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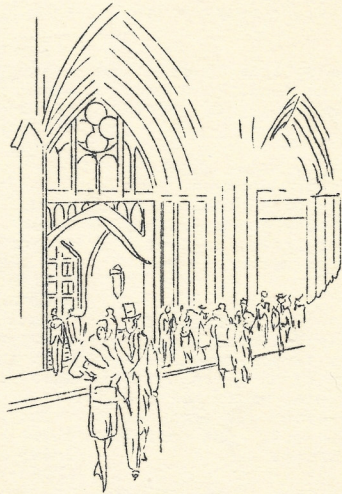
E. W. & D. C. W. V.
MAR 5 1937
General Manager



Volume 3
Number 3

Quanah, Acme & Pacific Railway Company

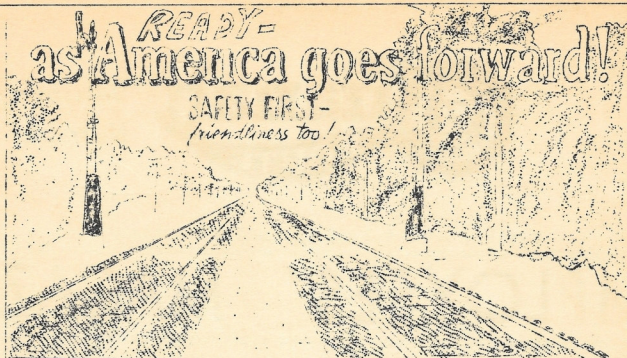
EMPLOYEES' MAGAZINE



MARCH 1937



Published by employees of the Quanah, Acme & Pacific Railway Co.



IT is certainly no news that America has been through a depression.

The railroads, like every other business in the land, have had their problems, and plenty of them.

And like every other enterprising American business, the railroads have faced those problems with honesty and patience, with resourcefulness, most of all with determination to go ahead.

A vast range and variety of betterments in railroad practice and equipment is the result--such betterments as air-conditioning, for example, which makes a railroad passenger car today the cleanest, quietest, most comfortable way to travel.

Conspicuous also is the notable step-up in passenger schedules, to a point where many limited trains now average mile-a-minute speed.

And freight transport also has been speeded up--an average of 45%.

But the real story of railroad enterprise is scarcely told by these figures, for it is a story of speed with safety unmatched by any other transportation in the world!

In its details it is, perhaps, an undramatic story--of light rails replaced by heavier ones--of roadbeds improved--of brakes and couplings bettered--of locomotives increased in power--of courageous investment matched by constant thrift in order that service might be maintained and even improved in the face of reduced revenues.

The big fact, however, stands clear: the American railroads today are ready as America goes ahead--ready to provide that indispensable reliability combined with adequate means and men to move tremendous tonnage, which a recovering nation demands.

ASSOCIATION
OF AMERICAN RAILROADS

QA&P EMPLOYEES' MAGAZINE

Published on the last day of each month by and for the employees of the Quanah, Acme & Pacific Railway Company, to foster the mutual interest of the employer and the employee and to promote closer cooperation for better work.

The columns of this magazine are open to receive items of departmental news, cartoons, stories, articles, and any other items that might be of mutual interest. Contributions will be welcomed from all employees.



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EARLY DAYS OF THE QUANAH COUNTRY

By Harry Koch

In the early days the Quanah country was a hunter's paradise, and one cannot blame the Indians for having been loath to give it up.

Buffalo hunters used to make their headquarters on Groesbeck, and I remember an old rock dugout, not far from the mouth of that creek, which had been owned by an old buffalo hunter at one time.

In the early nineties the ground in many places was covered with buffalo bones, and A. Moseley owned a veritable hill of such bones at one time. Farmers, whose crops had failed, used to haul bones to town and receive a good revenue from that source.

When I came to Quanah in 1891, the buffalo had disappeared long since. A few antelope and deer were still remaining of the countless herds that once grazed the prairie, but professional hunters from Kansas were rapidly killing them off. All that remained for the sportsman were birds and they were still numerous. No trouble in those days to be out a few hours and come back with 75 or 100 quail. Prairie chickens also were numerous, and turkeys roosted in unbelievable numbers along Pease River.

I have known boys to come in with a wagon load of turkeys, their trophies of one night, and cuss because the wolves had consumed so many of those they had shot out of the trees.

Wild ducks used to be nesting on Groesbeck, besides there were curlew and plover of which at certain seasons of the year one could get as many as he wanted. There were no laws to protect the game, and in one year over 100,000 quail were netted and shipped from Quanah.

We had a gun club south of town where crack shots blazed away at rock pigeons, and told hair-raising stories about their haunting exploits, one of which I can still recall.

During the great flood of June, 1891, a party of Quanah hunters were caught south of Pease River, in the bottom of Talking John Creek. This Creek derived its name from an old hunter who living alone was so glad to meet up with somebody occasionally that he liked to have talked him to death, hence his nickname.

The rise coming down the creek during the night caught two of our hunters asleep, and they barely escaped by climbing into a tree, their wagon and camp outfit a complete loss. With the men was a big brown setter, Cep. John R. Good's dog, that they hoisted up into the fork of the tree, and that kept them warm during the night.

When daylight came the flood came high as their necks, and both Johnson and Washburn, expected to be swept any minute out of the tree by the swirling waters. While in

this desperate plight a cowboy came riding down the banks, and began entertaining them in a serio-comical manner. First he wanted to know what they were doing there; next he did not see much chance of them getting out alive, and he wanted to know if they were repenting of all the meanness they had done in life.

The fellow finally became more charitable and floated a few biscuits towards them, which they captured with the aid of a branch.

The water began falling at last, and they waded to shore more dead than alive, and joined the rest of their party. As nobody was living in that country, and the river booming, which prevented their return home, the men suffered greatly from hunger till finally they killed a calf and called it an antelope for conscience sake. It had been a very unprofitable hunt with plenty of thrills.

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Editor's Note:

We have made arrangement for a series of letters pertaining to traveling experiences in various foreign countries, by Mr. Harry Koch of the Quanaq Tribune Chief, which will appear from time to time in our magazine, as well as articles of other natives. He is a close observer and a splendid writer, and we feel sure these letters and articles will prove interesting.

We are deeply indebted to Mr. Koch for permitting us to publish these letters and assure him that we sincerely appreciate his kindness.

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It matters not if you lose your reputation, so long as you retain your character.

CARDS OF THANKS

To the Q.A. & P. employees who offered their helpfulness and kindness during the illness and death of my mother, I take this means of expressing my deep gratitude, and I especially offer my sincere thanks for the beautiful wreath from the Q.A. & P. employees.

Fay Beverage

Friends,

Since my little note of thanks in the February issue of our magazine, I have received a very nice token of your friendship and sympathy for my recent bad luck--a purse with Fifty Big Dollars in it!

I want you to know that I appreciate this kindness, together with the individual acts of kindness shown me during my illness, and I sincerely hope that if any of you are ever in trouble and need help, someone will be that good to you.

O. L. Wood

SIX STAGES OF AMERICAN RAILROADS

There have been six stages of evolution in American railroading. First was when Col. John Stevens ran the first steam engine on rails in this country in 1826; second, in the fifties when Commodore Vanderbilt tied many little short roads into a New York-Chicago system; third, in 1869 when the first transcontinental line, from Atlantic to Pacific, was opened; fourth, when the Interstate Commerce Commission inaugurated the era of railroad regulation; fifth when the government during the "World War" ran the railways; and now the sixth, when the terrific impact of the automobile and concrete road eras have stirred the railroads to a great and successful drive to regain supremacy, with trains of higher speed and greater comfort, and heavy cuts in fares.

TOO MUCH SELFISH INTEREST.

By D. W. Curnutt

There is a certain bunch of politicians who are clamoring for Government ownership of our railroads, I say politicians because I don't believe the people as a whole wants to see the government take over our railroads. In fact I believe if they would sit down and think this over seriously they would be doing every thing in their power to prevent this from happening.

At the same time, if we sit idly by with a do nothing attitude, as we have in the past, selfish interest will bring about legislation that will force or bring about Government Ownership of an industry that has done more toward pioneering and building up this country than any other, "The American Railroads".

There is being legislation proposed right now that would put such a load on the railroads that they could not survive under private ownership, such laws as the six-hour day, the full crew law, train limit law, and federal inspecting of track and bridges.

We all know that all other big industries are allowed the privilege of mass production, why not the railroads? With this mass production it affords us the opportunity of having and enjoying automobiles that we can buy for six or eight hundred dollars that only a few years ago would have cost us three thousand dollars.

On one hand the railroads are told what rate to charge for their service, and on the other, they

want to tell them that they can only haul so many cars in a train, I ask you, is this fair?

Surely the roads should be allowed to speed up production by hauling as many cars as they see fit, and by so doing increase their earnings.

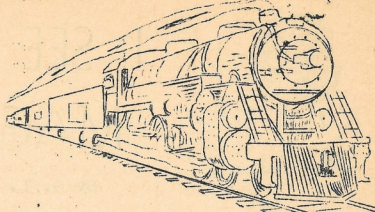
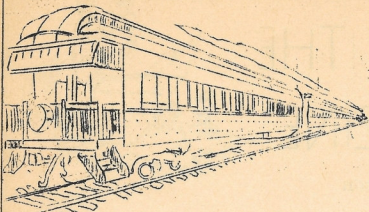
Legislation of this nature again puts the railroads in a class to themselves, which is unfair and uncalled for.

Government ownership of railroads would soon lead on to Government ownership of Communications and all of the public utilities, and for the railroads alone would mean a loss in taxes to the Federal, State and Local Government of \$237,000,000 annually; 40% of which goes to the upkeep of our schools, 14% toward the upkeep of our highways, this, of course, will fall back on the individual tax payer.

The American business man and woman enjoys a good clean fight, a clean competitive system is what they want, keen competition is what has kept this country so far advanced over other nations of the world. Do away with competition and you do away with initiative, there would be no inducement to advance.

Leave industry in private hands; let them make a fair return on their investments and we will continue to move forward at a rapid pace. Give the railroads a long needed rest from unfair legislation they are tied hand and foot now and have been for a number of years.

(Cont'd Page 19)



WHERE FREIGHT RATES AND PASSENGER FARES GO

1936

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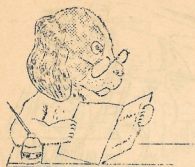
161 days for wages

21 days for locomotive fuel

54 days for materials
and supplies37 days for all other operating
expenses

27 days for taxes

66 days for interest and rents
(fixed charges)



I SEE BY THE MAGAZINE

By O. I. Britton



Ever since I become so popular that one of our Magazine group really reads all of my column, a few have been addressing as Mr. Last month, in the Magazine, two or three gave me that high title, which my parents taught me to use when speaking to important or elderly people, me not being old, somebody is just mistaken like I was when I got my first important white collared job at \$40. per month and thought everybody, including the old gentleman that was paying me, ought to call me Mr. Britton. One day I goes to the boss, and I says, "Bot, I must have more money to keep up my big automobile and social standing. The boss kinder wrinkled up his brow, starting to talk slowly, he says: "Britt" then I stopped him, "Mr. Britton, if you please," and he says: "very well, then Mr. Britton, I don't know as you are of much benefit around here anyway." Well, this important person liked to have served before he had his auto paid for, but I learned that there was a lot more important things in life than honorary titles or names.

It might be cheaper on some of you fellows over at Quanah, to pay Auntie Ila Fixit to keep her mouth shut, if she keeps recommending such things as a new car for your wives when they are extremely out of humor.

Now, the cartoonist may have thought that Britt would say that C.W.F. was lazy or laying down on

the job, when he drew that cartoon of him resting, but I am too good a judge of human nature for that, I can tell by the look on his face, that he is so tired he is dreaming of being stretched out between a chair and table with Bill a straddle of his legs drawing off stencils on his chest.

I liked to have got tangled about R.L.S.'s Loving trip, but of course his wife wouldn't have cared for him Loving Texas anyway.

F. W. Riley and Bud Wood, must have been mistaken about that cousin killing them mosquitos with a shot gun. or else they just forgot to say that he killed only the young ones. Never heard of any body killing a grown mosquito down there with anything but a high powered rifle.

I am mighty proud to know that George Dunlap is from the parts where we wore brogan shoes for Sunday and kept warm with our red flannel slips and home spun socks. Now I guess I can tell about catching rabbits out of trees and gals big enough to marry, that thought the only kind of powder and paint there was, was gunpowder and house paint.

Big old tears come streaming down my face as I read over the "WHY SO MANY MARRIED WOMEN DEFECRIORATE", from last months Magazine. I tell you, its awful to

think about a big old brutish man running around in a good year before last suit, with underwear on that is as good as his socks and a pair of shoes that look as well as his five year old hat, that won't give his wife all the money she would like to have.

An old hard hearted man that will take half of the dollar left when the bills are paid, ought to be took out and shot. He will more than likely slip in some side door and get a bite to eat when he knows his wife is dieting and hungry. The good people of a community ought to take them heartless men, that pay all their bills and leave their wives without spending money, right out and horse whip them.

It gets on my nerves plenty bad, to see a big hoo man going after a cup of coffee in the morning, and wasting his wife's money, just cause she was tired, being up at the social and didn't feel like fixing his breakfast. There will never be no peace and happiness, in homes where such men live. I've known of men that would actually waste money having their old \$12.88 suits pressed when their wives had not had a new silk dress for a month.

I can't write no more folks. I am so mad at them awful beasts, it's got me to crying again.

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HISTORICAL EVENTS IN MARCH

1. First Amer. Bank chartered 1780.
2. Texas Independence Day 1836.
10. First complete sentence of speech transmitted over a wire by Alexander Graham Bell, Boston, Mass., 1876.
17. St. Patrick's Day.
20. SPRING BEGIN'S.
26. Good Friday.
28. Easter Sunday. - - -

The friends of Mr. and Mrs. H.T. Berg of Chicago will be interested in the following excerpts of letters received from them by Miss Mary Agnes "ey.

"We enjoyed the Employees' Magazine a very great deal. Really some of the literary donations were scholarly, truly, we think so. 'Let There be Peace', for example, a beautiful thing! I wish I could live up to its high ideal. Ah, I'll try, but even now I know I cannot entirely shed my old habitual faults--'the rankling recollections---the sharp contentions', but again I say, I'll try. So tis good to read words of kindness---one resolves and resolves again.

"It was interesting to us to read Mr. Curnutt's article in your Magazine. Will you remember us to them, please.

"I notice a line in the Magazine about R. L. Smith. Was he successful in getting the prize on Bank Nite? I hope so.

"Please remember us to Miss Triplitt and all our friends at the Q.

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THE DEPENDABLE MAN

The dependable man thinks and intelligently acts. No man has all the brains. The dependable man knows this and seeks the advice and cooperation of men who have been specially trained.

The dependable man does exactly what the management wants done. By his example he enlists the energy and earnestness of his fellow workers.

The dependable man is a burden-bearer and a load-lifter. He shoulders in silence his part of the program.

CURRENT COMMENT

FROM RAILROAD DATA

FARMERS FAVOR LONG-AND-SHORT-HAUL REPEAL

Agricultural Organization Says Growers Depend in Large Measure upon Rail Transportation - (The following resolution was adopted by the Ohio Farm Bureau Federation at its recent annual meeting:)

The great majority of farmers being located at points not adjacent to seaports or navigable inland water will depend in large measure upon rail transportation in sending their products to market.

Whereas, we believe that every increase in general traffic carried by the railroads will have a tendency to minimize the burden upon the farmers, and to lower the rates upon agricultural products, and,

Whereas, in order to obtain volume traffic the railroads should be permitted promptly to adjust their rates to meet the needs of commerce and to meet competition,

Therefore, Be It Resolved that, subject to the power of the Interstate Commerce Commission to suspend tariffs, to fix maximum and minimum rates, and to prohibit unreasonable discrimination, we favor the repeal of the long-and-short-haul clause of the fourth section of the Interstate Commerce Act.

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66-YEAR OLD BRANCH LINE ABANDONED

The branch railroad of the

Missouri Pacific between Boonville and Versailles, in Missouri, on which trains have run daily for 66 years, has been abandoned. Good roads and auto and truck traffic have made the rail traffic a losing proposition. Other branch lines of other roads in the United States are being abandoned and traffic cut down on other branches.

Railroads have been the base of our national prosperity. They made it possible for industry to expand and farmers to get their supplies to market. They pay a large amount of taxes in every county where they operate and these taxes quite notably cut down individual taxes.

The buses and trucks pay no taxes and outside of a comparatively meager license they pay nothing for the use of highways built and maintained by taxes paid by the citizens.

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MOTORISTS FAIL TO OBEY CROSS- ING SIGNALS

Of 841 Vehicles Using Grade Crossing in 12-Hour Period, 28 Ignored Warning Signals, I.C.C. Survey Reveals ---

Failure of motor vehicle operators to obey audible and visible signals at highway-railroad grade crossings is pointed out by the Bureau of Safety of the Interstate Commerce Commission. In a recent report of a collision between a passenger train and an automobile at a grade crossing in Maryland, the Bureau says, in part:

"It appears that the driver of the automobile had passed over this crossing a great number of times and should have been thoroughly familiar with the physical characteristics surrounding it. The crossing was protected by a bell and flashing red lights, both of which were in operation at the time, yet the driver made a sharp turn to the right at low speed 45 feet from the crossing, at which point he was directly facing the signal on the south side of the crossing and was but 35 feet distant from the signal and the bell.

"The locomotive whistle was blowing and, according to the statement of the fireman, when the automobile reached the eastbound track, the driver looked in the direction of the approaching train, yet he apparently made no attempt to alter his speed or to stop.

"A check of highway traffic over this crossing was made five days after the accident and it was found that, between the hours of 6:45 A.M. and 6:45 P.M., 841 motor vehicles used the crossing. The peak of this traffic was between 6:45 A.M. and 7:50 A.M., when 204 motor vehicles passed over the crossing, and between 3:30 P.M. and 4:30 P.M., when 162 motor vehicles used the crossing.

"Of the total number of 841 motor vehicles using the crossing during the 12-hour period above referred to, 28 proceeded over the crossing while the signals were operating. This accident was caused by an automobile being driven upon a highway crossing directly in front of an approaching train."

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WHERE WILL IT STOP?

If the government owns the railroads of the country will it be

able to avoid going a step farther?

Can it avoid taking over the whole transportation machinery, trucks, buses, and water carriers; or will it, by subsidies to competitors, destroy its own investment in the railroads?

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SPEED WITH SAFETY

Speed, of course, is but one of the essential factors in the maintenance of railway passenger service, but the safety index for the year 1935, when no single rail passenger was killed in the United States in a collision or derailment, is on a par with it. Rail luxury is sufficiently exploited to need no comment, but its combination with swiftness and safety forms a spectacular pattern in the fabric of the tradition of American railroading.

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MATCHLESS RECORD

The certainty and reliability of rail service, as proved in the blizzards of last winter and the floods of last spring, and, most important of all, the railways' matchless safety record would each provide an adequate subject for a discussion of our railroads.

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LABOR'S INCOME

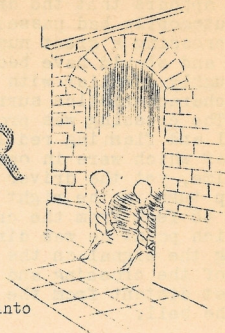
The mighty contribution of the railroads to the labor income of the American family is one of the major facts of our industrial history never to be forgotten and surely not be passed over without our most serious consideration and gratitude.

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Trains have the right-of-way and it is the duty of motorists to watch for their approach.

TWILIGHT HOUR

By Aubrey Robert Colbert



Shades of night are falling, slipping into
The unknown.

As of hopes, blighted, riding the crystal
Foam.

Yet in this, my hour, of all those from which
I choose,

I hold fast my one light, lest it, its glamour
Lose.

My light, fashioned from star dust of things past
Reaches me,

Glowing, though feeble, through the darkening dusk,
Teaches me,

That distance to memory has no bounds, nor
Curbs, for

Twilight, holds the key that unlocks its sacred
Door.

Then, down the twilight trail, calling yet, I
Pause,

To read the carvings of childhood fancy, that
Glause,

Carved with pen knife on the wild oak tree, whose
Embers,

Have long since warmed someone, in bleak
Decembers.

Outdistancing the silvery moon in one long
Flight,

My thoughts are swiftly flying, though oppressed
By night.

Still, useless the efforts of foes that try to
Bind me,

When I, unreclined, vision that which looms
Before me.

INTERESTING FACTS

The railroads and the Pullman Company, on January 1, had 8,078 air-conditioned passenger cars in operation. J. J. Pelley, President of the Association of American Railroads, announced recently.

Since April 1, last, more than 1300 passenger cars have been equipped with air-conditioning devices.

Of the total number of passenger cars which have been air conditioned, the railroads, on January 1, had 3,926, which included 2,293 coaches, 885 dining cars, and 748 other types of passenger equipment.

The Pullman Company, on January 1, had 4,152 air-conditioned passenger cars in service, which included sleeping cars, lounge cars, and other passenger equipment.

Air conditioning of passenger cars is a comparatively new improvement, the first car so equipped having been a dining car which was installed in service in 1930. Since then, there has been a steady improvement in the methods in use, and as a result the number of air-conditioned passenger cars owned by the railroads and the Pullman Company is being increased constantly.

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Within the past twenty years the tractive effort, or capacity to pull, of the average steam locomotive has increased 44 per cent.

The railroads of this country bought 81,427,000 tons of bituminous coal in 1935, or 22 per cent

of the total bituminous coal output.

Due to the speeding up of freight trains, many communities throughout the United States now enjoy over-night freight service from points 500 miles distant.

All the cars and locomotives owned by the railroads of the United States if coupled together would make a train nearly 20,000 miles in length.

Out of each dollar of operating revenues received by the Class I railroads in the first half of 1936, seven and nine-tenths cents went for taxes.

For each pound of coal consumed in freight service the railroads of the United States in 1935 hauled 8 1/3 tons a distance of one mile.

Class I railroads in the past ten years have paid \$3,204,558,584 in taxes to federal, state and local governments, of which amount it is estimated approximately 46 per cent went for school purposes.

The railroads of the United States have passenger trains on 644 different runs where an average speed of 60 miles an hour or more is maintained from terminal to terminal. The total mileage of these runs is 40,205, of which 29,301 are scheduled daily.

Many railroads use specially constructed woven wire fences connected with the signal system to warn train crews of rock or earth slides which come (Cont'd Page 18)

MISS SPRECKLE'S MONTHLY GRAMMAR LESSON

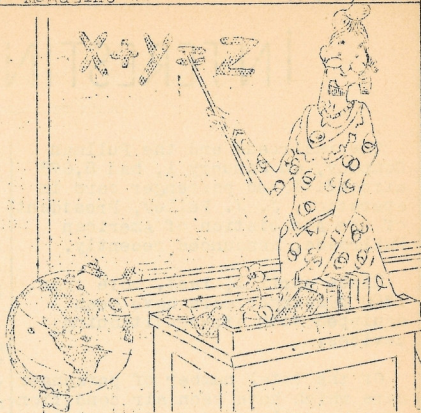
"The more we study, the more we discover our ignorance."

----- Shelly

Good morning! We shall begin our lesson for today with the study of the correct usage of adjectives and adverbs, because many errors result from using an adjective in place of an adverb, and an adverb in place of an adjective. Following is a group of sentences in which the adjective or adverb, underscored, is used correctly:

1. He feels unhappy. (Not he feels unhappily or badly.)
2. The music sounds beautiful. (Not the music sounds beautifully.)
3. He feels bad. (Not he feels badly.)
4. The girl smiles pleasantly. (Not the girl smiles pleasant.)
5. The motor worked badly. (Not the motor worked bad.)
6. She looked beautiful in her new dress. (Not she looked beautifully in her new dress.)
7. He can do it easily. (Not he can do it easy.)
8. The game will surely be postponed. (Not the game will sure be postponed.)

X+Y=Z



We shall now consider the correct usage of a few verbs:

Lay and Lie

Lay (laid) means "place," "put," "put down in a place." Lay is a transitive verb. Observe that it is followed by an object.

Thus: Lay it on the table.
He laid it on the shelf.
They have laid the invalid down on some straw.

Lie (lay, lain) means "remain," "recline," "rest," "be in a place." Lie is an intransitive verb. It is never followed by an object. Thus:

It lies on the table.
It lay there all week.
There the old stump has lain for years.

Therefore, the following sentences are correct:

Please lay the book there.
I lay in a hammock.
Have you laid it there yet?
Lie down, Tige, good dog.
George laid it on the chair.
It was laid at my feet.
She lay there all day.

HERE & THERE

**\$17.80 EVERY
MINUTE FOR
TAXES**

Every time your clock moves one minute, the Railways of Texas pay \$17.80 in taxes to National, State and local Governments.

The minute hand moves 60 times an hour. Calculate how much the Railways contribute in taxes every 24 hours and then multiply that by 365 days in the year.

**THE ANSWER
WILL AMAZE
YOU!**

It would pay all Legislative, Judicial, Executive, Administrative, Military, Law Enforcement, Health, Sanitation and payments on public debt, expenses of the State of Texas for one year. Or approximately 18% of the total annual cost for the construction and maintenance of highways, or 25% of the annual support of Free Schools in Texas.



WHAT I WONDER

"I wonder if Christ had a little black dog,
All curly and wooly, like mine,
With two silky ears and a nose round and wet,
And two eyes brown and tender that shine.

I'm sure if He had, that that little black dog
Knew right from the first He was God;
That he needed no proofs that Christ was
divine,
But just worshiped the ground that He trod.

I'm afraid that He hadn't, because I have read
How He prayed in the garden alone,
For all of His Friends and disciples had fled--
Even Peter, the one called a stone.

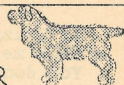
And oh, I am sure that that little black dog,
With a heart so tender and warm,
Would never have left Him to suffer alone,
But creeping right under His arm.

Would have licked those deer fingers in agony
clasped.

And counting all favor but loss,
When they took Him away would have
trotted behind,

And followed Him quite to the cross."

Author Unknown



This reveals one of the vital reasons why the railroads deserve a square deal as one of the State's greatest assets.

---o---

Prosperity is something like fertilizer. When distributed evenly over the country it is beneficial. When too much of it accumulates in one place it is likely to become a dangerous public nuisance.

---o---

The most completely

lost of all days is that on which one has not laughed.

---o---

He is no wise man that will quit a certainty for an uncertainty.

---o---

In the world of today it's shove, not love, that conquers all.

Cont'd Page 24



HEART T R O U B L E S

If Crazy Fiz won't clear your head
Send me your troubles and go on to bed
You don't need to worry with it
Trust your Auntie Ila Fixit

Dear Auntie Ila Fixit:

please help me solve this problem.

I am secretly in love with
William Powell. What would be
the best way to get acquainted
with him?

Troubled
Verda Triplitt.

Its the beams, my dear.

Determined
(Mary Lyndelle Davis)

Dear Auntie Ila Fixit:

Dear Determined:

I would suggest that you sudden-
ly bump into him and drop your
handkerchief. This never fails.

Referring to our exchange in
last month's magazine, wish to
say that I have decided to wait
until next leap year. Have
you any suggestions as to how to
make the time pass quickly?

Impatient
(Evalena Tadlock)

Dear Auntie Ila Fixit:

What should be done in case of
drowning?

Dear Impatient:

There is nothing better than
sleeping sickness.

Timid man trying to learn to
swim.

(O. L. Britton)

Dear Timid Man:

I would suggest a funeral by
all means.

Dear Auntie Ila Fixit:

I have trouble with my wife
getting her to keep my socks
darned. Do you think the trouble
is with my wife or the socks.

Dear Auntie Ila Fixit:

Troubled
(Happy Jones)

For years I have been trying to
figure out what it is that keeps
the moon from falling. Will you

Dear Troubled:

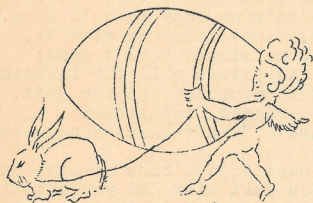
Try trimming your toe nails.



I hope your brain
children get the
railroad some business.



The manager says he'd
like to know how you wo-
men expect to hold a
husband with candy kisses
and tomato soup.



Easter Greetings



The boss said
promotions would
come to those who
were big enough to
carry extra respon-
sibilities.



It's just such fel-
lows as you that run
into trains and rail-
road crossings.

Let's

"E"

by C. T. F.

Here is something from my scrap book:

YOUTH

Youth is not a time of life, it is a state of mind. It is not a matter of ripe cheeks, red lips and supple knees; it is a temper of the will, a quality of the imagination, a vigor of the emotions; it is a freshness of the deep springs of life. Youth means a temperamental predominance of courage over timidity, of the appetite for adventure over love of ease. This exists in a man of fifty more than in a boy of twenty. We grow old only by deserting our ideals. Years wrinkle the skin, but to give up enthusiasm wrinkles the soul. Worry, doubt, self-distrust, fear, and despair--- these are the long years that bow the head and turn the growing spirit back to dust. Whether 70- or 16, there is in every being's heart the love of wonder, the sweet amazement at the stars and star-like things and thoughts, the undaunted challenge of events, the unflinching childlike appetite for what next, and the joy and the game of life.

You are young as your faith, as old as your doubts; as young as your self-confidence, as old as your fear; as young as your hope, as old as your despair. In the central place of your heart there is a wireless station; so long as it receives messages of beauty, hope, cheer, grandeur, courage and power from the earth, from men, and from the Infinite, so long you are young. When the wires are all down and all the central place of

your heart is covered with the snows of pessimism and the ice of cynicism, then you are grown old, indeed. . . . MAC

- - 0 - -

WINNING

It takes a little courage
And a little self-control
And some grim determination
If you want to reach a goal.
It takes a deal of striving,
And a firm and stern-set chin,
No matter what the battle,
If you're really out to win.

There's no easy path to glory,
There's no rosy road to fame,
Life, however we may view it,
Is no simple parlor game;
But its prizes call for fighting,
For endurance and for grit,
For a rugged disposition
And a "don't-know-when-to-quit."

You must take a blow or give one,
You must risk and you must lose,
And expect that in the struggle
You will suffer from a bruise.
But you mustn't wince or falter,
If a fight you once begin,
Be a man and face the battle--
That's the only way to win.

... .. SELECTED
- - 0 - -

We are the only Bible
The careless world will read.
We are the sinner's gospel,
We are the scoffers' creed;
We are the Lord's last message
Given in deed and word---
What if the line is crooked?
What if the type is blurred?
... .. A. J. Flint

TOO MUCH SELFISH INTEREST, Cont'd.

They are entitled to a fair return on their investment and this we know they have not had for a good many years.

American railroad men have built up the greatest transportation system you will find anywhere in the world and should be highly recommended by all Americans. Why then, enact laws that would take their properties out of their hands and turn them over to others to operate.

Selfish politicians should be checked wherever they are found, replaced with fair minded men - men that would want to see justice done by all.

In conclusion, let me say give the railroads just half a chance and when better transportation is to be had the railroads, as always before, will furnish it.

-----C-----

INTERESTING FACTS, Cont'd.

dangerously close to the rails.

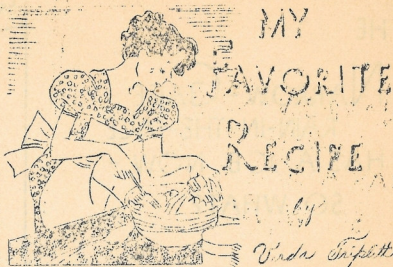
More than fifteen million pounds of meat is consumed annually on railroad dining cars by the traveling public.

Because of increased prices, the cost of materials and supplies of all kinds, including fuel, used by the railroads, is now approximately \$140,865,000 greater annually than in May, 1935.

The railroads of the United States, Canada and England recognize four feet, 8½ inches as the standard width between rails.

-----C-----

Things are worth what they will sell for.



DEVIL'S FOOD CAKE

- 2 Cups sugar
- 2 2/3 Cups flour
- 2 Cakes bitter chocolate, grated and melted
- 1 Cup butter
- 1 Cup buttermilk
- 5 Eggs, beaten separately
- 1 Teaspoon soda, dissolved in one tablespoon of hot water, then add to buttermilk.
- Vanilla.

Cream butter and sugar, add beaten egg yolks, then the melted chocolate; milk (with soda dissolved in it) Add flour and vanilla and then fold in beaten egg whites.

(Makes 4 layers)

FUDGE FILLING

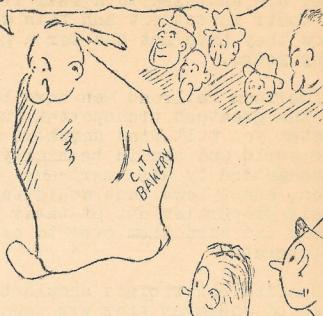
- 2 Cups sugar
- 2/3 Cup sweet milk
- 2 Squares grated chocolate
- Butter size of an egg
- Vanilla

Mix sugar, milk and chocolate and boil until forms soft ball when dropped in cold water. Add butter, beat until creamy. Add vanilla and put on cake.

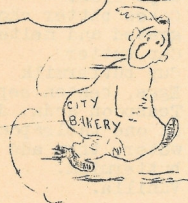
THE

NARROW-GAGE
RAIN-IN-THE-FACE
HAS A JOB NOW -
SO WHAT?

NO LIKUM JOB - TOO
MANY PEOPLE LOOK



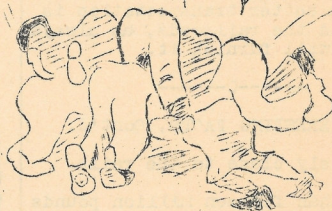
HAFTA RUN! PEOPLE
AFTER ME.



AND THEY GET HIM!

GWAN
GO HOME

I SAW HIM
FIRST!



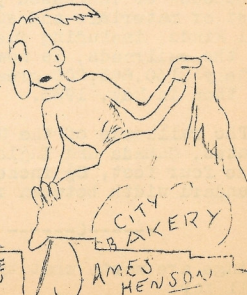
LITTLE DOES RAIN-IN-THE-
FACE REALIZE HE'S GETTING
FAMOUS - AUTOGRAPH FANS
ARE AFTER HIM -



DAWGONE

HE LOOKS UNDER HIS SIGN -

WHO ARE
YOU?

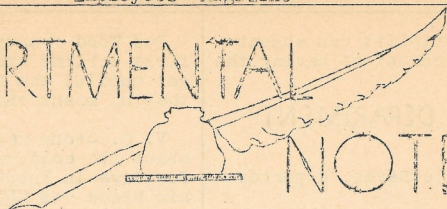


WONDER WHO THE
LITTLE FELLOW
IS -

AMES
HENSON

AND WHEN HE FINALLY
GETS UP - HE'S DISGUSTED
WITH HIS JOB - BUT HE
FEELS SOME ONE IS
FOLLOWING HIM, AGAIN -

DEPARTMENTAL NOTES



V. P. & G. M. NOTES

Fay Beverage, Reporter

At this writing, February 24, we are having some perfect days. It is sunshiny, calm and a moderate temperature. Have had some sandstorms, too, but we'll just skip that.

Our Accountant, Mr. Earl Jones, is spending a few days in the Quannah hospital after a tonsil operation. We hope to see Mr. Jones back in the office soon, and trust that he will soon be feeling much better.

Mr. and Mrs. C. E. Harris had as their guests during the weekend of February 20-21-22 Mrs. Harris' sister and family of Luther, Oklahoma.

Fay Beverage spent Washington's Birthday in the country with her sister, Mrs. Jim Redford. It is reported that F. y and Ernestine (Faver) went domestic a recent Sunday and cooked a Sunday dinner. All of the folks who ate the dinner became sick, but don't get the wrong impression from that: It was because the ham and pie and potatoes, gravy and etc. etc. were so good they ate too much!

Mr. A. F. Sommer is still confined to his home account of illness, but says that he is feeling some better and getting along fairly well at this time.

Mr. Hinsey, Traveling Freight Agent of the Frisco, Amarillo, was in to see us again a few days ago. Yes, he is a little ray of sunshine --always smiling.

Mr. McClure, I. C. C. Hours of Service Inspector, spent a few hours in the office this month. It had been a year since Mr. McClure had been in our office and we were glad to see him again.

I just asked our office porter, Cleonis Cameron, if he knew any news about himself. He said he did, but he was scared to tell it.

Mrs. W. W. Stewart, mother of our ex-steno Gladys Stewart, came thru Quannah several weeks ago and paid Mrs. A. J. Beverage a pleasant visit a few days before Mrs. Beverage's death on January 26th.

AUDITORS OFFICE

C. W. Fulkerson, Reporter

Mr. and Mrs. Sampley and family spent February 21 and 22 in Jernyn visiting relatives.

R. L. (Bob) Smith, motored to Childress February 20 to witness the Childress-Carey basket-ball game.

Mr. and Mrs. Emmitt Davis, Mr. and Mrs. H. L. Jinks and daughter Jacqueline of Wichita Falls, visited Miss Verda Triplitt Sunday, February 24.

Miss Verda Triplitt was absent several days account of having the Flu.

TRAFFIC DEPARTMENT

Mary Lyndelle Davis, Reporter

Evelena Tadlock spent the week-end of the 6th in Dallas, Texas.

Mr. Fulkerson spent Washington's Birthday at his home in Dallas.

Mr. Coppedge has spent some time in Quanah this month, due to the illness of Mr. Richardson.

Mr. W. L. Richardson spent a week in Mineral Wells.

Mr. John Drummond, T.F.A. of the M-K-T Ry., Wichita Falls, Texas, and Mr. Wm. C. Schmidt, Representative of the L. & A. Lines, Fort Worth, Texas, visited this office this month.

Mr. Lunsford P. DuEadray, P.A. of the Illinois Central System and Mr. Roscoe B. Jennings, T.F.A. of the New York Central System, Dallas, Texas, also visited this office this month.

CAR DEPARTMENT

M. Morrey, Reporter

"Well I guess all the carshed boys are getting along fine, as I haven't heard any complaint.

Mrs. Morrey spent the 3rd at Paducah visiting some and family.

Mr. Curnutt and Joel T. Walker have been busy straightening some safe doors. I don't know whether they are fixing it for themselves or not---guess they would let any one keep money in it as it is pretty large.

Bud Wood was up along about the first telling that he was going to get married the first. I suppose that he meant the first chance.

V. O. Stone was complaining about the cold weather the first few days in February; said that his blood was thin. I don't think so - I think it was his clothes.

Larry (Riley) "Then you admit you struck the plaintiff with malice aforethought."

Defendant (Caloray) "You can't mix me up like that. I've told you twice I hit him with a brick and on purpose. There was no malice nor nothing of the kind about it; just a plain brick like any gentleman would use.

F. H. Lee was absent the 5th on account of illness.

I. R. Yandell says he doesn't believe in ground-hog day. He said that he never saw one; all the hogs he ever saw were razor backs. You can guess where he's from.

Mr. M. S. Thomas had a narrow escape a few days ago. He was side-swiped by a truck. Said it damaged his car about \$60 worth. The worst of it he didn't get the truck number.

Mrs. V. O. Stone has been sick a few days. We hope nothing serious.

C. Spear called on the carshed boys Sunday the 6th, with a smile from ear to ear. He was working on caboose 49.

M. Morrey made a business trip to Amarillo, Sunday the 14. The sand was blowing on the plains.

---C---
"Do not act as if you had a thousand years to live." Marcus Aurelius

TRACK DEPARTMENT

B. F. Wiley, Reporter

Have relayed two miles steel this year from 65# to 75# and expect to relay four more miles, same size steel, very soon.

At this writing all sections and extra gangs are very busy inserting ties.

Mrs. J. A. Cronc, wife of section foreman at Dougherty, is in Quanah very sick. Here is hoping she will be able to return home very soon.

Understand that Mrs. Capshaw is doing very good since her return home from Quanah hospital.

ROUND HOUSE

F. W. Riley, Reporter

Mr. D. E. Curnutt and his wife went to visit a friend out in the country once. He asked Mack where he was born and Mack said in Denton, Texas.

On the way home Mrs. Curnutt said, "Why didn't you tell him where you were born - - were you ashamed of your State?" Mack replied, "If the Social Security Act had not come about they never would know where I was born."

Mack says he feels better since his State is the only one mentioned in the Bible. . . "Noah looked out of the Ark and saw Dry Land". Gen. 8 Chapter, 13 Verse.

Mr. Turner said he once played in a ball game 18 innings. The score was 1 and 0 in favor of his team. They played in water waist deep and never got the ball wet - - the other team walked him.

Dad Rigsby said he saw a most unusual ball game once. A ball game was in progress on a Sunday afternoon. The sky was dark with low lying clouds; the visiting team was at bat; the score was tied and two men were out in the ninth inning. The batter hit a liner into deep center and as the fielder raced back a bolt of lightning flashed cutting the ball in two. He caught one half, but it looked as though the other half would fall safe. In such an event it would count as half a home run and would make the score 4 1/2 to 4. It would also make two and one half outs. The other side would insist on its right to keep batting until there were three outs. However Dad's team would certainly object because then the other team would wind up with three and one-half outs. Fortunately though, the fielder made a dive and caught the second half of the ball just before it hit the ground.

On February 4 Mr. and Mrs. Joe Calloway received a message that Mrs. Calloway's brother at West Station, Texas was very low. They returned home February 11. Joe said it did not seem natural since all the old time girls were married and he did not know any of the younger ones.

Joe told me about the first time he was at Waco. It was the proud possessor of one of the first skyscrapers in the state. It was then a City of about 35,000 inhabitants. If you asked the way to the post office you would be told in this fashion. "Do you see that tall building yonder?" Well that's the Amicable Building. You go two blocks north from there and one east and there's the post office."

Joe who had to ask the location

of several establishments, at last grew weary of this. When some one inquired where he lived he replied, "Do you see that tall building down yonder? Well that's the Amicable Building. You go three hundred and thirty seven miles north and west - there's Quanah - that's where I live."

- - -0- - -
HERE & THERE - Cont'd.

SOME REASONS WHY MEN FAIL IN LIFE

Finding fault with the other fellow, but never seeing your own.

Doing as little as possible and trying to get as much as possible for it.

Procrastination - putting off until tomorrow something that we should have done day before yesterday.

False belief that we are smart enough to reap a harvest of pay before sowing a crop of honest service.

Disloyalty to those who have trusted us.

Last, but not least, lack of the necessary training and education to enable us to stand at the head in our line of work.

Look this list over and check yourself up by it. If none of these causes for failure apply to you, then you are to be congratulated because you are a success.

- - -0- - -

Make haste to live and consider each day a life.

- - -0- - -

Life is half spent before we know what it is to live

Campaigns for Welfare Funds urge the American people to "give till it hurts." But some of us are so tender-hearted that it hurts too soon.

- - -0- - -

WILL DO THEIR SHARE

American railroads today are the best managed and give the best service of any in the world. If they can be protected from the wild-eyed socialists who occasionally get a foothold in state and national halls of legislation they will continue to be arteries of business and make money for investor and employee.

Let the railroads alone and they will do their share toward advancing the prosperity of the country.

- - -0- - -

1,600,000 CHILDREN ARE EDUCATED ANNUALLY BY THE RAILWAYS!

The railroads are not in the school business, but the school taxes they pay do educate more than 1,600,000 children each year.

Providing for the education of Uncle Sam's future citizens is the happy privilege of all good citizens and the Railways are proud to be good citizens.

- - -0- - -

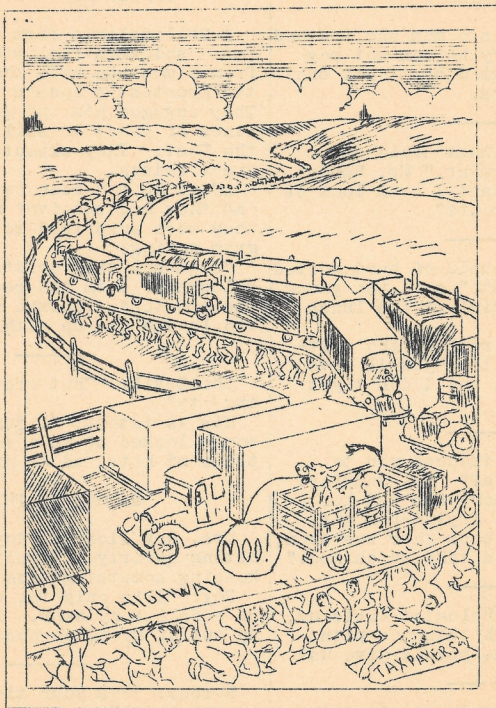
LESS THAN ONE CENT

American Railways haul a ton of freight one mile for an average revenue of less than one cent--less than the cost of a post card--and out of that they pay all their own costs and taxes besides.

No other form of inland transportation does so much for so little.

- - -0- - -

MERRILY WE ROLL ALONG



TEXAS TAXPAYERS HAVE CONTRIBUTED
SEVEN HUNDRED MILLION DOLLARS
TO ENJOY THIS PRIVILEGE



JOKIN' AN' JOSIN'



OPTIMISM

An optimist is a man who, instead of feeling sorry he can not pay his bills, is glad he is not one of his creditors.

Doctor: "You must avoid all forms of excitement." Mr. Bundy: "But, doctor can't I even look at them on the street?"

"I'd like a couple of hard boiled eggs to take out," said the young fellow to the girl at the lunch counter.

"All right," replied the waitress with a smile, "you'll have to wait. Mamie and I don't get off until 10."

Judge: "What induced you to strike your wife?" Mr. Sampley: "Well, your Honor, she had her back to me, the frying-pan was handy, and the back door was open, so I thought I'd take my chance."

If, as a psychologist tells us, there is no such thing as pain, what is it some people give us?

"What you need is an electric bath." O.L. Wood: "Nothing doing, doc. I had an uncle drown that way up at Sing Sing."

Many girls are getting men's wages nowadays---but then they always have.

UNFAIR COMPETITION

A Philadelphia firm advertising for a salesman received a reply from a man who said that he was the greatest salesman in the world. They engaged him and gave him three lines of goods to sell anywhere in the "East." They expected him to do great things.

After he had been away a week, and they had received no orders, they were surprised to get a telegram saying:

"I am not the world's greatest salesman. I am the second best. The greatest salesman was the man who loaded you up with these goods!"

The Devil: "What are you laughing at?"

His Assistant: "I just had a woman locked up in a room with a thousand hats and no mirrors."

CAUGHT IN THE ACT

Mrs. Roy Alcorn: "Roy you're acting queerly. I believe you're keeping something from me."

Roy: "It's only the change out of a dollar my dear. I'll make it up out of my allowance."

Barber: "Was your tie red when you came in?"

Customer: "No, it wasn't."

Barber: "Gosh."

JOYFUL

ED: "Can you recall the two happiest days of your life?"

GE: "Certainly, the day I was married and the day I got my divorce."

COMMUNITY INTEREST

IN TRUCK LEGISLATION

Any change in existing Texas truck laws which will increase the present 7,000-pound load limit will affect adversely all communities in the state, both rural and urban. This statement is proved best by identifying the causes and effects upon Texas communities.

These are:

1. Increasing truck loads mean correspondingly increasing the distance which the truck can profitably carry its load.

2. Increasing the distance of profitable truck haul means bring the small town wholesale houses and industrial plants, such as wholesale grocers, bottling plants, feed mills, oil mills, grain elevators, cotton compresses and retail lumber yards, into direct competition with similar establishments in large cities.

3. Such competition will inevitably result in further drying up the small country towns by taking from them the payrolls, taxes and local purchases represented by their present establishments. Property values, both residential and commercial, will decline; volume of retail sales

will grow smaller and former employees will migrate to the cities to reinforce the ranks of the unemployed and the bread lines.

4. Large cities, at first stimulated by increased trade territories, bought at the expense of the country towns, will be ultimately affected adversely because of the resulting unhealthy condition of the rural communities forming these trade territories.

5. Because of the consequent shrinkage of the state's tax revenues from country towns, taxes from the cities will have to be increased correspondingly.

6. The lower truck load limit of Texas now has the effect of acting as a barrier at Texas borders to the movement of the larger truck loads carrying merchandise from the metropolitan and producing centers of other states. Any increase in Texas truck load limits will break down that barrier and permit the free truck movement into the state of many commodities which unquestionably would be sold directly to the retailers, thus destroying, in a large measure, the business of wholesalers and jobbers now located in Texas cities.

Conditions which affect adversely the well-being of Texas communities also affect Texas railroads in identical manner and degree.

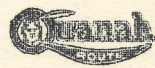
THE TEXAS RAILROADS

F AST RISCO-Q.A.^{W.P.} REIGHT

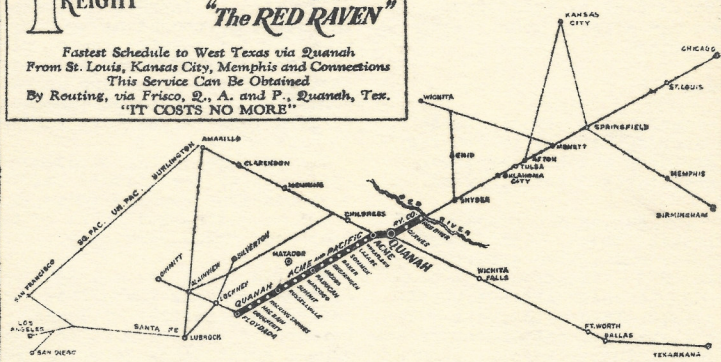


"The RED RAVEN"

Fastest Schedule to West Texas via Quanah
From St. Louis, Kansas City, Memphis and Connections
This Service Can Be Obtained
By Routing, via Frisco, R. A. and P., Quanah, Tex.
"IT COSTS NO MORE"



GENERAL OFFICES, QUANAH, TEXAS



QUANAH, ACME & PACIFIC RAILWAY COMPANY