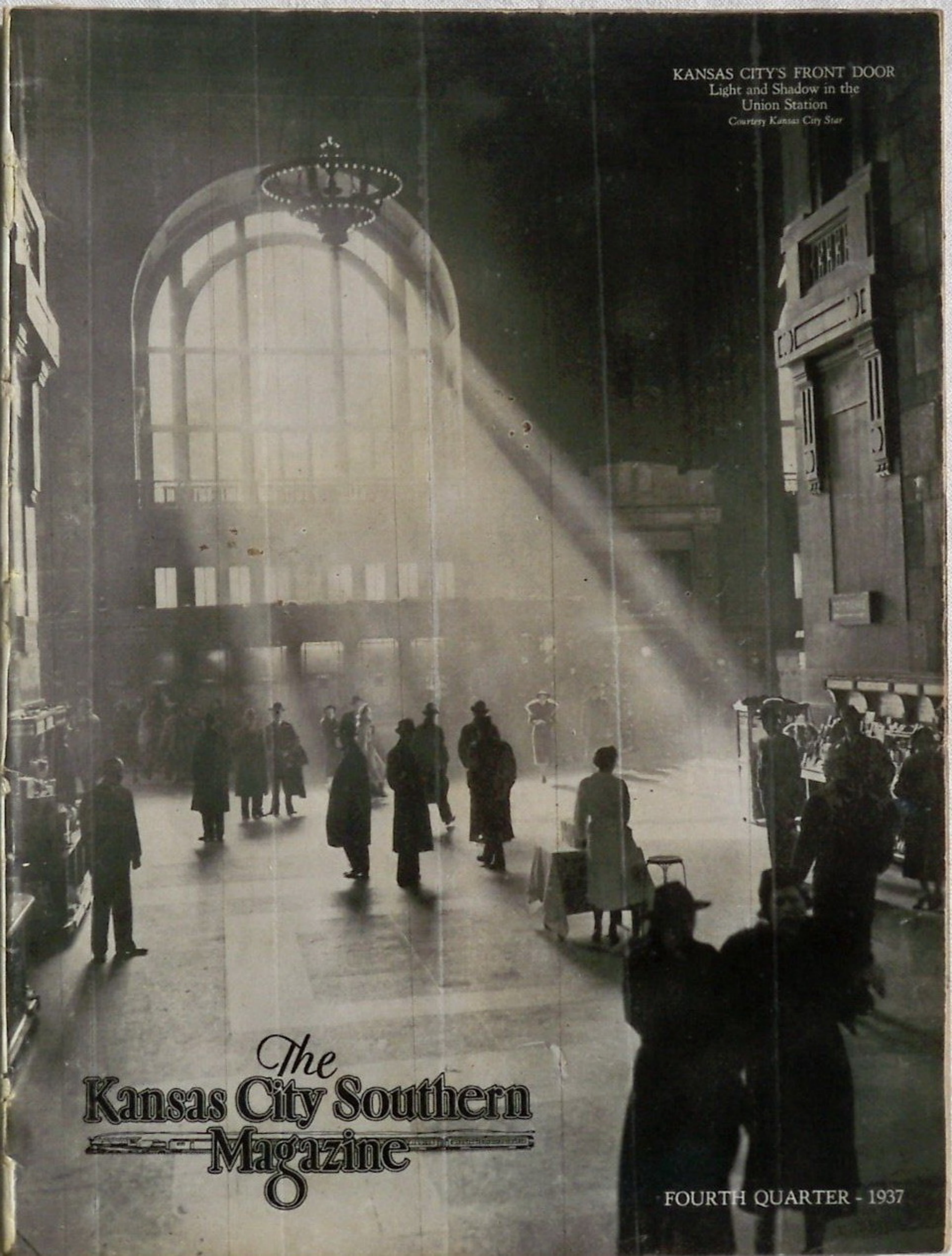


KANSAS CITY'S FRONT DOOR
Light and Shadow in the
Union Station
Courtesy Kansas City Star



The
Kansas City Southern
Magazine

FOURTH QUARTER - 1937

A "Living Wage" for Railroads

HEARINGS on the urgent petition of the railroads for increased revenues are now being held by the Interstate Commerce Commission at regional points throughout the country, with final hearings to begin in Washington January 17.

Witnesses for the carriers already have testified, with presidents of the largest systems on hand in all of the days now confronting their industry because of its inability to offset the rise in expenses by prompt increases in the fare. The railroads point out that since the low of the depression prices on materials and supplies they use have advanced about 40 per cent, while rates have been cut until today the railroads receive 24 per cent less for hauling the average ton of freight one mile than they did in 1932.

So the name of the railroads is, after all, not an effort to set rates above former levels, as the word "increase" might imply, but simply to recuperate some of the reductions made in the past several years.

Although recognized as one of the most efficiently operated industries, railroads in 1936 had left after paying operating expenses, only 137 cents per dollar of investment, out of which to pay interest, finance improvements and reserves and pay dividends, if any. After paying interest on debts and other necessary fixed charges in 1932, 1933 and 1934, there was no net income remaining. Instead, there were deficits after fixed charges had been paid in those years.

The result has been to place 96 rail carriers in the hands of receivers or trustees, so that a total of 71,386 miles of line, or 28.1 per cent of the total railroad mileage in the United States, is now being operated under court supervision.

In addition to railroad presidents and traffic executives, shippers, security owners, consumers and others have appeared to prove the need of the carriers and to point out the

widespread benefits that would come with added revenues. With favorable action by the commission, the result on every railroad in the land would be as expressed by E. E. Norris, President of the Southern Railway System, who said: "If I, for instance, could confidently anticipate prompt and favorable action on the application before you, I would happily go back to my office. . . . recall many hundreds of laid-off men and start buying some of the many millions of dollars worth of equipment, material and supplies that we need."

Here we are from all over the country engaged in a hearing on the proposition of how we shall meet our increased costs of doing business—and our increased costs must be perfectly obvious to everyone. I venture to say that those who are here to argue against our application for increased rates, or rather a restoration of former rate levels, have, without a single exception, increased the sales price of their products in recent months for the very same reasons that we in the railroad business are urging upon the commission in our request for advanced rates, namely, increased costs of all materials, increased wages and increased taxes.

Railroads buy 70,000 items of materials and supplies; they consume 23 per cent of all the bituminous coal mined in this country, 19 per cent of all the fuel oil produced, 17 per cent of the iron and steel production and 30 per cent of the entire cut of timber. To meet the higher costs of these necessities and to pay increased wages, pensions, taxes, etc., more revenue is imperative!

When the true situation of the railroads is known, there should be no opposition to an adjustment of charges that will permit continuation of adequate service. Employees, therefore, are urged to study the needs of their industry and to lend their assistance in presenting the facts to the people.

The

Kansas City



Southern

Magazine

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Paid advertisements not accepted.

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

October-November-December, 1937

The Grade Crossing Toll

LIVES snuffed out at grade crossings numbered 1,144 during the first eight months of 1937, an increase of 11.3 per cent over the number killed in that period, 1936.

Eleven hundred and forty-nine grade crossings were eliminated during the year ended June 30, according to a report from the Bureau of Public Roads, just made public.

Out of the 200 million dollars authorized for this purpose by the Emergency Relief Appropriation Act of 1935, only \$8,729,528 remained available for work not yet approved as of June 30. At that time 1,152 projects had been completed and 772 were under contract. A number of others were approved but not under contract. The amount that had been expended on completed projects at that close of the fiscal year was \$84,836,616, while \$93,322,378 had been assigned to work under contract.

That many more would have been killed in the past year, but for the elimination of more than 1,000 important grade crossings, can be taken for granted. And the completion of this program may easily account for several hundred humans saved from death yearly for a long time to come.

The railroads, including our own, carry on a continuous prevention campaign directed at the grade crossing accident hazard. Posters are displayed for public information or reminder, railway employees are educated and reminded constantly of their duties to the public at grade crossings, and the conditions at crossings—together with ordinary and special forms of protection—are receiving attention daily.

His own intelligence is the measure of the driver's restraint at a large number of grade crossings (since no appreciable effort is made to enforce existing laws), and in many cases it looks as though the degree of restraint described is negligible.

Were it not for the unceasing campaign waged by the railroads, it is this observer's firm belief that the number of people killed or maimed at grade crossings would be at least doubled or trebled. A study of many years' experience, countrywide, shows that there has been a real decrease in the number of grade crossing accidents per million automotive vehicles operated.

Rumor is a Pipe . . .

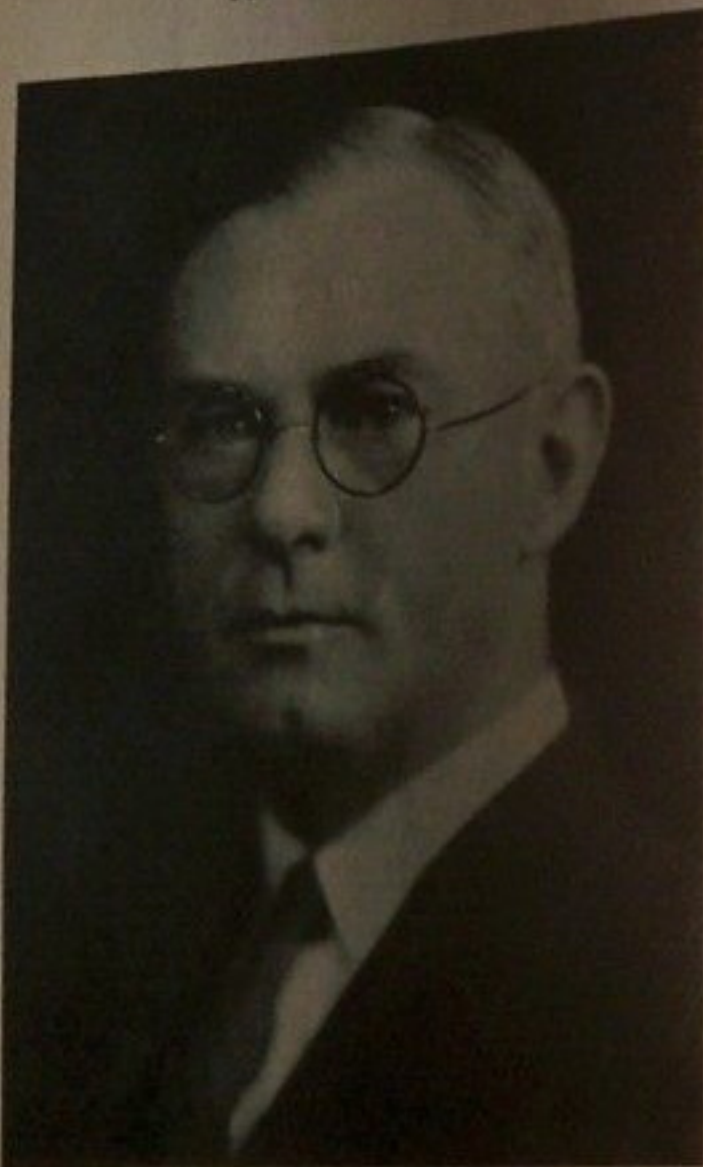
Blown by surmises; jealousies; conjectures,
—Shakespeare.

The flying rumors gather'd as they roll'd,
Scarce any tale was sooner heard than told;
And all who told it added something new,
And all who heard it made enlargements too.
—Pope.

Rumor has a hundred tongues, a hundred mouths,
a voice of iron.
—Virgil.

He that easily believes rumors has the principle
within him to augment rumors.
—Jane Porter.

G. B. Wood, Vice-President in Charge of Traffic



became Mrs. Wood December 1, 1900.

An item in the local newspaper reported that Col. S. W. Foster was in town. The colonel had just been appointed for the K. C. P. & G. friend of the elder Wood, known to his father in the matter of employment. Colonel, who recognized the department timber in the man's makeup.

So it was that G. B. Wood began his railroad career in the Traffic Department of the T. & F. S. Ry. at Shreveport, La., in 1899, at the age of 21. He became Commissioner of the road there and was appointed General Agent of Kansas City Southern at Shreveport. Next, in 1901, he was General Agent at Memphis and in 1902, he was elevated to the position of General Freight Agent of T. & F. S. at Texas. In 1903, Mr. Wood was appointed Assistant to the President at Boston and in 1918 he came to Kansas City in a similar capacity. January 1, 1928, he was made General Freight Agent in charge of solicitation, with headquarters in Kansas City. His true was changed to Freight Traffic Manager and his present elevation was to that position.

Mr. Wood always has treated every employe as a part of business. Since the welfare of the company and its people are inseparably linked, he points out that more business means greater security and steadier employe for all. "Our property and personnel are equal or superior to those of even larger lines," he feels, "we have a right to be proud of our railroad and we can express our pride by giving the best to our employes. In that way, we all can be secure and retain business."

The Kansas City Southern

Siloam Springs Honors Harvey Couch and the Kansas City Southern



HARVEY COUCH, CHAIRMAN OF THE BOARD OF DIRECTORS

Leaders from Wide Territory Visit Ozark City in Tribute

SILOAM SPRINGS, ARKANSAS, values its railroad as one of its greatest assets. The reason extends back more than forty-four years, when the town was groping for some firm support after an expansive boom had fizzled out. The collapse brought forcefully to the community leaders the fact that permanent growth and stability hinged on one thing—a railroad! That railroad proved to be the Kansas City Southern, which began operating into Siloam Springs in 1893.

To show their appreciation for the part the railroad has since played in the up-building of their city and section, and to do honor to the line's Board Chairman, one of the leaders of their state, the people of Siloam Springs set Wednesday, October 23, as Harvey Couch-Kansas City Southern day and prepared to celebrate.

Invitations to All Points

Through its Chamber of Commerce, Siloam Springs sent invitations to business,

professional and civic leaders at every point on the K. C. S., with further invitations to neighboring towns, to join in the gala occasion. And so it was mid-October's bright blue weather that hundreds of visitors trekked to Siloam Springs to partake of the city's hospitality.

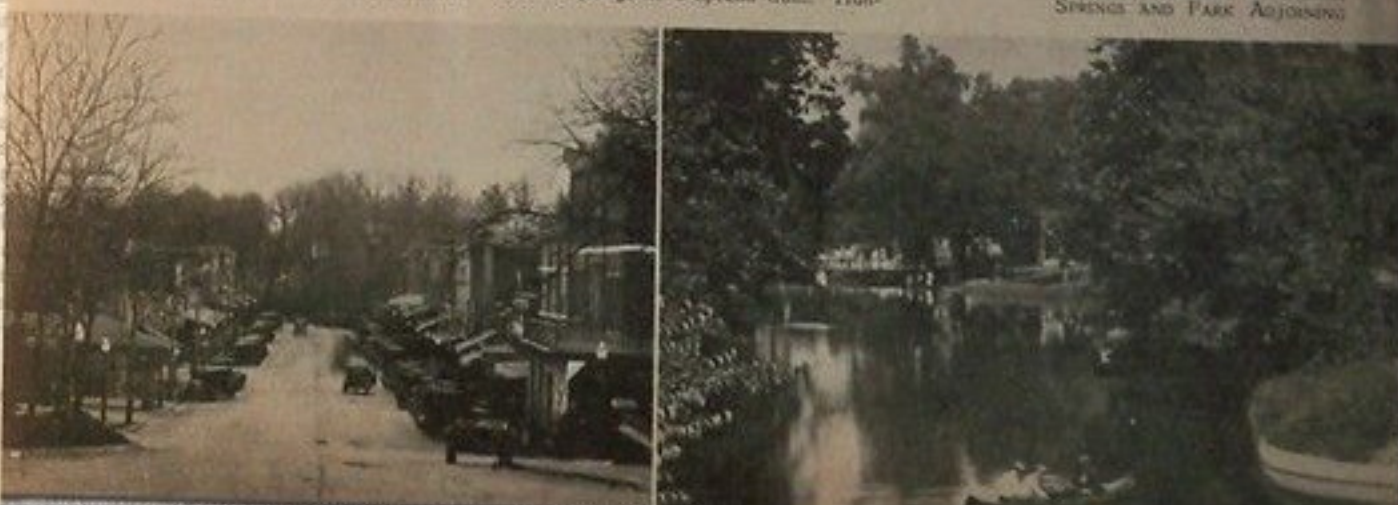
Chairman Couch and President Johnston arrived in the city with their party from the south the morning of the 20th, after attending the annual dinner of the Chamber of Commerce of Ft. Smith. From Shreveport, on the same train, came L. E. A. business car "Magnolia" carrying C. P. Couch, President of that line, and his associates. Business cars and an extra sleeper from Kansas City carried a party of civic and business leaders, accompanied by W. N. Deramus, Vice-President and General Manager, and other officials. At Pittsburg, the equipment was combined with other cars provided for the Kansas City Southern band for handling on to Siloam Springs as a special train. Hon-

dreds of other visitors came by regular train and automobile, in response to the city's invitation.

Breakfast on Cars

Breakfast was served on the business cars, augmented by a diner set out for the purpose. As guests of Chairman Couch and President Johnston for the morning meal, and designated by Siloam Springs businessmen to represent their city, were John E. Brown, President John Brown University, Marion Wasson, President Bratt Wasson Bank, C. R. Jones, Jones Supply Co., President Chamber of Commerce, C. M. Sisco, Sisco Drug Co., and

BUSINESS SECTION OF SILOAM SPRINGS AND PARK ADJOINING



GUY B. WOOD was appointed Vice-President in Charge of Traffic, effective November 1, succeeding H. A. Weaver, who retired voluntarily on that date.

Mr. Wood was born in Hot Springs, Arkansas, November 1, 1878, the son of a prominent attorney. After his graduation from

the University of Arkansas, he completed a stenographic and book-keeping course and was eager for a job. His father wanted him to take up law, but to Gray it seemed the profession already was crowded. He wanted an assured income, so, admirably, there was a young woman in the case who



A FEATURE OF THE SILVER SPRING CELEBRATION WAS THE K. C. S. BAND FROM PLYMOUTH, WHICH WAS KEPT HERE ALL DAY. HERE THE BOYS ARE PLAYING FOR ONE OF THE SCHEDULES.

Locomotive Engineer, who was a member of the first crew to run into Silver Springs. M. J. Sullivan, veteran Conductor, now retired, also was introduced as a member of an early crew into the town, with George Prewell, Agent there since 1899, taking a bow.

Other speakers included John E. Beards, who made the address of welcome; Bece Forrester, President Chamber of Commerce of Kansas City; Fred Goldman, Past-President of the Kansas City Chamber; R. Crosby Kenner, a Director of the line; and C. P. Couch, President of the L. & A.

After the feature program, Mr. Couch and his party left by automobile for Pine Bluff, with a motorcycle escort consisting of Bob LaFollette, Assistant Superintendent of Arkansas State Police and four rangers. The special train departed for Kansas City shortly after.

Many from Kansas City

Visitors at Silver Springs included some fifty K. C. S. officials and employees from various points. Others in the party from Kansas City, not already mentioned, were: Frank McKinley, Pres-

ident American Asphalt Road Corporation; Robert H. Manning, Editor-Manager Northwest Missouri; W. F. Dwyer, President Douglas, E. Co.; A. E. Bonta, Vice-President Kansas City; James E. Light, City Liberty President of the Chamber of Commerce of Kansas City for the fiscal year beginning November 1, 1927; W. Lawrence Dickey, Editor Kansas City Journal-Post; Paul J. Williams, Correspondent Kansas City Star; R. J. Mansfield, President Missouri Construction Co.; Harold Scott, President South-Groves Printing Co.

The Silver Springs Committee

Silver Springs headquarters who directed arrangements for the celebration were: C. R. Jones, James Supply Co., President Chamber of Commerce; Marion Wagon, President Bank Wagon Bank; John E. Brown, President and Richard Halper, General Manager; John Brown University; C. M. Soren, Soren Drug Co.; W. S. McElhinney, Local Manager Arkansas Western Gas Co.; A. D. Prater, Secretary of the Chamber of Commerce and President of the Rotary Club, also had an important part in the plans.

Streamlined Train Idea Patented Years Ago

Yes, sir, it's true, in spite of the claims of modern inventors that the streamlined train of the twentieth century was invented by them. The man who conceived the original idea of the "streamlined train" was a young theological student, Samuel R. Colthrop, who served as a coach at Harpersburg, Miss., during the Civil war days.

Samuel Colthrop's "air-resisting" train in his design has the appearance of a single unit, with a flexible vestibule between each coach. The engine has a "snub nose," instead of an old-fashioned cowcatcher. Also the engine is constructed in metal, except for the boiler and smokestack. Streamlined wheels are placed all the way around the coaches. The wheels were designed to rotate in a point.

In his plans of the "air-resisting" train, the young preacher-inventor also included a system of forced air conditioning for the coaches. In this he anticipated modern air-conditioning of passenger trains by nearly three-quarters of a century! So he might rightfully be called the father of modern air-conditioning as well as the father of the streamlined train.

But the "air-resisting" train was only a dream on paper. It never got anywhere on wheels and tracks—except in model form. Sharing the fate of many inventors, his idea was frowned upon as impractical.

If you doubt that he deserves to be dug around to the patent office in Washington and ask to be shown the design. On paper, it looks amazingly like the modern streamliners.

—James Hungerford in *Globe Magazine*

Colonel Julian L. Schley, former Governor of the Canal Zone, was appointed chief of Army engineers by President Roosevelt, effective October 17. Colonel Schley succeeds Major General Edward M. Markham.

FRIENDS CHARTER TRAIN FOR WEDDING



This story of a trip made by chartered train from Shreveport to DeRidder and return, by a party of friends, to attend the wedding of Douglas Fisher Attaway and Miss Marian Sailor, was written by a staff member of the Shreveport Journal. Your Magazine has acknowledged, with appreciation, the report and pictures, likewise the generous praise of service rendered by R. C. S.



THE WEDDING GUESTS AT SHREVEPORT AND (LOWER) CARDS IN THE DINER.

ON December 4, friends of Douglas Fisher Attaway, son of Mr. and Mrs. Douglas Attaway, of Shreveport, with the assistance and advice of Frank Ford, Assistant to the President, Kansas City Southern Railway, chartered a train to attend young Attaway's marriage to Miss Marian Sailor, daughter of Mr. and Mrs. Walter E. Sailor of DeRidder. The wedding was solemnized in the First Baptist church of the latter city.

The train, made up of new, air-conditioned equipment, left Shreveport at 3:00 p. m. The train crew for the round trip consisted of Conductor C. E. Tucker and brakeman W. H. Thiippen. Engineers Joseph Corrigan, R. L. Aycocock and Dan Gielen; Firemen R. E. Cavanaugh, Luther Sartin and Harry Lee, officiated over various stretches of the trip on the head end.

Unusual Stop Necessary

The trip down was marked by several unusual happenings. The baggage car had been fitted up as a game-room to be used, with the diner, for the entertainment of the passengers. However, a hurried check as the train left the Union Station revealed that every detail necessary for a pleasant afternoon had been provided by S. G. Hopkins, Division Passenger Agent. E. J. Fitzmaurice, Steward of the diner, and the guests themselves, except that no "gallopin' dominos" were available. So the train was stopped at Cedar Grove and two of the longest-legged guests made a dash to a drug-store for the badly needed accessories.

Perhaps this is the first time in the history of American railroading that a special train, or any other, made an unscheduled stop to "load" a pair of dice.

Radio Installed

Since the annual football game between Centenary college of Shreveport and Louisiana Tech. of Ruston was being played in Ruston, an event in which all the passengers were interested, a radio was installed in the diner to receive the play-by-play broadcast over station KWKH. The steel construction of the car prevented clear reception, but Electrician Adney was the hero of the hour by stringing an outside aerial. This brought the game in clear and strong, to the entire satisfaction of both Centenary and Tech. supporters, especially since it ended in a 7-7 tie.

Upon arrival at DeRidder, the group was met by a cavalcade of cars for the

trip to the hotel, where rooms had been provided for dressing; to the church for the wedding; to the Sailor home for the wedding reception, and back to the train for its departure at 9:30. The return required two hours and fifty minutes, the train arriving in Shreveport at 12:20 a. m.

Dining Car Service Enjoyed

According to one of the guests, "the high-light of the run home was the excellent dinner we had on the diner." The scene in the diner, snapped on the run down, shows some of the guests being well entertained. This unique wedding excursion was a keen success, as the pictures and this account, written by one of the party, will prove.

Douglas Attaway, father of the groom, is President and Publisher of the Shreveport Journal. Walter E. Sailor, father of the bride, is Manager of the Long-Bell Lumber Company plants at DeRidder.

LOOKING ACROSS LAKE PINEWOOD, SILVER SPRING, INTO OKLAHOMA



Hal Gaylord Retires



was City Times. With the sale of the Kansas City Journal, then owned by the late Colonel Robert T. Van Horn and Walter A. Banker. In 1896, he joined Charles S. Gled in purchasing the Kansas City Journal. After the death of Mr. Gled, and the sale of the paper to the late Walter S. Decker, Mr. Gaylord came to the Kansas City Southern, June 1, 1922, as Assistant to the President.

Since his retirement, Mr. Gaylord has been making good use of the Gladstone bus and travel kit presented to him at a testimonial dinner on November 2. As to the future, he has no definite plans—but there's always the intriguing odor of printer's ink!

J. F. Newsom Quits to Regain Health

THE problem of wresting a living from a homestead claim in the semi-arid Indian Territory led J. F. Newsom to the study of agriculture. Just before retiring November 1, Mr. Newsom, Agricultural Development Agent for the past eighteen years, looked back to the home on virgin land he and his bride built just after the turn of the century. The original claim is now part of a 120-acre farm Mr. Newsom owns near Hooker, Oklahoma.

Christened James Frederick, Mr. Newsom was always known as Fred as a boy and young man. He was born in Florence, Alabama, March 2, 1871, but he remembers Texas best, for it was there he attended the public schools and Southern Methodist University, Dallas, where he earned B.S. and A.B. degrees. After seeing the conditions necessary to be met in the Oklahoma Panhandle, he completed short courses in agriculture at Oklahoma



A. & M. and pursued special research studies in several other agricultural colleges.

Mr. Newsom chuckled as his mind swept back to 1905—the year of his homesteading venture. "It certainly was good training for a bride and groom," he smiled. "Not a piece of native wood the size of a pencil in fifty miles, and not a drop of water save that from deep wells."

Mr. Newsom managed to get lumber to build a house on the claim, but there wasn't enough money left to drill a well, so water had to be hauled from the nearest neighboring place, two miles away. Three important events occurred in 1907. Fred Newsom drilled a well 160 ft. to water; a daughter was born to his household and Oklahoma came into statehood. In his work for farm improvement young Newsom had become a leader and was persuaded to run for public office in newly-formed Texas county, Oklahoma. Elected Clerk of the District Court, he moved his family to Guyton, the county seat, where he held various offices until September, 1915.

Next, he was with the United States Department of Agriculture, Extension Division, with headquarters at Beaver, Oklahoma, and from September, 1915, until the fall of 1919, he worked with farmers in the Panhandle. Leaving there, he came to the Kansas City Southern to take charge of the Agriculture Department.

At Mr. Newsom's suggestion, and under his supervision, many new crops have been introduced into our territory, including the Concord grape, of which the seasonal yield now is more than 1,000 carloads. Since his coming, the strawberry yield has grown from a few hundred cases to several thousand annually, apple growing has been stimulated and the commercial production of green wrapped tomatoes, Irish potatoes, cucumbers and cantaloupes long ago became a reality, even in sections where such production was thought impossible. Hand in hand with stimulated production, canneries, condenseries and marketing associations have been induced to locate and do business in the territory, to assure ready profit to growers.

"It's good to look back and see the growth and improvement in our territory," Mr. Newsom says, "but, because of my health I've been working uphill for the past five years. The job now is to recuperate." Asked about possibilities in the Kansas City Southern Ozarks, Mr. Newsom's best recommendation is that he intends to locate there himself when his condition will permit the physical exertion necessary for the upkeep of a small farm place.

The Newsoms have two children, both teaching in foreign fields. Uarda, 29, the daughter, is Director of Athletics and Recreation for women and girls at Palana Settlement, Honolulu; Jack, 27, is Professor of Mining Engineering in Mapos Technological Institute, the scientific branch of the University of Manila, Philippine Islands.

The Kansas City Southern Magazine



George Smith Believes in Retirement Law

ANNOUNCING his retirement from active service as of November 23, 1937, at the age of 64 years, 11 months, George Smith expressed himself as feeling that age 65 as written into the much appreciated railway pension law is a good criterion to guide men engaged in the exacting and responsible service of running steam railroad trains.

Mr. Smith steps down from the proud position as oldest Conductor in point of seniority on the Northern Division, having been promoted March 5, 1900, after serving three years as brakeman. His railway service began with the Chicago, Burlington & Quincy in 1889, and he came to the K. C. S. as an experienced trainman.

Retired Conductor Smith looks back with pleasure and justifiable pride on an unusually successful career in railway service, and cherishes letters congratulatory and complimentary from the official family. In addition to train service, he filled the position of General Yardmaster at Pittsburg for a year or more around 1914, and from March, 1919, until June, 1921, did outstanding work as System Safety Inspector.

Acknowledging a recent letter from his Division Superintendent, Mr. Smith voiced the feeling that must be in the hearts of many—that he regards of much benefit and as real privileges the opportunity of remaining in the Employees' Hospital Association, with its fine staff and accommodations, his continued pass privileges extended by the Company as well as paid up insurance arranged by the Company.

Mr. and Mrs. Smith will continue, at least for some time, to live in their own home at Heavener, where they have two grandchildren in addition to two at Sedwell. After a rest and with the coming of spring, George expects to wet a few

Engineer Reeves Gives Up Cab Seat

The retirement of George A. Reeves, well-known veteran locomotive engineer of the Second District was briefly announced in the last previous issue of this magazine.

Now we have been able to get a picture of him in his "regimentals" which for many is not required to call to mind his pleasant personality. But for others along the line especially outside of the service, it may serve to introduce a gentleman who has served the Kansas City Southern in this vocation with exceptional success. "A clear record" in railroad parlance means a lot, especially in the case of a man who can look back on forty years in engine service on one railroad, of which 38 years were at the throttle of a road locomotive. In the past thirty years nothing but commendation appears on George Reeves' record.

George Reeves was born in Wabash, Indiana, June 5, 1868, and is therefore approaching closely to three score and ten.

He first entered railway service as a Fireman for the Big Four Railroad in Michigan in 1891, and remained there for three years, about. Coming to the K. C. S.



(then Kansas City, Pittsburg & Gulf) on May 28, 1897 as fireman, he was promoted to Locomotive Engineer on July 23, 1899, and his service has been continuous, except for brief leaves of absence and one sick leave.

lines for the larger boxes in Black Fork, and later is planning to do some traveling, if the Missus will go along.

Do a lot of trucking at night, and you won't get much hauling done the next day.

Pete McCabe, "Oldest" Engineer, Retires



Kansas City, G. O., December 21, 1937.—PETE McCABE was a very welcome visitor among old friends in the General Offices this morning. It seems he didn't have to get his sleep today in order to officiate on one of the big Pacifics on No. 15 out of Pittsburg to Warts during the night.

In fact we surmise his sleeping will be done mostly at night now, and his conscience ought to be clear, for he has been doing a swell job of locomotive running since the date of his promotion to Engineer, October 1, 1895, after coming to the line as Fireman, June 22, 1891.

More formally speaking, Locomotive Engineer Peter McCabe, of Second District, Pittsburg, Kansas, announced on December 13, 1937, that he had retired from active service of the Kansas City Southern, after 46 years.

Mr. and Mrs. McCabe will likely do some traveling a little later. But just at present he is going to enjoy his leisure around the home town. Besides, it is suspected that there will be difficulty in their going far or staying long away from those highly interesting grandchildren who live in Pittsburg.

Mr. McCabe was the oldest Engineer in point of service.

On the Nairobi-Mombasa line of the Kenya railway in East Africa recently, a white rhinoceros charged a locomotive and derailed the train, injuring several passengers. The rhino was killed. Big game of all sorts is frequently seen along this line, but this is the first instance of animals charging trains.

—Railway Age.



Veteran Roadmaster Deserts Track

A glimpse at this picture makes introduction seem almost unnecessary, at least for a majority of officers and supervisors, as well as a large number of Maintenance of Way men that he brought into service and has had a great share in training.

John Turman first entered service as Section Laborer on the Northern Division in February, 1897, and was promoted to Section Foreman two years later. Re-signing in 1903, he came back as Extra Gang Foreman in 1912, January 1st, to be exact, and was promoted to Roadmaster in April, 1919, the position he held at various points on the railroad, up to the time of his retirement as of August 1, 1937. His headquarters have been in Heavener, Oklahoma, for the past five years.

Mr. Turman was born in Van Buren, Arkansas, January 12, 1869, making him about 68 years of age. A man of rugged physique it was only in the past year or two that he suffered noticeable impairment of health after many years of tireless devotion to the duties for which he displayed exceptional talents.

Veterans Acknowledge Quarter-Century Emblems

John T. Ackman, Chief Post Inspector, Pittsburg.

It is with sincere thanks that I acknowledge receipt of your letter of September 15, also my twenty-five year service emblem, of which I am very proud.

It has been a pleasure and great privilege to have served the Kansas City

Southern for this length of time, and I hope to be able to render the best service I can in the future.

Joseph F. Gall, Clerk, Supt. of Machinery, Pittsburg.

(Mr. Gall completed twenty-five years of service shortly before his death September 20. The acknowledgment is by his wife.)

No doubt you are advised of Mr. Gall's death, but I wish you to know how much real joy the receipt of your letter and the recognition of his 25 years of service gave him. He was so proud of the little button and said "I'll wear it when I go home," and he asked me if I did not think it a nice letter.

Through all his terrible suffering, he was conscious to the last and appreciative of his friends and associates.

Thank you for the pleasure you gave him in his last hours.

James A. Haley, Section Foreman, DeQueen.

I take this manner in acknowledging receipt of your letter of November 27, enclosing twenty-five year service button.

It is gratifying to know that I have been blessed with the good health I have enjoyed during the past 25 years, which has enabled me to perform my duties in the Maintenance of Way Department to the satisfaction of my superior officers.

I have had the privilege of being retained in the service and sincerely hope to continue in the service for the next 25 years. I will continue to put forth my best efforts for the best interests of the company.

Elic P. Malone, Conductor, Shreveport.

This will acknowledge receipt of your letter of November 2, enclosing my twenty-five year button.

I am, indeed, proud of this button and the service it represents, and I look forward to continued service with the railway.

J. E. McQueen, Switchman, Beaumont.

This will acknowledge receipt of your letter of October 27, with twenty-five year service emblem. I am very proud that my services have been such that I was allowed to earn this emblem.

Many thanks for your good wishes as expressed in your letter.

Clyde E. Osborn, Station Clerk, Ft. Smith.

I have waited to acknowledge your letter of October 10, received with my quarter-century service emblem, because I have been at a loss to express my appreciation. Yes, as you so kindly mention, I know full well that twenty-five years of continuous service with one railroad is an accomplishment for anyone to be proud of and I am truly happy and grateful that I have been able to earn that distinction.



Ill Health Impels Retirement

Interesting to a wide circle of friends and acquaintances, both in K. C. S. service and those who have retired or gone to other lines, will be the news of the retirement, September 30, 1937, of Thomas Henry Clapham. This step at age 62 was impelled by continued impairment of health, which it is hoped may be improved by shedding the responsibilities of the position as General Road Foreman of Engines, in which and formerly as Traveling Engineer, he had served with distinction since 1920.

Mr. Clapham, a native of Carric Fergus, Ireland, came to the K. C. S. as Locomotive Fireman, July 24, 1902, and was promoted to running on February 9, 1907. For a period of more than a year during government control, Mr. Clapham served the V. S. & P. (now Illinois Central) as Traveling Engineer. For several months in 1920 he was on leave from the K. C. S. to serve an outside concern of railway industrial engineers.

Mr. Clapham enjoys a well-earned reputation far and near as an expert on locomotives and as a practical and theoretical exponent of air-brakes, of which he is a recognized master.

It has taken exactly half of my life up to the present time and though the right-of-way has not always been entirely clear, I have enjoyed every minute of it and sincerely hope that I may be permitted to serve many more years, efficiently and profitably both to our company and to myself.

L. P. Sompter, Locomotive Engineer, Heavener.

This will acknowledge receipt of a twenty-five year continuous service button, for which I thank you from the bottom of my heart.

The Kansas City Southern Magazine

I assure you that I am proud to have been successful in my work that has allowed me to remain with the Kansas City Southern for that length of time, and if the Lord is willing and I keep my health, I hope to remain here until I reach the retirement age.

Robert B. Pitts, Roundhouse Clerk, Heavener.

It is with a feeling of gratification that I acknowledge receipt of your letter enclosing the twenty-five year emblem.

My twenty-five years with the Kansas City Southern have been most pleasant.

Picture Recalls "Good Old Days" at Mena

MENA in the "gay nineties" usually turned out a right smart "reception committee" for the "P. & G." flyers. And, believe it or not, there was many a ticket and in the old depot pictured here. Many will remember fried chicken in connection with the structure adjoining, where the "beans were fed" on a meal stop.

Looks like a fairly substantial round-house in the background, although one of today's 900's would likely fill it to running over.

In those days the cabooses seem to have sported two cupolas and were painted white, on the outside at any rate.

They didn't pose a man at the front of the locomotive, for some reason, possibly because that would have cut off too much of the view. Anyway, her size can be calculated by the distance between rails—averaging 4 ft. 8½ in.

Posting conditions between the tracks were a bit below present-day standards around prominent passenger depots.

RETIREMENTS

Retirements in the period September 1 to November 30, both inclusive, were as follows:

Name	Occupation	Location	Date Last Entered Service
BILL W. BAILEY	Crossing Flagman	Joplin	July, 1914
W. S. BELL	Locomotive Engineer	Heavener	May 31, 1901
HARVEY T. BENWICK	Crossing Flagman	Pittsburg	1898
W. H. BOICE	Stores Laborer	Pittsburg	Sept. 8, 1921
A. E. CHANCY	Drawtender	Houston River	April 1, 1921
THOMAS H. CLAPHAM	Gen'l. Road Foreman of Engines	Pittsburg	July 24, 1902
JOHN B. COWANS	Storehelper	Shreveport	Mar. 1, 1916
DAVID H. DILLER	Locomotive Engineer	Pittsburg	Nov. 11, 1897
LEON H. DONAHUE	Crossing Flagman	Kansas City	Sept. 9, 1918
CHARLES R. ELLSWORTH	Special Officer	Kansas City	April 1, 1918
THOMAS J. ESKRIDGE	Section Laborer	Anderson	Sept. 2, 1914
E. M. FITZPATRICK	Locomotive Engineer	Pittsburg	Aug., 1898
HAL GAYLORD	Assistant to President	Kansas City	Mar. 15, 1925
PORTER H. HARRIS	Division Engineer	Port Arthur	Nov. 1, 1895
WILLIAM F. HENSE	Agent	Decatur	July 29, 1907
SOLIMON HOFFMAN	Conductor	Pittsburg	Mar. 10, 1897
CORNELIUS LEARY	Crossing Flagman	Kansas City	May 16, 1907
ED MCGANN	Crossing Flagman	Beaumont	Mar. 22, 1918
GEORGE S. McMILLEN	Conductor	Heavener	Oct. 27, 1902
CHARLES L. MERRELL	Stationary Engineer	Heavener	Aug. 5, 1922
HENRY B. MITTERLEHNER	Switchman	Shreveport	Mar. 15, 1910
REGINO MORENO	Section Laborer	Kansas City	Dec., 1917
JAMES F. NEWSOM	Agricultural Agent	Kansas City	Dec. 9, 1919
JOHN M. PAIR	Brakeman	Heavener	Nov. 27, 1913
JAMES S. PARGEN	Switchman	Pittsburg	Aug. 2, 1918
C. A. PEARSON	Mechanical Laborer	Port Arthur	Jan. 1, 1923
ARTHUR PICKLES	Brakeman	Shreveport	Oct. 4, 1907
J. W. PORTSMAN	Switchman	Kansas City	June 27, 1921
WILLIAM ROCK	Section Laborer	West Lake	Dec. 1, 1910
THOMAS W. SCOTT	Mechanical Laborer	Port Arthur	May 26, 1923
MICHAEL J. SULLIVAN	Terminal Inspector	Kansas City	Feb. 2, 1895
JARIN R. TENNEY	Carman	Heavener	Feb. 12, 1923
JAMES W. TREECE	Lawsman	Joplin	Jan. 6, 1914
JOHN TURMAN	Roadmaster	Heavener	Jan. 1, 1912
W. O. VAN PELT (Deceased)	Locomotive Engineer	Pittsburg	Feb. 28, 1898
MAURICE S. WILLIAMS	Switchman	Kansas City	Sept. 2, 1921
GEORGE M. YANCEY	Section Foreman	Pittsburg	April 1, 1912



October-November-December, 1937

AMONG THE VETERANS

THE NEW MEMBERS

Since last report, the following quarter-century employees took membership with the K. C. S. Veteran Employees' Association, to and including December 17, 1937:

J. T. ATKINSON	Chief Fuel Insp.	Pittsburg, Kas.
D. A. WHALEN	Ret. Crossing Flagman	Beaumont, Tex.
L. P. SUMPTER	Locomotive Engineer	Heavener, Okla.
C. S. RITTER	Conductor	Beaumont, Tex.
J. E. McQUEEN	Switchman	Beaumont, Tex.
P. C. EASON	Clerk, Aud. Rev.	Kansas City, Mo.
D. A. ATHERTON	Ch. Clk. Aud. Rev.	Kansas City, Mo.
J. A. HALEY	Section Foreman	DeQuincy, La.
R. B. PITTS	Roundhouse Clerk	Heavener, Okla.
BILLY ANDERSON	Senior Clk. V. P.-G. M.	Kansas City, Mo.
J. E. GILLHAM	Ret. Train Auditor	Yazoo, Miss.

Happy New Year!

OUR wish for you as a Veteran, is that you will pass many more mile-posts and that the New Year will be filled with great joy for you and yours.

Kansas City Southern Veteran Employees' Association

Wm. Weir	President
J. L. LONKOSKY	Secretary
H. H. HOAG	Treasurer
K. A. YOUNG	Vice-Pres. at Large
PETER McCARE	Vice-Pres. Kansas
EDWIN McCUTCHAN	Vice-Pres. Oklahoma
A. R. BELLINGSLY	Vice-Pres. Arkansas
W. W. CASEY	Vice-Pres. Texas

MEMBERSHIP

On September 14, 1937, the membership roster carried a total of 543 names. With the addition of the eleven listed and the loss of six by death, the total membership on December 17, 1937, was 548.

ANSWERED LAST CALL

C. R. HALL	Attorney	Kansas City, Mo.
F. E. ROESLER	Ret. Ed. of Publications	Kansas City, Mo.
J. B. TEATERS	Conductor	DeQueen, Ark.
W. F. C. GIBSON	Ret. Engineer	Lake Charles, La.
W. O. VAN PELT	Ret. Loco. Engineer	Pittsburg, Kas.
R. G. MORRIS	Loco. Engineer	Pittsburg, Kas.

Quarter-Century Employees

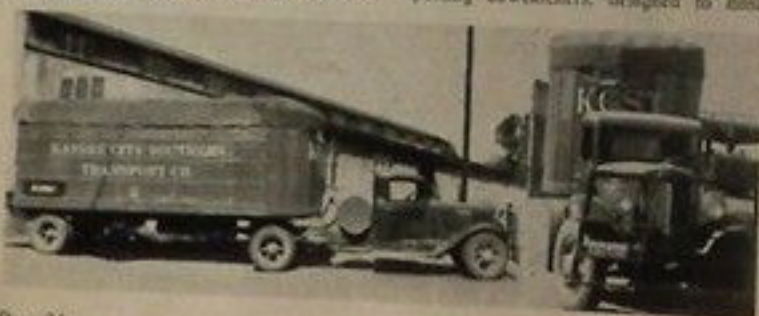
DURING September, October and November, 1937, these thirteen employees completed twenty-five years of continuous service with the Kansas City Southern:

Name	Occupation	Location	Date Last Entered Service
CHARLES S. RITTER	Conductor	Pittsburg	Jan. 27, 1912
P. C. EASON	Clk. Aud. Rev.	Kansas City	Sept. 1, 1912
BILLY ANDERSON	Senior Clk. V. P.-G. M.	Kansas City	Sept. 1, 1912
JOE F. GALE (deceased)	Clk. Supt. of Mach'y	Pittsburg	Sept. 10, 1912
J. T. ATKINSON	Chief Fuel Inspector	Pittsburg	Sept. 12, 1912
JOHN G. BAYNE	Clk., Transportation	Shreveport	Oct. 6, 1912
CLYDE E. OSBORN	Clk., Transportation	Pt. Smith	Oct. 10, 1912
L. P. SUMPTER	Loco. Foreman	Heavener	Oct. 12, 1912
J. E. McQUEEN	Switchman	Beaumont	Oct. 27, 1912
E. P. MALONE	Conductor	Shreveport	Nov. 2, 1912
A. B. CRANON	Conductor (General Chairman B. R. T.)	DeQueen	Nov. 4, 1912
GUY T. HOWARD	Traveling Auditor	Kansas City	Nov. 15, 1912
J. A. HALEY	Section Foreman	DeQuincy	Nov. 22, 1912

K. C. S. TRANSPORT TRUCKS SPORTING NEW PAINT JOB

THE trucks of the Kansas City Southern Transport Company are sporting new paint—light green with attractive

cream lettering. As will be seen from the front view of truck, they also are sporting cowcatchers, designed to mini-



imize injury to stock and to prevent possible serious accident because of the many animals ranging loose along the highways on the nightly runs north and south between Shreveport and Lake Charles. The truck lettering was done in our Shreveport shops; the cowcatcher was designed by J. R. Herrin, President of the Herrin Motor Lines, Inc., Shreveport.

Due to rising costs of materials and supplies, fuel, taxes and wages, costs of railway operation in the United States are now running at the rate of \$664,789,000 a year more than in 1933.

The Kansas City Southern Magazine



The Pittsburg Roundhouse Crew of Nineteen-Eight

THIS picture recently brought back old times to Fred Reese, General Manager and Comptroller of the Detroit Tunnel Company, and George Engle, Auditor of the Pere Marquette, R. R., Detroit. It was taken about 1908, when Fred and George were being initiated into the grand art of railroading, and recently came to light in old Passenger Department files. In an effort to identify the group, the photograph was sent to Mr. Reese, who called Mr. Engle to his office. Together they reminisced and many anecdotes came to mind as the "old gang" was recalled. In some instances, only the faces were familiar, with names lost somewhere in the maze of years.

Both Fred Reese and George Engle were in the group. At that time, Fred was a Boiler-washer, while George carried the title of Boiler-washer Helper, leaving roundhouse service, they worked in clerical capacities in the Superintendent of Machinery's office. Both left the service a number of years ago to accept jobs that culminated in their present positions.

Front Row, Left to Right—Eddie Hayes, Boiler-maker; Jack Schmidt, Boiler-maker; Bill Kelly, Timekeeper, (now a road operator in the Pittsburg field); Walt Alvington, Roundhouse Foreman; Lou Banning, Engine Inspector; Tool Checker, name not recalled; Fire Knocker, name not recalled; Henry Strickland, Flue Borer; Hollingsworth, Driving Box Grease Filler; Charlie White; Rod Cup Filler; J.

H. Stubbs, General Foreman; Elmer King, Machinist; Fred Reese; Chris Roemer, Cab Carpenter; Name not recalled; Bob Trent, Running Gear Wiper; Wm. Ferguson, Jacket Wiper.

Middle Row, Left to Right—Not recognized; L. O. "Bolivar" Mathews, Hostler, (now Locomotive Engineer); Johnson (in cab); Name not recalled; Perry Linebaugh, Springman; Name not recalled; Tom Sunderland, Grateman; Full name not recalled; Peabody, Laborer; Barney White, Machinist Helper; Forest Lynn, Pipelitter Helper; . . . Smith, En-

gine Wiper; . . . Duncan (on handrail), Running Gear Wiper; Chick Briles, Machinist; W. H. Brown, now Engine Watchman; Wm. Walker, Machinist Helper; Name not recalled; Tom Ford, Machinist; Name not recalled; Farley, Truckman; Charles Rath, Grateman; Joe Zimmerman, Tank Wiper, (on pilot coupler).

Top Row, Left to Right—Not recognized; George Engle; Louis Minner, Machinist Helper; Troy Schirk, now Locomotive Engineer; Wm. Cook, Headlight Man.

High Honors to K. C. S. Boy Scouts

Important Boy Scout news comes from Pittsburg to show the high character of the work being done by the Scout committee directing the boys of the K. C. S. troop. The committee is composed of F. W. Nichols, First Aid Attendant, Chairman; T. D. Saar, General Roundhouse Foreman; S. R. Landers, Boiler-maker; C. B. Sill, Welder, and John Carpenter, Chief Clerk, Local Freight office.

The first recognition was at the Eagle Court of Honor for the Mo-Kan area, held at Joplin, October 17, when four Pittsburg Scouts, all sons of K. C. S. employees, were awarded Eagle lodges. The presentation was made by Prof. W. O. Chapman of Kansas State Teachers' college. Only nineteen boys in the entire

area were made Eagle Scouts—the highest rank accorded—and the four from the K. C. S. troop were the only Scouts from Pittsburg to receive the honor. The boys are: Robert Nichols, son of F. W. Nichols; Robert Saar, son of T. D. Saar, and Melvin and Dean Johnson, sons of W. P. Johnson, Machinist.

Next, on December 8, when the Executive Council of the Boy Scouts met in Pittsburg, Mr. Nichols was elected Vice-Chairman of the Mo-Kan area.

The K. C. S. troop has eighteen members.

Average revenue per ton-mile and per passenger mile has steadily declined until today the railroads haul a ton of freight one mile for an average of less than one cent and carry a passenger one-mile for less than two cents.



Special Agent Fred Carries Original Photo

While George Prell, Special Agent, Pittsburg, has an extensive collection of finger-prints which form a record of the many wrongdoers he has apprehended, they are all on paper. Two things, however, have left their finger-prints upon his heart and here they are—our wonder! They are Mr. Prell's grandchildren—the older one being George II, age 3, with his protecting arms near to Edward II, with the marks of one year upon his brow.

The dad, Ed Prell, is a widely known sports writer and editor, recently appointed Sports Editor of the Toledo News-Bea. He is 37 years old and began his newspaper career as Sports Editor of the Pittsburg Sun, while still attending Kansas State Teachers' College there. Since that he has covered a lot of territory and has worked on many newspapers, including the Wichita Beacon, Ocala Bee-News, Chicago American and the Ft. Worth, Tex., Star-Telegram. Last fall and winter he organized and had charge of the All-Texas Golden Gloves tournament, sponsored by the Star-Telegram. He is a past-president of the Texas Amateur Softball Association of America. In his new position, he will have charge of the Toledo and Northwestern Ohio Golden Gloves tournament to be sponsored by his paper.

Special Agent Prell's other son, John, is also in the newspaper field as Advertising Manager of the Pittsburg Herald-Light-Sun.

Harry McGuire's Granddaughter



Dressed in cap and gown to signify her graduation from Northeast high school, Kansas City, it is apparent that Misseline Newman, granddaughter of Brakeman Harry McGuire, is thinking serious thoughts. Misseline, 17, is now in her second year of Teachers' college.

Young Ted Ambitions

Young Ted Timney, son of Pile Clark, Transportation department, Kansas City, has been piling up an enviable record for himself and saying nothing about it. Within a year he has progressed in Scout camp 22 from a tenderfoot to second-class, then to first-class Scout. He is patrol leader, has been awarded a gold star for perfect attendance and carries seven merit badges. More than that, he is a first-aid expert!

TWO TOTS OF THE LAUGHLIN LINEAGE

A lady and a gentleman of the Laughlin lineage. The lady poses at the left and she is Barbara Ullrich Laughlin, 8 months old on the right is Albert Lowell Laughlin, aged 5 weeks. They are grand-

children of J. H. Laughlin, Freight Car Truckman at Pittsburg. Barbara Ullrich lives at Neosho with her parents, while the daddie of Albert Lowell is a Carman Apprentice at Pittsburg.



"Coo, Gurgle, Ah, Goo!"

Evidently he is holding a very pleasant conversation with mother or dad, running something like "coo, gurgle, ah, goo." The mother and dad are Mr. and Mrs. Barbara Reynolds, and the principal is HARVEY CARR, REYNOLDS, born July 28, 1897. Bradley is Expense Bill Clerk in the Shreveport Local office.

Club Activities, Recreation and Athletics

Kansas City Bowlers

In the K. C. S. club bowling league, one-half of the season's games were completed with the round of December 14 in compliance with the rules of the group. The fifty-seven players were divided into classes "A" and "B" according to average.

Leading the league in class "A" was BOB CLARK, with an average of 156. The next four, in order, were: LEO POPE, 135; WARREN WHITE, 135; BOB DUNHAM, 134; CHARLES GILBERT, 132.

In the "B" class the top high were: ALEX POLTZ, 153; FRANK KINSMILLER, 151; OTTO SOBOTA, 143; NEAL PATTON, 139; IVE HAMMOND, 139.

A "Turkey shoot" was held in the fifteenth round, December 21, with the following winners: GEORGE NELSON, turkey; IVE GILBERT, goose; THOMAS MCCANNIE, ham; JOHN RAYLIEVE, ham; LYNN MOORE, ham; ALEX POLTZ, ham.

At the end of the fifteenth, team averages were:

GENERAL MANAGERS	826
ENGINEERS	816
ACCOUNTANTS	821
TREASURERS	816
TRAFFIC	815
LOCOMOTIVES	795
ADDITIVES	811
TRANSPORTATION	808

Recently the league purchased an attractive "sun-gold" trophy—a statuette of a bowler in action, 14½ in. high, which will go to the team first winning three years. Two teams now have credit for one year each—the Accountants for 1935, and the Transportation for 1936.

Sixteen members of the K. C. S. club bowling league went to Ft. Smith November 20, to try their good right arms against some of that Arkansas town's top rollers.

In the morning competition, the Ft. Smith adepts scored the high, but the K. C. S. crew did things that evening by rolling 7328 against the Arkansawyers' 2757.

Commendable scores were:

Ft. Smith	
HAYNES	687
GILGINS	623
CHIEF OF POLICE GARDON	618
CARDWELL	600
HUTCHINSON	599
DAVIS	579
K. C. S.	
GILBERT	637
WHITE	613
ROSEBERRY	577
LARSON	519
CLARK	517

LAWRENCE ENGLISH and Mr. and Mrs. AMMIE BIRD accompanied the Kansas City group as spectators. After the games, Mrs. Bird continued to Fort Arthur for a visit there.



Husky Son of K. C. Engineer

HENRY "HANK" BROYLES, son of Locomotive Engineer S. V. Broyles, Kansas City, is just fourteen. Thus far he is 5 ft. 11½ in. tall and weighs 168 lbs., but wait until he grows up!

"Hank" is a freshman at Rockhurst college, Kansas City, and the only first-year lad on the football squad. Playing regularly as right tackle on the second team, he acts as relief with the varsity eleven. Young Broyles is just naturally large and carries no excess weight. Although always a lover of athletics, he had difficulty in participating in sports in his grade-school days because of his size in comparison with the other boys.

"Hank" appears to be a chemist and will major in chemical engineering, a subject in which he has graded second in a class of 60.

Gun and Rod Gossip From Pittsburg

The annual Turkey shoot of the K. C. S. Athletic Association, Pittsburg, was held November 19. Some thirty-five prizes were awarded and a big crowd participated. Prizes included various food, cigars, cigarettes, fruit cakes, candy, bacon and sausage.

At the wheels and bungs game, forty-five turkeys, groceries, meats, smokes, chocolates and fruit cakes went to make the lucky folks happy.

ALAN STANLEY and E. S. HANSON, of Pittsburg shops, did themselves proud during the duck and quail seasons. On the opening day of the duck season, each downed eight big mallards. Then, on the first day of the bobwhite shooting, they bettered the duck records by returning

with nine quail each. A feature of the quail hunt was that Artie killed seven birds straight, including a double, without missing a shot. But it was a trap-bird total for the remainder of the day.

J. A. REESE and W. B. JOHNSON, Pittsburg, opened the bird season by bagging the limit. Within a quarter-hour after they started, they killed ten quail.

W. A. WALKER and L. T. PLUMMER, too, had good luck with the birdies. Walker reports his dog never worked better.

J. D. BUNCE and Lee HANSON, of the Pittsburg gun-toers, did badly well during the quail season. But "J. D." says they should have had the limit the first day out, instead of four birds between the two. Dave confuses in missing eighteen straight shots. Lee doing some better with seven. That kind of shooting probably reminded Dave of the time he was out at the K. C. S. trap-shoot. He stepped up, got twenty-three clay pigeons. Next round he broke five. Then the boys stopped in sight of the birds and what a lock they got! Leaving the trap with a "Pep," the two birds would travel about 50 ft. farther than the clay discs. Still Dave didn't "get wise" until two months later.

LEROY GUNTER and O. B. BUCKTON, Pittsburg, ventured forth the first afternoon of the quail season and got seven birds each. They were back home two hours later.

BURFORD MORGAN and OSCAR FORD of the State Department had mighty good luck during the duck open, bringing down many birds, including some large ones. On Buford's menu was a mallard weighing more than 5 lbs.

"Doc" NICHOLS, his son and young Bremer, Pittsburg, went out for rabbits the latter part of November. Walking along a creek, they saw some twenty-five Canadian geese on the water. The big birds weren't bothered and "Doc" even it would have been possible almost to have taken them by hand. He insists wild geese and ducks are so wise they know when the season is open and when it is closed. Shortly, the geese took off, flew up the creek a short distance and settled down on the water again. "But you never see birds like that in season," laments "Doc."

"CAP" STACY and CHARLES RAY, of the Car Department, Pittsburg, didn't have much time for quail hunting, but made their little time count! Their first trip out was on Thanksgiving day, when they returned with nineteen—one short of the limit.

Two other hunters who got in a few good licks during the quail shooting were ROY PRICE and PERRY COMBAY, Pittsburg. Roy's dog is said to have worked mag-

HUMAN HAZARDS

For a top-notch safety record in 1938, and in the human cause of saving life and limb—let's all try our best every day to Keep Out of these classes, and to help others to do the same.

1. GREENIE Doesn't know all his dangers or how to avoid them. Appreciates proper help, if he can get it.
2. OLD-HEAD Long ago, had learned what he considers all there is to know about Safety. Others keep their minds open.
3. STRADDLER Favors Safety with lip service, but hasn't time to take part. Those actually working at it have reduced fatalities 62 per cent. But more help would be welcome.
4. HI-SPEEDER Works faster than he thinks. Roms in regardless. Pep is good when properly restrained.
5. HORSE-PLAYER A menace. Needs mental and physical exercise in some safe place like chopping wood at home.
6. OLD KID Unless aroused to the inroads of Father Time, may learn too late to "be his age." Wouldn't like to be called a "boy scout."
7. DROPSYTE Can't hold onto things—drops 'em on his feet, or someone's. Suggest more iron in his diet or something.
8. DOPEY Works in a trance. Deserves awakening to his part in the world's liveliest industry.
9. TROUBLED Toss him a smile and a friendly word. Maybe all he needs to "make the hill."
10. GROUCHO Hates himself and the rest of the world. All he needs is appreciation of the job and those who help him to hold it.
11. DROOPY Low in body and spirit. Wisdom dictates seeing his doctor or getting rest and recreation for fitness.
12. MUGWUMP For Safety when Convenient and Expedient. Otherwise ready to take a chance. They produce half our casualties, if not more.
13. STUNT SPECIALIST "Strong Man" or circus performer. Needs a guardian.

sincerely. All in all, the boys ended with about their limit, with only one bird lost, proving the dog really did its stuff.

C. B. WELLS, formerly Coach Foreman at Pittsburg, now Car Foreman at Fort Arthur, was in to see the boys at his old haunts recently, while on his way to Sedalia, Mo., his old home. Mr. Wells made the fishermen in the main shops district feel rather embarrassed with his stories of the big ones in the Gulf. Ac-

ording to his version, down there if a fellow has a few minutes in the evening, he can catch enough fish for his family and all the neighbors and be back home in less time than it takes to get started at Pittsburg. Incidentally, "C. B." mentioned that when the mosquitos are looking for nourishment, they play no favorites. So far as they are concerned, there is no such thing as Southern hospitality—in fact, a nice, juicy visitor from the North is just their dish!

Does anybody in the audience know this fellow?



If you are interested in a special pamphlet on this subject, write NATION'S BUSINESS. No obligation.

THIS straw man has come in mighty handy in recent years.

Every nation-saver who wanted to stir up excitement has taken a crack at him.

Millions of words—spoken and written—have called him a string of dirty names.

The label hung on him says "Business." But does he look like anybody you know?

Take the corner grocer for instance. Or the man who sells you a new shirt, a suit of clothes or a pair of shoes. Or the man who sells you gas for your car—or a new radio.

These folks are businessmen, every one.

So are the men who run the factories where your clothes or shoes or new car or tires are built. They're businessmen too.

Yet does any of these real people check with that straw man that's been bawled out for almost everything under the sun?

Of course not! The plain fact is, there isn't any such scarecrow as "Business."

But there are tens of thousands of separate businesses. And there are millions of businessmen—men with the imagination to try out new ideas—men with the patience and nerve to keep plugging during tough times—men with the horse sense to figure ways of meeting payrolls, pay-

ing rent and taxes, and still turn out all the things you enjoy at a price millions can pay.

Add them all up and you have the working force in America. Look at the job they're doing and you'll see why thoughtful folks are saying, "When better times arrive, business will bring them."

The Kansas City Southern Magazine publishes this material in the interest of creating a better understanding of business. It is indebted to the Nation's Business, official publication of the Chamber of Commerce of the United States, Washington, D. C., for this material.



WHEN railroads can afford to buy in normal volume—a billion dollars a year—their purchases give tremendous impetus to the nation's business.

Railroad buying goes back to raw materials—to mines, forests, quarries, farms. It affects mills, plants, factories—all business, large and small.

It provides employment for men and women outside the railroad industry, multiplying the railroads' own payroll of five million dollars a day—dollars that go to stimulate local business everywhere.

Prosperous railroads mean a prosperous nation.

SAFETY FIRST
-friendliness too

ASSOCIATION OF AMERICAN RAILROADS