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EMPLOYEES
MAGAZINE

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Your dealer has them if he wants you to be a steady customer—if not, send us \$1.50 per garment and we will send yours by parcels post, prepaid. Fink's "Detroit-Special" Combination Suits are unequalled at \$2.50 each.

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DETROIT, MICHIGAN

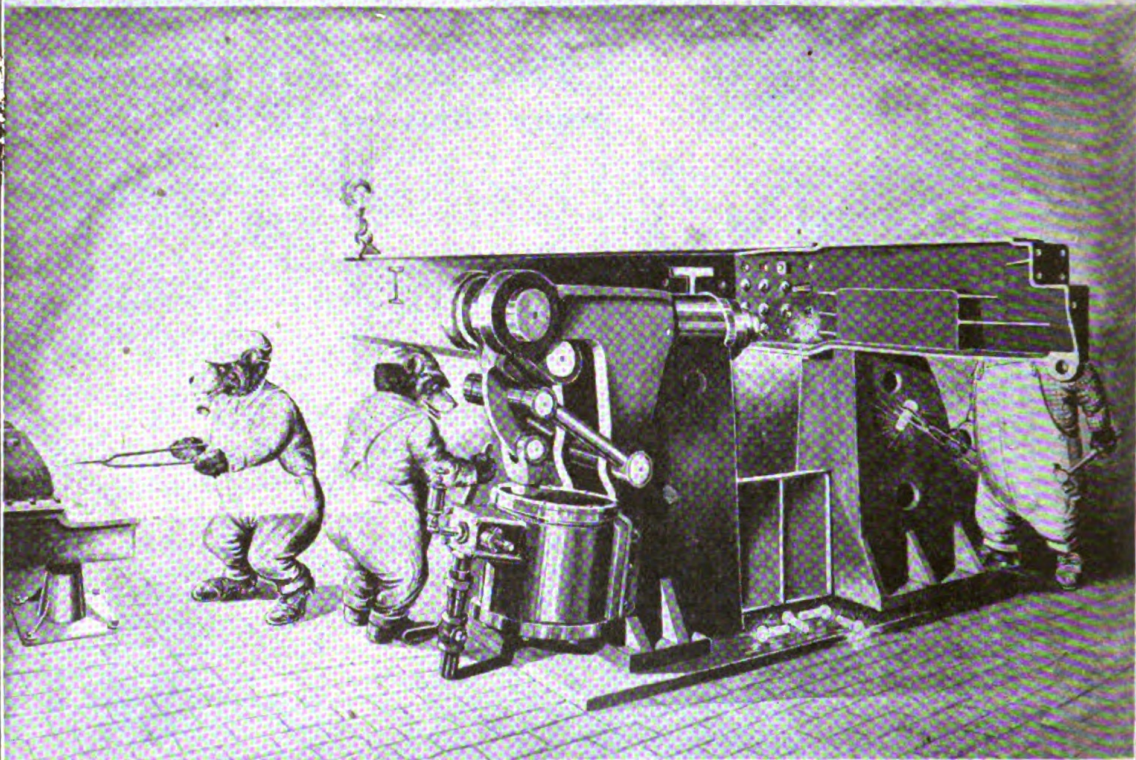
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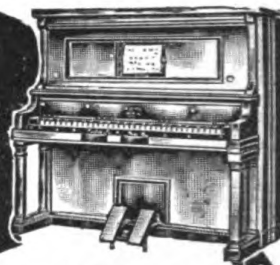
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6. **EQUIPMENT**—Three hundred teams and motor trucks provide the proper variety of equipment; motors from one to ten thousand pounds capacity for long hauls; teams from one to twenty thousand pounds capacity for short hauls.

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The Railroad Supply Co.
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"The telephone properly used is a good business getter: improperly used a very frequent business loser."

"In answering telephone be ready to talk business as soon as you lift receiver."

"Always have a pad and pencil handy when answering the telephone—it saves your time, and, what is even more important, your caller's."

WHO AM I?

I do much good.

I am an asset to you.

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I am a universal rule, in fact, I have become a habit.

I help you to hold your job.

I am everywhere.

Great men have written books about me.

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I am one of your good friends.

I gain much and lose nothing.

I am a habit well worth acquiring.

I am on an equal footing with kindness.

I am COURTESY.

—John C. Riesenberger.

"Do not use salutation 'Hello!'—it is not courteous, and serves no purpose. Greet party calling with 'Rock Island—Mr. Jones speaking' or 'Rock Island—Rate Clerk speaking.' Such a greeting, quietly expressed, will prove a good opening for telephone conversation, and tend to establish quickly a telephone conversation between you and the party calling."

"A snappish reply on the telephone, a slight delay in answering, or a small inattention irritates a patron: 'click' goes the receiver—customer cut off; name probably unknown, you cannot apologize, no way of 'smoothing things over'; and possibly a good friend of the Company is lost."

ROCK ISLAND EMPLOYEES' MAGAZINE

HARLEY E. REISMAN
Managing Editor

JNO. A. SIMPSON
Editor

LA SALLE STATION, CHICAGO

Vol. X.

MARCH, 1917

No. 9

FAIR PLAY FOR THE RAILROADS

By HAROLD KELLOCK
Arthur of "Warburg, the Revolutionist," etc.
(Copyright, 1917, by The Century Co.)

The year 1917 promises to be one of the greatest significance in relation to the future of the railroads of the United States. At the suggestion of President Wilson, the whole question of railroad regulation has been put under investigation by a joint committee of the Senate and the House of Representatives. The committee will also look into the question of government ownership. By the time this article is printed, the investigation should be well under way. In addition, the so-called eight-hour law, which is virtually a minimum-wage law for certain classes of railroad workers, is to be tried out for six months under a special commission.

The railroad problem is one of the most urgent and serious problems confronting the nation today. According to President Wilson, it "lies at the very foundation of our efficiency as a people." In reality it is not one problem, but many. On their solution depends in large measure our whole commercial future. In case of war our efficiency in railroad transportation is likely to sway the balance between victory and defeat. It is a primary factor in preparedness.

Any discussion of the Adamson law would be futile at this time, when the trial period under its provisions is already under way. A much more im-

portant matter is the investigation into the whole subject of railroad regulation. It is apparent that radical changes must be made in the present system. As it is, the railroads are not keeping abreast of our commercial advancement. We have no national railroad policy.

It is over ten years since President Roosevelt whirled his big stick and his party reluctantly passed a railroad-regulation law, considerably amended through the vigorous opposition of the railroads. The proponents of the law intimated that it brought in the golden age of railroading. The railroads were to flourish like the green bay-tree, the shippers' troubles were to be taken care of, scandalous financial malpractices were to end. Unfortunately, none of these predictions has been fulfilled. Instead of the golden age, we have had a very dark age indeed.

The trouble is that the Hepburn law precipitated a veritable orgy of regulation. In addition to the Interstate Commerce Commission, over forty state commissions have put their fingers into the railroad pie, to say nothing of direct action by state legislatures and the courts. Everything about railroads has been regulated by the states, from issues of bonds and stocks down to locomotive-bells and window-screens and cuspidors. A rail-

road passing through twelve states has to submit to twelve different and often contradictory kinds of state regulation, in addition to the mandates of the national commission. In the last five years nearly five hundred laws affecting railroad operation have been passed by the states and the nation. About ten times that number have been introduced in the various legislatures. During the preceding five years the number of new railroad statutes ran into the thousands.

The result has been waste, confusion, and virtual stagnation in railroad development. In the year ending June 30, 1916, despite general business expansion and prosperity, only 719 miles of railroad were constructed in the United States. This is less than any year since 1848, with the exception of the first year of the Civil War. In the decade ending with 1907, before the era of state regulation set in, our new railroad construction averaged annually nearly 5,000 miles.

Over forty thousand miles of our railroads, representing about a sixth of the total mileage and a total capitalization of two and a quarter billion dollars, are represented by bankrupt roads in the hands of receivers. Freight congestion, due to lack of facilities, has reached a point where it is a distinct menace to both producer and consumer. As this is written, the price of coal has just jumped 50 per cent in New York, primarily because of railroad congestion. According to well-informed railroad men, the transportation problem now seriously affects not only the banker, the investor, and the shipper, but the welfare of every citizen.

According to information gathered by the Interstate Commerce Commission Committee on Interstate and Foreign Commerce of the House of Representatives, it will require an expenditure of from five to fifteen billion dollars to supply the railroads of the country with sidetracks, warehouses, terminal facilities and the other equipments and improvements necessary to handle the transportation business of the country in the near future. To raise such a sum under present conditions seems to railroad men like an Arabian Nights dream. For four years one of the biggest banking houses in New England has been consistently advising its clients against investing in any railroad securities whatsoever. Many New York bankers have pursued a similar course.

Before our transportation needs can be met, railroad credit must be built up to such a point that stocks can be issued instead of bonds, that the public will be

willing to invest in railroad securities as partners rather than as creditors. Under present conditions this is impossible. Since January 1, 1916, in a period when our national wealth has increased to an unprecedented degree and capital seeking investment has been available as never before in our history, not a single share of new railroad capital stock has been listed on the New York Stock Exchange. Many state charters forbid the railroads to sell stock under par. At the present writing the common stock of only a dozen American railroads is being dealt in on the New York Stock Exchange above par.

A little over a decade ago the railroads were fighting hard against national regulation. Today their attitude shows a complete reversal. Virtually every railroad manager in the country recognizes that regulation has come to stay. They are reconciled to it, and they are advocating more thorough national control. In fact, they go far beyond the measures proposed by the advocates of the Hepburn statute, now the basis of our national railroad law, which was considered radical ten years ago. "The people want regulation," say railroad managers. "Let's help make it efficient."

Railroad managers are substantially agreed upon the following program to end the present railroad muddle:

Federal incorporation of all interstate carriers.

Federal supervision and regulation exclusively for all carriers of interstate commerce, this supervision to include federal regulation of all securities.

Increasing the size of the Interstate Commerce Commission and dividing it regionally, so that regional bodies, as under the Federal Reserve Board, will conduct investigations on the ground in the different traffic districts and present their findings to the central body at Washington, which need review only exceptions to such findings.

Distributing the functions of the commission so that the same body does not act as judge, jury, and prosecutor.

At the root of railroad inefficiency lies the present system of forty-nine varieties of regulation. Until radical steps are taken to remedy this grotesque policy, our railroads will remain in an unhealthy condition, and the taint of their ill health will be felt through all the channels of industry. We cannot have a constructive national railroad policy until we abolish state lines in transportation, as we have in every other business and throughout our social life generally. Before the Union was formed the various States conducted an active commercial war against one another by means of tariff duties, embargoes, etc. Under state regulation the States still carry on industrial warfare through the railroads. In railroad matters, after nearly a hundred and thirty years of union, we are still a nation of independent, squabbling colonies.

A curious light was thrown on this condition in connection with the Shreveport rate case. Texas, in order to keep Louisi-

ana merchants from competing in its markets, had fixed a number of rates within the State applying between points of production and jobbing centers and markets in the direction of the Louisiana line. These rates were substantially lower than the interstate rates from Shreveport, La., to the same Texas points of consumption. The United States Supreme Court sustained the Interstate Commerce Commission in raising the Texas rates so that Louisiana business men could get a square deal.

Thereafter Senator Shepard of Texas introduced a bill in the Senate to abolish the doctrine of the Shreveport case. In a hearing on this bill it developed that while Louisiana was protesting against rate discrimination on the part of Texas, the city of Natchez, in Mississippi, was making a similar protest against the action of Louisiana in fixing rates which excluded the business men of Natchez from the Louisiana markets. Moreover, one of those who appeared in favor of the bill was Judge Prentice, chairman of the Virginia railroad commission, which was at that time complaining that the state rate-fixers in North Carolina had discriminated against Virginia cities.

In short, an appalling condition of interstate warfare was revealed that was hurting business generally and killing railroad development.

Nineteen States have laws regulating the issue of securities of all railroads doing business in the State. The first stock-and-bond law was passed in Wisconsin. At first the Wisconsin law imposed a fee of a dollar a thousand on all new capitalization. This was changed to a nominal fee to cover the expenses of the state commission in properly passing on applications. Illinois adopted a law based on the Wisconsin statute, but retaining the dollar-a-thousand fee. Missouri, meanwhile, adopted a sliding scale ranging from a dollar down.

In 1914 and 1915 the St. Paul Company, a Wisconsin railroad corporation, had to pay out in such fees to the State of Illinois \$125,000. On a single issue of thirty million dollars, to be spent principally in improvements in other States, the company was forced to pay \$30,000 to Illinois and \$10,500 to Missouri. If the twelve States through which the St. Paul road runs had laws similar to Illinois, the road would have had to pay \$1,500,000 in two years for the privilege of making necessary improvements and extensions.

In 1914 the New York Central Company consolidated the securities of all its lines, a rearrangement involving \$300,000,000. Before effecting this consolidation the road was compelled to pay a fee of \$300,000 to the State of Illinois, under the dollar-a-thousand law, though no new capital was involved in the matter, and of the 3700 miles of New York Central lines only 141 miles lie within Illinois. But the exaction did not stop there. As soon as the new arrangement went into effect, the Central was ordered to pay, under a law passed in 1913,

an additional sum of \$250,000 for all stock securities authorized. The railroad sought an injunction against this double tax, and the matter is still in litigation. Virtually the levy is a tax of \$3900 a mile on the Central's line in Illinois.

In addition to the amount assessed in Illinois, the Central was compelled to pay \$300,000 each to Ohio and Indiana, in connection with the reorganization, and \$150,000 to Michigan. Its little adventure in rearranging its securities cost the railroad upward of a million dollars merely to secure the approval of these four States.

In 1914 the Southern Pacific attempted to put out an issue of two-year notes. To do this it had to get permission in five States—California, Arizona, New Mexico, Texas, and Louisiana. Arizona refused to grant permission unless the road agreed to spend a certain amount of the money in the State. This the railroad could not do. After a long delay the road gave up, and issued one-year notes, for which it did not require permission under the Arizona law. The change was made at a loss of \$250,000.

In Texas repressive laws have killed all railroad development. Most of the roads are bankrupt. The State valuation act has resulted in values fixed by the State commission, which, in the words of one railroad man, "are so decollete that no decent citizen can view them without blushing." Instances are cited of roads, costing \$60,000 a mile to build, valued at \$40,000 and \$45,000. The Texas railroad commission has ruled that no railroad may issue new securities if the total value of its stocks and bonds exceeds "the approved valuation of the completed railroad." It is little wonder that Texas is a railroad graveyard.

A few years ago the Wabash road attempted an issue of preferred stock. For this, under the constitution of Missouri, the unanimous consent of all stockholders was required. Through this provision a single stockholder, with recently acquired shares, was able to hold up the issue and prevent the whole plan of financial reorganization.

The rate muddle with forty-nine States indulging in rate-fixing, competing with one another and conflicting with the rate-fixing powers of the Interstate Commerce Commission, is productive of some of the most vexatious and costly litigation the railroads have to bear. In some States railroad managers complain that they have to spend from a quarter to over a half of their working hours in court or appearing before various commissions. In some States railroad agents have been arrested because they would not accept rates established by the State legislature, which had been enjoined by a Federal court. In other States, in similar circumstances, indictments have been brought against the railroad seeking the injunction. Alabama reduced rates and thereafter decreed that any railroad operating in the State which sought to question in court proceedings the acts of the legislature or the state-railroad commission

should thereupon forfeit its license to operate in the State.

An example of freakish legislation is that which requires the Missouri, Kansas & Texas Railroad to maintain general offices, open for business, with transfer books, etc., in each of the three States in which it operates. This useless triplication costs the railroad, which happens to be bankrupt, half a million dollars a year. An old law of 1872 requires the Poughkeepsie Bridge Railroad Company to keep a tug on the Hudson River to assist tows. Under this hoary statute the New Haven Road, which now controls the bridge, is compelled to spend \$450 a month to charter a tug which wanders about with nothing to do. Some States have blue laws forbidding the movement of freight on Sunday, with the exception of solid through trains and a few emergency classifications.

The state laws affecting equipment and operation are another source of waste and confusion. Thirty-seven States have diverse laws regulating locomotive bells, thirty-five have laws about whistles, thirty-two have headlight laws. The bells required range from twenty to thirty-five pounds, and one State insists on an automatic bell-ringing device. The five-hundred-candle-power headlights that are good enough for Virginia may be used across the border in Kentucky, but not in North Carolina, which will not permit lights under fifteen-hundred candle-power, or in South Carolina, which holds out for ten-thousand candle-power or a light strong enough to discern a man at eight hundred feet. In Ohio and Michigan headlights must reveal objects not less than three hundred and fifty feet away, but in Nevada they must show at a thousand feet. Other States fix their requirements in watts merely.

The harmless, necessary caboose has come in for a great deal of contradictory regulation. Most States are content with two-wheel trucks on cabooses, but fifteen require four-wheel trucks. Though many cabooses are eighteen feet long, thirteen States have passed laws fixing a minimum length of twenty-four feet, while Missouri insists that they be twenty-eight feet long, and Maine twenty-nine feet. Eight States have fixed the requisite width of caboose platforms at twenty-four inches, but Illinois and Missouri require thirty inches, while in Iowa and Nebraska respectively eighteen and twenty inches are sufficient. In some of the States cabooses must be equal in constructive strength to a 40,000-pound capacity freight car; in others a 100,000-capacity freight car.

One State has solemnly decreed that there must be a cuspidor between every two seats on passenger trains; an adjacent State forbids cuspidors as vulgar and unsanitary. One State requires screens in the windows of passenger coaches, and an adjoining State forbids screens.

Such instances could be multiplied. There is just as much diversity in the laws

affecting operation as in those on equipment. For instance, five States require extra brakemen on freight trains of over fifty cars, two on trains of over forty cars, in three States the train length is fixed at thirty cars, and in three at twenty-five cars. In Illinois and Michigan no extra men are required, but in Indiana they are. The Michigan Central has to carry its extra brakemen a short distance in Indiana to the Michigan or Illinois state line, and there they are dropped with nothing else to do.

An instance in point are the so-called full-crew laws passed by the States. Any discussion of the full crew, or, as the railroads call it, the extra crew principle, is not germane to this article. But it is plain that this is a question that should be investigated thoroughly and decided on a national basis. Up to the present time twenty States have adopted full-crew laws and twenty-one have rejected them. Compliance with the laws enacted costs the railroads over four million dollars a year. The burden of this expense falls not only on the traffic of the twenty States that have enacted full-crew laws, but on all States served by the railroads that also serve the twenty States.

Full-crew laws, for example, cost the Pennsylvania Railroad \$550,000 a year in Pennsylvania, \$180,000 in New Jersey, and \$120,000 in New York. The aggregate amount, \$850,000, representing five per cent on \$17,000,000 of capital, affects the Pennsylvania's service in every State in which it runs westward to the Mississippi River. It can readily be seen that such an arrangement is distinctly unfair and discriminatory.

Fifteen States have laws designed to secure preferential treatment for their freight by prescribing a minimum movement for freight cars. Several of these require a minimum movement of fifty miles a day, though the average daily movement throughout the nation is only twenty-six miles. One State imposes a penalty of ten dollars an hour for the forbidden delay. Though under the Federal law there is no demurrage penalty for failure to furnish cars to a shipper, several States have penalties running from one dollar to five dollars per car per day. The result is that the railroads are compelled to discriminate against interstate commerce and against commerce in the States that have no demurrage penalties.

One by-product of all this chaotic regulation has been an increase in ten years of eighty-seven per cent in the number of general office clerks employed by the railroads and an increase of nearly 120 per cent (over \$40,000,000) in the annual wages paid to them. During this period the gross earnings of the roads increased only fifty per cent. In the fiscal year of 1915 the railroads were compelled to furnish to the national and state commission and other bodies over two million separate reports,

and if duplicates are included, the total is swelled to three million.

The cost of state regulation to the railroads, to the shippers, to the public generally, is a staggering sum. It runs into hundreds of millions of dollars a year. The expense of merely maintaining the various state railroad commissions must be close to \$50,000,000 annually.

It is apparent from these details that the present scheme of multiform regulation has reached a point where it is productive of grave economic disabilities. The situation calls imperatively for careful recapitulation and wise national action. Unless there is a radical improvement, far-sighted railroad men declare that we must drift rapidly toward government ownership.

In France government ownership with private operation seems to have worked rather poorly. In Germany government ownership and operation seems to have worked rather well. But our system of changing political preferment has not yet secured for the government service a high degree of business efficiency such as distinguishes the German bureaucracy. The German Government has been taking over private businesses on a large scale for the last half-century. It controls virtually all the sources of communication and distribution. The individual states have gone in heavily for socialistic enterprises. The municipalities manage all sorts of commercial activities, from laundries and restaurants and opera houses to great real estate developments and timber lands. Our Government has had nothing like this long and varied

business experience. There is no evidence to indicate that it could now take over the railroads and run them better than the present private management. Moreover, the idea of a congressional railroad pork-barrel is appalling.

A hopeful sign in the present situation is the attitude of the railroads themselves. A decade ago they were at loggerheads with the Government over regulation. Today they show a commendable willingness to co-operate with the Government to find a solution of the present muddle. "We will do anything to help, provided you emancipate us from the States," was the railroad plea to Congress, made some months ago.

Ten years of regulation have greatly chastened railroad managers. They are not all angels of light, but unquestionably the great majority of them would prefer to make money by running their railroads than by stock jobbing and manipulations. In the long run there is less profit in the latter plan and more danger. There is no doubt they would welcome a copper-riveted national law that would make impossible any repetitions of the Rock Island or the New Haven affair, if only it is made possible to conduct the railroad business on a national basis.

Both political parties are committed to the policy of railroad regulation. President Wilson has said that "there must be no backward step," and the temper of the people generally indorses this dictum. The problem is to secure a distinct forward step in the direction of common-sense efficiency. —From February issue "Century."



Master Mechanic, General Foreman and Office Force.

Left to Right—C. R. Miller, Chief Clerk; J. J. Fitzgerald, General Foreman; H. Clewer, Master Mechanic; A. L. Clemesen, Car Foreman; C. C. Cline, Assistant Chief Clerk.

Second Row—Mary Dennis, File Clerk; Gertrude Owens, Personal Record Clerk; Katherine Faus, Stenographer; S. Jensen, Clerk, Special Accountant, Chicago; I. H. McRae, Timekeeper; R. E. Sloan, Traveling Accountant, Chicago; E. B. Sager, Car Clerk; M. Jaques, Assistant Timekeeper.

NATIONAL DEFENSE ACT SELECTS THREE ROCK ISLANDERS

The National Defense Act of 1916, better known as the Hay Bill, was a measure designed to increase the efficiency of our National Defense, and provided, among other things, for the organization of a corps to be recruited from civilians, who, by reason of former military service or special fitness along some particular line, would be available for staff assignments to promote the general efficiency of the service. Successful applicants for commissions in the Officers' Reserve Corps, after having passed satisfactory mental and physical examinations, obligate themselves to respond at once to a call to the colors, should danger threaten, and to devote their entire time and best efforts to any work to which they may be assigned. These assignments of course are to be made in such a manner as to secure for the service the highest class of specialized intelligence; expert management of different branches of railroad and transportation facilities; of manufacturing and industrial projects; of engineering, construction and other technical branches; and of financial, accounting, purchasing equipping and commissary work. It is generally conceded and has been fully demonstrated abroad that the military

system of a country must have the active and intelligent co-operation of the industrial and transportation systems and of all lines of communication including the telephone, telegraph and radio services. To secure such co-operation, the Officers Reserve Corps was provided for in the Act.



W. J. Leahy, Major.

In addition to business and professional men, enlisted men of the regular army and the national guard, if they are citizens of the United States, are eligible for examination for commissions in the Officers' Reserve Corps.

The commissions are for a period of five years and carry the rank of Major or Captain, in the discretion of the President.

In time of peace, a member of the Officers' Reserve Corps shall not be subject to call for service, except that department commanders and the heads of the various staff corps of the army, when

authorized by the Secretary of War, may order reserve officers of their departments of corps to duty with troops in the field, or at field exercises, or for instruction for periods not to exceed fifteen days in any one calendar year.

A most gratifying feature of the regulations prescribed for the Officers Reserve Corps is that age limits do not ap-

ply to it. Hence, men who are ineligible to other branches of the military or naval service on account of age may, through the reserve tender their services, apply their best energies and offer their lives, if need be, in defense of their country. To those who have been privileged to live past the first blush of young manhood, and to thus realize to the fullest extent the inestimable value and blessings inherent in American citizenship; to those who have prospered materially and reared families in the beneficent atmos-

Leahy (General Passenger Agent), major; Hal S. Ray (Asst. Gen. Passenger Agent), captain; C. H. Caswell (General Agent), captain.



Hal S. Ray, Captain.

Photo by Hosteller, Des Moines.

phere of American independence; to those in whose hearts the fires of patriotism and the love of country burn with unquenchable intensity and undimmed brightness, the Officers Reserve Corps opens a way for the expression of their loyalty and devotion, to which the quick and cordial responses to the invitation to join are an eloquent and patriotic testimonial.

After passing satisfactory examination the following Rock Island officials were selected, with rank as shown: W. J.



C. H. Caswell, Captain.



IT IS NOT ALWAYS EASY

To apologize,
To begin over,
To take advice,
To be unselfish,
To admit error,
To face a sneer,
To be charitable,
To be considerate,
To avoid mistakes,
To endure success,
To keep on trying,
To be broadminded,
To forgive and forget,
To profit by mistakes,
To think and then act,
To keep out of the rut,
To make the best of little,
To shoulder deserved blame,
To maintain a high standard,
To recognize the silver lining,
—But it always pays.



Auditor and Force, Fort Worth, Texas.



Terminal Agent and Force, Fort Worth, Texas.



Shop Force, Fort Worth, Texas.



General Car Foreman and Car Force, Chickasha, Okla.



EMPLOYEES PENSIONED DURING FEBRUARY, 1917.

Wm. George Briggs, handyman, 47th street, Chicago, Ill. Age, November 24, 1916, 70 years. Length of continuous service, 23 years and 5 months. Monthly pension, \$20. Pension effective, December 1, 1916.

Carl F. Krimmel, cabinet maker, Chicago, Ill. Age, February 4, 1917, 70 years. Length of continuous service, 47 years and 6 months. Monthly pension, \$24.25. Pension effective, March 1, 1917.

Imri Richard Pitney, conductor, Illinois Division. Age, September 29, 1916, 70 years. Length of continuous service, 29 years and 8 months. Monthly pension, \$45.20. Pension effective, October 1, 1916.

Frank H. Norris, locomotive engineer, Minnesota Division. Age, May 10, 1916, 61 years. Length of continuous service, 36 years. Monthly pension, \$41.35. Pension effective, November 1, 1916.

Andrew F. Anderson, painter, Armourdale, Kan. Age, May 1, 1916, 65 years. Length of continuous service, 28 years and 5 months. Monthly pension, \$20. Pension effective, October 1, 1916.

Eugene Weinschenk, elevator operator, La Salle Street Station. Age, June 26, 1916, 56 years. Length of continuous service, 29 years and 3 months. Monthly pension, \$20. Pension effective, January 1, 1917.

Anthony McCrone, R. H. laborer, Trenton, Mo. Age, April 2, 1916, 64 years. Length of continuous service, 26 years and 11 months. Monthly pension, \$20. Pension effective, March 1, 1917.

Lewis A. Camp, switchman, Chicago, Ill. Age, October 30, 1916, 69 years. Length of continuous service, 28 years. Monthly pension, \$22.20. Pension effective, August 1, 1916.

FACTS ABOUT THE PENSION SYSTEM.

Amount paid to pensioners Jan. 1, 1910, to March 1, 1917.....	\$405,677.32
Total employees pensioned Jan. 1, 1910, to March 1, 1917.....	344
Total pensioned employees who have passed away	108
Total number of employees on pension roll March 1, 1917.....	236

IN MEMORIAM.

Evan Roderick, drill press operator, Silvis, Ill. Died January 21, 1917. Pension effective, January 1, 1910, \$24.70 per month. Pension ceased, January 31, 1917. Total pension received, \$2,099.50.

Frank A. Davis, tool inspector, Cedar Rapids, Ia. Died January 7, 1917. Pension effective January 1, 1910, \$20 per month. Pension ceased, January 31, 1917. Total pension received, \$1,700.

Andrew J. Snyder, shop laborer, Valley Junction, Ia. Died December 22, 1916. Pension effective, January 1, 1910, \$20 per month. Pension ceased, December 31, 1916. Total pension received, \$1,680.

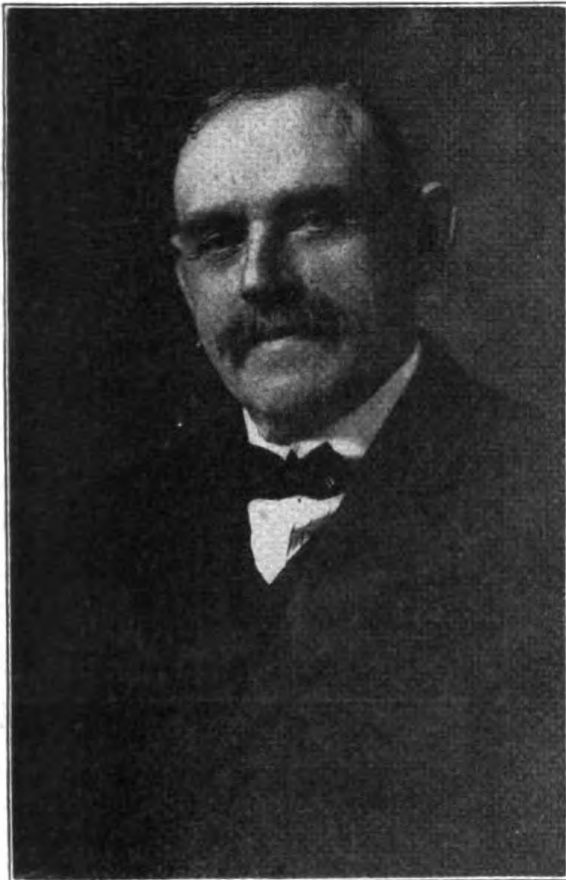
Chas Fitzsimmons, stores laborer, Chicago, Ill. Died December 19, 1916. Pension effective, August 1, 1912, \$21.35 per month. Pension ceased, December 31, 1916. Total pension received, \$1,131.55.

Peter Larson, section laborer, Illinois Division. Died December 23, 1916. Pension effective, October 1, 1912, \$20 per month. Pension ceased, December 31, 1916. Total pension received, \$1,020.

James Clifford, section foreman, K. & D. M. Ry. Died January 22, 1917. Pension effective, April 1, 1913, \$20 per month. Pension ceased, January 31, 1917. Total pension received, \$920.

Lewis Hintz, section laborer, Nichols, Ia. Died January 4, 1917. Pension effective, June 1, 1916, \$20 per month. Pension ceased, January 31, 1917. Total pension received, \$160.

Daniel Kelly, Section Foreman, Casey, Iowa, whose application for pension was approved December 21, 1916, was born April 20, 1851, in County Tipperary Ireland, and emigrated to America in May, 1871, going to work at once in the Salt Works at Syracuse, N. Y., working there for three months when he came to Chicago, where he worked for the Michigan Central Railway Company as track laborer and freight house trucker for two years. In the spring of 1873 he started working for the C. R. I. & P. Ry. as extra gang laborer at Davenport, Ia. When extra gang was laid off the same fall he went to work for the Rockford, Rock Island and St. Louis Rail-



Daniel Kelly.

way, working for that company until the spring of 1874, when he went to work as section laborer for the Peoria and Rock Island Railway at Rock Island, Illinois. He remained in that capacity until the fall of 1875, when he again started to work for the C. R. I. & P. Ry. as laborer at Coal Valley, Illinois, moving to Iowa Division in the spring of 1876, where he worked as section laborer until May, 1877, when he was appointed section foreman, in which capacity he worked continuously until November 20, 1916, when he was compelled to lay off account of his health and was granted a pension effective January 1st, 1917.

Jos. M. Morris, Pass. Brakeman, Kansas Division, pensioned Dec. 21.

"Mr. Morris was born December 30, 1854, in Shelbyville, Shelby County, Indiana. In the year of 1855 his parents moved from Shelbyville to a farm in Taylor County, Iowa, where he lived until the age of fifteen years, when he moved to Bedford, the county seat of Taylor, where he commenced to learn the harnessmaker's trade, later conducting a harness shop where he remained until he entered the service of the C. R. I. & P. Ry. in the year of 1890, working continuously from that date to date of his retirement account incapacitation, May 12, 1916, and he was granted a monthly pension effective June 1, 1916."

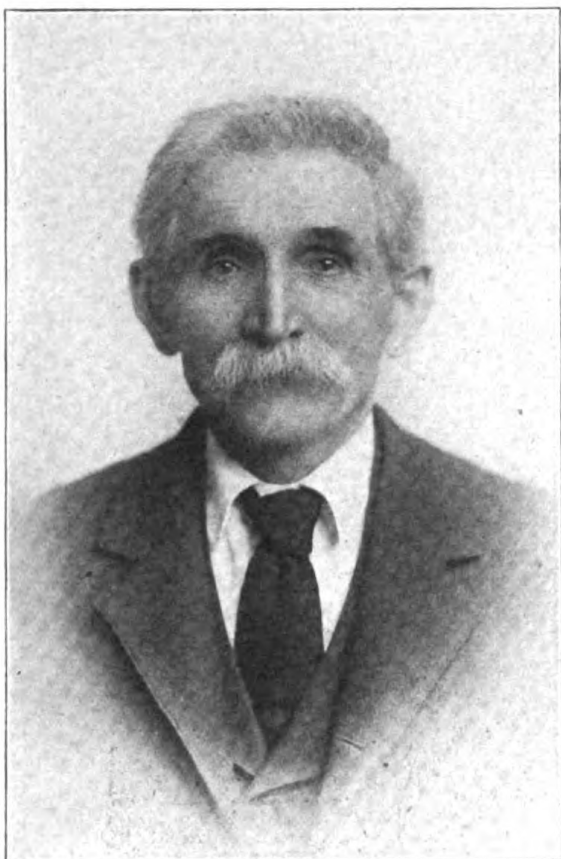


Jos. M. Morris.

Enos J. Dubrava, Section Laborer, Tiffin, Iowa, pensioned Dec. 21.

"Mr. Dubrava was born in Behmisesy, Austria, July 31, 1846. In 1866 he emigrated to this country, landing in New York June 17, 1866, and located in Cedar Rapids and later traveled to Amana, Iowa. He worked as a farm laborer until the year 1880, when he moved to Tiffin, Iowa. He entered the service of the Rock Island as section hand in March, 1889, in which capacity he served until retired account age limit, July 31, 1916, being granted a pension effective August 1, 1916. Mr. Dubrava has been a faithful employe during his twenty-seven years of service, always going out whenever called in all kinds of weather, it

making no difference whether it was on Sunday or called out in the middle of the night. He was always found at his post of duty watching out for the best interests of his employer."



Enos J. Dubrava.

On the first of November, 1915, another of our most prominent Dakota Division employes, Mr. George Dickinson Miller, was pensioned, having served loyally for thirty-four years in the capacity of fireman and engineer.

Mr. Miller was born in Du Page County, Illinois, on January 25th, 1851. On December 25th, 1870, he married Miss Harriet Reinansperger at West Chicago, Illinois, and to this union five children were born—four daughters and a son, all residents of Cedar Rapids, Iowa.

He received his education in the public schools while still on the farm, and later engaged in agricultural work until the time he entered the railway service.

Mr. Miller entered the service of the C. & N. W. Railway in 1875 as a machinist and boilermaker, which work he followed until the year 1881, when he entered the service of the B. C. R. & N. as fireman. In the year 1887, having served his apprenticeship, and for faithful and loyal service he was promoted to engineer, in which capacity he remained until October 3, 1915, when he was compelled to abandon active services on

account of his physical condition, which rendered him unfit to perform the strenuous work of a locomotive engineer. His good record is substantiated by the fact that at the close of his services he has the single entry of ten merit marks to his credit. He, however, did not give up hope of again returning to active duty until July 7th, 1916, when on account of his unimproved physical condition he requested that his case be submitted to the Pension Bureau for due con-



G. D. Miller

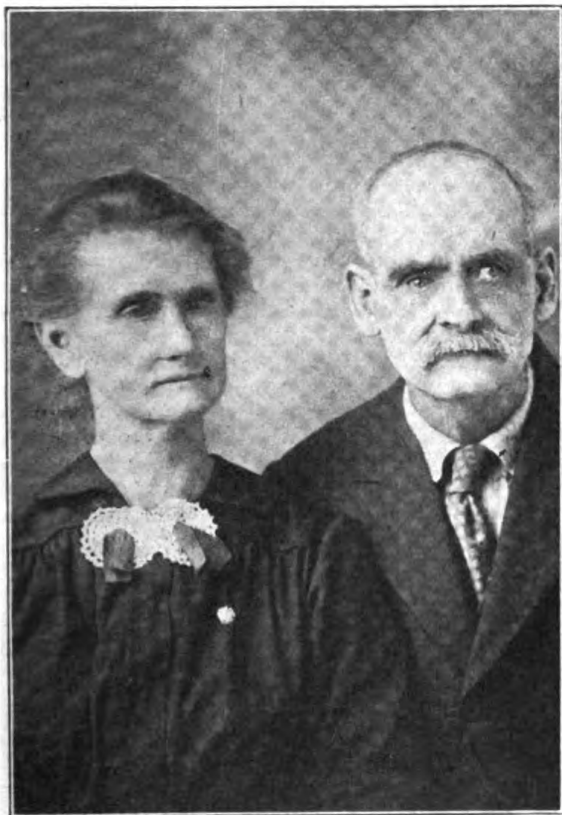
sideration, which his long continuous service would entitle him.

It was on November 21st, 1916, that we had the pleasure of advising Mr. Miller that his pension application had been approved, and effective November 1st, 1915, he was granted a monthly pension of \$38.85, the back pension was included on November, 1916, rolls.

James O. Scott, Locomotive Carpenter, Eldon, Iowa, pensioned Dec. 21.

"Mr. Scott was born in Washington County, Penn., May 2, 1854. At the age of eleven years he came west with his parents and settled on a farm near Drakesville, Iowa, where he remained until he attained the age of twenty years. He then served time learning the carpenter trade. He entered the service of the Rock Island in January, 1887, in the B. & B. Dept. at Eldon, Iowa. In 1901 he was sent to Oklahoma Division to assist through a rush and in September transferred from Oklahoma

to the El Paso extension. Worked on construction from Liberal, Kansas, to Santa Rosa, N. M. When the El Paso extension construction work was completed he returned to Eldon, which was in the year 1903. Later was transferred to the Mechanical Department as locomotive carpenter at Eldon, Iowa, in which capacity he served until date of his retirement account incapacitation, November 9, 1915, being



James O. Scott.

granted a pension effective December 1, 1915.



OBITUARY OF E. RODERICK.

●Evan E. Roderick, one of the early pensioners of the Rock Island Railway, passed away at his home in Rock Island, Ill., Jan. 21, after a lingering illness of four years. He was born at Llanharan, near Cardiff, Wales, June 21, 1836. He began his railway career at the age of 18, on the Taff Vale Railway at Cardiff. He commenced in the railway parcel office, and later was promoted to a responsible position, which he held up to the time of his resignation to come to America. He landed at Quebec, Canada, May 24, and came direct to friends in Chicago. There he commenced work for the Rock Island Lines June 1 of the same year, as car foreman. From there he was sent to Bureau Junction, Ill., where he remained a good many years. Afterwards he located at Rock Island and Natick in the same position; but the work was too heavy for his advanced age, so was given a posi-

tion as drill press operator at the Silvis shops. After holding that job for four years, which completed forty-four years of faithful service for the Rock Island Company, he was among the first to be retired on the pension list.

He holds the remarkable record of fifty-six years in railway service, where his genial disposition gained him a host of friends among all classes and kinds of people.

He leaves to mourn his loss his wife and two sons and two daughters.



OBITUARY.

Miss Anna Moon, 28 years old, died at the Westminster Sanitarium, Dallas, Tex., Jan. 15, from the effects of burns received Jan. 14, when her clothing became ignited from the flames of a gas heater in her room. She was a stenographer, had lived in Dallas for a number of years and for the past ten years was employed in the office of Mr. R. C. McElree, joint agent for the Santa Fe, Rock Island and Frisco railroads.

A pathetic feature was that her engagement to a West Texas man had recently been announced and she had spent much of her time in the past few weeks making preparations for her wedding.

She lived at 416 Olive street with her sister, Miss Lillie Moon, and Miss Esther Broden. Because of the extreme cold weather Miss Moon arose at 4:30 a. m., Jan. 14, to light the gas stove. Her roommates, who were asleep at the time, were aroused by her screams and awoke to find her enveloped in flames. Her sister was slightly burned while attempting to beat out the flames with her hands, Miss Broden extinguishing the flames by throwing her to the floor and wrapping her in blankets.

For ten years she was among us, performing her duties cheerfully and faithfully, each day proving herself more worthy of the confidence and esteem of her employer and associates, never forgetting to be unselfish and considerate of others.

The world has lost a rare and beautiful gem—a gem which gathered its radiance from her true Christian faith, and reflected that radiance upon those about her in her words kindly spoken, her cheerful smiles under all circumstances, her eagerness to lend assistance and her inspiring faithfulness.

She was for some time secretary of the Philathea Class of the First Methodist Church, and assisted in the Sunday school work in many ways.

Her's was a beautiful life. She lived close to her Heavenly Father, striving daily to obey His commands. Knowing these things we are reminded she has lived a life sublime.

And departing, left behind her footprints on the sands of time.

Her sweet character will ever live in the memory of the many friends, and may her soul rest in peace with her Heavenly Father.

WHY ARE WE STATION AGENTS?

By J. C. FOWLER

WHY ARE WE COUNTRY STATION AGENTS? If the editor will permit I shall try to answer that question. I shall also speak of some of the duties of a country station agent and what he must do in order to pass higher, in the railroad world, than a country station agent. However, I do not wish to leave the impression that I have a "sure remedy" nor that it is an easy task to go higher in the railroad world than a station agent—for in my mind the station agent is an important man on the railroad to begin with, and anyone should feel honored to be able to hold such a position. I assure you that I do. Mine is a competitive station—a good town, a good job. Is there anybody on the railroad that has more different things to do than a station agent? If there is, I would like to know who it is. Now, it is not criticism that I have to offer in relation to these many duties of the agent, for I like more and more all the time these duties. The station agent, or revenue getters, if you please, under the superintendent, has also to deal directly with the trainmaster, chief dispatcher, traveling auditor—both freight and express; traveling freight and passenger agents, transportation inspectors, claim adjusters, etc. To get along well on the railroad you must get along with these fellows—because they are all in close touch with the boss. While one must please all of these gentlemen, one must also conduct the affairs of his station so as not to make enemies. There are three things one must do in order to be a good country station agent and, in my mind, qualifications absolutely necessary before advancement comes in any noticeable degree: (1) Be courteous; (2) work hard; (3) co-operation. By being courteous to all at all times and places you make friends. Without friends one cannot do a great deal. By hard work you will keep your station neat and clean, station grounds in good condition, your reports up-to-date, your correspondence answered promptly. By co-operating with your fellow workmen you get the help of those you must have in order to succeed. The agent has not only the rules and instructions of his company in minute detail in the way of book of rules, circulars, tariffs, etc., but he has the privilege of meeting and dealing with experts from the different departments to assist him in qualifying to better perform his duties. The expert finds fault, if any there be—that is what he is paid for; he reports them to the head of his department for the betterment of the service and not because he necessarily has any dislike for us. Therefore, we should not fall out with these gentlemen for reporting things not in keeping with the rules of the company. During my railroad experience I have never been unjustly criticised. But lessons taught me by my friends in their official capacities in reporting things to the

"boss" have better prepared me to conduct the affairs of the company at my station. The company has no impracticable rules and a violation of any one of these rules has its effect upon the operation of the system. If everyone adhered strictly to the rules of the company at all times, what would be the saving in dollars and cents? The making of and saving money for our company should be our first and foremost consideration—that is what they are in the business for, and they hired us, paying, they think, all they can afford for the work we do. No one wants an unsafe or risky investment. Therefore, in order for us to derive more income for ourselves we must prove that we are able to deliver the goods. We would not operate long a business at a loss. We would not retain men in our service at a loss. We would want money makers and money savers. Therefore, let's be fair with our company and not expect more nor less of them. Has our carelessness caused any claims? A lawsuit? Destruction of company property? Has our actions caused any one to look with disfavor upon our company? The loss of any business? What are our salaries? Are we earning them? Could we earn as much in some other line of business as the company is paying us? One must take an invoice of himself, look himself squarely in the face, once in a while. You cannot be honest with your fellow man if you are not honest with yourself. You will deceive your best friend if you deceive yourself. Are we improving? Making any progress? If not, what can we do to better ourselves? We certainly will not be satisfied to "just get by" all of our lives. There are ways to better ourselves. Our boss bettered himself.

Should the superintendent, trainmaster, traveling auditor, traveling freight and passenger agents, transportation inspector, stock claim adjuster be at your station at the same time—would you meet them without embarrassment? Would the general appearance of the conditions be such as not to cause criticism from the superintendent or trainmaster? Would your station accounts meet with the approval of the auditor? Could you go with the traveling freight and passenger agents among the business men of your town and get some business for the company? Could you go with the stock claim adjuster to the farmer friend whom you should know better than he and assist in a fair and just settlement of his claim, thereby avoiding a lawsuit and the loss of a friend for your company? If we are not big enough to meet all of these men with a smile and a warm hand shake and send them away from your stations in a good humor, having proved to them that you could handle efficiently heavier responsibilities then you should not ask for a raise in your salary nor for a better job. We should go to work, planning and studying

how we might bring our efficiency up so as to properly meet this situation. It can be done. It is being done. And when we observe the "other fellow" advancing, if we would investigate—think a little—we would find that the "other fellow" had been meeting this condition in a more satisfactory way than we had.

Let's all be 100 per cent ROCK ISLAND—courteous—work hard—co-operate.

SCHOOLING VERSUS EDUCATION. By Kenneth L. Van Auker, President Railway Educational Press.

A track foreman was in my office the other day, asking me what I thought about his accepting an offered position as road-master on another railroad, and he brought up the question of his education—said he had not had much schooling in his early days and he seriously doubted his ability to hold down the position.

It developed that his common school education was good, that he was able to handle reports of all kinds with ease, neatness and dispatch, and the only question in his mind was regarding his technical education.

I found out on inquiry that he had had a very wide experience in track work, starting in as a laborer and having had charge of section and extra gangs.

This man was an educated man, but he had been educated in the school of experience instead of in college. He had kept up to date on track methods, was interested in all new developments and read the opinions of other trackmen whenever he was able to get them.

Many people confuse the terms schooling and education. A man can educate himself if he has the ground work of knowledge necessary to understand what he reads. Some of our best educated men have had almost no schooling at all in what we commonly look upon as schooling. They have educated themselves by reading and by keen observation through their own experience. The fact that a man has been to school or to college does not make him a good track man or a good car man. A man is of value in these positions on account of what he picks up in his daily experience and through what he has been able to find out about the practice of other men or other roads.

We are getting to the point where we judge a man by his ability and not by his schooling; and when ability is considered, the man who has educated himself usually has it on the one taught what he knows by others.

HONOR FOR L. M. ALLEN.

L. M. Allen, passenger traffic manager of the Rock Island Lines, was recently elected chairman of the Executive Committee of the Western Passenger Association.

Mr. Allen has been a member of the Executive Committee of the railroad body for eighteen years, and has been active in its affairs since coming to Chicago in 1899 as assistant general passenger agent of the Rock Island Lines.

THE PORTER ON THE TRAIN.

By A. M. Bruner.

There's a colored porter I know right well
That runs on a local train;
His voice is rich as a silver bell,
Or the sunshine after rain.

He says, "Let's see, have you all got seats?
Shall I close this transom now?"
Then the next arrival kindly greets
With, "It's raining again, I vow."

Then he brings a puzzle and picture book
To the children, with a smile,
And says, "Now, isn't this pretty? Look!
Let's study a little while."

He's quite at home with the traveling men,
And watches the wreaths of smoke
Curl up, as he catches the well-laid plan
And falls to the latest joke.

He finds her parcels, and brings a lunch,
And watches with special care
The good old mother who carries a bunch
Of old time flowers rare.

He says, "Good-by" as he helps her down
From the train, and adds, "Well, well!
I hope you'll find them all safe and sound
At home—there goes that bell."

And I wonder oft, as I watch his face
When he enters the car again,
If there's any man that could fill the place
Of that porter on the train.
To my friend, Henderson Brown, 547
Bryant Avenue, Chicago, Illinois.
February 10, 1917.

ON JUDGMENT DAY.

"Patrick, did you steal Widow Maloney's pig, and if so, what did you do with it?"
"Killed it and ate it, your honor."

"Well, now, Patrick, when you are face to face with Widow Maloney and her pig on Judgment Day," said the judge, "what account will you be able to give of yourself when the widow accuses you of stealing?"

"Did you say the pig would be there, your honor?" asked Pat.

"To be sure I did."

"Well, then, I'll say, 'Mrs. Maloney, there's your pig.'"—Cleveland News.

SAFETY FIRST.

Knicker—Folks are queer.

Bocker—Yes; the ones who stop, look and listen at the keyhole won't do it at a railroad crossing.—New York Sun.

MURINE EYE REMEDY.

Murine Allays Irritation Caused by Smoke—Cinders—Alkali Dust—Strong Winds—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.

THE BAGGAGE SMASHER IS NO MORE

By OLIN L. LYMAN, in the New York Sun

In the old days when the man who ran the funny column in the newspaper was at a loss for material he wrote a skit about the baggage smasher and the unfortunate traveler who lost his duffle. The man who wrote that is under a "Here Lies" somewhere. So is the joke. You don't lose your baggage nowadays, and your trunk isn't smashed. The checking system has been perfected to an exact science.

Witness: The Union Station in Washington was opened over eight years ago. It handles an average of 1,600,000 pieces of baggage annually. In all this time just one piece has been lost, and that a suit case. With this record the railroad people may well be pardoned for laying that one instance to an unknown and thieving passenger. The men of the rails are sure it was none of them. They check upon each other. The modern system of checking baggage is the most marvelous 100 per cent efficiency arrangement in the world. * * *

With the old sidetracked baggage-smashing joke has disappeared the brass baggage check. All checks of today are of paper. The old-time baggage men still call them the "sterilized checks." In the substitution there is a little story. It shows forcibly how the railroad men look constantly after the health of those who pay fares. A certain high railroad man arrived home from a trip. He was about to present his brass check for his baggage and was absently gazing at it when he suddenly realized that it needed several baths.

Gazing at that sadly discolored check he had a sudden inspiration. He turned the check over to a competent expert in germs, who found a regular Mormon settlement on that check growing every second. Germs add and multiply faster than the speediest accountant that ever drew a salary. The railroad man passed his alarming discovery to the others. The directing heads of the big trunk lines got together in 1900, threw out the brass checks and replaced them with paper ones.

What of the volume attained by the baggage business today in the country? These are figures to open the eyes. A conservative estimate, gathered from the best sources, of all baggage handled by the railroad companies in this country during September, 1915, when the autumnal rush of traffic reached its crest, places the number of pieces handled at more than 1,000,000.

As for safe, sane and sure transit 99 per cent of this vast bulk reached its owners with such celerity that they took the service as a matter of course. For the remaining 1 per cent delays reaching mainly from a few hours to a couple of days, the carelessness of the travelers themselves was responsible. * * *

In perfecting the checking system the railroads have guarded against losses and minimized them. There are reserve checks numbering up to a million, guarding against duplicates. The big union stations have rubber stamps, avoiding the need of writing the name of the station. Poor writing caused most of the mistakes of the past which cannot now occur. The ease with which baggage can be picked out, in case the traveler has lost his check, is due to the new piling system. Formerly baggage was stacked in piles of the last number, reading from left to right. Your first check was perhaps 120,634 and your next 120,640, and so on. Your baggage was scattered.

Eight years ago the new system was adopted. Suppose you have seven pieces of baggage. They are all together. The third figure in every check of the series covering baggage from that point on that train is identical. So all that baggage is stacked together under "3" or "6" or whatever figure it may chance to be.

* * *
ENVIOUS.

We had hard work getting a cap on my oil well. Thousands of gallons of oil spurted into the air.

I wish my coal mine would act that way.—Lumberman.

ROCK ISLAND LINES



SAFETY BUREAU

BY L. F. SHEDD,
General Safety Supervisor.

"INTERESTING THE FOREMAN"

Paper by L. F. Shedd, General Safety Supervisor. Read Before the Oklahoma Safety Council,
Oklahoma City, Jan. 17 and 18, 1917

The subject assigned me by the worthy Commissioner of Labor of the good State of Oklahoma for presentation and discussion before you on this occasion appeals strongly and dearly to me as representing one of the most important tasks that the well-wisher and the earnest advocate of the Safety movement has to deal with. Every successful enterprise or worth-while undertaking needs, yea, demands a leader, one who is not only a leader in name, but who is a leader in truth and in action. To become a successful leader, one must possess an earnest and a satisfied desire to be thoroughly familiar with the tasks that confront him, as well as to be acquainted with those who, with him, and upon whom he must needs depend for successful accomplishment, are to strive to obtain a certain definite goal. To accomplish such desires, the leader, and those to be led, as it were, must be in unanimous accord with the object sought is worth while, laudable and worthy of the efforts necessary to accomplish the desired ends. There can be no diversity of opinion, no shirking from the individual or collective tasks that are from time to time presented; but contrarily there must be every desire on the part of the leader to co-operate, a reciprocal desire to co-operate with the leader in the administration of his wishes or his desires. Unless these conditions prevail to a noticeable degree, the time and the energy spent in the attempted efforts to accomplish successful ends are wasted. To these rules, the Safety movement is no exception, and if we are to be successful in our desires and in our determinations to reduce personal injury and deaths among the American workmen and among our citizens generally, whether it be in the mill or in the factory, in the shop, upon the streets or in the homes, it matters not where the desires center or where the efforts are directed, we must have INTERESTED, capable, painstaking and careful leaders, thoughtful and determined followers.

"Interesting the Foreman" in the conservation of life and limb and the reduction

of personal injuries generally, is a more difficult task in many instances than the ordinary layman or the owner or manager of a plant realizes, and it is not until an effort is made to really INTEREST the foreman in the Safety movement and its needs, that this fact is fully developed and appreciated.

There is a vast difference in the kind and class of foremen to be interested. Those of us who have had the opportunity to be thrown in contact with the various foremen, either in connection with our own work and efforts or in connection with the efforts of others, to interest that class, find, I believe FOUR distinctive kinds of foremen to deal with, namely:

First—The foreman who is really interested in the Safety movement, who interests his men in the movement and whose shop results, from standpoints of SAFETY and efficiency as well, attest to that fact. His men are at the shop every day, his personal injury list is the lowest and HIS shop is a model in every particular.

Second—The foreman who is not really interested in the movement, in fact, not at all interested, but who really believes he is interested. The man who is fooling himself and trying (honestly) to fool some one else.

Third—The foreman who has never been required to interest himself in the movement, in its needs as well as in the benefits that accrue to men and management alike (not to omit the home) through its successful accomplishments, and who has never interested himself through his own volition.

Fourth—the foreman who would be interested if properly approached and given to understand that in his shop SAFETY must be of first consideration, but who would never reach that conclusion if left alone.

The first of these we need not worry about, but of the others much might be said. Upon these latter THREE our efforts should center.

We are all too apt to regard the "Foreman" as the man-in-immediate charge, the

overseer of but a certain portion or place in the plant; but let us no longer entertain this delusive idea, and when we attempt to interest the "Foreman," let's look up first to the man who holds the highest executive position in the organization with which we are dealing and be sure that we have him interested, then it is safe to deal with those descending in rank until all are regarded as potent factors in the advancement and development of the movement's needs and desires.

In the good old days that have passed, it was apparent in every well regulated and efficiently working plant that "Out-put" was regarded as the objective and as the "Watchword of Industry," and to "Master Out-put," all others bowed in submission. "Out-put" decided the fate of the foreman and it was he who achieved the greatest success along this selfish (?) line that was thought the most fitting to be styled the "Foreman," but with the birth of the safety movement, new things appeared, "Master Out-put" received a set back and "Safety First" became the guiding star that leads the wise and thoughtful employer and employee, and better and happier conditions are the result. At first, "Out-put" was believed to be endangered, but it is now, and has long since been conclusively demonstrated that SAFETY assisted "Out-put" and that

the two going hand in hand have made wonderful strides in the Industrial World.

As it was inculcated in the minds of the "Foreman" in the earlier days that "Out-put" determined his success, so today, Safety should be as plainly and as forcibly advanced as being the proper test for efficiency and continued success. The world's needs will not permit our industries to be conducted along any other lines than those of turning out every available piece of work in the shortest possible time, and with this requirement, the SAFETY movement in no wise conflicts, UNLESS in the desire of some to HURRY, every other consideration is lost sight of, and THEN and only then SAFETY demands her rightful and proper recognition, demands to be the "FIRST" consideration, and it is to this end that we hope to be successful in "Interesting the Foreman."



ONE DEFINITION.

Young Walter had heard the expression, "untold wealth," and was considerably puzzled as to its meaning. That evening when his father came home, however, he became enlightened as to the definition.

"Father," he said, "what is untold wealth?"

"The property you keep from the income tax list, my son."—Harper's Magazine.



Locomotive Force, Trenton, Mo.

"PLUG A LITTLE."

By F. H. Barnes, C. P. A., Lincoln, Nebr.

How many of the average Rock Island employes fully appreciate what can be accomplished by a little persistent individual "gumshoe plugging."

I can best illustrate my meaning by relating my own experience.

One of our Lincoln officials has his favorite tailor. After he had ordered his last suit he remarked that he would appreciate it if they would favor the Rock Island with their business. RESULT: Two tickets to Chicago within a week.

This gave me my cue and I used it with my own tailor, resulting in a Chicago passenger.

The dealer of whom I purchased my winter's supply of coal routes a large part of his business over our line and my grocer has promised to see me in regard to the annual trip of himself to the mountains this summer.

One thing it is well to remember and carefully guard against and that is not to allow your solicitation to assume anything of the nature of a demand or ultimatum as that, at once, sets up a wall of antagonism between yourself and your dealer which is hard to get over. AFTER you pay your bill just casually bring up the subject of the routing of his freight or the next trip of himself and family and assure him that you would be much pleased if he would favor the Rock Island with his patronage.

HE WANTS TO PLEASE YOU FOR BUSINESS REASONS and you will be surprised at the results.

This applies to ALL employes of every department.

NEW TRACK BOOK.

"Winter Track Work." By E. R. Lewis, assistant to general manager of the D. S. S. & A. Ry. 175 pages; illustrated. Price \$1.60. Published by Railway Educational Press, Inc., 14 East Jackson boulevard, Chicago.

Mr. Lewis has given us a notable addition to track literature in his new book, "Winter Track Work." He has had a great deal of experience in handling track work and in keeping traffic open in countries where snow and cold conditions are severe. Besides this, he brings to his work the knack of writing in an interesting manner on what would ordinarily be a prosaic subject.

There is much of value in this book for the trackman; but not only for the trackman but for the operating man, the traffic man and everyone who is concerned with keeping tracks clear and traffic open in the winter.

The book has ten chapters, embracing the following subjects: 1. Climate and Track; with discussion of the differences in hot, mild, cold, wet climates, etc., etc. 2. Frost; with its effect on track and what must be

done to counteract it. 3. Snow; complete discussion of the snow-handling campaign. 4. Shims and Shimming; good practice and bad practice. 5. Winter Track Force; Tools and Supplies; with especial discussion on the necessity for ample provision. 6. Snow Fences and Snow Sheds. 7. Snow Handling Equipment; with illustrations of many standard and some special appliances. 8. Spring Floods. 9. Storing Ice. 10. Organization.

Books such as this by Mr. Lewis cannot fail to help materially in raising the standard of track work on American railways.



RAILWAY ACCOUNTING.

By C. S. Sikes, General Auditor of the Pere Marquette Railroad.

With the growth in size and efficiency of our industrial organization has come a great elaboration of accounting methods, and nowhere is this more evident than in railway accounting. With its army of employees scattered over thousands of miles of territory, and bound by the minute provisions of state and federal regulations, a railroad is forced to develop a system of accounting equally complex.

Because of the great magnitude of the accounting work of the railroad today, employees of the railroads outside the central accounting organization know little about the work of that department. The industrial traffic manager, who is constantly thrown in contact with the railroad, often knows nothing of its work beyond what he obtains by contact with the station agent in the payment of transportation charges, the receipt of refunds from the railroad, or the handling of claims. Mr. C. S. Sikes, general auditor of the Pere Marquette Railroad, has, therefore, done a real service by portraying in a simple, and at the same time very interesting, treatise entitled "Railway Accounting," the accounting methods used by the railroads, and the organization by which those methods are developed and carried out.

The reader will be impressed with the fact that the railway accounting offices of this country have been able to develop a very definite and at the same time (in view of the complexity of the problem) comparatively simple method of handling the millions of dollars which yearly pass through the treasuries of our railroads. Particularly is this true when it is remembered that the station agent is the principal recipient of the revenues of the carrier, and is often operating, traffic and accounting man combined, with very limited time for handling the work of any one of these departments.

Mr. Sikes, the author, has held various auditing positions with the Georgia Railroad, the Great Northern, and the Rock Island. He is now general auditor of the Pere Marquette. The book is issued by La Salle Extension University of Chicago as a part of the material of its Interstate Commerce and Railway Traffic Course.

MERITORIOUS SERVICE.

L. R. Henry, Munden, Kansas, while passing through Munden on Extra No. 1701, January 1, discovered brake beam down on car PFE 11958 and called it to the attention of the conductor. Train was accordingly stopped and repairs made at once.

G. C. Gillis, brakeman Belle, Mo., on January 16, train No. 82, while waiting for No. 81 at Union, braced car E. P. & S. W. 15058 brick for the west.

O. O. Kemp, fireman, Trenton, Mo., on February 10 on morning after derailment west of Belknap, voluntarily assisted in transferring contents of a car of butter, poultry and eggs for about two hours.

Messrs. S. R. Dilley and R. A. Brockman, brakemen, Eldon, Mo., made repairs to carrier iron on car C-59117, autos from St. Louis to Greensburg, at Lackland in Extra 1910 West, January 7, saving delay, also company expenses, for necessity of sending car men from Carrie avenue to that point to do the work.

T. R. Bell, conductor, and E. C. Rees and C. D. Blacknall, brakemen, Haileyville, Okla., were each credited with ten merit marks for repairing carrier iron on mail car on passenger train, working in rain to do so. These men were not working on the train, being delayed, but volunteered to do the work and save delay.

F. Burdock, pumper, Mangum, recently displayed interest in the handling of pumping plant at Mangum and made an effort towards putting the water line in commission when tank cars were sent over for unloading from Hobart.

J. H. Scharfenberg, conductor, W. D. Kane and C. W. Sizer, brakemen, of Estherville, Ia., have each been credited with ten merit marks for interest displayed in taking their train to Iowa Falls January 2 without a caboose account derailment two miles west of Swea City due to arch bar breaking under C-83613.

E. R. Ayers, agent, Burdette, Ia., has been credited with ten merit marks account of very commendable action on his part when he observed brake beam down on car Erie 105505 in train 821.

L. Standiford, conductor, Eldon, Mo., on January 17 voluntarily fired engine from Lackland until he met train No. 28 at Gerald, regular fireman having taken sick.

C. G. Russler, agent, Meta, Mo., on February 6, while train No. 92 passed his station, noticed brake beam down on car C. M. & St. P. 49252, and immediately gave signal and had train stopped.

Mr. W. H. Smith, agent, Seventh Street Station, Kansas City, Mo., has received a letter of commendation for prompt and efficient action in turning in fire alarm when fire broke out in two vacant houses adjoining our Seventh street yards, evening of January 11. This not only saved the houses from total destruction, but also two long strings of cars loaded with grain standing on tracks opposite the houses.

Messrs. C. L. Starr, conductor, and C. E. Mitchell, engineer, of Cedar Rapids, have been commended for the good work they did in handling engine and train from Castalia to Decorah, February 8.

D. A. Fertney, conductor, and E. R. Ralston, brakeman, of Trenton, Mo., while making a Centerville turn on February 9, moving between Centerville and Numa, discovered two side doors loose and swinging on car C-99159, from which coal was dropping. These men made immediate repairs which prevented further loss of coal.

William Jester, section foreman, Crest, Mo., while train No. First 99 was passing through Crest on February 11, discovered brake beam down on car G-151275, mdse., and gave signal to stop.

On January 30, Agent Maxwell at Filmore volunteered to repair cross in wires near Milburn and had repairs finished by 1:30, which would have had to wait until the next day.

J. W. Tolleneary, section foreman, at Sigourney, Ia., on February 4 went into tank in extra 1155, cut loose a frozen valve, saving delay to train.

Grant Williams, section foreman, Manly, Ia., repaired bond wires, signals 1014 and 1067, near Palo, January 14, thus avoiding delay to several important passenger and freight trains.

H. L. Robertson, engineer, E. C. Hanson, conductor, R. E. Thompson, and R. E. Kause, brakemen, Colorado Springs, Colo., commended for handling train from Norton to Goodland after the fireman was taken ill.

J. C. Williams, engineer, and Theo. Flick, fireman, Colorado Springs, Colo., commended for interest displayed in backing up to bring in a train which was on another division.

A. Ratcliff, conductor, Colorado Springs, Colo., commended for finding broken rail at bridge, stopping his train and sending flagman back to protect against following trains.

J. H. Conley, baggageman, Colorado Springs, Colo., commended for assisting in unloading baggage at stations after train porter was used as flagman owing to brakeman left to protect following trains after finding a broken rail September 7, notifying crew, thereby no doubt preventing what might have been a serious accident.

E. C. Bailey, brakeman, Estherville, Ia., has received ten merit marks for good work performed when called upon to fire engine 1560 on train 821, January 5, from Garner to Germania, account regular fireman suddenly taken sick.

S. K. Langsdale, agent, Walters, Minn., received ten merit marks for prompt action taken in extinguishing two bridge fires, one east and one west of Walters, Minn., thus avoiding extensive damage to same.

Frank Broulek, section foreman, Rake, Ia., received ten merit marks for interest displayed in observing brake beam down on local freight train 823, passing a point between Bricelyn and Rake, signaling crew to stop, thereby avoiding possibility of an accident.

L. J. Needham, engineer, C. Warrington, fireman, C. C. Hill, brakeman, of Sibley, Ia., were each credited with ten merit marks for very commendable action on train 826 on September 18, in extinguishing a bad fire along our right of way between Maclay and Leverett, thus in all probability avoiding a large fire claim.

E. M. Kriebs, engineer, Germania, Ia., and Alfred Gerstner, fireman, Titonka, Ia., each received ten merit marks for work performed in knocking fire in engine 1102, out of Germania on 820 September 4, and calling the door ring, after which they proceeded with their train to Iowa Falls, thus avoiding a bad delay to train.

C. C. Hill, brakeman, Sibley, Ia., received ten merit marks for action when he fired engine 1465, train No. 827, January 12, from Laurens to Sibley when the regular fireman was suddenly taken sick.

O. F. Young, conductor, Trenton, Mo., has been commended for action in giving attention to a hot box on train 29 at Cameron Junction January 29 while Conductor Harrington was registering and getting orders. His prompt action avoided delay to the train.

Messrs. F. I. Carr, conductor, and I. W. Hutchinson, brakeman, of Eldon, Mo., on train No. 92, night of January 22, fired engine from Leeton to Crest, where train got another fireman off No. 27, regular fireman having taken suddenly sick.

A. L. Getman, agent, Round Lake, Minn., received ten merit marks for unusual interest displayed and special action taken to prevent right of way fires during the fall of 1916.

C. P. Evans, agent, Danville, Arkansas Division, recently assisted section men during a hard storm to restore the wires along right of way in order to get a wire into Booneville. A tornado did considerable damage between Belleville and Danville, and Mr. Evans braved the storm and worked until after dark. His action in this matter is very commendable.

J. W. Cleveland, brakeman, Arkansas Division, recently fired two different engines on the same day, account of firemen being ill. Mr. Cleveland manifested a very commendable interest in getting the train over the road, and was highly complimented by the management.

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

M. S. Bledsoe, claim clerk, Chickasha, Okla., secured four passengers for our line St. Louis to Chickasha. About two months ago he also secured two passengers from Chickasha to Rochester, Minn., and return.

A. L. Anderson, conductor, Kansas City, recently routed two passengers over our lines Kansas City to Oklahoma City, Okla.

A. J. Bleiler, an employee of the superintendent of freight claims department, recently secured a passenger from Chicago to Altus, Okla.

F. J. Moore, conductor, Eldon, Mo., turned over a party who purchased ticket via our line Eldon to Santa Rosa.

J. H. Morse, conductor, Des Moines, on arrival of train No. 1, January 11, secured passenger for our line to Greensburg.

R. F. Annear, signal supervisor, Cedar Rapids, Ia., secured passenger from Cedar Rapids to Henryetta, Okla., via Kansas City and Frisco, January 25.

A. W. Haight, conductor, Amarillo, recently persuaded five passengers to use our line Amarillo to Dixon, Mo., these parties having intended to use another line.

O. Hartman, conductor, of the Des Moines Valley Division, secured for our company one passenger Iowa City to Los Angeles, via our line through El Paso.

Through interest manifested by Porter R. A. Ruford on Parlor Car 799, operated between Oklahoma City and Sayre, we secured passenger Oklahoma City to New Orleans.

F. A. Jarrett, switchman, Oklahoma City, secured two passengers for our line to Chicago, also one shipment of household goods.

Conductor Drew of the Illinois Division recently secured two passengers for San Francisco for our line, passengers having decided to go over another line.

B. E. Charter, brakeman, Cedar Rapids, secured two passengers Cedar Rapids to Mason City and one to Albert Lea.

W. J. Mudgett, conductor, Eldon, Mo., recently turned over a party who purchased two tickets Eldon to Goose Jaw via our line to St. Paul.

G. H. Whitehead, conductor, Eldon, Mo., recently turned over party who purchased two tickets to Oklahoma City via our line.

J. Morrison, conductor, Cedar Rapids, Ia., recently turned in party who purchased ticket, Cedar Rapids to Chicago.

A. A. Clingan, section foreman, Junction City, Ark., secured shipment of emigrant outfit from Junction City to Cushman, Ark., January 28.

Owing to the efforts of Yardmaster Rollo, of Chicago, we will receive the haul from Pueblo to Joliet on one or two cars per month of tungsten ore, which will move regularly, originating at Boulder, Colo., destined to Latrobe, Pa.

Mr. Pius Pohl, chief clerk local freight office, Cedar Rapids, Ia., for securing one carload motor trucks, Cedar Rapids to Chicago.

Mr. E. Echatchell, clerk local freight office, Chicago, Ill., for securing one carload olives, Los Angeles, Calif., to Chicago.

Mr. R. S. Torrington, city passenger agent, Colorado Springs, for securing: L. C. L. shipment furniture, Colorado Springs to Allis, Wis.; L. C. L. shipment household goods, Colorado Springs to Roselli, N. J.; car household goods, Colorado Springs to Monico, Wis.; L. C. L. shipment household goods, Colorado Springs to Mendo, Kans.; shipment household goods, Colorado Springs to Detroit, Mich.; one car stock feed, Peoria, Ill., to Colorado Springs; L. C. L. shipment household goods, Colorado Springs to Springfield, Ark.

Mr. Frank Moulton, clerk, local freight office, Denver, Colo., for securing L. C. L. shipment, Denver to Chicago.

Mr. J. H. Brown, passenger department, Denver, Colo., for securing L. C. L. shipment household goods, Denver to Fayetteville, Ark.,

also L. C. L. shipment household goods, Denver to Cincinnati, O.

Mrs. Vera E. Krout, telephone operator, Denver, Colo., for securing one car ore, destined Latrobe, Pa.

Mr. J. R. Cox, city passenger agent, Kansas City, Mo., for securing one automobile, Kansas City to Los Angeles.

Mr. T. Hathaway, cashier, Ruston, La., for securing one carload hay, Baton Rouge, La., to Ruston, La.

Mr. Griff Farrell, one carload paper bags, Little Rock, Ark., to Jonesboro, Ark.

Mr. W. M. Hunter, conductor, Arkansas Division, for securing 20 cars straw, Hazen, Ark., to Peoria, Ill.

Mr. Stanley Dewbre, brakeman, Hartshorne, Okla., for securing 20 bales cotton, Hartshorne, Okla., to McAlester, Okla.

Mr. I. G. Conkling, legal department, Enid, Okla., for securing one car oysters, Brunswick, Ga., to El Reno, Okla.

Mr. H. F. Volkmann, chief clerk, agent, Minneapolis, for securing two cars bagging, Minneapolis to Omaha, Nebr.

Mr. George Warren, foreman, Peoria, Ill., for securing one car fixtures, Chicago to Peoria.

Mr. S. Carlson, clerk, C. P. A. office, Wichita, Kans., for securing L. C. L. shipment household goods, Wichita to Quincy, Ill.

Mr. D. L. Fulton, C. C. local agent, Wichita, Kans., for securing one carload old motors, Wichita to Toledo, O.

APPOINTMENTS.

Effective February 19, Mr. Charles N. Egge was appointed assistant engineer fuel economy with headquarters at Little Rock, Ark. His duties will be to effect economies in the use of fuel on locomotives on the Indian Territory, Arkansas and Louisiana divisions, reporting to the superintendents of the respective divisions. He will also receive instructions from engineer fuel economy.

Effective February 19 Mr. P. Smith was appointed assistant engineer fuel economy with headquarters at Kansas City, Mo. His duties will be to effect economies in the use of fuel on locomotives on the St. Louis, Kansas City Terminal, Kansas and El Paso divisions, reporting to the superintendents of the respective divisions. He will also receive instructions from engineer fuel economy.

Effective February 19 Mr. George F. Majors was appointed assistant engineer fuel economy with headquarters at Des Moines, Iowa. His duties will be to effect economies in the use of fuel on locomotives on the Iowa, Nebraska and Colorado divisions, reporting to the superintendents of the respective divisions. He will also receive instructions from engineer fuel economy.

Effective February 19 Mr. George F. Majors was appointed assistant engineer fuel economy with headquarters at Des Moines, Ia. His duties will be to effect economies in the use of fuel on locomotives on the K. & D. M. Ry., reporting to the superintendent. He will also receive instructions from engineer fuel economy.

Effective February 19 Mr. John Patnoe was appointed assistant engineer fuel economy with headquarters at Rock Island, Ill. His duties will be to effect economies in the use of fuel on locomotives on the Chicago Terminal, Illinois, Missouri and Des Moines Valley divisions, reporting to the superintendents of the respective divisions. He will also receive instructions from engineer fuel economy.

Effective February 19 the road foremen of equipment will thereafter report to the master mechanic instead of the superintendent, as heretofore.

Effective February 6 I. H. West was appointed agent and operator at Aulne, Kansas, vice A. C. Edgar.

Effective January 31 Mr. Arthur W. McLean was appointed general foreman at Haileyville, Okla., vice Mr. Sam Tolley, resigned.

Effective January 23 A. C. Edgar was appointed agent at McFarland, Kansas, vice C. S. Allen.



ARKANSAS DIVISION.

Harrison Howe, Editor.

"FROM ACCOUNTS TO CONCORDANCE."

Mr. Sam Wells, formerly accountant at the local freight house, Little Rock, has resigned his position and joined the Episcopal ministry.

Mr. Wells is the proud possessor of many friends and admirers among the Rock Island employes at Little Rock, and his leaving the service recently resulted in numerous expressions of sincere regret; although we are more glad to see our friend advance and strive for one of the most honorable callings a man can answer to.

We are firm in the faith that "Brother Sam" will deal the devil a "solar-plexus" at every opportunity, and while it may take some time for him to reach the degree of efficiency like unto Billie Sunday, yet we do not hesitate to set such a goal for Sam.

That's what we call a man! Any man who will quit a good railroad job and go out in this mortal world to fight hell and all its imps—who possesses the courage, the grit, the determination—that "something" which makes men DO things—we say, any man that can do this in the face of all temptation and obstacles prevalent in this modern era—is SOME MAN! And we further say: Sam, here's our hand! Lay on!

And if you should happen to run out of "sinners," just drop down to the Rock Island terminals at Little Rock and we will guarantee to "shew thee" a fine field to work on. (Names on application.)

Never having been a preacher ourselves, we cannot say as to just how we would start out in biblical study, but in Brother Well's case we might suggest that should he get out of balance in his research, that he refer to the "Book of Numbers."

SAM'S SUCCESSOR.

Mr. O. E. Thomas succeeds Mr. Wells as accountant at the freight house. If "Tommie" goes after that job like he played ball last season he will make a hit. Thomas is considered the fastest runner on the team and attracted attention in several last year's games by knocking home runs, fielding balls, etc.

EMBARGO LIFTED.

The silver loving cup has finally arrived and it is a beauty. Nicely engraved and stands ten inches high. The cup denotes that The Rock Island Base Ball Club won the pennant in the Little Rock Commercial League for the season of Nineteen Sixteen. This trophy was presented to the Club by the J. H. Martin Arms Company of Little Rock.

"A TESTIMONIAL."

"Doc Howe:

"I noticed a very interesting paragraph in the short story 'As to How It Happened,' by Stoane Clifton. I refer particularly to the last paragraph in which the author lapses into 'sweet unconsciousness.' FOR THE FUTURE PROTECTION OF THE READING PUBLIC I WOULD SUGGEST THAT THIS CONDITION BE MADE PERMANENT!

"A Long Suffering Reader."

"WHO'S WHAT AND WHY."

By Stoane Clifton.

Subject this month: Harry Fertig, Car Distributor. Born—When quite young. Town—No; country. State—Fair. Date—Cancelled. Education—Attended a school of salmon when a boy. Schooling—See education. Raised—Once on a pair of jacks. Reared—Phenomenally. Age—Unknown but possibly in wood. Height—Yes. Width—See Height. Length—Approximately. Married—Certainly. Single—Isch ga

fret. Occupation—Heavy. Relations—Severed diplomatically. Job—Rather. Resources—See Job. Liabilities—Astonishing. Assets—Always. Books—Saturday Evening Post. Papers—See Books. Habits—See Assets. Size of shirt—Unknown. Size of shoes—Which one? Chest measurement—Expansive. Waist measurement—Third hole in belt. Trousers—None; coat shellac. Hat—Stylish. Record—See Liabilities. Mileage—Accrued. Troubles—See Mileage. Cars—Highland. Automobile—See Trousers.

"THIRTY DAY NOTES."

Mr. L. W. Wilson, asst. accountant in the superintendent's office at Little Rock, has resigned his position and is now working for the State Railroad Commission at Little Rock.

Mr. Knox Bradford, formerly secretary to superintendent, has been transferred to secretary to assistant general manager of the Second District.

Mr. Chas. C. Carr has accepted the position of secretary to the superintendent, made vacant by transfer of Mr. Knox Bradford. Mr. Carr formerly worked as bill and voucher clerk in the superintendent's office, but for the past several years has been employed by the Iron Mountain at Little Rock.

Mr. Howard W. Sherman, asst. accountant and star second baseman, of the Rock Island Baseball Club at Little Rock, has been undergoing a month's hard training at Hot Springs—in his dreams! "Sherm" made the best second baseman in the club last season and batted .348, fielding .908. We don't know how much Sherm would weigh if he didn't play ball every year. Last season brought him down twenty-five pounds, but the winter months ran him up to 200 again.

Joe Adcock, pitcher, is now braking on the road. He will no doubt be in good shape this year. Joe turned out to be an A1 pitcher last season and will probably lead the pitching strength for 1917 in the Rock Island Club.

Chester Johnson, legal department, is another good pitcher. No pitcher in the box was ever given better support than "Chess" during several games at the close of the season 1916. He will probably make first base this year, ranking A1 in that capacity.

ROCK ISLAND ATHLETIC CLUB.

Season 1917.

At a meeting held in the superintendent's office on the night of February 14th, last, the name of the Rock Island Baseball Club was changed to the Rock Island Athletic Club. The club was reorganized and a new constitution and by-laws were adopted. The meeting was well attended by "fans" and sportsmen who are all looking forward to a successful season this year, not only in baseball but other sports as well.

Officers of the Rock Island Athletic Club were elected for the season of Nineteen Seventeen as follows:

Mr. Ben Winston, president and chairman of the Board.

Mr. L. D. Richards, first vice president.

Mr. H. E. Smith, second vice president.

Mr. G. H. Davis, secretary.

Mr. O. W. Hawthorne, treasurer.

Mr. H. L. Howe, baseball manager.

Mr. L. S. Morgan, trustee.

Mr. A. P. Neill, trustee.

Mr. P. C. Bennetsen, trustee.

The Club plans to enter the Commercial League of Little Rock for the coming season and has strong hopes of carrying away the "Flag" as it did last year.

All employes of the Rock Island Lines are eligible to membership in the Club, and anyone

interested in good, clean sport is cordially invited to join the organization.

There are no dues or assessments, strictly speaking, and the Club is not a money-making institution. A minimum subscription of one dollar entitles one to membership for the entire season.

Aside from base ball, the Club plans to engage in other recreations for those who care little about the "diamond," such as lawn tennis, basket ball, etc.

Lady employees of the Rock Island terminals are especially invited to join the club.

Those who wish to pay their subscription may see Mr. G. H. Davis, secretary, or mail check to him. All checks should be made payable to Mr. O. W. Hawthorne, treasurer, and mailed to G. H. Davis. Please address all mail care of superintendent's office, Little Rock, Ark.

Those who wish to "try out" in baseball for the coming season will please communicate with Harrison Howe, manager.

"JOTTINGS FROM TOPEKA."

Notice: Anyone having news or desiring to contribute anything to this column will kindly forward it to the claim department by the fifteenth of each month.

Everybody seems to be livening up a little bit more, now that the extreme cold weather we have been having has gone by temporarily. Who knows when it will return?

Mr. W. C. Cartledge, claim agent, spent several days of last week in Lincoln and Omaha on business.

Mr. Samuel Payne, porter in the depot building here, on his arrival home last Monday found the stork had left a bouncing 8½-pound girl. Although Sam wished for a boy, he is very well pleased and is marching around the building with a big smile on his face.

The auto show at Kansas City this week seems to be a real success. Nearly everyone we have talked to around here has the intention of going. Here's hoping they return safely.

Mr. William F. Davis has just returned from a week's vacation in the East, visiting the cities of Philadelphia, Cincinnati, Washington, etc. He seemed to be considerably disappointed on his return, owing to the fact that he had planned an interview with the president, but on account of the important business Mr. Wilson had on hand, due to the latest developments in the German U-boat campaign, his wish was not granted. Bill, here's hoping the war is over the next time you are in Washington.

Robert Hallock, stenographer in the law department, has been coming to work the last week or so with a frown on his face. From a reliable source we are informed it is due to the fact that since the arrival of a baby boy he is kept busy most of the night walking the floor. Cheer up. Nobody minds a little thing like that.

In talking to Miss Taggart the other day she promised us a little story for this column; but when asked for it the other day she said it was too good to give away now, but that she would wait awhile. We are waiting for it, but this suspense is awful.

If some of the bills that are being introduced in the legislature here become laws—oh, my! A certain bill, for instance, prohibits smoking anywhere where there are children (including your own home and public places), and provides that so-called nicotine dens be placed at certain points. This one ought to appeal to the married men, as it will give them a good excuse to get away nights.

Topeka seems to be off the baseball map here, as far as the Western League is concerned, as Owner John Savage of the Topeka team has definitely announced that on account of lack of support he will take the team to Joplin, Mo., where a considerable amount of money in subscriptions has already been raised. There is one sure thing: If there is not a little better material put into the team than in the past years he will have to look for a still different locality next year. Work has already been started towards organizing a city league here, as well as a semi-professional inter-city league, and we hope the Rock Island's usually strong team will again be represented.

ABNER'S BRIEFS OF THE ARDMORE BRANCH.

By G. Hiram Y.

After not seeing anything in our magazine from these parts for so long a time, after running out of excuses as to why I had quit writing, believing that the Indian Territory division should be represented, and having come to the conclusion there is no one to pull the stunt except ABNER, I beg pardon for asking you to listen gently to the fact that from now on there will be a few scribbles, even if I have to lay off and go after them, which I will do if you don't send them in.

Paper is so high I will ask the editor to boil down to what he figures will do; but, quoting our old friend, Slats, who is now in the freight offices at McAlester, paper may go on up till it reaches the top of a furniture car, but it doesn't seem to have any effect on cigaret smokers.

Business is so good with us that it is like playing checkers: If you don't move when your time comes you are that far behind. Our locals got so heavy that it became necessary for someone to fix things different, and who was at the bat but Mr. McNerney, our trainmaster, who bats the highest average in the handling of trains? Nos. 83 and 84 come as far as Calvin from the west, and a turn from Halleyville to Holdenville cleans up the east end.

Who can tell what would have become of all us "brakes" and other trainmen had it not been for the Y. M. C. A. at Halleyville during this heavy winter of business? We are more than indebted to Mr. Straw for his interest in looking after the sleepy and tired. Let's help him all we can to keep up this good work.

Mr. Severs, the agent at Holdenville, says that of course he is concerned as to the war news, and reads all he can, but other than that he simply hasn't time to take any active part in it, as the Rock Island at his place is as busy as the war lords, and he is its representative.

Conductor Todd Hughes, out of Ardmore, has quit chewing tobacco and is going to get himself a Ford with chewing gum wrappers. Send him yours.

There is a certain fellow in the dispatcher's office who remarks that it may be true that Rome wasn't built in a day, but there seems to be fellows over in that neck of the woods who are able to tear up a town of that size in less time. That's right, Marshall; we agree.

The yardmaster at Shawnee yard says he has noticed that you can't get some people to agree to anything unless it has a tendency to lessen their own work.

We suppose that you have noticed that in speaking of a whole loaf or none it takes two or three whole ones these days to make the former half, and it tickles us to get any at all.

Shakespeare might have been right in saying that the world was simply a big show, but it seems to us that some of the managers should have minor parts—so says the operator at Wardville, and we will add that we would like to be advised as to whether they call what they are pulling off across the creek a comedy or a tragedy.

Right here we want to add also, while speaking of shows, that in looking at the way some people go about their work, not all the clowns are in the parade.

The section foreman at Wapanucka remarked the other day that some folks are always hollering about the old rut, and yet they get plumb sore if you try to tell them how they might improve on their work a little. But you have noticed that yourself, haven't you?

Speaking of too much tonnage, the boss said the other day it reminded him of a woman. She is either always hearing a mouse or smelling something burning, and the brakemen are either going to "double" the next hill or are smelling a hot box.

Carl Mikesell, a fireman at Shawnee, saw in the papers that the government is to try to solve the problem of the high cost of living, and remarked that Villa had already figured it out: When there are too many folks for the amount of grub he simply kills 'em.

If you are tempted, says an actress of note,

yield at once and save the worry. Now, that's all right, but it's two to nothing that she never was tempted to buy an overcoat when she didn't have the price of a pair of canvas gloves.

The helper says you can drive a horse to water, but a pencil has to be lead. Wee—woow! Now, who'd a'thought it?

We are indebted to Charley Hackney for the dope that, while necessity may be the mother of invention, carelessness is the father of crime. And since we have come to think of it we agree.

Our first-trick operator at McAlester said that Father Adam never had to dodge Fords and fast freights, but we will have to say that he was a failure in the fruit business.

A joke is supposed to be something funny, or about something funny, or at least that is the stuff Chief Clerk "Burt" at McAlester is putting out, and adds, why all this stuff about mothers-in-law?

Dick Hammond of McAlester says his idea of a mean man is one who knows of a cure for corns and won't tell it. That's right, Dick; but what about a man who is asked to have a cigar and says he doesn't smoke when you are standing right there and he could give it to you as soon as you are out. Dick also remarks that if the atmosphere around Okmulgee, Okla., is as sweet as a certain voice that he heard over the phone from there, why, he will have no use for lasses in the future.

A man may be as old as he looks, but he isn't as old as he feels when he begins to look over the papers for sage tea advertisements for coloring the hair. How about this, Mr. Holland?

Our old friend, Pony Moore, from Missouri, was with us a few days back, and in speaking of the little burg of St. Louis he said it was simply a show to see the town and it's happenings. "But as for me," he adds, "I get on a stump, out of the way, and watch the procession go by."

A sure sign of cold weather is to see a flock of Fords hanging around the sunny side of the town square.

There is no subject so small but what he will lend you some of his time to discuss it; neither is the job so big but what he will tackle it, is the way the agent at McAlester, Mr. Fuller, feels about the matter pertaining to safety first around his station, and the pretty part of it is he is never swelled up about something, either.

Business is so good it keeps every duck in the puddle flopping. So come in—the water is fine, says Billy Cain, who is running the job of keeping cars switched at McAlester.

Jess Gibson, a conductor, said the other day that this old stuff about doing to others as you would have them do unto you doesn't apply to you when you are about to get run around, and would if you would pull up and back in.

Tom Cook of Ardmore says when your cow is failing in her milk, the hens refuse to lay, your dog won't eat anything but fresh meat, and the high cost of living still going higher, why, that's what he calls troubles of the

household. And we will add that he is right. Won't you?

Mr. Bob Brown, the chief clerk to our superintendent, says that some people would buy the Panama Canal if they could get it on the installment plan. And then holler hard times when pay day comes, we suppose.

John Pearce, the warehouse foreman, went to church last Sunday, and came to the freight-house to unload some meat and cussed the Oklahoma stockyards people for loading their car the way they did. Well, if you ever had to unload some of their cars you would forget to go to church at all. I am leaving this to any local bunch.

A suggestion to have a long pencil: Have some operator give you an old, worn-out fuse from his place; cut the end off, dust out the contents, and slip your pencil that is too short in it, and go on about your business.

ESTHERVILLE, IOWA.

John Collins, machinist, is spending a few days at Rock Island, Ill. What's the attraction, John, when your folks live at Cedar Rapids?

Wallace Murray has been appointed general foreman at Estherville, Iowa, in place of F. M. Grady, resigned. Mr. Murray worked for the Rock Island at Silvis and will no doubt be remembered by some of the boys who were there at the time. We wish Mr. Murray success in his new position.

Why the telephone calls from Emmetsburg, Marie? Too bad the trains were annulled so he couldn't come down. Wish you better luck in the future.

It is a school boy's trick to throw paper wads, Don; so next time you are at Ralph's be careful, act like a man.

You can go into vaudeville now, Frank. This isn't the season for vegetables.

50 cents for good leather pass case. Write for catalogue. A. Landa & Sons Co., Dept. R. 1. 200, Chicago, Ill.

DAKOTA DIVISION NEWS.

The "Trio" Editors.

Estherville was visited by one of the worst snowstorms for many years Wednesday, January 31, and continued until February 4, and all train service was suspended until that time, and now business is good for all employees.

Last month we said that our friend, Cliff Hatch, was interested in the pretty girls at the movies. Cliff says this is an error, as he is taking lessons as to how to propose (Cliff is a little timid), as he is thinking seriously of tying up. Who is the fair one, Cliff?

We also made another error last time in regard to Selby Broms. He is still keeping up his good record as a bowler and basketball star, but he says that it is not Ninth street any more. I believe him now, as I saw him going up Lincoln street about 12 o'clock. Of course you must not get the idea that he

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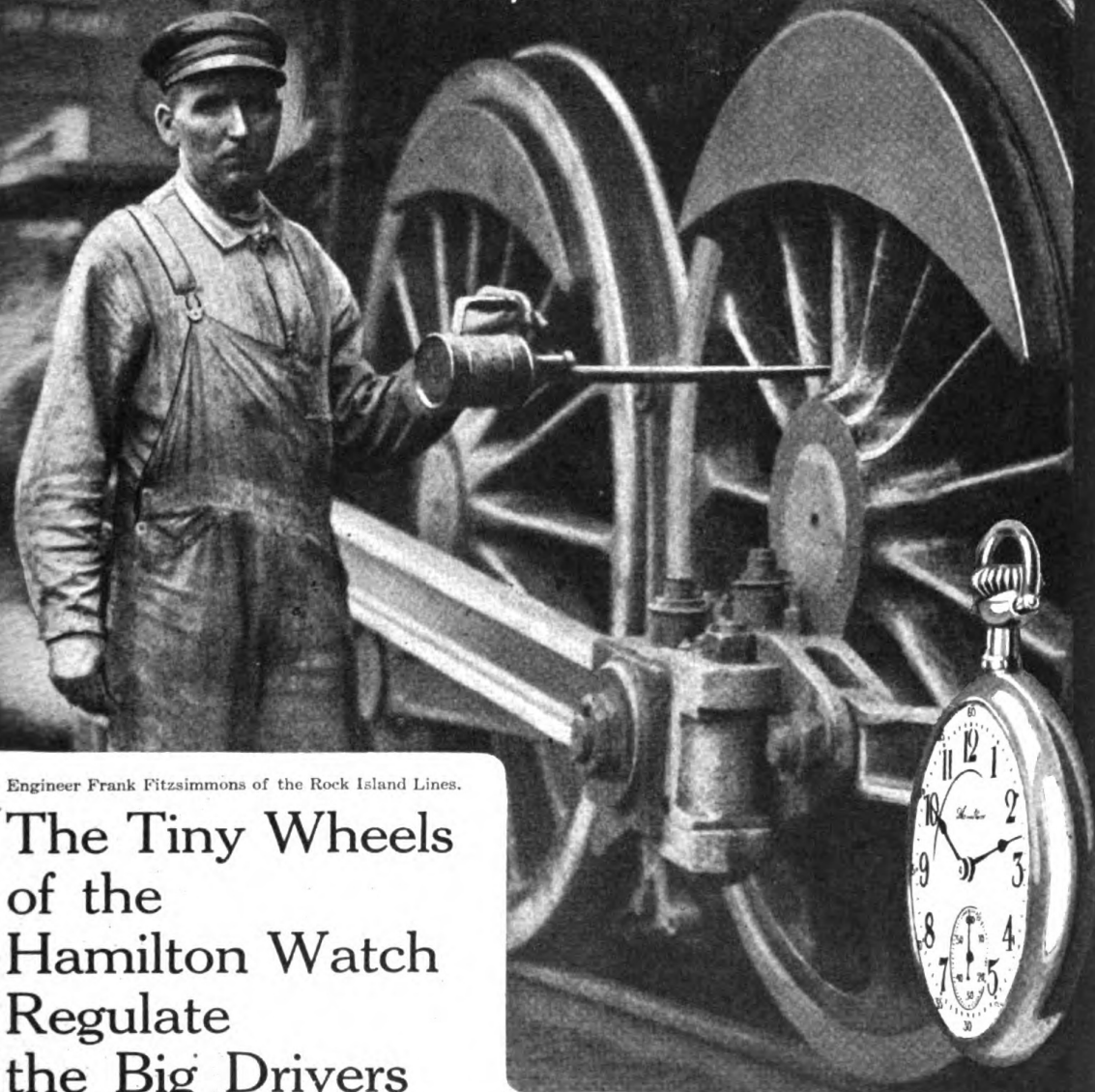
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was just going home with the young lady, but returning to his own room, as he was out two hours later than his usual time.

The people in Estherville have the right spirit. When they have anything special on they charter a train. Estherville was to play the Emmetsburg basketball team February 1, and had the train all chartered to go, but on account of the snow the trip was postponed until February 14, and believe me the Estherville boys will show them a warm game.

This bad weather causes lots of grief, doesn't it, Frank? But just wait, as I think the little girl in Blairstown will love you just the same.

Bertha Paul, the pretty steno at the M. M. office, also has a frown on, as she says it has been a long time since she has been to Sioux Falls to see her parents, and also ——— (We would like to mention the name of the party, but Bertha will not inform us, as she is also kind of timid.)

Our friend, "Stub" Wilhoun, has moved his family up from Dows now, and has gone to housekeeping on the west side. "Stub" says "No more restaurants for me."

Ask "Dutch" Houts about the merchandise these days. All you can see is their heads sticking out of the cars, as they are some busy bunch, and, in our estimation, do not think that any other place of this size has it on Estherville for transferring and loading as to number of tons.

Last month we mentioned that our extra messenger, H. J. Kuehl, was intending matrimony. Well, I guess he did, as he slipped one over, and unto himself a wife, Miss Ethel Hindshaw, at high noon on January 27, and immediately after the ceremony departed for Algona to spend his honeymoon; but now Harold is back on the job, looking as good as ever. We all wish you a happy married life, and may all your troubles be with little ones.

"Doc" Anderson, maintenance of way clerk, is intending to leave the last part of this month to look over some land in Missouri. Why go down there, Doc," as they only raise "razorbacks," and I don't think the girl would be satisfied there; do you?

Marie Gallay, steno for the superintendent, looks sad these days, as she informs us that it has been a long time since she has seen that little fat boy, and also not even a letter from him. Marie thinks he has deserted her, so a little boy who works just across from her says. Who is the next one, now?

Last week while out working with the flanger S. P. Perkins, in charge, had a little misfortune and got the flanger mixed up with the Omaha crossing at Rock Rapids. Sam, what was the matter? Did you want to come home?

Charles Kline, our efficient day yard clerk, is back on the job again after a few days' vacation visiting some fair maiden in the southern part of the state. Who is it, Charles?

DAKOTA DIVISION.

By Luke.

Just off the press, a new book: "Jack the Dick, or the Trail of the Lonesome Peanut," by Harold Steinman, yard clerk.

Cheer up, boys; the worst is yet to come.

Special Agent John Link is spending a few days in Des Moines with friends. His helper, Jack Devin of Burlington, is resuming his duties O. K. How about it, Jack?

Who said Tiny Fuss is neutral?

Wake up, Clara, and give me a kiss. It's 5 o'clock. If you want any particulars ask Art Williams.

Almost time to strip the fur cap. Is it not, "K. I."?

Who was the fat dude from Silvis?

We see that our night yard clerk's "family" has deserted him again. What's the matter, Harold?

Night Bill Clerk Curtis L. Kuehl says "What's the use of getting married just because my brother did?" Cheer up, Curtis. You have a chance to grow as big as Clifford.

Did somebody say a switchman could wear diamonds? Poor grade of pop bottles, ain't it, kid?

Run 'em all, Ed. Make 'em all up, boys. How about it, Ed? Ask Kanute.

Who tried to track the elephant in the snow-drift?

We wonder if our former night engine foreman, Ed Koop, manages to see all right. We understand he is a little moon-eyed.

We lost one of our boys, though he is still with us. How about it, Hutch?

The switchmen have a new, elegant, elaborate home, mahogany finished, etc. We wonder if Manthe has a key yet—not for her house.

Some night engine foreman! His name is Rex Smith. Someone claim him and take him home with them.

Why, sure, Will Wilkins still runs to Soo Falls.

If anyone wants any information ask Leffler, second-trick dispatcher.

We wonder what windy night callers and Cousin Kellar are doing since Loran White guards the conductors' room. Ask Belle.

We understand a certain boiler-maker's helper is about to leave for Sparta. Is it to tie up Clarence?

MOLINE, ILL.

The break with the kaiser has filled all the force here with great hero hopes. O. K. Lewis wants to be a submarine pilot; Larson wishes to be an aviator; Goodell wants to be a rough rider, and Harris is consulting the timetables.

John Wendt arises to ask if the break with Germany was an air brake or the told-style hand brake. At any rate the kaiser sure is some brakeman.

Byron Grafton, who travels as "Sackett," has resigned, to accept the car clerk position with the local office of the Burlington. We hate to lose "Skip," but money talks louder than we do.

The old office clock, it tolls no more.

Too many years have passed before.

We started it and started it, the old bore.

Guess we will say its account of the war.

Wallace Arthur recently declared an embargo, as he said he was "blocked," and refused to see visitors.

Harris lets the "greasers" get hunchbacked waiting, but when one of the fair sex comes in John meets them in the doorway.

"Shorty" Gerlach was car inspector here during Wendt's attendance at the Clapper trial at Minneapolis. "Shorty" is a good inspector, but is so small in size that Peter Jensen kicked him out of the yards several times, thinking he was a school boy loafing there.

Inspector Tim O'Brien, of Celtic nature, is the new freight inspector, while Donaldson keeps on wiring "rewelgh or track scale."

Among the various methods of wasted energy we quote:

Donaldson wires to Peoria "Rewelgh."

Explaining the embargoes and tieups.

Telling the ladies the box of soap is not here.

Please mail us a check.

Among the noted ex-clerks from whom we wish to hear we mention:

R. K. Cummings.

Joe Colson.

George Glidden.

Henry Lau.

And in checking up accounts Mr. Larson would like to get in touch with several others, whom we will give space in next issue. We do not intend to operate a brokerage, but nuff, said.

OBSERVATIONS AT SIOUX FALLS.

By Abstract Clerk.

Business at Soo Falls the past month has been excellent, notwithstanding the extreme cold weather (it being 38 below), the P. H. P. especially, we having forwarded eighty-five cars last month.

In the Estherville notes of last month the writer was wondering why the M. M.'s clerk, Miss Paul, went north about once a week. Well, if he had been at the Princess Theater here several times and used his eyes he would not have to guess any more.

Freight Foreman Mitchell was much worried one hot car day, as most of our heaters

were among the missing; but luckily 419 saved the day.

Sid, our baggageman, was seen speeding toward the Orpheum with an auburn-haired lady on his arm; and by the way she says "Hello" we can guess where she works.

Mary Ann, our former rate clerk, has returned to us in the capacity of W. W. I. B. inspector.

They are telling a pretty good one on Art, our bill clerk. It seems he was at a party and all at once they discovered that he and a young lady were missing, and a search was instituted, and he was found in a recess back of the stairs. ????

Brown, our tariff clerk, has been wearing earmuffs and mittens in the office and says he will freeze stiff before he will get another pail of coal.

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NEBRASKA DIVISION NEWS ITEMS.

By M. B. Kelso.

It is with regret the Nebraska division chronicles the death of S. H. Hinitt, which occurred at Council Bluffs at 7 a. m. Wednesday, February 7. Conductor Hinitt first entered train service on the Nebraska division as freight brakeman at Fairbury July 4, 1887; was promoted to freight conductor March 5, 1890, and to passenger conductor in March, 1896. During the past several years he had been running on trains Nos. 5, 6, 7 and 8, between Council Bluffs and Phillipsburg, Kan. All officers and employees of the Nebraska division especially will miss Conductor Hinitt on account of his loyalty and friendship, and the Rock Island Lines lose one of their most efficient men. To Mrs. Hinitt and family we all join in extending our sincere sympathy.

We all extend our sympathy to Operator J. L. Woollen and family on account of the

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death of his mother at Mankato February 12.

Operator Woollen has bid in second trick at Mankato, and he is certainly missed around Fairbury relay office.

Car Distributer J. D. Calder attended the car service meeting at Kansas City February 19, and reports a very pleasant time.

C. E. Kopisch filled Mr. Calder's place for a day.

There have been several contributions this month from stations along the lines, and I want to thank those who sent items. Anything of interest to other employees is appreciated for these columns.

On February 4 the water tank at Nelson was discovered on fire by A. W. Mickadeit, and an alarm was turned in through a nearby phone. Through the interest taken in the matter by Mr. Mickadeit and prompt and efficient work of the Nelson city fire department the fire was confined to the frost box, where it started, and the damage was light. Mr. Mickadeit was formerly one of our express messengers.

E. E. Murphy, who has been helper at Nelson for some time, has been transferred to Beatrice as bill clerk. He relieved C. A. Shoup, who was promoted to the position of cashier, C. T. Wright, former cashier, having resigned.

Fireman Guy Sutherland was taken sick at Nelson January 27 and Engine Watchman George was called to fire the engine to Fairbury.

Agent Keran at Nelson has been batching it for a while, his wife enjoying a vacation.

Engineer Cuykendall has just returned from a trip to Texas, where he was looking after land interests. He reports having had a nice visit with Master Mechanic B. L. Wheatley at Fort Worth. Mr. Wheatley has many friends in and around Fairbury, as he was at one time road foreman of equipment here.

Operator G. H. Short is now under quarantine with smallpox. He has our best wishes for his speedy recovery. Mr. Short was relieving Operator Olson at Belleville when he was taken sick. Mr. Olson is in the Fairbury relay office at present.

That reminds me our BEST DISPATCHER is contemplating taking a partner in the near future to help him hold his title. He says he knows he is the best dispatcher and wishes we would quit reminding him of it.

Engineer Rayfield is again able to be around, and we are certainly glad to see him out again.

We are glad to see Engineer Connell back at work again.

Operator C. G. Moore has transferred to the Colorado division.

Engineer Lewis Brown is again at work after having spent a pleasant vacation at Hot Springs, Ark.

Painter "Jimmie" Wood is again at work after having been forced to lay off on account of illness.

Conductor C. A. Ransom and wife are spending their annual vacation in Florida.

Assistant General Manager A. B. Ramsdell was a Fairbury visitor February 15.

Former Operator George Braun is again at work as operator on the Nebraska division.

File Clerk Ethel Heidelk went to Lincoln February 16.

Stenographer Carl Franz was wondering how he could get into these columns. Carl has simply been doing his duty and we neglected to mention it.



SILVIS, ILL.

All who knew Mr. Evan Roderick regret to hear of his passing away January 20. He was a man well liked by all who came in contact with him. Mr. Roderick worked in Silvis shops as a drill press operator when he was pensioned several years ago.

Assistant Blacksmith Foreman C. L. Cook was called to Scranton, Pa., on account of the illness of his wife's relatives.

The boys in the machine shop are anxious to have Machinist Derflinger give an account for hitting a rag peddler with his auto recently.

Blacksmith Edwin Surdquist has just finished his apprenticeship and immediately

joined the benedicts for life. The event fell on January 20. Miss Iren Johnson was the fortunate girl. We wish this couple the best joy and success in married life. But some of the boys claim you overlooked them on the smokes.

Friends of Master Mechanic Daily of Cedar Rapids regret to hear of the death of his mother-in-law, Mrs. Spear, who died January 19. Mrs. Spear was well acquainted in Moline and vicinity.

Machinist Hugo Fersch is reported very ill. We all wish him a speedy recovery.

Boiler Foreman J. Keogh and Erecting Foreman F. L. Beckstrom attended the funeral of Boiler Foreman C. C. McCandless of the Forty-seventh street shops February 18.

Roundhouse Foreman R. J. Hoy reports his face O. K. now after having it frozen during the cold snap.

Boilermaker Helper Jake Knerr has resigned to go switching in the Silvis yards. It is pretty cold out there for motherless Jake, but he likes it, just the same.

B. E. Williams of the boiler shop has the sympathy of all who know him. His mother died February 7 at his home in Davenport, Iowa, and was taken to Kewanee, Ill., for burial.

Machinist Earl Hear of the tool room has resigned to accept a position at Cedar Rapids roundhouse. Some think it all right for him to say it was on account of the new job, but the Silvis boys think it is the nice little girl that induced him to go to Cedar Rapids.

Machinist Robert Plank has resigned to go farming in northeast Missouri. We wish him success in his new field.

Boilermaker Helper Harry Smooke died suddenly February 17, and the boilermakers and helpers attended his funeral from his home at Watertown.

Last week we heard a new one

On "Coal Oil," our editor-in-chief.

If you care to hear it, listen.

I promise I'll be brief.

One evening to a store he went,

His brow betokened worry.

He had a coin he wanted changed—

Was in an awful hurry.

The lady in the store now stood

Cool as a mountain range;

While he, excited as could be,

Said: "How are you fixed for change?"

Her cheeks turned pale, her eyes grew dim;

She was in an awful pickle.

Faintly she asked how much he'd need.

Said he: "Please change a nickel."



DES MOINES VALLEY DIVISION.

W. C. H.

Once upon a time, so the story goes, a young and unsophisticated train dispatcher, who has whizzed by over forty milestones in his mad race for the river Styx, decided that the editorial prerogatives of this magazine were not properly distributed; therefore, in anticipation of much fame for himself, he got busy and wrote a voluble article intending to betray the boot-legging proclivities of the present editor of this column. When the article had been finished and passed around for approval and endorsement, it was bundled up and rushed to the office of the magazine for publication. The magazine arrived, but lo! the article did not appear! Of course, the reason was "it was too late" for the press. We are told many promises were forthcoming for the appearance "next issue without fail." Next issue was like the first—no article; and it does not appear that any extra edition has been run to handle the copy.

We regret exceedingly that our "young" friend has so early failed in his literary career, and would extend to him much sympathy, but, on the strength of the reports that have reached us by the usual "grape-vine" route, would advise him to keep trying, as the indications are that the article was especially good, although in justice to himself the correspondent for

this column denies all charges of bootlegging, for the reason he has not worn boots since the day he discarded his worn-out red-tops through which appeared the star and crescent so highly prized.

In conclusion, if the erstwhile writer has failed to get his stuff printed he has only to look back, for consolation, along the literary paths and see the skeleton of those who have gone before, and "take courage," remembering that (with apologies to Gray):

Full many a literary gem, I ween,
Has found a grave in editorial grate,
And literature in ashes dies unseen
Crushed by the edict from that chair of state.

The writer's genius and the humorist's smile
Alike consume beneath the mandate just;
No friends may gather round their funeral pile
To chant their requiem or embalm their dust.

Good-bye, Ed.

Agent M. A. Sandmeir and wife of Otley were in Des Moines a few days ago enjoying the sights and shopping. This is a new experience for Matthew.

Our new cashier at Pella, Ed Metz, recently alone, unaided and "unrushed" personally, by himself, loaded 80 cases of eggs in 10 minutes, to avoid delay to shipment. That is going some, and is certainly commendable. Tack this up, you fellows who are inclined to wait until the section men come in before trying to get rid of important shipments.

Conductor O. Hartman, now at Northville, S. D., account of health is doing nicely. This will be very pleasant news to his many friends. Mrs. Wyrick, agent at Belfast, has returned to duty.

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Agent M. G. Patrick is off for a few weeks resting up and looking after some personal matters.

F. J. Meehand is a new agent and is now relieving Agent Patrick while he is away temporarily.

C. H. Ford, division engineer at Estherville, was a Sunday visitor with home folks. He expects to move his family to Estherville very soon.

Assistant Accountant Palmer, this office, had the misfortune to freeze one of his ears very recently. Funny one of them only should be frostbitten. Can't understand it. In times past we always took extra precautions in cases of this kind.

George W. Christey is back in the service again and has been assigned to his old position at Harvey, which is joint with the Wash.

Engineer McGugin is off duty for a few weeks account sickness and a much needed rest. Engineer Johnson has his run.

Conductor Dowell has taken a leave of absence and has accompanied his son to Hot Springs, where he enters the hospital for treatment. Conductor English is relieving Mr. Dowell.

Operator Taylor was an Ottumwa visitor a few days.

Arthur Robbins, bill clerk, Ottumwa, is passing the cigars quite freely. It's a girl, born February 17.

Agent Finesey of Ottumwa was a Knoxville visitor a few days ago looking after company interests.

Ray Van Maren, rate clerk at Ottumwa, spent Sunday at Pella, his old home.

When this goes to press our efficient stenographer, Miss Lyda N. Heggenberger, will have left the service of the company. She states that it is her intention to go "homesteading"—that is, she is to take service with the Homestead, a farm publication printed in Des Moines. Just why she is making this change is hard to tell. Perhaps she intends to take up a land claim, or a man claim, and this move is simply in the interest of "preparedness." Either way we wish her success. She has promised Farmer Miller a copy of the paper when she is installed.

Roadmaster Perkins was in Tuesday, Wednesday, Thursday, Friday and Monday, attending the movies.

Master Carpenter Whaley was in Chicago last week attending a convention of some sort—he says a building convention. Perhaps it was. He is going back again next week to another convention or to a continuation of the other one. Will let you know what we find out when he returns.

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BOOSTER LIST.

Mr. C. D. Grimes, V. P. & G. M. office, Ft. Worth, Texas.

Mr. T. H. Wilhelm, general freight agent, Ft. Worth, Texas.

Mr. B. D. Shropshire, commercial agent, Ft. Worth, Texas.

Miss Winnie Slawson, general freight office. Boost up, fellows, summer is coming and your friends are going away on a vacation. The great Rock Island wants their business.

Mr. F. L. Jones, traveling passenger agent, has arrived from the northwest territory, where he has been spending the winter months soliciting passenger business to California. He says he is sure glad to get back to the States, as they say in Canada. Welcome back to the Sunny South, Freddie, we have sure missed you.

"SHORT BAGGAGE."

As soon as a check is presented for baggage that is short, the following information should be obtained from the party presenting the check: When and where check issued, description of baggage and name of owner, and, if baggage is of foreign issue, full routing of ticket, also how many tickets held, etc. General passenger agent should be wired full information at once, that he may trace intelligently without being obliged to wire agent for

further information. In case check is presented by express driver, he should be requested to get this information from owner as quickly as possible, so that there may be no unnecessary delay in tracing.

If there is any reason to believe baggage has been carried by, train baggagemen as well as general passenger agent should be wired, and when baggage has been received general passenger agent should be notified.

Telegrams regarding baggage should be as brief as possible yet they should contain the necessary information.

Remember when soliciting business:

Attention + Courtesy + Promptness

= Efficiency.

But: Attention + Courtesy — Promptness,

Or: Attention + Promptness — Courtesy

= Inefficiency.

CARE OF DATING STAMPS.

Care should be taken to see that at all times your dating stamp is making a clear impression; same can be readily cleaned with a brush and a pan of gasoline. The impression of dater on back of tickets sometimes is so dim that it cannot be read; this causes quite a bit of correspondence asking where ticket has been issued.

"ROUND TRIPS."

A small amount of care to the point will enable ticket agents to sell round trip tickets, where otherwise only one way tickets would be purchased and the return journey possibly made via other than the Rock Island Lines.

In most cases, where it is possible to issue round trip tickets, a substantial saving is effected by the passenger so purchasing, as against the method of purchasing one way tickets in each direction, and in all cases trouble and time is saved all round as one transaction takes the place of two that would be otherwise necessary. Accounting is simplified for the railroad, and the passenger is immediately enabled to determine the exact expense of his railroad fare, which is not pos-



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sible when it is the intention to purchase a one way ticket in each direction as frequently the same fare does not apply in each direction.

The sale of a round trip ticket in place of a one way ticket, too, increases the earnings of the office at which it is issued, and the advantage of this will be obvious.

The inquiry properly advanced in all instances where one way tickets are asked for—and it is not known that round trip tickets are not required, or are not on sale—will do no harm and will elevate the transaction from one of merely selling just so much and no more than what is asked for to one of intelligent business from one that automation could be designed to perform to that indicating salesmanship.



KANSAS CITY, MO.

We never can tell just when somebody is going to slip something over on us. Here we have our Assistant Tracing Clerk C. C. Lacy slipping off and joining the ranks of matrimony. Mr. Lacy and Miss Lillian Crick were married Friday night, Feb. 16, at the home of the bride's parents in Independence, Mo. All the employees of the local office congratulate you both and wish you a happy married life.

If it were possible we would like to publish the names of our visitors for the last month but space won't permit.

The Auto and Tractor Show which has just closed was certainly a great booster for K. C., as it drew people from all over the country and made business for the R. I. good.

Elmer E. Jordan was promoted to position of Chief O. I. D. Clerk on Feb. 16, account of the resignation of Robert Drury.

Muerl Fraiser was also promoted this month to position of tonnage clerk.

General Lee was off for a few days visiting his parents at Centralia, Mo.

Miss Mabel Simons is spending her vacation in the East. Miss Irma Mast also was off for a few days visiting friends at St. Joe, Mo.

The sincere sympathy of the R. I. employees is extended to the bereaved family of Mr. James D. Heathman, who was killed Saturday night, Feb. 3rd, while riding with his son Carl, who drives a truck for Brothers Groc. They were returning from the city market when the accident happened.

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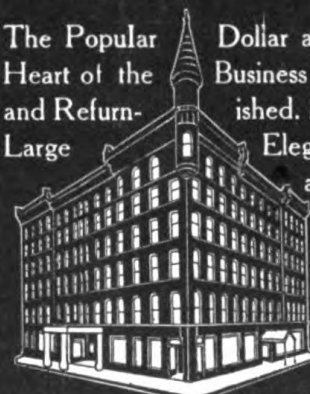
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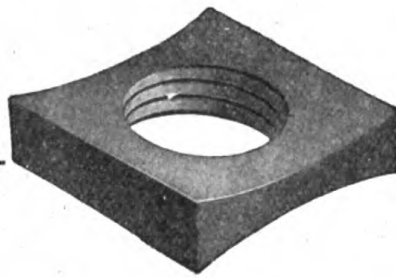
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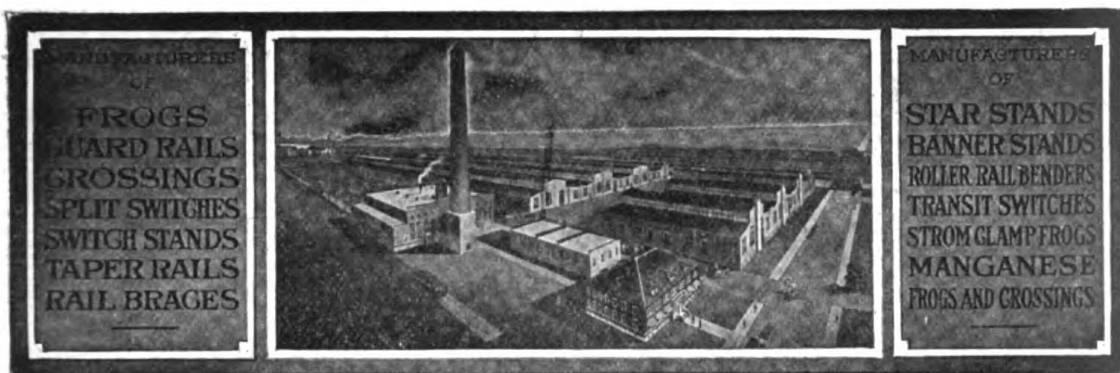
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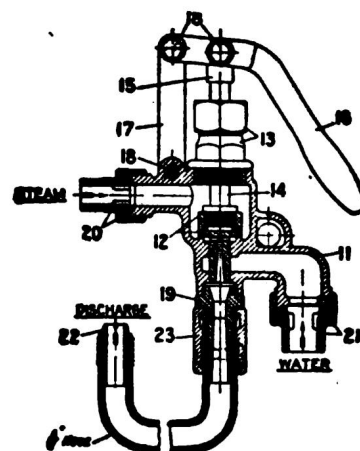
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