

Rock
Island

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ROCK
ISLAND
EMPLOYEES
MAGAZINE

Replacement
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American Express Service

was extended July 1st, 1914, to cover all of the

ROCK ISLAND LINES

The Company's routes embrace many of the other principal railroad lines in the United States and Canada, including the following:

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 Kansas City, Mexico & Orient
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 San Pedro, Los Angeles & Salt Lake Ry.
 St. Lawrence & Adirondack
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American Express Company

Established 1841

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260,000 Lineal Feet of Raymond Concrete Piles

Now being placed for Track Elevation work of Rock Island Lines between 74th and 85th Sts., Chicago

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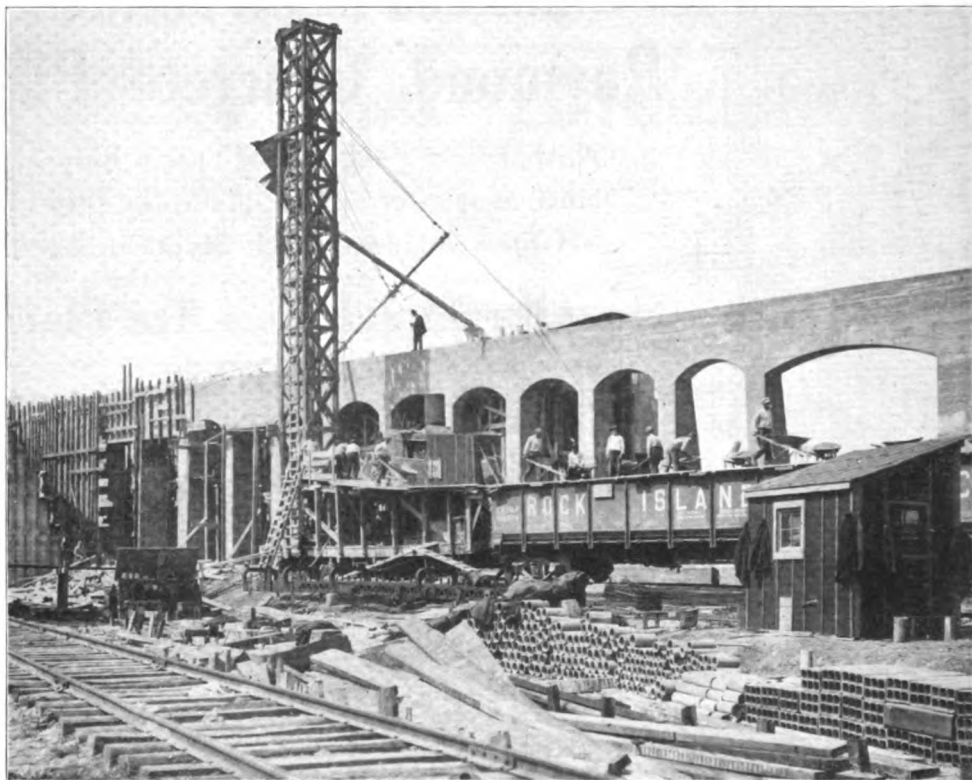
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M-C Rail-Track Mixer on Track Elevation Work, Rock Island R. R., Chicago, Ill.

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Big concerns, like the Rock Island R. R., Standard Oil Co., Swift & Co., and giant contracting firms, insist on M-C Rail-Track Mixers when confronted by big building problems. Ask any one of the best known Chicago contractors and he will tell you that the **M-C Rail-Track Mixer** means "**Most Mixing—Least Fixing,**" absolutely—without question—any time.

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The M-C Rail-Track Mixer on the above job has been working steadily, day in, day out, for some fifteen months on the huge track elevation work of the Rock Island R. R., never stopping except when the gang stopped, never causing trouble, and never costing one cent for repairs. As high as 500 cu. yds. of concrete have been laid in a 9-hour day with this mixer. That's what we call: "**Getting Maximum Service.**"

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Marsh-Capron Mfg. Co., 484 Old Colony Bldg., Chicago

Rock Island Employees' Magazine

Edited by Harley E. Reisman

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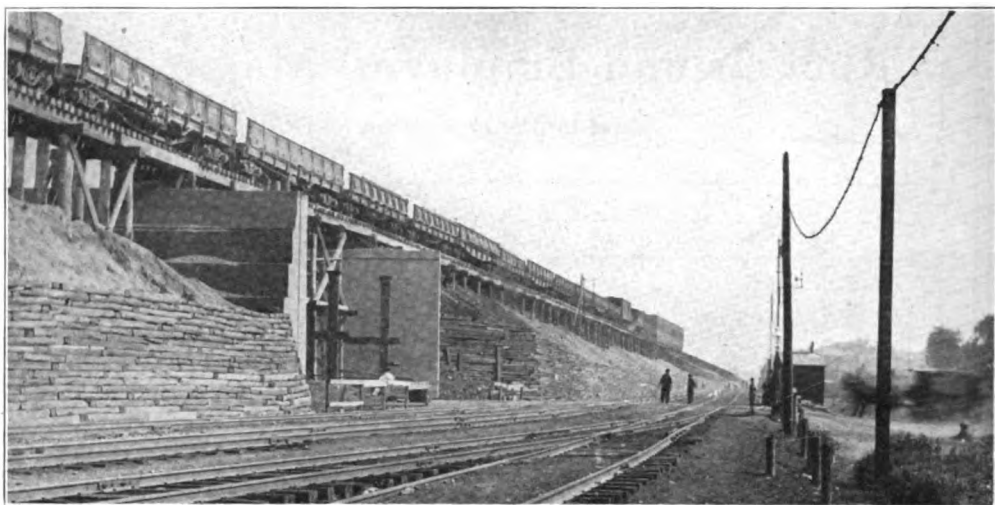
¶ This Magazine is published monthly at Room 927 La Salle Street Station, Chicago, in behalf of the 50,000 employees of the Chicago, Rock Island & Pacific Railway Company.

¶ Readers of the Magazine are urged to contribute articles or stories in regard to Rock Island affairs, both past and present. ¶ Communications should be sent to the Editor at the above address, and should be written on one side of the paper only. ¶ Every communication or article must be signed with the full name of the writer for it to receive consideration, although the writer's name need not be used in connection with the matter when printed.

¶ For distribution to Rock Island employees free; Subscription price to all others, \$1.50 per annum; 15 cents per copy.

¶ Advertising rates will be made known upon application. ¶ The exceptional field covered by this periodical makes it an excellent medium for general advertising.

THE ROCK ISLAND EMPLOYEES' MAGAZINE
La Salle Station, Chicago



THE GRAVEL, TORPEDO AND FILLING

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ISLAND TRACK ELEVATION IS
BEING FURNISHED FROM THE
LARGEST GRAVEL PLANT AND
PIT IN THE WORLD, WHICH IS
LOCATED ON THE MAIN LINE OF
THE ROCK ISLAND LINES AT
JOLIET, ILLINOIS.

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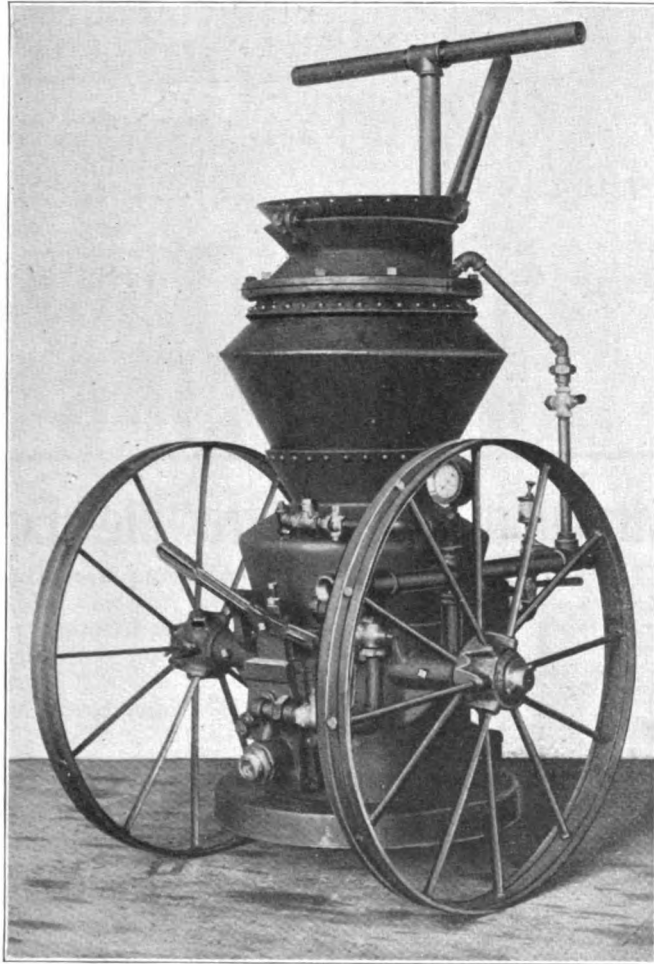
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Steel encased by the Cement Gun Process is thoroughly and permanently protected. There is no guesswork about it.



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Engineers and Contractors

Blaw Steel Forms

on Rock Island Track Elevation, Chicago

Blaw Steel Forms

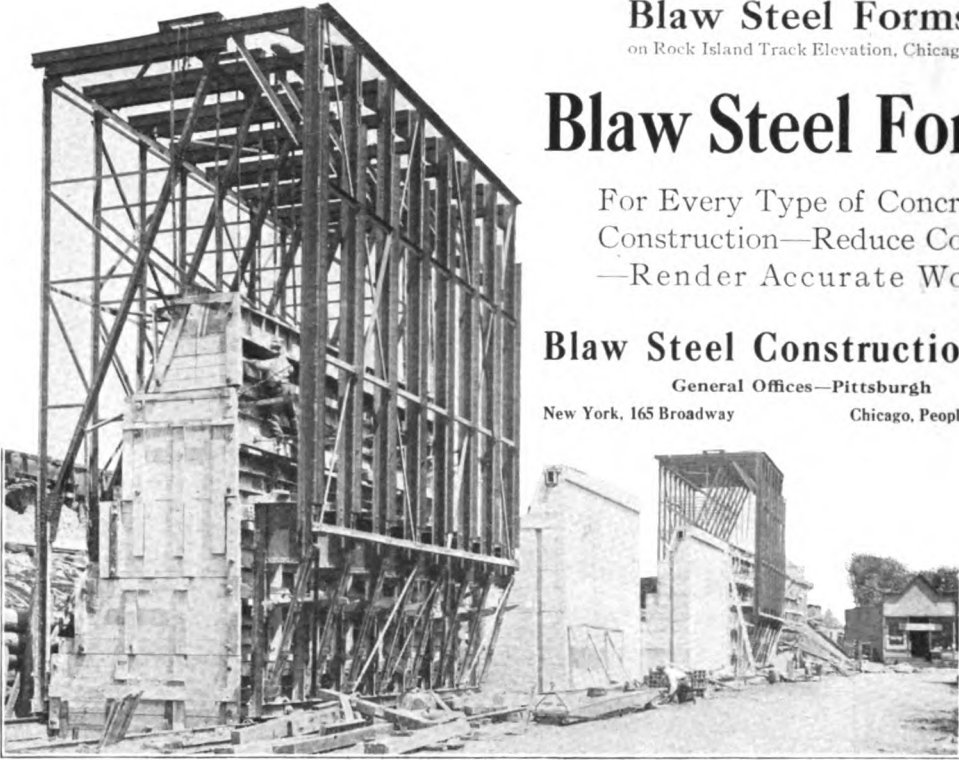
For Every Type of Concrete
Construction—Reduce Costs
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Blaw Steel Construction Co.

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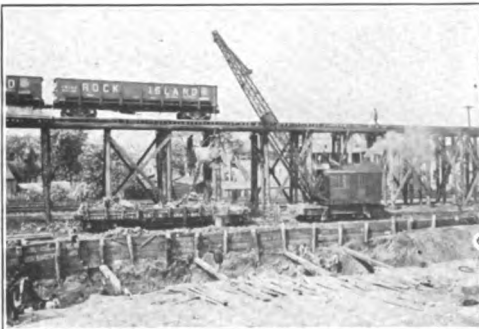
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We make all types of Locomotive Cranes for every purpose. Also Derrick Cars, Pile Drivers, Orange Peel, Clam Shell Buckets, Etc.

THAT is, they require equipment Big in the way of *Quality, Service and Economy*. It is in just these three things that "**McMyler Interstate**" Cranes prove their worth. The illustration shows in a comprehensive manner just how one of our "J" Cranes fitted with our improved type "M" Clam Shell Buckets is taking care of a very difficult excavating job. Digging blue clay, doing it easily, economically and with dispatch. Such duties "**McMyler Interstate**" Cranes accept as all being in the day's work and may be seen any time on countless large construction jobs throughout the world.

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hadn't you better send for Bulletins Nos. 26 and 30? You'll find them interesting we think, for they will point the way to more business and bigger profits.

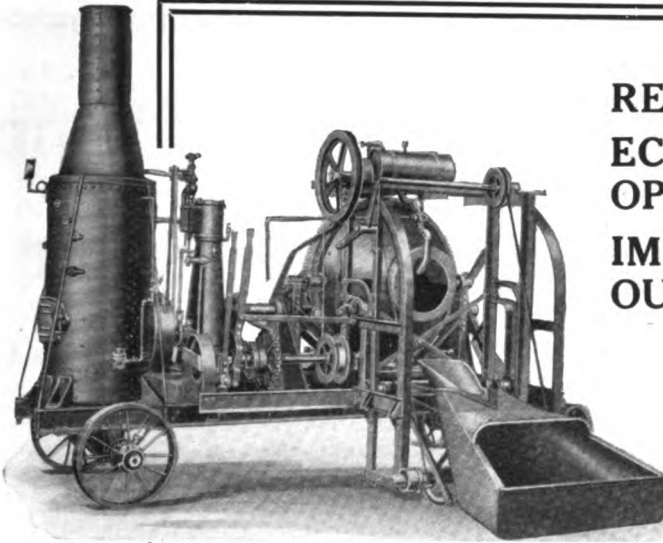


Rock Island Track Elevation, Chicago

THE McMYLER INTERSTATE CO., General Office, Cleveland, Ohio

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ECONOMICAL
OPERATION—
IMMENSE
OUTPUT—**

These are the
foundation for
the splendid
reputation of
the—

SMITH MIXER

There is no mixer built which will fit every job; but there is one type where "general utility" is very pronounced—the tilting type, duo-cone drum, batch mixer, known the world over as the SMITH MIXER.

The Smith Mixer is especially adapted to railway construction work where speed and capacity are demanded in addition to a good mixing action. The duo-cone drum with its interior blades produces perfectly mixed concrete—the tilting discharge with the drum revolving, cannot be equalled for rapidity, 9 seconds to completely empty a one-yard batch—the enormous capacity which has been demonstrated on the biggest projects of the century—and above all the fact that the SMITH MIXER is always on the job. No time lost for repairs and breakdowns. You can depend on the SMITH at all stages of the game. These are some of the many reasons why there are over 300 Smith Mixers that have been used by 90 different railroad companies. It will pay you to send for our big 64 page catalog No. 60.

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CATALOG
No. 60**

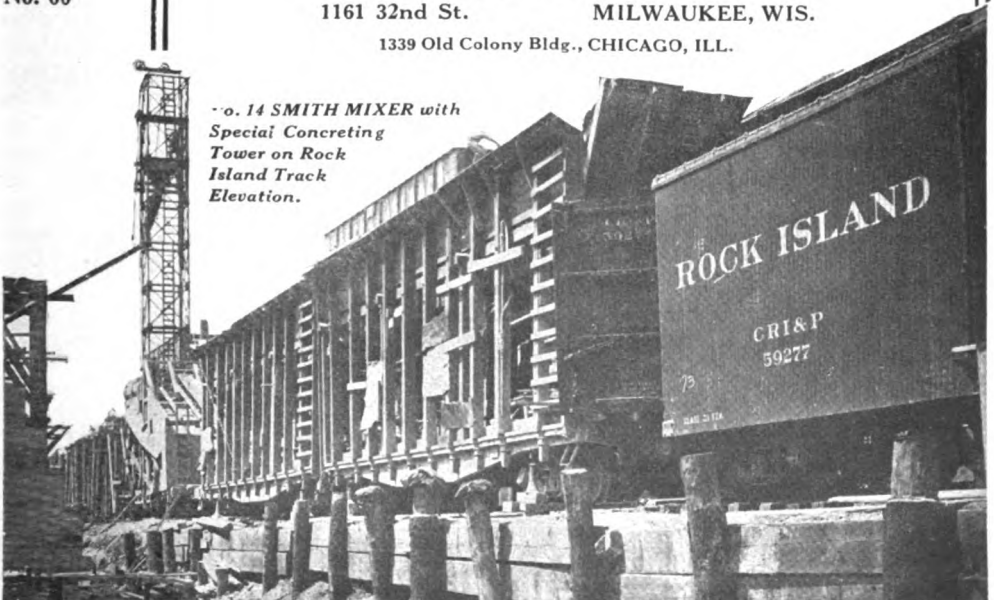
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*No. 14 SMITH MIXER with
Special Concreting
Tower on Rock
Island Track
Elevation.*

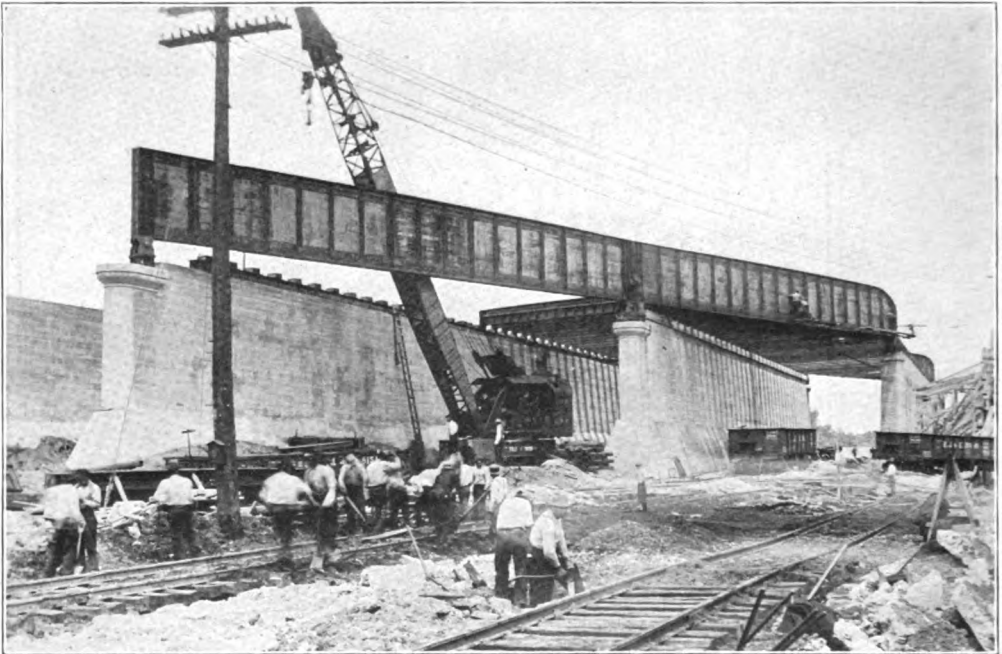


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Weight of Girder shown in above photograph 86,000 pounds.
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**1100 TONS OF STEEL ERECTED IN SIX
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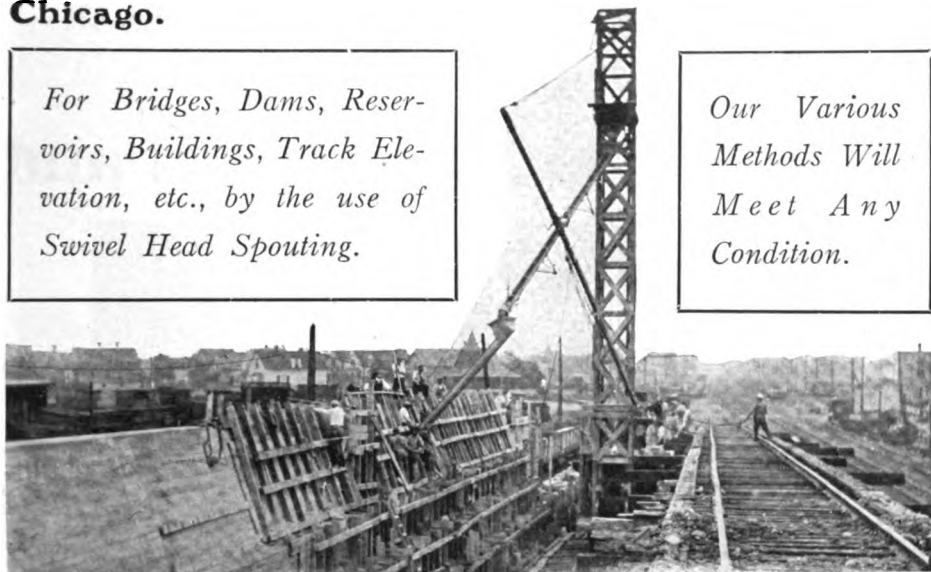
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C. A. Morse, Chief Engineer.



R. H. Ford, Engineer Track Elevation.

ROCK ISLAND EMPLOYEES' MAGAZINE

HARLEY E. REISMAN
Managing Editor

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JNO. A. SIMPSON
Editor

LA SALLE STATION, CHICAGO

Vol. VIII.

AUGUST, 1914.

No. 2.

TRACK ELEVATION IN CHICAGO

By R. H. FORD, Engineer Track Elevation.

The railroads and the city of Chicago are committed to a general policy of track elevation. This had its inception twenty-two years ago, when the Illinois Central secured an ordinance for the elevation of its tracks from 51st to 67th streets. At this time an urgent necessity confronted the Illinois Central to make some quick and radical move in order to place itself in a position to handle the heavy passenger traffic at the opening of the World's Fair the following season. Previous to this time, a few cases at important streets had been temporarily disposed of by constructing viaducts over the tracks to accommodate the rapidly increasing street traffic. The viaduct policy, however, became very unpopular. The height at which it was necessary to erect these viaducts above the original grade of the streets required the construction of long approaches, not only in the streets provided with viaducts, but in the intersecting streets as well; then as necessity arose, nearby streets were selected for viaducts. The logical result threatened that the zones of city property contiguous to the railroads would soon be enmeshed in a network of approaches, which would not only offer long and heavy grades to the street traffic, but was bound to seriously affect all classes of traffic in the streets, as well as severely depreciate the value of adjoining property.

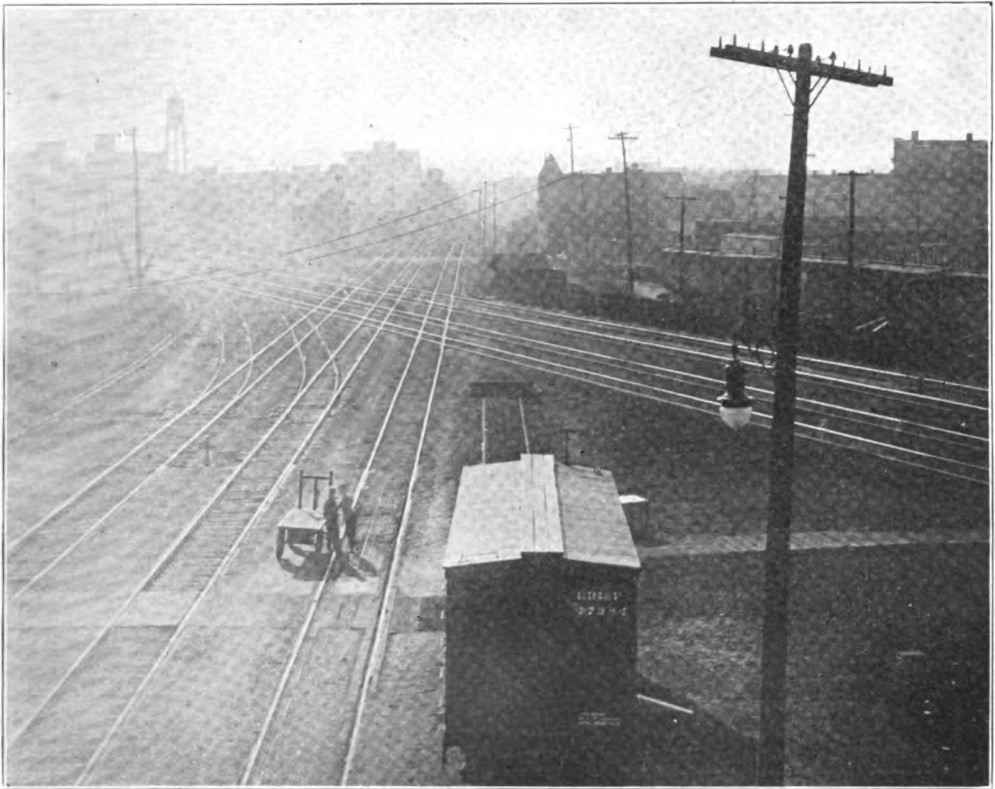
The traffic problems in Chicago are vastly different and more comprehensive

than any other city in the world. Chicago is the most important transfer point in the United States, and on account of its geographical location, the growth of its through traffic will continue to be influenced by the development of the entire country. This traffic situation of itself forms a very fascinating study, which has attracted a great many persons throughout the country, more or less expert in municipal development. Its rapid increase, together with the widely different interests, and the variety of conditions which surround it, presents so many different angles that it is hardly to be wondered that there are so many individuals and organizations who have come forward with a solution for its systematic development. Few, if any of them, however, are sufficiently familiar with its manifold problems or have been able to go deep enough into the subject to comprehend all that is involved, the result being that their plans are very largely impractical.

The original village of Chicago was located on the lake front, near the mouth of the Chicago River, and it was to this point that the railroads headed, coming as they did in every direction across the broad level prairies, during the great epoch of railroad construction when Chicago was but little more than a raw undeveloped settlement, until they now spread out fanlike in all directions north, south and east from the lake, with the handle of the fan in old Chicago of 1850,

or the so-called loop district of today. The loop is a little over three miles square, while the city of Chicago extends fifteen miles east and west and fifty miles north and south. In 1892 at the inception of the track elevation program, the population of Chicago was 1,200,000; in 1913 it had doubled this population and is increasing cmfwyp cmfwyp cmfwy vbgkqj nually. From a small village with one railroad and one train each day in 1850, it has become the second city in the

ditional before the railway tracks of Chicago have been entirely removed from its streets. Twelve hundred and eighty-five subways have been constructed to date; there will be twenty-six hundred when the work is completed. At some of the crossings, the tracks of one railroad are superimposed over the other, while below both are the streets and the surface lines; and below these in turn are the sewers, water mains, wires and an endless variety of conduits, and still further



The 79th St. Crossing Early in 1912.

country with 40 railroads and more than 2,200 trains every twenty-four hours, of which 1,400 alone are passenger trains, an average of one train every 45 seconds during the 24 hours.

Since 1892 one thousand miles of track have been elevated in the city, and there remains one thousand one hundred and eighty-five miles yet to be raised. More than seventy-five million dollars have been spent on this work in the last twenty-two years, and it is estimated that it will cost one hundred million dollars ad-

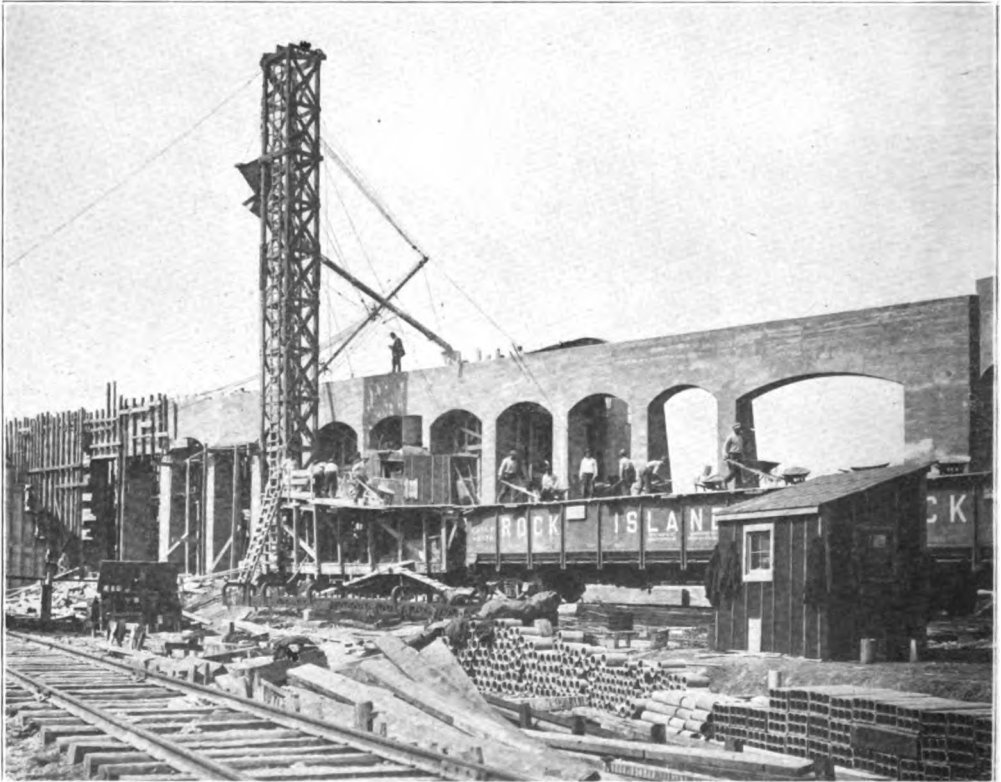
below these again in some places, comes a tunnel system for the transportation of freight from one railway line to the other.

The elevation of a piece of railroad in the congested districts of Chicago presents unusual complications, on account of the absolute necessity that the work be carried on so as to avoid interference with the enormous street service and railway traffic. Herein lies the factor, which transforms what might be an ordinary piece of construction into one of the most

difficult and expensive forms of construction, affording a wide range of opportunity for skill, versatility and resourcefulness in planning and executing the work. Every large merchant, who remodels his store and takes care of his customers simultaneously, can have some idea of what track elevation means to the railroad man—every manufacturer who rebuilds his plant while continuing his operations, can gain some idea of the problem involved—but few can realize

various groups of organizations. The cases are rare indeed where these operations can be conducted without affecting to a more or less degree, a variety of interests the view points of whom are often very different.

The ordinances for track elevation are prepared under the direction of the Commissioner of Track Elevation, usually after a series of conferences between the city and the affected railroads, and it is only by the full appreciation on the part



Mixer No. 1.—At Work on the Rock Island-Western Indiana Bridge.

the difficulties connected with the safe movement of trains, and the protection of life and comfort, not only of the passengers riding on the trains, but for the enormous flow of street railway, vehicular and pedestrian traffic at the street crossings. The nature of the work and the diversified interests concerned, requires that heavy operations and large forces of men must be handled within limited areas, and the time interval between each portion must be calculated to a nicety, requiring the fullest co-operation between

of the city officers that the railway companies have been able to meet the many track elevation problems which have been so successfully accomplished in the last twenty years.

In a general way, the division of expense is divided between the railway and the city, the latter assuming all costs of damages to adjacent property resulting from track elevation, while the railway company pays the cost of bringing up their tracks and right-of-way to the new grade. The public utilities bear all ex-

pense of the changes to their property in the streets and alleys, which are necessary to accommodate them to the new conditions imposed by track elevation. The work is performed by the railways under the direction of the Commissioner of Public Works, and a corps of able assistants, who are thoroughly familiar with the work. On account of the density of street traffic, the city will not permit the closing of more than two or three consecutive streets at any one time, consequently a mile or two of track eleva-

on, nor the temporary interference with the business of merchants and others, who are located in the immediate vicinity of the railroad tracks which are being elevated.

One of the first ordinances for track elevation affected the Rock Island; this was passed by the city on July 9th, 1894, and provided for the elevation of the main line from Archer avenue to West 69th street, affecting also the tracks of the Lake Shore, as far as State street. This work was eventually extended until



Mixer No. 2.—At Work on High Retaining Walls.

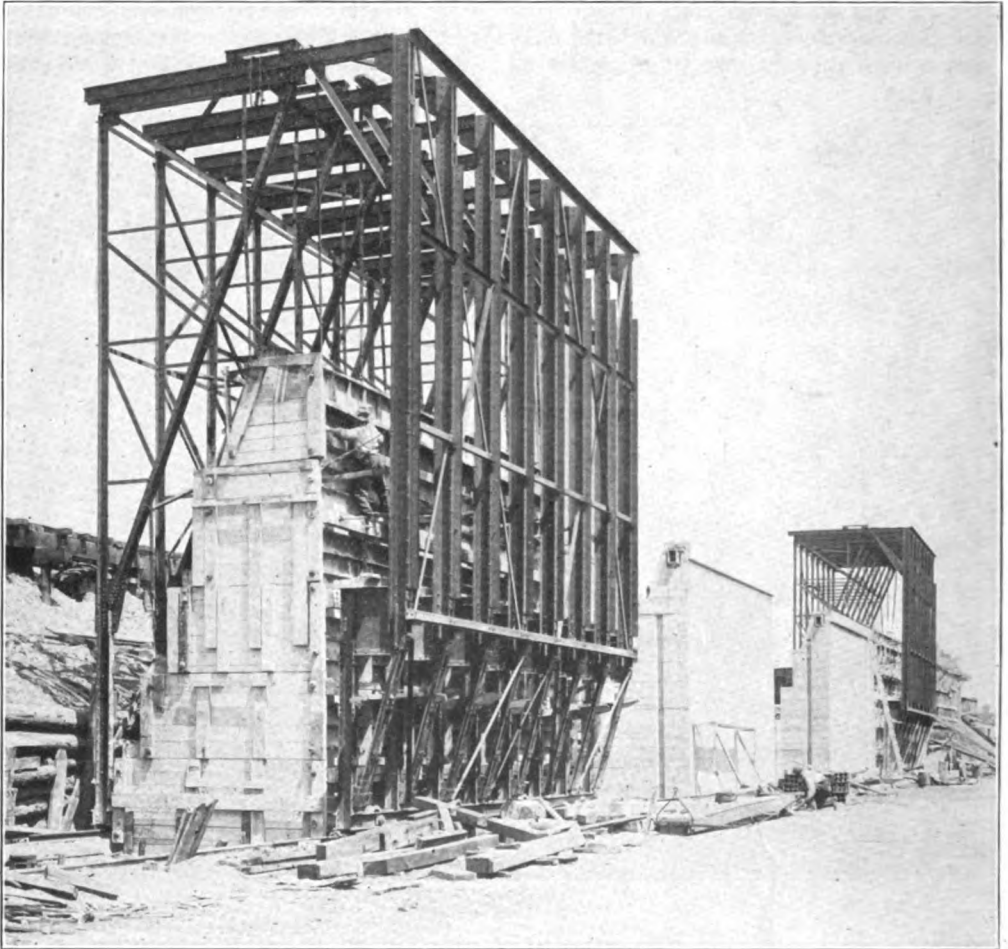
tion must be divided into four or five separate sections, in each of which the operations are separate and distinct. The object of this program is to offer the minimum of obstruction to street traffic. This necessary restriction upon the railroads adds materially to the cost of the work, complicates the handling of trains, and lengthens the time in which the work can be completed. Even this program cannot eliminate the damming of the flow of traffic, contiguous to the particular section where heavy operations are being carried

in 1899 the main line had been elevated from the La Salle Street Station to 76th street, with a run off (connecting the old and new grades) near Auburn Park Station at 78th street, about 8.6 miles from the terminal.

The track elevation work was then confined to a section of the great manufacturing district of South Chicago; the territory from the Rock Island terminus at the Calumet River to Colfax avenue on the South Chicago branch was then raised. This work included a separation

of grades between the Rock Island, Pennsylvania, B. & O. Ry. and the Lake Shore roads; three years were spent on this work. All of the main and branch lines of the Rock Island within city limits are now under ordinance for elevation—with the exception of two miles of suburban line between Beverly Hills and Purington Station, and from the B. & O.

In common with the practice of other railroads, the Rock Island has in the past contracted the greater part of its track elevation work with one of the several improvement companies, who make a specialty of this class of construction, but on account of the magnitude of the work and the complex operating conditions under which it now must be done, the man-



Steel Forms on High Retaining Walls.

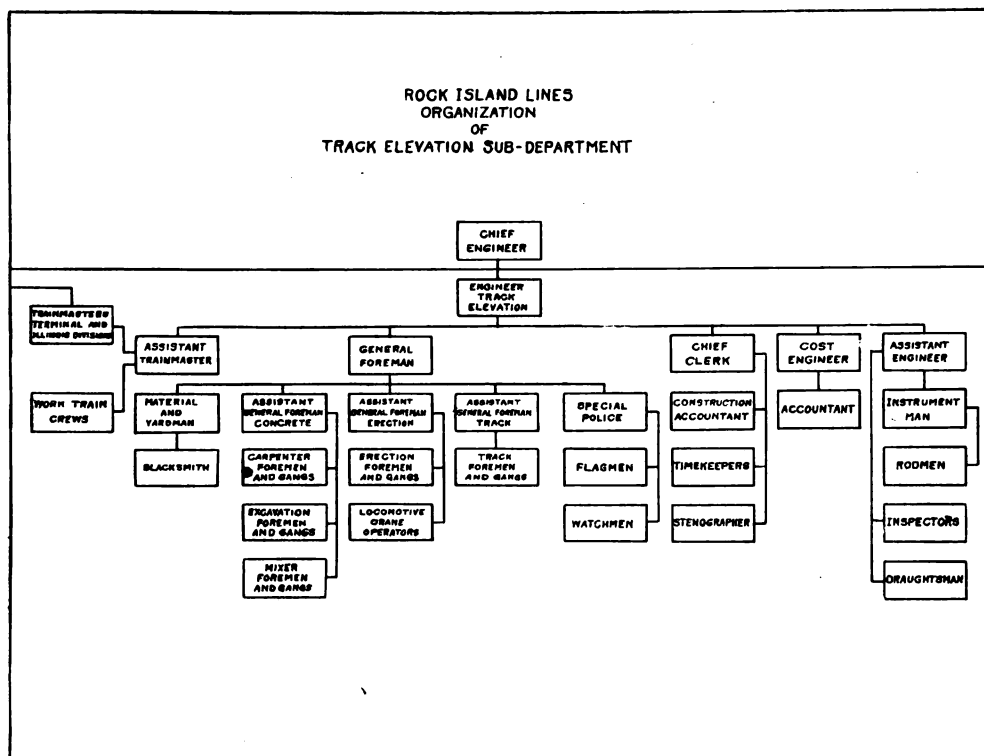
crossing to the city limits near Burr Oak yards on the main line.

The program for this work requires that it shall be completed by December 31st, 1920, and involves an expenditure of approximately eight million dollars, a large part of which will be borne by other roads operating over or connecting with the Rock Island tracks through the affected territory.

agement determined to place the direct execution of the entire operations in the hands of its regular engineering department. Under this arrangement, and after the future requirements of the property have been fully canvassed with the Passenger, Freight and Operating Departments and any others interested, the plans are designed by each of the engineer staff officers, insofar as any special

features pertain to their branch of work, the balance of the plans being prepared by the regular track elevation force, for example: Mr. Simmons designs the bridges, masonry work, etc.; Mr. Hawk the buildings, and Mr. Lowry the signals; the plans go through the bridge engineer's office as a sort of clearing house, where they are taken in hand by Chief Draftsman S. T. Corey, who checks over the designs, data, etc. In this way, advantage is taken of the special knowledge of all the engineering staff, and the

ing performed by contract, the general foreman and his assistants representing the contractor's foremen, while the chief clerk and accounting force look after the supplies and accounting, which becomes unusually important on account of the manner in which the expenses are divided with connecting roads. Inspecting engineers, representing the city and the Chicago & Western Indiana are also connected with the force. A special feature of the work is the method of cost accounting, by which the books can be closed



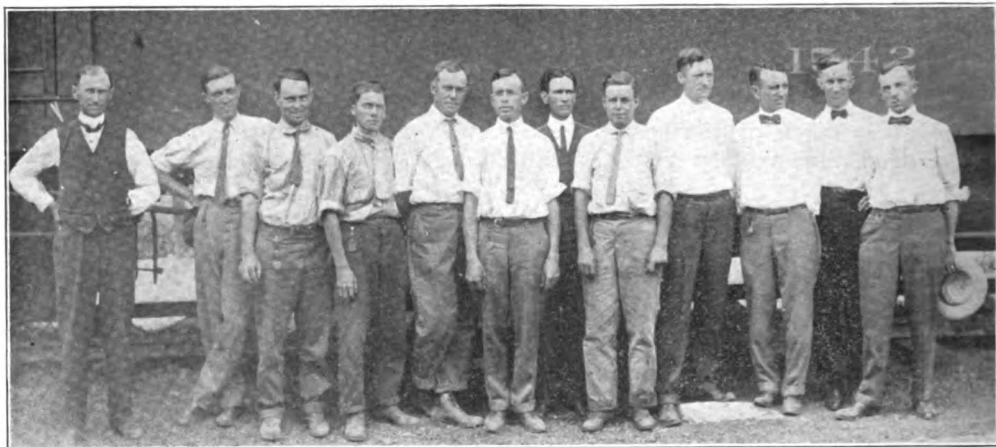
plans have been simplified and duplication and improper fitting of work avoided. After completion and approval, the plans are then ready for execution, and thereafter all matters connected with the work is in the hands of the engineer track elevation and the field organization, all of which are located at the work site, the purpose being to have one point of contact for the execution of all work. The plans are examined in the field and the work laid out and inspected by the engineers during its performance in exactly the same manner as if all work was be-

each night. The unit cost of all classes of work are recorded each day, and the results used immediately for comparative purposes. This feature has proven to be one of the greatest aids to all concerned in checking undue waste and reducing costs without interfering with the efficiency or progress of the construction.

Considerable study has been given the design of the walls, subways and stations; the Mission type is being used in the subways, and depressed structures for the suburban stations at Auburn Park and Gresham, which will be placed at the

street level in the subways underneath the tracks, and connecting above with island platforms, so that all crossing of tracks will be avoided. Considerable attention has been paid to these factors, in order that they may be as convenient as

busiest in Chicago with nearly 500 train movements in the twenty-four hours. At this point the Rock Island crosses the Western Indiana group of roads, comprising the Erie, Chesapeake & Ohio, Wabash, Chicago and Eastern Illinois,

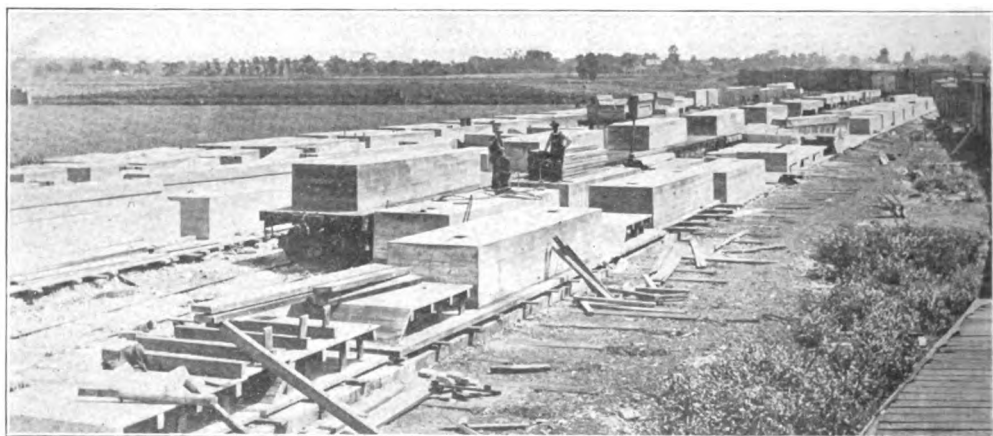


Engineers and Inspectors Connected With the Work—Rock Island & Western Indiana Ry.—Left to Right: James Erskine, E. J. Burke, G. W. McIntyre, M. G. Snow, A. A. Hagenah, C. P. Richardson, R. D. Whitford, Joseph Lundberg, J. M. Wier, H. W. Warner, J. B. Cunningham, C. C. Ziegenbein.

possible for access for suburban travel. Concrete slab bridges will be used over the subways with a ballast deck, and there will be no obstruction on the right-of-way, which to all intents and purposes will be the same as if its entire width had not been raised.

Monon, Western Indiana and Belt Ry. While using the Rock Island tracks, in addition to their own trains are the Nickel Plate and some of the Lake Shore.

When completed the Western Indiana will cross 17 ft. above the tracks of the



Concrete Slab Yard Near 90th St. on South Chicago Branch.

Actual operations on the main line were commenced on July 1st, 1912, covering the first section from 72d to 84th streets near the center of which is the 79th street crossing, which is one of the

Chicago City Railway at 79th street at an angle of 85 degrees, while 23 ft. above the Western Indiana grade, the Rock Island will cross the latter at an angle of 17 degrees with five tracks, the entire

right-of-way of both roads being raised for this purpose.

The walls to support this elevation require a maximum section of 18 ft. wide at the base and 41 ft. high. Rock is so far below the surface that other support for the great weight was necessary, and 350,000 ft. of concrete piling is being used. In order to attain the elevation required at this crossing, it has been neces-

Cost Accounts and Analysis, J. M. Weir, Assistant Engineer.

Trains and Switch Crews, G. R. Speer, Assistant Train Master.

General Work, T. E. Reilly, General Foreman.

Track, Filling, etc., C. B. Teller, Assistant General Foreman.

Forms, Building and Concrete Con-



Left to Right: Oscar Lionberg, Special Policeman; Peter J. Fraz, Carpenter Foreman; T. E. Riley, General Foreman; A. L. Greenebaum, Assistant General Foreman Concrete; W. J. Reed, Timekeeper.



Office Force.—Left to Right: E. J. Murray, Accountant; F. P. Madden, Timekeeper; Miss Bergstrand, Stenographer; F. J. Nevins, Chief Clerk; Miss Abbott, Clerk; P. E. Joseph, Traveling Time Accountant; J. L. McCormick, Clerk.

sary to go back as far as 72d street, near Hamilton Park, and raise about a quarter of a mile of tracks and right-of-way which had been formerly elevated.

The organization for the execution of the work is shown on page 19, and is as follows:

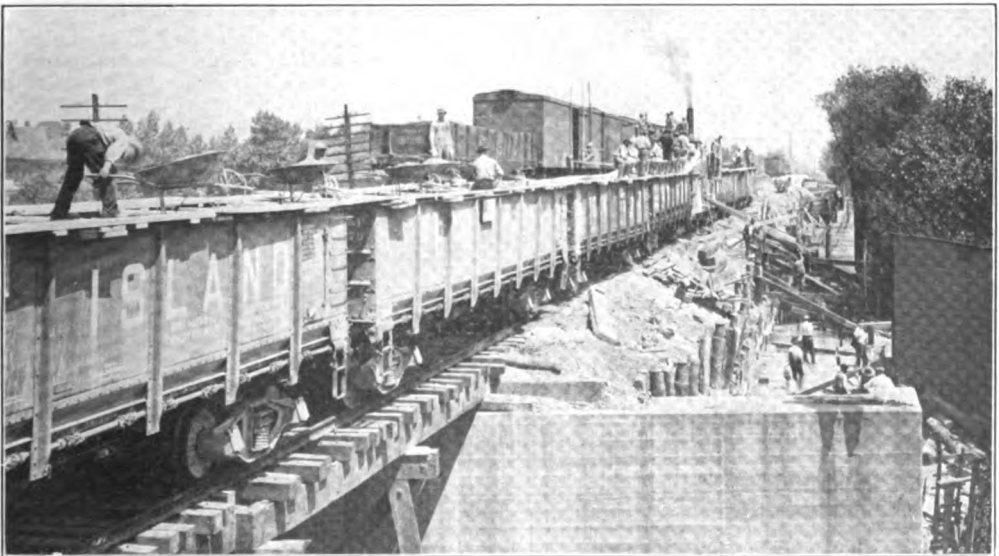
Clerical and Accounting, F. J. Nevins, Chief Clerk.

Engineering and Inspection, C. P. Richardson, Assistant Engineer.

struction, A. L. Greenabaum, Assistant General Foreman.

Bridge Erection, P. Franz, Assistant General Foreman.

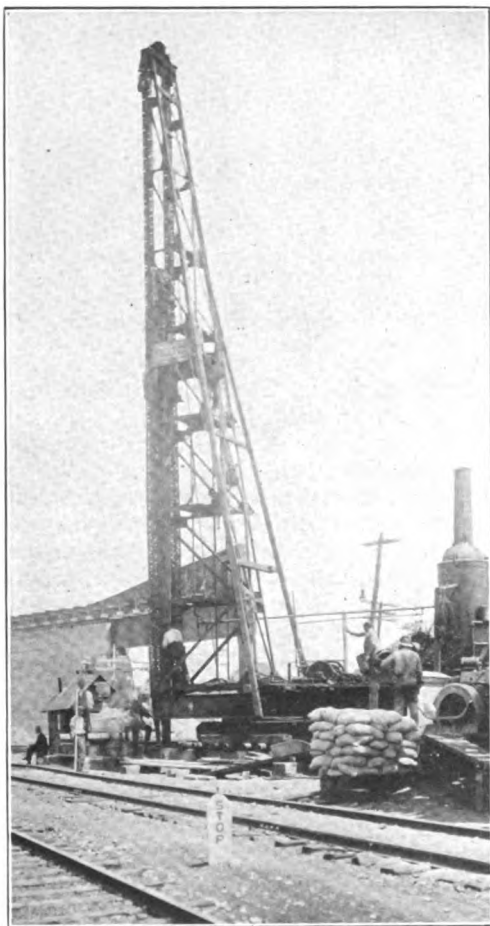
The detail plans for the 79th street bridge across the Western Indiana is of special design, and is prepared under the direction of the Bridge Engineer, Engineer W. M. Martz being especially assigned to this work; the other steel work



Mixer No. 3.—Working on Foundations.

in the subways being looked after by Engineers Davis, Timberlake, Auerbach and Fuhs, who make a specialty in concrete work—while Messrs. Christensen and Meindl have handled the building details.

The first year's work covering one of the most important section of the Rock Island track elevation program, is now well along, and August 5th will mark the



Driving Foundations.

beginning of the "home stretch" towards the goal, which in this case is the turning of traffic over the elevation, which it is expected will be done this fall. The result of the year's work shows a handsome saving in time and cost over the estimates and figures submitted by outside parties. The success so far of the work is thoroughly diversified between the various departments of the Rock Island, and it is seldom that a piece of work of this size and character has been

performed, which has called for more thorough co-operation between the various departments than will be found here. While every department of the railroad has been more or less brought in, the ex-



Assistant General Foreman Concrete and Gang—Left to Right: Terrence Lynch, Thos. Agnew, Frank Barber, L. J. Ryan, A. L. Greenebaum, Assistant General Foreman Concrete; John Lorrigan, James Johnson, Harry Axelson, Peter Clarke, Norman D. Dawson.

ecutive, law, purchasing, telegraph, supply, accounting, operating, insurance, mechanical, car and real estate departments have been directly and frequently brought



Assistant General Foreman Track and Sub-Foremen—Left to Right: Mike Provensco, John Sheahan, C. B. Teller, Assistant General Foreman Track; Wm. Moran, Pat Cotter.

in, and at times being an important factor in the work; the law, operating and purchasing (or life blood) departments have been particularly invaluable.



Carpenter Foreman and Gang—Left to Right: Daze Conley, Lefe Jones, E. J. Curtis, Peter J. Franz, Foreman; Robert Patterson, Thos. Smith.

INSPECTION OF CARS.

The book of instructions issued by the Operating Department on May 18, 1914, covering uniform inspection and carding of empty box cars, cooping cars for grain loading, and stripping doors of cars loaded with flour, contains some very valuable information, and all concerned should familiarize themselves with these instructions in order to save the empty haul on equipment, claims for damages and establish the good will of all shippers by furnishing cars in proper condition for loading certain commodities.

The book contains a set of detailed instructions covering inspection of empty cars, and conditions required to properly card them for loading flour, cement, grain and rough freight. It also contains a number of cuts showing the inside and outside of freight cars, and the conditions they should be placed in for loading certain commodities.

We quote from this book of instructions the following:—

TO ALL CONCERNED:

Where Car Inspectors are stationed, a careful and **SYSTEMATIC** inspection should be made of all box cars (which are not marked "Bad Order" for switching to repair tracks), after which a card of proper form should be filled out and applied to each side of car, to indicate its fitness to be loaded with flour, cement, rough freight, or to be cooped for grain loading. When cars suitable for grain have been cooped, coopers must remove inspector's cards and apply Form 333 to indicate car has been cooped and is ready to be loaded with grain. When flour, cement and grain carded cars are loaded, shippers should detach cards and present to agent with bill of lading. Cards should not be removed from "rough freight only" cars unless they are repaired and put in condition for higher class lading.

At stations where there are no car inspectors, agents will make necessary inspection of cars which they have occasion to load, and which have not been inspected and carded as above indicated.

When empty box cars have been repaired, they should be inspected and carded in accordance with the following classification before leaving repair track:

The maximum use cannot be obtained from our box cars if first-class cars are loaded with commodities which:

- (a) Damage the floor or lining.
- (b) Stain or saturate floor with oil or grease.
- (c) Leave a stench, making unfit for carrying flour, merchandise, etc.
- (d) Could, with safety, be loaded in a car in poorer condition.
- (e) Could, with safety, be loaded in a car of different class.

To reduce to a minimum the difference of opinion between car inspectors, the following rule has been provided, specifically indicating the "parts to be examined," and "conditions required" to properly card cars for various classes of lading.

If careful and systematic attention is given to each of the "parts to be examined," there will be less occasion for dispute, and greater efficiency obtained from our cars.



AN INGENIOUS BRIDE.

Newedd—"Did you sew the button on my overcoat, love?"

Mrs. Newedd—"No, darling, I couldn't find the button, so I just sewed up the buttonhole."

THE TREACHEROUS PIECE OF MIND.

By Gerrit Verkuyll.

Have you ever met with people of whom you felt thoroughly convinced that their positions were too small for them? Just lately I have met so many that the idea appalled me, and I am compelled to tell about it.

Only a few days ago I came across a railway station agent whose appearance and conversation were in striking contrast to the lowliness of his office. His powers were at their zenith; for he was of middle age. He understood his work, used cultured language and was evidently well read. Yet, here he was, far away from his family, at a point in the northern forests where no town was as yet located; where only with considerable difficulty he could secure a lodging, and earning a salary that betokened the lowest rung of the ladder. Much of his splendid talent most certainly went unused.

Two years ago I had met this same man in connection with religious work. He was then residing with his family in the little town in which his loved ones still remain and in which they were highly valued. He filled the highest position his company could offer in that place. The newly organized church depended upon him to a large degree, and heartily did this man and his family take hold of the work.

But even that position was not really big enough for him. Eight years ago he was the agent at one of the chief railway centers in the state, having subordinates with him to whom he could commit the drudgery part of the work. He enjoyed a comfortable salary and was daily growing into a more likely candidate for the highest services that might be demanded of him. But suddenly he found his increased qualifications lying fallow. Headquarters found it proper to use his splendid powers no longer. They sent him to a smaller place. And why?

For no reason whatever except that at a time of special strain he had given his superiors a piece of his mind. For five years he had worked with remarkable fidelity. Often he had served with sacrificing loyalty, but once he became impatient; he told them things about themselves which he considered true. But it overbalanced all the years of faithful service.

How splendid a fellow he really was, appeared when, after his degradation, he served again with similar fidelity. How hard it must seem to be loyal to those who appear unjust! Yet, for more than seven years he stood the test. Then the trial became greater than he could bear. The consequence is the box-car station in the northern woods.

Two days after meeting this man I came to a home that showed every sign of refinement. Monthly magazines were in evidence and conversation showed considerable culture. Imagine my surprise when

I gathered that the husband was a section hand. It was my privilege to meet both him and his "section boss" and there was no room for questioning the latter's mental inferiority. Why should the greater serve the lesser man? Because that more capable man could never retain a crew; he was too liable to give them a piece of his mind.

That piece of mind has laid aside as many talents as any other evil. It has put honest politicians out of office and choice pastors out of churches for which they were well equipped. It has sidetracked promising youths and misplaced innumerable men of great power. Men of fine character, such as one likes to meet, never afraid of tackling hard jobs and able to cope with taxing prob-

lems, are cut off from the service of their generation by their "piece of mind."

This is the pith of the reason. The person who gives others a piece of his mind treats himself and others unfairly, because a piece is not the whole. The largest and the noblest parts of the mind are suppressed. If the whole mind were given—the intelligent head with its knowledge and experience; the healthy will that stands back for no difficulties; the really big heart, back of it all, then the impression would be quiet different. It is the fact of the gift being fragmentary that makes the affair so damaging; it is one-sided. A mere piece of one's mind is almost certain to be a dangerous gift.

L. C. L. SHIPMENTS AND BILLING WEIGHTS

G. T. BURKE, Agent, Western Weighing and Inspection Bureau, Oklahoma City, Okla.

This article is written especially for the agents in the Oklahoma district, but deals with three subjects that perhaps need attention on our whole system.

In the Oklahoma district our agents are apparently unaware of the vast importance of paying close attention to the matter of properly marking and packing L. C. L. shipments, and the following lines are based on shipments that have actually moved through Oklahoma City from points in Oklahoma district. We believe that a plain heart-to-heart talk with the agents through the columns of this magazine will help to remedy matters.

Figures from the claim department prove that poor marking and packing are costing thousands of dollars every year. Of course, we cannot expect to make the whole system good all at once. But we can, and if we try sincerely, we will make our district a hundred per cent better than it is, at present. Now, Mr. Agent, let us get together on this matter and see just how you can help and see just how you can help to get down to details.

The next time Mrs. Smith comes to the station with an old pulpboard box filled with jars of fruit going back to the folks, said pulpboard box being filled with a hundred pounds of fruit, when its capacity is only 40 pounds, and box is tied with an old string or rope, when Classification Rule 42 provides for sealing with glue and paper strips,—just say to the lady that you are sorry, but she will have to pack that fruit in a wood

box or barrel, in excelsior packing, before you can accept it. You can and should insist on this, and you have the Western Classification and the management of your company to back you up on it.

Or when Joe Dokes brings a sewing machine down to ship, insist on it being crated so that it is enclosed on all sides in a good strong crate, or if it is a trunk, insist on it being completely boxed with good lumber. You have the authority in the Western Classification for insisting on it, and you have the company begging you to do it. So, Mr. Agent, why not? If it is a buggy, don't let him put a ramshackle crate on it, and be accepted. Insist on a strong crate that will endure the rough handling incident to transportation. If a tub of dishes is presented with a shipment of household goods, don't accept it. Make them use a box; or, if any kind of box or barrel uncovered is offered, turn them down. Make the shipper put a good strong top on boxes and a wood head in barrels. Rule 8 of the Western Classification is your authority. Enforce it. It is no good if you don't.

If success is to be attained on the packing question, and if we know it will be because "Everybody is doing it," from the general manager down, just keep in mind this rule of the Western Classification: "Goods must be securely packed before accepting." Also keep in mind the fact that the management of the company will stand behind you.

Now, in regard to the marking of L. C. L. shipments. Rule 7 of the Current Classification covers this very conclusively, but to get down to the practical way in which it affects you, Mr. Agent, at your little station:

When Sarah Jones offers her household furniture and personal effects for shipment, marked with little pieces of cardboard, tied on with common twine, don't accept them. Give her some of those linen tags you have in the office, and make her use good strong cord in tying them on. Notice the boxes in the shipment, and insist on any old consignment mark being erased. Efface every mark except the right one, and insist on it being very plain, and do not let them use a small pencil for marking; insist on a brush and marking pot being used, or something equally plain. Remember that when a shipment leaves your station, the Lord only knows where it will go to, and for this reason, try to make a great big effort at doing your part to start it off right.

Next is the L. C. L. weighing. If there is any one sin that will send the agents of this district to railroad perdition, it is the sin of not securing accurate weights on L. C. L. shipments before forwarding; and worse still, is the habit of guessing the weight, and then billing it as though it was an actual scaling. If you only knew the thousands of dollars that are lost in this manner, I surely believe it would make a Christian of you on this question. If you haven't got the time to actually weigh a shipment and must estimate it, for goodness sake, please bill it "Estimated weight," and then the receiving agent will know that weighing is necessary before delivery.

In these days of adverse railroad legislation on the part of the states and government, when it seems that they are trying to legislate us off the maps, it certainly behooves us, who derive our living from the much abused and much misunderstood railroad, to show our loyalty and appreciation, by doing our utmost to protect her interests the same as we would our own.

In closing, will ask you, gentlemen, to let these three things sink into your minds as deep as possible: *Marking, Packing and L. C. L. Weighing*; and let

us join together in making the Oklahoma district an example on these three questions for the whole system.



A PAIR OF BLUFFERS.

Cohen and Levi were playing poker.

The tide of fortune ebbed and flowed until suddenly Cohen said:

"I will bet it \$5 on this hand."

"I will see der five undt raise you five," said Levi.

"See you, undt raise you five more," added Cohen.

"This iss a good hand what I have it undt I must see der five undt raise you five," drawled Levi.

"See der five undt raise you five," coolly replied Cohen.

"Well, I can't let you steal der pots, I have a very good hand myself. I will call you—vot haff you?" said Levi.

"Queens," said Cohen.

"How many?" asked Levi.

"Vun," said Cohen.

"Dot's good," said Levi, quietly.



HEALTH HINTS.

(From The Fidelity Club.)

Keep cool! Good advice, but how?

Can't always do a perfect job of keeping cool can we? But it'll help a lot to—

Avoid alcoholic drinks—of course.

Avoid icy cold drinks—prefer warm drinks—coffee excepted by most people. Warm drinks help perspiration and you are cooler afterwards. Hot milk is good if you can take it.

Avoid meats—heavy pastries and in general maintain a light but nourishing diet.

Be in the open air all you can. Take a good "workout" occasionally—a fast game of tennis, for instance. Walk. Bathe often. Don't hurry. Don't worry. Don't watch the thermometer. Don't talk about "how hot it is today, the hottest of the season." Talk about how cool it is today at the North Pole—then take a swim and get a chill. Wear light clothing—both in weight and color. Keep in the shade.



STRANGE NOISE IN GENERAL OFFICE DISCOVERED.

On the evening of Tuesday, July 14, about 9 p. m., a strange noise was heard on the eighth floor of the General Office building Chicago, in the northwest corner of the court, and in tracing the sound, it was discovered that one of Weber's plate service meals had gone to the head of some hard-working slave, and he was singing into his Dictaphone. Surely, this was not one of the dire results of a supper check. Pat better look this party over carefully the next time he comes down to the lunch room.

EDUCATIONAL COURSE—ELEMENTARY ELECTRICITY—RESUSCITATION

(Reprinted by permission from pamphlet by Pennsylvania R. R. Co.)
(Copyright November, 1913, by Pennsylvania Railroad.)

On account of the Pennsylvania Railroad using electricity in so many different ways at the present time and to caution its employees against the possibility of injury by accidentally coming in contact with dangerous electric circuits and to give them instructions regarding the proper treatment of those who become injured from this source, the following pamphlet has been prepared. This should be carefully studied and understood because it may be necessary on a moment's notice to take proper and immediate action in order to save the life of a fellow workman.

These precautions and the proper instructions are given before any pamphlets on power and lighting circuits or apparatus are issued in order to warn the employees of the possible dangers in the use of such equipment. This applies not only to those who have occasion to handle this apparatus in their daily work, but also to all employees who might be present or in the vicinity where a serious accident might occur, as they could be of assistance in properly treating the victim until the services of a physician could be obtained.

Injury is generally caused by direct contact with a live conductor, though with extremely high voltages, shock may result from coming too close to a live conductor. It is, therefore, obvious that the first precaution to be observed is:

Keep away from live conductors, as far as convenience will permit or safety may require.

Even telephone, telegraph and lighting circuits may be dangerous, as they may become crossed with high potential power circuits at some point out on the line. For this reason, employees whose regular duties do not demand their coming in contact with such wires should not do so intentionally.

The victim may be injured by shock, by burns, or by both, and in falling, he may bruise his body or break some of his bones. Shock is caused by passage of current through the body, some part of which accidentally comes in contact with a live wire. This tends toward a more or less complete paralysis of the nervous system, causing the heart and lungs to slow up and even cease to perform their functions. The degree of injury is largely dependent upon the conditions under which the shock was received. For instance, if the electric circuit be completed by making contact with the body at the shoulder and hand of the same arm, current will pass through the arm and the shock will probably not be fatal, as it is possible for the vital organs to perform their functions without the aid of the arm. If, however, contact be made from one hand to the other, current will pass through the body near the heart and the shock may be sufficient to stop the action of the heart entirely and thus apparently cause death.

It should be remembered that in most electric circuits, one side of the circuit is generally connected to the ground, either intentionally or through a weak point in the insulation. For this reason a shock may be received by coming in contact with the other conductor, which would complete the circuit through the body to ground.

The victim may be burned by the flash from an arc or by the heating of the tissues of the body caused by the passage of current through them. In breaking contact between a live conductor and the victim, or between two live conductors, an arc may be drawn in such a manner as to produce a burn. While such a burn may be very painful, it is not, as a rule, very serious and may be readily treated. If current passes through the body, however, sufficient heat may be generated to burn the victim internally. Such a burn may be very serious, owing to its being inside the body, which makes its treatment difficult.

PROMPTNESS AND PERSEVERANCE.

Accidental electric shock does not always kill,

it may only stun the victim and stop his breathing for a while. The shock is not likely to be immediately fatal, because:

The live conductor may make only a brief and imperfect contact with the victim's body.

The skin, unless wet, offers high resistance to the current.

Prompt and intelligently directed efforts in removing the victim from contact with live conductors, and prompt, intelligently directed and continued efforts in restoring natural respiration, are necessary for successful results. While promptness is essential, undue haste is to be condemned. The failure of the victim to respond quickly to resuscitation should not cause discouragement; the effort should be continued because—

The body depends upon a continuous exchange of air, as shown by the fact that we must breathe in and out about fifteen times per minute.

If the body is not thus repeatedly supplied with air suffocation occurs.

Persons whose breathing has been stopped by electric shock have been restored after artificial respiration has been continued three hours or more.

RELEASE OF VICTIM FROM CONTACT WITH LIVE CONDUCTOR.

Extreme care must be exercised in releasing the victim from contact with a live conductor to avoid receiving a shock. A piece of dry non-conducting material, such as a piece of wood, a coat, a piece of rope, rubber hose, or other material which you are sure is a non-conductor, may safely be used to remove the live conductor, or handle the victim while he is in contact with the live conductor. The use of conducting materials such as metal, moist or damp cloth, etc., is extremely dangerous. Many persons by their carelessness in such matters have been severely shocked or burned while trying to remove a fellow workman from a dangerous position.

Break contact between the victim and live conductor as quickly as possible. Open the nearest switch, cut the wires, or do any other thing that appears to be the quickest, safest and surest method of opening the circuit.

If the live conductor lays on the victim, or on the ground in a dangerous position, a dry coat, rope or other flexible dry non-conductor may safely be wrapped around the live conductor to pick it up, carry it to a place of safety, or to hold it in a safe position. The coat or whatever is used to hold the wire should be grasped several feet from the conductor to avoid receiving a shock.

If the victim is clutching a live wire, or if he is so entangled in live wires as to render the removal of either the victim or the live wire difficult or dangerous, either to him or to the rescuer, the live wire may be safely cut with an axe or cutting pliers having well insulated handles.

In cutting or handling a live conductor, or in handling the victim, be careful to see that the free end of the live conductor does not come in contact with either the victim, the rescuer or bystanders.

If the victim must be touched while in contact with a live conductor, the rescuer should cover his hands with rubber gloves, several thicknesses of dry cloth or paper, or stand on a dry board or other dry insulating surface. If practicable, he should use only one hand.

Send for a physician promptly and have him take charge of the patient upon arrival, but do not wait for him before starting to resuscitate the victim.

RESUSCITATION.

Resuscitation is the act of reviving, or attempting to revive, by manual methods, a victim of suspended animation simulating death, caused by electric shock, drowning, inhalation of gas, effects of cold, surgical or other shock, or the administration of an anesthetic.

If the victim can be made to breathe and to continue to breathe, the major part of resuscitation has been accomplished, and recovery is practically assured. Having freed the victim from contact with the live conductor, artificial respiration should be started immediately without waiting for a physician. Resuscitation may be delayed or discontinued only long enough to carry the victim to a convenient spot where fresh air is abundant, or to remove him to or from a train, and then only for the shortest possible time. Bystanders must not be permitted to collect closely about the victim; this prevents his getting fresh air.

If the accident happens on a train, the victim should be removed to the baggage car, or if it happens on the right-of-way between stations, a train should be stopped and the victim placed in the baggage car. The doors and ventilators should be opened to admit fresh air. Upon the arrival of the train at the first station where a physician is at hand, the care of the victim should be turned over to him and he should be furnished with whatever assistance is necessary to continue the artificial respiration.

The operator should quickly feel with his fingers and remove from the victim's mouth and throat any foreign substance such as tobacco, false teeth, etc.

He should not stop to loosen the victim's clothing at this time; every moment of delay is serious.

The victim should be laid on his belly, with arms extended forward, as shown in Fig. 1. His face should be turned to one side in such a manner that the nose and mouth will be free for breathing. An assistant should draw the victim's tongue forward.

The operator should kneel, straddling the victim's thighs, and facing his head. He should place the palms of his hands on the muscles of the victim's back over the lower ribs. His thumbs should parallel the victim's back bone, and his fingers should spread over the lower ribs, as shown in Fig. 1.

He should hold his arms straight and swing his body forward slowly, bringing his weight to bear gradually upon the victim as shown in Fig. 2. Pressure is thus applied over the lower ribs by the heels of his hands, compressing the lower part of the chest and the abdomen, and forcing the air out of the victim's lungs. This movement should take from two to three seconds, and pressure must be applied gradually and firmly—not violently. Excessive pressure may injure the internal organs and sudden thrusts do not resemble natural respiration.

He should immediately swing backward to quickly remove the pressure. The hands should be kept in place, thus returning to the position shown in Fig. 1. Through their elasticity the chest walls expand and draw fresh air into the lungs.

After two seconds the double movement of compression and release should be repeated, making a complete respiration in four or five seconds or twelve to fifteen respirations per minute. If a watch or clock is not visible the operator should follow the natural rate of his own breathing, swinging his body forward with each exhalation, and backward with each inhalation. While doing this an assistant should loosen any tight clothing about the victim's neck, chest or waist.

Artificial respiration should be continued without interruption for at least three hours, or until natural breathing is restored. The movement should be continued for some time after natural breathing has begun. In continuing the movement, the operator should be careful to keep his movement in step with the natural breathing of the victim. In stopping the movement the operator should see that the victim continues to breathe; if he stops, artificial respiration should be started again immediately.

The above method is known as the Schaeffer or Prone Pressure method.

Liquids should not be given by mouth until the victim is fully conscious. A physician only may administer stimulants; this should not be attempted by any other person.

CARE OF THE VICTIM.

In handling the victim, burned parts should not be touched or irritated if possible, and in artificial respiration pressure should not be brought to bear upon burns.

During the period of restoring natural respiration, an assistant should keep the victim warm by applying a cover and by laying bottles or rubber bags filled with warm—NOT HOT—water beside the body.

If hot water is not available, rubbing the body or limbs with the hands or some rough fabric will produce the same result. Care should be taken not to rub the body at any point where the skin has been burned.

Blisters must not be opened.

A raw or blistered surface should be protected from the air. If the clothing sticks, cut around it; do not peel it off. A dressing of soft material should be applied to the burn, and this, or the cloth adhering to the wound, should be saturated with a solution of baking soda (one teaspoonful to a pint of water) or the wound may be coated with a paste of flour and water.

Cover the dressing with cotton, gauze, lint, clean waste, clean handkerchiefs, or other soft clean cloth, and hold lightly in place by a bandage.

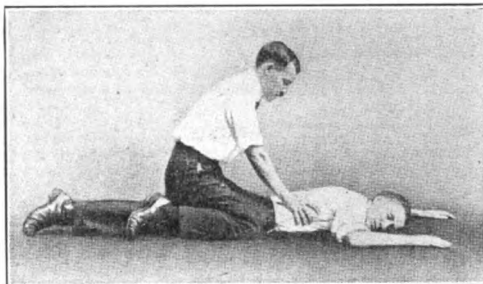


Fig. 1.

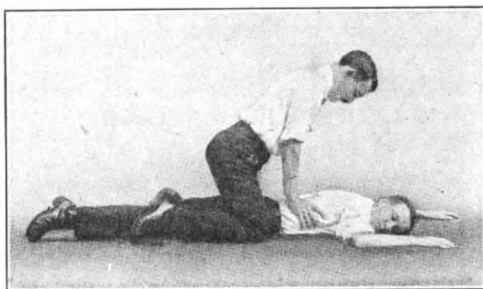


Fig. 2.

Similar coverings should be lightly bandaged over dry, charred burns, but *without* applying oil, acid or other liquid dressings.

After regaining consciousness, the victim should be watched carefully to see that he does not exert himself except in moderation. Violent exertion is liable to cause the breathing to stop, recovery from which is doubtful, although the same methods should be followed just as persistently as at first.

CONCLUSION.

While the above instructions may be readily comprehended, experience has shown that instructions, and even demonstrations on the part of others, are not sufficient in themselves to sharply fix the details of the operations in mind. Actual practice in the movements is necessary to insure a correct understanding of the ends desired, and the proper methods of accomplishing them. It is, therefore, necessary for those who desire to become proficient along this line, to go through the manipulations from time to time as both patient and operator.

PROBLEMS.

- 1.—What is the first thing to be done with the victim in case he has received a dangerous electrical shock?
- 2.—Describe fully several methods which may be used in removing a body from contact with a live wire without danger to the rescuer?

- 3.—(a) On what do all such methods depend.
(b) What articles should not be used to assist in removing a body?
- 4.—How would you cut a conductor if it was laying on the victim or if he was entangled in it?
- 5.—After removal of the body from the live conductors what are the first three things to be done?
- 6.—What is resuscitation?
- 7.—What should be the position of the patient when the work of resuscitation is begun?
- 8.—What should be done while placing him in this position?
- 9.—Why is the position of the head in this method so effective?
- 10.—What should be the position of the operator's body at the start?
- 11.—Where and how should he place his hands?
- 12.—What is the first movement which the operator should make?
- 13.—In making this movement, should his arm be held rigid or otherwise?
- 14.—How much time should be consumed in making the first movement?
- 15.—Describe the second movement and how much time should it consume?
- 16.—How much time should be consumed in the two movements, and why?
- 17.—How long should artificial respiration be continued?
- 18.—Who would be best qualified to say that artificial respiration may be discontinued?
- 19.—What may be done by persons other than the operator to assist in the resuscitation?
- 20.—Should any liquid stimulant be given the patient before breathing is established?
- 21.—After the patient is fully conscious, how would you treat any burns which he may have sustained?
- 22.—What is necessary in order that one may be ready to use this method at any time?
- 23.—Do you think you could properly perform the "prone-pressure" method of resuscitation which is described in this pamphlet? If not, why?



'WARE THE RESULT IF YOU CONSULT THE LEGAL CULT.

By W. P. W.

The business man may cheat me and sell me shoddy trash,
The green goods man may beat me and hand me phony cash;
The tough may overtake me and swat me on the jaw,
And evil men may break me, but I won't go to law.

I'd lose my bunch of plunder, and lose it like a sport,
Before I'd make the blunder of going into court;
I'll sidestep all the lawyers until my dying day,
The tireless, costly lawyers who talk men's lives away.

I'd rather burn my roubles and have a merry blaze
Than load myself with troubles to last me all my days;
For law means grief unending and walking on the floor,
And every bone you're spending calls for a dozen more.

The law has only magic for those who practice law;
The victims find it tragic as on their rolls they draw.
It drives its dupes to madness, to poorhouse or to jail,
It leaves but woe and sadness along its slimy trail.

A million men are broken who once contentment saw,
Before these words were spoken: "We'll now invoke the law!"
Oh, shun it, gentle reader! Gaze not upon its face!
Sidestep the gifted pleader who'd "like to take your case."

"A SLIM CHANCE FOR JIM."

Memorized From Pere Marquette Magazine in 1911 By L. D. Oyler, Operator.

The Operator sat in his office, his countenance furrowed with care,
His mind at the bottom of his business, and his feet at the top of a chair,
The chair-arm his elbow supporting, his right arm up-holding his head,
His eye on the dusty old desk with different tariffs spread,
He paused for lo, on the threshold a slow and heavy tread,
A farmer entered the office and these are the words he said:
"Good morning, Mr. Operator, how are you coming today?
I'm glad you're in the office, for you fellows are always running away,
But laying aside pleasure for business, I've brought you my son Jim,
And thought perhaps we could be making an operator out o' him,
He's not much good at working and was never known to steal,
But he's always prompt at one thing, he always gets 'round to his meal,
He don't take to nothing but victuals and will never be much I'm afraid,
So I thought it would be a good idea to learn him the telegraph trade,
His weight is too light for the farm and his judgment rather thin,
So I thought perhaps could be making an operator out of him."
The operator sat in his office and looked the old man in the eye,
Then glanced at the grinning young Jimmie and mournfully made his reply.
"Is your son a small unbound edition of Morse and Continental both?
Can he spur up his spirit when necessary and strangle a natural oath?
Can he leave all his wrongs to the future and carry a smile on his cheek?
Can he do an hour's work in a minute and live on fifteen per week?
Can he courteously talk to the public, the rich and impudent dunce?
Can he keep things in good order and answer half a dozen at once?
Can he work all the wires on the table with a quick and reliable touch?
And be sure he knows how much to know and when not to know too much?
Does he know how to spur up his virtue and put a check rein on his pride?
Can he carry a gentleman's manners within a jack-ass's hide
Can he be all, know all and hear all with courage, faithfulness and vim?
If so, it's possible we can make an operator out of him."



ANOTHER WAY TO SAVE.

Harry Bowlus, station agent at Topeka, saves carbon paper and at the same time facilitates his work by pasting on the inside of the back cover of his station way bill book a piece of carbon paper just long enough to fold over the blank. It is always at hand and one piece lasts until book is used up.

COLORADO STATE LANDS CAMPAIGN IN PROGRESS

The State Land Board of Colorado will offer at public auction at Colorado Springs, beginning September third, and at Limon beginning September tenth, 400,000 acres of land in territory served by the Rock Island Lines. Most of this land is appraised at \$5 an acre and cannot be sold at less than the appraised price. It will be sold for one-tenth down and the balance in eighteen equal annual installments, interest at 6 per cent.



Farm Scene in Eastern Colorado, Where State Lands Are to Be Sold to Homeseekers in September.

This is the first opportunity that the Rock Island Lines has had to offer to homeseekers land on terms that will compete with Canadian lands. For several years 75,000 Americans a year have been going to Canada to buy land because Canada offered land at a low price with a small cash payment and twenty years in which to pay the balance. Conservative men have estimated that these Americans have taken to Canada from \$1,000 to \$5,000 per family.

This offer of lands on long-time payment has drained American farms of much of its best blood and millions upon millions of money. The Colorado lands are of the same type as the Canadian lands, but have the advantage of a much longer growing season and a mild winter.

The only hindrance to a large movement of homeseekers this year to all points in the Southwest is the terms of payment demanded by land owners offering lands. Most of these men insist on \$5 an acre or more in cash at time of sale and the balance in three to five years. These conditions absolutely bar out the hundreds of thousands of homeseekers with limited capital. Such men must secure land with a very small first payment, and the balance extended so that it can be paid from the income of the land after furnishing a good living for the family.

All Rock Island employees will rejoice that the Colorado State Land Board has offered the necessary conditions in lands along our own road. If this sale is successful, and it will be, the Colorado board has two and a half million acres more to sell. This

large area is not directly adjacent to the Rock Island Lines, but every acre is in territory that contributes to Rock Island traffic.

Some of the old Rock Island men are afraid of Eastern Colorado because it has been settled and depopulated four times. The thousands of men that have been forced to desert Eastern Colorado were grain raisers. Dairymen and stockmen have prospered. In this campaign we state as strongly as can be done in words, that anyone going to Eastern Colorado to raise grain is certain to fail; that it is the country for the dairymen and the stockmen.

H. M. COTTRELL,
Agricultural Commissioner.

SAND.

I observed a locomotive in the railroad yard
one day;
It was waiting at the roundhouse, where the
locomotives stay;
It was panting for the journey, it was coaled
and fully manned,
And it had a box the fireman was filling full
of sand.
It appears that locomotives cannot always get
a grip
On their slender iron pavements, 'cause the
wheels are apt to slip;
So when they reach a slippery spot their tac-
ties to command,
And to get a grip upon the rail they sprinkle
it with sand.
It's about this way with travel along life's
slippery track,
If your load is rather heavy, and you're al-
ways sliding back;
If a common locomotive you completely un-
derstand,
You'll supply yourself in starting with a good
supply of sand.
If your track is steep and hilly, and you have
a heavy grade,
And if those who've gone before you have
the rails quite slippery made
If you'd ever reach the summit of the upper
tableland,
You'll find you'll have to do it by a liberal use
of sand.
If you strike some frigid weather, and discov-
er to your cost,
That you're liable to slip upon a heavy coat of
frost,
Then some prompt, decided action will be
called into demand,
And you'll slip 'way to the bottom if you
haven't any sand.
You can get to any station that is on life's
schedule seen,
If there's fire beneath the boiler of ambition's
strong machine,
And you'll reach a place called Flushtown at a
rate of speed that's grand,
If for all the slippery places you've a good
supply of sand.

—Coal Trade Journal.



SAFE DEPOSIT.

"Safe deposit" began, in a crude way, with the dawn of history. The caveman of the time of the mastodons placed his valuables, which consisted of utensils of war and the chase, ornaments and skins to cover himself and family, where they would be beyond the reach of his enemies. This form of self-preservation is one of the first laws of nature. Primitive man's depository was the hollow of a tree or a cavern in the rocks. With the growth of civilization the places of protection of such things as represented the wealth of various peoples improved, as did their habitation and mode of living. By the time the ages had rolled down to the Egyptians, Greeks and Romans, the place of deposit of the rich men of those times was in openings of heavy masonry walls or floors of temples and villas, the door being in the shape of a huge block of stone, which was laboriously removed and replaced after each visit for deposit or withdrawal. There are passages in the Bible and other evidences of these having been locks on city gates and of fortresses of the ancients which, though cumbersome and simple in construction, were unmistakably the origin of the tumbler locks of today. In medieval times there began to be locks which, although extremely large and unwieldy, were of some mechanical ingenuity; a little more complicated and more difficult to open than those of earlier times. The keys were so ponderous as to constitute quite a weapon of offense or defense to the watchmen or goalers who carried them. The key of an ordinary street door was thirteen or fourteen inches long and of a public building or street or quarter of a town was two feet or more in length.

Coming down to the history of our country, the safes and locks in the early 1800s were, in their simplicity of construction and the ease with which they could have been opened or destroyed by present day methods misnomers, but there were fewer bank burglars then and no ingenuity in the profession, mere strength and awkwardness being the method resorted to in cracking a strong box, as they were then called. Old Stephen Gerard's currency chest was a box of basket-woven straps of iron, ponderous handles and heavy lock, with a huge key. It evidently was strong enough for those simple times, as there is no account of its having been looted.

With the growth, progress and increasing prosperity of the country in all lines, thieves

and criminals increased in number and skill. It brought forth a new business, that of constructing safes and vaults for the bank and office. The first output of such concerns was in the form of a double-walled sheet iron affair, the intervening space being filled with a mixture of various materials to make them fireproof. Safes of such construction are still made and sold, but naturally there has been improvement in the material, manner of holding plates together, arrangements of the bolt work, locking device, etc. For many years the safe maker seemed to have had the better of the safebreaker, the combination had been discovered and put into effect, steel money chests were placed in fireproof safes, making a depository which appealed to the small banker and office man. Bank vault construction, too, improved—sheet steel lining inside of brick or masonry walls made its appearance, followed by what is called laminated plates—that is, alternate layers of hard and soft steel, were used to prevent drilling, and various schemes resorted to, such as "stepping" and backing the doors in an effort to make the joint water tight.

One of the greatest discoveries of all times in connection with bank safes and vaults was that of the time lock—about the year 1870. Up to that date there was nothing to prevent a cashier being routed out of his bed in the middle of the night by desperadoes, dragged to the bank and by various acts of brutality compelled to open the doors and hand out the coin and currency. The time locks not only put an end to that possibility, but prevented even an official, employe or any one else unlocking the door before the time at which the clocks had previously been set to open.

With the discovery of the application of explosives to safe-breaking the wily cracksmen saw the pendulum of accomplishment swing in his direction to the degree never known before and as a result safes supposedly burglar proof and country banks by the dozen were blown and robbed. It no longer required a first-class machinist to ply the nefarious trade. Any tramp with a cake of soap or ball of putty with which to stop up the jamb of the door and a small vial of nitroglycerin, or "soup," in the parlance of the knights of the road, could accomplish more and in less time than the dime novel hero yeggman of a few years before.—C. W. Ogden, Mgr. Fidelity Safe Deposit Company.



CALIFORNIA EXPOSITION FOLDERS ARE ISSUED.

The advertising department has just issued its first folder on the California 1915 Exposition. The folder is printed in colors and handsomely illustrated with views of both the San Francisco and San Diego shows, as well as scenes encountered on the way across the continent, notably in Colorado. A feature that is emphasized is the circuit tour, going one way and returning another, making use of the Rocky Mountain Limited to Denver and returning via the Golden State Limited over the southern route, or vice versa. The diverse route feature should prove an exceptional card during the exposition year, enabling tourists to not only take in the scenic grandeur of the Rocky Mountain region, but both exposition cities.

Kansas City, Mo.....	50.00
Oklahoma City, Okla.....	51.60
Lincoln, Nebr.	50.00
Topeka, Kans.	50.00
Wichita, Kans.	50.00

Usual diverse route arrangements will be available, and correspondingly low fares will apply from all other points.

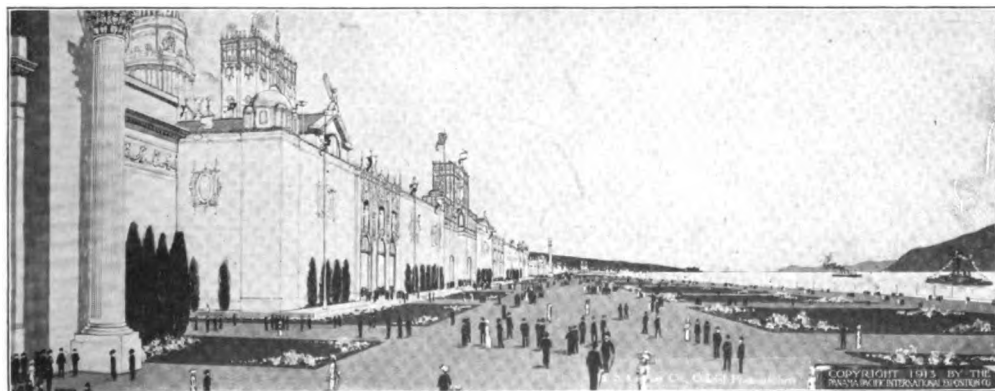
Fares to San Francisco via Portland or Seattle in one direction and direct lines in the other will be about \$17.50 higher than fares shown above for tickets reading via so-called direct routes in each direction.

DATES OF SALE.

Daily from March 1st to November 30, both inclusive, 1915.

LIMITS AND STOPOVERS.

On going trip, stopovers will be allowed at and west of St. Paul, Duluth, Missouri River gateways (Omaha to Kansas City),



Esplanade Panama-Pacific International Exposition, San Francisco, 1915.

The following fares and arrangements will no doubt be available for the sale of round trip tickets to San Francisco, Oakland, Los Angeles and San Diego for the expositions to be held at San Francisco and San Diego next year:

Chicago, Ill.	\$62.50
Peoria, Ill.	59.25
St. Louis, Mo.	57.50
Memphis, Tenn.	57.50
Little Rock, Ark.	57.50
St. Paul, Minn.	63.85
Minneapolis, Minn.	63.85
Omaha, Nebr.	50.00
St. Joseph, Mo.	50.00

Memphis and New Orleans.

On return trip, stopovers will be allowed at all points west of and including Chicago, Peoria, St. Louis, Memphis and New Orleans.

FINAL RETURN LIMIT.

Three months from date of sale, but in no case later than December 31, 1915.

For more complete information see Passenger Traffic Department Circular No. A-1336.



SPECIAL TRAINS FOR ELKS' REUNION IN DENVER, COLO.

Jersey City Lodge No. 211, Benevolent

Protective Order Elks, were among the many organizations using Rock Island Lines to Denver for the national reunion of the order in July. The following letter commending the excellent service given this party is typical of the experience of the various lodges using our lines:

"Elks' Special, Across Colorado, July 12, 1914.

"The exceptional service furnished us in the dining car attached to our train between Chicago and Denver has pleased us to such an extent that we desire to express by this means our great appreciation of the competency of your steward in charge, Mr. W. H. Selover. While praising your service in the highest terms, we would also commend his diligence and ability to you.

(Signed)

"Members of Jersey City Lodge No. 211, B. P. O. Elks' Special to Denver Reunion, 1914."

Then followed the signatures of the sixty-three members of the lodge on this train. Among other lodges handled were the Pittsburgh delegation, accompanied by others from western Pennsylvania, West Virginia and Eastern Ohio, in charge of J. R. Cahill, District Passenger Agent, Pittsburgh, New York City Elks, with delegates and members of lodges from Brooklyn, the Bronx, Newark, Atlantic City, Jersey City and Allentown; Detroit Lodge and accompanying members and delegates from neighboring points; Indiana state delegation comprising various lodges; Boston Elks and others from Massachusetts and other New England states.

Some of these trains went via Kansas City and others via Omaha. The reunion was a great success, Denver sustaining her reputation for hospitality in every respect.

The official Oklahoma train was in charge of J. F. Emerich, traveling passenger agent of Oklahoma City. This was a five-car special carrying delegates and members of various lodges from the "Youngman's State."



FAMILY MEETING IS HELD AT PITTSBURGH.

Considerable space was devoted by the Pittsburgh papers to a family gathering of Rock Island Lines passenger department officials in that city recently, as shown by the following from the Pittsburgh Dispatch:

Indicative of the growing importance of Pittsburgh as a convention point was the "family meeting" of Rock Island Lines passenger traffic department officials and representatives here yesterday. From the head of the department down they were in attendance from the entire territory east of the Mississippi River, the conference having been called to consider matters in connection with solicitation and particularly in connection with the heavy travel anticipated during all of next year. Sessions were held in the assembly room of the Oliver building morning and afternoon, between which the visitors, together with many local passenger men, were guests of J. R. Cahill, dis-

trict passenger agent of the system here, at luncheon in the Union Club, following which, notwithstanding the informality of the function, brief talks were made by Charles S. Fee of San Francisco, passenger traffic manager of the Southern Pacific; Col. Samuel Moody, passenger traffic manager of the Pennsylvania Lines West; Ira S. Bassett, commissioner of the Pittsburgh Commercial Club, and L. M. Allen of Chicago, passenger traffic manager of the Rock Island, who explained the innovation of holding the meeting of his staff so far from home as due to the central location and accessibility of Pittsburgh, adding that the experiment had resulted so satisfactory that it would be repeated. The following named men were in attendance: Passenger Traffic Manager L. M. Allen, General Passenger Agent W. J. Leahy and Assistant General Passenger Agent P. A. Auer, Chicago; General Passenger Agent J. A. Stewart, Topeka; General Passenger Agent George H. Lee, St. Louis; S. L. Parrott, general New England agent, and E. H. Dexter and A. W. Gibbons, traveling agents, Boston; R. S. Graham, district passenger agent, Buffalo; L. H. McCormick, general agent passenger department, and J. T. Crawford, traveling agent, Chicago; H. I. McGuire, district passenger agent, and Fred Anzer, traveling agent, Cincinnati; F. A. Haas, district passenger agent, Cleveland; J. F. Powers, district passenger agent, Indianapolis; K. E. Palmer, general Eastern passenger agent, and John J. Falvey, traveling agent, New York; H. M. Brown, district passenger agent, Philadelphia.—Pittsburgh Dispatch.



SUGGESTIONS FOR TICKET AGENTS.

The saying of "Thank you" to a passenger at the time money is collected for a ticket is a very gracious thing. It is highly appreciated and starts the passenger on his journey in a pleasant mood. It reflects favorably on the management and creates friends. Try to get into the habit of saying it at each sale.

Be especially considerate toward old and infirm persons, and to those not accustomed to travel. In his intercourse with the railroad the passenger meets the ticket agent and the conductor only, and if he is well treated by both, he will call it a "good road" and give it his future patronage.

In issuing tickets, the three most important things to observe, and to constantly keep in mind are:

(1) The reduction to one-half tickets sold for children between 5 and 12 years old.

(2) The reduction to second-class of tickets for which the second-class fare is collected—including endorsements like "Colonist," "Special Exc.," etc.

(3) The routing of tickets according to tariff instructions.

When a half fare or a second-class ticket is asked for, REDUCE THE TICKET AS SOON AS IT IS TAKEN FROM THE CASE, and before it is Stromberged, the destination written in, or stamped,

LETTER OF THANKS FROM GENERAL PASSENGER AGENT.

Following is copy of a letter that speaks for itself:

"Mr. G. M. Whitehead, Conductor, Rock Island Lines, Eldon, Missouri.

"Dear Sir: Your memorandum of July seventh, advising that on train 24 that date, W. T. Terrall, waiter on dining car 1648, mashed his finger so badly he was unable to serve the passengers, and that you, Brakeman Sam Silber and News Agent W. H. Schroeder, served the guests, to the amount of seventeen.

"I am very glad, indeed, that your regard for the company's interests prompted you to meet the situation in the way you did, and I wish you would thank Brakeman Silber and News Agent Schroeder for their courtesy and consideration.

"It is most gratifying to know that our employes have sufficient interest in the company to go outside their regular duties to contribute to the comfort and convenience of our patrons.

"Yours very truly,
"GEO. H. LEE,
"General Passenger Agent."



CO-OPERATION FROM AGENTS.

The following letter from T. G. Smith, agent at Seminole, Okla., shows a spirit of co-operation with the work of agricultural development carried on by the company that is commendable:

"Beg to acknowledge with thanks receipt of the copies of the Southwest Trail, devoted to sweet clover. Will hand them to the best and most influential farmers of this vicinity and boost its growth. * * * Again thanking you for the literature and for any other publications you may get out in the future, which will be placed in the hands of good farmers, I beg to remain, yours for an increase in revenue and tonnage along our lines."

(Signed) T. G. SMITH, Agent.

Incidentally it may be remarked that such co-operation will bring about the increase in revenue and tonnage desired.



EFFICIENT AS ALWAYS.

(An Oklahoma attorney wrote us under date of July 23, 1914, complimenting some of our employes for their efficient service, and enclosed the following article with reference thereto:)

"I must have a letter from you every day while I'm gone," were the words last heard as the partner of my heart for twenty-five years was pushed into a Pullman for a six weeks' trip.

"You shall have it, and more!" was the enthusiastic promise of reckless affection, and the train was gone.

But how to fulfill so rash a vow, was the question. The itinerary was known for every day, even to the train and date of return. It was easy to comply with the hope and fulfill the promise on the going trip,

and during the absence to the return. No man—no manly man, will break a vow whose fulfillment will contribute to the happiness of the "dearest on earth."

Consider the predicament. How shall a letter reach one starting to return from New York City, via Chicago? And then the inspiration. Will not the employes of the railway company now act as the agent of cupid? Can they be depended upon? Or will they rather say "Who cares whether a letter is delivered or not?"

A letter was written addressed to the ticket agents at the Union Depot at New York, and at Chicago. They read:

"Kindly deliver the enclosed important letter to Mrs. ———, who will be taking a train out of your station via ——— Railway at such a day and hour."

The love missive was enclosed in a separate sealed envelope. One was likewise addressed to the agent at Kansas City, Mo., and to the Supt. Eating houses at McFarland and Caldwell. Each contained its sealed message of affection.

What is the bet? How many of these letters were delivered? Were half of them delivered? There were enough and to spare to make good the average if one-half were delivered. What do you say?

Let the truth be told. Every letter was delivered within five minutes of the time set for the appearance of the person addressed. Efficiency? Well, some!

Will those who so accommodated now denounce the writer of these missives? Rather let the company and all know that for efficiency, accommodation those thus involved in the test proved 100 per cent perfect. This testimonial is the sole reward which I can make in return.

F. L. B.



Waterville, July 21, '12.

Quebec Central Railroad,

Dear Sir:

I got familee wid 16 childrens on it. Mos all of it come two on one tam and I tink you call heem twin. One of it come tree tam at one tam and one tam she come only one.

All of it is small on. I lak for go down on St. Brownlee for mak visit wid my hole man for about two week and I wrote on you for ax you goin give me excursion rate for took all de childrens over dare.

Qou don't was going lef me hav day specil rate. I don't was goin for mak visit. If you got some secon han tikit I jes as soon use it as use notin. De more quick you mak answer on my letters de more quick I goin find out wat you was did.

Tank you,

EMIL CONTAIN.



SUCH IS TRADITION.

"Tsabel has been married four times and complains her latest husband is the worst of the lot. Won't stay home of nights."

"Well, the last match always goes out."

MERITORIOUS SERVICE

Mr. M. Hale, section foreman, Des Moines, Ia., has been commended for discovering brake beam down on extra 1697 June 29th, and called attention of trainmen by giving stop signal so that they could stop the train and remove the brake beam, which was on car 502627, C. M. & St. P.

Mr. A. Eaton, section foreman, Salina, Kansas, has been commended for his action in taking the crew of engine 566, which died near Salina to that point so the matter could be reported.

Mr. C. R. Varnes, operator, Horton, Kan., has been commended for his action on June 11th, when extra was called at Horton west for Nebraska Division at 6:10 p. m. and account of wire trouble the dispatcher was unable to reach Horton until 6 p. m., when he found that Mr. Varnes had arranged for the extra to move to Sabetha.

Mr. A. C. Graham, brakeman, Herington, has been credited with ten merit marks for firing engine on extra 2047 east June 18th when regular fireman was sick.

Mr. C. B. Marr, conductor, Mr. Wm. Marvin, engineer and Mr. D. E. Kreite, water service man, have each been given ten merit marks for valuable service in repairing telegraph wires between Marvin and Versailles and between Leeton and Pleasant Hill February 23rd, 1914.

Mr. W. R. Roehrs, section foreman, has been given ten merit marks for flagging extra 1920 at Mile Post 26 and 20 poles account brake beam dragging.

Mr. Walter Votaw, section foreman, has been given ten merit marks for recovering and replacing draw bar in MK&T car 2135 containing lumber for St. Louis, thereby avoiding serious delay to car.

Mr. P. J. DeVitt, conductor, El Reno, Okla., has been credited with ten merit marks for services rendered in extinguishing fire, set by train 710, June 30th, near Lone Wolf, Okla.

Mr. Floyd Smith, porter, El Reno, Okla., has been credited with ten merit marks for prompt action taken in assisting to extinguish fire set by train 710, June 30th, near Lone Wolf, Okla.

Mr. J. T. Faulk, brakeman, El Reno, Okla., has been credited with ten merit marks for prompt action taken in assisting to extinguish fire set by train 710, June 30th, near Lone Wolf, Okla.

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

Mr. Robt. E. Rice, Cedar Rapids, Ia., recently secured three passengers from Cedar Rapids to Calgary.

Mr. A. W. Haight, conductor, Amarillo, secured two passengers over our line for Fort Worth on train 44 into Amarillo on June 30th, who had anticipated using another line.

Mr. E. D. Snyder, conductor, Amarillo, on train No. 44, July 7th, was instrumental in securing passenger over our line so far as Wister, final destination, Springfield, Mo., after the passenger was intending to use another line.

Mr. H. W. D. Hart, agent, Ramsdell, Texas, has been very zealous in getting together a bunch of Bohemians in the vicinity of Ramsdell to patronize our line on a trip which they contemplate taking, and which is very likely to result in a party of one hundred or more coming to locate along the Rock Island Line.

APPOINTMENTS.

Effective July 1, Mr. A. B. Copley was appointed assistant general manager with headquarters at El Reno, Oklahoma.

Effective July 15, Mr. J. E. Geisler was appointed general car foreman at Manly, Iowa, vice Mr. Ed Buker, resigned.

Effective July 21, Mr. J. P. Bell was appointed acting roadmaster, headquarters at Peoria, jurisdiction over Sub-Division 2-A and that portion of Sub-Division 3 between Peoria and Milan, vice D. D. Lehan, assigned to other duties.

Effective July 1, Mr. A. E. Walker was appointed superintendent, Arkansas Division, with headquarters at Little Rock, Ark., vice A. B. Copley, promoted.

Effective July 1, Mr. H. E. Allen was appointed superintendent, Louisiana Division, with headquarters at El Dorado, Ark., vice A. E. Walker, transferred.

Effective June 24, Mr. W. E. Haberlaw was appointed roadmaster with headquarters at Rock Island, Ill., exercising jurisdiction over the territory from M. P. 170.75 to connections with Iowa and Missouri Divisions, West Davenport, also territory Rock Island to Milan, including the Cable and Sherrard Branches.

Effective July 12, on the St. Louis Division:

One Roadmaster's District will be abolished, and division divided into two Roadmaster's Districts, as follows:

District No. 1 to extend from Union Ave., St. Louis, to M. P. 155, including Carrie Ave. Yard and Olivette Connection.

District No. 2 to extend from M. P. 155 to Leeds Junction, including Una Tie Yard.

Mr. V. B. Simpson is appointed roadmaster of District No. 1, with headquarters at Eldon, Missouri.

Mr. N. T. Blackwell is appointed roadmaster of District No. 2 with headquarters at Windsor, Missouri.

Effective July 1, H. E. Reyonlds was appointed assistant air brake instructor in charge of Instruction Car 1800, assigned to First District, headquarters, Des Moines, Iowa.

R. C. Earlywine was appointed assistant air brake instructor in charge of Instruction Car 1801, assigned to Second and Third Districts, headquarters, El Reno, Okla.

Hamilton Watch

"The Railroad Timekeeper of America"

These railroad men from different parts of America are representatives of thousands of others who have carried Hamilton Watches for years with perfect satisfaction.

Reading Down—Engineer George Daniels, Frisco System.
Conductor Charles H. Ames, New York Central Lines.
Engineer Geo. Eno, Burlington R'te.

Below—Left to Right—Engineer Frank Hockenburger, Denver & Rio Grande R. R.
Engineer B. Crites, Rock Island Lines.
Engineer Robert W. Kidd, Norfolk & Western Ry.

**PROCEED
with
Caution!**

If "Safety First" is your motto, let "Hamilton Time" be your watchword.

For proof of Hamilton Accuracy and Durability you do not need to go outside your own circle of fellow workers. Strong praise of the Hamilton may be heard in any group of railroad men whenever watches are mentioned. The number of Hamiltons on American Railroads that maintain Official Time Inspection grows larger every day.

The Hamilton Watch is made in all standard sizes and sold by jewelers everywhere. For Time Inspection Service, Hamilton No. 940 (18 size—21 jewels) and No. 992 (16 size—21 jewels) are the most popular watches on American Railroads and will pass any Official Time Inspection. For general use you can buy a Hamilton Watch from \$12.25 for movement only (in Canada \$12.50) up to the superb Hamilton masterpiece at \$150.00. No extra charge for Safety Numerical Dial on new Railroad watches.

Write for Hamilton Book, "The Timekeeper"

It pictures and describes the various Hamilton models and gives interesting watch information.

HAMILTON WATCH COMPANY
Lancaster, Pennsylvania
Master Builders of Accurate Timepieces





AMARILLO DIVISION NOTES.

By Sorghum Bill.

On night of June 15th, another heavy rain took out a 24-in. C. I. pipe at M. P. 836+10 poles, one-half mile east of Ende. The nature of the soil will not stand for much water and washes very quick. The only remedy was to hitch the big line to it and drag it all out of the hole and plant it in a more favorable spot with plenty of rock for head and tail walls, which was done.

Our little Dispatcher was snapped off for a big 'un. W. H. Gross going to El Reno and Tom Gavin coming to Amarillo. Tom is one of the old class and well liked all along the line. He is the right kind.

Our General Agent, H. W. D. Hurt, of Ramsdell, was courting bad luck pretty close. His baby swallowed an open brass safety pin. "Not a safety first pin." But it evidently had a through ticket. The baby seems to be all right now, but it is dangerous to leave anything around where babies can get them to their mouths. They're all for the stomach.

Mr. McCurdy Section Foreman, Ramsdell, and daughters made a trip to Ft. Worth and the Gulf Coast. The old gent is out on the line, fresh as ever. But the girls are either hid or married. They haven't showed up.

Mr. Danver and Clewer made a trip to the mines at Dawson, N. Mex., and they report quite a system up in the mining region. Saw something new, of course.

Our genial Roundhouse Foreman, H. W. Blanchard, took a vacation for himself and reports having a good time. He is one of the hardest working men on the mechanical staff.

Jack Lansing, Agent at Jericho, is off for a spell, visiting and taking in the sights and changes along the line. He saw "me" at M. P. 861+12, where several of us were "busy" rolling C. B. T.'s and Iron Mountains around in the mud.

Harvest hands are at a premium in the Panhandle. They are paying \$2 to \$3 and board. But the usual jigger for breakfast is "omitted now." But the regular rains are holding up the work some and the prices are such that the farmers are not much in a hurry to unload, which has a good effect on the railroads. By not rushing the demand for box cars, etc., makes it a steady business for us and we can keep the supply of cars equal to the demand so far.

Wheat is deceiving this season. While most of it will weigh up to 62 pounds to the measured bushel, the fields do not have the amount in them. For instance, fields that ordinarily went 14 to 20 bushel now register 12 to 17 bushel. This is on account of heavy pasturing of stock all winter and spring. But there is worlds of it in acres.

W. L. Barrows made his first start as Section Foreman at Lark and looks like he will make a promising youngster. O. R. Walling, ham resigned and is now on the "Denver." A good man, too.

Dudley McKindree, formerly Foreman at Ramsdell, and in the blacksmith business later at McLean, could not resist the temptation and has again gone back to the track, and is foreman at Wildorado. Mack is a good one.

We are having considerable clatter in among the Section Foremen. They are all getting the "motor car fever," and I expect they will all give the "old man" the "go by" when they get lined up with their 8 H. P. Mudge engines.

Calvin C. Gruhlkey has joined the fleet around the Roundhouse and Repair track. He looks like a "hogger" now, judging by the grease on the duds when he lands home nights.

Mr. Grier is on the inspection list now. Some of the other car men are taking a vacation.

Gus Glinos and his life-saving gang, are busy on the west division, fixing up the bad spots. The "Humbree's" are scarce and only the bum element is available. But we get along just the same.

R. H. Turner, Roundhouse Foreman at Sayre is the busy merchant at that port, lining up the Pelicans. When the wheat and melons roll heavy, things will be normal again. "Heavy on the lampblack, Bob," the shiny kind.

Mr. Van Hecke, Gruhlkey, Srote and Maud 4400 made a complete hip and check of the Division the second week of July and it can be truthfully said Mr. Van Hecke is there on track matters. The continued rains made the first 30 miles east of Tucumcari as bad as it could get and at one spot we stopped and put in 7 ties which had been broken on a curve and high fill account of soft dump. Mr. Van Hecke played his part like an old-timer and seemed to enjoy a day at hard labor. Our appetites were good for dinner, believe me. "Give her more hypo, Alex."

We have at the present writing more soft and rough track than at any time in the three years I know of. But for having the best set of engine and trainmen and pull-togetherers we'd been up against it, that's all. With less trouble and damage or derailments than ever, proves the assertion. Yet we are not going to give up the idea that we aren't going to get something to fix up our end in the near future, and if we ever do, down here is where there will be some moving done. We can and will make good. "No forks needed."

Our genial superintendent, Mr. Walker, has taken a flight to Ark Div'n. "Bully for him." A. E. W. is all right. He got his start right here. Never a failure left here yet. They all start at the zero mark and soon jump to the 100 mark.

It is rumored here that Mr. H. E. Allen is superintendent at Eldorado, formerly of the Amarillo division, who also made through with all kinds of trials and tribulations, you might say. When it was pretty wild out here, and nothing to start something with, only men who are out and up against these kind of propositions can realize what great work can be accomplished. He, like other superintendents that have been here, knows. All the old-timers out here are glad to see him back with us and can only congratulate him through the Journal for the present, and the little favors granted through the many ups and downs are not forgotten. "Three cheers for Allen."

Our sincere friend, Mr. Shedd, of the Safety Bureau, was a pleasant caller the 10th, and believe me, he is a character in himself. He has that faculty of getting you interested at once. He is right on a level with you. You feel at once that you are talking to a man who seems to make it a pleasure to meet and greet you and always on business, as well as social affairs. He is indeed the right man at the right place, and makes more friends among the men and for the company than any man I know of. He seems to have made an art of every accomplishment that belongs to a man of the organiz-

ing class and he sure can feel safe that he has the Amarillo division at his back, both on safety and social affairs. He has a life membership card to our camp, both free and paid for. Come often, old scout. P. S.—He had a brick in his pocket for Mr. Farley, our agent. But I bet when the two old-timers met they forgot the "brick."

Mr. Van Hecke was an El Reno visitor first week in July, and came back in good humor, indicating that things must be going on right, which of course makes us all feel good.

I got a letter from an old-time Rock Islander up in Portland, Oregon, working for the Portland Light & Power Co. Some way he gets the Journal and seems to keep track of the old-timers around El Reno, but in his letter he said something of the news from El Reno and Panhandle stopped and "Sorghum" was about the only one on the job from there, saying anything. Bless your soul, Fred Reimer, that ain't it. The El Reno bunch and the Panhandle are working themselves to death trying to keep out of the way of the Amarillo bunch of long horns. They are too tired to do the stunt, or else too much red lemonade selling now.

Fred was in the Panhandle offices a long time and was a good boy. He is now married and seems to be thoroughly settled down at Portland, but anxious for the Journal as ever. I've not been in El Reno in two years and don't know what the boys there are doing. But I am, sure there are some good live wires there that ought to connect up. Funny how an old-time Rock Islander never forgets. Never mind the pretzels, Fred, bring in the stein.

A good many of our towns are shutting down their business houses. All of them, on say a Thursday or certain day each week, and every soul goes out to work the roads and are doing a whole lot of good. I got up against it proper when I blew in on a work train, figuring on a clean shirt and a shave and my jacket filled, and lo and behold I found out why I didn't get them. Look out for that day.

The forepart of the month Bro. Wilmoth of Erick, finished up 1,050 feet of road to the elevator which was sand, hub deep, by grading the crown and covering it with 10 inches of clay. It's a dandy too.

Everybody has a dark day. Mr. W. Lawler, section hand, Shamrock, was over to Yarnell to relieve Mr. Thomas, who is very sick, and his wife was low before him. It was the good favor of Engineer Chapman, who dropped off a note that Mr. Lawler's baby had died and he got right back in a few hours to find his wife also very bad. In connection with this I want to say that we have a bunch of fellows on this division that don't hesitate to help out in a case of this kind and it is appreciated. The fact that no pains are spared to get word to the right one quick, even to line up the passenger and stop and pick a man up. Somebody must get credit for this kind of favor.

It's pretty hard to meet with fate, but there is no going around it, and while I am on this subject I want to fully thank each and every one of the men and their wives and neighbors that helped to lift the burden off of myself and family during our recent trouble, in which we lost our only daughter, Mrs. Roy C. Hardenburg, age 21, and four days later the baby, Warren Homer, aged 8 months. It has left us pretty sore, but the kind and sympathetic friends and neighbors help to lighten the burden as well as in each case they further made things pleasant with the grand display of flowers. Rev. Pryde officiated in each case, and to thank these folks is not the end of it.

Roy C. Hardenburg made a trip to Guyman, Okla., to take his folks home. He is again at the Roundhouse at his usual work. Mr. O. E. Denton, Agent San Jon, is taking a vacation.

Conductor Dan Booth and family are enjoying a few days in Kansas and the East.

W. D. McClure is still a bachelor, from all accounts.

Mr. Barnes' folks came home from their visits.

It's the cloth in your overalls that gives the wear.

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Standard for over seventy-five years

The boot on the back is your guarantee



The importance of wearing OVERALLS, SUITS, COATS and JUMPERS made of STIFEL'S INDIGO CLOTH has been handed down from father to son for three generations.

STIFEL'S is the "fabric indestructible"—will not fade—easy to wash and iron.

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Mr. Osborne, Agent Groom, is still out of the office taking a rest, and about to recover from that small smallpox.

Frank Ashmead has recovered from his 30 days' quarantine and is taking in the harvest around Jericho.

Agent Keasler will have his platform renewed with caliche ballast. This leaves only one good platform on this division, and it is "goner."

On the 9th and 10th, Mr. Van Hecke, Gruhlkey and Danver made a trip over the East Division, and of course, could not resist the temptation of stopping in at Mr. Fraser's place, Boydston, and found the folks all well and busy, and the usual treat of buttermilk and cake was in order and very much appreciated about that time of day. Mr. Fraser's neighborhood will load quite a few cars of wheat on the siding this season and we consider Mr. Fraser a part of the Rock Island family.

The write-up of Engineer Bowen and Fireman Perkins was good, and their picture very natural. Billy Williams never passes up a good move.

I haven't seen W. H. Davidson of Ft. Worth in a coon's age. He generally comes to the Plains about now or melon time.

Mr. W. A. Sheahan, of the Colorado Div'n, now on Nebraska Div'n, was our old-time trainmaster on the Panhandle in 1907. We are glad to know he is on the right trail. The old saying is a good one: "You can't keep a good man down." Mr. Sheahan has seen as stormy a time down here as any one ever did between sleets, wrecks, washouts, fires and high water. We all worked hand in hand.

WANTED—To correspond with switch engineers, west of Boonville, Ark., in regard exchange of seniority as switch engineer, have eight years' seniority, change desired on account of health of family. Address Lee Warren, 314 E. 15th St., Little Rock, Ark.

We all certainly are elated over the success of Mr. Copley being appointed assistant general manager on Third District. He is a very able man and universally well liked everywhere. These kind of men will lead, and every support we can give them makes it better for us all.

"Hats up for A. B. C."

Roadmaster and Master Carpenter W. H. Gruhlkey, the good old war horse of this division, who is well and favorably known by everyone, and who is always ready to do anything to keep the wheels going round, had the misfortune to lose his daughter, Mrs. Hardenburg on June 25th, and his baby boy on June 29th. Mr. Gruhlkey and his family have the sympathy of all the employees in their sad bereavement.

(Signed) D. VAN HECKE, Supt.

ARDMORE BRANCH NEWS. G. H. Young.

Well, no, it hasn't snowed around here lately, but I think we may expect a great change in the weather soon, as the butcher says he is going to take himself another lay-off. Just think laying off again. We hope to be able to report her name by next month.

It won't hardly be necessary to call anybody's attention to the fact that a good rain would be appreciated right at the time this is being wrote. However, don't be surprised if you hear us say something about washouts next month, for between the weather man and (Hon.?) Huerta we don't know who would take the money for being the most changeable. It listens like the modern beanery hash—keeps you guessing before and after.

Small Boy: Dad, will you answer just one more question?

Dad: Yes, just one.

Small Boy: Do you think that this threshing machine advertised in this paper could do a better job than mamma?

In regards to some big American men being mixed up in the Mexican affairs, you can hear lots of people saying "I told you so."

The agent at Milburn says if nothing else

this warm weather you could go nursing.

Has each man done his part? Is each man doing his part? Don't your part consist of doing every possible thing you can do? A certain express company quit business lately—and a word to the wise should be sufficient.

The agent at Russet was beat out of his share of the loose apples and peaches this year by Mr. Jack Frost, but he admits that Aunt Kate can sure raise fine melons.

Grain by grain a car of wheat is wasted, then dime by dollar the company loses, and when it is all going out and nothing coming in you may be sure that you will feel it also.

The section foreman at coal gate says the hotter the sun shines the better he feels, and we can bet our money that if it don't rain soon Jack Johnson had better look out.

Most everybody can remember when just two locals took care of the freight business on the branch, but how about it now? Conductor Litter wants a sign placed at Branch Jct. reading: "Watch us grow."

A cream of wheat smile is on Mack's face from the time he leaves Ardmore on 652 until he gets by Bond going back on 651. We will let you know if any thing should happen that would cause him to have free cigars.

Kinsel, the mail clerk, says roasting ears is easy gotten, that is, if the sun don't roast them before they get big enough, even at that they would be roasted.

Our new trainmaster, Mr. W. H. Dicks, is just another example of our ability (or is it luck) to get the best of men for our boss.

Sam Alldridge advises that Mrs. Alldridge is not yet able to be up. She fell and broke a limb while attempting to get on a street car in Los Angeles, Cal.

With the exception of a stiff hall lantern, there is nothing looks better to a student brakeman than a big bright badge—BRAKEMAN.

Hugh Thompson is sure stingy with all that fine garden. Had you noticed it?

A conversation fenced in with "I's" that looks like a chicken yard is what always comes from so many men that tells you what he will do for the country if you will just vote for him.

We see that the prevailing color for styles will be so and so, yet we don't care much about the color if there is enough of the goods.

D. A. Sweet can figure exactly the per cent of efficiency of an engine, but we will bet a big watermelon he nor no other man can figure out why it is a skirt these days of two yards costs more than the skirt of yesterday that took four and five yards.

The dispatchers are taking their vacations. So far each reports a fine time.

That fellow that goes into the woods without anything on or to eat just to show it is possible to live cheaper would be tempted to buy a sunshade, if he was down to branch, and try to slip one over the reading public. And then the woman on the other side of the United States that is pulling off the same stunt must be doing her own dispatching, as we have no account of a head-on collision account of poor dispatching. In other words don't leave anything for some one else to do that you could do better yourself.

DENVER, COLO. P. J. Quinn.

Sunday, June 28th, the Denver Passenger Association, in charge of W. F. Evans, president of the association, held their annual picnic at Mt. Morrison, Colo., a scenic point on the Colo. & Sou. Ry.

A ball game was staged in the morning, the fast Rock Island team playing the Burlington R. R. team. The Burlington team went down to defeat by a score of 27 to 5. Rock Island boys playing on the team were: Mowry, pitcher; Gorsline, catcher; Dinkel, first base; Blixt, second base; Fair, third base; Orloff, shortstop; Withrow, right field; Griffin, center field; Brown, left field. Needless to say Pitcher Mowry was in excellent form and was never in danger. He pitched



THIS CHART, printed in two colors, describing the method of dismantling and assembling the **BETTENDORF TRUCK**, will be mailed free to readers of the Rock Island Magazine.

Readers of the Rock Island Magazine will readily appreciate the use to be derived from learning all they can about the equipment with which they come into contact daily.

The Bettendorf Company BETTENDORF, IOWA

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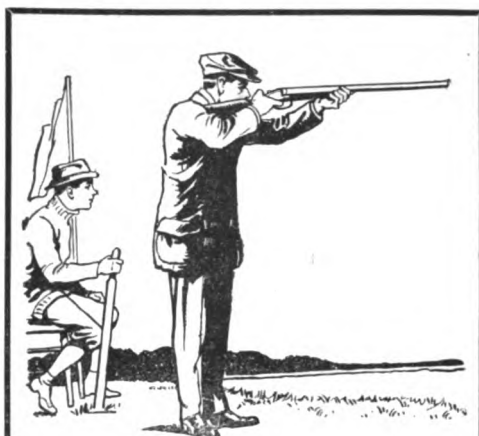
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Pull! — Dead!

Pull! Dead! Do you know that feeling of satisfaction that comes as target after target is broken? The keen pleasure of shooting out your string without hearing the referee call "lost"?

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Wilmington, Del.

a masterful game and the Burlington team is clamoring for a return game. After the ball game a bountiful luncheon was spread under the trees. In the afternoon different acrobatic stunts were pulled off, the main event being a "fat man's" race, which was won by Wm. Burch of the C. G. W. Burch was a dark horse and was a complete surprise. He ran like a scared antelope, and only spilled himself once, but even with this misfortune he easily won over his opponents.

Rock Island employes attending the picnic pronounce it a decided success. Chas. Melen of the Nickel Plate R. R. was a committee of one on amusement arrangements, and, as usual, gave complete satisfaction.

Rock Island people attending were: Mr. and Mrs. M. L. Mowry, Mr. and Mrs. J. H. Brown, Mr. and Mrs. F. C. Clutter, Misses Lucille Dunleavy, Mabel Stewart, Jane Cash'en, Nellie Curry, Messrs. Blixt, Orloff, Rudlo.

J. F. Riddle has returned to the fold, in the capacity of T. P. A.

Miss Francis Winters, who has been employed as telephone operator for the past three years, left the service June 1st, and a few days later entered the matrimonial seas. The telephone position is being filled by Miss Jane Cash'en from G. F. A. office, Kansas City.

B. H. Stiers and R. R. Martin were among the prominent visitors this month.

Thirteen thousand cars of fruit from Colorado is a low estimate on this season's crop.

Mrs. Helen MacKinnon, widow of former T. P. A., Denver, was a Denver visitor and a pleasant caller this month.

S. H. Howe did not win the Elks' auto.

Western Kansas is in the midst of its wheat harvest. Twenty-five harvesters were sent from Denver to help relieve the situation, there being a scarcity of labor.

W. P. fruit specials are beginning to move—the first train reaching the Rock Island July 14th, composed of 17 cars deciduous fruit.

"It's cool in Colorado."

ELDON, MISSOURI, NEWS.

By B. H. Walrond.

Chief Clerk J. P. Self returned Tuesday after taking a trip through Kansas, Oklahoma and Texas, also visiting his brother, J. L. Self, in western Oklahoma.

Night Clerk O. D. Taylor has returned from his ten day vacation in New Mexico. Orvil says you could not give him that country as a gift.

An average of 15 cars of wheat per day are being loaded on the division and the prospects are that a total of 1,100 cars will be loaded this year.

J. L. Moss, assistant engineer, has been assigned as engineer in charge of the new 1,000,000 bushel concrete elevator which is being erected on the Kansas City Terminal at Kansas City.

H. M. Long, assistant to Engineer Moss, has been promoted to the position of assistant engineer of the St. Louis division.

Supt. H. E. Correll, Engineer A. B. Stanley, J. M. Campbell, postmaster, Bland, Mo.; G. F. Auder Helde, member of the town board, Bland, Mo., all went fishing at Mt. Sterling Monday, June 22, and the reports came back that they were rewarded by a most generous catch. They went from Bland in Stock & Schuenemeyer's and Birmingham's automobiles, returning late Wednesday evening. J. D. Seba, Jr., in company with Dr. Armstrong and Henry Stock, visited the fishermen Tuesday evening and were surprised at the amount of fish they were catching. They took home with them two barrels of fish and on Wednesday evening the fishermen brought in two automobiles full, making the whole catch several hundred pounds. Bill Birmingham was chief cook during the encampment and let us tell you Bill is some cook, and we ate more in one meal in the fishing camp than we did in any way during the whole week. If you want to fish go to Mt. Sterling.

The Rock Island Silvis, Ill., baseball team played the Eldon boys three games, at El-

don, two of them being played on the Fourth of July and one on Sunday, the 5th, one of the games that was played on the Fourth being a game that was scheduled for Friday, July 3rd, but was postponed on account of rain. The Silvis boys were victorious in both contests on the Fourth, winning the opener 4 to 3 and the second one 3 to 1. Preacher Thompson gave a fine exhibition of pitching in the first game, also doing mound duty in part of the second game, the Eldon boys being unable to hit him to any advantage. All the boys here say if he can preach as good as he can play ball that he can be assured of a large audience should he ever decide to favor Eldon with one of his sermons. Sunday's games was won by Eldon by score of 10 to 4. Everybody spoke very highly of the conduct of the Silvis players while off and on the field and expressed a desire to have them come back again in the near future. All of the games were played well by both sides and the consensus of opinion is that Silvis has a crackling good ball team.

L. R. Burris accepted position as night agent at Eldon, effective Sunday, July 12th. Mr. Burris was formerly cashier at Eldon but resigned last September to enter into business for himself.

Mr. A. E. Sweet, general manager; Mr. G. W. Rourke, assistant general manager; Mr. J. M. Brown, engineer maintenance of way, Topeka; Supt. H. E. Correll, Master Mechanic O. C. Breisch, Armourder; Master Carpenter B. H. McNamara and Roadmaster N. T. Blackwell and V. B. Simpson made an inspection trip over the west end of the division July 17th and tied up at Eldon for the night, continuing the inspection of the west end to St. Louis the next morning.

H. S. Bolander, operator, departed July 19th on a short business trip to the state of Kansas.

P. S.—Mrs. H. E. Correll, wife of superintendent, and children, are spending the summer months at Savanna, Ill., with relatives and friends.

HAMILTON PARK NEWS.

King Kinney's Salad Dressing.

It's the talk of the town. What? Why, our new name contest. Every day brings in a flood of suggestions, new names, and congratulations, and yet we have not heard from everybody, and the new name will not be announced until we have, so if you have not yet sent in a suggestion, don't hesitate, even if you do like to tango, send in your selection, it may be the winner, you never can tell, remember "faint heart ne'er won fair lady." A few of the suggestions we have received follow: Sydney Crowley, in the course of a very interesting letter says: "Salad Dressing" sounds good to me, but if you must have a new name, call it King Kinney's Breezy Bits." Jos. Burns thinks KANNED BUNK is the logical title. Joseph Warner, the man who went on to tell that he thought Silvis was like Blue Island, puts in a plea that we retain our present name, as he thinks it fits the columns to a "T." We will do so, Josef, if enough of our readers think the same way you do. C. W. Carlson says call it Kinneyographs. I am in receipt of the following letter from Kansas City, dated July 10th, 1914.

"Mr. H. Kinney,
"Sporting Editor, Rock Island Magazine.
"Dear Sir:

"Think DIPPY DOPE would be an appropriate name for your news column.

"Yours truly,

"I. B. DAM."

I am glad to have your selection, Brother I. B. Dam, and hope that more of the boys along the line will emulate your example and send in a name. I have many other selections on hand and will print more of them next month.

The Auditor Freight Traffic defeated the Auditor Disbursement's baseball team at Hamilton Park June 27th, 1914, 4 to 3. The box score follows:

The Employee's Aid

Wherever you may seek employment, if you can furnish the bond of this Company it will create a favorable impression and add prestige to your application. In addition to guaranteeing the employer absolute protection, our bond acts as a certificate of character.

Whenever you require a bond, apply
to the nearest agency of the

American Surety Company of New York

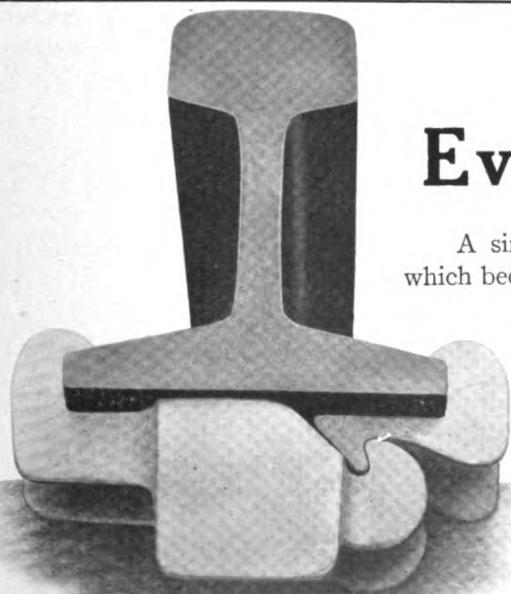
The Largest Surety Company in the World.

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In Use Everywhere

A simple and efficient anti-creeper; which becomes more effective the longer it is in service; being made of malleable iron, it will last the life of the rail, and be capable of successful re-application.

**THE P. & M.
COMPANY**

New York, Chicago, Denver,
San Francisco, Montreal

P. & M. Rail Anti-Creepers

A. F. T.	A. B. R. H. P. O. A. E.
Singer, 2b	4 0 3 6 1 0
Moaut, ss.	3 1 0 1 2 0
Ed. May, 1b.	1 0 0 1 0 2
Thomsen, 1b.	3 0 0 8 0 0
Miller, 3b	4 0 0 2 3 2
Ryan, cf.	3 0 0 0 0 0
Williams, cf.	1 0 1 0 0 2
Lennstrum, lf.	3 1 1 1 1 0
Durkin, rf.	2 0 0 0 0 0
Olson, rf.	1 0 0 0 0 0
Dietrich, c.	3 0 1 8 1 0
Webber, p.	3 2 2 0 3 0
Totals	31 4 8 27 11 6
AUD. OF D.	A. B. R. H. P. O. A. E.
Schwartz, cf.	3 0 1 0 0 0
Dement, lf.	3 1 1 1 0 0
Pickrum, ss.	5 1 0 3 4 1
Lang, p.	4 0 0 2 4 0
Reale, 1b.	4 1 1 6 0 0
Davis, lf.-c.	4 0 0 7 3 0
Larson, 3b.	4 0 2 3 1 1
Pavel, 2b.	3 0 1 0 2 1
Kramer, rf.	1 0 1 0 0 2
Sibley, lf.-p.	3 0 1 1 0 1
Reddy, c.	1 0 0 1 1 0
Totals	35 3 8 24 15 7

Summary: Two base hit—Williams. Home run—Dement. Struck out—By Webber, 7. Pickrum, Davis (2), Larson, Schwartz (2), Sibley. By Lang, 7. Singer, Thomsen, Miller, Ryan (3), Durkin. By Sibley, Olsen. Base on balls—Off Webber, 1; off Lang, 2. Hits—Off Lang, 7 in 7 2-3 innings. Hit by pitcher—By Webber, Dement; by Lang, Olson. Sacrifice hit—Pavel. Stolen bases—Moaut, Sibley. Passed balls—Dietrich, 1; Davis, 1. Time—1 hour 40 minutes. Umpire—Ross.

Harold Alonzo Betse strained his eyes looking out the window. What did you see, Alonzo?

Jno. Kilty will spend his vacation in Dubuque, Iowa, commencing August 17th.

Myrtle Koch has returned from a two weeks' vacation in the country. She looks better than ever.

Wm. Leonard spent his vacation at Niagara Falls and vicinity.

Burt Van Endeeyen (Nick Carter) and Rudolph Freeburg spent a week end recently at Putnam, and returned with a big supply of fish stories.

We have missed Geo. Work's pleasant smile for some time, and only recently learned that he had obtained a three months' leave of absence on account of poor health. It is the sincere hope of his friends that he will soon return.

Jack Whalen has returned from a vacation in the Rockies. He must have found some attraction when he did not have time to drop the editor a postal.

A REEL MOTION PICTURE FROM LIFE.

The news items this month are kind of on the bum—nobody has committed suicide or swallowed a keg of rum. Down in the F. C. A. nothing has happened. As they say "No news is good news" seems to be their lay. C. H. LaGrange is so busy investigating claims that he has no time to flirt with any of the dames. Mr. A. H. E. Grant's rheumatism is bad. He thinks the baseball bug is an awful fad. Grace Hewitt is looking pretty fair. She has invented a new style of dressing her hair. Niagara Falls seems to have made a hit with the boys, for it seems they all went there for their vacation joys. The White Sox have gone up in the race. I can hear the pennant flapping in Comiskey's place. The magazines have just come out. I see them everywhere. Everyone is reading SALAD DRESSING—it's in the spotlight's flare. Miss Hanson gave me an awful look. She must have seen her name in our little book. Chas. J. Markus says that word "Salubrious" is bum, but I am almost tempted to swallow that keg of rum. Jack Kilty says "King, you certainly are there, your stuff is mighty, might fair." Agnes hasn't said a word. Maybe what she wants to say is better unsaid than heard. Edw. C. Conrad's roses are all the rage. He expects to see his name written on this page. C. A. Ross certainly can play ball. If that tree wasn't

in right field he would have had a fall. Tommy Durkin says he would like to wed. I think there is something wrong with Bos-tad's head. Jos. Burns says our stuff is "kanned bunk." Augustus Tickey is feeling kind of punk. But these are things that happen any day, so they don't count in our little play. A reel motion picture from life, she's dancing her heart away. "This picture has been passed by the National Board of Censorship." That's all I will say.

SOME MORE SILVIS.

If you lived in Silvis you would have heard an awful roar, When he read what Warner said, Ulrich Lundeen swore, While Tommy Glynn pulled his hair and said it was a shame That any red head gink would say "Coal Oil" was Anderson's name. Jimmy Hill laughed and chuckled and said his girl was a peach, But Warner, you better keep out of Oilcloth Andy's reach, If you ever come back to Silvis they will hang you to a tree, And then your good friend Gasoline Charley will howl and laugh with glee. But in the meantime Joseff Warner, who kicked up all this fuss, Merely winked and said "Jet Kerosine Anderson rave and kuss, And when he cools down and is not in a rage, He can sell himself for lubricating oil to some busted down garage."

Jos. Stanley spent the Fourth attending a family reunion at his old home in Knox, Ind. Besides being head of the correction accounts Joe is some tennis player, and if you happen to be around Garfield boulevard any of these mornings about 5 a. m. you will discover the Big Boy and Jos. May engaged in an animated tennis match.

The editor recently spent a very happy evening at the home of Mrs. O'Toole, a daughter of old Erin, with Sid. Crowley, Peter Spruit and Jno. Balun. Among the attractions of the evening were Sid Crowley singing "Come Back to Erin," "My Wild Irish Rose" and other Irish airs. Peter Spruit rendered "My Rosary," "A Little Bunch of Shamrocks" and others. Jno. Balun sang "When I Dream Dreams of Erin." Altogether it was a very pleasant evening and I hope it is not the last time I will have the pleasure of hearing those boys sing.

The movies recently caught some of the boys in action, among those roped, Jack Whalen, Jno. Honan and J. Michael Balun appeared prominently. When the picture was shown in a local playhouse, a small boy in the audience on discovering Jack Whalen yelled out "Look at the Turk."

Elma Henrietta Reiners, the popular interline girl, has lost her hand and heart to Robt. Black, formerly of the A. P. T. The engagement was announced June 30th and the ceremony will take place some time in the near future. Miss Reiners is an enthusiastic advocate of women's rights, and was one of the many women who voted at the last election.

Louis Hurwitz and Chas. Sablotni spent the Fourth at Buffalo, Niagara Falls and Goat Island.

By the way, Bill, I mean you. Brother Hartigan, what has become of Vivian?

G. R. Baker has returned after a vacation spent at the Falls, Buffalo and Rock Island, Ill.

Ed. May has fallen a victim to one of Cupid's darts, and will be married to one of "the sweetest girls in the world" real soon.

Madeline Wall is getting to look more like Lillian Russell every day.

Peter Jasper Young, the popular motion picture star, who scored such a big success in the title role "Peter Young in Ancient Rome," spent a week's vacation at Buffalo.

Friday, August 21st, will be known as King Kinney's day. Everyone is requested to wear the organization colors of red and blue.

C. W. Ames spent his vacation at Niagara Falls.

"Lou" Brille recently returned from a visit



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Overalls

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than any other kind because they are made to stand hard service. Heavy weight denim used in every garment and our guarantee back of each pair insures them.

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 If you will write us, giving dealer's name.

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to his old home at Louisville, Ky., and is looking so happy that we are led to believe that wedding bells will ring for "Lou" and some Kentucky girl in the near future.

CANNED INTERVIEWS.

JULIA DAVIES.

Romance was in the air, in fact it was everywhere, when I went down to the A. P. T. to interview this girl, you see. Maybe you don't know her yet, but if you do I'll make a bet, she is the prettiest girl you ever saw, she hasn't got a single flaw, she can talk, and smile, and then some more. Julia Davies has the floor. She is going to tell you the story of her life, a life that has been full of strife. She was born in Hailey, Idaho, not a great many years ago. Her adventures have not been few, in crossing the desert she had one or two. She opened her story with a smile, "I am glad to meet you, stay a while, and listen to my career. There's not much of interest, I fear, I was born out in the woolly west, but I like Gresham the best. You know I live there right along, I really have no favorite song. My favorite story? The one best bet is Shakespeare's "Romeo and Juliet." I crossed the desert at one time, I hope you don't think that's a crime. My one ambition was to be a musician. Don't you think Roy McMaster looks like a physician? My favorite summer pastime is to swim, it reminds me so much of a gym. In the winter time I love to skate down the lake at an awful rate. My favorite hero was a fireman, on the Nickel Plate his cab ran. I often wished I could ride in the engine with him, but he always said, "Nay, Nay, Sunny Jim." I have been with the Rock Island a long time, that's about the end of my rhyme." And with those words she bade me good day, while she slowly faded away.

JOHN G. WHITE.

I have interviewed a married man, one of the A. P. T. clan. John G. White is his cognomen, he is handsome as a Roman. He was born in Chicago in 1888. Illinois is his favorite state. He is bashful and coy, and don't like to talk, and when interviewed he tried to balk. He started off in a sing song, as if an interview was wrong. "I have been four years with the C. R. I. & P., I am married and happy, you see. My favorite pastime is raising chickens, for which my wife gives me the dickens, says she does not think they pay, as they very seldom lay; but I think it's lot of fun to watch my hens scratch and run. I think Salad Dressing is great, I hope next month you give us a big plate. My ambitions are many, but I decline to tell you any. I can not talk any more, so will bid you au revoir.

The following verse was written by H. Beach:

In the Auditor Disbursement's office we have a Miss Wall,

She goes with a friend so beautiful and tall. His first name is Frank, but he is no crank. And we hear they're to be married this Fall.

Chas. "Ginger" Snapp, at one time the star backstop of the Joliet baseball team, when they were the champions of Illinois, is performing wonderful work as coach of the A. of D. baseball club, who hold the proud record of having lost only one game this season. Their record so far this season is as follows:

A. of D., 8; General Auditor, 6.
A. of D., 7; Car Accountant, 7.
A. of D., 8; Car Accountant, 6.
A. of D., 3; Aud. Frt. Traffic, 4.
A. of D., 6; Aud. Frt. Traffic, 1 (3 innings—rain).

Miss Emma Krone, one of the most popular girls in the A. of P. T., declines to be interviewed and says "Why should I want my name in the paper? Get some one who's engaged or going to be married. Do you think I want every one to know I have been here seven years?"

Julia Davies certainly can make some good candy, according to some of the boys in the A. P. T. Why not pass a good thing, Julia? The single men of the A. F. T. defeated the married men at baseball 14 to 6 at Normal Park July 11th.

Our September issue will cause the biggest sensation of the year. We have made another scoop. What is it? Wait and see.

A. Eleder of the general auditor's office was a visitor here recently, and on leaving rose to remark that he had lost his heart to one of our girls. As he did not pause to see the editor, we are unable to announce who the girl is.

The mysterious "B. R." has not suggested a name for our column yet. Why not "Bank Roll?"



HERINGTON, KANSAS, NEWS.

Georgia M. Cullins.

C. H. Rost of Silvis and T. W. McCarty of Horton were office visitors the 10th.

Miss Helen Zimmer of Kansas City was a visitor at the E. J. Baird a few days.

J. B. Rishel, division freight agent at Hutchinson, and A. R. Brasted of Wichita were in town the 3rd.

Oscar Simpson of this city and Miss Vera Dunmire of New Cambria, Kansas, were married at Three Rivers, Michigan. After the ceremony they went to Chicago and spent a week with his relatives, returning home the 26th. Oscar needs no introduction to Herington people, having grown up here and at present being in the employ of the American Express Company. Mrs. Simpson is the daughter of a prominent merchant and Rock Island agent at New Cambria.

A. C. Trobert, formerly private secretary to Supt. A. B. Ramsdell, has accepted a similar position with the superintendent of the C. B. & Q. at Alliance, Neb.

One today is worth two tomorrows, keep hustling.

Patrick Doyle lost his best girl and now contemplates a long trip thro' the Dakotas and to the Western coast. Too bad she can't go with you.

M. C. B. Clerk Collins and wife spent a few days visiting in Topeka.

Mr. Austin, the painter at the roundhouse, returned from Berns, Kansas, where he has been visiting a friend.

Mr. R. Reeves and wife of El Reno, Okla., spent the Fourth with his uncle, William Ames.

F. L. Campion, formerly assistant chief dispatcher here, but now of Eldon, Mo., was an office visitor the 8th. Might be a good plan to take her with you the next time, then you wouldn't be quite so lonesome.

Harold Hallock, timekeeper in the car foreman's office, has taken a ninety days' leave of absence. He has gone to Topeka, where he will take a course in the Dougherty Business College. Will Denton is filling his place and Stub Broddle, the day roundhouse clerk, is filling Denton's place.

Rolland Ross visited Kingman friends the 21st.

Harry Haas, formerly baggage agent at this point, but now in the ice business with his father, put one over on his friends by slipping off to Hutchinson the 22nd, where he and Miss Sadie Taylor of Guymon, Okla., were married.

Fireman S. H. Smith has been assigned to the Salina local.

The stage is set for a Mexican war at the Rock Island shops. The car department has in its employ a Mexican who answers to the name of Villa and the roundhouse has in its labor gang a Mexican named Huerta.

Mrs. G. W. Lawrence visited a few days with her daughter, Mrs. C. W. Balch, while en route from Dayton, Ohio, to her home in Dodge City, Kansas.

Harry Bledsoe of Wichita, William Neville of Fairbury and James Magee of Topeka are new stenographers in the offices.

Mr. Smalley, who works at the roundhouse, is expecting his mother for a visit soon. She is eighty years of age.

Mike Powers, the night coach cleaner, is paying a great deal of attention to a German belle. It takes the Irish to beat the Dutch.

Mr. George McDonald enjoyed a visit from his brother the 4th. His home is at Strong City, Kansas.

The Rock Island baseball team is going good. They have added two good pitchers



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DES MOINES, IOWA

—Mr. Flack and Seigal.

James Lee is enjoying a visit from a lady friend of his who resides at Ellsworth, Kansas.

A. L. Clem and wife, also George McDonald, wife and daughter, attended the wedding of John O'Donnell at Kansas City last month. Here is good luck to the newlyweds.

"CHESTER" got love sick and returned to his old job. No harvest for his; painting looks better.

Operator H. A. Pearsoll and wife have returned from their honeymoon trip to Montana and other Western states. "Happy" still wears the smile that won't come off.

Our attention has been drawn to the matter of some objecting to the different news items printed each month. They are not printed solely for the sake of making fun of any particular party, but to help liven up the news items which otherwise would be stale matter. If you object to your name being used in this connection, please drop us a line notifying us that you don't care to have it used and we will see that it is kept out of these columns. Also, if you have anything you wish printed send it to us and if suitable will print it.

Sitting at our desk on this sultry summer day, we watch the day dreams flit by. Memory plays us no tricks. First comes expectation. Oh, how our thoughts carry us on, that we were up and ready to go. Time flies not half fast enough—finally the clothes are all done, ready to be packed—now they are packed and the great day has arrived. We go home the night before in great glee, hurrah—no more office for mine for a couple of weeks. We arise early the next morning and all is bustle and confusion. The hours fly—faster and faster—we don't believe we will get packed in time to reach the noon train. A happy thought strikes us—call the ticket agent. Hello, No. 4—yes—how's No. 12—hour and a half late. Oh, damper on our spirits, we'll have a little longer time. We finally reach the station in time to bid a few friends goodbye and board our train. Our first lap is reached, we stop and visit a few friends. Then another lap. We reach our changing point hours late account of a wreck somewhere on the division. We manage to catch a short every-station-stop train, then on again we go—till we reach another junction—waiting three hours for another connection. Then oblivion—we never know when we leave the junction—on—faster and faster we speed—we wake, and oh how nice the cool of the morning. The wild roses bloom in great confusion along the right of way. The towns begin to grow a little larger—the people to waken and take notice. We reach one town a little larger than the average—everybody goes helterskelter—away to the country to the picnic—fathers, mothers, brothers, sisters, aunts, cousins and what not—one little boy even drags a small dog by a chain. On we go again. The mines grow larger and now the men are pouring in to work. Exultation is in the air while it is early, but alas wait until the sweltering heat arises—then when they leave for home they are not the happy-go-lucky bunch that entered in the morning. They are toll-hardened men of the world—their faces are drawn and haggard and old looking. They straggle along—slower and slower—their feet lag soon as they reach the outskirts of the city and a saloon—a great many enter. Forgotten are the homes, wives and little children. Their spirits begin to soar. They come out in a great troupe and on to the next saloon. Some drop out, still some stay on till closing time and they are locked out, and having no other place to go they turn their faces homeward if able to. Let us hasten on ahead and glance into one of these homes. It has a poverty-stricken look. The little children are gaunt-eyed and hungry looking. The mother is old looking before her time. She has worked her fingers to the bone, doing a bit of sewing here and a washing there—and now—her sewing machine is gone. She could no longer keep up her installments, and the corner groceryman refuses them credit any longer. Ah—what is that thought that en-

ters her mind? Black brooding thoughts. She shuts all the windows tight, tucks those two little innocent children in bed—then—horrors—turns on the gas jets full blast. When the husband finally arrives home he finds it locked tight, and when he does get in what does he find? All through this awful curse on mankind—saloons—he has lost his home and all it held dear, poverty stricken though it was. They are not all this way, some are just as bright and smart—they have beautiful homes, their wives and children are well dressed and educated. All because they were smart enough to turn their heads the other direction when passing that first saloon on the outskirts of the city. Now they no longer walk back and forth, neither do they work inside the mines. They are the bosses and the owners of these selfsame mines and they ride in their automobiles.

We reach our destination very tired and sleepy. All of our old friends are glad to see us and of course we are as glad to see them. We have dinner, then a short nap, and the fun commences. Forgotten are the office's pencils, ink, pens, and everything pertaining to an office. We've even forgotten how to write. For two glorious weeks we have nothing to bother us but a round of theaters, parks, carnivals, tango teas, picture taking, and what not. The awakening has to come some time, though, and here we are back in the office, plodding along in the same place as before, with nothing but a few memories, perchance a scratch of writing on our fan; maybe a flower or a bow of ribbon with a memory wound in its folds to keep us company and tell of the wonderful two weeks' vacation we have every June.

KANSAS CITY, MO.

By Geo. Chaplin.

Business is on the boom in Kansas City. During the month of June we handled more merchandise than ever before and July promises to beat all records.

Contractors are busy working on the new addition to terminal elevator, which will cost \$250,000. It is expected that this addition will be completed in September. This will increase the capacity of the elevator to 3,000,000 bushels. J. L. Moss is engineer in charge of the work.

Ray Dugan has returned from a week's trip through Western Kansas, where his ranch is located. He reports everything looking fine. C. P. Dawson has returned from ten days' vacation in the South. Paul Slaymaker and Ancel Reuvers left July 16th for Utah, where they will spend a two weeks' vacation.

Harvey LaFrantz, icing inspector, has now a helper in the person of "Old Man" Hughes' son of car desk fame. The ice business has been very heavy during June and July.

John Christian is driving a new Ford.

Ben J. Boody was married pay day, June 15th.

Fred Walton has gone to Ohio on his vacation.

The new Southwestern mill will be finished about Aug. 1st. Roadmaster Green is now putting in 2,000 feet of new track to accommodate the business.

W. D. C. Smith is back on the district again after an absence of several months on special work in Oklahoma.

W. F. Wellman is here putting in a new scale. This is something we have needed badly for a long time.

Earl Gray, bill clerk, has gone to Los Angeles on two weeks' vacation. While out there Earl is going to try to locate his mother, whom he has not seen since he was five years old.

Geo. W. Porter, cashier, visited his home town last month. Plattsmouth expects to have a street car line soon like other large cities, so George says.

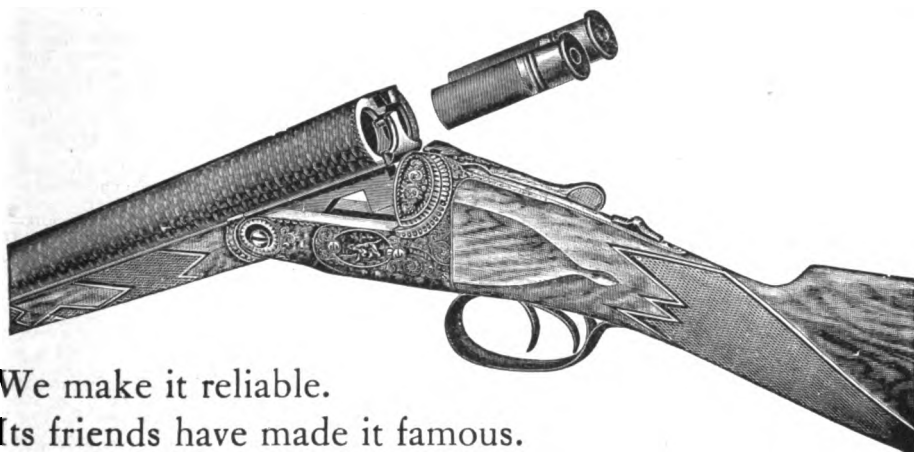
W. D. Fernald, Jr., is to be married the latter part of September.

G. C.

MEMPHIS TERMINAL NEWS.

The new Rock Island freight terminals at Fourth and Calhoun, Memphis, are nearing

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are the successful cars—the cars that give satisfaction—and the reason is the simplicity of our engines. For speed, power, reliability and economy in the use of fuel, they are unequalled.

The car shown above was used by a Western Union Telegraph crew and was equipped with our 3 h. p. engine, pulling the load as shown at a speed of 15 miles an hour.

We build different styles of motor cars for the different classes of railway service; or we will supply the engine alone to anyone who wishes to build his own car. When sold for this purpose the engine is equipped with everything necessary to install on the car except the six bolts used to fasten the engine down with.

Write for our folders and price sheet. We sell cars and engines on an easy payment plan that will please you.

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completion. The freight house is completed and was occupied on Monday, July 6, 1914, and is the most complete and up to date local freight station in the South, and is so considered by every railroad man who has inspected the terminals. The furniture and fixtures are all new and up to date, being of the fumed oak, sanitary pattern.

The entire records from the old freight station at the foot of Adams street were moved to the new location and put in place prior to removal of the office force. When the time arrived to open the new station the entire force was transferred from the old to the new location without the loss of more than an hour's time, and at 7 a. m. Monday, July 6th, several large, heavy vans and motor trucks drove up and discharged their loads into the new freight house with as little confusion as though the new freight house had been in operation for a year. The agent desires to acknowledge the conscientious work of all employees of the local office, warehouse, and yard office in handling the business without delay or confusion during the removal.

On July 14th a delightful rain fell—the first rain for eight long, weary weeks.

Sam Kirk, cashier and champion "tawngo" artist of Memphis local station, made a short trip to his home town, Collierville, Tenn., where he captured all the girls with his cleverness at the tawngo and rag. He's also good at the merry Maxixe.

This same Cashier Kirk and Per Diem Clerk Schlesinger have organized a dancing club. Mr. Schlesinger was criticised by the management of one of the popular summer parks for introducing some movements that had not been seen in Memphis before.

Miss Vernie Reid has accepted a position as stenographer in the office. Mr. J. W. Terry is patiently teaching her all the details of railroading while his wife "has gone to the country."

Mr. Robt. J. Burns, late chief of the Memphis Revision Bureau, after a short sojourn through the West, when he stopped over in Juarez, Old Mexico, for an interview with General Villa, is now chief bill clerk at Memphis.

We claim the lightweight bill desk on the third district with "Happy Wop-ke" Roseau, 113 lbs., and "Sweet Papa" Nelson, 98 lbs. They duze it.

Lem Payne, janitor, who has been with Memphis local office eleven years, is working hard trying to keep the new freight station looking new.

Mrs. S. M. Sowell, car record clerk, was quite ill for several days, suffering from an attack of ptomaine poison.

When the move was made into the new office, Mr. R. E. Trowbridge, inbound revising clerk, mislaid some personal papers, among which, when found, was his will. The only ones mentioned were Mr. T. E. Babb, cotton clerk, to whom he left any unexpired room rent at his death; to Mr. J. T. J. Hanson he will leave his best suit of purple with a pink pin stripe (Mr. Hanson has always wanted it), and to Joe Cittingham he leaves the most valued of his books—"How to Treat the Ladies." Mr. Trowbridge is a very busy man and has very little time to discuss his personal affairs—therefore this disclosure will be interesting to those who have been wanting to know.

Mr. O. Maxev, supervisor of weights, visited Memphis on July 14; Mr. A. E. Walker, superintendent, spent the day of July 7th here; General Manager T. H. Beacom, and Assistant General Manager A. B. Copley also made a visit during July.

Business is very good, despite conditions, and Memphis showed an increase of \$20,600.00 for June over the same month last year.

MOLINE, ILL., NEWS.

By Joe Gstettenbauer.

Our last issue requesting secondhand chewing gum met with a splendid response. We received the "commodity" from all parts. The present supply is overstocking the ca-

capacity of Colson's plant, and he therefore has issued an embargo effective July 5th.

John Harris is going to have his bicycle all summer without any repair trouble, provided he keeps it at home as much as he can.

The switchmen's yard shanty has been turned into a one-chair barber shop. "Billy, the Barber," is chief barber, and trade is booming.

Many from Moline attended the annual Orangemen's picnic at Preemption, Ill. Among the features was an address by Pat McNulty, whose subject was: "Shall We Call Bedbugs Beasts of Prey?"

Mrs. F. A. Smith, wife of our chief clerk, spent several weeks recently at her Texas home.

Ask John Wendt about that new suit. His temperature goes to 116° in the shade when he gives his views of it.

Clerk Colson still spends the noon hours on the phone using the mush vocabulary to some girls who appreciate the distance.

Mr. Wilson, father of former Chief Clerk W. A. Wilson, passed away Saturday, July 11th. The sympathy of Mr. Wilson's former fellow workers are extended to him.

Cashier Goodell "pulled down" some "pin" money by winning \$2.33 recently at a lottery drawing.

J. Harris and family spent a recent Sunday at Monmouth, Ill. John has a brother at this place who does the bending in the giant pretzel factory located there.

Barnum & Bailey's circus played Rock Island on July 24th. After making the rounds of the side shows, Carl Larson claimed some one picked his pockets. He lists his loss as follows: One shoe hook, 1 used-up meal ticket, 9 cents and a canceled postage stamp.

The Fourth of July parade held here was a success, many pretty floats being in line. Many "floats" were still to be seen at eleven p. m. "Nuf sed."

We are in receipt of the following poetry which originated at Cedar Rapids, Ia., and is dedicated to a clerk in Iowa City:

A handsome kid is that Burnett,
Such winning ways, "not yet."
Among the girls as a "winner."
But with the gang a "skinner."
With original jokes he leads all.
Besides the one of "The Garden Wall."

The fishing spirit seems to be buried for the present. Even Wendt forgets to tell of the "one that got away." Wallace Arthur also has quit the sport and has settled back to the checkerboard.

The Black Hawk Division, No. 31, International Association of Yardmasters, of the tri-cities, was recently instituted at a meeting held in Industrial Hall, Rock Island, and Thomas A. Pender of that city was chosen as president of the organization.

The following are the other officers selected:

Vice President—J. J. Flanagan, Davenport.
Secretary—Max Gstettenbauer, Rock Island.

Treasurer—E. C. Evans, Davenport.
Board of Directors—H. C. Higgins, Rock Island, and George Austin and C. Barks of Davenport.

Conductor—John Devine, Rock Island.
Guard—John H. Pender, Rock Island.
The yardmasters will meet once each month.

The national convention of the association will be held in Chicago, June 21, and President Pender has been chosen delegate and Vice President Flanagan alternate to the meeting.

Tom A. Pender is an old wheel horse in the trade union movement. He was one of the few who started the building of the Industrial Home Building in Rock Island. The yardmasters made no mistake when they elected him as president of their organization. He is well fitted for the position, because of his long experience in the labor movement.

MINNESOTA DIVISION NEWS.

H. J. Pixley, Agent Northwood, is on vacation. He is being relieved by Extra Agent Grann.

C. H. Leverich, Agent Washburn, is enjoying vacation. Extra Agent J. D. Smith is relieving him.

W. B. Ray of St. Paul, Minn., is now secretary to Mr. Wallace.

B. F. Mitchen visited at his home in Rock Island July 19th.

Most of the boys from the general office are going on a fishing trip Sunday, the 26th. Some are headed for Clear Lake. Others for Spirit Lake, Ia., and points in Minnesota. Each has a friend who has caught fish at these different places and, of course, we have to give them all a tryout. Chances are we will all come back without even a sucker.

Carl Hammond spent Sunday, July 19th, with his people in Oelwein, Iowa.

C. H. Gruver, Roadmaster, has been on the sick list for past few days.

R. M. Heath, chief dispatcher, has taken his annual vacation and left town for three weeks.

C. R. Hicks, first trick dispatcher, has also left town to spend his annual vacation.

H. W. Walters is filling the chief's place.

R. T. Gorman of Inver Grove is filling in in Hicks' place.

The regular monthly safety meeting was held at this place Wednesday, July 22nd, and a good crowd was in attendance.

Condrs. Jefferies and Cooper are spending a short vacation at a little town called Ortonville, Minn., and from reports are catching all the fish there. How about it, boys?

Condr. A. J. McCarty has taken a short vacation and is spending it at Cedar Rapids.

J. R. McPartland has taken a run between Des Moines and Minneapolis.

Stacey Dignan, bill clerk, has left town for a visit in Arizona and California and expects to be gone 30 days.

N. M. Field has been appointed day round-house clerk at this place and from reports it is some job. How about it, Prof.?

J. W. Lang, general yardmaster at this place, has secured a home and has moved his family. Nothing like living, is there Jim?

A. G. Tjaden has taken Walters' place as first trick dispatcher on the south end and doesn't know what to do with himself after 4 p. m. on account of him working second trick.

F. W. Wilson, supervisor of locomotive operation, spent Friday, July 24th, with his old pals and reports everything running along nicely.

J. H. Shaul and family expect to spend a month or so in and around Denver. He is one of the extra passenger conductors now and looks good in uniform.

We are wondering what has become of Conductor W. P. Sanford, until this writing, but find that he is running on passenger on the south end. The boys wish you all kinds of success.

PEORIA, ILL.

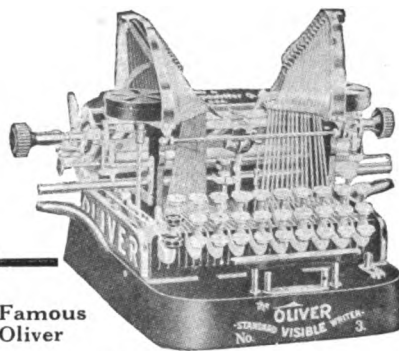
By J. B.

I am a little late, but have been waiting for some news which has not come. Too hot to say much.

Dan Leehan, our Roadmaster, has resigned on account of bad health. He is going to Colorado for a few months and try and regain that health. Dan had charge of the yards as Division Foreman for many years and a few month ago was promoted to Roadmaster for his faithful services as Division Foreman. We will all miss Dan and hope he will soon regain his health and come back and get a better job.

John Bell, who took Leehan's place as Division Foreman of the Peoria Yards, has been appointed Roadmaster. Bell was a good track man and has made the Peoria Yards look like the Garden of Eden. John will make a good Roadmaster, and we wish him success. The Good Book says "By their works we shall know them."

City Ticket Office is quite busy. Warren



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Corvell's City Ticket Agent was telling a party where the cool places were. M. Longfelt was making out a lot of tickets a yard long. Think they must have been for Alaska.

Thos. Phippins, the Operator, was, as usual, busy talking to some young ladies, telling them where to go and keep cool.

At Yard Office all is lovely and quite busy. Joe Hull, the Yard Master, is taking his vacation, but don't think he will leave town. Joe likes Peoria too well.

Dan Clancy, Foreman of Switch Engine 72, got a grain door on his head the other day. Made a bump on top of his head as big as a goose egg. If it had not been for his thick head of hair it might have killed him.

Joe Amfield, the Yard Master's Clerk, took a trip to Chicago not long ago, but did not stay long. Too many people, he said. Would rather be in Peoria where it is more quiet.

NEBRASKA DIVISION.

By M. B. K.

On Tuesday, June 16th, our O., S. & D. clerk embarked on the sea of matrimony with Miss Lola Haines. After a short trip to Colorado and Iowa, Ray is back with us. We all wish them a happy journey. No more loitering around the office after hours. Ray always hears the whistle blow.

Some time between the 25th and 30th of June, Operator C. G. Moore at Smith Center also entered the ranks of the benedicts, going to Denver for his bride. We wish him happiness, also. His account is still charged with cigars and candy.

Friday, June 19th, president's special passed over the Nebraska division. The officials made an inspection trip over the new building at Fairbury.

Operator J. R. Tucker has left Fairbury, having bid in a trick at Haileyville.

J. L. Woolen is again working in the Fairbury telegraph office.

We are glad to have our chief dispatcher back with us again, although he is not quite so quick as before the big game.

Our agent at Fairbury and special agent are looking so boyish these days that some of their friends pass them without speaking.

Miss Ethel Norris is again in the office of chief dispatcher as stenographer.

The families of L. Brien, R. R. Bragg and W. E. Brown spent the Fourth of July picnicking at Lincoln. It was a very lively party that left Fairbury in the morning.

The following from the Sabetha Herald shows the esteem in which at least one of our Nebraska division conductors is held by the public along his line. I have no doubt there are others in this class if we but knew: "If ever a man made friends for his employers, Conductor Duvall, of the Rock Island, is the man. He is on the morning and evening passenger train. Conductor Duvall makes it his business to look after the comfort of each passenger on his train. And when the passengers reach their destination, they remember the courteous treatment they have received."

F. G. Gardner is again on the private secretary desk.

C. E. Kopisch is our new car distributor. We wish him success in the new position.

J. A. Dickens started for a vacation trip June 6th. We hope he is enjoying cooler weather than his friends at home.

Dispatcher McCoy returned from his vacation June 20th and reports having witnessed fifteen ball games in ten days.

C. H. Eaton, agent at Montrose, Kas., together with Mrs. Eaton, are in Chicago and other eastern points picking out bond investments for surplus earnings. Montrose is some place to save money. Relief Agent Gill

is keeping things straight during Eaton's absence.

C. B. Beymer, agent Rydal, now in hospital at Excelsior Springs, expects to be able to return to work in a week or ten days. While not entirely recovered, he is anxious to get in the harness again.

W. F. Luke, agent Du Bois, Neb., and family are taking their vacation in Washington and Canada points. C. S. Cole will endeavor to keep Luke's record on correct balance sheets untarnished while he is absent.

Brother Smart and Fairbury yard crew are now moved to new quarters in freight depot, which is certainly some improvement to the "hut in the desert." Calder, Parker and Archer should have about the "niftiest" place on the railroad as soon as they fix it up.

L. Brien, roadmaster east end, was called to Manhattan, Kas., the 11th, account of serious illness of Mrs. Brien's mother.

ROCK ISLAND, ILL.

G. P. Nissen.

A very interesting safety committee was held at Burr Oak on Wednesday, July 15th, with about twenty-five present. The meeting was of exceptional interest in view of the fact that this was the first meeting of the new safety committee.

J. L. Jensen, roadmaster, says there is nothing like it. He now has three extra gangs inserting ballast and one steam shovel digging out the cut near Wyandot. Jensen says he will have the best track in the world if they will only furnish him the ballast.

F. E. Martin, chief dispatcher, has returned from his vacation, and Harry Thayer is now night chief dispatcher. C. A. Russell is taking his annual vacation.

Who said Clarence Diltz was going to be a bachelor? Did you ever notice him in the evening going along the street all by his lonesome? Not any more. That is a thing of the past. He now has a beautiful dark eyed maiden of about twenty summers escorting him hither and thither. Mostly thither.

For physical directors, see Professor Carl Kenderdine of the dispatcher's office, who has been showing the boys some of the strength stunts. He now tosses the broken journal as if it were a tennis ball. Instructions free for the asking.

The most genial timekeeper on the Rock Island Lines, James J. Rogers, of Rock Island, Ill., has decided to join the ranks of the benedicts and on July 21st will be married to Miss Anna V. Johnson of Moline. Jimmy says there is nothing to this old single life and says he does not like the idea of carrying his lunch with him when he could just as well go home for dinner. Jimmy is very fond of washing dishes, scrubbing floors, washing windows, running errands and the like. For some time the girls in the office have wondered what made Jimmy refuse to have anything to do with them—the mystery is all solved now. Jimmy says he doesn't like to smoke or chew, anyway, and besides it is cheaper and two can live just as cheap as one. The Northwestern Bull Frog never sees Jimmy any more. So far as they are concerned he is a thing of the past. In view of the fact that Jimmy is not very old and not having been around much it was the recommendation of the Rock Island employees at this point that his honeymoon extend only as far as the Illinois division, which recommendation he very heartily accepted. Mr. and Mrs. Rogers will visit Watertown, Cable, Mineral and other important towns on the Illinois division on their honeymoon. After July 25th they will be at home to their friends at 1023½ Seventeenth street, Rock Island. The office force wish to extend heartiest congratulations for a prosperous married life.

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SILVIS, ILL.

By C. O. A.

Roundhouse Machinist Carl Klees and wife are the proud parents of a baby boy, born to them July 9th.

Boilermaker Wm. E. Green was married to Miss Rose Hesh, of Moline, June 24th, and we extend to them our best wishes.

Machinist F. A. Hartline and family expect to spend their vacation by taking a trip to Norfolk, Va.

Our Engine Inspector Wolfe says he will meet all comers in a match of killing flies at noon hour in the Roundhouse office, as he seems to forget he once was a baseball fan.

Machinist C. A. Pillatt and family are spending a couple of months abroad visiting Mr. Pillatt's home in England.

Boilermaker Dobinsky and wife are the proud parents of a 10-lb. baby girl, born at their home, June 30th.

Mr. E. M. Eaton and C. O. Anderson and families spent their vacation at Broun's Lake, Wis., where several families from Silvis are spending their vacation.

Mr. Frank P. Shannon of the Superintendent's office, attended the Elks' Convention at Denver on his vacation. He also expects to spend a few days at Broun's Lake, Wis.

Boilermaker Helper Chas. Gear is laid up on account of sickness.

Mr. J. Benzles, road supervisor of the First, Second and Third Districts, paid us a visit July 17th.

Boilermaker Jack Fulton and wife, are the proud parents of a 10-lb. baby boy born at their home in Silvis, June 16th.

We understand that "Motorcycle Mike" of Moline forced Machinist Ernest Quayle to join the \$12.05 club a few weeks ago for speeding his automobile over Moline streets. Didn't think your gas wagon could do it, Ernest.

Machinist Eugene Lurd and wife are spending their vacation at Peoria.

Hostler C. Newingham is on the sick list.

Machinist O. C. Suehrk has the sympathy of all who know him. Mr. Suehrk's father died July 11th.

Roundhouse Foreman J. M. Kerwin attended the General Foreman's Convention at Chicago during July.

Mr. Ray Henderson, boilermaker apprentice, and Miss Mary Hoenig, were married June 24th, and has the best wishes of the shop boys.

Airbrake Foreman Geo. Glissman and family are spending their vacation in Minneapolis and Chicago.

John W. Wynn, our boiler shop clerk, is spending his vacation with his family, visiting relatives in Nebraska. Oh, those sand hills of Nebraska in July.

Among the smiling faces that through the shop we greet, the face of Johnnie Aubry is the happiest one we meet. The way he struts about the shop, would make your long hair curl. Excuse him, boys, he's daddy of a bouncing baby girl.

Not long ago upon his face, an anxious look he wore,

'Twas the events about to come—their shadows cast before.

That anxious look has given away to one of peace and joy,

For baby is a little girl—he didn't want a boy.

We smoked up one on Johnnie as we smoked up once before,

And hope it won't be very long until we smoke once more.

In race suicide has had no faith, 'taint one of his few sins.

We wish his family all good health, and hope the next one's twins.

Machinist Geo. Guenther is spending his vacation at Kansas City.

Our Tool Grinder James Shannon is back at his old post, after being laid up several months on account of sickness. Glad to see Jim back.

Asst. Machine Foreman C. R. Greer and family are spending their vacation at Fort Madison, Ia., Mr. Greer's former home.

File Clerk Louis Larson spent his vacation in Bureau County trying farm life for a couple of weeks trying to reduce his weight. How about it, Louie?

Boilermaker Conrad Heise was called to Topeka, Kans., account of the serious illness of Mrs. Heise's father.

Locomotive Fireman A. Blazer had a 12-lb. baby boy born at his home July 4th.

Boilermaker Fritz Groene reports a little boilermaker born at his home the early part of July.

Just a few words for Hamilton Park:
Our deluded friend Warner of Hamilton Park

Has wiggled his ears and imitated a lark.
When poor Kaybee caled on him once more to tell

Why he still thinks Silvis is just like Blue Island,

The bunch that crosses the viaduct o'er
Then cross it again, yes, and cross it twice more,

And the sun beating on them he goes on to tell

Proves (in his mind) that Silvis is just like Blue Island.

In the mechanical office Joe's name don't appear,

So he must have worked in the yard office while here.

This office is south of the tracks as we know.
Now how could the south wind blow in cinders like snow.

He didn't like office conditions while here,
Though why he did not is not very clear;
This bustle and energy he misnames "Pell Mell,"

Perhaps that's the reason they sent him up nearer—Blue Island.

Now, Joe, don't blame C. O. A. for this dope,
The guilty one is not very much a "white hope."

More than fifty years old, I just want to tell
That you are living closer than Silvis to—Blue Island.

Toolroom Foreman J. W. Pike attended the General Foreman's Convention at Chicago during July.

Machinist Carl Adams is laid up on account of sickness.

Machinist Guy Ogline is spending his vacation at Denver and Salt Lake City.

Last evening I read in the papers
An item which went on to tell

That our handsome young clerk, Vernie Miller

To Dan Cupid's archery had fell.
"Poor fellow," I thought, here's another

Quite anxious in harness to get;
Did you think it all over, Friend Vernie

E'er you "hooked up" with the fair suffragette?

And you slipped one over on daddie,
Tho' he hasn't got much for to say.

He's convinced of the truth of the adage
True love will sure find a way.

Now Vernie, my friend, since you married,
May your love for each other always

Grow stronger yes, and yet stronger,
And may God bless you both all your days.



ST. LOUIS.

CARRIE AVENUE NEWS.

By B. R. B.

Professor Clarence Frederick Morgan has been promoted to steel car repairer helper. Clarence is not more than 250 years old judging by the varied experiences he claims along different lines.

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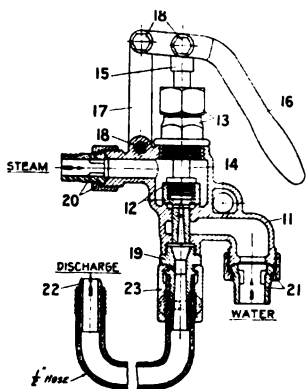
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A few days ago it was thought a new man was on the job, but on investigation by the membership committee of the B. R. C. of A. it was discovered that a certain member of our force had washed his neck and got a hair cut.

Why does M. C. B. Clerk C. A. Catterlin use only half his chair lately?

Boilermaker Adam Dietzel, who has been working steady since he calked the flues on Noah's Ark, is off on a two weeks' vacation in Michigan.

Guy Dinges French Thompson has taken over the important duties formerly performed by Wm. Hersherberger.

W. H. Hamilton is trying a new remedy for lack of hair on his dome.

J. J. Krieger has a great deal of confidence in the latest dope peddler and from all indications was in consultation for some length of time the other day.

Supt. terminal, E. G. Neel, is smoking a new brand of three for's.

Mr. Haase was certainly proud to light up a good long fresh cigar in the presence of the writer following a recent edition of this magazine.

Our genial friend, R. L. Combs, of the C. I. I. office, is on the job every day since the boss looked him up.

Chief Engineer W. B. Ingram says it is impossible to make black smoke at his plant, but a country village cop says he stirred up \$10.00 worth of smoke with his "mechanical cockroach" in a certain Missouri village recently. At the present writing Ingram has a poor opinion of the aforesaid cop.

When looking for the rip track foreman first look on track 29 among the "heavies."

Dutch Schmidt says "Throw me over the engine a monkey wrench."

Chief Hostler Hilligas sent his wife to the country and after being quiet for twenty years Bill is taking in the town.

Captain Riley, in command of the colored troop of laborers, says when it comes to fighting work the colored boys fight nobly.

Assistant Yardmaster Lyons is still going fishing and yet there are still a few fish left in the river.

Material Detective Earnest was here a few days ago, but didn't care to go up the river or to the ball game. I wonder why?

Assistant Chief Clerk Beele of Mr. Breisch's office was at Carrie avenue checking up on accounting matters recently.

What has become of the division store-keeper? We have not seen him for ages.

Wm. Elmore has discarded the sanitary trousers. Bill explains that it was necessary to do so account of warm weather heating the rails on rip track.

Eddie Gehle claims that the medicine John took will not improve his health.

Mr. McDonald has a remedy for one of mankind's great failures. He guarantees an absolute cure.

Harry claims that he really can handle an auto, says "he does it with ease." It is known that he can make one jump railroad tracks and go dead in front of street cars.

Traveling M. C. B. Clerk Corcoran says, "St. Louis is generally cool, but when it does get hot—WOW."

Since the Johnson-Moran fight we have attempted to develop a "white hope." Bill absolutely refuses to enter into the competition.

Fireman Jno. Trog is the proud father of a 13-pound boy. The cigars have not shown up yet.

Mr. Green, yard foreman, is getting Carrie avenue yard into fine shape. This, together with the fact that we have one of the cleanest rip tracks on the system, should bring Carrie avenue to the front.

Bernard Mein, roundhouse clerk, has passed the civil service examination and leaves in a few days for Washington, D. C., to work as stenographer in the postoffice department. We were under the impression at first that he was to be P. M. General, but he has since explained that this was wrong.

TOPEKA.

By Nell Burleigh.

Will Lyon, clerk in the ticket office, went to Carrollton, Mo., the 16th, to spend a couple of days visiting his parents.

Fred Bowlus, car clerk at the freight house, went to Kansas City the 20th and accompanied his wife and children home after a month's visit with relatives in Cedar Rapids, Ia.

Cliff Lowe, ticket clerk, went to Kansas City the fore part of this month and purchased a "Velle" car. L. L. Collins, chief clerk in Attorney Paul Walker's office, is giving him the necessary instructions.

Mr. and Mrs. Guy Powell spent the 4th visiting relatives in Sabetha, Kansas; Clint Bates visited in Riley, Kansas; Miss Nell Burleigh in Eldon, Mo., with her brother, W. H. Burleigh; Gen. Foreman C. E. Gibb and wife fishing on Mill Creek.

Miss Stella Strain, chief rate clerk in the division freight agent's office, returned the 6th from Los Angeles and San Francisco and other western points, where she spent a two weeks' vacation.

C. E. Layman, chief clerk at the freight house, is taking a leave of absence from his duties and spending a few weeks visiting relatives and friends in Chicago and Effingham, Ill. He is being relieved by Chas. F. Real, revising clerk.

Mr. and Mrs. R. W. Botkin and son, Richard, of Caldwell, Kan., spent ten days in Topeka visiting at the home of Mr. and Mrs. A. Lusk, 231 Western avenue.

Mrs. L. L. Collins returned the 12th of this month from Cleveland, Ohio, where she was called on account of the death of her aunt, Mrs. H. J. Webb.

Miss Jennie Johnson, stenographer for Chief Clerk Gilliland, in the passenger department, spent a ten days' vacation the first of this month with relatives and friends in Chicago and Valparaiso, Ind.

W. H. Wallace, car accountant, was in Topeka Saturday looking after business matters.

Mr. and Mrs. C. E. Bascom spent the 11th and 12th of this month in Kansas City visiting friends.

✻ ✻

VALLEY JUNCTION.

By O. G. Mc C. and E. S.

Well, here we are again. We have had quite a few changes since last writing, and hope that everything is for the better.

Mr. A. J. Ratelle and H. T. Wolcott have exchanged positions. Mr. Wolcott as Chief Clerk, and Mr. Ratelle as Assistant Yard Master. Both seem to be well pleased with the change.

Mr. Earl Bradshaw has been promoted from index clerk to a switchman, and wears a snake button which you can see for one-half mile.

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W. H. WERNER, Cashier
A. L. McCORD, Asst. Cashier

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Safe Deposit Boxes \$3.00 Per Year

Mr. A. R. Ramey has resigned his position as day bill clerk, and has returned to his former occupation, breaking with Mr. Jim McLees, assigned conductor to the West Iowa Division.

Mr. W. F. Chesser has taken his former place as day bill clerk. Glad to have Bill with us again.

Mr. M. F. Ramey is off for a few days on account of sickness. We hope for his speedy recovery and will be glad to see him on the job again.

Mr. Bert Wells, better known as "Bible Back," has returned after a week's vacation. We understand that he was celebrating the Fourth, so have been looking for the "ten-centers." Congratulations, old boy.

We can still set our clock by Mr. C. H. Mahony's arrival at the Yard Office, as he arrives at the stroke of six every morning.

Mr. Elmer Stone has accepted the position as index clerk at the Yard Office, succeeding Mr. Jones. Mr. Stone came from the Sunflower state, but seems to like the Hawkeye all right.

Mr. O. G. McCall has accepted position as day yard checker.

Mr. Mac Jolly has resigned his position as stenographer for the General Yard Master at Valley Junction and has accepted a position in the General Office in Des Moines.

Mr. Cotton has accepted his position at Valley Junction. Everybody seems pleased with the changes, and we all hope for a prosperous year.

Mr. F. C. Friday, night yardmaster, has reported for work again after several days off duty.

Mr. Cletus Faber is still finding the "no bills and no home routes," but they are almost a thing of the past. Leave it to "Pete."

Switchman Orph Pollard resigned July 15th to go back on the farm to feed the piggies. All he can sing is "I love the cows and chickens, but this is the life." We had to call him back to get his switch key for fear he would lock up the corn crib. We wish Mr. Pollard a long and prosperous life on the farm.

We see Mr. O. G. McCall was up on the carpet July 15th, explaining to Mr. Stone why he is always so anxious to answer the telephone.

We had quite a shower yesterday, July 16th, and we certainly needed it. "Some rain."

We are doing a rushing business here now, especially in the car shop. We pulled thirty-nine bad order cars from the Fair Grounds and have already begun to "eat them up." Getting out twenty and twenty-five cars a day is doing fine work.

Mr. John Sheuy, our genial engine foreman, and Miss Mollie Gannon were united in the Holy Bonds of Matrimony June 29th, 1914. They have gone to housekeeping in their new nest that Johnny prepared beforehand. We wish Mr. and Mrs. Sheuy all the luck and happiness in their future years. "We are still looking for the cigars, Johnny."

Des Moines Valley. Conductor Bride went to Knoxville today to relieve Conductor Needham for a month.

Minn. Div. Our former Caller, L. J. Brown, has returned to work as Brakeman on the Minnesota Division. He had a leave of absence and it being up, had to return to work.

Dakota Division. We have only one train crew on the Dakota Division now and they're getting all the work that they want.

Iowa Division. Brakeman D. A. Ramey has been laying off for a few days moving into his new home.

Conductor Breheny, Crouse & Akers are taking a vacation for a few days. They have been working hard the past month and deserve a rest.

Des Moines Valley Division. We are setting up quite a few cars lately for gravel train service on the Allerton line. The Avon pit is doing fine.

Our Call Boy, Leo Jim Brown, has resigned as caller and has gone braking on the Short Line north.

F. J. Ramback, our Second Trick Operator, is still looking for a chew of tobacco.

Fred C. Friday, Night Yard Master, took a lay-off the fourth. Hope you had a good time, Fred.

Clifford Ramback, Machinist Apprentice, had his hand injured while at work.

Engr. Laundry, who underwent an operation for appendicitis last month, is doing well.

Mr. F. W. Eaton, Brakeman on the West Iowa, was united in marriage to Miss Anna Campbell of Indianola.

Mr. Chas. Yost, formerly inspector in the west yard nights, has been promoted to day coach yard foreman.

Mrs. Cotton is the new stenographer at the Yard Office.

Mr. J. A. Shuey and his wife, formerly Miss Mollie Gannon, returned from their honeymoon in Utah and Colorado last week.

Mr. Paul Green, switchman, while working at the freight house a few days ago, had his left hand taken off. He is doing fine.

VALLEY JCT., IOWA, SHOP.

By the Shop Reporter.

Tom Whalen desires to know how any one can live on 100 miles a week. Any one that can solve this problem will win Tom's undying gratitude, also the roundhouse foreman's.

J. W. Finch, roundhouse foreman, is spending his vacation at the Wisconsin lakes. No doubt Jack will have some great fish stories to tell.

E. H. Black, K. D. roundhouse foreman, is acting foreman over both the main line and K. D. houses during the absence of Foreman Finch.

Effective July 1st, Benj. Reese was appointed erecting foreman, vice J. E. Kiser, assigned to other duties.

Clifford Miller, assistant chief clerk, left July 15th for Cedar Rapids to spend his vacation.

Harry Thompson says he has enough overtime now to pay for a new suit of overalls.

The boys are still wondering why Clint Hanley has not set up the cigars. Come, Clint, be a sport.

Harlan Brandt, alias "Ruth," leaves Sunday for a trip through Colorado, via Grand Junction and Delta, returning over the historical Tennessee Pass.

"Glady's" Price, chief electrician Valley Jct. shops, has returned to his work after an absence of two months spent mostly in Brooklyn hospital.

If any one wants to know why Pittsburgh has taken such a slump ask Timekeeper Sheets.

R. K. Francis, stenographer, resigned July 15th, and returned to his former home in West Virginia.

Fireman Roy Pfeiffer was called home July 14th, on account of the serious illness of his father.

Ralph C. Earlywine, West Iowa Division engineer, has been appointed air brake instructor.

Johnnie Rankin is specializing this summer in zoo-ology and Greenwood Park has some fine specimens to study.

One morning, not long ago, File Clerk Rink jumped off of the street car about 7:45 a. m. and the first man he spied was Timekeeper Sheets, who was about six blocks ahead, so Rink, taking his hat in one hand, started to run down the track line like a wild man, shouting, "Sheets, Sheets, Oh, Mr. Sheets, I have something to tell you." By the time Rink had caught up with Sheets he was smiling from ear to ear, and when he got to the office, of course, it was too good to keep, and he had to tell the bunch all about it. The story was very interesting. Anyone desiring full information on this will call on Mr. Sheets or Rink and they will give you all the dope.

Anyone desiring mice or birds for office pets can easily secure same by placing their order with Harry Fulton.

Clifford Miller, alias Eddie Collins, wishes to announce that he is now ready to meet all comers. Eddie says he would like to take

on a few home guards before meeting Freddie Welch, weight 133 lbs. Anyone desiring to take him on for a few rounds can do so by meeting him at his training quarters.

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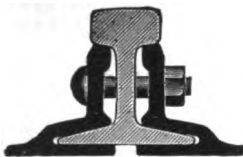
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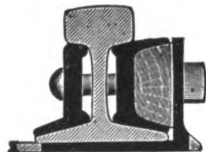
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