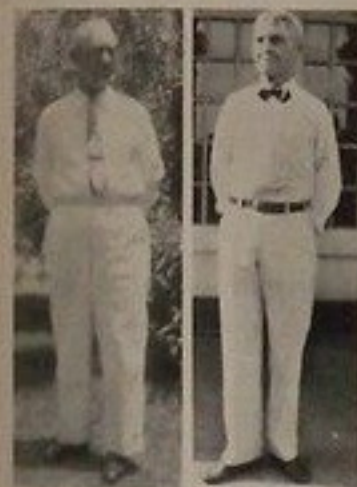
OTHER RETIREMENTS

Report of the retirement of the following employes reached the magazine just before going to press, so that lack of time prevented the securing of details for separate stories. It is our hope to tell you more of these employes in the next issue.

Name	Occupation	Location	Date Last Entered Service
JOHN W. ALBRIGHT	Towerman	Shreveport	Mar. 1, 1920
HARVE T. BEUWER	Crossing Flagman	Pittsburg	1898*
CHAS. BIFFORD	Mechanical Laborer	Pittsburg	Mar. 15, 1923
OWEN P. CONNELLY	Locomotive Engineer	Shreveport	Dec. 23, 1897*
JOHN B. COWANS	Store Laborer	Shreveport	Mar. 1, 1916
GEORGE G. DUNLAP	Block Operator	Kansas City	Apr. 18, 1913
WALTER S. HOAG	Locomotive Engineer	Heavener	Nov. 6, 1894*
HERBERT McCUMBER	Engine Wiper	Kansas City	May 25, 1901
EDWARD D. MCGAN	Drawtender	Beaumont	Mar. 22, 1918
JOHN E. MOORE	Section Laborer	Texarkana	Sept. 1, 1926
JAMES S. PARGEN	Switchman	Pittsburg	Aug. 2, 1918
RUBEN H. PHELPS	Locomotive Engineer	Shreveport	Sept. 27, 1896*
JAMES W. ROSS	Section Foreman	Watts	June 16, 1921
SAMUEL T. SAMPLE	Boilermaker	Pittsburg	Mar. 22, 1923
WILLIAM STANLICK	Mechanical Laborer	Pittsburg	June 6, 1923
FREDERICK R. STROUCKER	Switchman	Shreveport	Sept. 22, 1920
JAMES L. WALKER	Gate Watchman	Pittsburg	Sept. 18, 1922
J. W. WARREN	Crossing Flagman	Kansas City	Aug. 27, 1917
ALVA B. WOLFE	Drawtender	Beaumont	Sept. 1, 1920
JOHN W. WOOD	Engine Watchman	Kansas City	Nov. 11, 1922
JEFFERSON C. YEARWOOD	Mechanical Laborer	Pittsburg	June 1, 1912

*Member K. C. S. Veteran Employees' Association.

Began Work Together



On June 28, these two Locomotive Engineers, O. E. STUMP, left; KAY YOUNG, right, looked back forty years to the date they entered service, in 1897.

Mr. Young pulls the throttle on the turn-around of trains 15 and 16 between Port Arthur and DeQuincy. For him, June held additional significance, the tenth being his sixty-seventh birthday. He lives at Port Arthur and is Vice-President at Large of the K. C. S. Veteran Employees' Association.

Mr. Stump, who lives at Shreveport and works on the fifth district, will be sixty-four in October. He is a member of the K. C. S. Veteran Employees' Association.

April-May-June, 1937

Vets May Retain Hospital

Association Membership

At its meeting on April 6, 1937, the Board of Trustees of the Kansas City Southern Employees' Hospital Association amended the rules and regulations to permit retired members with fifteen or more years of continuous service, immediately preceding last day of active service, to retain membership in the Hospital Association upon payment of dues amounting to one per cent of monthly retirement allowance, plus twenty-five cents per month.

To facilitate accounting, payments should be made six months or one year in advance, through the office of L. J. Hensley, Comptroller, Kansas City. Checks or money orders should be made payable to J. M. Salter, Treasurer.

Reasons Enough!

Here is why locomotives are called "she": They wear jackets with yokes, pins, and stays. They have aprons and laps, too. Not only do they have shoes, but they have short pumps and even hose, while they draw trains behind them. They also attract attention with puffs and mufflers, and sometimes they refuse to work. At such times they need guiding and require a man to feed them. They all smoke and are much staidier when they are hooked up.

—G. M. & N. News.



Allie McConnell Completes Forty Years

IT was May 1, 1897, when an eager kid of twelve stood at an office railing in Kansas City, awaiting the important man who was to decide the course of his life. The important man arrived and looked critically over his glasses at the kid. "Come back to my private office, young man," he invited. The kid expanded and followed. "So you're the fellow who wants the job, eh?" continued the important man. "Sure do," responded the newly designated young man. "All-right—it's yours!"

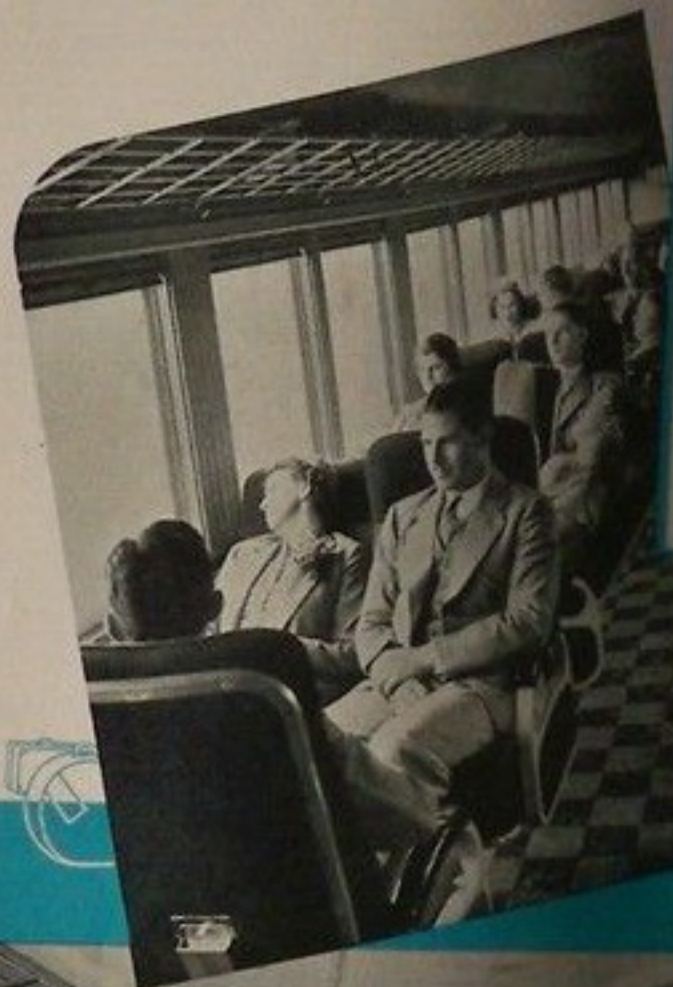
The important man was A. L. Howe, Treasurer of the Kansas City, Pittsburg and Gulf; the kid, Alexander "Allie" McConnell, now Chief of the Tariff Bureau in the General Freight Department. Thus May 1, 1937, was far more than May Day to Allie, for it marked the fortieth milestone in his run on the K. C. S. But Allie McConnell is not sentimental and if his mind pictured that kid in the old Missouri-Kansas-Texas Trust Company building, it merely brought an added twinkle to his eye and another chuckle from his throat.

Employment by the only company ever to have the advantage of Allie McConnell's service came through a neighbor, Dave Yeomans, who was then Chief Clerk to the Treasurer. The job was intended to fill the gap between school terms, but before the vacation period was over Allie had the railroading urge in his blood and it didn't take much coaxing to induce him to forego day school. The result was that he enrolled for a night business college course and continued work.

Whiz-bang Messenger

In those days, when telephones were few, much of an office boy's time was spent in carrying messages. Shortly, Allie was greatly in demand for this purpose, not only in the office where he was employed, but by others about the building. In this way he came to know Ar-

Assuring TRAVEL LUXURY for KANSAS CITY SOUTHERN Patrons

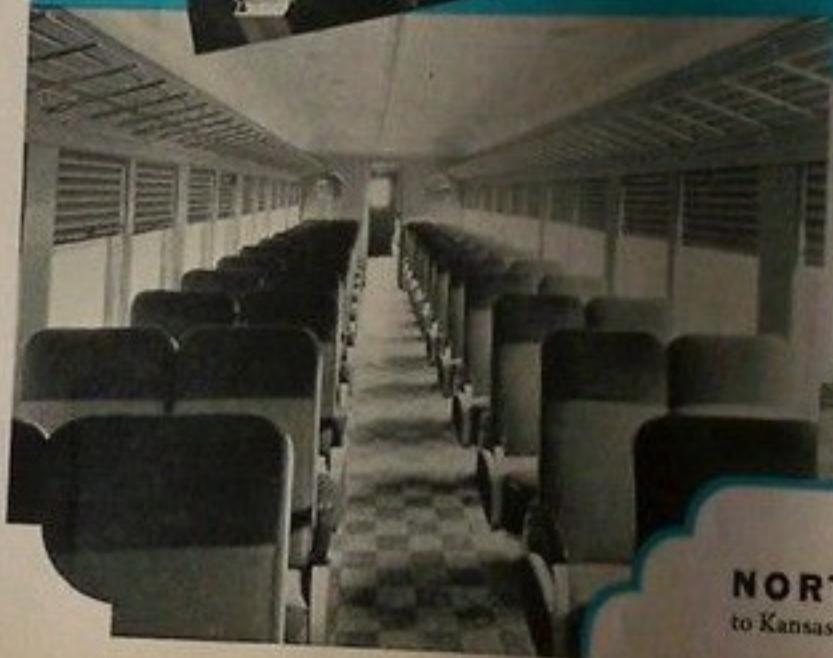


Restful is the word that best describes the new, smooth-rolling Kansas City Southern chair-coaches and coach-diners. As shown, each seat is quickly adjustable to the most restful position or to face the windows at any desired angle—truly an "easy-chair" for travel.

Air-conditioning and fresh, filtered air insure an even, restful temperature, no matter how hot, cold, or dusty outside!

Restful also applies to the tones of the interiors and upholstery . . . to the soft light from built-in fixtures . . . to the clean, attractive toilet rooms . . . to those satisfying interludes in the dining section, where every wish in food and service is met—at moderate cost. And one need not wait for the chimes to announce meals, for our diners are open all day and evening. Here is the place for a conversational smoke, a friendly drink or snack, or just for reading.

"Restful!" is the word for every trip on the New Flying Crow.



NORTH
to Kansas City

THE **FLYING CROW**
Air Conditioned

SOUTH
to the Gulf

IN MEMORIAM

ALFRED G. HAZEN

Alfred G. Hazen, Locomotive Engineer, died in Mt. Carmel hospital, Pittsburg, April 9.

Mr. Hazen was born in Kansas City, Missouri, June 8, 1881. He was first employed by the K. C. S. as Blacksmith at Pittsburg, July 21, 1898. In July, 1899, he transferred to Locomotive Fireman, but returned to his original position in January, 1900. In May of the same year, he was again placed on the board as Fireman, from which position he resigned in 1902. Mr. Hazen returned to the service as Fireman, November 21, 1910, and was promoted to Locomotive Engineer November 2, 1920. On January 24, 1937, sickness necessitated a layoff which culminated in Mr. Hazen's death, April 9.

According to our records, the widow, one son and one daughter survive.

Mr. Hazen was a member of the K. C. S. Veteran Employees' Association.

RUSSELL J. STUMP

Russell J. Stump, Clerk in the Accounting Department, passed away at St. Mary's hospital, Kansas City, Sunday, March 21.

Mr. Stump was born in Topeka, Kansas, August 25, 1892. He came to our road in April, 1919, as Assistant Miscellaneous Clerk in the Auditor of Revenues' office, and his entire service was spent in the accounting field. Since March 1, 1923, and until November 4, 1935, when the disability which resulted in death forced him to leave his work, Mr. Stump worked on various desks in the Comptroller's office.

After many months in the hospital, Mr. Stump was permitted to go to his home. His affliction necessitated the use of a wheel chair and in effecting a plan to enable his wife to get him in and out of their home so that he might enjoy a drive in the family car now and then, Russell's office mates conferred with C. W. Virden, Building Engineer. The result was a runway from the porch to the walk and a set of pulleys and ropes, as pictured in a previous issue. With this equipment, Mrs. Stump was able to get her always-cheerful patient into the open.

Complications developed a short time before his death and Mr. Stump was again taken to the hospital. Surviving are the widow, Mrs. Maude Stump, Kansas City, his parents, Mr. and Mrs. A. L. Stump, Houston, Texas, and a sister, Mrs. Mabel Mackle, Chicago. Interment was at Knobnoster, Missouri.

HOMER A. HALEY

Homer A. Haley, retired Crossing Flagman, Pittsburg, passed away April 11. Mr. Haley began service with the line as Section Laborer at Pittsburg, in March, 1920. In April, 1921, he was promoted to Assistant Section Foreman, but was transferred to Section Laborer in September,

1922. In May, 1927, he was made Frog Repairer Helper and, later, Crossing Flagman. After a six-months' leave of absence in 1933, because of sickness, Mr. Haley returned to his post on November 4. Shortly, his condition necessitated another leave and retirement followed, August 14, 1935.

In addition to the widow, records indicate that one daughter and one son survive.

J. Q. MAHAFFEY

J. Q. Mahaffey, of the firm, King, Mahaffey and Wheeler, Attorneys for the K. C. S. in Texas, passed away May 31.

Mr. Mahaffey was 71 and had represented the line since 1920.

JOHN FITZPATRICK

John Fitzpatrick, retired Crossing Flagman, Kansas City, died on March 26.

Mr. Fitzpatrick was born January 25, 1852, in Cincinnati, Ohio. He entered service as Crossing Flagman at Kansas City in March, 1920, and continued in that capacity until compelled by sickness to leave the service, December 12, 1933. Due to his inability to return to work, he was retired on March 1, 1934.

No known relatives survive.

EDWARD A. WILLIAMS

Edward Albert Williams, Patternmaker Apprentice in Pittsburg Shops, died June 7.

Mr. Williams was born in Pittsburg, February 11, 1912. He began service with the company January 6, 1936.

GEORGE NELSON

George Nelson (colored), Extra Gang Laborer, Texarkana, died in Highland sanitarium, Shreveport, March 20. Nelson had undergone an operation to his left eye, because of an injury sustained in December, 1936, when he was slugged and robbed. Death was due to heart failure under the anesthetic.

Nelson was born in Locksburg, Ark., April 2, 1901, and had been employed as Extra Gang Laborer since August 12, 1935. He is survived by a brother, John Nelson, Texarkana, and one son.

MORRIS E. YOUNG

Morris E. Young (colored), Freight House Trucker at Beaumont, died April 5.

Young was born in Norwood, La., July 11, 1887, and had been in K. C. S. service as Trucker and Stowman since March 1, 1920.

Records show only the widow as surviving.

The real work is done by people you never hear of.

—Through the Meshes.

The Kansas City Southern Magazine

OTHER DEATHS

BARE

Mrs. Mary M. Bare, 83, widow of James V. Bare, former Train Auditor for the line, who died in 1929, passed away at the home of a sister in Omaha, Neb., April 2.

In addition to another sister and a brother, one son, Adam Garrett Bare, Kansas City, Kansas, survives.

Burial was in Rochester cemetery, Topeka, Kansas.

BISHOP

The father of Wm. Bishop, Tank Foreman, Shreveport, died at El Paso, Texas, May 18.

Interment at El Paso.

FRENCH

Mrs. Cora Emma French, mother of R. H. French of the Comptroller's office, died at her home in Kansas City, May 31. Burial was at Des Moines, Ia. Another son, H. S. French, Evanston, Ill., a sister, Mrs. C. H. Besck, Des Moines, and a brother, Hal G. Saxton, Macksburg, Ia., also survive.

GRISSOM

Mrs. Mary Grissom, mother of S. B. Grissom, Chief Stationary Engineer, Shreveport, passed away at the age of 75. Burial at Granbury, Texas, May 30.

KRASTNER

Karl Krastner, father-in-law of Lloyd Kelley, Secretary to the President, passed away at his home in Kansas City, Missouri, May 7, at the age of 57.

Besides the widow and Mrs. Kelley, another daughter, Mrs. Anna McMurdo; a stepdaughter, Albena Rabuse; a stepson, Joseph Rabuse, and one grandchild, all of Kansas City, survive.

Interment in Mt. Calvary cemetery, Kansas City, Kansas.

VOGAN

Mrs. Louise Vogan, mother of Wm. F. Vogan, head of the Switching Department, Auditor of Revenues' office, passed away May 7.

Burial in Memorial Park cemetery, Kansas City.

WILCUTT

Mrs. C. M. Wilcutt, wife of Charles Wilcutt, Watchman, Pittsburg shops, died April 30, from burns sustained when a kerosene stove exploded.

Besides the widower, three children survive.

Approximately one million pounds of coffee and a quarter of a million pounds of tea are used annually on railway dining cars operated in the United States.

HOSPITAL ASSOCIATION REPORT

Following is a statement of the receipts and expenses of the Kansas City Southern Employees' Hospital Association for the first quarter of 1937 as compared with the same period in 1936:

	Jan. 1 to March 31, Inclusive 1937	1936
RECEIPTS:		
Assessment from all members	\$13,537.19	\$11,764.56
Interest on securities owned	326.38	283.76
Profits on securities sold	143.16	12.50
Total receipts from all sources	\$14,006.73	\$12,060.82
EXPENSES:		
Increase in revenue		1,935.91
Salaries of physicians and surgeons	\$ 4,537.50	\$ 4,342.50
Special compensation to physicians	106.50	206.50
First Aid Station Attendants' salaries	975.00	907.50
Salary and expenses of Supervisor	675.00	600.00
Hospital expenses	4,301.16	3,259.59
Special nursing at homes and in hospitals	1,444.90	969.06
Medical and surgical supplies	3,627.57	2,916.05
X-Ray service	665.37	502.59
Other laboratory service	405.17	243.50
Stationery and printing	14.22	20.51
Other expenses, including ambulance service	135.12	110.63
Total expenses for all services	\$16,888.01	\$14,078.43
Increase in expenses		2,809.58

The increased expenses of hospitalization, medical and surgical supplies and special nursing, X-Ray and laboratory services were caused by an unusual demand made upon the Association because of an epidemic of influenza that prevailed during the period. During this period we had 18 more patients in the various hospitals than we did during the same period last year and they required 309 more hospital days. Many hospital cases were very serious and required extra nurse service which accounts for the increase in that item. The medical and surgical supply bill for patients in hospitals was increased by \$92.35. The increase for X-Ray and laboratory service shown above was largely due to the increase in

hospitalization, as they are incidental items to such service.

During the first quarter, this year, 2,932 prescriptions were filled at retail drug stores for 1,368 patients and costing \$1,918.70, or an average of 65c for each. During the same period last year 2,606 prescriptions were filled for 1,162 patients, at a cost of \$1,470.18 or an average cost of 57c each.

The First Aid Attendants at Pittsburg and Shreveport took care of 4,571 cases during the first quarter of this year as compared with 3,565 cases during the same period last year.

J. N. CHRISTENSEN,
Supervisor.

Memento of the Nineties

In the "gay nineties," when Arthur Stillwell was building his line to the site he had selected for Port Arthur on Lake Sabine, W. A. McCartney, who now operates the fine Hotel McCartney in Texarkana, was manager of the Texarkana

eating house.

As a memento of the early days and his association with the line, Mr. McCartney has retained the T. & P. S. pass reproduced below, issued February 24, 1897.



MAYOR CHARCOSSET REELECTED

The popularity and efficiency of Henry Charcosset, Secretary to Division Engineer, Pittsburg, was demonstrated, when he was reelected Mayor of Protonac, Kansas, recently. Maybe Henry's good-natured smile and soft voice had something to do with it.

MANAGES "MUD-DAUBERS"

By special request, we are pleased to announce that Paul Hyatt is now managing the "Mud Daubers" ball team of the Auditor of Revenues' department. Veteran players who have signed for the season include Bill Vogan, Jim Hogan, Jerry Donnelly, Frank Kunzweider, Earl Anderson and George Goodrich.

Paul is the first player-manager the team has had in several seasons. It is suggested that aspiring stars of the game apply to Paul any Wednesday evening—if it doesn't rain!

Talented Daughter of Claim Agent



AN UNUSUAL NAME and an unusual girl, if you ask Harry Ford, Claim Agent, Kansas City. Marwilda Louise is four and Harry is her daddy. The grace and poise she exhibits here were acquired at the Blue Dais Dancing School. Marwilda participated in the school's recital at Ivanhoe Temple on June 12.

Page 24

VICIOUS VIPER VENOM

GLOVER BEANLAND, who migrated from Kansas City to Beaumont last October to fill the position of Assistant Ticket Agent, is gradually learning a few things about the South. A recent lesson taught him to be mighty, mighty careful while working in strawberry patches.

With sleeves rolled up, Glover was picking some luscious berries early in April, when he felt a stinging sensation in the arm that holds the rod while reeling in. The arm pained him and soon doubled in size. Glover knew the berry exercise couldn't do that, but he didn't worry much about it until after the swelling had subsided and he found that ground vipers liked to hibernate in strawberry patches in the South. Sure enough, when he removed the muck about ten days later, there was the little varmint coiled in the very spot where the attack occurred!

"Beans" has spent several sleepless nights since, cogitating on the ordinary effects of viper venom.

HEADS SPECIAL AGENTS

C. I. JONES, of our Special Service Department, Kansas City, was elected Chairman of the Kansas City Sectional Committee, Protective Section, Association of American Railroads, at the committee's annual meeting held in the President Hotel, Kansas City, April 20. Mr. Jones was Secretary of the Committee in 1935, when another K. C. S. man, H. B. Fink, Special Agent, was Chairman.

One hundred members and guests from Missouri, Kansas and Oklahoma, including representatives of the Police Departments of Kansas City, Missouri, and Kansas City, Kansas, and the Missouri Highway Patrol, attended the meeting to discuss the various phases of railroad police work.

A. E. Willahan, Educational Supervisor in charge of our Pre-employment Training School, acted as toastmaster at the Committee's luncheon.

HOW THE HECK?

On April 14, Engineer Booker Segraves and Fireman Grover Blackwell were pulling Sixteen with engine 602. While making a speed of 45 to 50 miles, between Trenton and Mansfield, they heard a sharp metallic click. Looking in the direction of the noise, they discerned a cellar bolt on the cab deck. Engineer Segraves got down from his seat box and found the bolt shiny from wear and still hot. At Mansfield, the engine truck cellars were checked and the right, back outside bolt was missing!

Truck cellars are located inside the drivers, to provide lubrication, and how the heck a bolt could find its way into the cab from that position really is a puzzle.

It takes a lot of thought and effort and downright determination to be agreeable. —Through the Meshes.

PERSONAL

TIDBITS OF TOMFOOLERY

Tidbits of tomfoolery from the Comptroller's office mention Chief Clerk Cooke's propensity for poetry composition, Dick Estes' Grecian profile, and other tattles, such as:

"Curly" Soderstrom and John Pryor are fighting it out these days over their autos, each giving the other the well-known razz.

Keith Randall was born in Sydney, Australia, and if you desire to be on good terms with Kenneth York Anderson, just call him Felix.

The boys are drinking chocolate milk daily and the question arises—Do they feed the cows with Mrs. Shepherd's candy bars?

G. O. Wilson gives the Duke of Windsor exactly two months before the "At long last" wears out.

P. L. Vradenburg still is telling of the time the flowers at the foot of his bed started a serenade.

SIGNIFICANCE OF BELLS

JOE GALL, in the office of the Superintendent of Machinery, Pittsburg, tells this one on himself:

On his first trip to Chicago, while starting across one of the many draw-bridges, he heard a bell ring, but paid no attention to it. Then, when he was halfway across the bridge, it began its upward flight, and he knew what the bell meant. Joe managed to get hold of a railing and hang on until several boats passed and he was lowered to safety.

"Ever since," says Joe, "I have stopped dead still whenever I heard a bell ring!"

WORRIED BY WOODPECKER

In the old days, often when there was wire trouble, some wisecracker would offer the explanation that a bird was roosting on the wire. And there is a bird that causes a heap of worry for our telegraph linemen. The culprit is Mr. Woodpecker, who insists on carving his bungalow out of telegraph poles. On May 24 he tried a new stunt. After the line between Ash-down and Horatio was tied up for a couple of hours, Lineman Wilkinson found that one of his feathered friends (?) had drilled a hole in a cable box and used its beak as a pair of pliers to disconnect the wires.

"JUDY" PASSES

April 23 was a tragic day for Florence Gerbey, Secretary to Local Agent, Kansas City. Tragic for her little Boston terrier, too, for it was that day Judy was struck by an automobile and killed.

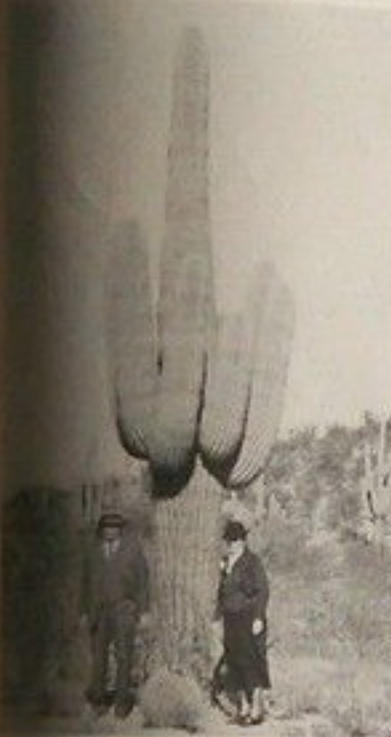
Judy sleeps under the rosebush, where she liked to lie in the cool earth on hot days.

The Kansas City Southern Magazine

MENTION

Views Giant Cactuses

We mortals might take a lesson from the cactus—one plant that has been able to stand the desert. When sustenance was scarce, it simply arranged to get along on less food and drink and, in spite of all, learned to live to a ripe old age.



On a recent sojourn in Arizona, J. P. Pearson, Agricultural Development Agent, and Mrs. Newsom, visited the Saguaro Cactus Forest, a tract of arid land east of Tucson, which has been proclaimed a national monument by the President. (National parks are created by act of congress.)

The castus between Mr. and Mrs. Newsom, for all the world like a great hand pointing skyward, is of the Saguaro variety, and one of the most perfect specimens. This sentinel of the "bad lands" is a real veteran—estimated to be at least 50 years old. It is about 35 ft. high, with a diameter of 2 feet at the trunk. Another cactus nearby is estimated to be 100 years old.

The bloom, a beautiful red, flowers at the tip of each arm. The cactus grows the way only. As protective armor, the plant has a row of needle-like spikes, up to 3 inches long along each ridge. So it may drink in all possible moisture, the flutings expand when it rains.

NEW THERMOMETER

It is said that W. H. Rigdon, Traveling Inspector, Transportation Department,

April-May-June, 1937

plans to place the impact recorder in a refrigerator car to see what impact the needle will register when the doors are opened and the heat rushes in at the end of the run.

MARY NITSCHKE HONORED

Mrs. Mary C. Nitschke, of the Auditor of Revenues' office, always active in veterans' affairs, has been honored with re-appointment as National Credentials Chairman of the Ladies' Auxiliary, Veterans of Foreign Wars. Mrs. Nitschke is also State Treasurer of the organization in the Department of Missouri.

The National meeting is to be held from August 29 to September 3, in Buffalo, N. Y.

NUTS, OIL AND EGGS

E. B. Murrell & Co. (Special Officer, Port Arthur), is understood to be very much pleased with nut, oil and egg production on their plant near De Ridder. Friends report they have 325 pecan trees, 20,000 tung trees and 300 chickens—coming along very well, thank you.

GRANDPA GROOMER

We can't say he looks it, but rumor is that Roger Groomer, head of the Claim Department, Auditor of Revenues' Office, Kansas City, is battling a mental age handicap these days. "Roge" is a grand-dad now and his office mates insist on reminding him of it!

BRIGHT SAYINGS OF KIDS

JANET DOUGHERTY, daughter of Fred Dougherty, Secretary to General Superintendent of Transportation (announcing she was going to a shower with her mother): "And it's not a shower bath—it's a party!"

TOM MCCONNELL, Chief Clerk to General Superintendent of Transportation (when he received word that a door from one of our new box cars was found on another line and returned): "Well, that makes everything hunky-doo-y!"

NEW IN A. OF R.

Recent employes in the Auditor of Revenues' office are Eleanor Stratton and Helen Louise Brown, Machine Operators, and Wallace Nobles, Junior Clerk. Wallace hails from the Local Office, Kansas City.

CADDIS PARISH IN K. C.

Shreveporters will be interested to know that Caddo Parish is now in Kansas City. "Caddo," retired Yardmaster, recently moved to K. C. from Iola, Kansas.

BRAHMA BULLS BERSERK!

Early on an April morning, John Rumby, Electrician at Shreveport shops, got the surprise of his life.

John lives near the K. C. S. tracks in Cedar Grove. Mrs. Rumby, who arose early, looked out the window and blinked.

Did her eyes deceive her? No, it was still there atop the railroad cut! The "it" was the largest member of the bovine family Mrs. Rumby had ever seen. Excitedly, she called John, but the animal had disappeared.

Hurrying down to the track, John looked down into the cut to see seven Brahma bulls. Then they saw John and charged. John charged, too—toward the nearest tree! He pulled himself up, just in time, and was rescued later by members of the Police Department.

It all started when another railroad released 20 of the animals from a car into their stock pen for feed and water. The Brahmas were used to the open range and close quarters irked them. So they proceeded to wreck the pen and make for the "open spaces." Lariats, trees and fences proved useless in corralling the sacred brutes and it was necessary to shoot them all. And that job, itself, took a week!

Lucky John!

Certificate From K. S. T. C.

Sons and daughters of K. C. S. folk seem to have a habit of attaining high scholastic honors and several such cases are reported in this issue. This one has to do with Lois Evelyn Johnson, daughter of H. E. Johnson, Agent at Drexel, who received her life certificate from Kansas State Teachers' College, Pittsburg, this spring. As an added recognition, she was recently elected president of Theta Sigma Upsilon sorority.



Lois Evelyn, who will be 19 her next birthday, first attended school at Lisle while her father was Agent there from 1922 until 1930, when the station was closed. For a short time, while her dad was in charge of the station at Amsterdam, she continued there. The next move was to Sulphur Springs, where Miss Johnson secured most of her high school education. She graduated, however, from Drexel high school in 1935, after her father's transfer to that point, and entered K. S. T. C. the same year.

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"I Wish I Was in de Land Ob Cotton!"

HOW few will fail to recognize in those words the opening line of "Dixie," and how few know the story of the writing of that grand gay chant. Lest some of our readers missed the classic article on this song and its author, in the Kansas City Times, let us give you a few of its many high lights.

"Dixie" was written on a rainy Sunday afternoon, September 18, 1859, at the window of a hotel overlooking Barclay Street in downtown New York City. And on the next night it was sung for the first time, by Dan Bryant's Blackface Minstrels on the stage of Mechanic's Hall on lower Broadway, New York. An instantaneous hit, the song was encored no less than twenty times on that occasion.

Dan Emmet, the author, and incidentally the originator of blackface minstrelsy, was born in Mount Vernon, Ohio, in 1815, the son of a Virginia blacksmith, who never quite could accept his son's bent for the stage. At the time of writing this song Emmet was 44 years of age and was singing in this minstrel show. Things were going badly with them, audiences slim, and the story goes that on Saturday night after the performance Manager Jerry Bryant called trouper Dan in and demanded that he write a new catchy song and have it ready for rehearsal Monday morning. In fact he insisted that it must be done.

Emmet sat in his room, moodily no doubt, trying for hours to lure the Muse, and gazing gloomily at the cold drizzling rain outside. A forlorn dorky ambled by with his coat collar turned up humming a blue and homesick air. The picture brought to Emmet's mind the recollection of "a stray phrase he had heard circus performers use when it was wet and dark and chilly in the early fall on days like this." The phrase was "I wish I was in Dixie." And, as the Times writer says: "He wished he were now, somewhere in the sun. So on that theme Emmet wrote his song." "He wrote the words and the music—half a dozen verses of patter, and that gorgeous tune, with the sun fairly sparkling in it." How could it be better said? "Dixie" has been heard around the world—Europe, Africa, the Orient. Today a graying veteran of the World War described for us an unforgettable moment in London, when his regiment swept into Trafalgar Square and a great English military band began to pour forth the glorious strains of this immortal tune. The hearts of those Yankee lads all suddenly swelled with that strange mixture of longing and joy that we all

experience at the first note of that inspired music.

The first original verse, as written by the author's hand, was:

*I wish I was in de land ob cotton,
Old times dere am not forgotten.
Look away, look away, look away, Dixie
land.*

*In Dixie land, whar I was bawn in,
Early on one frosty mawnin';
Look away, look away, look away, Dixie
land!*

*Den I wish I was in Dixie, hooey, hooey,
rap!*

*In Dixie land I'll took my stand,
To lib and die in Dixie,
Away, away, away down south in Dixie,
Away, away, away down south in Dixie.*

The first introduction of the song in the South is said to have been through its singing by Miss Susan Denin, in a burlesque of "Pocahontas" in New Orleans in 1860, where it scored a tremendous hit. A New Orleans publisher printed and sold it widely throughout the South, and "by the time the Civil War broke out, the South had adopted Dixie as its own." A patriotic version, by Gen. Albert H. Pike, a Northerner living in Little Rock, Arkansas, was widely sung to this music as a war song. The feeling at the time was so violent that Emmet traveling in the North was often insulted and threatened. The singing of it was prohibited from 1861 to 1865, in New York City.

A few days after the surrender of General Robert E. Lee at Appomattox, President Lincoln, while listening to a band concert, requested that they play "Dixie." From that time to now it has been the song of our whole united Country.



"C. O.'s" Cool Retreat

While recuperating from his long illness, C. O. Williams, retired General Passenger and Ticket Agent, has spent many pleasant hours in the garden at his home in Kansas City. His constant companions have heretofore been the two family pets—a toy Boston and a Pekingese. Now only the Pekingese accompanies him, for "Honey" was struck by a passing car and killed on June 19.

The handwork of "Josh" Billings, K. C. S. birdhouse builder extraordinary, is readily discernible.

The Valuable Art of Concentration

DAVID LLOYD GEORGE once said "Years ago I learned a secret as universal as human ambition. Boiled down it is: 'When you brush your hair don't think of anything else.'"

There is a lot of homely sense in this. Most of the things we do wrong are those we do when we are thinking of something else. So it is you cut your finger with your pen-knife, you stumble and fall, you let your wrench slip and hit you in the face, you strike yourself in the face with a hammer held in your own hand, you do your work poorer than you are capable of, etc.

The excuse "My intentions were all right. I did not intend to do it," is mighty poor covering for a multitude of sins.

Watch your step is not only good advice when you begin your day's work, but it is corking counsel to keep in mind during the rest of the day.

And not only that, but keeping your thoughts on what you are doing is one of the secrets of avoiding worry and being comfortable.

When you take your bath in the morning, if you keep your mind on the water, soap and towel and not some unpleasant job you may have to do that day, your bath will do you a lot more good.

When you are eating your dinner you will get much more pleasure out of that function and you'll be less liable to indigestion if you keep your mind on your food and not be thinking unkindly of a fellow workman or your boss.

THIS IS A PART OF THE WHOLE ART OF CONCENTRATION, OF DOING ONE THING AT A TIME, OF BEING MASTER OF YOUR THOUGHTS AND NOT LETTING YOUR THOUGHTS MASTER YOU.

Some people are blown about by the winds of circumstance; their happiness and their success depending on that shifting thing called luck.

No man who has ever put through a great piece of work, whether that work be building a locomotive or a bridge, writing a book, or attaining contentment, ever had any reasonable hope of success until he learned to keep his mind on what he was doing.

When you are awake think of what you are doing, and when you go to bed quit thinking about anything.

WHEN YOU BRUSH YOUR HAIR DON'T THINK ABOUT ANYTHING ELSE!—Anonymous.

Express traffic has shown a marked upward trend in recent years, the Railway Express Agency in 1936 having handled 131,549,000 shipments, an increase of nearly 45 per cent compared with 1933.

The Kansas City Southern Magazine

STAGING A COMEBACK!

Renewed Safety Crusade Results in Forty Per cent Reduction in Employee Casualties Versus 1936

ANOTHER THING for Men and Management of K. C. S. to be proud of is the success of their revived intensive effort to prevent personal injuries.

The reduction in number of reportables to employees on duty so far this year, as compared with 1936, is 40 per cent. At the end of May we are seven (7) reportable injuries under the number for the same period last year. And this in spite of the extra-hazardous footing conditions and high casualty rate in January.

Every department and most all units show fresh determination to do what is needful to insure a good performance. All have apparently seen that the most ardent WISHING for a good record means little unless supported by persistent WILL. They have seen that this job, like any other phase of operation, is never "licked" to the point where effort can be relaxed. Bitter lessons on this point have been taught by experience.

So we all know that three or four months of good performance does not signify that steam can be shut off on the safety movement. Do you know that the third quarter of the year nearly always produces more injuries than any other 3-months period? Five times out of seven it occurs with us on the K. C. S. And right now is the time to be heading that off—taking steps to in-

sure that it does not "happen" during July-August-September, 1937.

In 1931 our casualty rate was 4.5 per million man hours, having been pushed, hammered and squeezed down to that from rates seven times that high ten years before. Since 1931 the rate has been slipping back up until in 1936 it was 9.76, including four fatalities.

Our Goal for 1937 is 4.49, and with a figure of 6.0 so far this year, it will take more or better safety work throughout the rest of the year to overcome this handicap.

Well understood by officers, supervisors and men are the things that must be done: Safety spirit and its benefits have to be talked up and advertised. Reminders must be spoken and written. Hazardous conditions must be found and rubbed out before their toll is taken. Unsafe methods or habits of working must be observed and corrected before they get their victim.

New men enter the service from time to time; older men are being assigned to new jobs now and then; different conditions and kinds of jobs are arising continually. The science of accident prevention is progressive and none of us has completed his education in it. Therefore, let us commend the Four E's of Safety: Engineering, Education, Enforcement and Enthusiasm. And each of these can be translated into a multitude of activities worth while.

Every personal injury is a setback in somebody's struggle for happiness--in some cases too serious to be overcome in a lifetime!

Getting down to **PENNIES!**

TODAY the railroads haul a ton of freight a mile for an average revenue of less than a cent.

That's 23½ per cent *less* than they got for hauling a ton a mile fifteen years ago, when the downward trend in average revenue started.

It's a *billion dollars less* than it would have been in 1936 if the revenue per ton-mile had stayed the same as it was fifteen years ago.

Now some of this difference is due to changes in the type of shipments—but the vast bulk of that billion dollars represents *lower freight rates*—savings for the shipper and the consumer.

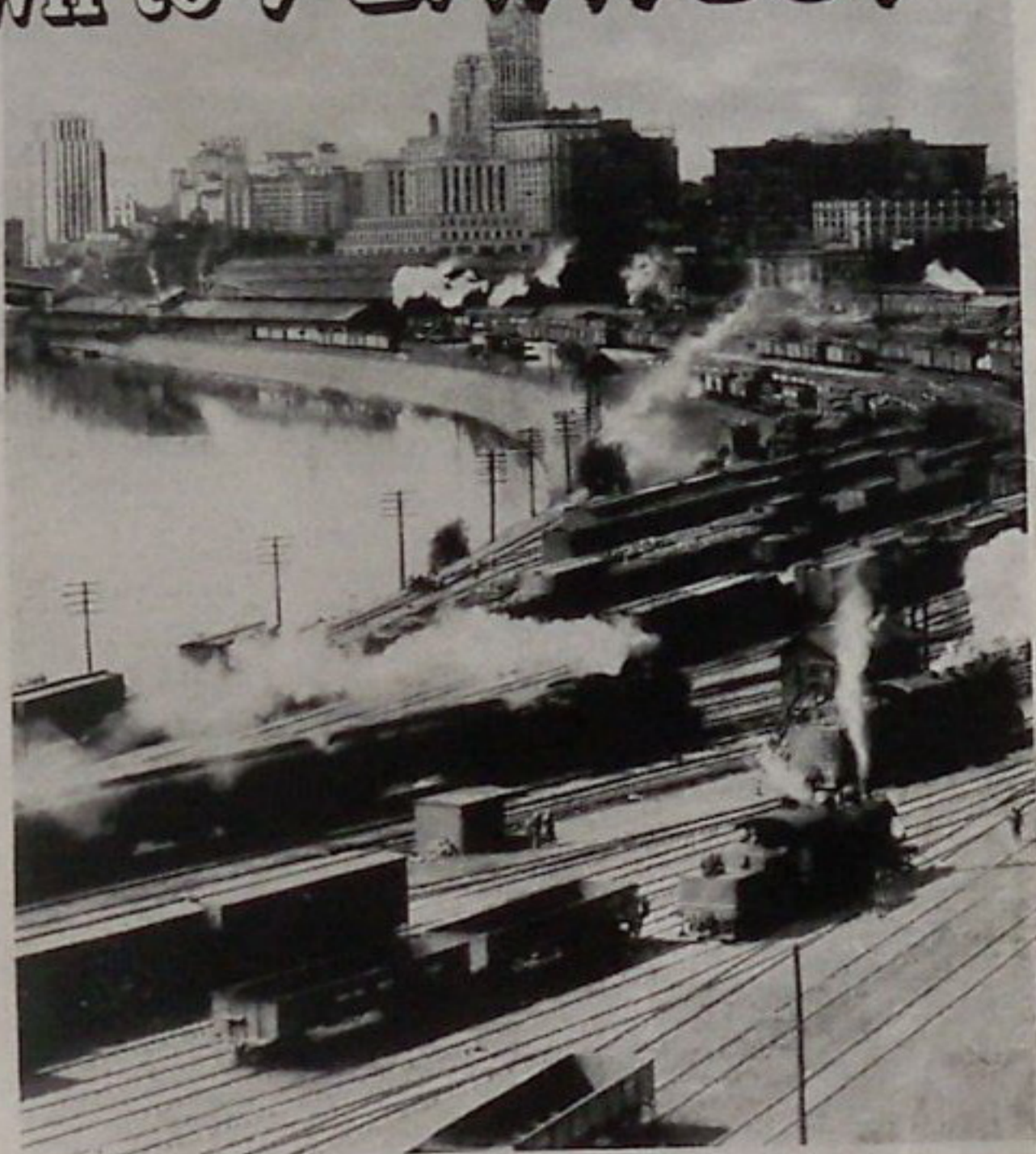
With average revenue shrinking, railroads have had to face mounting expenses. Hourly earnings of railroad workers have climbed to the highest point in history. Prices of necessary materials and supplies, like a lot of other things, have gone up.

Yet look how the railroads have been pushing ahead—figuring ways to give better service on lessened income:

They speeded up freight schedules; put billions into new and better cars and locomotives, heavier rails and improved roadbeds. Today freight moves fifty per cent faster than it did just a few years ago.

They perform a daily miracle keeping tab on two million freight cars—so that you may have cars *where* you want them when you *need* them.

Working hand-in-hand with shippers, they cut freight



loss and damage *more than eighty per cent*—developed better ways to pack, load and handle goods.

You know what they've done in passenger service, too—faster trains, even greater safety, more comfort and cleanliness, air-conditioning and all the rest. *And yet passengers today pay an average of 42 per cent less per mile than they did in 1921.*

It's a great record—you couldn't ask for a better picture of how the railroads are handling a tough job. On that record, the railroads have *earned* the right to ask for equality in regulation and treatment, for a chance to meet competition on a basis fair to all.

SAFETY FIRST—
friendliness too!

ASSOCIATION OF
AMERICAN RAILROADS