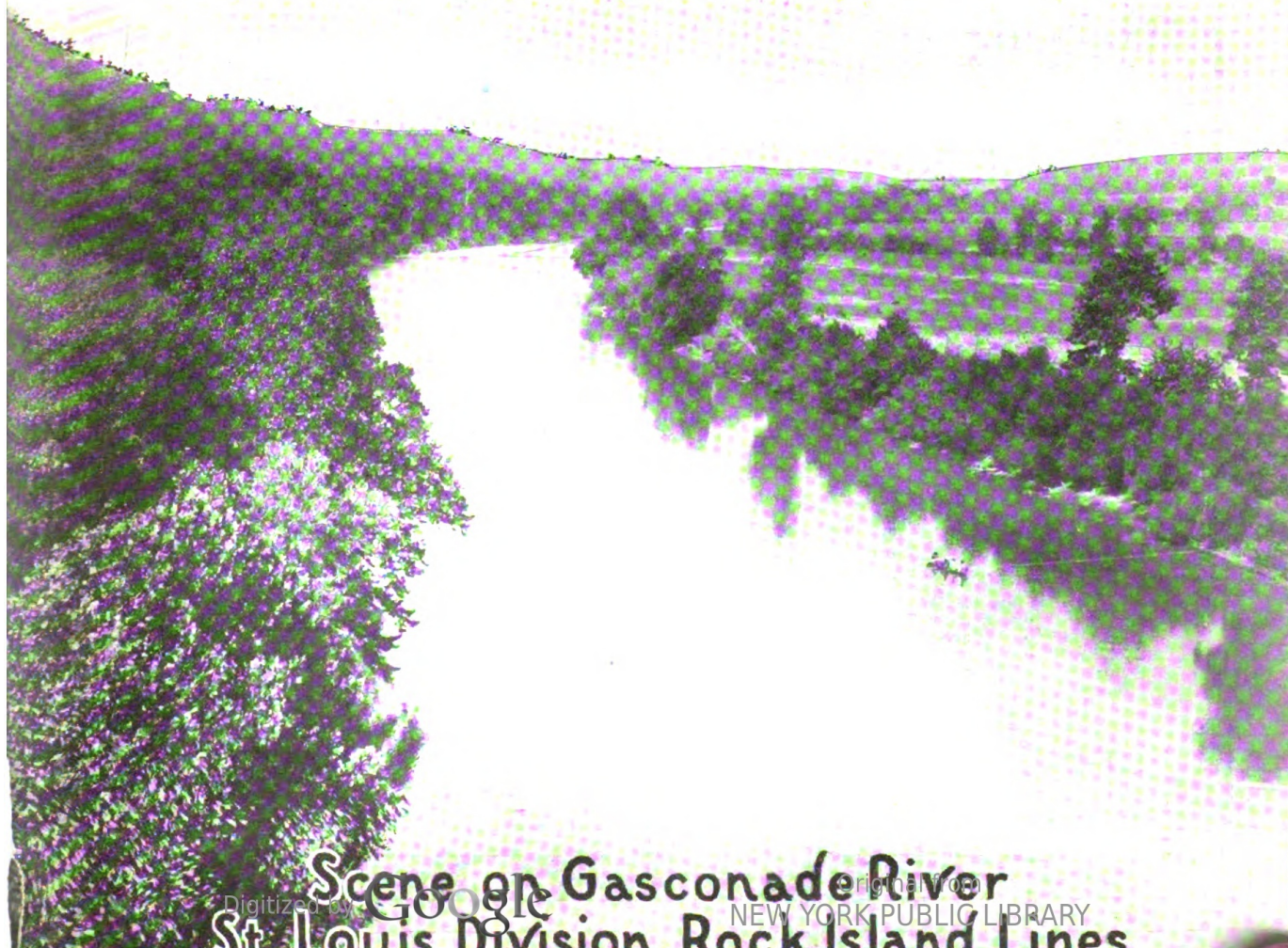


ROCK ISLAND EMPLOYEES' MAGAZINE

OCTOBER
1916



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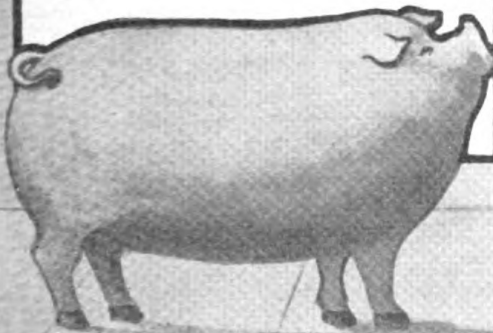
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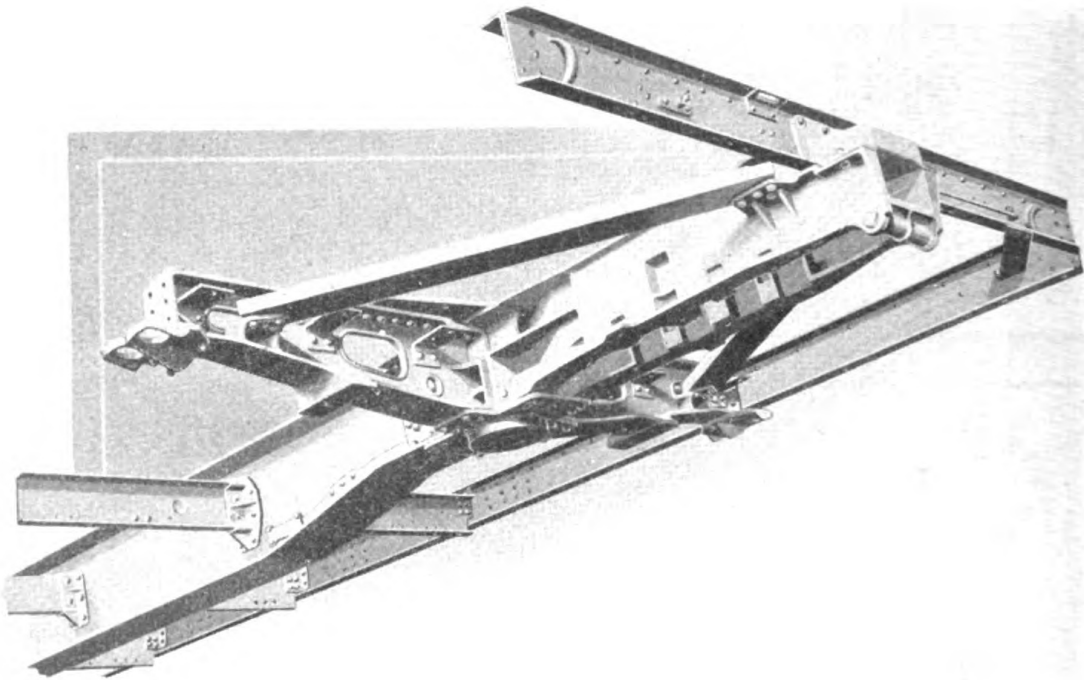
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DETROIT, MICHIGAN**

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**The Bettendorf Company
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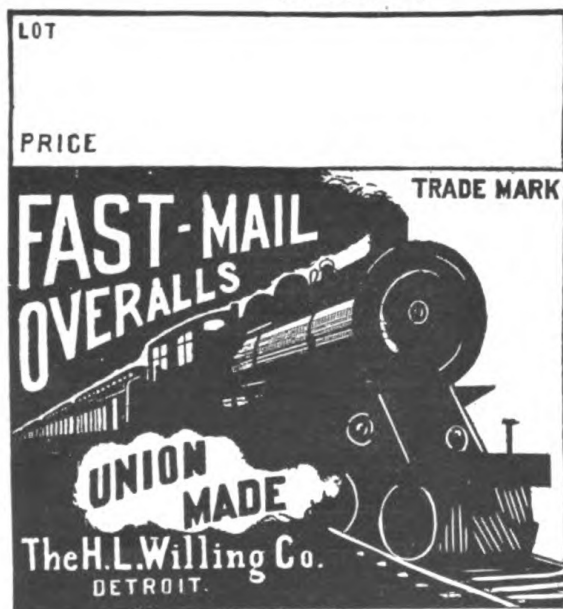
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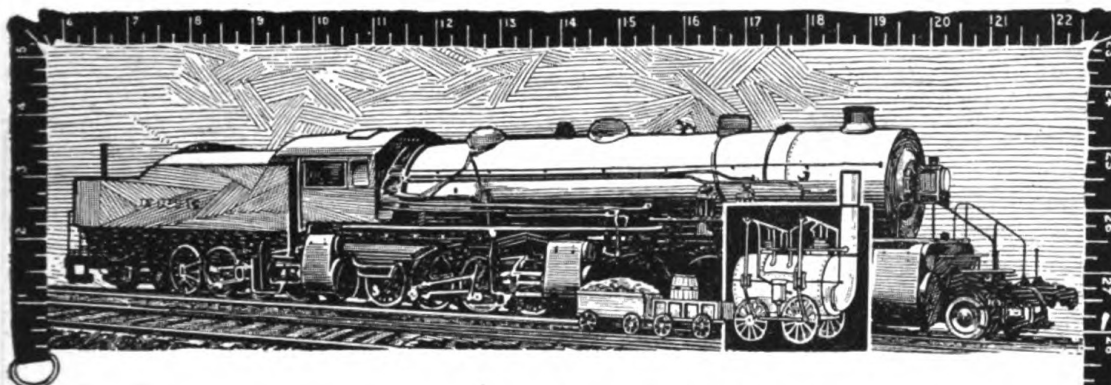
"FAST MAIL" Jackets are made with adjustable collar and insure free arm action at all times.

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"GOOD-BYE"

By Burke Lesley.

How often on Life's journey we
Forget when friends are nigh,
That someday they will cross the sea
Of "Evermore."—Good-bye!

A heavy heart-throb jars the soul
And hot tears dim the eye;
A fervent hand clasp to console
The parting one.—Good-bye!

A gaze of earnest reverence,
An anguist smothered sigh;
And thoughts of sacred deference
To each, and then—Good-bye!

How often in a thoughtless way
We lightly treat the tie
Which bound the hearts of yesterday,
And now the break—Good-bye!

But fond the heart and free the hand
In Friendship's cradle lie;
Tho hard it seems that some withstand
The saddest word—"Good-bye!"

Let flow the tears that bring relief
And forth the silenced cry;
Lest burdened hearts pent full of grief
Should chant their own Good-bye!

Ah Fate! that brings the lonely one
A friend to satisfy;
Yet in the end when all is done
Can only bring—Good-bye!

ROCK ISLAND EMPLOYEES' MAGAZINE

HARLEY E. REISMAN
Managing Editor

JNO. A. SIMPSON
Editor

LA SALLE STATION, CHICAGO

Vol. X.

OCTOBER, 1916.

No. 4.

CONSERVING TIME

How long can you sit still without growing fussy? We live right in the midst of a fidgety age, and all the world and the people thereof are possessed with the demon of restlessness.

Do not make the mistake of calling it nervousness. That is dignifying it by the name of a recognized disease which has its place in the books of the medical profession, and which is treated according to regularly prescribed formulas.

Fidgetiness is something entirely different. It is an American habit, and is the outcome of a belief that life is all hurry.

The average man gets up in the morning in a hurry, after he has clung to the last possible moment, and a little beyond, for enjoying the pillow, and hurries through the operation of dressing. He swallows his unchewed breakfast in a manner to delight the spirit of indigestion which is waiting to catch him in his grip. He rushes to his office or store and acts like one who has the cares of a world upon his shoulders whether or not he really is busy. Then he claps on his hat and runs to lunch like a man going to a fire, and eats it so rapidly he scarcely knows what is going into his mouth. The afternoon is passed in the same manner as the morning, and a wild dash for home closes the day.

In the evening he must go somewhere, and whether it is to the theatre, the "movies," to call upon a friend, he is anxious to get away before he has really commenced to enjoy himself. When he

does depart he finds it too early to think of retiring, and fusses around in a mad desire to do something for an hour or so before going to bed, and is satisfied with nothing.

He has been taught that time is valuable, but not how to properly use his time. He has been told that he must make all things brief. A long letter is not to be thought of in correspondence, and very often sense is sacrificed to shortness. He must tell what he has to say in the fewest words possible. So he cuts the very life out of conversation in an effort to be concise. Deliberation in anything is a crime.

The result of all this is that the average young man is becoming a smatterer because he will not allow certain important matters the length of time they deserve.

Ask him why he does not "make haste slowly," and he will come back at you with his favorite proverb, that "Brevity is the soul of wit."

Is it? Well, sometimes. But there is brevity that is far from being funny.

For instance, when you were a small boy and wandered down the streets of your native village with your lower limbs encased in trouser legs so brief that they stopped several degrees above your shoe tops, do you remember how funny it was?

Perfectly laughable, wasn't it, when the other boys crowded around and flung their sarcastic remarks at you?

They asked you why you didn't put sugar on your shoes to coax your panta-

loons down, and told you that you had pulled them too soon.

The more they geyed the funnier it became for them, and everybody laughed but you.

They did not appreciate the fact that it was all because you were growing so fast your clothes were too small before they were worn out.

Neither did they understand that if you kept on at the same rate you would soon be big and they would be little. Then retribution would be quick and severe, for you would be tall and they would be short and you could take the fun out of their hides and enjoy it yourself.

Then, again, still on the subject of clothing, you may remember how you went to make a formal call on that best girl of yours.

Lots of times you had met her at church picnics and corn huskings and social events of that kind, but never before had you "slicked" up and gone to see her in the regular "grown-up" society way.

And hang it all! when you were ushered into the parlor among the bright lights, there was a young man from the city, and, my, but he was elegant.

When you gazed on his modish garments then it was that your coat commenced to shrink.

It had always seemed big enough before, but now you involuntarily tugged at the sleeves to bring them down somewhere near your cuffs.

That other fellow had long skirts to his coat, too, while you were glued to your chair, afraid to stand up and reveal your ungainly length of limbs below a too brief coat.

He, however, moved about easily and gracefully, and seemed to take delight in making you walk across the room to look at something so he might stand beside you and shine by comparison.

Awfully ludicrous, you know. More fun than a goat. You could swear to this for you were the goat.

Brevity means briefness, of course, and your coat was exceedingly brief, all at once.

You would have been happy if you could have made your call as short, but you didn't know how to get away.

You had some wild idea of sitting

there until all of the household had retired and the lights were out. Then you could slip away through the friendly darkness like a thief in the night.

It didn't help matters for you to realize that others were noticing things, and that there was enough restrained laughter to have made a comic paper jealous if it had all been let loose.

There is sure to be plenty of humor where there is anything short.

Just imagine the witty feeling of the poor fellow who makes his dinner off the sniffs that percolate through his nostrils as he hangs around the door of a restaurant.

He is short of funds, you see, and cannot go inside to sit down at a table and glance carelessly over the menu card before he orders.

He hasn't the price and, therefore, has to deny himself.

That might be funny, too, but not so that he can notice it.

Neither is it funny to go around to the kitchen door and beg for a hand-out.

Of course there may be some one driving past in a touring car who regards it as mighty humorous, but that is the other side of the story.

Then there is that fellow who has such bright prospects as a youth.

He is young, he is good looking, he has robust health, he is intelligent and well educated.

He is just twenty-one, and when he graduated from the university last June it was with the highest honors.

People said he was a "comer," and predicted a golden future for him.

He dreamed of fame and fortune, and was just starting in to make his dreams come true, when something awful happened.

His country called him.

There was a disagreement between kings, and czars, and emperors and presidents.

A big cloud came rolling along the horizon of the world, a mighty flash of powder, the thunderous boom of canon, and the very universe rocked with the tempest of war.

There was nothing for this young man to do but to respond to the call to the colors.

Others were sacrificing themselves and he was as patriotic as any.

It is true his manly heart almost burst with grief as he bade farewell to his home.

It is true his mother wept over him, said he was too young to go, that he was all she had and that she could not spare him.

He tried to cheer her up, and kept as brave a face as possible until he was out of sight.

Then all the horror of it burst upon him.

What if he should not come back?

What then of all his dreams?

Who would care for his mother?

But he went, and soon he was sheltered in a deep trench with a lot of other men, young and middle-aged.

They had short rations for a time, and that, of course, was funny, as all short things are sure to be.

They fought hard all day, or took a forced march, and were so fatigued at night they fell on the ground the minute respite was granted and tried to rest.

But they were soon needed again, and had but a brief sleep, hardly long enough to bring back the old dreams. Then they were ordered out for a hurried snack of a breakfast and another day of horror.

Brevity only in rest. That is what this game of war means at which kings play.

Such a funny game it is, too. Some of us are not bright enough to see the point of the wit, but the points are there.

They look like bayonet points to us, our visions are so dull.

But, finally, one of those big, screaming shells comes flying through the air.

It falls a few feet away from the trench in which the young man is sheltered, bursts, spreads its deadly contents like a fan, cuts like a knife through the ground and shaves off both his feet.

He is much shorter then—shorter by two feet, and we can see the bloody humor this brevity.

They get him out of the hole in the ground and hurry him to the hospital.

Skilful surgery saves his life—just a little of it—just enough so that he doesn't die, and then they get him home.

But his dream is ended—shortened

to the merest fraction of what it started out to be.

Instead of providing bountifully for his dear old mother he is a burden upon her tired shoulders.

She does not acknowledge this—bless you no. She is so glad to get him back at all that she smiles.

Laughs at the ridiculous humor of it, you know. What did he want with feet, anyhow?

But she doesn't laugh long. He had lost a lot of blood and had managed only to get home.

Some said his disappointment hurried the end, but, of course, they must have been mistaken, for anything that has brevity is necessarily full of the soul of wit.

It is true when the war is over there will be plenty of laughing.

You will hear a woman's voice pealing forth merry tones of glee.

But it will not be the voice of his mother.

Take a good look at the man who actually accomplished big things in the world. He never seems to be in hurry. He has learned the proper classification of duties, and places those of importance where they belong, giving them all the minutes, hours or days necessary to bringing them to perfect completion. He does not let the little things interfere—just takes care of them in odd moments—but they all get attention, and he gets through with them without irritation because they are not permitted to enter into competition with the weightier matters.

The busy man is the man who always has time for anything that he considers worth while. If you want anything done promptly, take it to the busy man. Conservation of time is his second nature, and he will not undertake what he cannot accomplish.

When you see one of these fussy ones in business you can rely upon it that he is troubled about the really unnecessary. Ten chances to one he has been putting things off until he has fallen behind, and the hour that is wasted is the scorpion lash that drives him beyond his speed.

This appearance of desperate haste which afflicts so many of us is nothing more or less than an acquired habit.

Cannon-ball trains, electric cars, automo-

For, after all, fidgetiness is itself a sort of laziness! It is born of a disinclination to give painstaking labor to any task. It is the great enemy of thoroughness. Time should not be wasted, neither should it be saved as the miser saves his gold—for no useful purpose.



B. C. R. & N. REUNION.

The second annual B. C. R. & N. reunion of veteran employes of that line, which is now a part of the Rock Island Lines, was held at Cedar Rapids, Iowa, on September 13 and 14.

More than seventeen hundred invitations to attend this reunion were sent out this year and a few more than five hundred responses were received. It was the opinion of the veterans that many remained at home this year with the expectation of coming next year and they would be disappointed if there was no reunion. It was pointed out that many of the members were becoming old and that if they had to wait two years many of them would be too old to attend.

The following officers were elected for the coming year:

President—George A. Merrill.
First Vice President—P. W. Hynes.
Second Vice President—W. H. Buttre.
Secretary—Ben E. Miller.

The association never has had a third vice president, but President Merrill thought there should be one, and that the office should be filled by a woman. Mrs. Hallett was nominated and elected by a rising vote.

At the meeting a motion was adopted to prepare a roster of all the living and dead members of the association, print them and furnish the living members with a copy.

Further information furnished the association showed that nineteen members had died since the last reunion seventeen of whom lived in Cedar Rapids.

F. J. Shefler, who attended the reunion, had been in the employ of the company thirty years lacking two months. Mr. Shefler, when he retired, was yard clerk.

W. H. Windsor was twenty years with the B., C. R. & N. road. A brother, Charles Winsor, of Walker, also an old employe, was in attendance.

Ed Woods has the distinction of being the oldest engineer on the Minnesota division of the Rock Island; J. C. Tindall, oldest on the Cedar Rapids division, and T. A. Myers, second oldest on this division. All are still running, being forty years with the road.

Many residents of Estherville, former employes of the old B., C. R. & N., were present at the reunion yesterday.

J. H. McKenzie of Leavenworth, Kan., who attended the reunion last year, at which time the members of his family had a reunion in this city, was present yesterday.

TENDER BANQUET TO ROCK ISLAND OFFICIALS.

One hundred business men of McAlester, Okla., recently tendered a banquet in honor of H. F. Reddig, retiring superintendent of the Indian Territory division, and D. Van Hecke, the new superintendent who succeeds Mr. Reddig, expressing McAlester's feeling of appreciation for the work of the retiring superintendent and the city's welcome to the new railroad official.

Melven Cornish, president of the Commercial Club, opened the program by recounting something of Mr. Reddig's success as a railroad manager in this division. During his stay there, Mr. Cornish declared, Mr. Reddig has increased the efficiency of the Rock Island system, as it touches the business interests of McAlester, fully one-third. The welding of municipal and transportation interests and more especially the eradication of the spirit of enmity against public service corporations has been largely accomplished, he declared, through the work of the retiring superintendent within a few years and this fact, coupled with the superintendent's genial personality, has made it fit that the people of McAlester should regret his departure to another division.

Confidence was expressed, however, that the same spirit of co-operation would continue under the administration of the new superintendent.

Similar sentiments were also expressed in short talks by Frank Craig, George Chaney, Dr. E. H. Troy, E. E. McInnis, R. H. Vorce, E. C. Million, Rev. W. W. Chancellor and Mayor J. I. Wood, Mr. Craig responding directly to a toast in honor of Mr. Van Hecke.

After the banquet, Mr. Reddig was escorted to another room of the hotel where Indian Territory employes presented him with silverware valued at one hundred fifty dollars, as an expression of appreciation of the retiring superintendent and his family.



RESOLUTIONS PASSED BY SAFETY COMMITTEE AT BUREAU, ILLINOIS, MEETING AUGUST 30.

Whereas, An All Wise Providence has seen fit to remove from our midst our esteemed friend and co-worker, Engineer A. O'Donnell, a member of this Safety Committee; be it

Resolved, by the Illinois Division Safety Committee, at its meeting held Wednesday, August 30th, 1916, that we learn with deep regret and sorrow of the death of our co-worker and friend;

Resolved, That these resolutions be made a part of the minutes of this meeting, that a copy be forwarded to the editor of the Employees Magazine for publication, and a copy be forwarded to members of his family.

SUPERANNATED Rock Island EMPLOYEES HONOR

PENSION DEPARTMENT.
Established January 1, 1910.

EMPLOYEES PENSIONED DURING SEPTEMBER, 1916.

Lewis Hintz, section laborer, Nichols, Ia. Age, March 10, 1916, 68 years. Length of continuous service, 35 years and 3 months. Monthly pension, actual, \$11.08. Monthly pension allowed (minimum), \$20. Pension effective, June 1, 1916.

August Johnson, section laborer, Perlee, Ia. Age, December 24, 1916, 68 years. Length of continuous service, 33 years. Monthly pension, actual, \$10.38. Monthly pension allowed (minimum), \$20. Pension effective, March 1, 1916.

FACTS ABOUT THE PENSION SYSTEM.

Amount paid to pensioners, Jan. 1, 1910, to Oct. 1, 1916.....	\$374,330.20
Total employes pensioned, Jan. 1, 1910, to Oct. 1, 1916.....	323
Total pensioned employes who have passed away	95
Total number of employes on pension roll, Oct. 1, 1916.....	228

IN MEMORIAM.

George B. Swan, station master, Davenport, Ia. Died August 17, 1916. Pension effective, January 1, 1910, \$25.55 per month. Pension ceased August 31, 1916. Total pension received, \$2,044.

Chas. C. Pratt, locomotive engineer, Iowa Division. Died September 1, 1916. Pension effective, September 1, 1912, \$53.20 per month. Pension ceased September 1, 1916. Total pension received, \$2,553.60.

GEORGE BENJAMIN, ENGINEER, MISSOURI DIVISION, whose application for pension was approved August 11th, 1916, was born in Springfield, Mass., August 30th, 1846. Went to school very little as it was necessary for him to quit at the age of fourteen years and go to work, due to the death of his father.

He went to work on the Boston & Albany Ry., carrying water for the passengers, running from Springfield to Albany and return six days in the week. During the winter he also sold papers and did what other work he could get to do. The following summer he carried water on the Hartford Division of the New Haven Railway. The next spring, at the age of 16 years, he went firing for the B. & M. From the B. & M. Ry. he went to the B. & A. Ry. as fireman where he remained only six weeks when he left their service account not receiving desired wages and five weeks after leaving the same engine on which he was employed blew up and killed five men.

He then entered the service of the New York Haven Ry. where he was employed as fireman for five years, firing the first injector that was put on an engine on the Hartford Division of the New York Haven Ry.

March 1st, 1869, he entered the service of the Hannibal Railway, running west from Brookfield to St. Joe; they did not have a sign post of any description nor the right



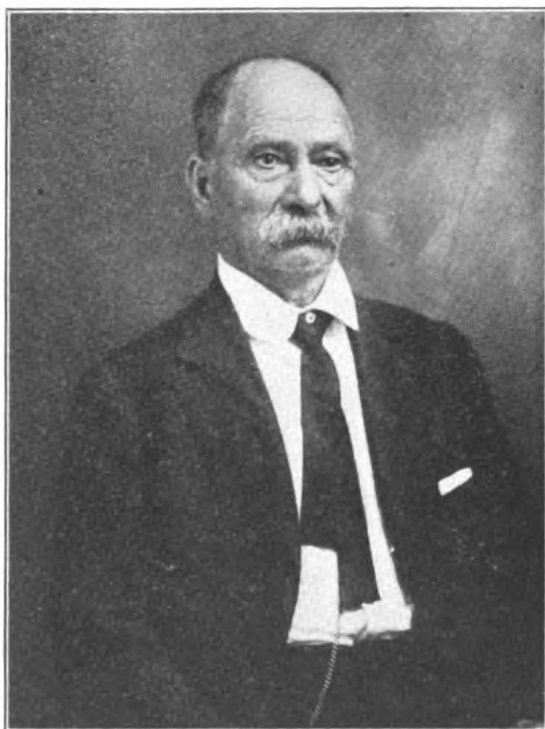
George Benjamin.

of way fenced for the whole 102 miles; he left the engine and was employed as conductor for about two years. Not being satisfied with the conductor's pay he went over to the K. C., St. J. & C. B. Ry. where he remained for several years. In 1879 he went to the Wabash and helped build the Stanberry Line to Council Bluffs and ran the first passenger train out of Council Bluffs for Stanberry. August 20, 1884, he came to Trenton, Mo., entering the service of the Rock Island, where he remained in the capacity of engineer for thirty-two years until retired account having reached the age limit.

Mr. Benjamin states he feels he has been especially well treated by the Rock Island, as every favor he has ever asked has been granted.



DAVID SWEENEY, MACHINE OPERATOR HELPER, TRENTON, MO., whose application for pension was approved August 11th, 1916, was born on Grand Island South Hero, state of Vermont, on the 22nd day of June, 1846, of French parentage, living there until four-

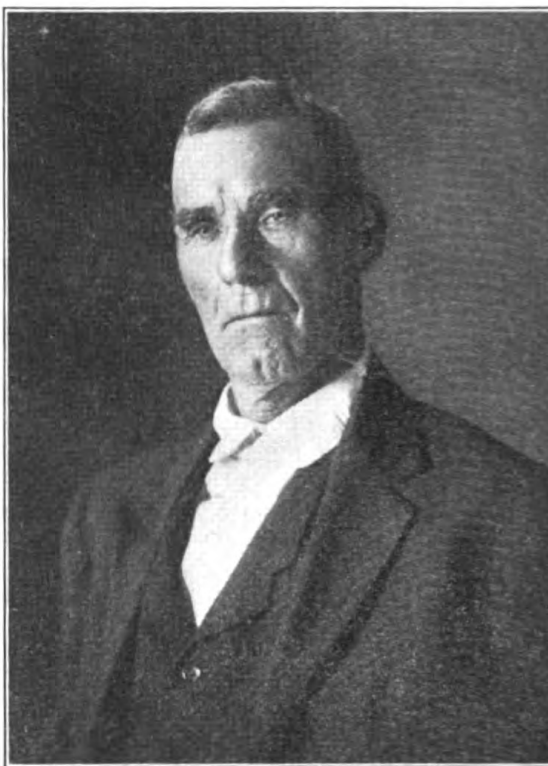


David Sweeney.

teen years of age, moving to St. Laurence, New York State, and from thence moved to the state of Minnesota in 1866. Mr. Sweeney came to Trenton, Missouri, in 1882 and began working for the C., R. I. & P. Ry. in July, 1887, remaining in continuous service until June 22nd, 1916, having served twenty-nine years as machine operator helper in the car shop department; he was retired on a pension account hav-

ing attained the age limit for retirement, seventy years.

WILLIAM SKALL, SECTION LABORER, VINTON, IOWA, whose application for pension was approved August 11th, 1916, was born Dec. 1, 1844, at Ness Bay, Ireland, and emigrated to America with his parents when three years of age,



William Skall.

arriving in New York, where he remained but a short time when the family moved to Illinois. In 1855 he left Illinois coming to Benton County, Iowa, and worked on farm until 1876. In March, 1876, he started to work for the B. C. R. & N. Ry. Co. and remained in the service of that company and the C., R. I. & P. Ry. Co. until February 1st, 1916, when he was pensioned.



NEEDED AT ONCE.

You musn't play with Mr. Gorum's hat, Bobby," said a young lady who was entertaining a caller, to her small brother.

Why musn't I?" asked the youngster.

"Because you might damage it," replied his sister, "and, besides, he will want it shortly."



MURINE EYE REMEDY.

Murine Allays Irritation Caused by Smoke—Cinders—Alkali Dust—Strong Winds—Reflected Sunlight—Eye Strain and in fact should be used for all Eyes that Need Care. These Suggestions most surely Appeal to Men in all branches of Railway Service. See Murine Eye Remedy Co. Adv. in this issue and write for their Book of the Eye.

LOSS AND DAMAGE CLAIM PREVENTION

By W. O. BUNGER
General Superintendent Freight Claims

ARTICLE IV

The following items from proceedings of monthly Prevent Claims Committee meetings held on various divisions have been selected for publication in this issue of the magazine, selections being made entirely on basis of value of the suggestions from a claim prevention standpoint. Lack of space in last month's issue prevented strict adherence to the plan of using entire space allotted us for the purpose of publishing pertinent suggestions, but it is hoped that our future efforts with respect to the publishing of monthly articles in the magazine can be devoted to this feature of our campaign exclusively.

Cedar Rapids Division, Cedar Rapids, Iowa, meeting July 7th. Mr. C. S. Mahaffy, general yardmaster, Cedar Rapids, advised that a campaign had been started by the yard force to detect any cars traveling with explosive cards tacked on them, removing them if they do not properly belong on cars and reporting each individual case for correction. Yard force is especially vigilant in cases of cars received from foreign lines as a penalty of fifty cents per card must be paid by the line failing to remove the card to the line whose employe removed the card.

Suggested by Mr. W. E. Bennett, agent, Cedar Rapids, Ia., that iron safes 2,500 pounds and over be loaded on skids in cars, skids to be of sufficient strength to support the safe. Cited a case of a safe 4,100 pounds on Burr Oak to Cedar Rapids SP 16813 WB 32783, June 28th, having broken through floor of car resulting in shipment being damaged and refused.

Chairman stated would investigate this particular case with Chicago Terminal Division.

Mr. F. S. Williams, transportation inspector, read extracts from minutes of Prevent Claims meetings on other divisions, taking only such items that appealed to him as being especially instructive, commenting on each item briefly. He solicited the co-operation of all employes and urged free use of the Prevent Claims Cards. He also called attention to the importance of getting the services of a veterinarian in cases of damage to live stock. Oftentimes large claims are prevented by the timely services of a veterinarian. The expense of such services are small in comparison to damage claims that might result.

Suggestion by Mr. A. W. Stonebraker, conductor, that couplers on freight cars be oiled at terminals, some of them getting old and rusty and cannot get them together, resulting in damage to egg and tile shipments. Most trouble is with the old style Major and Janney couplers.

Suggestion by Mr. Obed Boan, switchman, that more care be given the inspection of cars delivered industries for loading. Cited a case of C-67339 being furnished T.

M. Sinclair Company for meat loading. Car had only one iron holding drawbar, two bolts out and one bolt broken. Car partly loaded by Sinclair company and then taken to freight house to finish loading. Chairman stated he would take up for correction.

Suggestion by Mr. T. J. Brady, engineer, that all agents be instructed to have shippers of horses discontinue the practice of bedding cars with green grass, as horses cannot stand up on it. Chairman advised would arrange.

Suggestion by Mr. W. Zedick, switchman, that the various industries at Cedar Rapids be requested to brace shipments received by them when such shipments are piled in tiers and it is necessary to leave car when only partly unloaded for the reason that there is danger of considerable damage to such shipments should the cars be switched with during the time the car is temporarily deserted by the unloading force. He had in mind a car left in this condition by J. G. Cherry Company, which contained crates of empty milk bottles.

Suggestion by Mr. J. M. Phillips, night yardmaster, Cedar Rapids. In cases of hot boxes on cars of stock, conductors should wire ahead to terminal so that yard force can see to getting the necessary material ready before arrivals of train and car inspectors can immediately set to work making necessary repairs. At present, longer delays than necessary occur account getting information to proper parties after train arrives and then getting necessary material.

Arkansas Division, Little Rock, Ark., Meeting, July 24th, 1916. Car inspectors at Biddle were instructed that not a single car of grain will be permitted to leave the Little Rock terminal in leaky condition. After cars are in train, they must be stretched out and if found leaking, must be cut out or necessary repairs made, before leaving terminal.

Considerable improvement has been made at Little Rock in the furnishing of legible shipping tickets, by personal appeals of Agent Mabie to our shippers. Mr. Mabie advised that he called on one of our largest shippers at Little Rock, who agreed to put tickets in his billing machines so as to give us the original, and advises if this is handled personally most of our shippers will assist us whenever possible.

Cross-billing of cars with similar numbers was discussed at length, several cases of this kind being cited; one in particular where the agent at Heth, Ark., crossed the billing on two cars which cost the company \$253.28. This case alone should be sufficient to impress on everybody what it means to cross the billing on two cars. This matter has been threshed out so often with everybody that there is nothing further that can be done to stop this careless handling,

except to advise that most drastic action will be taken on every case discovered.

Mr. Germer, road foreman, suggests that all extra conductors carry at least ten conductor's seals with them for emergency use. Advises that rough handling on the road has improved greatly. Mr. Walker instructed Mr. Germer and Mr. Patterson to ride switch engines in the Little Rock Terminal and positively put a stop to the rough handling, stating to the committee to inform the switchmen in the terminal he has said all he is going to about it and is going to make it a point to visit the yards at night himself, and the men responsible for rough handling will not be retained in the service.

Mr. Johnson, trainmaster, advises that merchandise cars are coming out of Little Rock with doors that cannot be opened and closed by two men. Instructions will be issued for car men at Little Rock to put doors in condition before leaving station.

Nebraska Division, Fairbury, Neb., Meeting, July 27th. Suggestions:

No. 3—Mr. J. M. Crosbie, agent, Smith Center. That more attention be given to properly adjusting doors on merchandise cars, in order that they may be opened and closed more easily.

Suggestion No. 5—Mr. S. A. Beeman, freight house foreman, Lincoln. That rough handling of merchandise cars be discontinued by locals when picking up merchandise cars at Lincoln Freight House.

Kansas Division, Herington, Kansas, Meeting, July 31st. Mr. A. Lusk, agent, Topeka, Kansas. The individual error sheet in the station force has been dropped at Topeka for some time, we have been depending on Mr. Bunker's report. The conductor on the Horton local has made several complaints to me relative to the improper loading of merchandise at Topeka. Upon investigation it was found that twenty-one out of twenty-six errors were chargeable to one man in a period of about two weeks, and this party did not work on the following afternoon. In our system of handling the shortage is strictly up to the checker.

Mr. F. W. Edwards, conductor, Herington, Kansas, made a short talk on the handling of L.C.L. shipments of flour.

Suggestion No. 196—Mr. F. W. Edwards, conductor, Herington, Kansas. Paper should be furnished conductors so that same could be placed on car floor before the flour is loaded. The matter was discussed and it was decided that the agent at station loading the flour would have some paper with the flour ready to be placed on the car floor when shipment was loaded. He would also have the flour piled on paper on the platform at destination where flour was unloaded, the paper could be turned over to the agent for use again, and in this manner paper could be used a number of times and conductors would not have to carry a supply with them. It was decided that we could save the cooping paper, which is taken out of wheat cars at the larger stations.

Suggestion No. 211—W. E. Wilbert, conductor, Belleville, Kansas, made the following suggestion through Mr. E. T. Pyle. Advises that more dead hogs are received from the Nebraska Division this year than ever before, stating that water facilities are not in proper condition to take care of them. If the Nebraska Division would make better effort to water their hogs it would probably save claims.

Meeting was adjourned on arrival at Wichita at 5:30 p. m. No. 87 on the day of the meeting had 12 merchandise peddler cars. Entire committee left the train at each station for 15 minutes watching the unloading and loading of the freight, making inspection of the station, station grounds and freight houses, then returning to the train resuming the regular order of the meeting. Great interest was manifested by the entire committee as well as by the agents at the smaller stations, elevator and grain men visited by representatives of the committee while en route from Herington to Wichita.

Iowa Division, Valley Junction, Ia., Meeting, August 5th, 1916. Mr. Breene, agent, Iowa City, states he sent in a Prevent Claims card in reference to the handling of pianos, as he is having a great deal of trouble of late in this respect. It is his opinion that hooks are being used to handle this freight and in one instance on receipt of a piano at his station it was found that a hook had been stuck through the box and had gone clear through to the piano, damaging the shipment. States he is also having considerable trouble and claims on granite shipments, iron bars being used at some points to handle this freight.

J. Moriarty, conductor, advises he has noticed a number of shipments of threshing machines and instead of blocking both ends, rear end only is blocked and block placed on side of front wheels. Thinks there should be a block on all wheels, back and front, to keep these machines from going off cars when stopping and starting trains. Trainmaster Heggenberger suggested that instructions be put out to agents showing just how these shipments should be blocked. Agent Breene of Iowa City thinks the railroads should furnish suitable blocking to block these machines; thinks that at a number of towns they do not have suitable blocking. Mr. Bateman said the reason they do not block the front wheels was because when car received a jolt it would break the king-pin and castings of machines. Mr. Cox stated it was up to the shipper to properly block his machines before shipping them, and that the M.C.B. rules fully cover the blocking of these shipments, but in most cases the agents do not give shipments enough attention before receipting for same. States do not have so much trouble with shipments from larger factories, but in the small towns they don't seem to know how to properly block these machines and the agents should know that they are blocked properly before receipting for them and should insist that they be properly blocked according to M.C.B. rules.

Mr. Cox calls attention to the fact that a little more co-operation was needed in the handling of the CT-159 forms. Agents should get the grain men interested in filling out that form. States that at a number of stations the agents themselves have to fill out that form, as well as the 159-A, but thinks that right talking to the grain men will bring about the desired results.

Mr. Bateman called attention to the fact that cotton sacks are now being used to ship oil meal cakes instead of burlap sacks. on account of the raise in price of burlap. These cotton sacks are not strong and a great deal of care should be exercised in handling them so they will not tear. Also called attention to cement and plaster shipped in paper bags. These paper bags are of a poorer quality on account of the high price of paper and they should be handled carefully.

Trainmaster Green stated that no doubt considerable claims are presented on account of too much straight air being used on local trains. Everybody hustling to get out of town and over the road. Every train on the Iowa Division handles from one to ten cars of merchandise and if the engine-men are careful they can save their salaries a number of times over by properly handling their air. Mr. Cox stated that several committees had recommended taking the straight air off local freight trains, but Mr. Green stated he would not be in favor of this—would make it bad in switching.

Des Moines Valley Division, Des Moines, Iowa, Meeting, August 1st. Mr. Bateman suggested that on account of the scarcity of cars there was a possibility of cars being furnished for grain loading which would

require more coopering than under ordinary circumstances which necessitated more care on the part of the agent and shipper in coopering the car. Agents should watch this closely and see that elevator men also give it close attention.

He mentioned that care should be given when loading cattle and horses to see that the bull boards are in place as there is danger of cattle and horses getting their legs down between car and door and injuring themselves, unless these doors are properly placed.

He called attention to practice of some shippers to place damaged sacks of sugar, flour, etc., which had been wet or caked, down in center of load and place good sacks all around them. Agents in reporting bad order flour, sugar, etc., especially that received in carload lots, should indicate on their report the location of the sacks as it will determine responsibility.

Mr. Finessy, agent at Ottumwa, suggested that agents at grain loading stations make more thorough inspection of cars, not only as to their fitness as regards leaking, etc., but also as to their condition as regards passing M.C.B. inspection at junction points. He stated that very often grain arrived at Ottumwa destined St. Louis to be handled via the Wabash, which had to be transferred at Ottumwa account Wabash refusing to accept car account defective drawbar, trucks, etc., although the car body itself was tight and in good condition for handling grain. If these cars are in such condition they should pass joint inspection which will save the expense of transferring also possibility of claim account cars delayed in transit.



Superintendent and Force, Trenton, Missouri.

NINTH ANNUAL COTTON MEETING HELD IN CITY HALL, EL RENO, OKLAHOMA, AUGUST 22nd.

The meeting was called to order by Mr. G. W. Rourke, assistant general manager, who after stating the purpose of the meeting requested Mr. T. H. Beacom, general manager, to preside.

Mr. Beacom, after marking a few preliminary remarks, recognized Mr. J. R. Sangster, agent at Hazen, Arkansas, who moved that the chair appoint a committee to draft resolutions of respect to the memory of the late assistant general manager, Mr. A. B. Copley. The motion unanimously carried and the following committee was appointed:

Mr. J. R. Sangster, agent, Hazen, Arkansas.

Mr. Geo. Firmin, trainmaster, Little Rock, Ark.

Mr. F. M. Chaney, agent, Lonoke, Arkansas.

The following resolutions were drafted and unanimously adopted by the meeting:

Whereas it has pleased the All Wise Being to remove from our midst and presence one of our noblest friends and best workers; be it resolved,

That in the death of our late assistant general manager, Mr. A. B. Copley, the Cotton Meeting has lost one of its originators and most ardent supporters.

Resolved: That in his death the Rock Island System generally and the Second District particularly has suffered a severe and irreparable loss.

Resolved: That to those of us who knew him better and loved him best, knew his real worth as a big-hearted, noble-minded and conscientious worker, knew him as one who placed a high estimate on efficiency and personal effort and one who always remembered his friends and subordinates and made them feel that their work was appreciated and whose words of encouragement were ever a stimulus to higher ideals. He will be greatly missed.

Resolved: That the heart-felt sympathies and condolence of the members of this meeting be extended to his bereaved and sorrowing widow and that a copy of these resolutions be spread upon the minutes of this meeting and the secretary be instructed to have same published in the Employees Magazine and a copy of said magazine to be mailed to his widow.

Respectfully submitted,

[Signed.] J. R. SANGSTER,

[Signed.] GEO. FIRMIN,

[Signed.] F. M. CHANEY.

Committee.

Mr. Paul Hevener, superintendent Insurance Department, was introduced by the Chair and prefaced his remarks by expressing Mr. Bunger's regrets at being unable to attend the meeting and by reading certain statistics furnished by Mr. Bunger

in connection with claim payments for lost and damaged cotton for the season 1915-1916 as compared with previous season. These figures indicated an extraordinary successful season and are given below:

1911-12	\$ 543.60
1912-13	593.01
1913-14	318.55
1914-15	1,067.55
1915-16	156.18

Mr. Hevener then spoke briefly concerning the work of his department in connection with the handling of cotton, expressing his appreciation of the extraordinary good handling accorded such shipments by the employees of the Second District, thereby enabling him to secure as low an insurance rate on cotton as is enjoyed by any line in this section of the country.

Mr. J. R. Pickering, superintendent car service, spoke at length in regard to the existing car shortage, calling particular attention to numerous causes therefor and suggesting various remedies. Those present were urged to assist the Car Service Department in the prompt release of cars loaded with commercial and company freight, in the prompt movement of cars both loaded and empty and in any other manner possible to increase the car supply.

Mr. C. A. Searle, mail traffic manager, was next introduced and gave the meeting some very interesting statistics and other information concerning the operation of his department.

Mr. Geo. Schnitzer, representing Mr. Morrison and Mr. Johanson, spoke briefly concerning the solicitation and movement of traffic.

Mr. Henry Lucas, auditor, C., R. I. & G. Ry., gave an interesting talk in connection with cotton claims, dwelling particularly upon the importance of furnishing clean cars for cotton loading and calling attention to the probability of claims where cotton is loaded in cars containing coal dust, brick dust, cotton seed oil, paint, etc.

Mr. L. F. Shedd, general safety supervisor, was introduced and spoke somewhat at length in regard to the safety movement.

At this point the chairman stated that there were a number of excellent speakers present who had not been heard but that he desired to save the best for the last.

Mr. Beckett spoke briefly concerning various topics referring particularly to the handling of cotton.

Mr. Bishop, master carpenter of the Oklahoma Division, was the next speaker and took as his subject the erection of cotton platforms.

Mr. Morris, district storekeeper, furnished some very interesting statistics con-

cerning the cost of supplies for the proper handling of cotton.

Mr. Portel was called upon and gave a very interesting talk in regard to car shortage from the Traffic Department's point of view.

At the special request of the chairman, Mr. F. M. Chaney, agent at Lonoke, Arkansas, spoke interestingly and at considerable length concerning the origin of the cotton meetings and the cotton circular.

Mr. A. G. Morrison, claim agent, El Reno, spoke with considerable feeling concerning the tribulations of the Claim Department, directing attention to the fact that the Claim Department is not a producing department but entirely a disbursing department and deploring the fact that the ledger of that department is always in red.

Mr. O. Maxey gave a very interesting discussion of the weighing and inspection of freight and the increase in revenue from that account.

Mr. E. P. Kelly, general agent, El Reno, gave a very interesting and instructive talk

concerning the handling of freight and passenger business, dwelling particularly and at length upon the subject of the proper and safe method of handling cotton.

Mr. W. B. Embury was called upon and gave a very able discussion of the condition of power and equipment.

Mr. G. W. Rourke, assistant general manager, addressed the meeting vigorously, calling attention to our various shortcomings and mapping out proposed methods of procedure for the following year. Considerable time was given to the discussion of the handling of our passenger and freight trains, conservation of the car supply, prevention of freight claims, prevention of personal injuries, topping cotton and various other subjects.

At the close of the meeting Mr. Beacom spoke briefly, complimenting all officers and employees upon their accomplishments during the past year, thanking them for their interest and loyalty and urging their continued co-operation.

* * *

ROCK ISLAND LINES, MINING AND FUEL DEPARTMENT, JULY, 1916

Statement showing comparative consumption of coal in pounds per 1,000 gross ton miles in freight service.

			Pounds Coal per 1,000 Gross ton Miles.	
Rank.			July.	June.
July.	June.	Division.		
1	1	Indian Territory	155	162
2	3	Oklahoma	156	176
3	2	Illinois	165	171
4	4	Louisiana	172	177
5	7	Pan Handle	184	189
6	5	Arkansas	187	179
7	6	Colorado	199	184
8	12	Iowa	200	224
9	11	St. Louis	204	218
10	8	El Paso	219	192
11	9	Kansas	220	196
12	13	Minnesota	223	234
13	16	Nebraska	227	274
14	14	Southern	235	247
15	15	Missouri	242	250
16	10	Amarillo	244	216
17	17	Cedar Rapids	287	295
18	19	Des Moines Valley.....	301	377
19	18	Dakota	335	345
		System Average (Pounds).....	207	211

IMPORTANT! READ!

In order to show employees of each division their standing with reference to fuel consumption, this bulletin is posted in all roundhouses. It is urged that each engine crew carefully note the standing of its respective division and try by collective effort to reach a higher rank.

WHERE WILL YOUR DIVISION STAND NEXT MONTH?

Address comments or suggestions to Carl Scholz, Manager, Chicago, Ill.

CAR SHORTAGE

Chicago, August 30, 1916.

TO ALL OPERATING DEPARTMENT EMPLOYEES:

Your attention is especially called to the following circular issued by the Secretary of the Interstate Commerce Commission:

"Reports are being received by the Commission indicating that a 'car shortage' is again threatened, caused in part by the heavy movement of grain at this season of the year.

"The Commission therefore takes this opportunity of again bringing to the attention of the carriers and shippers the necessity for close supervision of the methods of loading, unloading and moving of cars so as to secure the fullest possible use of available equipment.

"Shippers should endeavor to secure the prompt and full loading of cars, and consignees their prompt unloading and release.

"The Commission feels justified in urging upon shippers and consignees that they shall not use cars for storage purposes but should endeavor to release them as promptly as possible and not avail themselves of the full limit of free time provided by the tariffs.

"Carriers should also make every endeavor to eliminate delays and expedite the movement of shipments. Cars should be promptly returned to the home line, company material promptly unloaded, and close supervision given to operations at terminals.

"Individual shippers and their associations and the carriers should co-operate in order that the delays and losses consequent to a shortage of cars may, so far as possible, be avoided.

"By the Commission."

For the past several months and at the present time, owing to the direction in which traffic has been moving, and conditions over which we have no control, the Rock Island has been unable to keep on its lines its own equipment nor the equivalent number of cars it owns.

There does not seem to be any immediate relief from this situation and it therefore behooves us to utilize such cars as we have on our rails to the fullest extent.

Every employe in the operating department, whether having to do particularly with the movement of freight or not, is hereby advised that for the next few months the most important duty he can perform is that of aiding in the prompt movement of freight cars and your hearty co-operation in this direction is desired.

Cars for company material should be loaded to capacity, anticipating requirements, loading and unloading promptly. Company fuel supply on cars should be kept to the lowest possible point consistent with safety.

A complete daily yard check and correct car report showing cars on hand, combined with an order which does not exceed the ability of shippers to actually load during the next 24 hours is, of course, essential.

Suggestions of ways and means to bring about an improvement in the movement of freight cars is earnestly solicited.

A. C. RIDGWAY,
Chief Operating Officer.

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MERITORIOUS SERVICE.

Mr. H. J. Gorsulowsky, section foreman, Canton, Kan., has been credited with ten merit marks for interest displayed in observing brake beam down on C-47422, salt, Kansas City, in train Ex. 1935, August 8, stopping train, possibly avoiding serious accident.

Mr. L. H. Dixon, brakeman, and Mr. E. B. Trosper, conductor, Dalhart, Texas, have each been credited with ten merit marks for assistance rendered to engineer, train 91, at Goodwell, August 7, in fixing cross head on engine 1926 to prevent blowout of cylinder head.

Mr. C. A. Owen, engineer, Washington, Ia., has received letter of commendation for the manner in which he handled brake beam dragging on engine 569, train 450, August 10.

Mr. W. E. Brown, conductor; G. M. Titus, brakeman; R. G. Bedell, engineer; B. M. Templin, fireman, Nebraska Division, each credited with ten merit marks for their prompt action in extinguishing fire in pile of ties. After discovering fire, engine was cut off and spotted near the ties and with the aid of those and fire extinguishers the ties were saved.

Mr. O. C. Easton, conductor; John Smith, engineer; R. E. Gray, fireman; Tim Warren, porter, El Dorado, Ark., have each received letter of commendation for the manner in which they handled their train on July 29.

Mr. R. E. Moore, block operator, Edson, has been commended for noting crossing plank at east switch at Edson, one end being stuck in the frog and the other about fourteen inches above rail, about center of track, avoiding a bad derailment.

Mr. H. P. Bible, brakeman, Pratt, Kan., has been credited with ten merit marks for interest displayed in firing engine 1925, extra East, August 23, McPherson to Herington, when fireman took sick, thereby avoiding serious delay to important train.

Mr. F. J. Breen, engineer, Pratt, Kan., has been credited with ten merit marks for interest displayed in firing engine 2038, extra West, August 18, Greensburg to Mineola, when fireman took sick, thereby avoiding serious delay to time freight.

Mr. Carl Sundberg, section laborer, Palmer, Ia., credited with ten merit marks for discovering a brake beam dragging on train No. 827, near MP-495 plus 15 poles, on August 16.

Mr. P. C. Peterson, fireman, Kansas Division, has been given letter of commendation for assisting in extinguishing fire in feed yard at Caldwell, August 4, thereby averting considerable damage.

Mr. W. M. Werner, conductor, Kansas Division, has been given letter of commendation for assisting in extinguishing fire in feed yard at Caldwell, August 4, averting considerable damage.

Mr. C. J. Embree, brakeman, Kansas Division, has been given letter of commendation for assisting in extinguishing fire in feed yard at Caldwell, August 4, thereby averting considerable damage.

Mr. J. H. Fulton, brakeman, Kansas Division, has been given a letter of commendation for assisting in extinguishing fire in feed yard at Caldwell, August 4, thereby averting considerable damage.

Mr. C. W. Quigley, brakeman, Kansas Division, has been given letter of commendation for assisting in extinguishing fire in bridge July 15.

Mr. J. C. Gaffney, conductor, Kansas Division, has been given letter of commendation for assisting in extinguishing fire in bridge July 15.

Mr. L. F. Ryan, brakeman, Kansas Division, has been given letter of commendation for firing engine, Haysville to Cline, after regular fireman had taken sick, thereby avoiding delay to train.

Mr. M. Merriam, foreman; Mr. Wm. E. Lester, helper, and Mr. Wm. McCague, helper, Chicago, have each been credited with ten merit marks for the service rendered in connection with putting out fire in car C-100190, track No. 7, 44th street.

Mr. C. J. Johnson, brakeman, Pratt, Kan., while on extra 1931 September 1 volunteered to assist fireman and rendered very valuable as-

sistance in handling of the engine between Hutchinson and Pratt.

Mr. A. C. Almond, engineer, Amarillo, Texas, while car C&A-29139 was loaded with hogs at McLean, train 92, August 6, and while car was being loaded, noticed a crippled hog was loaded into this car, which indicated he was looking out for the welfare of the company.

Mr. John Perry, switchman, Peoria, Ill., was credited with ten merit marks for interest displayed in observing one pair of wheels on car GTP-302649 off track at Peoria August 31 and stopping train. Car was in train 2d-902.

Mr. R. F. Burrows, section laborer, Amarillo, Texas, when No. 92 was passing section gang, MP-686-20 poles August 21, noticed brake rigging down on SJGI-8374, that he flagged train and it was stopped and the car was repaired, which probably prevented a serious accident.

Mr. M. F. Slavens, section foreman, Amarillo, Texas, when extra 1783 was passing your gang east of Yarnall August 15 noticed brake rod dragging, flagged this train, which was stopped and repairs made.

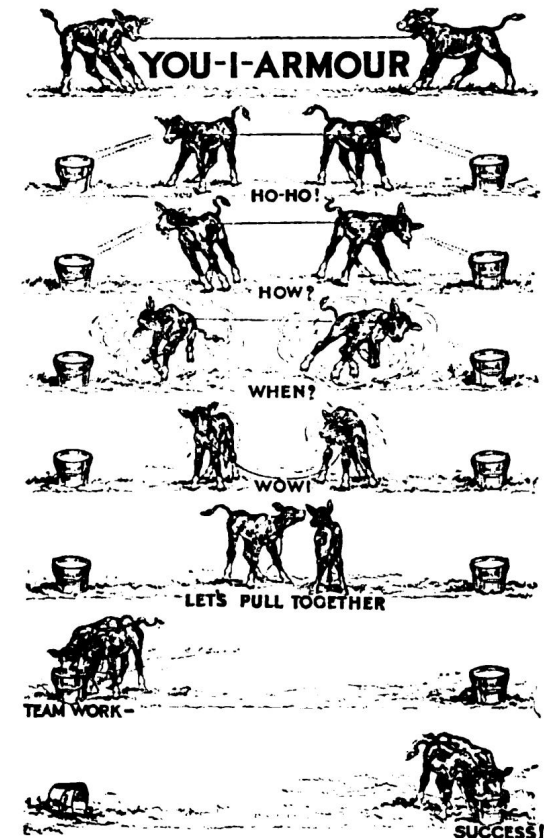
Mr. A. Erhart, engineer, Chicago, has received letter of commendation for prompt and efficient service rendered on September 11 in helping the roundhouse forces at 47th street in re-railing of engine 979 at turntable; also in the assistance he gave in getting engine 923 out of house and ready to handle train No. 5.

Mr. C. L. Barnard, lineman, Morris, Ill., has been given letter of commendation for his action on August 24, when he assisted in the work at derailment of extra 1922 at Bird's bridge.

Mr. Chas. Black, brakeman, Shawnee, Okla., has received letter of commendation for voluntarily firing engine from Foss to Sayre, on train No. 43, September 6, regular fireman having been injured.

Mr. Jas. O. Hall, brakeman, El Reno, Okla., while deadheading on train 43 to Sayre, saw party pick up pocketbook containing gold watch and other valuables and place in his grip, and notified conductor, who recovered the lost articles and delivered to owner.

Mr. W. L. Shearer, engineer, Cedar Rapids, Ia. has been credited with ten merit marks for



(Courtesy Armour & Company.)

handling train 812 September 3, Clermont to Cedar Rapids, with assistance of brakeman, when fireman was sick and unable to fire engine, saving delay to train.

Mr. J. H. Christian, brakeman, Cedar Rapids, Ia., credited with ten merit marks for firing engine on train 812, Clermont to Cedar Rapids, September 3, when regular fireman was unable to fire engine.

Mr. N. C. Halley, engineer, and Mr. F. Drake, fireman, Amarillo, Texas, while on train 43 August 12, sand board dropped at MP-829 10 poles, but with their assistance the necessary repairs were made to this car so it could be handled to Tucumcari, with very little delay.

EMPLOYEES DESERVING SPECIAL MENTION FOR INTEREST IN PROMOTING EARNINGS OF COMPANY.

Mr. S. B. Hubbard, conductor, Colorado Division, has been commended for securing a ticket from Goodland to Pratt, this party intending to purchase a ticket at Colby via another line.

Mr. Wm. Wilson and Mr. H. O. Caldwell, Porters, Colorado Division, have been commended for securing two passengers for our line from Denver to St. Louis and return, who had intended going via another line.

Mr. H. B. Jolly, conductor, Kansas City, on arrival of No. 3 on August 23 turned over to our station passenger agent two passengers who purchased tickets to Phoenix, Ariz.

Mr. D. H. Adams, conductor, Estherville, Ia., was largely if not entirely responsible for securing for our line the private car party of "Auto Polo Players," who were recently at Germania, and moved from Iowa Falls to Chicago our way instead of via another line, as originally contemplated.

Mr. R. H. McKean, conductor, Pratt, Kan., on arrival of train No. 2 on August 24, notified our passenger agent of party, who purchased ticket via our line to Minneapolis. Mr. McKean also secured two passengers via our line, Kansas City to Rock Island.

Mr. W. R. Cordray, conductor, Pratt, Kan., on arrival of train No. 2 at Kansas City, notified passenger agent of two parties, who purchased tickets via our line to Chicago. Mr. Cordray also secured two passengers for our line, Kansas City to Rock Island and Des Moines, respectively, September 12.

Mr. W. L. Gane, conductor, Kansas Division, has been given letter of commendation for securing two tickets via this line to Chicago August 22.

Mr. W. L. Gane, conductor, Kansas Division, has been given letter of commendation for securing one ticket via this line to St. Louis August 7.

Mr. E. K. Scott, conductor, Kansas Division, has been given a letter of commendation for having a passenger secure ticket via this line to Chicago August 2.

Mr. E. K. Scott, conductor, Kansas Division, has been given a letter of commendation for securing one ticket via this line to Charles City July 27.

Mr. E. W. Sumpter, conductor, Kansas Division, has been given a letter of commendation for having passengers purchase tickets via this line en route to Chicago and Cedar Rapids.

Mr. G. H. French, conductor, Kansas Division, has been given letter of commendation for securing a ticket via this line from Kansas City en route to Watertown, S. D., August 3.

Mr. G. H. French, conductor, Kansas Division, has been given letter of commendation for having a passenger secure ticket via this line, Wichita to Des Moines, July 31.

Mr. W. L. Merriman, conductor, Kansas Division, has been given letter of commendation for securing tickets via this line, Kansas City to St. Louis, August 10.

Mr. W. G. Todd, conductor, Kansas Division, has been given letter of commendation for securing ticket via this line to Chicago August 6.

Mr. F. Rooney, conductor, Kansas Division, has been given letter of commendation for having passenger secure ticket via this line, Kansas City to St. Louis, August 22.

Mr. H. Roberts, train porter, Kansas Division, has been given letter of commendation for securing passenger via this line en route to St. Louis August 1.

Mr. J. G. Stewart, train porter, Kansas Division, has been given letter of commendation for having passenger secure ticket via this line to St. Louis August 10.

Mr. A. Harness, train porter, Kansas Division, has been given letter of commendation for securing two tickets via this line, Kansas City to Minneapolis, August 21.

Mr. C. M. Kerns, engineer, Kansas Division, has been given letter of commendation for assisting in extinguishing fire in feed yards at Caldwell August 4, averting considerable damage.

Mr. J. P. Davey, brakeman, Ellsworth, has been commended for inducing four passengers to use our line, Ellsworth to Waterloo, these parties having intended to use another line.

Mr. H. S. Milholland, engineer, Amarillo, Texas, has been commended for securing a passenger for our line from Amarillo to Kansas City.

Mr. S. S. Silber, brakeman, Eldon, Mo., on arrival of train No. 23 into Kansas City, turned over to assistant station passenger agent passenger, who purchased ticket over our line to St. Paul, this party having intended to use another line.

Through the solicitation of Mr. D. A. Marlow, special agent, Amarillo, Texas, we secured one first-class ticket, Amarillo to Kansas City, and another ticket, Amarillo to McAlester. This is certainly appreciated.

Mr. C. H. Whitehead, conductor, Eldon, Mo., on arrival of train No. 23 at Kansas City September 12 turned over to passenger agent a party, who purchased ticket to Des Moines.

Mr. W. L. Gane, conductor, Pratt, Kan., has been instrumental in securing two passengers, who purchased ticket via our line, Kansas City to Waterloo, Ia., and Irvington, Ky., respectively, on September 12.

Mr. E. Schatcell, clerk, local agent's office, Chicago, for securing four carloads fruit, Los Angeles to Chicago.

Mr. A. W. Haight, conductor, for securing one car posts, San Saba, Texas, to Canod, N. M.

Mr. J. R. Cox, C. P. A., Kansas City, Mo., for securing five cars cabinet work destined Tyrone, N. M.

Mr. C. W. Wicoff collector, local freight department, Wichita, Kan., for securing car of fanning mills, Wichita to Kansas City.

Mr. N. W. Stevens, fireman, and C. E. Foster, engineer, for securing two cars threshing machinery destined Clayton, Kan.

Mr. G. E. Ferrell, engine foreman, Little Rock, Ark., for one car of mattresses, Little Rock to St. Louis, Mo.

Mr. K. J. Mettler, demurrage clerk, Manly, Ia., for one carload of staves, St. Louis to Minneapolis.

Mr. Harry Huneke, material clerk, store department, Colorado Springs, is to be commended for securing portion of ticket, New York to Colorado Springs; also for securing a passenger, Colorado Springs to Hot Springs and return.

APPOINTMENTS.

Effective September 1st, S. J. Wilkinson was appointed acting night round house foreman at Fort Worth, Texas, vice P. J. Ketchem, transferred.

Effective August 22, J. P. Coston was appointed agent at Brenham, Kan., vice N. E. Hyton, resigned.

Effective August 19, R. C. Bardwell was appointed engineer of tests of the second district, headquarters El Reno, Okla.

Effective September 8, G. A. Rusterholz was appointed agent and operator at Romero, Texas, vice E. S. Jarrett, transferred.

Effective September 7, C. L. Dillingham was appointed agent and operator at Agende, Kan., vice P. C. Stokes.

Effective August 23, O. V. Emerich was appointed agent and operator at Elbing, Kan., vice O. Casidy.

Effective September 6, S. S. Jones was appointed agent and operator at Mayetta, Kan., vice C. L. Dillingham.



AMARILLO DIVISION NOTES.

By "Sorghum Bill."

What happened to Sorghum Bill last issue? He was stirring the 'lasses to keep it from scorching on the pan. Some job, too.

W. H. Davidson, adjuster for the Gulf, was a caller. Just popped in 'bout the time scorching was good and said hello "Bill."

'Bout the only event of importance lately was that Cy Perkins shot old man Barker three times while out hunting. Of course, they were hunting "rabbits."

Mr. E. C. Barker, Pumper McLean and wife have taken their summer outing on the beach. Digging out shot?

J. L. Harris, section foreman, Texola, is laying off and visiting old friends and veterans here and there and yonder at Guymon, Okla.

Conductor E. C. Mitchell, who was punctured a couple of times with an automatic, has at this writing mended enough to get out of the "horsepital" and be home with his family, who, along with all the craft, are glad to see him do so well. He certainly was lucky, and it is sincerely hoped he comes out entirely well.

Mr. T. G. Bloom, superintendent, spent several days in and about Shamrock and met many of the leading business men and had sort of a get-together affair.

Several troop trains bearing some Kentucky soldiers made their way through over our line. We gave them a good run, although we have done better. Somebody must have adulterated the compound. Anyhow, the bilious fever and frogs getting into the projectors just gummed the game for a spell.

W. H. White, section foreman, Bushland, with wife and family, are making a visit among friends in eastern Oklahoma. They all look funny, to see them fixed and fanned up in their best once in a while. Just so they enjoy it—"that's life."

Mr. Jas. Burrows, assistant R. M., has finally found a vacant house in Amarillo and moved his family to the "front." You know every time a bunch of kids move to a new town there is another bunch sizing them up, and if there is a show at all they'll put a chip on their shoulder. We all know that sign. But Jim's bunch steered clear of the rowdies, and between his fleet and my own, they have every pigeon's roost, hencoop and even the billy goat ready for a swap. Such is kids. I believe "kids is kids." Hop to it.

Jno. Pearson, section foreman, San Jose, with his family, took the usual vacation to ramble around Oklahoma.

Something like 13,000 posts shipped on to this division will make 30 miles of nothing look like it was fenced—if labor can be had.

About 10 miles of that 20 miles of ballast program is under and on the ground. I don't know how well off we are, but our labor program is "sour"—between the two payday stunt and hundred other diseases, it's hard wabbling to keep things going—west.

Earl McCurdy had the misfortune to sprain an ankle, and it caused him to tie up for a spell, but he is back on the job again.

Conductor Lawrence and family are California bound—taking the sea breeze in down on the shores.

Mr. W. E. Danver, our genial Master Mechanic, is talking about a hunt, since he came near losing his shotgun in the fire that burned the depot. It may be all right—he hardly ever loses his bird, and a pretty good old sport when it comes to getting the game. Game of all kinds promises to be unusually good this fall.

Our new passenger depot and Superintendent's headquarters is beginning to look like a

new home, and ere long it will be ready for everybody, public and all, and it will be a neat building in design and utility when done.

Panhandle fair at Amarillo was a great success and thousands came from far and near to see it. We hauled our share, but the autos beat all the railroads. That's a business that is really gone. Did you ever figure it?

Latest word has it that our old-time friend, Gus Glinas, extra gang foreman, has been several days en route to America. The war caught him in Greece and it has staid with him; but here is hoping he makes the trip quick, and I'll bet never again will be leave U. S. A.

Somehow one got slipped over me, but I got hold of a few lines—enough to say that our Master Mechanic's clerk, Geo. Thompson, got married to Etta May Hunter of Amarillo. It was done so quick and quiet, that made it noticeable. Anyhow, Geo. got himself a nice little woman and is doing nicely, and that's "life."

Calvin C. Gruhlkey, one of the car repairer's fleet, is taking a rest and vacation and reported a good time with the grandfolks at Marsailles, Ill.—splitting wood and digging potatoes.

Mr. Smith, engineer on the steam shovel, nearly scared me to death. He said the wet spell came in handy, as the old steam shovel was having neuralgia bad and her teeth was getting so bad he had to have them extracted and extended once a week; that caliche makes it grunt; but Mr. Smith has a way of making her bow gracefully and get the medicine. It sure is the material to put a railroad on.

Maud the 4400 is now located in stall No. 3, Ave. B., Shawnee shop, in care of Dr. Morris. All of Maud's old-time friends will be interested in her recovery. Her trouble was reported to be that jigler located in her exhaust tube got stopped up and she blew her head off, but others claim she was insulted by a "Ford" and quit going. At any rate, it's like the water—you never miss it until the well is dry. Just so with Maud. Mr. Dr. Morris, please rush her case and get her out to the short grass and long-horn country.

Without any fooling, if frost does not come before October 1 to 10, this Panhandle flats will beat the world for feed and raw stuff, notwithstanding we got no rain from October 13, 1915, to nearly May, then only showers and hail, until July and August. It has worked wonders. When they did start it looked like the bottom was ripped open, and grass and feed and crops simply grew as never before. We are more fortunate in getting so much rain. The New Mexico end of this division would make you leave Iowa—stock is fat and smooth; everybody seems to have something coming and going, the way prices are. But on the whole, it looks the most prosperous in five years. This usually precedes a hard, cold, snowy winter—vegetation unusually dense, seed pods all full, shucks heavy on corn and nuts, rats going deep, snakes hiding early, ducks moving south already, a month ahead. Watch for a raw winter.

Bill Burrows, the engineer on the 1470, took a layoff and went all over the world to Colorado, and was telling me of the hills he made with his car, a "Dodger." He said the trip was great. Along with him was a couple of Sayre, Okla., cars, some "Cadillacs," "Beerups," tin lizzies. But the "Dodger" led the way all the way and back. He can tell you of every camp and hole on the run, and made some big day's runs. I don't believe Engineer Millholland better take his "seven" cylinder "Sham'ler" up that way; 'fraid he couldn't 'cut her." Well, such is life; take your pick—it's all in "Life."

Bert Dobbs, one of our brakemen, is the best posted man on autos and can give you the correct name of them all, particularly the pronunciation. He gives them to me. Ain't it the big outfit? Bert's—biggest I ever saw.

ARKANSAS DIVISION.

Harrison Howe, Editor.

ROCK ISLAND CHAMPIONS.

On August 26, last, the Pierce Club defeated the Magnolias in the Commercial League baseball fight which had been waged bitterly for several months. This result gave the Rock Island club the pennant in the Commercial League, which is composed of some of the best baseball talent in the vicinity of Little Rock—so far as amateur sports go.

Looking backward over the season of 1916, the progress of the railroaders was remarkable. Their first game resulted in defeat of the worst kind, and to many teams would have possibly foretold a standing at the bottom of the list when the season was over. In fact, this is true of one team in the league. But not so with the Rock Island. The drastic "whitewashing" received at the hands of the postoffice only served to put "pep" into the railroaders, and at a meeting called by the secretary a few days after it was brought to the attention of all present the need of greater efficiency and teamwork.

Needless to say, they won the next game; then lost another, won the next and thus stayed at 500 per cent for a month after the season opened. Then the percentage of the Rock Island club began to rise steadily, and before long was leaving the figures of other club far in the rear. And on until the expiration of the schedule it was one continual round of victories for "Rock Island."

The Rock Island Baseball club is a permanent organization, having for its sole purpose good,

clean sport, and has duly elected officers, serving a term of one year. Mr. Ben Winston is president, I. C. Bennetsen is treasurer, L. S. Morgan is captain and H. L. Howe is secretary and manager. A financial statement issued recently to all members—which number about fifty—showed a cash balance on hand after all obligations had been paid. The club had equipment worth approximately \$200 at the opening of the season, but which is subject to depreciation. However, it has a good start for next year, and plans are already being discussed regarding the Rock Island's entry into the City League for the season of 1917.

WITH THE PASSING OF SUMMER.

By Hector M. Whitley.

Said Mrs. Juggins to her mate:
"My dear, where shall we rusticate:
Yellowstone Park or Coney Isle,
Corpus Christi for awhile,
Or to Newport, just for style?"

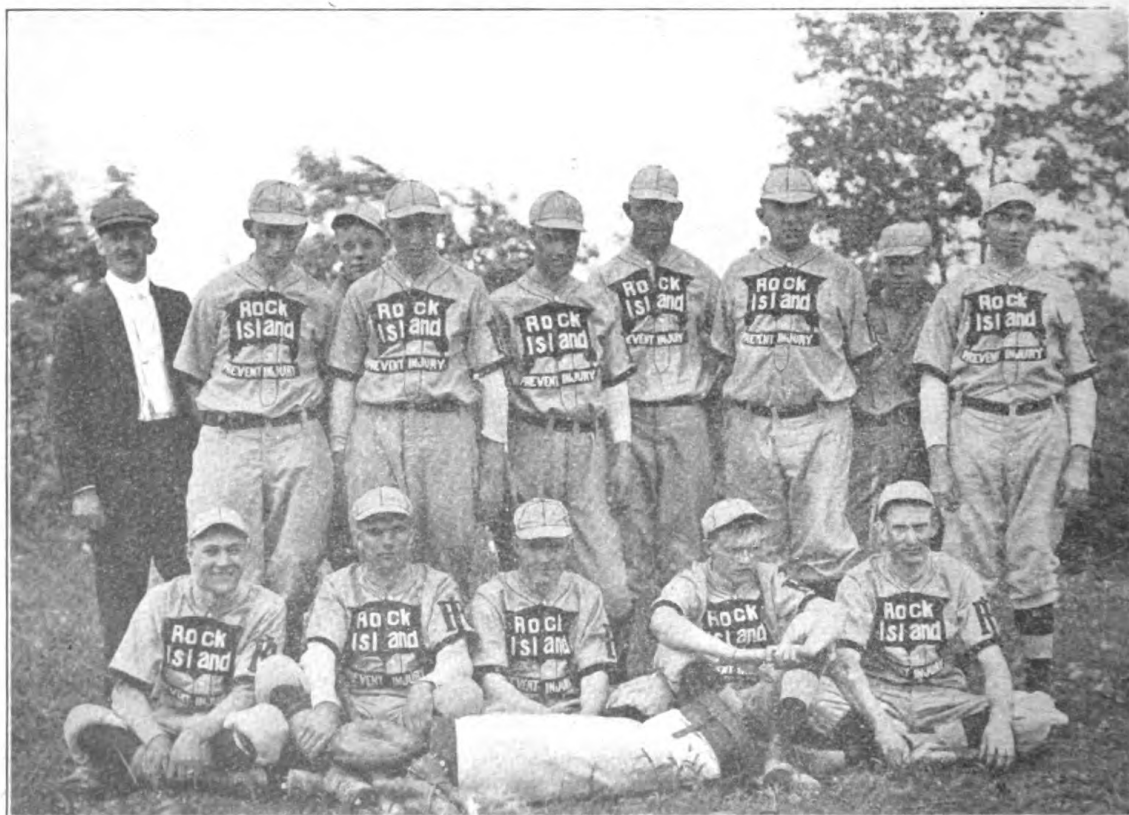
Poor Mr. Juggins heaved a groan
And answered in a smothered tone:
"My dear, we cannot, will not roam
By seaside plash or mountain gloam—
We'll rusticate this year at home!"

Then Mrs. Juggins gave a glare;
A shriek went out upon the air.
A flash, a crash, a smash, a roar—
A bubbling, seething flood of gore—
And Mr. Juggins was no more!

ABOUT A "FELLER."

By Stoane Clifton.

While waiting a lonely two hours in the Frisco station at Fort Scott one evening last summer, my attention was drawn to a male individual of about twenty-nine summers—tall, raw-boned, red-faced, fuzzy-chinned, mink-eyed and heavy-hoofed, but proud, very proud; who wore a big round white hat with leather band and bright buckle, blue shirt and red tie,



Rock Island Baseball Club, Little Rock, Ark. Champions in the Commercial League, Season 1916.

Left to right—top row—H. L. Howe, Mgr.; C. L. Johnson, G. Foster, J. Adcock, D. Stringham, G. Nettles, H. W. Sherman, B. O'Neal, L. S. Morgan, Capt.

Bottom—W. H. Brand, R. Ray, J. Harrington, P. Anderson, O. E. Thomas.

corduroy trousers and tan shoes—and kid gloves!

He paced restlessly through the waiting room, out on the platform and back again—first "right face," then "left," and all the time keeping up a common rhythm by slapping his "kidded" hands in a way to make them "pop."

Finally, observing that I was casting my sleepy "lamps" in his direction, he "drove" over my way and grinned a "howdy."

"Goin' up to tha city?" he enquired in a "whang-leather" voice.

I nodded in the affirmative, and upon being asked where I hailed from I informed him that I lived in Arkansas.

At this he edged closer and a fire of humorous interest began to gleam from his aforesaid "minkey" eyes.

"So yer from Arkansas, are ye?"

"Yes, I'm an 'Arkansaw Traveler,'" I admitted.

"Well," he drawled, "I've heered a lot about that state. They tell me thet gals go to dances barefooted. Is thet right?"

I couldn't help it for the fun and agreed that such was the condition.

"An' they say," he continued, "thet wimmen chew tabacker and snuff wors'n tha men do; 's thet right?"

"Yes."

"An' they plow an' tend hog-killin' and split rails an' build houses; 's thet right?"

"It's a fact!"

"An' all tha men tote a gun an' shoot et tha drap uv a hat; 's thet right?"

"You tell 'em," said I.

"An' bears an' panthers an' bob-cats an' kiyotes an' wolves is thick es sorghum m'llasses; 's thet right?"

"Quite right."

"An' when a feller wants a woman he jest takes 'is gun an' goes an' gits 'im a gal; 's thet right?"

"Even so, my friend," I murmured.

"Well" (sizing me up), "I reckon yer a school teacher down thair, huh?"

"I am, sir," I replied.

"What town?"—with a squint—"do ye live in?"

"Booneville!"

"Shucks," he chuckled, "w'y pal, Booneville's in Missouri!"

"Yes," I assented, "but we have a Booneville in Arkansas, too."

His eyes looked "miles" and a sober expression came over his reddened "phiz." Somehow I began to feel that the "cross-examination" was at an end.

"Presume you are going to Kansas City, also," I ventured.

"No," he sighed—"no, I wuz agoin', but—tell ye, pal; I thought I wuz a good liar, but ther ain't a chanst fur me thair—'nless some gazook cracks ye b'fore mornin'. Guess 'll go back to tha Ozarks! S'long!"

FOUND AT LAST.

Old Man Dock's "Lantac."

"Lantac" is the wonderful panacea of all ills. Lantac cures coughs, colds and callouses.

Are you light in attic? Have you bats in the belfry?

Are you hunted by squirrels? Do your pals despise, forsake you?

Does hard work hurt your feelings? Are you a "Colonel" of a Knut Regiment? Have you bugs in the bean?

Try Lantac. It's a wampus.

Read what a few thousands say about it:

"Dear old man Dock: Several years ago a guy steered me into taking a bottle of your infernal Lantac, and I have never 'taken' anything since. 'Thirty days' is enough for me.—Cappy Smith."

"Old Man Dock: For 20 years I was nearly blind. After taking one bottle of your Lantac I 'saw things' that no man ever saw before.—Sam Ray."

"Dear Dock: One month ago I was 'all run down.' After a course of treatment I 'wound up' on a bottle of Lantac, and have been on a 'strike' ever since.—Frank Taylor."

"Sir: I have tried your Lantac. If this is your idea of a tonic, order me a casket.—I. C. Bennetsen."

"Old Man Dock: After testing all kinds of oil on MC-9040, I tried Lantac. Please send me another motor car.—W. E. McColpin."

"Sir Dock: Yesterday I needed a tonic, but was all out. Last night I bought a bottle of Lantac and today I am 'all in'.—Jimmy Ostrom."

"Hon. Sir: Your claim that Lantac has a 'mellow' taste is more than justified. I found it 'rotten'.—F. L. McCarthy."

BURR OAK TRANSFERS.

By G. E. Caswell.

Rosenquist was the busiest man in the office during the threatening strike trouble. When not answering 'phone calls from shippers he was reading the latest embargoes from other lines. The produce merchants were anxious to have their perishable carloads and others wanted to have cars rushed forward with all possible haste. But at the present writing "all's well on the Potomac."

Herman Anderson and family visited friends in St. Louis over Labor Day.

The state authorities of New York delayed Arthur Banderob and family in that state on account of the new child inspection law. When they desired to return home a health official told them that their boy would have to be examined before leaving the state account infantile paralysis troubles prevailing. The next day, with health papers in hand, "Bandy" kicked the mud from his shoes and sailed for home.

John Kowaleski was badly bruised when his bicycle wheel broke while riding down a hill west of Blue Island. The nurses were evidently good to John as he was soon able to come around with his arm in a sling. And says he, "I'll have to buy a new bicycle rim too."

Gustav Klein had the pleasure of seeing a waterspout on Lake Michigan. It extended several hundred feet up in the air and seemed to disappear among the white clouds. Even though Gust is a fisherman, there were others around who saw it and can verify his statements.



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"THE WORLD'S GREATEST DIAMOND MERCHANTS"



No. 420 \$50

No. 426 \$100

No. 531 \$75

A scale test car from the U. S. Bureau of Standards inspected the Burr Oak scales and adjusted the working parts as they proved to be slightly off balance. The test car carried about 80,000 lbs. of weights and was equipped with a dynamo and special lifting devices.

Now listen to this. You have missed half the joy of working at Burr Oak if you haven't heard the famous "Billie's Quartet" in action. Of course Mr. Driescherf sings Tenor and the rest join in when they think he needs assistance. Practice hours are between 6 and 7 p. m. Mr. Grader stops work when the noise begins and shouts out exclamations of praise to which "Slim" makes graceful bows.

Some of the boys brought back 130 fish from Chillicothe, Ill., and even said that some "big ones" got away. In fact, Rosy said that he had to bait his hook behind a tree so that the fish wouldn't jump at him. R. Storz carried home the most fish and Driescherf carried off the "booby" prize. They were more or less blistered on account of the intense heat that day and came around with sore necks the Monday following.

Ed. Firchau of Tinley Park worked on the tonnage desk and Clifford Longfellow on Harry Watt's passing desk while the latter was on a trip to Los Angeles and the San Diego Fair. While on the coast Harry saw Universal City, where the "movies" are made and played gentleman on the Long Beach board walk.

Several people from the office took a trip to Michigan City on the SS. Roosevelt. Lunch was eaten on board ship and some did some dancing as there was excellent music furnished. An enormous appetite developed, owing to the climatic conditions, and the bunch quickly consumed two gallons of a Miss Norris' chicken salad. Due credit must be given Ray Pennington and Mable Fay for their earnest efforts in feeding the bunch. The sand dunes were of especial interest and the beach was a most excellent one.

One of our Mexican families near the scrap dock is quite expert at flying a kite. In fact, they all are an interesting people if one is fortunate enough to find his way in there to see them.

Secret of how Cruger got fat, as told in private interview: "When I was a small boy I always wanted to be a fat man. I thought that fat men were always full of fun and didn't have to work. So I ate lots of cake and gooseberry pie and drank that clear Peoria water until I had to let my belt out one notch. Then we moved to Fifty-ninth and Halsted streets and I believe that water made me get still fatter than ever before. But now I drink this Blue Island water which is called mineral water on account of the iron it gathers from the pipes. Then too, I eat two hard boiled eggs for breakfast, deviled eggs for lunch, scrambled eggs for dinner and an egg-nog before retiring. So I believe one gets fat by eating fresh eggs and drinking good mineral water."

A dark cloud hung over Fuzzy Witt's head one night as the Y. C.'s threatened to clean up our Tinley Park biller. He made some misstatement regarding the Y. C.'s ability and they were much peeved over the affair. He, however, secured reinforcements and ran the Y. C.'s guard line, arriving home safely. The B. R. E. will come in hand for you some day, Fuzzy!

Grace Inman accompanied her sister Blanche to Mackinaw, Mich., staying over Saturday and Sunday, September 3 and 4.

Some twenty-five young people gave a surprise party on Helen Lussenhop and no doubt it was a brilliant affair. The details are lacking due to Helen's antagonistic mood when an interview was sought. So you will have to use your imagination this time.

The last issue failed to mention our successful beach party at Columbia Beach last July. Those present surely enjoyed themselves and the fair ones learned to float when they had some assistance. Myrtle Fay says that she swallowed enough of Lake Michigan to float a battleship. At any rate, those beach parties will be nice to think about next winter when Jack Frost is tickling your nose and ears.

John Laging dislikes to be interviewed on his life history but our sleuth got busy and found out that John was once a cowpuncher

down in Oklahoma, a fireboy on a "2500" and sat crosslegged in his father's tailor shop. But now he leads a more sedate life with a young family and is perfectly contented so long as he has plenty of "Mall Pouch" on the hip.

Storz and Kordewick were not satisfied with getting a Faypoint orange every night so they had to take some peaches from our "compto" girl. It wasn't the value of the peaches but the principle of the thing that made her feel so bad. Now Rudolph and Edward step forward, bow, and apologize.

Joseph Lesnewski informed the writer that he is contemplating a big affair on October 24th. In the meanwhile, he will make visits to South Bend, Ind., as he has for the last two months.

A party from our office spent Labor Day in Dellwood Park near Joliet. The dance pavilion and the real "scenic" railway were the chief attractions. A sudden shower drenched some but the day cleared off and social activities were again at their height. This place was a splendid place for a picnic and had everything in the amusement line. Dave Frederickson seemed to like the shady nooks and quiet places and Ollie Fay must have agreed with him.

Last year Clifford Longfellow put Bowen, Ill., in the limelight but this year he is putting Oelwein, Iowa, on the map. He met this one while boating on Linden Lake in Tinley Park. Like all corn-fed girls, she is a live wire and pleases our tonnage clerk very much. Now for a pass to Oelwein and then a Western Union that trains don't run from there on Sundays.

The second bill clerk's fishing trip was a huge success, except for one thing, they nearly missed getting some fish. It seems that the fish in that part of this country are fickle-minded and won't bite on worms or minnows. But Storz saved the party from humiliation and by using "silver bait" got some fish for the bunch. So Scatty's bright red casting minnows didn't work down in Chillicothe.

Recently the barbers of Blue Island passed the 35-cent haircut law. Now one of the haircut kings has lost a good customer through his greed for money. The customer happens to be our chief claim clerk, Mr. Paul Keifer, who has been in the lime light in previous issues. He sent to Sears Roebuck & Co. for a pair of hair clippers, thus deciding to slip one over on the high priced barber lords. Well, he used them and forgot to have a looking glass handy. The biller's verdict is that he stopped too soon on one side and cut the other side too close. He promises to do better next time. Anyway, he saved enough to buy twenty-one Pittsburgh stogies.

Thirty of our office force attended in a body the Chicago Business Show and Efficiency Exhibit at the Coliseum which was held during week ending September 23d. Everyone felt that the trip was very beneficial and entertaining to them and the office equipment displays, especially the machine features, were something wonderful to study, and the whole exhibition emphasized the great advancement in office efficiency in the recent past, something our folks are always interested in for their personal benefit as well as for the general advancement of conditions in Burr Oak Transfer Office.



DES MOINES VALLEY DIVISION.

The Des Moines Valley division, as a real, sure enough place, has been likened to the lost Atlantis—a country that exists only in fable and has its location somewhere in the Atlantic ocean, completely submerged in that vast body of water. Yet that very important link in the make-up of the Rock Island Lines System, although for many years existing as an unmentioned quantity, is entirely different from the famous Atlantis in that it is a real, tangible, place of busy activities in the busiest city in the country, and we hope to give evidence, from time to time, of the fact of its existence, as occasion prompts and the patience of the editor will permit. Just a few personals at this time will suffice.

Agent H. R. McGuire of Delta, who has been at the bedside of his mother for several days, has returned to duty.

Timekeeper Theodore Miller, alias "Teddy,"

spent his vacation in the mountains of Colorado climbing the dizzy heights. It has been rumored that it was not mountain climbing that made him dizzy, and the radiant glow on a certain part of his facial anatomy that was very evident on his return verified the assumption. It will not be placed on his personal record this time.

Assistant Timekeeper Metz is endeavoring to secure the agency at Hartford. Says it will save him gasoline and tire erosion.

The personal record clerk, W. C. Hatfield, spent a few days at Moberly and Kansas City as a pre-vacation trip.

Dispatcher O. F. Boling has been spending several days at the bedside of his mother, who has been quite ill. He has returned to work. During his absence he was relieved by W. C. Westlake, the efficient car record clerk.

A decidedly interesting "Safety First" meeting was held in this office the first of the month, with Supt. Abbott in the chair. This meeting resulted in a decided benefit to all present. In this feature it was but a repetition of all former meetings.

Master Carpenter F. D. Whaley has learned a new song and when he renders it in that rich contralto voice, for which he is famous, it does not fail to bring forth repeated encores. It is a very pathetic piece, and that all may suffer with him, he will be glad to furnish the words to anyone interested. Write him for a copy. It was taught him by Louis Cohen, claim adjuster for this district, who will vouch for its superiority among the lyrics of the day.

Chief Clerk T. J. Hynes is on his vacation.

HAMILTON PARK KRISPETTES.

EssenKay, Editor.

DO IT NOW.

If with pleasure you are viewing any work a man is doing;

If you like him or you love him, tell him now; Don't withhold your approbation till the parson makes oration,

And he lies with snowy lilies o'er his brow; For no matter how you shout it, he won't really care about it;

He won't know how many teardrops you have shed;

If you think some praise is due him, now's the time to slip it to him,

For he cannot read his tombstone when he's dead.

More than fame and more than money is the comment kind and sunny

And the hearty, warm approval of a friend. For it gives to life a savor, and it makes you stronger, braver,

And it gives you heart and spirit to the end; If he earns your praise, bestow it; If you like him let him know it;

Let the words of true encouragement be said; Do not wait till life is over and he's underneath the clover,

For he cannot read his tombstone when he's dead.

—Exchange.

Miss Mildred Robert of the local department, who was recently on a short vacation, it seems took advantage of the opportunity and has been flirting with Crown Point or Saint Joe. Why not more details, Mildred?

Nip Erhardt's terminal seems to be Blue Island. We know Blue Island is noted for its scenery. Is this what you're admiring, Nip?

Mr. Roy Miller of the A. F. T. left the employ of the C. R. I. P. to take up a position under the small parks supervision as a director in Burroughs Park. We all wish him the best of luck.

A basket picnic at Lincoln Park recently was attended by the Misses Luchtemeyer, Fekring, Landeck and Roland. Four stalwart escorts accompanied the fair ones and viewed the sights. Of the men, Harry Beste was most conspicuous, wearing a light gray suit, Panama hat and carrying a light cane.

Our own Charlie Collins of baseball fame, it seems, is delving in the art of making hay while the sun shines, especially alfalfa. Ob-

serve Charlie's whiskers and you'll agree it has the appearance of a genuine alfalfa field with its tingly hue.

The Misses Ziegler, Koch and Hansen of the A. P. T. are taking a week-end trip to Omaha, where Miss Koch has relatives. We expect rumors of a good time, as Miss Koch is some chaperon.

Mr. and Mrs. John Pimlett spent a very pleasant week on the lake recently, stopping at Mackinac Island and the Soo. Mr. Pimlett is always at home on the water, this being his fifth and most enjoyable trip and Mrs. Pimlett's first.

The departure of Mr. Paul Roettgen, of late chief interline clerk in the A. F. T., to accept a position with the C. M. & St. P. was regretted by his many acquaintances. Our expressions of good luck and success in his new enterprise embody but mere sentiment of the kindest regards we held him in.

The A. P. T. boasts of a cartoonist who seems to have escaped the eye of newspapers and even Puck and Judge, in the person of "Jack Sternad, the Wonderful," who has caused a good laugh by his recent drawings, his latest being the weather forecast.

Messrs. Chas. Geringer and Jos. Stanley are touring the East on vacation trips. Recent reports have it they are having a great time.

The Kay end of this colyum will take a week-end trip to Dubuque, Ia., accompanied by his wife and little one. We anticipate that a good time is in store for him, it being the home of relatives.

With the return of Miss Irma Crossett's smiling face amongst the comptometers the force is now complete and we can afford to boast of having a select set of the charming fair sex.

August 17 will be set down as a marker in the eyes of Jos. May, H. D. Koch, P. W. Sprint and C. W. Ames, as we were accorded the pleasure of a trip in Harry Koch's car, our final destination being Blue Island. We can safely say that our trip was enjoyed to its fullest extent, when we had the opportunity of meeting some of Blue Island's social set, who made it agreeable to our party in every way.

A baby girl called Dorothy is Ed Monson's late highly prized acquisition. The smokes have been smoked and father is happy, because she has the very appearance of her mother, who, by the way, is some prize also. Their many friends in the A. P. T. rejoice in their happiness.

The twins, Murdock Campbell and Stanley Drake, are on a vacation trip to the Grand Canyon, and, it is needless to forecast, are having an enjoyable trip.

We are especially pleased to have our friend, Joseph Dvorak, back in our midst after a seven weeks' siege of typhoid fever.

Now that the baseball season is coming to a close, bowling seems to predominate. Foster's Indians and Kramer's Wildcats had a session September 22 at Metcalf's. Score:

Foster's Indians.		Kramer's Wildcats.	
Av. 3 games.		Av. 3 games.	
Otto Tesina	140	Anderson	140
F. Fitz	148½	Morrissey	116½
C. Foster	168½	Kramer	172½
E. Thlen	171½	Fagan	164½
V. Bitzer	146½	Ryan	155½
	775		748½

Kramer's Wildcats, great in defeat, state: "We'll get 'em yet."

In a bitterly fought 28-inning battle the married men of the A. P. T. defeated the single men by a score of 19 to 18 in their first indoor game of the season.

The box score:		Benedicts—							
		R.	H.	P.	O.	A.	S.	H.	B.B. E.
Eckman, 3b	2	4	6	8	2	2	1		
Kilty, p	2	4	4	5	2	1	0		
Johnson, ss	2	3	5	7	1	2	1		
Huen, lf	2	4	8	1	1	1	0		
Hawley, 2b	2	4	6	5	1	2	0		
Monsen, c	2	2	12	5	1	2	0		
Peirce, rf	2	1	2	2	1	2	1		
Sinclair, rf	2	1	1	2	0	3	0		
Harrell, ss	1	2	4	4	0	2	0		
White, 1b	2	4	36	2	1	2	0		
Totals	19	28	84	41	10	18	3		

Bachelors—	R.	H.	P.O.	A.	S.H.	B.B.	E.
Erhardt, 3b.....	3	3	9	9	1	2	0
Drexel, lf.....	2	3	3	0	2	0	0
Sternad, 2b.....	3	5	7	6	2	1	0
Howard, c, 1b.....	2	2	14	7	1	0	1
Redderoth, p, c, ss.....	2	1	8	6	0	0	0
Oemen, ss.....	0	3	8	6	1	0	0
Gerke, lf.....	1	1	2	0	0	0	0
Beste, rf.....	1	1	2	1	0	3	0
Backvold, p.....	2	1	4	3	0	0	0
Freedman, p, 1b.....	2	2	27	4	1	1	1
Halle, rf.....	0	1	0	0	0	0	0
Totals.....	18	22	84	42	8	7	2

The A. P. T. challenges any indoor team on the system, married, single or mixed, and by reason of its 46 consecutive victories for the last four seasons claims the Rock Island championship.

Mrs. Edna Wolfe chaperoned the A. P. T. Girls' Glee Club recently to the Springfield State Fair. Beautiful weather favored the party and the trip was thoroughly enjoyed by all. The only mishap, a slight one, we are glad to state, and for which the parties to blame paid the club \$50, was a little thrilling and a trifle comic. It came about in this fashion: Mrs. Wolfe, who is tall and plump, and Miss Farrell, who is plump and tall, engaged a cart drawn by a justly celebrated Rocky Mountain goat to climb the side of a tall hill in close proximity to the fair grounds. The trusty goat was equal to the task which would net his owners four bits, but when half way up the hill the cart gave way and down rolled the chaperon and the chaperoned. The management at once took the necessary steps to alleviate the outraged feelings of the elite Mrs. Wolfe and the petite Miss Farrell, and the whole club was none the worse and quite a bit more entertained by the sightseeing episode.

Otto Jesina's favorite trysting place seems to have been Cornell square; that is, during the summer months. However, Otto, as a suggestion, when the weather does not permit at the square, escort her to the municipal pier concerts. The only thing lacking is to name the date, Otto.

It is being rumored that the benedicts will soon have a new recruit in the person of Harry Beste within their ranks. The betting will be in their favor when that happens.

Mr. James Penfield and his better half are touring the East. Jim says he's going to make a good time of it, and generally what Jim says goes.

A very pretty wedding was that of Miss Hunter C. Thomas, late of the A. F. O. C. office, September 9, when she was married to Mr. Snow E. Williams. The office force presented them with an electric coffee percolator. Best wishes and a happy married life.

The A. P. T. "66" Club having ten male members will play any club of its kind a series of games for a stipulated prize either in or out of Chicago. Card sharks, "take notice."

One of the most interesting and deciding baseball games of the season was played between auditors of district and comptroller's office at Hamilton Park September 9. Box score below:

Aud. Disb.	AB.	R.	H.	TB.	BB.	E.
Young, 3b.....	5	3	3	5	0	1
Lang, ss.....	4	3	3	4	1	0
Blaeser, 2b.....	5	0	1	1	0	0
Neilson, rf.....	5	1	2	2	0	1
Hradecky, 1b-lf.....	4	2	1	1	1	0
Reale, lf-1b.....	5	1	2	5	0	0
Weber, cf.....	4	1	1	1	1	1
Connery, c.....	4	1	2	3	0	0
Van Natta, p.....	5	0	3	3	0	0
Totals.....	41	12	18	25	3	3

Comptrollers.	AB.	R.	H.	TB.	BB.	E.
Rosie, 2b.....	4	2	2	2	2	1
Storz, 3b.....	4	1	0	0	2	1
Heintz, c.....	4	1	3	4	1	1
Haupt, p.....	5	0	3	5	0	0
Brostrom, 1b.....	5	2	2	2	0	1
Warren, ss.....	5	1	1	1	0	2
Friske, cf.....	4	1	1	3	1	1
Johnson, lf.....	4	1	2	2	1	0
Lindgren, rf.....	5	2	3	5	0	0
Totals.....	40	11	17	24	7	7

Aud. Disb.....	6	3	1	0	2	0	0	0	0	12
Comptrollers.....	0	3	0	3	2	2	1	0	0	11

Extra base hits—Two bases, Lang, Connery, Heintz; three bases, Young, Haupt, Lindgren, Friske; home run, Reale.

Charming Bessie Conlon of the typing bureau has returned from a three weeks' vacation spent in Ottawa, Ill. That golden smile of Bessie's still predominates more than usual and we have our suspicions, Bessie!

Ryan and Ames, the original combination, have returned from the coast. Ames says he's ready for another trip, but we have our doubts about Ryan, he says he's more adapted to the shorter trips—Starved Rock for instance.

Rumor has it that Harold Christopher Bough has been a frequent caller in Blue Island and judging from his conversation he seems to have fallen in love with the place. We have doubts in that regard and imagine it must be a fair damsel named Edna.

McFARLAND, KANSAS.

By T. H. S.

Night Yard Master Toler, Night Bill Clerk Hastings and Night Ticket Clerk Simms joined the bucket brigade when the dry grass one-half mile east of town caught fire. They succeeded in extinguishing it before the section men arrived, causing no damage.

Doc Longabaugh has returned after an extended visit in Lawrence, Kan.

Ask Charlie Hughes about raising hogs. He is a good stock man.

P. J. E's trips to the eating house are becoming more frequent. He says he don't like apples, but he does like peaches. It appears to us that he is very fond of the "Modoc" variety.

Miss Inez Hughes of the "Modoc" has returned to the night counter after a few weeks of working day time. We are all glad to have her back on the old job.

KANSAS CITY, KANSAS.

Mr. H. J. Beard, switchman in Armourdale yard, had the misfortune to lose his wife on September 14. Mrs. Beard died at Bethany Hospital after a lingering illness. The remains were taken to McPherson, Kan., for interment.

Doc. Pendelton, routing clerk at this place, has resigned. He has accepted a position at Salt Lake City for the D. R. G. Ry. Co.

F. M. Bloomhuff, day yardmaster, has a severe attack of hay fever and it has been suggested to him that he take a trip to the mountains for a cure, but he advises he can climb dizzy heights in his Maxwell and get relief.

Frank Cooper, engine foreman, was all smiles September 12. Nine-pound girl arrived at his house was the cause of his smile.

C. R. McArthur, car foreman, spent his vacation at La Junta, Colo., and reports having a nice time.

The Kansas City Terminal Ry. Co. has accepted the franchise recently voted by Kansas City, Kan., and intends to spend \$6,000,000 on a high line for passenger trains to enter the union depot in Kansas City, Kan., and will erect two passenger stations, each to cost \$100,000, one to be located near Fifth and Central avenues and the other near the Rock Island passenger station at Seventh street. The station at Fifth and Central is to be used by the Missouri-Pacific and Chicago Great Western and the other station is to be used by the Rock Island and Union Pacific. They will also establish a union ticket office on Minnesota avenue for the accommodation of passengers to purchase their tickets without having to go to Kansas City, Mo.

H. L. Schone, switchman, who had both legs severed in Armourdale yard sometime ago, has recovered and left the hospital and is progressing nicely.

O. D. Blatherwick, switchman, Armourdale yard, who had his leg cut off July, 1916, has recovered enough to leave the hospital and is progressing nicely.

The stork was a visitor at the home of H.



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Pasmas, switchman, on September 2. Harry has nicknamed him "Snookie," Jr.

J. I. Locke, chief clerk, Superintendent, has a bad case of hay fever.

A "Safety" meeting was held in yard office on September 5, presided over by Supt. Saunders and was largely attended. District Supervisor D. B. Lothian was in attendance and gave an interesting address on safety matters on the accomplishment of the Safety Bureau since it was inaugurated.

The Rock Island had the largest car handling in its history during the month of August, 1916, when it handled 106,994 cars. The nearest approach to the large volume of business handled in August, 1916, was October, 1914, when 99,670 cars were handled.

The three flour mills located on the Rock Island handled during August, 1916, 972 cars, of which the Rock Island handled 548 cars in competition with the other 11 trunk lines out of Kansas City. This is a very large per cent for the Rock Island to handle in competition with the other trunk lines out of Kansas City.

MEMPHIS TERMINALS.

Business is good and keeps getting better every day.

Especially surprised will Bill Clerk D. S. Brady be when he reads we all knew the day after that on September 3rd he had gone to Helena, Ark., to be married to Miss Jessie Lee of that city. The wedding took place on Sunday at the Methodist Church, and it was the telltale baggage with its cow bells and rice and old shoes that gave the secret away. May Heaven bless the new ship that has set sail and bring them a world of happiness.

Another wedding of interest is that of Mr. William Collins Mullins, special officer in the warehouse, to Miss Elizabeth Davidson of Little Rock at the home of the bride on September 27.

A number of Rock Island clerks made the trip around the terminals on the regular semi-monthly excursion given by the Memphis lines, on Saturday, September 10.

Assistant Accountant W. J. Webb was at Red Banks, Miss., on the 10th and 11th.

Wonder what makes Car Clerk Hester's hair so wavy?

Outbound Rate Clerk J. W. Harper made a flying trip to Jackson, Miss., on September 11.

If two-in-one is shoe polish and three-in-one is machine oil, what is four-in-one? "5." Get the point?

Tim Babb, statistician, has been elected high potentate of the First Season Dawncing Club.

Mr. Richard Gill has been promoted to O. S. and D. clerk.

Traveling Rate Clerk H. G. Nickolson, from Mr. Peters' office, paid Memphis a visit on September 10.

Miss Ada Humphreys entertained her cousin from Amory, Miss., during the Tri-State Fair.

Engine Foreman W. C. Younger made a trip to South Bend, Ind., to attend the meeting of the Home Nest of the Order of Owls.

J. T. Gannon, Jr., has accepted a position as night messenger.

Check Clerk Joe Verasso was confined to his home several days on account of running a nail in his foot.

For interior decorating see Chief Claim Clerk W. J. Cottingham. A certain lady will be glad to recommend his work.

NEBRASKA DIVISION NEWS ITEMS.

By M. B. Kelso.

Wrecker Engineer and family enjoyed a ten days' vacation about the middle of August and spent the time visiting friends in Kansas.

Engineer G. Bitzer laid off the first part of this month, expecting to spend a pleasant vacation in Colorado, but it was necessary to send for his wife on account of his being taken suddenly ill. He is now on his run again.

Harold McAlpin is the new roundhouse clerk, who relieved Andrew Brawner the latter part of August, Mr. Brawner having resigned.

Fireman Templin has just returned from a prairie chicken hunt in the northern part of the state. He reports fine luck.

Ernest Seymour, operator at Lebanon, took a two weeks' vacation the latter part of August.

Ross Gowdy is again working third at DeWitt after a short visit with relatives in the East.

Operator Boomer has returned to the Nebraska Division after spending the summer on the El Paso Division as extra dispatcher.

Operator Seibert has been granted 30 days' leave of absence.

On September 11 Operator Cadman resigned from the service of this company after having been one of us for several years.

Storekeeper Theodore Beard spent a few days the middle of September visiting friends near Holton.

R. B. Shortridge is working in the Relay Department at Fairbury regular now. We are glad to have him here again.

The telegraph department received their annuals Saturday, and Sunday Operator Woolen tried his out. He went to Lincoln on No. 6 and returned on No. 5. He thinks it will be safe to try a longer trip now.

Conductor Elsham and wife spent a couple of weeks in Chicago the latter part of August.

Agent Riffey is spending his vacation visiting relatives in Illinois.

Truck Repairer F. McKean and family spent their vacation in Denver the latter part of August.

August 18 Yard Clerk John Calder was promoted to the position of car distributor. Night Yard Clerk Marsh being promoted to the position of day yard clerk.

September 4 J. F. Howard was appointed night ticket clerk at Fairbury, Chas. Kelso having resigned to go to school.

Switchman H. A. Austin left for Chicago with his family the latter part of August.

Miss Marie Schnell, the abstract clerk in Lincoln freight house, was an Omaha visitor the latter part of August.

Engineer Thad Shepherd expects to move his family to Lincoln in the very near future. He has taken the day switch engine there.

Brakeman Wm. Taylor also expects to move to Lincoln. He has been assigned to 361 and 362.

Conductor Bishop and his family are now living in Lincoln.

Fireman Westbay and family left for Amarillo, Tex., the first of this week.

Car Foreman Grant Brown went to Beatrice the latter part of August to visit the "Safety First" car.

Operator Olson of Belleville was a Fairbury visitor Sunday.

SILVIS SHOPS.

Bollermaker Johnnie Pavil wants to know why a certain party had to have a tattooed eagle removed from his chest?

Albert Blackert, stenographer at the assistant superintendent's office, left on his vacation September 16, and had a pass for himself and wife. Who the lady is no one knows yet, but she is from Rock Island. Mr. Blackert just recently purchased a home in Silvis so the boys all smelt fire. Congratulations Blackert, and hope all trouble will be little ones.

The boiler shop boys are looking for the smokes, Charley Thompson, over that new boss that just recently turned up at your home.

Bollermaker I. C. Bellis has just returned from a vacation trip throughout the east, taking in New York City, Buffalo, Scranton and Wilkes-Barre, and reports a fine trip.

W. J. Tollerton and Master Mechanic Daily visited Silvis shops September 15.

C. T. Wolfe has been appointed round house foreman at Armourdale, Kan., and the boys wish him success at his new post.

Realizing the tremendous expense connected with a matrimonial venture, more especially that of furnishing a home, Peter J. Eggers' fellow workmen of the tool room wishing to show him the same generous consideration as shown two previous marriage contractors, and also to encourage Geo. Johnson and Willis Allin to take similar action (the latter having the ring and is now looking for the girl), took up a collection and purchased a supply of kitchen utensils and other useful household articles

which Hon. Wm. Creen in a very neat speech presented along with the good wishes of the men. The committee were some put out because one special article could not be purchased and they blame Eggers with obtain a corner on the market.

Boilermaker Ambros Rouseel was called home to Spring Valley, Ill., due to serious illness of his mother.

Foreman W. Reid has the sympathy of the shop boys. His father died August 28.

Boilermaker Helper E. S. Madox is wearing a smile over the arrival of a baby boy at his home August 25.

Silvis has a boilermaker helper working by the name of Clarence Peacock, who had an experience that will never be forgotten by him nor his family as long as they live. While taking a plunge in the Pacific at Baker's Beach, Cal., was caught by an undertow, and despite his

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strongest efforts was carried out to sea. Mr. Peacock tells the following story. Just beyond the breakers he encountered the broken end of an old pile. Clinging to this he attempted to signal to bathers on the beach to come to his rescue, but signals were not seen. Gradually he drifted farther and farther out, the hours passed, land was no longer visible and then the sun sank below the western horizon and night came. "Those night hours were terrible," he said. But he saw the dawn come and still he clung tightly to the spar. As his strength began to wane Peacock wrapped his legs and arms tightly around the spar. In this position he remained for many more hours drifting always farther out to sea, until he had passed the Farallone Islands. Then came rescue after thirty hours at sea. He was sighted by the crew of a Swedish ship bound for Seattle. Man and spar were so tightly held in the grasp of desperation that the two could not be separated by the rescuers, so both were carried aboard the ship. Then warmth was applied to the man's body. He was given stimulants and gradually life was forced back into his benumbed limbs and he was pried loose from the spar. His body was blackened and blue as a result of constant pounding against the spar. In many places the flesh had been lacerated, the skin torn off, leaving raw sores to be irritated by the salt water and crude oil, which covered his body from head to foot. Peacock still lived, however. By careful ministrations of the Swedish crew he slowly began to recover. On arrival at Seattle the crew took up a collection to pay for his transportation from Seattle back to his family at San Francisco. He says his wife and children could not believe it was possible that their husband and father was alive after believing him dead, and Mr. Peacock and family say they immediately started for the middle east where they will never have to see ocean any more.

Bennie Lancaster, formerly a machinist apprentice in this shop, now employed at the East Moline shops, has joined the bunch—married the early part of September.

Skinny Mac is quite sure there is sufficient room in the machine shop to locate at least a dozen more whistlers for the amusement of the children. And since making a noise delights all normal healthy kids they should be provided. The management should not tolerate any interference with the boys' amusement.

Machinist Vic Carlson has gone in the business of a curiosity shop. Now if there is anything wrong with your automobiles in that line call on Vic.

Machinist Carl Russ has returned after undergoing a serious operation. Glad to see him back.

The news at last, Bert J. Davenport to be married soon to Miss Ethel Moore of Davenport. More details next month. His new home address is Thirty-second street and Sixteenth avenue, Rock Island.

It is reported that Boilermaker Apprentice Nick Perry won some "doll" at the Silvis-Cedar Rapids picnic. See him for further particulars.

Foreman Henry Neibert and wife are spending their vacation at Los Angeles, Cal., and other points of interest in California.

Machinist Scotty Hammond of the tool room claims to be best "hamburg and winnie roaster" Silvis can produce. Don't forget boys.

Boilermaker Dan Stapleton seems to be making quite a few trips to the lower end of Rock Island. It is a Yiddish friend?

Boilermaker Bert Williams has a new motor boat, and if you want to take a fast ride on the river, just see Bert, but be sure on walking back.

Our friend, Foreman Koenig, better known as Big Jack, has returned after a fine vacation trip out east, taking in the large cities in Pennsylvania, and also taking in the beach at Atlantic City. Why didn't you go in?

Talk about your fishermen, Silvis is certainly well represented. For information see Bill Mitton, Bill Green, Jesse Barbydt, H. A. White, more, C. Atkins and Doc Krone. Doc said he caught thirty-eight. That is going some, but the boys believe that story is rather strong.

Scrap Inspector Ralph Lake and wife are spending their vacation in the northern part of

Michigan. The bunnies all miss him, don't you think so boys?

Carpenter Foreman Jake Christian and family are spending their vacation back in Indiana. Mr. Christian's old home.

A Few Safety First Suggestions From Silvis.

Do not forget to wear your goggles and protect your eyes.

Do not wear gloves while working on machines or air motors.

Do not put your hand on belt pulley to act as a brake in stopping your machine.

Do not use air hammers or hand chisels as wedges, they may fly and strike some one near, possibly yourself.

Do not wear soft soled shoes or tennis slippers, you might step on some sharp object, causing injury.

Watch out for the men around you as well as yourself.

See that you get your wrench over the nut properly and as far as on as you can and avoid skinned knuckles and bruised fingers.

Be sure your scaffold is properly built and of sufficient strength to hold what you intend it to.

Don't throw at any time as you may seriously hurt some one unintentionally.

Use safety appliances at all times no matter how foolish they seem to you. They were put there for a purpose.

Examine your belts, machine hammers and all tools used during the day, to make sure your tools are safe.

In piling up material, pile it so that none of it will fall on any one passing by.

Don't throw cleats, sticks, blocks, etc., in the gangway, but put them in the place provided for them, and you and the other fellow will not turn your ankles on them or run nails in your feet.

Do not scuffle while on duty or make "passes" at those you pass as you or the other fellow may dodge into an object of some kind and be seriously injured.

Do not under any circumstances jump on or off of moving cars or trains if it is not a part of your duty, because a limb of life lost, is lost forever.

Many employees own automobiles and motorcycles and they should not try to beat the train to the crossing, as your judgment on the distance may be wrong or your motor may fail at the critical moment.

When approaching a crossing while a train is coming, do so slowly and be prepared to stop, because in approaching at a high rate of speed the engineer does not know that you are going to stop and he developed a case of "nerves" wondering whether he will miss you or not.

If tools are out of order tell your foreman and not your partner. If you don't tell your foreman he does not know your tools are out of order.

Among the smiling faces we meet throughout the shop,

The happy "Mug" of LeRoy Smith on all has got the drop;

To see him strut around the plant would make your long hair curl,

Excuse him boys he's "papa" of a bouncing baby girl.

Ere he married he had boasted a hundred times or more,

That never, no not ever, would he tango o'er the floor,

At night in his pajamas, and lull the "kid" to sleep,

No matter if 'twas colic, or aught else that made it weep.

But time has changed for "Smitty," for lately he was seen

Stepping off a lively tango in a car on train thirteen,

Coming home from Kansas City, the night was clear and warm,

And he had nursing bottle and a baby on his arm

Stay with it good friend "Smitty," though the boys may at you laugh,

Do your best to mind the "kiddie," pay no heed unto their chaff,

And in future if with colic to wait she does
commence,
Just step a graceful tango, just the wife your
audience.

Now in smoking the cigars you passed here's to
yourself and wife,
And health unto the "girlie" may she live a
long good life;
We never had occasion to smoke on you before
But hope it won't be very long until we smoke
some more.

* * *

We read with much amusement in last month's
magazine,
The wail of our friend Beckstrom, and his queer
mongrel machine;
He thought it was old Billie, Leroy Smith or
Buster Brown,
Or Fearhelley, who had tipped us of his auto
breaking down;
But he came to the conclusion that none of them
indeed,
Ever told us of his troubles with his old
velocipede.

Nor was it who you think, Fred, we solemnly
will swear,
We got no information from the lad with
Auburn hair;
We got our information from one you know
quite well,
Who it was you'd never guess and don't care
to tell;
He passed your house one Sunday—and after-
wards told me,
That with block and tackle hanging from the
branches of a tree.

You had lifted off the engine and was working
with your might,
To get it all together ere the coming of the
night;
He also said, but what's the use, we will not
tell it now,
But Fred, please don't get angry, nor with us
start a row;
Just keep on tinkering with it and fondly do we
hope,
That you soon can navigate it without a coil
of rope.

A Few Remarks From Our Baseball Manager.

In our August journal we noticed a few re-
marks from Herington in regards to the ball
game between them and Silvis. Being good losers
we made no reply to their comments on the
game, but to their insinuations in regards to
alibis, we must say that we do not make a
practice of making alibis, nor do we ("howl")
about any victory. It struck us as strange that
any baseball team would resort to such (small
town stuff). Any one knows that the best teams
lose now and then. Baseball players know the
ups and downs of the game too well to brag
about any victory, let alone insinuating that
other teams exist on their ability to form alibis,
of course. "To the Victor belongs the spoils,"
and we give Herington all credit due them.

We also noticed another little jab in the
September issue of the journal which reminded
us that we were so negligent as to forget to ex-
tend an invitation to them to visit our part of
the country, and if they will accept our apology
and our invitation to play a game here, we will
guarantee them the same terms as they did us,
also that nobody "goes south" with part of guar-
antee money. Now let us hear from Herington
as soon as possible as the season soon closes.

The Silvis team is a member of the trade
union league winning 13 out of 13. Silvis has
only lost four games this season to other points,
just returning from Eldon, Mo., winning two
out of three.

Boilermakers Dan Cunningham and Redlin are
are contemplating a big eating contest. Some
more pie, "ah"? How about you Jack Koenig?

Some noise is out that Boilermaker Ike Ed-
wards is going to join the benedicts soon, and
boys are all waiting for the smokes.

Boilermaker J. H. Montgomery, who has been
camping on Rock River recently, proved to the
boys that he is an expert angler. After many
skillful maneuvers, during which "Montie" had a
perfectly good steel pole snapped in two and

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CEDAR RAPIDS, IOWA

getting his feet wet, he landed a monstrous six-foot fish. The boys are anxious to know whether it is a "Wall-eyed Pike" of a Gar, but "Montie" refuses to disclose the species, but says that in Kentucky, occurrences of this kind were very common to him. We will say that under the circumstances above mentioned "Montie" furnished the witnesses with plenty of antics to create a hearty laugh.

The boys also want to know if you have as yet recovered your eighteen bottles of grape juice, reel and line, "Montie"?

Billy Thomas, formerly with this road, but now with the Rock Island Southern, spends some of his time at the Big Star Camp on Suburban Island.

Machinist Pewee LaFrenze claims to be quite a ladies' man at the camps at Suburban Island. Why leaving camp so early?

The boiler shop boys want Al Long to advise the price of gasoline. He has now purchased a jitney bus.

Boilermaker Frank Swartz and Clerk Frank Reddy claim to be catching all the catfish in the Mississippi. Be careful, some one might get your lines.

Boiler Inspector Ira Myers claims to have one of the fastest motor boats in this vicinity. He claims he took away a few prizes from Campbell's Island recently; \$15 in cash and 10 gallons of cylinder oil. Some boat!

Mr. Edwall Carlson of the car department has resigned to accept a position with a St. Louis concern.

Our friend Buster Brown and family are spending their vacation in California visiting Mr. Brown's parents at Pasadena.

Our correspondent C. O. Anderson, took in the Iowa State Fair at Des Moines during his vacation and zip went a nickel.

**NEWS FROM SOUTHERN DIVISION.****By Bart Mynatt.**

The general passenger department's booster list is building up and very fine work is being done which brings high praise from heads of the department. Geo. S. Pentecost, general passenger agent, in commenting upon the activities of company employees has this to say: "I am very much gratified for the splendid support given this department for the effective service rendered by the company employees of other departments. It seems that all are interested in boosting for passenger business, as we are given a great many tips as to prospects which terminate in swelling the passenger revenue." He also expresses his great appreciation for this co-operation of employees in securing business for the company, and asks the continuances of those who have already been active in this work and solicits the efforts of others who have not yet appeared on the "Boosters' List."

Booster List for August, 1916.

George Wicker, auditor office, Ft. Worth, Texas; Miss Winnie Slawson, general freight office, Fort Worth, Texas; C. P. Henley, live stock agent, North Ft. Worth, Texas; H. S. Milholland, engineer, Amarillo, Texas; H. L. O'Bryant, cashier and operator, Shamrock, Texas; C. F. Torbrun, V. P. and G. M.'s office, Ft. Worth, Texas; George Ross, machinist, Ft. Worth, Texas; Jim Doak, engineer, Ft. Worth, Texas.

I note from the above that the Amarillo division has turned in some prospective business. This is certainly appreciated.

But still the Southern division employees are holding their own. They are sure a loyal bunch. Keep it up fellows, we are with you.

T. W. Bowdry, chief clerk, is now a proud possessor of a new model Buick four. He is also well along in the art of running same—that is when it is working good, but when it gets balky he asks for help and there is always some one to help him out. Mr. Bowdry is very generous with his machine, as often he asks all employees if he can take them home.

Mr. Pentecost and Fred L. Jones have just returned from Amarillo, where they took in the Panhandle State Fair.

Freddie bought himself a broad brim hat to wear to the Panhandle; said he wanted to make

an impression on the cow boys up there. Have not seen him on his return and cannot tell you whether or not he has any bullet holes in same or not. Don't believe he will wear it any more.

R. M. DeMosse is back from Galveston, where he attended the rate meeting, and he may be seen any morning about 7 a. m. catching No. 11 for Dallas, where the Texas Rate Clerks are now in session.

H. W. Walker and wife spent Sunday and Labor Day in Galveston and on their return they reported a very pleasant time there.

Miss Elizabeth Wilson has completed her one hundred and fifty subscriptions to the Ladies' Home Journal and Saturday Evening Post and she is to receive a marriage chest from the Curtis Publishing Company for her excellent work for the past four months. Elizabeth, we wish you well.

Well, I have said something about every employe in the passenger department except Mr. Randolph, our file clerk, but so help me I cannot get anything on him. He is too quiet about his doings.

Car Service Department.

M. E. Card is now in the department handling the system record book. Jess E. Merwin resigned August 15th.

Orion Randolph Watson has a beautiful new green hat. Some class to our discrepancy clerk. Randolph also has obtained a new watch, from what source I know not. There is a rumor afloat that this enterprising young man is about to purchase a Ford car.

Clyde N. Nolen, foreign record clerk, is the father of a fine boy.

John T. Withers' wife has returned to this metropolis after a visit in Oklahoma City.

Paul Traweck, cotton clerk, had tonsils removed Saturday, September 2. Back on his desk the following Tuesday afternoon.

Miss Mae Davis, possessor of a new typewriter—personal property.

J. C. McNeely, division clerk, returned from his vacation September 7, having visited Washington, Philadelphia, New York and other eastern cities, accompanied by his wife. Second trip to that section.

T. H. Wilhelm, general freight agent, spent several days in South Texas looking after company business.

M. J. Dowlin, assistant general freight agent, was at Austin nearly two weeks checking rates in accordance with the decision in the Shreveport case.

Miss Mary J. Higgins, stenographer in auditor office, accompanied by her mother, is in Brooklyn, N. Y., to be present at the marriage of her brother, which occurs during her stay.

L. M. Patterson and wife visited home at Dinnerson, Texas; also sojourned to Galveston on vacation.

Harry M. Warner considers Ft. Worth's climate equal to any for his own convenience, as his vacation has been spent at home this year.

The boys in the engineers' department are asking why J. L. Wilson, second trick operator, makes so many visits to Bowie here lately. There has been some talk about a girl in the

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case. Anyhow, there is no one that will take his bet about who gets married first.

Charlie Webb has been away from the office for about a month. As special work at Dallas has demanded his attention his face is missed about the engineers' office.

Robert Clauss is the new face at round house, hailing from "The Denver." He assumes work as car clerk.

Dock Willhoit was promoted to round house clerk lately.

S. J. Wilkerson has lately been promoted to night round house foreman at Ft. Worth.

P. J. Ketchen, night round house foreman, promoted to day round house foreman at Chickaska.

Ed Norris, assistant chief clerk to V. P. and G. M., accompanied by his wife, spent lots of money and a few days in Colorado on vacation.

Engineer C. M. Batchlor and wife have just returned from a three months' vacation in California and western states.

A. W. Black, agent, Bridgeport, accompanied by wife and family, took an extended vacation trip in western states, getting as far away as Seattle, Wash.

J. B. Shelton, agent, Stoneburg, visited Chicago on vacation.

C. S. Yeaton, traveling engineer of El Reno, is visiting in Ft. Worth for a few days.

Jim Short, chief dispatcher, is spending his vacation in Emporia, Kan.

Gimmi McLean, operator, has just returned. With him came Mrs. McLean of Nashville, Tenn., where they were married—since Mr. McLean's absence.

HOWLS FROM HERINGTON.

By Mutt & Jeff.

Mr. A. A. Dewing has been appointed transportation inspector of the Kansas Division.

John Kraus recently spent Sunday in Canton. Another mystery for some Sherlock Holmes to fathom.

Kansas Division Safety meeting for September was held at Wichita. The meeting was attended by a large number, including many visitors and was very interesting and instructive.

Mr. J. S. Morgan, former ticket clerk at Herington, has been appointed a United States internal revenue collector in this state with headquarters at Wichita.

Maurice Laine, son of Engineer F. C. Laine has entered the Park College at Kansas City.

George W. Rourke, Jr., chairman on this division, has resigned to enter the University at Lawrence. Mr. W. E. Grant succeeds him.

Paul Phillips, formerly of this office, but now connected with a grain firm at Wichita was in town Sept. 23.

Harry Pelter, car inspector at Herington has just returned from an extended trip to the east. He reports a splendid trip.

Thursday, August 31, was a memorable day in the annals of Herington society. For years the sweetest and fairest damsels of this vicinity have been casting sly glances and sweet smiles in the direction of Webb Disney. Like the heroes of old he brushed aside their fiercest onslaughts and refused to become ensnared by their wiles, try as they would. The Roman Empire was not built for an eternity, the invincible Napoleon had his Waterloo, and the Kaiser is getting his; and now the impregnable, the proud, the invulnerable Gibraltar, has bowed his noble head and whispered huskily: "I surrender." The event occasioning this distinction was a wedding, the climax of a pretty love affair between Miss Myrtle Hanna, one of Herington's most popular young ladies and the elusive laddie mentioned, who in civil life is division car distributor on the Kansas division. The newly married couple spent a brief honeymoon in Colorado and are soon to be at home in their new bungalow now nearing completion on Quality Hill. Congratulations!

Val Enlow has become an authority on the art of milking, having taken care of the cows of Webb Disney during the latter's honeymoon.

Incidentally, while we are talking about honeymoons, etc., we might mention the fact that in looking over the boys in the superintendent's office there are only a few of the best of us

left, but if there is no slump in the batting averages of the present prospects, we hope to start the new year with a clean slate.

TOPEKA.

By N. M. B.

Mr. and Mrs. B. P. Souders returned the latter part of August from Denver, Colorado Springs, Kansas City, and Ludlow, Mo., where they had been spending two weeks with relatives and friends.

Mrs. Katherine Adams and son Blaine, of Waldron, Kansas, spent several days the fore part of September in Topeka, visiting with the former's sister, Mrs. A. Lusk.

Mr. and Mrs. E. B. Poyer are planning to spend a two weeks' vacation with relatives in Chicago, and Indiana points. Mr. Poyer is interchange clerk at the freight house.

Mrs. M. McCoskrie and children spent a couple of weeks in August visiting relatives in Denver and Colorado Springs.

Mr. and Mrs. R. W. Botkin and son Richard of Caldwell, Kansas, were Topeka visitors the fore part of September, visiting at the home of the freight agent, A. Lusk.

Mr. and Mrs. Paul Walker have returned from the Northern lakes where they spent a few weeks.

Lloyd C. Smith, employed as stenographer for W. C. Cartledge, claim department, who had the misfortune the early part of June to be knocked off a motorcycle, in North Topeka, and seriously injured, returned to work the fore part of August, and the last of August fell down the basement steps in his home and suffered a fracture of the same knee.

Mr. and Mrs. C. F. Real, of Manhattan, Kansas, spent a few days this month in Topeka visiting relatives. Mr. Real was formerly chief clerk at Topeka station, now agent at Manhattan.

A. B. Crawford, formerly inspector for the Western Weighing & Inspection Bureau, at To-



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Eyes are
Exposed to
Wind, Dust
and Alkali
Poisons**

The Rush of Air, created by the swiftly-moving train, is heavily laden with coal-smoke, gas and dust, and it is a wonder that trainmen retain their normal Eye-sight as long as they do.

Murine Eye Remedy is a Convenient and Pleasant Lotion and should be applied following other ablutions.

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Chicago, will mail Book of
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peka, was appointed to position of chief clerk of the local freight, vice B. P. Souders, transferred to Cashier. C. O. Whitney, formerly Cashier, left the first of September for Mangum, Okla., where he will engage in the photography business. Russell Jones, son of W. C. Jones, transportation inspector, has accepted the position of collector, account E. L. Dudley, resigned to enter other work.

Joseph M. Costello, night expense clerk, Topeka station, left the 10th of September for Kansas City to accept a position in the billing department of the A. T. & S. F. local freight house.

C. C. Jones, claim clerk, this station, resigned his position the middle of September and left for Iowa City, Ia., to resume his work in the University.

Mr. and Mrs. C. Hooper, of Nelson, Mo., spent a few days the latter part of August in Topeka visiting at the home of Mr. and Mrs. D. Burleigh.



VALLEY JUNCTION SHOP REVIEW.

W. S. Lawrence, machine foreman, tendered his resignation to accept a position with the M. & St. L. at Marshalltown, Iowa.

J. A. Verplanck, formerly night roundhouse foreman at Council Bluffs, resigned and returned to service at Valley Junction.

Paul Rost, machinist, was promoted to position as night roundhouse foreman at Council Bluffs. Good luck to you "Dutch."

Mrs. Alma Thompson, stenographer, returned from a vacation spent among the Minnesota lakes.

Mr. and Mrs. Charles Arnold are spending a two weeks' vacation with relatives in Oklahoma.

James Brown pipefitter, is spending his vacation in that "dry" state of Kansas. Hard luck, Jim.

James J. Muenker was recently transferred from Trenton to Valley Junction to accept position as material clerk vice Wallace K. Behnke, who was transferred from Valley Junction to Trenton.

We notice that Clem Krause, machinist, is back on the job again. It seems as though he just can't stay away. Must be some great attraction in the Valley. How about it, Clem?

Effective September 1 Roy O. Sheets was appointed chief clerk to Master Mechanic, vice H. L. Carter, resigned.

Have you noticed "Duzy" Thompson on his

Here's the Work Suit of the Hour!

The most comfortable on earth! Neatest looking. No belt to bind. No suspender straps to tire shoulders.

Pat. June 8, 1915

The Modern Work Garment



No coat tails to bunch or get caught in machinery. No double thickness at waist or front. Just the garment that appeals to railroad men.

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Comfortable,
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Order from your dealer or direct from us. Express stripe \$2.50; Stifel indigo \$2.50; Government standard khaki \$3.50. Money back if not delighted. Write for descriptive circular.

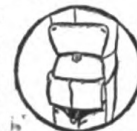
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Skirt with showing suspender which are attached to back of jacket.



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high-g geared bicycle? He said he could make Walnut Hill on high—sometimes.

Tinner and coppersmith, John Hopkins and George Belleson, and helpers, Fred Yowder and Wm. McFadden, are the proud fathers of one baby each, born the past month. Mr. Hopkins drew a girl, Mr. Belleson a girl, Mr. McFadden a girl, while Mr. Yowder drew the only "boy" in the bunch. However, they are all very happy over the affair and say the Stork carried out instructions to the letter. They are all doing very, very nicely, according to the latest reports.

I believe Valley Junction tin shop has made a record that has never been beaten on the entire Rock Island System.

(The parrot is a wonderful bird, but it takes the stork to deliver the goods.)

Federal Steel Lockers

have the strength, the security and the durable baked enamel finish.

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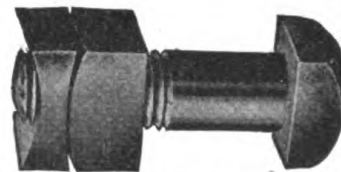
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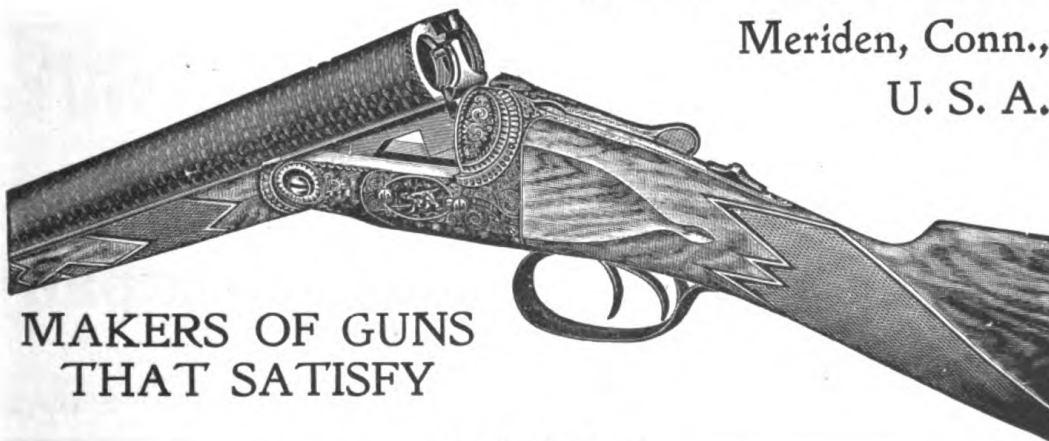
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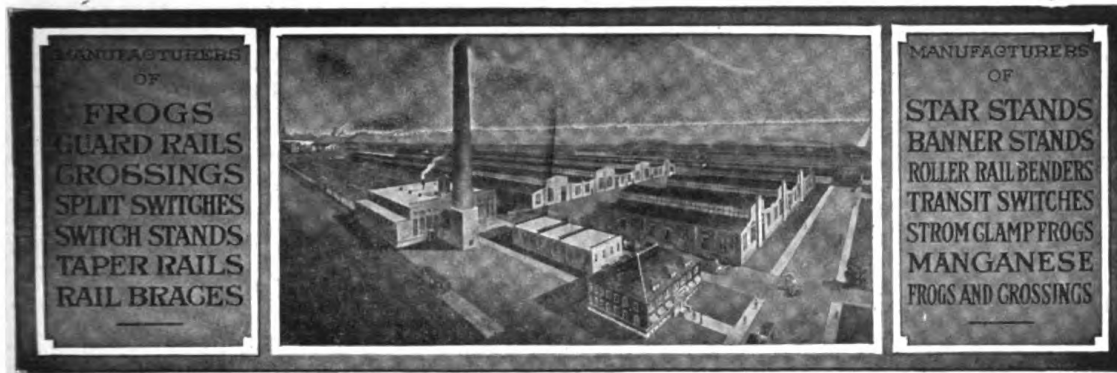
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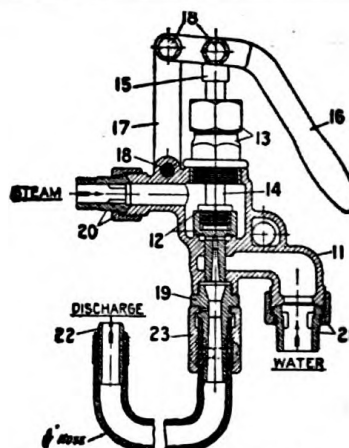
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