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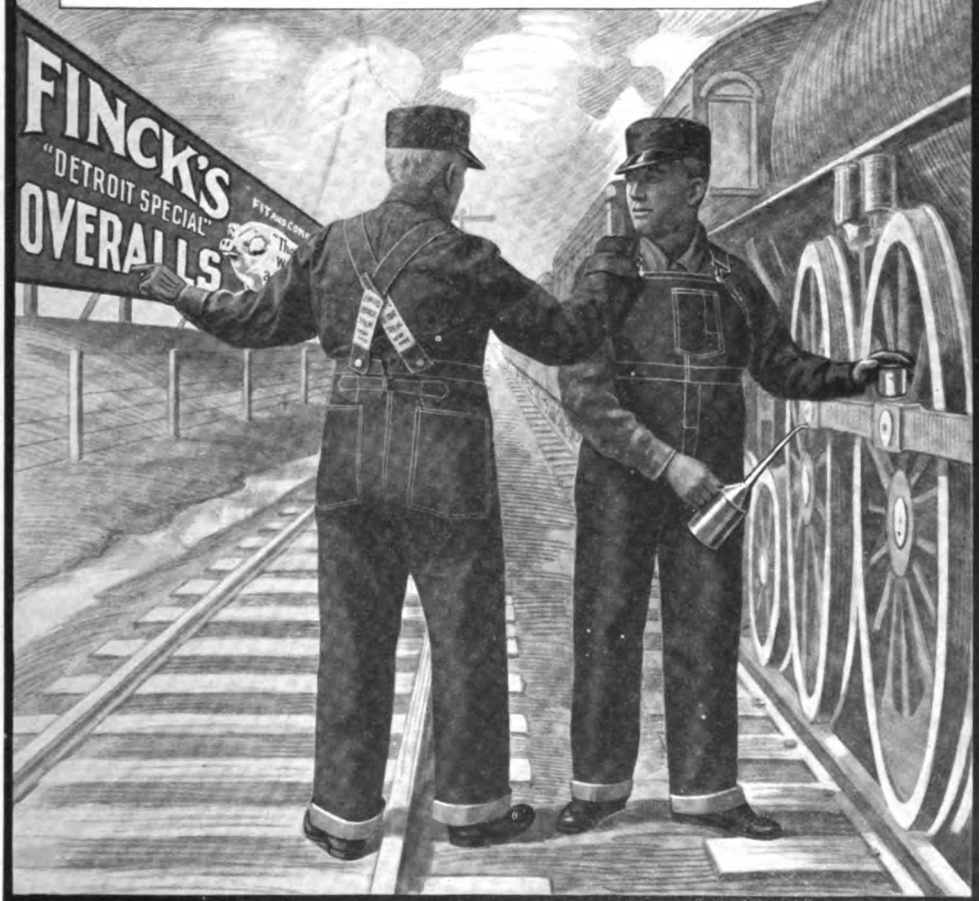
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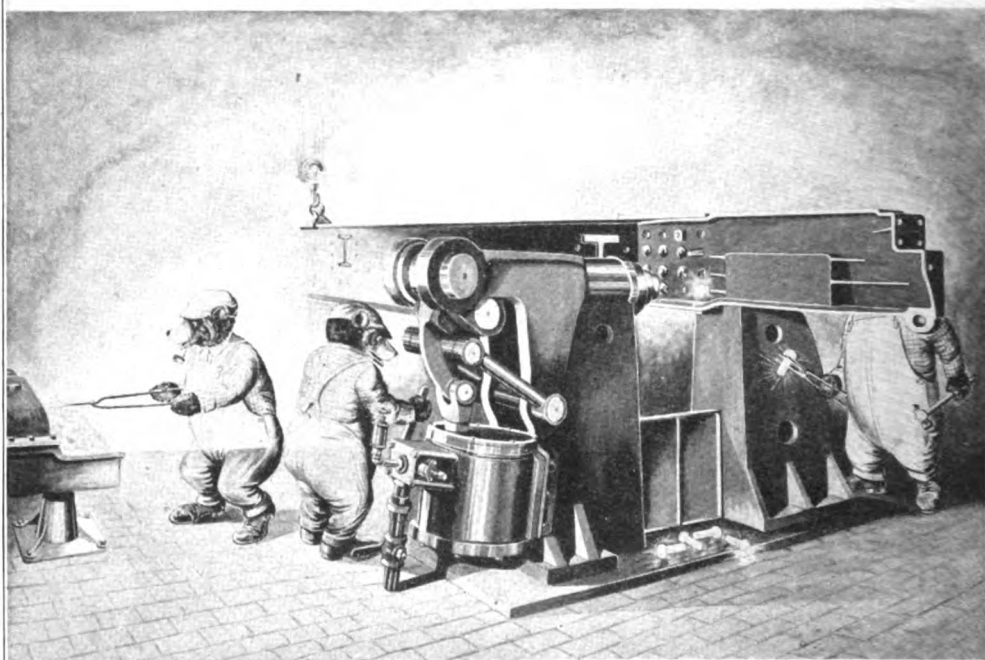
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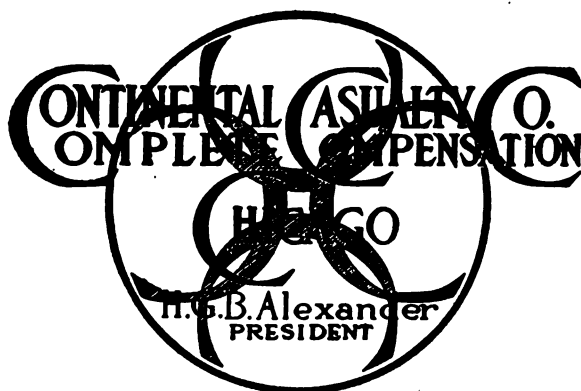
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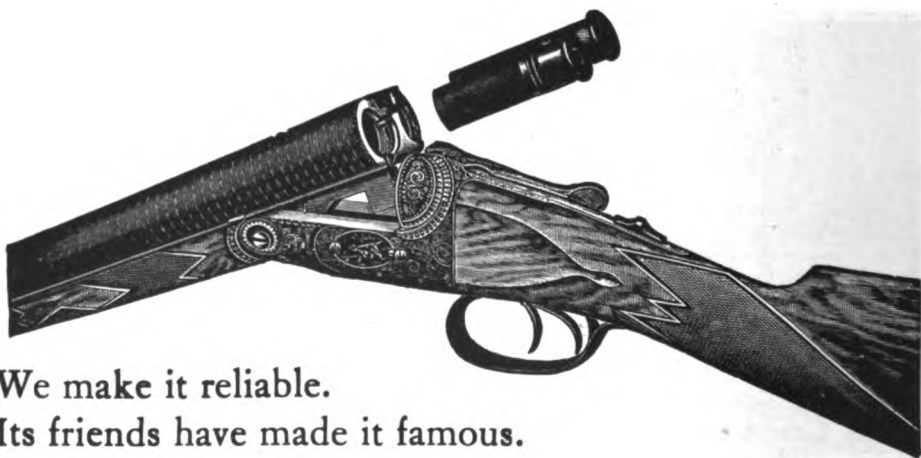
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Rooms for one person, \$2.00 per day and up.

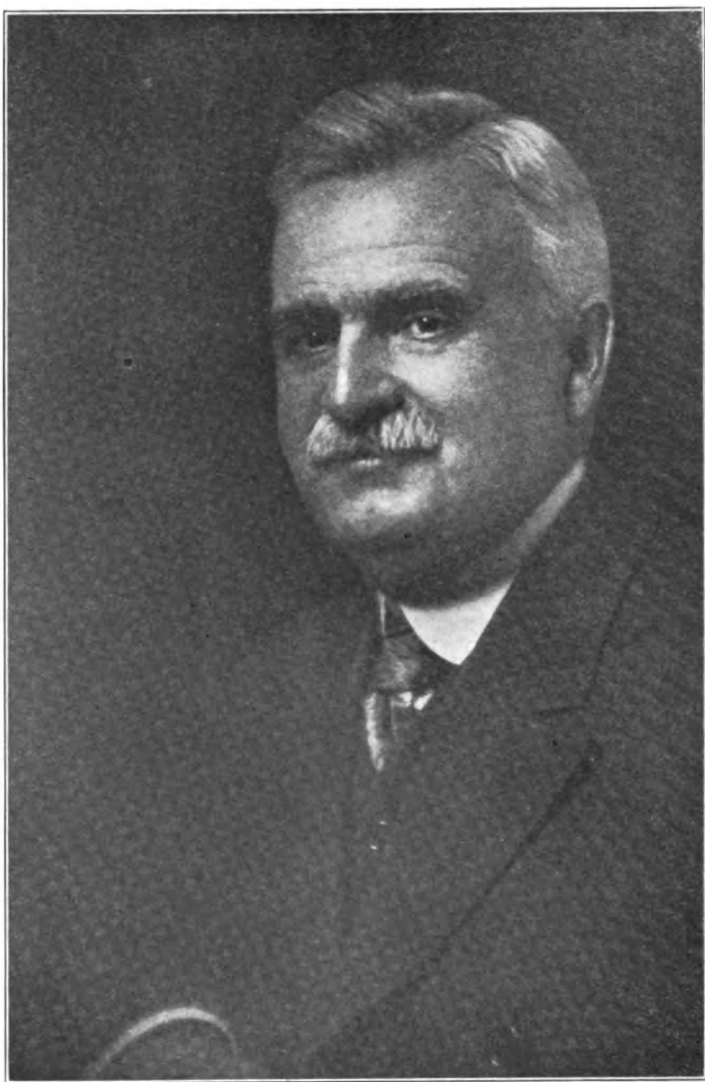
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E. L. WESTON, Manager

BOOKLET AND FULL INFORMATION ON REQUEST



Major Charles Hine, Special Representative for The Receiver.

ROCK ISLAND EMPLOYEES' MAGAZINE

HARLEY E. REISMAN
Managing Editor

JNO. A. SIMPSON
Editor

LA SALLE STATION, CHICAGO

Vol. IX.

MAY, 1916.

No. 11.

MAJOR CHARLES HINE APPOINTED SPECIAL REPRESENTATIVE FOR THE RECEIVER

In announcing the temporary appointment of Charles Hine as Special Representative, Receiver Jacob M. Dickinson stated "His mission is constructive rather than critical." The temporary appointment is due to the fact that Major Hine has been doing special work for Baltimore & Ohio R. R. and that company has granted him a leave of absence for the months of April, May and June in order that he may carry out the work outlined by Receiver Dickinson.

Major Charles Hine, well known as a railway executive and as an efficiency consultant, was born March 15, 1867, at Vienna, Va., in which suburb of Washington, D. C., he still retains a residence. He spent his boyhood on a farm, was graduated, 1885, from the Washington, D. C., high school and entered the employ of a contractor. In a competitive examination at Alexandria, Va., he won a cadetship and was graduated, 1891, from the United States Military Academy, West Point, standing in the middle of his class, but being first in tactics and in discipline. Graduated from the Cincinnati Law School and admitted to bar 1893, while serving as lieutenant, United States Army. As cadet and as officer acted as inspector-instructor at various encampments of state militia.

Resigned his commission as lieutenant, 1895, and began railway work as

freight brakeman, Cleveland, Cincinnati, Chicago & St. Louis Ry. (Big Four Route), with which company he remained for four years in various capacities including that of trainmaster of the Cincinnati-Indianapolis district. He has since been employed by numerous railways and other corporations. In the course of his career he has worked as brakeman, switchman, yard-master, emergency conductor, chief clerk, trainmaster, assistant superintendent, right-of-way agent, general superintendent, general manager, and as vice-president, besides holding various unique staff positions while doing special staff work of different kinds. In 1907-08 he was Receiver of the Washington, Arlington & Falls Church (electric) Ry.

Major Hine has made reports on divers features of several small railways and of the following larger ones: Atchison, Topeka & Santa Fe system; Baltimore & Ohio; Buffalo, Rochester & Pittsburgh; Canadian Northern; Chesapeake & Ohio; Chicago & Alton; Chicago, Burlington & Quincy; Chicago & Eastern Illinois; Chicago, Rock Island & Pacific; Delaware & Hudson; Erie; Georgia & Florida; Intercolonial; Lehigh Valley; National Railways of Mexico; Prince Edward Island; St. Louis & San Francisco. From July, 1908, to December, 1911, as organization

expert of the Union Pacific System—Southern Pacific Company (Harriman Lines), he originated and installed thereon a unit system of organization, known in the railway world as “the Hine system.”

Major Hine, under his full name, Charles DeLano Hine, is a magazine and editorial writer and in Virginia a farmer and real estate dealer. Author of “Letters From an Old Railway Official to His Son,” first series, 1904, second series, 1911; *The Railway Age Gazette*, New York; of “Modern Organization,” *The Engineering Magazine*, New York, 1912. He served in the siege of Santiago de Cuba, Spanish-American War, 1898, as major, United States Volunteers. In 1900 he was inspector of safety appliances for the Interstate Commerce Commission. While with Gunn, Richards & Co., 1907, as-

sisted in revision of business methods, Department of Interior, Washington. As temporary special representative of President Taft, 1910, outlined a program for improving organization and methods of all executive departments of the United States Government.

While vice-president and general manager of the Southern Pacific Railroad of Mexico and of the Arizona Eastern Railroad, with headquarters at Tucson, Arizona, in 1912 and 1913, Major Hine had numerous interesting and exciting experiences in revolution-ridden zones of Mexico.

Major Hine is a member of the Army and Navy Clubs, Washington and New York; of the New York Railroad Club; of the Washington Country Club; of the American Club, in the City of Mexico, and City Club of Chicago.

PAYING THE PRICE

Mr. William R. Moss, speaking to this subject, before the Rock Island Railway Club at the Fort Dearborn Hotel Tuesday, April 11, told of an experience which he had more than thirty years ago in a country school. He had as one of his pupils a boy about fourteen years of age who had been brought from an orphanage in Martha's Vineyard and given to a farmer in Michigan. This boy, in answer to roll call, gave the following quotation: “The world offers to every young person a choice from all the desirable things of life, provided he'll pay the price.” Coming from such a source, at such a time, it made a lasting impression upon Mr. Moss and formed the basis of his talk.

He said: “The world offers to every young person a choice from all the desirable things of life.” Who chooses from all the desirable things of life? A choice, your choice and my choice, from all the desirable things of life. Yes. On one condition—and only one—providing he will pay the price. Get rich quick? No. Something for nothing? No. A price. And the world is inexorable. The world that makes the offer is as relentless as

the fates. It is yours on the one condition—you pay the price.

It asks three questions, and those three questions to my mind are these: First, who are you? Second, what have you got? Third, what are you going to do with it? And upon these three questions is based the entire return that you will get out of life.

“Who are you?” You say, “Well, my name wouldn't add anything. I have a grandfather back in my line who never was known except to a very few, and to the close associates whom he labored and died for. I have a father and mother back of me, back somewhere in some obscure place, who never had much chance, and whose only hope was that I might get out and do better than they have. Who am I? Why, I am whatever that would produce?”

Who are you? What have you got? You do not want—no self-respecting person wants—something that isn't owing to you. No. We want the joy of conquest. We want the joy of making the fight. The time was when I envied the boys who could have more than I could have. That time has gone. I pity them.

They do not know the joy that comes to a man who has met obstacles which stood before him as a stone wall, with no ray of light ahead, no chance of an opening, yet who had the grit and courage to say, "That is my mountain of difficulty and I will surmount it," and when he stood on top of it, he had the joy of conquest, and that is something that money and position will not buy.

I hope that the answer to "What have you got?" from each of you is, "I have health, I have health unimpaired by everything except hard work," because that doesn't kill anybody. If it did, lots of us would have been in our graves years ago. That you have got ambition; that you have got a mentality that has been trained and is being trained and will be trained. If you have, then, go pick and choose.

There is a quotation I would like to give you, and I believe it. It says this: "He who gives to the world only so much as he takes from it is a nonentity. He who takes from the world more than he gives to it, is a detriment; only he who gives to the world more than he takes from it is of real benefit."

Now, any of you fellows who have got the ambition, who have got the forward look, and who believe that it isn't a matter of money or what your ancestors have done, or what they have failed to do, but that there is an opportunity for you to express whatever is in that mind of yours, backed up by hope and courage, and such physical vitality as you have—those of you who can do all this, stand the grief, play the game, and wait, need have no doubt of the ultimate favorable result; and while you are waiting keep your powder dry and shoot every chance you get. There isn't any question of the ultimate result.

You and I think of the other fellow as an exception to the rule. It isn't true John Hay, when under the terrible load of responsibility as Secretary of State, when asked how he was able to carry his load of care with such apparent ease, said: "I have learned that it is all in the day's work."

Take Abraham Lincoln. In 1856, four years before his election, he was riding with a reporter to meet some appointment. They were held for a connection at some junction point. A storm came

up any they had to get into a freight car for protection. Abraham Lincoln huddled up in a freight car talking with his reporter friend, said: "Do you know, it seems so funny, they're beginning to talk of me for the presidency. Me, Abraham Lincoln, for the presidency."

Now, then, the men whom you and I know are perhaps not occupying illustrious positions. You and I may never occupy illustrious positions. But the same rule applies. I can take you in the City of Chicago to a man younger than I who is with a concern—if I should mention the name you would recognize it as one of the largest business houses in this country—that pays him a salary of fifty thousand dollars a year. At fourteen, he was working in the shipping room of a large concern. One night he was working until eleven o'clock and as he was busy with his work a man came up behind him and said: "What are you doing here, son?" Without looking up he said: "None of your business." The man asked him again: "What are you doing here?" He answered: "None of your damn business; let me alone." The man said: "See here, son, you don't know whom you're talking to." The boy looked up and saw the manager. When asked why he was working so late, he explained that he had recently started to work and everything had been dumped onto him and he had stayed to get his work out. It wasn't just that one day, but it had happened day after day for several days. The manager told him that he wouldn't have to do it again and to go across for a little lunch and then go home. I can tell you other things about that man's life. When a certain plant was being put up, they said: "You can't complete it on time." But the job was completed on schedule. True, that man worked for weeks and did not see his wife and children except as he ran out to get a change of clothing. He was paying the price. But the job was done on time.

I could take you to a desk in one of the big banks in Chicago, and say to the man there: "Jack, here's a friend of mine I want you to meet." And you would enjoy meeting him. And, as you visited, you would little dream of the price he had paid for his success. On his desk every morning come by telegraph and

cable the reports of the money markets of London, Paris, Berlin, Vienna and every other large money center in the world. There centers, within that small enclosure, the telegraphic nerves of the whole world. Yet he is just past forty. The other night we were riding home and he pointed to a two and a half story flat building along the street and said: "There is the room where I used to be a hall bedroom boy twenty-three years ago. I came into town without any friends or acquaintances." Is he where he is today by chance? Oh, no; he has paid and is paying the price.

Going to the old home once or twice a year as I do, I get off of the train and drive miles into the country. I go by a little brick school house. It has been there forty years. And when I come back, I sometimes go in to talk with one of the vice-presidents of one of the banks of Chicago, a bank with deposits of more than one hundred million dollars. And I say to him: "Well, George, I went by the old school house today." And he says: "How does it look?" And I say: "Just as it used to." In that school house, as a young boy, George went as janitor that he might have money to enable him to stay and complete his work in a nearby high school. In talking, he said: "My prosperity has come to me within the last six years"; but he has been paying the price daily all the way along since those early days as janitor in the little brick school house.

I was in the old First National Bank Building and saw from my office window the building of the first half of the new building. In building the new building I saw them sink caissons one hundred five feet. From one hundred five feet below the street level these caissons were filled with concrete to the street level. I saw the building built all the way to completion. I don't know whether this is true or not, but it serves to illustrate my point, and I give it to you as it was told me. I am told that in many of those big buildings in Chicago, it costs as much to tear down old buildings, prepare foundations and build up to street level, up where it is possible to see what is being done, as it does to put up the superstructure. One-half the costs for foundation work, which no one sees. All right, how much of a foundation are you building?

How much of a foundation am I building? How long are you willing to work? How long am I willing to work just to put in the foundation?

The size of the superstructure you are now building will not be bigger than the foundation is meant to hold. And, if you have sufficient constitution and reserve force and will preserve and use it, then the superstructure of your life will appear and will be worthy of your ambition and effort. But first the foundation. Oh, it is such a hard thing for us as young people to believe that this is true. It is so easy to say: "Well, it might have been true for him, but he has come through the last thirty years and life is different today." Perhaps; but those of us who read and read carefully and go back into the lives of men as they were before the times of Christ, can see the application of the same truth. How long was Moses in the wilderness? ONLY FORTY YEARS. And why? The Bible story was that he needed the preparation. And you are going to do it in three months. All right; God speed you. But you won't do it.

I would like to tell you an incident of my early life which I often think of. We were buying stock in the country. There was sharp competition and it required us to get up early in the morning, drive hard throughout the day and perhaps late into the night. We had driven to a place, bought the stock, and, as we were leaving, a competitor drove up to look at this same bunch of cattle. He drove a long, lanky, slab-sided horse, one of the kind that when driven up after a hard drive would give just one long breath and then go nibbling at the grass. His ribs showed; his mane and tail were scanty. As he stood, he had a cock-ankle and was anything but an attractive looking horse. I turned to the drover and boy fashion said: "Bill, you'll have to get a better horse than that if you're going to drive us out of the market." And he said: "Well, Willie, he isn't much of a horse to look at, is he? Ought to have a little more meat on his ribs; ought to stand down on the cock-ankle, hadn't he? Well, Willie, that horse is all right. I have driven him thirty miles this morning, and I can drive him forty more today. He's all right. HE CAN STAND GRIEF."

The words of the old driver come back to me when I see men in the terrific struggle for success, and as I see them strained and struggling and at times apparently faint-hearted and about to give up, and then see them take a new grip on themselves and go on, then I say with the old drover, "He's all right. He can stand grief."

In closing I want you to remember that I believe in a doctrine of hope, of enthusiasm and of encouragement. But you must be DEFINITE IN YOUR THOUGHT. Sometimes we sit and dream and we think we are thinking, but we are not; no, not in a thou-

sand years. Get out a pencil and some paper and write. Be sure that you are getting right down to something that is definite. Look at it and criticise it as if somebody else had done it; analyze things out; take advice and counsel of others. Be definite.

BE PRACTICAL IN YOUR EFFORTS—practical as measured by present-day thought and standards. We are living today. What good will it do you fifty years from now if you should be thought of as a dreamer? The world needs us to do definite work today. We are entitled to do the day's work today. Be definite, be practical, and, above all, be hopeful.

A man came to my office not so very long ago. He was bankrupt. I said: "How is your nerve?" He answered: "All right." "And how does the wife stand it?" "She doesn't know the worst." "Is your courage all right?" "Yes." We mapped out a course of action, which he has followed to success, but it has taken seven years.

BE HOPEFUL. Oh, you may get hit biff, biff, biff. But then, perhaps you need it. We

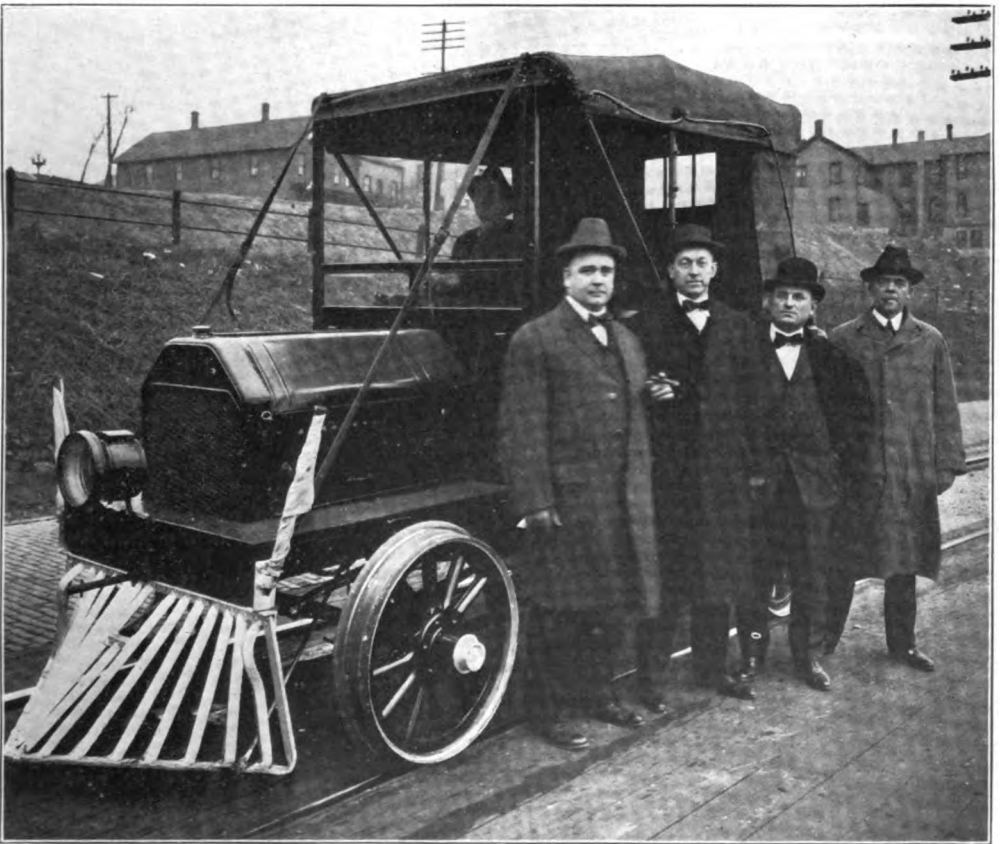
have lots of foolish ideas in our enthusiasm and oh, they look so good. Can you stand the grief that comes? And, if reverses come, can you gather yourself and get up and say: "That is pretty good; come again"? That is part of the training. Don't let it knock you down flat.

There is a little poem, if I had the time I'd like to recite it to you, but there is one thought that is worth your taking with you:

"It isn't the blows you deal,
But the blows you take on this good old earth,
That shows if your stuff is real."

I close with the first quotation: "The world offers to every young person a choice"—and it is up to you what that choice will be—"of all the desirable things of life, provided he'll pay the price." Service—return; cause—effect. But let it be the doctrine of hope and enthusiasm. If you get knocked flat, get up and try again.

"Be not deceived. God is not mocked, for whatsoever a man soweth, that shall he also reap."



Superintendent Ramsdell on Inspection Trip with His Railroad Automobile.
Left to Right—A. B. Ramsdell, Supt. Illinois Division; H. E. Erickson, Manager Advertising Department; J. A. Simpson, Editor, *Employees' Magazine*; H. G. Clark, Assistant to Chief Operating Officer.

PRESENT DAY OPPORTUNITIES FOR YOUNG MEN

The following is part of a toast on the above subject given by Mr. B. E. Miller, Master Painter, at the Fellowship Dinner of Lackawanna employes held under the auspices of the Railroad Y. M. C. A. at Hoboken recently.

While this was not strictly a Safety First speech, yet it contains so much good advice that every employe should read it carefully:

In this progressive age we are living in, when navigation of the air, the dream of ages, has become an accomplished fact, and in these days of triumphs of science and electricity, the field is indeed a wide one. More than ever today are brains in demand—brains backed up by zeal and integrity. There is ever room at the top for the persevering and deserving. The worker with ability is bound to come into his own. Temporarily only can his progress be checked, but in due course of time he will regain the ground he may have lost and the battle will be renewed more vigorously than ever before. It will be found easier because of experience gained.

Ability is bound to be rewarded—ability backed up by a willingness to work with perseverance and patience. In other words, it is impossible to keep a good man down. He is bound to rise to the surface again and again after repeated set-backs if given half an opportunity. As much as ever today, however, is victory due to personal effort, aggressiveness and just plain bulldog tenacity. Equipped with these qualifications, the young man will as successfully fight the battle of life as did his forefathers.

As I glance about me this evening, I recognize among those before me, the faces of a number of young men who earn their daily bread in the various departments and different offices of the Railroad Company. Some of you undoubtedly deem yourselves competent and qualified to fill better positions than those you are now holding. Vacancies occur now and then which offer you an advance in salary, yet the "plum" frequently goes to the other fellow. For some reason or other you are overlooked. You may have seen more years of service and are apparently better equipped to receive the coveted boost, but you are passed up. Why? What is the reason? A promotion is made and one is apt to overhear such remarks as these: "He didn't deserve it." "He wasn't entitled to it." "Influence did it." "So and So is behind him." etc. You may rest assured that these claims, if they occasionally have any foundation in truth whatever, are always the exception and never the rule.

Let me ask you a few questions:

Can it be that your successful rival has displayed a little better energy, has thrown a little more snap and ginger into his work

or has otherwise drawn toward himself the favorable opinion of his superiors? Have you been thorough and painstaking in your work and are you quite sure that you haven't shirked your duty now and then, if not frequently? Is it possible that you have been going along in a listless, haphazard sort of way thinking that eventually your opportunity will arrive without any particular effort on your own part?

My friends, Opportunity comes to those who seek her, to those who pursue her relentlessly and with tireless effort, to those who refuse to acknowledge defeat and insist upon coming up smilingly after each rebuff.

The career of James A. Garfield, which began with the lowly position of driver on the canal and ended in the White House, was beset with hardships and difficulties in his early days. Thrift and energy, however, of which he had a-plenty, provided the stepping stones, which eventually elevated him to the highest position within the gift of the people.

The beloved, self-educated Lincoln, whom Mr. Moss has eulogized so splendidly tonight, might have remained in comparative obscurity all his life or eked out a measly existence as a pettifogging country lawyer, had he lacked those qualities which endeared him to his fellow men and marked him out as a man destined to accomplish great things and secure for himself the undying gratitude of a great nation.

The case of Thomas A. Edison, the electrical wizard, our neighbor, whom many here may have acquaintance with, presents an example of what may be accomplished by continuous application and love of work. At an age—he was sixty-eight a few days ago—when most men would be willing to retire and relinquish the field to younger talent, he is still at it, according to all reports, as vigorously and persistently as ever.

History shows that practically all of the world's successful men began their careers in a very humble way. Few, indeed, were born with a silver spoon in their mouths. All, however, possessed an abundance of pluck, aggressiveness and determination by way of offsetting other shortcomings they might have been hampered with.

True enough, the element of luck in getting a proper start plays an important part; getting off in the right direction and choosing a career in line with qualifications which nature or inheritance may have endowed us with are quite essential.

A little help or guidance in the beginning while always a great value, is not, however, to be considered as indispensable to success.

In the sifting process, the young man of good character and with a pleasing personality will inevitably win out over competitors who are lacking in this respect. The aggressive will triumph over the slothful

and the alert are bound to push aside the indolent and sluggish.

In the strife for supremacy, the drone must yield to the worker and the slipshod careless individual cannot cope with the fastidious and painstaking rival. Remember, there are no benches on the road to success.

Good morals and sobriety will win just as surely as dissolute habits and base companionship will prove your undoing.

Be loyal, be honest and play the game fair; be optimistic; cultivate cheerfulness; don't be a grouch. A sweet temper and sunny disposition will win you a host of friends who will be willing and anxious to exert themselves in your behalf should the occasion present itself.

Be a good loser occasionally and learn to put up uncomplainingly with a portion of the bitter along with the sweet. Above all things, practice economy and thrift. Lay aside something for the rainy day, which rarely fails to put in an appearance sooner or later.

Good, wholesome amusement and recreation are to be encouraged. They are essential to health and the development of mind and body. Care should be exercised, however, lest they be overdone.

Young man, opportunities are before you in greater abundance than ever, if you will but recognize their presence and seize them. It is strictly up to you. Upon your own ability and determined efforts depend success.

Set up for yourselves as a motto for your

guidance the beautiful lines of the poet Longfellow when he wrote:

"Let us then be up and doing
With a heart for any fate
Still achieving, still pursuing,
Learn to labor and to wait."

(From the D., L. & W. R. R. Safety First Bulletin.)



EDWARD J. O'NEILL DEAD.

It is with a great deal of regret we announce the death of Mr. Edward J. O'Neill, our general agent at St. Louis, which occurred Monday, April 17th, after an illness of about four months, due to brights disease.

Mr. O'Neill was born in Newry, Ireland, in 1870. He attended St. Columbkil's Parish School in St. Louis, and St. Louis University. He entered railroad work in 1901 as commercial agent for the Rock Island in St. Louis and from 1907 to 1909 he represented the Rock Island-Frisco Lines in the same capacity. In 1910 he was made general agent, freight traffic department of the Rock Island at St. Louis, which position he held up to the time of his death.



NO JOKE.

"Mother, I think Bobbie's awful mean. He plays tea party until he's eaten all the crackers, an' then he says it's a baby's game."—Judge.



W. L. Stout, Agent, Memphis, Tennessee, Office and Warehouse Clerks.

THE LURE OF THE RAIL.

I'm going out on the big iron horse
 That runs along on shining trail of steel;
 Going back to the old job, once again, boys,
 You can't believe how good it makes me
 feel.
 Years ago I left this same old railroad;
 Thought I'd find some other job was
 best;
 Have been 'prentice to a tailor,
 Farm hand, store clerk, cook and sailor.
 And quit them in disgust, like all the
 rest.

So I'm going to put my lunch-tin in the
 seat-box.

Take my overalls from out my grip.
 Fill the lubricator and try the inspirator,
 Get everything all ready for the trip.
 I'm going to hear that old brass bell a
 ringing;

Steam a sizzling out around the dome.
 Know the same old arduous toil,
 With the same old smell of oil,
 But the engine cab will seem to me like
 home.

See the steam-gauge hand a wabbling near
 the "pop" mark.

Water showing just the proper height.
 Hear the eagle-eye remark, "She's going
 nicely,"

As from his chewing plug he takes a bite.
 I'll listen to the old familiar cuss words
 Conductor mutters when we're running
 late,

And hear the hogger say
 That he'll "bat her all the way"
 And make up all the lost time sure as
 fate.

Hear the whistle tooting for the crossing,
 Water singing gaily through the "gun."
 The rattle of the coal-scoop 'gainst the fire-
 door

As I feed her hungry furnace ton on ton;
 Hear the measured respiration of the air-
 pump.

See each little town-ship 'way behind us
 fade,

See the poles a flying past
 And hear the loud exhaust
 Barking wildly as we climb the grade.

Then I'll lean out of the window as we
 reach the level stretch
 And the hogger hooks her up a notch or
 two;

Let the cool wind fan my face as the old
 girl goes the pace,

And watch the terminal looming into
 view.

There's something 'bout the railroad game
 gets in a fellow's blood,

And there's nothing to the "soft" jobs,
 anyway;

I can not quite conceive
 What ever made me leave,

But I'm back again; you bet I'm going to
 stay.

A NICKEL A DAY.

Listen my friends and draw up near,
 A terrible tale you're about to hear.
 It seems that the claims against our road
 Has little decreased in a year we're showed.
 Now you and I and the rest of the bunch
 Have got to sit up and take a hunch
 That even though we are showing up fine,
 With a little more care we'll do better next
 time.

Remember that eggs are easily broke;
 Don't throw them around like a bucket of
 coke.

While flour sacks are extremely thin,
 Keep them away from iron and tin.
 Kerosene has a terrible smell,
 Butter and hides don't mix very well.
 Household goods don't stack too high
 Or a sudden jolt will make them fly
 All over the car and some will smash;
 May be an expensive looking glass.
 Be sure and see that the freight checks
 right

Or some shortage claims will loom in sight.
 Don't receipt for freight you haven't seen.
 And see that the cars are all kept clean,
 And pull the nails from out of the floor
 Or you'll wonder how those sacks got tore.
 See that the doors are fastened tight
 And all the cars are carded right.

In handling acids you've read the book;
 If you haven't you'd better take a look.
 Block them solid so they can't slip
 And they'll arrive O. K. at the end of their
 trip.

Remove the old marks from all kinds of
 freight

Or they are apt to be found in some other
 state

Than the one they were billed to, I'm tell-
 ing you true.

Now hasn't this happened to some one of
 you?

A man named Brown expects a box;
 It might be booze or it might be socks.
 Don't give him one that's billed to Black;
 It's ten to one he won't bring it back.
 Watch your marks, and work like sin,
 And honors you will surely win.
 Explosives they are often shipped,
 And from me take this little tip,
 That careless handling may cause a sight
 Of Biff, Bang, Boom, and then Good Night.

**MURINE EYE REMEDY.**

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

W. B. EMBURY, MASTER MECHANIC, HONORED BY EMPLOYEES.

A good attendance marked a meeting of the employes of the Rock Island at Valley Junction, Iowa, recently which was held to present W. B. Embury, former master mechanic there, with a remembrance of his associations with the employes there for the past three years and a little better. Mr. Embury was called from Estherville, where he is now located, and other officials were present. The meeting was called to order by J. E. Londry, who put forth the object of the meeting. A large chest of community silver was the present which was given by the shop men and engine men. The presentation speech was made by Harry Bently, R. F. of E. on the East Iowa division. Other speakers were J. E. Londry, in behalf of the engineers; Frank Rost, for the firemen; Harry Stone, yard master; J. C. Rhoades, R. F. of E., and Harry Field, of the Valley Junction Savings bank. When Mr. Embury was handed the key to the chest he opened it with the remark: "My goodness, it makes me hungry to look at it," after which he was nearly overcome, being almost unable to find words to express his sincere appreciation for the honor bestowed upon him.

Mr. Embury was born in Keokuk, Iowa, October 22, 1874, and at the age of eight years moved to Denver, Colo. Served as boilermaker apprentice with the D. & R. G. R. R. at Denver, Colo., and after completing time traveled about the country a few years, returning to D. & R. G. R. R. and was appointed foreman of shops and held various positions as foreman with such roads as D. & R. G. R. R., R. G. W. and O. S. L., and in December, 1906, was appointed to position as general boiler inspector for the C., R. I. & P. Ry. Promoted to master mechanic of Oklahoma division in December, 1908, which position he held until October, 1910, at which time he was promoted to master mechanic of the Indian Territory and Panhandle division, which position he held until September, 1912, at which time he was promoted to master mechanic of the Iowa and Des Moines Valley divisions with headquarters at Valley Junction. This position he held until February 15, 1916, at which time he was transferred to Estherville, Iowa, as master mechanic.

A MODEL WAY CAR.

The name "Rock Island Railway" is recognized by many as a synonym for progressiveness, and much favorable comment is heard regarding the excellent train service rendered, and especially in reference to the courteous treatment given by train crews and other employees. These compliments are not confined to passenger service only, but freight train service is also included.

Regarding local freights, some crews take special pride in keeping their way car in first-class order for their own convenience as well as for the comfort of passengers who may ride with them. The writer

took the opportunity of riding from Formoso to Courtland last Friday on Local Freight No. 83 and 84 and was quite favorably impressed, upon entering the caboose, by the neatness and cleanliness of its interior. The well-painted walls were bright and shining in an appropriate shade of golden yellow, the cushion seats were well upholstered and quite comfortable, the few decorations noticeable were simple and well fitted the surroundings, but the most attractive feature, and perhaps the most unusual one, was the fact that every inch of floor space was neatly covered with linoleum, even the steps and platform leading up to the lookout were covered with well matched squares of the same material. Everything about the car indicated that some one interested was giving it their personal attention.

There is evidently more or less rivalry among the different crews in regard to keeping their way cars in good order and we are informed that this one, No. 18796, occupies a position at the head of the list in this respect. The train crew is composed of Conductor C. A. Wilkins and Brakemen C. E. Brooks and C. J. Baum, respectively. They are all residents of Belleville and are gentlemen whose acquaintance and friendship you will appreciate.—(*From Courtland (Kans.) Register, of March, 24, 1916, issue, referring to Nebraska Division Caboose operated on local freight No. 83-84 in charge of Conductor C. A. Wilkins, and crew.*)



DEPARTMENT OF THE INTERIOR.

Bureau of Mines.

New Publications. (List 43.—April, 1916.)

BULLETINS.

Bulletin 91. Instruments for recording carbon dioxide in flue gases, by J. F. Barkley and S. B. Flag. 1916. 60 pp., 1 pl., 25 figs.

Bulletin 102. The inflammability of Illinois coal dusts, by J. K. Clement and L. A. Scholl, Jr. 1915. 74 pp., 5 pls., 2 figs.

Bulletin 113. Abstracts of current decisions on mines and mining, reported from May to September, 1915, by J. W. Thompson. 1916. 123 pp.

TECHNICAL PAPERS.

Technical Paper 113. Some properties of the water in coal, by H. C. Porter and O. C. Ralston. 1916. 30 pp., 3 figs.

Technical Paper 126. The casting of clay wares, by T. G. McDougall. 1916. 26 pp., 6 figs.

Technical Paper 131. The compressibility of natural gas at high pressures, by G. A. Burrell. 1916. 12 pp., 2 figs.

Technical Paper 134. Explosibility of gases from mine fires, by G. A. Burrell and G. G. Oberfell. 1916. 31 pp., 1 fig.

Note.—Only a limited supply of these publications is available for free distribution. Requests for all papers can not be granted. Publications should be ordered by number and title. Applications should be addressed to the Director of the Bureau of Mines, Washington, D. C.

The Commercial Traveler



Here is the limit in corporation economy: Riding from Hutchinson to Topeka on the Rock Island the other day, the conductor showed me an ordinary manila envelope, used for railroad correspondence. The front was divided into twelve squares, each large enough for an address. Each square had been used, and this conductor found space enough in one for a second address. The envelope, which ordinarily would have been used once and thrown away, was making its thirteenth trip, and it showed it.—Kansas City Times.

A railroad is not the unfeeling and relentless devourer of automobiles and little children at grade crossings described by impassioned advocates in crowded court rooms. The whistle of danger is an engineer's use of a piece of machinery, but it is also the echo of a man's thought for his own babies left at home.

A railroad has been likened to an octopus by those who do not know the flesh and blood and personality of railroads. The soul of a railroad is Fidelity, and if a railroad is an octopus, it is an octopus with a soul.

A railroad is a disciplined power; owning rails and cars and locomotives; engaging the highest quality of mechan-

ical skill and expert knowledge; but the glory of a railroad is the united adjustment of its living nerves to patience, courtesy, speed and safety.—Edwin S. Jackman (copyrighted, 1915).

THE AMERICAN ASSOCIATION OF RAILROAD SUPERINTENDENTS.

The Executive and Advisory Committee of the American Association of Railroad Superintendents at a recent meeting, held at St. Louis, Mo., among other things brought up for consideration was selecting a place for the 1916 annual meeting of the Association. Memphis, Tenn., a point local to the Rock Island Lines, was selected and it was decided that three days would be required to dispose of the docket instead of two as heretofore, August 16th, 17th and 18th being the time designated.

Mr. H. R. Saunders, Superintendent of the Rock Island Lines, Kansas City, is a member of the Executive and Advisory Committee.

PERSONAL MUSINGS OF LEW GABBERT.

Farmer Jones owned an old, old cow;
Couldn't dispose of the beast nohow—
She had lost all her teeth, had a poor digestion—

What to do with her was the ?
An idea struck him—'twas simply great;
He went to the pasture and opened
the gate,

Knowing that soon as he turned his
back

The onery brute would get on the
track.

Once on the track the way was plain,
He could trust good fortune to send a
train.

Said he, "They'll hit 'er and then it
follers

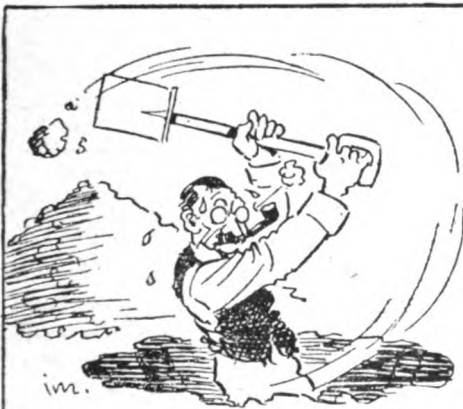
I can stick the railroad seventy \$.
For meat is high, and I'll swear, b'gad,
She was the best cow I ever had.
So I'll open the gate and trust the Lord,
Get the money and buy a Ford.

My, what a clean little boy you are
this morning!

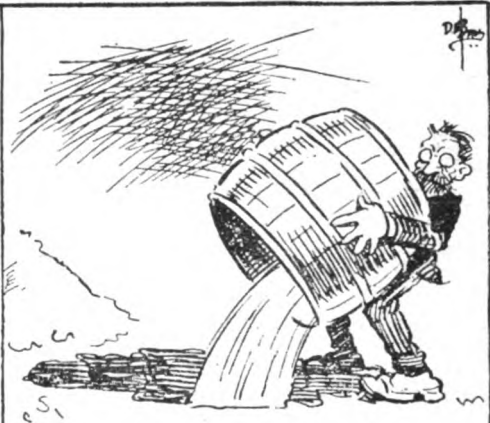
Yés, sir, it's very early yet.

DO YOU SMOKE?

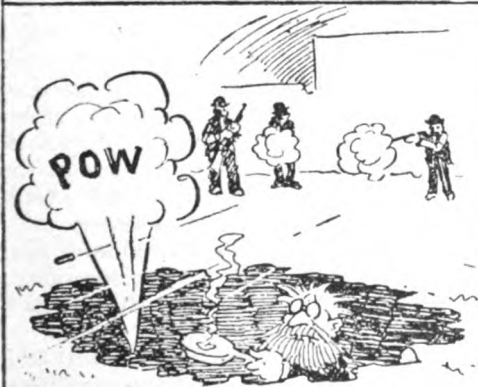
How Anyone May Realize What a Supply of Tobacco Means to a Soldier in the Trenches—Its Easy—Simply Follow Directions as Printed Below



GO OUT IN YOUR BACK YARD
& DIG YOURSELF A HOLE



QUIT SMOKING—LET YOUR BEARD
GROW—POUR A FEW BARRELS OF WATER
INTO THE HOLE



MOVE INTO THE HOLE & LIVE THERE A FEW
MONTHS—HIRE A GANG OF MEN TO SHOOT AT
YOU—HAVE THEM TOSS A STICK OF DYNAMITE
AT YOU EVERY ONCE IN A WHILE—



AN ANALYSIS OF
YOUR OWN FEEL-
INGS MAY GIVE SOME
SLIGHT IDEA OF THE EMOTIONS OF A BELGIAN
SOLDIER ON GETTING A SIMILAR PACKAGE THRU
THE POST'S BELGIAN TOBACCO FUND

(Courtesy Chicago Evening Post.)

STATIONERY AND PRINTING: WHAT IT MEANS TO A LARGE RAILROAD, AND HOW THE EMPLOYEES OF THE ROCK ISLAND THROUGH CO-OPERATION CAN HELP REDUCE THE EXPENSE OF THIS ACCOUNT

Below are figures showing charges to Stationery and Printing Account exclusive of advertising and percentage of decreases, for the three fiscal years ending June 30th, 1915:

Fiscal year ending June 30th, 1913,	\$465,457.43
Fiscal year ending June 30th, 1914,	\$436,278.05 (6.27% dec.)
Fiscal year ending June 30th, 1915,	\$388,709.90 (10.90% dec.)

the cost of 3,253,000 envelopes has been saved; value, \$1,856.40. The repeat envelope idea has been extended to the large brown envelope from 3417, and during the past year the approximate saving in connection with it alone was \$159.67. To further emphasize the manner in which the repeat envelope is used below is a reproduction of form 3404, used twelve times, saving eleven envelopes, and the envelope is still in good

ROCK ISLAND LINES		DO NOT SEAL	TUCK IN FLAP.	Form 3404 R. I. B.
<i>R. L. Stewart</i>	<i>agt Colorado</i>	<i>M. A. Walker</i>		
<i>Chicago Oka</i>	<i>Ark</i>	<i>Miss Little Rock</i>		
<i>Chattanooga agt</i>	<i>Mr. F. W. Mann</i>	<i>J. A. Hall</i>		
<i>OKality OKa</i>	<i>Asst. Int. Claim Agt</i>	<i>Asst. Mach. Eng.</i>		
<i>Agent</i>	<i>Chicago, Ill</i>	<i>Silverside</i>		
<i>Chickasha</i>	<i>J. H. Bloom</i>	<i>J. P. Sedwick</i>		
<i>Mr. O. Maxey</i>	<i>I. Rosen</i>	<i>Eng. Test</i>		
<i>Supt. of Weights</i>	<i>Agent</i>	<i>Chicago</i>		
<i>Chicago</i>	<i>Carlisle</i>	<i>Chf. Exec. Officer</i>		
		<i>Chicago</i>		

Fac-Simile of Envelope Used Twelve Times, Traveling Over 6,000 Miles.

For the nine months ending March 31st, 1916, the account has been reduced approximately \$2,000.00, compared with the same period of the preceding year, notwithstanding a large increase in prices.

These reductions were made possible by the co-operation of officers and employees and through the suggestions for saving "A Nickel a Day," such as repeat envelopes, small size letter paper, etc.

One suggestion of real benefit was that made by D. C. Haskins, agent, Terral, Okla., in June, 1912, for an envelope that could be used over and over again. Investigation developed the scheme as practicable and R. I. forms 3403 and 3404 adopted. During the past two years

condition, although having been used to its maximum. It traveled 6,483 miles exclusive of its first move. It can be appreciated that by the proper use of the above forms, greater savings will result and renewed co-operation is urged.

There are many little economies that are being worked out by various offices with splendid local results, all of which help to reduce expenses.

Almost everyone is familiar with the advancing prices of all commodities, which also seriously affect stationery and printing. Advances in items of stationery run from 10% to 200% and certain materials are no longer obtainable at any price. The fact that munition manufacturers can use practically every item of

raw material used in the manufacture of paper, is partially responsible for the abnormal prices. Copying pencils and all colors are almost unobtainable. This requires the co-operation of all offices for minimum use, as previously covered by circulars explaining these conditions.

Any further suggestions which will aid in reducing the consumption of stationery are welcomed, and will be carefully considered, and, if found practicable, adopted for general use. They should be addressed to the Stationer, Chicago, Ill.

Circular letters on "Don'ts" and suggestions for careful use of stationery are sent out by the Stationery Department attached to copies of requisitions. These should be carefully watched and practices recommended complied with wherever practicable.



"THE OLD PIPE RACK."

What mark hath life's reclining years
To mete a fortune unto me
And gaze back like a Bellamy
To saddened hearts and pining peers?
The old pipe rack—it takes me back
To yester year—yes, fifty;
And each pipe there, a story rare
Of days when life was thrifty.

The lion's head upon the bowl
Of one—it tells a tale of fight—
And smoking, when the field at night
Reigned quiet after cannon's roll.
I smoked and tho't how life was wro't
With famine, war and pestilence.
Yet in this world that life unfurled
To all a happy sustenance.

And that old Meershaum next the lion
Bespeaks a precious soul of mine
Who shared my lot in faith divine,
Until a call came out from Zion.
With saddened heart I've done my part
To bridge the lonely canon;
And since that year, when life was drear
This pipe was my companion.

And there are pipes for other days
When I was happy and content
And Kismet reigned with good intent
To bless me in a thousand ways.
And tho' my hand hath near'd the end
And life within me pining;
I dwell in calm and smoke the balm
Of memories entwining.

WILLIAM J. O'NEILL APPOINTED DISTRICT MECHANICAL SUPERINTENDENT.

Effective April 10th, Mr. W. J. O'Neill was appointed District Mechanical Superintendent of the Second District with headquarters at El Reno, Oklahoma, account Robert L. Stewart, deceased.

Mr. O'Neill entered railroad service in 1892 as Machinist Apprentice with the Union Pacific R. R. and came up through the ranks with various railroads when he was appointed general foreman



W. J. O'Neill.

of the Mechanical Department of the Rock Island at Herington in 1907. In 1908 he held the same position at Shawnee, and in 1909 went to the C., R. I. & G. Ry. as assistant master mechanic. In 1910 he returned to the Rock Island as master mechanic at El Dorado, Arkansas, and from that time until his present appointment he was master mechanic at various points on the Second District.



MRS. CARL SCHOLZ DEAD.

The many friends of Mr. Carl Scholz, manager of our Mining & Fuel Department, Chicago, will regret to learn of the death of Mrs. Scholz at their home in Chicago on Monday, April 17th.

EMPLOYES PENSIONED

At a meeting of the Board of Pensions, March 28, 1916, the following applications for pension were approved:

Pension

No.		
303	Patrick Andrew Murphy, Trainmaster, Age, March 1, 1916 Length of continuous service Monthly pension Pension effective	Minneapolis, Minn. 70 years 34 years \$61.90 April 1, 1916.
304	William Boller, Section Laborer, Age, July 29, 1915 Length of continuous service from date entered service until date attained the age of seventy years Monthly pension, actual Monthly pension, allowed (minimum) Pension effective	Stockton, Iowa 71 years 24 years \$5.07 \$20.00 August 1, 1915.
305	James Shehan, Locomotive Engineer, Age, February 10, 1916 Length of continuous service Monthly pension Pension effective	Iowa Division 65 years 50 years \$88.15 February 1, 1916.
306	Albert C. Engstrom, Painter, Age, August 10, 1915 Length of continuous service Monthly pension, actual Monthly pension, allowed (minimum) Date of application	47th Street Shops, Chicago 65 years 32 years \$16.10 \$20.00 January 1, 1916.
Mr. Albert C. Engstrom passed away February 29, 1916, and the amount of pension due him for the months of January and February, 1916, was made payable to Mrs. A. C. Engstrom.		
307	Charles Johnson, B. and B. Carpenter, Age, December 5, 1915 Length of continuous service Monthly pension, actual Monthly pension, allowed (minimum) Pension effective	Iowa City, Iowa 62 years 27 years \$16.19 \$20.00 January 1, 1916.
308	William Wesley, Switchman, Age, June 27, 1916 Length of continuous service Monthly pension Pension effective	Chicago Terminal Division 58 years 28 years \$25.85 June 1, 1915.

BIOGRAPHIES OF PENSIONERS

Patrick A. Murphy, Trainmaster, Minneapolis, Minn.

Mr. Murphy was born near Fitchburg, Mass., March 1st, 1846. During his early childhood his parents moved to Batavia, N. Y., where he attended school. He joined the army during the Civil War and was honorably discharged October 1, 1865. During the winter of 1865 and the spring of 1866 he was employed as a section laborer for the New York Central Railway when he was promoted to Brakeman and remained with that company until 1868, leaving their service to enter the employ of the Northern Central Railways of the Pennsylvania Lines in the capacity of brakeman and conductor and in 1872 he resigned to accept position with the Lehigh Valley Railway as fireman and conductor and remained with that company until 1876.

From there he went to the Erie Railroad as assistant yardman and yardmaster at

Avon, N. Y., Buffalo, N. Y., and Bradford, Pa., leaving the service the latter part of 1878 to enter the service of the O. B. & W. Ry. as freight and passenger conductor, remaining in the service of that company until the summer of 1880.

He then came west and entered the service of the Missouri Pacific Railway as assistant yard master at St. Louis, and resigned in the fall of 1881 to go north. He entered the service of the B. C. R. & N. Ry. as switchman at Albert Lea, Minn., November, 1881, promoted to night yardmaster, June, 1882; yardmaster at Cedar Rapids, September, 1882; trainmaster, March, 1884; assistant superintendent, December, 1892, and remained in that position until the absorption of that company by the C. R. I. & P. Ry., June, 1902. Was appointed trainmaster, July, 1892 and held that position until retired on a pension, April 1, 1916.

Mr. Murphy is a man of high character, respected by his superior officers and beloved by his men and admired by his many friends for his sterling character and true friendship. The great characteristics of "Murph" was his love for children and dogs. There are a great many business men in Cedar Rapids, Iowa, at the present time who can recall "Old Murph" giving them a start and lending them a helping hand while they were news boys.

As to dogs, there was old "Nig," an old black spaniel, whose tail was cut off by a train and whose injuries were cared for by "Murph" so that "Nig" could wag what was left of his tail at his master in appreciation of the many kindnesses received at his hand. Then there was "Max" and numerous other of the canine breed that followed.



P. A. Murphy.

"Murph," however, was most rare and fine edged. The writer recalls his yarn about freeing Ireland shortly after the Civil War by invading Canada, which invasion was disastrous to his party. Some years thereafter he happened to be at Spirit Lake during one of the old "Regattas" and met a man by the name of Turner, who remembered they had faced each other in the famous raid, and Turner, being the better shot, clipped a piece off one of Murph's ears, though he (Murph) always laid the loss to some other cause.

March 30, 1916.

Mr. W. B. Ross, Secy. Pension and Personal Record Bureau, Chicago, Illinois.

Dear Sir—Yours of the 28th received advising me that I will be on the pension list April 1st, 1916.

I wish to thank you and the Rock Island Line for the amount I am going to receive; same is appreciated by me and I will always continue as I have in the past—to do all in my power for the interest of the company who will take care of their employes in this manner.

Yours truly,

(S.) P. A. MURPHY.

James Shehan, Locomotive Engineer, Iowa Division.

Mr. Shehan was born in Guelph, Canada, February 10th, 1851. In the spring of that year his parents moved to Illinois traveling over Illinois and Michigan canal by boat hauled by three mules. Attended public school in Peru, Illinois. Entered the service of the Rock Island as fireman, Chicago Yards, June 1, 1866, remaining in that position until 1871, when he was pro-



James Shehan.

moted to running the switch engine at Joliet. Was transferred to Trenton, Missouri, April, 1872, where he remained until May, 1874, when he was transferred to Stuart, Iowa, where he was employed until October, 1892, when he came to Rock Island and running from that point from that date to the date of his retirement—January 12, 1916.

Chicago, March 29th, 1916.

James Shehan, Esquire, 946 23rd Street, Rock Island, Illinois.

Dear Sir—In going over the minutes of the Pension Board my attention is attracted by the award to you of a monthly pension of \$88.15, after fifty years of service on the Rock Island Lines.

I wish to congratulate you upon a record culminating in such an event and to ex-

tend to you my wishes for a contented and comfortable old age. There are very few people who have had such a long record of service under one company. Your retirement with such recognition on the part of the Rock Island Lines is evidence of the good that comes to both employer and employe from the maintenance of such relations throughout so long a period. I hope that others will be inspired by your example and that it will lead to a maintenance of those relations between the Rock Island Lines and those engaged in its service which will fulfill the expectations of the general public as to the efficiency of public service and the reciprocal



William Wesley.

justice between employer and employe which redounds to such good for both.

Yours truly,

(S.) J. M. DICKINSON,
Receiver.

Rock Island, Ill., March 30th, 1916.

Mr. J. M. Dickinson, Receiver, Rock Island Lines, La Salle Street Station, Chicago, Illinois.

Dear Sir—Your congratulating letter of March 29th received, and I wish to thank you with all my heart for the handsome monthly pension granted me, and I assure you, sir, that I cannot find words to express my gratitude as this will assure me to live in comfort in my old age.

Thanking you again, I remain,

Most respectfully yours,

(S.) JAMES SHEHAN.

William Wesley, Switchman, Chicago Terminal Division.

Mr. Wesley was born in Knox County,

Illinois, June 27, 1858. In 1852 his parents moved to New York, where he remained until twelve years of age, when he went to work for a farmer in order to help the family on account of his father enlisting with Company K, 55th Illinois Infantry, he being killed in the battle of Shiloh.

In 1875 Mr. Wesley left New York for the Minnesota harvest fields, where he worked as a binder, later entering the service of the Red River & Manitoba (now the Greater Northern) Railway Company as a grader and at the completion of said road was employed as a brakeman between Breckinridge and Glendon.

In 1876 he went to California where he



Charles Johnson.

was employed as rancher, miner and freighting teams, returning to Galesburg in 1880, where he was employed by the C., B & Q. as switchman, leaving the employ of that company the latter part of 1880 to enter the service of the Indianapolis & St. Louis Railway Company at East St. Louis.

In 1881 he entered the service of the East St. Louis & Carbondale Ry., leaving that company some time during the year of 1881 to accept employment with the St. Louis Bridge Company, remaining with them until the latter part of 1881, when he accepted employment with the Mississippi Central Railroad as brakeman.

Not being satisfied, he returned to St. Louis, again entering the service of the St. Louis Bridge Company, where he remained until 1886, when he came to Chicago, where he was employed by the P., Ft. W. & C. Ry. until November, 1887.

In November, 1887, he accepted employ-

ment with the C., R. I. & P. Ry. at Englewood, being employed in various capacities from that time to the date of his retirement, May 3, 1915, when he was compelled to leave the service on account of impaired health and physically unfit for further service. He was granted a pension March 28, 1916, effective June 1, 1915.

Mr. Chas. Johnson, B. and B. Carpenter, Iowa City.

Mr. Johnson was born at Stralsund, Germany, December 5, 1853. Emigrated to America in 1880. Was first employed by the C., M. & St. P. Ry. as section laborer for about one year; resigned from the service of that company to enter the employ of the B. C. R. & N. Ry. Co, resigning to enter the service of the C., R. I. & P. Ry. as section laborer, Atalissa, Iowa, January, 1884, and was employed in that capacity until August, 1888, when he resigned to go



William Boller.

farming. He returned to the service of the C., R. I. & P. Ry. as laborer in the fence gang, April, 1889, and was promoted to B. and B. Carpenter November, 1889, remaining in that capacity until December 3, 1915, when he was compelled to give up his position on account of sickness. He was granted a pension March 28, 1916, effective January 1, 1916, on account of being physically unfit for further service. Mr. Johnson is suffering from an enlargement of the heart with a high blood pressure. Mr. Johnson was a loyal and faithful servant of the company and well respected by his employing officers.

William Boller, Section Laborer, Stockton, Iowa.

Our records show Mr. Boller entered the service of this company as section laborer at Stockton, Iowa, June, 1890, and was in continuous service to July 9, 1915, on which date he retired on account of having attained the age limit. Records show Mr. Boller had twenty-four years and one month continuous service and was granted a monthly pension of \$20, effective August 1, 1915. Quote you the following letter received from him in acknowledgment of advice that he had been pensioned:

"Your kind letter of 28th inst. which

informs that I have been granted a monthly pension of \$20 is on hand and will assure you it is the most welcome letter I have ever received and I now need not worry about support of my wife and self, and can give nothing but the highest of praise for the system the Rock Island Lines have adopted for taking care of their old employees, and with great gratitude I beg to advise that my address is Stockton, Iowa."



THE GREAT ROCK ISLAND LINES.

You can read in ancient history,

As well as in books today,

Of the men who were the wisest

In what they would do and say;

But the wisest people the world has known

Are the people of modern times,

And the wisest are those who ship today

Via the Great Rock Island Lines.

From Chicago to the great Southwest,

And from Frisco to St. Paul,

You'll find that the C., R. I. & P.

Is the greatest of them all;

And when you're moving your products

From your factories and your mines,

You'll find you get the best dispatch

Via the Great Rock Island Lines.

And if you want to take a trip

To the great and golden West,

Just get your ticket on the Rocky Isle.

For we assure you it's the best;

You'll find the trainmen courteous,

For they believe in the tie that binds.

For every man is a gentleman

On the Great Rock Island Lines.

The engines and the engineers

Are as good as the best today,

That's why you'll find it safe

To go the Rock Island way;

Their coaches are all up to date,

For they don't pinch dollars or dimes

When it comes to making you comfortable

On the Great Rock Island Lines.

And after all is said and done.

Of the railroads of today,

You'll find it's a line that's without a peer,

This Great Rock Island way;

It's like the sparkle of the diamond,

Or the rarest of old wines.

For it has to be rare, if it will compare

To the Great Rock Island Lines!

—By D. E. Henry, Foreman Dock House, South Chicago.



CONTENT.

There are some characters who carry their wealth with them, who are rich without money. They do not need palatial homes or a large bank account. They do not need to buy admission to society—everybody loves them. They are welcome everywhere because they have that which money cannot buy—a genial, helpful, sunny, cheerful disposition.

PENSIONERS WHO HAVE PASSED AWAY

Following is a list of pensioners who passed away subsequent to the meeting of the Board of Pensions, January 28, 1916:

Name.	Occupation.	Location.	Died.
James H. Preston.....	Station Master	Des Moines, Ia.....	1-16-16
Pension effective	February 1, 1905.....		
Monthly pension	Feb. 1, 1905, to Feb. 28, 1910		\$50 per month.
Monthly pension	Mar. 1, 1910, to Jan. 31, 1916		\$24.00 per month.
Pension ceased	Jan. 31, 1916.....		
Total pension received.....			\$4,704.00
Henry M. Northrop.....	Clerk, Passenger Dept.....	Chicago, Ill.	2-29-16
Pension effective	December 1, 1907.....		
Monthly pension	Dec. 1, 1907, to Feb. 28, 1910		\$35.00 per month.
Monthly pension	Mar. 1, 1910, to Feb. 29, 1916		\$20.00 per month.
Pension ceased	Feb. 29, 1916.....		
Total pension received.....			\$2,385.00
John Clifford	Crossing Flagman	Des Moines, Ia.....	2-23-16
Pension effective	January 1, 1910.....		\$20.00 per month.
Pension ceased	February 29, 1916.....		
Total pension received.....			\$1,480.00
John Donahue, Sr.....	Crossing Flagman	Marseilles, Ill.	3-2-16
Pension effective	February 1, 1910.....		\$20.00 per month.
Pension ceased	March 31, 1916.....		
Total pension received.....			\$1,480.00
David W. Hayes.....	Machinist	Valley Junction, Ia.	2-21-16
Pension effective	April 1, 1912.....		\$23.20 per month.
Pension ceased	February 29, 1916.....		
Total pension received.....			\$1,090.40
Marshall H. Miller.....	Brakeman	Iowa Division	12-2-15
Pension effective	June 1, 1913.....		\$20.10 per month.
Pension ceased	Dec. 31, 1915.....		
Total pension received.....			\$623.10
Harrie Blake Horne.....	Tool Grinder (formerly engineer)	Silvis Shops	2-10-16
Pension effective	May 1, 1915.....		\$44.40 per month.
Pension ceased	February 29, 1916.....		
Total pension received.....			\$444.00

James H. Preston, Station Master, Des Moines, Iowa, entered the service of this company as section laborer, Ottawa, Ill., May, 1857, and remained in that capacity until October, 1859, when he was granted leave of absence on account of ill health. On his return to service, March, 1860, he was appointed Bridgmaster at Davenport, Iowa, in charge of the Mississippi River bridge; also had the additional duties of Roadmaster assigned to him at that point, and in September, 1869, he was appointed Roadmaster, Iowa Division, which position he held until July, 1894.

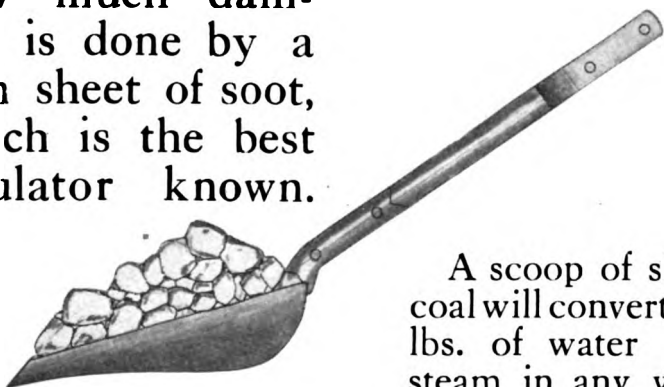
August, 1894, he was compelled to retire from active service on account of ill health and later given a suitable position. January, 1897, he was appointed Tie Inspector, remaining in that position until January, 1899, at which time he was appointed Station Master, Des Moines, Iowa, and on February 1, 1905, was retired with a pension at the age of seventy-two years. The total amount of pension received by Mr. Preston, February 1, 1905, to date of his death, January 16, 1916, was \$4,704.00, and he had

reached the age of 83 years and three months at the time of his death.

Henry M. Northrop, Clerk, Passenger Department, entered the service of this company as Clerk, Passenger Department, Chicago, November, 1883, at the age of fifty-five years and remained in that position until December, 1907, when he was retired on pension. The total amount of pension received by Mr. Northrop from that date until date of his demise, February 29, 1916, was \$2,385.00, and had reached the ripe old age of 87 years and 7 months at the time of his death.

A trolley car in Rochester crossed three consecutive streets bearing masculine names. When the conductor called "James" a man signalled him. "William," he called, another man got off. An Irishman sitting gingerly near the door grew visibly nervous. When "Alexander" was announced and a third man left the car the Irishman arose, approached the conductor and said: "I want to get off at Avnoo B. Me foorst name is Michael."

THE border around this article is not the sign of mourning. It is shown for the purpose of indicating how much damage is done by a thin sheet of soot, which is the best insulator known.



A scoop of slack coal will convert 120 lbs. of water into steam in any well-

kept boiler. If the flues and flue sheets are covered with one-eighth inch of soot, which is the thickness of the border surrounding this article, it will only evaporate 66 lbs. of water.

With nearly 250 steam plants and over 550 boilers, it is very important that close attention be paid to the soot, which will accumulate very quickly with the high volatile, long flame coals produced in the Central Western States.

The following table will be of interest to those who wish to help in our fuel economy campaign.

**Table Showing the Loss in Conductivity of Boiler Plate
Due to Different Thickness of Soot Deposit**

Thickness of Soot	Loss Per Cent
Clean plate.....	0.0
1-32nd inch.....	9.5
1-16th inch.....	26.2
1-8th inch.....	45.2
3-16th inch.....	69.0

Mining & Fuel Department, Chicago

THERMIT PROCESS OF WELDING

Editor's Note.—(On account of an error being made in the April issue of this publication by incorrectly numbering the cuts shown on the subject of "Thermit Process of Welding," we are repeating same in this issue, showing the numbers correctly applied to the cuts.)

✱ ✱

Dear Sir:—I herewith show pictures of some welds made during the past year with aid of the Thermit Process, which is being used with such good results by the various employes of the Rock Island Lines at most of the shops on the system.

No. 1 shows double weld made by Mr.



I.

Sam Marks, on frame of Engine No. 939 at Dalhart, Texas, shops, in August, 1915. One of the important features in making a weld of this kind is to properly provide for expansion and contraction.

No. 2 shows weld made on Engine No. 874 at Dalhart, Texas, by Sam Marks.

No. 3 is a picture of a weld made on a three ton cast steel cross head for one of the Steel Mills, is off a 12,000 H. P.

Blooming Mill Engine, which was wrecked account of main rod strap breaking. Five hundred pounds of Thermit used in making this repair.



II.

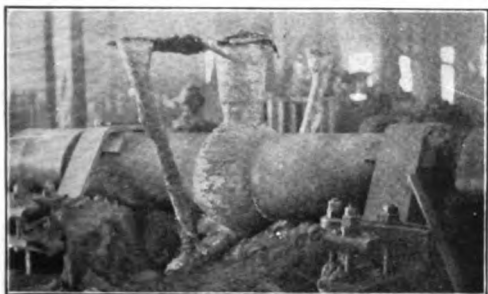
Nos. 4 and 5 represent the preparing for and welding of an 18-inch spindle which drives the rolls in a large Blooming Mill. Seventeen hundred pounds of Thermit required to make this weld, two large crucibles being used.

No. 6 shows a 40-inch nickel steel pinion which has been welded. One



III.

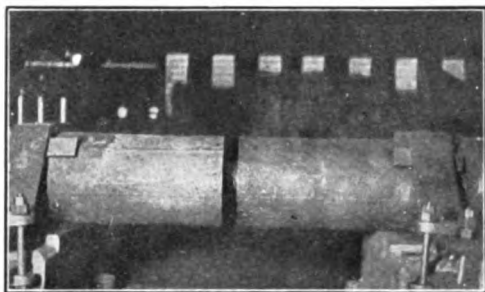
of the pods had broken off, section at fracture 9x30 inches, 1,700 pounds of Thermit used in making this repair.



IV.

This pinion weighs 22 tons and drives the Blooming Mill in one of the large plate mills.

The Thermit process is being used extensively for welding wrought iron and steel pipe, it being practical to weld all weights of pipe from $\frac{1}{2}$ inch in diameter up to 6 inches in diameter. This process is extremely valuable for welding new bends on superheater units, high pressure steam and air lines. Thermit welding of pipe is a simple operation, work being done when and where pipe lines are being installed, which does away

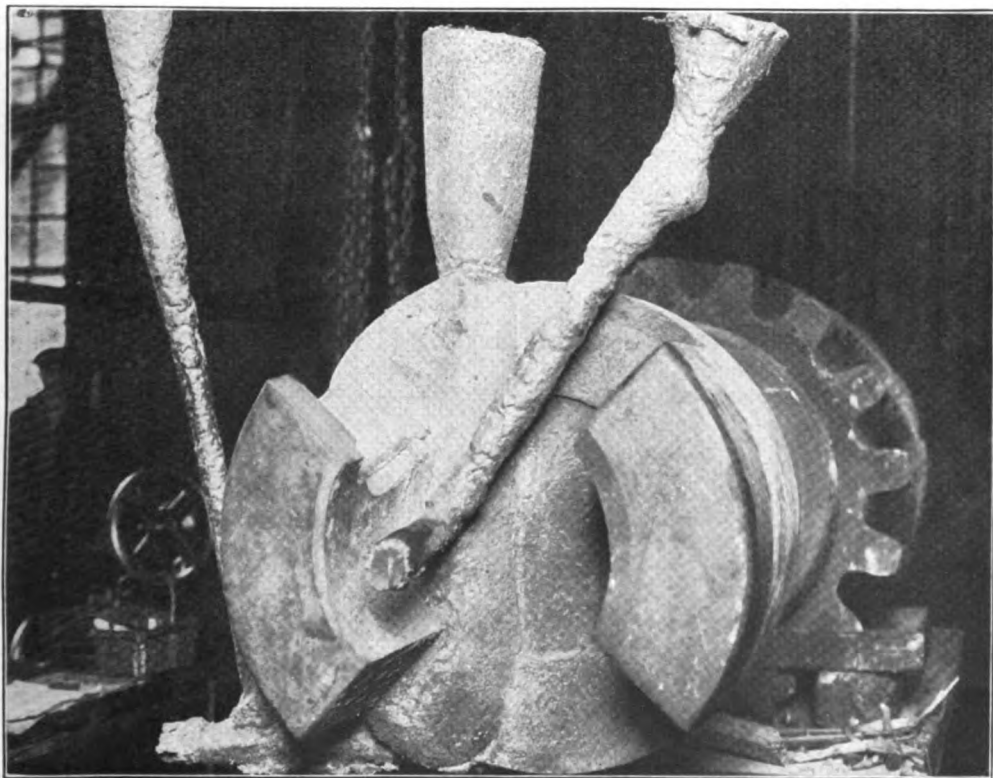


V.

with flanges, couplings, etc., making a permanent non-leakable joint or a continuous line, which is as strong as the pipe itself. One of the important features of this method is that the inside diameter of pipes welded are not reduced or in any way obstructed.

At another time I will describe this method of welding, giving more details and showing pictures of work that has been done with this process.

Yours very truly,
(Signed) HENRY S. MANN,
Mechanical Inspector.



VI.

You Saw It! I Know You Did!

WHAT?

CARS

CARS

CARS

and

You read it and re-read it, thought and re-thought about it,
I told the boys you would,

BECAUSE

It was something new and different, and
It aroused your curiosity.

NOW!

When a man reads he thinks — when he thinks about

CARS

CARS

CARS

He becomes enthused and when he becomes enthusiastic
our cars will

MOVE

MOVE

MOVE

MORE FIGURES TO ABSORB

During Year Ending June 30th, 1915

Average miles per car per day were..... 23.5
Shows cars only in motion..... 1 hr. 50" in 24 hrs.
THINK and PUSH can make it for 1916... 2 hr. 50" in 24 hrs.

PER DIEM the big thing in TRANSPORTATION COSTS.

LOOK

Total Transportation cost including Per Diem.....\$2,049,231.00
Total Per Diem value of cars used..... 1,084,777.00
It is surprising, but Car Hire cost 52.9% of the total.

THEREFORE

For every dollar of Transportation Cost for moving a load
we spent for the car alone.....\$0.529

That's **FOOD** for thought for **DAY AND NIGHT THINKERS.**

GET BUSY

MOVE — UNLOAD AND UTILIZE

CARS

CARS

CARS

EDITOR'S NOTE—The above is another circular issued by Superintendent A. B. Ramsdell, Rock Island. Illinois, on the subject of "Cars." There is good food for thought in all he says and every employe on the system can help in this great and important cause.

LOSS AND DAMAGE COMMITTEES APPOINTED

To All Employees:

In accordance with Circular No. 27, issued by the Chief Operating Officer under date of November 24, 1915, below is shown the personnel of the committees who will investigate the topics assigned them for the purpose of having definite reports at the System Freight Loss and Damage Committee meeting, to be held in Kansas City on July 10, 11 and 12, 1916.

All employees will please co-operate with members of the committee by aiding them in securing facts in connection with the topics assigned them.

The Chairman and Secretary of the System Loss and Damage Freight Committee are ex-officio members of all committees, and reports should be rendered to them as soon as a committee reaches a definite conclusion on any portion of the subject assigned, in order that prompt action may be taken on advantageous suggestions.

Committee No. 1: Live Stock.

Messrs.

H. A. Snyder, General Freight Agent, Chicago, Chairman.

F. J. Easley, Assistant General Manager, Des Moines.

L. H. Humphreys, Live Stock Agent, Cedar Rapids.

G. B. Hetherington, Train Master, Topeka.

H. H. Donahue, Transportation Clerk, El Reno.

C. F. Hitt, Assistant Transportation Clerk, Des Moines.

J. H. Dimmett, Service Inspector, El Reno.

Committee No. 2: Perishable Freight.

Messrs.

H. A. Huber, Superintendent Refrigerator Service, Chicago, Chairman.

A. S. Collins, General Dairy Agent, Cedar Rapids.

W. W. Cameron, Train Master, Fairbury, Neb.

F. F. Roland, Agent, Des Moines.

A. Lusk, Agent, Topeka.

R. J. Jarnagan, Chief Loss and Damage Investigator, Chicago.

A. Rutledge, Egg Inspector, Chicago.

Committee No. 3: Inspection, Carding and Preparation of Cars.

Messrs.

J. R. Pickering, Superintendent Car Service, Chicago, Chairman.

H. R. Saunders, Superintendent, Kansas City.

G. A. Merrill, Superintendent, Cedar Rapids.

J. H. Milton, Superintendent Car Department, Chicago.

L. A. Richardson, Mechanical Superintendent, Des Moines.

W. J. O'Neill, Mechanical Superintendent, El Reno.

H. H. Gray, Chief Transportation Inspector, Chicago.

Committee No. 4: Merchandise Handling.

(a) Loss of Entire Package.

(b) Standardizing Loading and Unloading Checking Methods.

Messrs.

J. R. Hickman, Supervisor Freight House Operations, Chicago, Chairman.

H. H. Germain, Superintendent Special Service, Chicago.

O. Maxey, Supervisor of Weights, Chicago.

W. H. Herbig, Agent, Kansas City.

A. J. Hitt, Agent, Chicago.

M. H. Rudolph, Agent, Broadway, St. Louis.

W. H. King, Transportation Inspector, Bureau, Ill.

Committee No. 5: Methods of Loading, Stowing and Bracing C. L. and L. C. L. Freight. Pyramid Loading, Sacked Commodities.

Messrs.

J. W. Lawhead, Agent, Burr Oak, Chairman.

C. W. Laffer, Train Master, Manly.

C. A. Tice, Agent, South Chicago.

C. W. Thatcher, Agent, Silvis.

C. N. Mable, Agent, Little Rock.

J. T. McKennan, Agent, Minneapolis.

J. W. Ogles, Foreman, Kansas City Freight House.

Committee No. 6: Delivery of Freight.

(a) Standard Practices.

(b) Receipts.

Messrs.

H. H. Gray, Chief Transportation Inspector, Chicago, Chairman.

Paul Peters, Auditor Freight Accounts, Chicago.

R. E. Palmer, Agent, Oklahoma City.

C. C. Hobbs, Agent, Davenport, Iowa.

F. E. Stewart, Traveling Auditor, Fairbury.

A. F. Cox, Transportation Inspector, Des Moines.

A. L. Dewey, Transportation Inspector, Eldon.

Committee No. 7: Car Seals.

Messrs.

G. W. Rourke, Assistant General Manager, El Reno, Chairman.

F. J. Easley, Assistant General Manager, Des Moines.

H. A. Huber, Superintendent Refrigerator Service, Chicago.

O. Maxey, Supervisor of Weights, Chicago.

H. H. Gray, Chief Transportation Inspector, Chicago.

Committee No. 8: Inspection Loading Carload Shipments at Junction Points.

Messrs.

C. A. Tice, Agent, South Chicago, Chairman.

J. P. Quigley, Agent, Joliet.

W. A. Haase, Agent, Carrie Ave., St. Louis.

W. C. Lightner, Agent, Peoria.

W. L. Stout, Agent, Memphis.

W. S. Devor, Agent, Tucumcari.

H. H. Gray, Chief Transportation Inspector, Chicago.

Committee No. 9: Marking Packages, Sealing Packages.

Messrs.

J. C. Yocum, Transportation Inspector, Chicago, Chairman.

A. J. Hitt, Agent, Chicago.

W. H. Herbig, Agent, Kansas City.

W. L. Stout, Agent, Memphis.

W. R. Votaw, Agent, Muscatine.

J. T. Kelley, Agent, Council Bluffs.

W. E. Bennett, Agent, Cedar Rapids.

Committee No. 10: Station Records and Stationery Filing.

Messrs.

W. H. Roach, Chief Clerk to General Auditor, Chicago, Chairman.

W. W. Griswold, Stationer, Chicago.

E. Shea, Chief Traveling Auditor, Chicago.

A. Lusk, Agent, Topeka.

J. J. Beacom, Traveling Car Agent, Chicago.

G. A. Gruver, Transportation Inspector, Cedar Rapids.

L. E. Cato, Transportation Inspector, Little Rock.

Committee No. 11: Making and Breaking up Trains at Terminals.

Messrs.

C. B. Pratt, Superintendent, Chicago, Chairman.

J. Sweeney, Yard Master, Kansas City.

C. F. Duncan, Yard Master, Silvis.

H. B. Justin, Yard Master, Burr Oak.

R. W. Friday, Yard Master, El Reno.

W. P. Ballou, Traveling Car Agent, Kansas City.

W. W. Tassell, Traveling Car Agent, El Reno.

N. D. BALLANTINE,
Chairman, System Loss and Damage Committee.

APPOINTMENTS.

Effective April 1, 1916, C. W. Lafier was appointed trainmaster at Omaha with jurisdiction over the Omaha and Council Bluffs terminals, Sub-division 6, 5-A, 5-B, 5-C, 5-D and 5-E, vice E. D. Hungerford, transferred.

Effective April 1, 1916, Mr. M. D. Morgan was appointed roadmaster on the Nebraska Division, Sub-division 6-A Horton to Jansen, and 7-A Fairbury to Nelson, headquarters Fairbury, Neb., vice F. Bokenkroger.

Effective April 1st, Mr. E. D. Hungerford was appointed assistant superintendent with jurisdiction extending over Twin City terminals, headquarters at Minneapolis, vice Mr. P. A. Murphy, retired.

Effective April 1, 1916, Mr. W. E. Warren was appointed trainmaster, with headquarters at Iowa Falls, with jurisdiction over Sub-divisions 18-19, vice Mr. C. W. Lafier, transferred.

Effective March 29th, A. W. Holmes was appointed agent at Pearl, Kan., vice D. Kennedy. Geo. L. Hill, adjuster at Chicago, has resigned, effective April 1st, to accept position as assistant county attorney, McAllister, Okla.

I. C. Olsen has been appointed adjuster at Chicago, reporting to General Claim Agent J. S. Palmer, succeeding Mr. Hill, resigned.

Effective April 10th, Mr. W. J. O'Neill was appointed mechanical superintendent of the Second District, headquarters El Reno, Okla., vice Mr. R. L. Stewart, deceased.

Effective April 10th, Mr. J. M. Kerwin was appointed master mechanic of the Dakota Division, headquarters Estherville, Iowa, vice Mr. W. B. Embury, transferred.

Effective April 10th, Mr. W. B. Embury was appointed master mechanic of the Pan Handle Division, headquarters Shawnee, Okla., vice Mr. W. J. O'Neill, promoted.

Effective April 10th, Mr. S. E. Mueller was appointed general foreman Locomotive Department at Cedar Rapids shop, vice Mr. J. N. Kerwin, promoted.

Effective March 14th, Mr. L. L. Hoffman has been appointed roundhouse foreman at Liberal, Kan., vice Mr. W. H. Burleigh, resigned.

Effective March 21st, Mr. T. F. Phelan was appointed road foreman of equipment, vice B. J. Bonner, transferred.

Effective April 8th, Mr. James M. Shields was appointed night roundhouse foreman at Halleyville, Okla., vice C. R. Howorth, transferred.

Effective April 10, 1916, Mr. R. A. Huey was appointed general locomotive foreman at Armourdale, Kan., vice E. P. Elch, acting foreman.



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

Conductor Holcomb of Little Rock, Ark., has been instrumental in securing one ticket, Fordyce to Memphis, on March 21st, this party having intended to use another line.

Mr. Floyd Smith, train porter, El Reno, Okla., has secured another passenger over line, El Reno to Mayfield, Ky., this party having intended to use another line.

Mr. C. R. Dobson, general car foreman at Cedar Rapids, has secured two tickets from Cedar Rapids to California, for which he has been highly commended.

Mr. F. B. Shepard of Oklahoma City, Okla., has been instrumental in securing a haul of Ford automobiles on our line.

Mr. W. L. Robinson, brakeman, Little Rock, Ark., has been highly commended for securing sale of one ticket via our line from Fordyce to Memphis, this party having intended to use another line.

Mr. E. C. Wright of Eldon, Iowa, during the month of March was instrumental in routing two passengers over our line, Chicago to San Francisco, these parties having intended using another line.

Mr. Gene Honon of Little Rock has been highly commended for securing for our line party of between 16 and 20 nurses en route to

the International Convention at New Orleans. Such co-operation is certainly appreciated.

Mr. W. W. Newball, conductor, Missouri Division, has been given a letter of commendation for being instrumental in the sale of ticket, Kansas City to San Francisco, on arrival of train No. 3, at Kansas City March 19th.

Mr. Wm. Thurston, train porter, Missouri Division, was highly commended for introducing two parties to station passenger agent at Kansas City March 17th, who purchased tickets to Denver via our line.

Mr. E. F. Wright, conductor, Missouri Division, has been commended for having been instrumental in the sale of a ticket over our line from Kansas City to Oklahoma City, on arrival of train No. 29 April 5th.

Mr. C. F. Carl, night caller, El Reno, Okla., has been instrumental in securing two passengers destined to Big Timber, Mont., who intended going to Oklahoma City to buy tickets.

Information comes to us that through the solicitation and interest of Charles Elken, car inspector, Peoria, Ill., a through car of machinery was secured for movement, Peoria to Kansas City. This is certainly appreciated by the management.

John Keegan, employed as messenger in the office of our general agent, Chicago, has given an excellent illustration of what can be done in the way of "helping the cause" through personal efforts on the part of employees. Mr. Keegan recently secured routing of one car of gas ranges from Joliet to Oklahoma City via our line as a direct result of his personal efforts, and he is to be highly commended for the interest shown in the welfare of the company he serves.



MERITORIOUS SERVICE.

Mr. L. Wolf, section foreman, Missouri Division, was given ten merit marks for interest displayed in observing brake beam down on car in Extra 2543 between Brighton and Verdi March 28th, flagging train, thereby possibly preventing derailment.

Mr. Ross R. Ridgway, operator, Missouri Division, was given five merit marks for discovering brake beam down on car in No. 22 passing Mercer March 7th, promptly notifying crew and no doubt avoiding an accident.

Mr. W. A. Reed, brakeman, Missouri Division, was given five merit marks for firing engine on train 920, Cameron to St. Joe, March 5th when fireman was taken suddenly ill.

Mr. C. Bernking and Mr. G. H. Walk, brakemen, were given five merit marks each for firing engine on Extra 1624, Mercer to Clio, March 22nd at time fireman was taken ill.

Mr. H. N. Boyer, switchman, Missouri Division, was given five merit marks for interest displayed in discovering bent axle on tank of engine 971 at Trenton, promptly reporting same.

Mr. J. A. French, section foreman at Resolis, Colo., has been commended for noting brake beam dragging on car C 53205, train 86, mile post 542, March 10th, stopping train and probably avoiding an accident.

Mr. W. H. White, section foreman, Bushland, Texas, has been commended for noting brake beam down on car LSMS 68813, train 92, stopping train and probably averting an accident.

Mr. C. E. Brown, conductor; Mr. H. R. McClelland, brakeman; Mr. G. W. Smith, engineer, and W. P. Carson, fireman, have each been highly commended for putting out fire at bridge 3735, near Summereset Junction April 24th, which no doubt averted serious property damage and possible accident.



TRY THIS WHEN CALLED.

"I want to be excused," said the worried looking jurymen, addressing the judge. "I owe a man \$25 that I borrowed, and as he is leaving town today for some years I want to catch him before he gets to the train and pay him the money."

"You are excused," returned the judge, in icy tones. "I don't want anybody on the jury who can lie like that."—Toledo Blade.



ABNER'S BRIEFS OF THE ARDMORE BRANCH.

G. Hiram Young.

Sport shirt's are coming back in style,
We see 'em every day;
New Panamas and summer ties
Were shipped along with May.

'Tis fine to grab your fishing pole,
And pass away the hours,
A-fishing in the same old fishing hole
Or go and gather flowers.

Us older ginks can sit around,
And watch the kiddies play,
And all be glad that Nature found
This grand old month of MAY.

Who said hard times? Business on the branch was never so good, according to Conductor Tom Cook. Everybody is doing Charley Chaplin stunts taking care of it.

Welcome to our bunch, Prof. Herrington. All are glad to see new ones come into the fold. Hope you will stick 'till the cows come home.

Our old friend, M. P. Jolly, of Haileyville, who got married some time back and was going to give us an example of two living as cheap as one, says "It took it all before, and it takes it all now—so what's the argument?"

Gen. Jack Frost invaded Fireman Carl Mike-sell's flower garden the other night and made a cool cleaning. Simply said to the dear little things, "Wilt thou"—and they did.

The new coat of paint put on the "Y" was so refreshing that all joined in thanking the boss painter who is sure some artist when it comes to spreading that stuff.

Our friend, Mr. Bob Brown, chief clerk, right-fully gets the credit of having the best example of civic attractiveness demonstrated in the new parks around the station grounds at Haileyville. He looks after it as close as he watches the overtime, and that feature is about reduced to nothing. Stay with it, Bob.

The pooling of the engineer's part of 91-92 slickered Rubin Blue out of a fancy trip every time, but gives all the rest a shot at the Pinky once in a while.

Herman Howard is back on 83-84, and reports having discovered a new patch of fish worms somewhere close to Holdenville. Engineer Wm. Cilmins says it is a good thing it wasn't around White's, as Herman wouldn't get to gather the crop. Now, why?

The general inspection that was on the division last month, and every one connected with it reported things fine. That's right, too.

Our friend from Europe who wrote us that letter last month, remarked something about class distinction there, and none here. Fireman "Poke County" Blakley says he begs to differ with him, and points to the distinguishing between the rating of Classes A and D.

John Roberts wouldn't be the champion domi-no player around the "Y" if he didn't always insist on being the bookkeeper, according to

Brakeman Roy Reed of Shawnee. Well, Roy, that's one of the tricks of the trade.

Brakeman Billy Olds is hunting for a pas-senger job now, since his girl came so near overlooking him the other day in his overalls for some street car conductor. Help!

Conductor Cobb of Shawnee, who recently threw his sky piece into the ring of politics, has made good some of his promises inasmuch as he has fixed some very muddy places on some streets. Fine, Joe, fine.

It is hard to figure out something that would suit every one and his brother more so that the way the station grounds has been lined up by our old time hustling friend, "Shorty" Amos, the agent, and the yard office parking, by Mr. Wrey, the general yard master of Shawnee.

If you are anyways in doubt as to what is meant and what it means to you regarding the safety movement, you should have attended last meeting at Haileyville. Our old war horse, Sheed, was with us and of all the advice given he gave to the school kiddies, getting their promise to help keep the headlines out of the news-papers regarding the running over of little fel-lows going to and from school. Getting the little ones interested in this way will help you and our railroad more than you have any idea.

THIS MONTH'S MOVING PICTURE.

Sitting at his desk in the wee hours of the morning answering once in a while the call, "Dispatcher," that came over the wondrous working wire, our old friend, Jack O'Brien, the third trick man at Haileyville, assumed the attitude of watchful waiting. Through his mind flitted pictures of freight trains handling Class A rating, and passenger trains making sixty per. Then as Father Time flew forward, he also turned backward in his flight and took Jack hurriedly for a visit through the Emerald Isle of his ancestral past, where St. Patrick was made famous by his wonderful hunt for snakes which proved more successful than the hunt for Villa.

While picturing a plunge in the River Shan-non all became dark. Poor Jack brought to his feet all of a sudden, had mental pictures of other things, from the horrors of Bunker Hill to the San Francisco shakeup. What a pity to break into the peaceful dream of such as he was having a moment ago! But what; where, and why? Well the switchmen missed a coupling on a refrigerator that was standing as peacefully as Jack was sitting, near the end of a spur track at the bottom of the office building, which is on stilts for a foundation. Fright-ened at finding itself loose, sore because bumped into, the said freezer proceeded to have a run-away, and had a head-ender into the building.

Jack's decision was in line with that of certain classes who have been bossing different coun-tries in Europe. He decided to move his capital, and at once, quick on action after deciding a thing, and for safety first, he made a grab for his train sheet and then a dash for Mother Earth. Down the steps from the second story where he had been working he came without hat or coat. Exceeding the speed limit, until he figured he was out of the way of the falling

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building (which didn't fall) he then hurriedly held a little investigation, but not his tongue. Blaming those "snakes" for trying to make a widow out of Mrs. Jack, he at once demanded that they all be sent home, but on looking into their future without jobs and hungry perhaps, and remembering that it was getting time to make up the locals, he repented and took it all back on the ground that they wouldn't tell Hiram Young, which meant telling the R. I. Magazine. They didn't.

Jack remarked that Nero might have fiddled while Rome burned, but he had failed to find anything in any reports where a dispatcher was made famous by committing suicide when he wasn't ready if he could make his get-away. Besides, in the days of Nero there wasn't any safety first movements, which is plainly seen Jack is a believer of. For an actor, it is said Jack has Charley Chaplin skinned more ways than a monkey can go high on a grape vine.

The student brake reflects that the way some brakemen go heedlessly at a thing reminds one of a bunch of women shoppers making a run on a Kress bargain counter.

A hot box is like a boil—you have to doctor it or it won't get well.

If you want to commit suicide, go to war. Don't do it by riding the pilot.

A minute with your head saves a mile with your feet sometimes. Try it.

ARKANSAS DIVISION.

H. L. Howe, Editor.

"WHO'S MARRIED?"

Frank G. Taylor, stock claim adjuster is a "single" no more. Miss Beth Spooner of Parsons, Kansas, is the lucky girl and Frank is just as lucky in finding such a bride.

The ceremony was performed at Parsons, Kansas, March 30th, 1916. Mr. and Mrs. Taylor are now residing in Little Rock, well and happy.

The rumor was afloat sometime ago, but somehow or other we didn't give it much evidence. But he "stole a base" and "came home" scoring on the matrimonial "diamond."

Everybody on the Arkansas Division knows Frank Taylor and few are as popular as he. Rock Island friends presented Mrs. Taylor with some beautiful silver presents which were very appreciably received by the couple.

Here's regards, and we wish them all the success and happiness in the world. We might add the old chestnut—"May their troubles all be LITTLE ONES."

A new comer in the superintendent's office is Miss Norvelle Hammett, stenographer to Division Engineer. Miss Hammett formerly worked in the superintendent's office at El Dorado. (Good looking.)

Another new face in the superintendent's office is that of Don Stringham, assistant time-keeper. Mr. Stringham formerly worked in the superintendent's office at Des Moines. Don is a good looking single chap and when it comes to the girls—he can "Stringham."

VISITORS.

Mr. J. F. Word, engineer from Missouri Division, was in Little Rock recently, visiting old friends. Mr. Word was on his way to Hot Springs, and wanted to know if Little Rock was in Missouri.

Mr. Will Corcoran, traveling M. C. B. Clerk, was in Little Rock on business recently. We are always glad to see Bill's smiling countenance.

SPORT DOPE.

The Rock Island Baseball Club was organized April 1st, 1916, composed of employees at Little Rock Terminal. Mr. Ben Winston was elected president of the Club; Mr. J. R. Brown, vice-president; Mr. I. C. Bennetsen, treasurer; Mr. L. S. Morgan, captain of the team, and H. L. Howe, secretary and manager.

The Club is composed of about forty active members who are backing a team selected from amongst themselves, to play in the Little Rock Commercial League which is scheduled for a series of Saturday afternoon games to be played at Forest Park and Martin's field near the Country Club station on Pulaski Heights Line.

The League is composed of the Clubs from the Magnolia Petroleum Co., U. S. Post Office,

Gay Oil Co., Coca Cola, Pierce Oil Corporation and the Rock Island.

The Rock Island played their first game Saturday, April 15th, with the Post Office at Martin's park. Game called account rain. G. P. Anderson, ss; W. H. Brand, p; Ross Ray, c; H. W. Sherman, 2b; C. L. Johnson, 1b; O. E. Thomas, 3b; E. H. Mitchell, lf; O. F. Peterson, rf; J. Harrington, cf.

The Rock Island team will play the following dates in the league during April and May. April 22d, Coca Cola, Martin's field, 3 p. m. April 29th, Magnolias, Martin's field, 3 p. m. May 6th, Pierces, Forest Park, 4:20 p. m. May 13th, Gays, Martin's field, 3 p. m. May 20th, Post Office, Forest Park, 4:20 p. m. May 27th, Coca Cola, Forest Park, 4:20 p. m.

The team is getting in fine shape and expects to carry away the pennant at the end of the season which will close about August 5th.

A movement is on foot among the lady employees to organize a basket ball team and possibly by the next "scribbling" the team will be piling up a good average.

At the opening of the Commercial League baseball season, Saturday, April 15th, an auto parade was given by the six clubs. Without a doubt the Rock Island delegation of a dozen autos was a feature of the occasion. Altogether there were over fifty cars in the parade.

NOTICE: At a recent meeting of the Rock Island Baseball Club a vote of thanks was extended to the employees who have so generously contributed to the baseball fund and also to those who were kind enough to tender the use of their cars in the auto parade on April 15.

NOTICE.

The Biddle Bay Boys will be open for games with any team that desires to take a chance with them, May 1, 1916, with the following lineup:

W. C. Bray and C. F. Holliman, c.
Jack Tracy, 1b; Bill Werley, sub.
E. Stringer, Lefty Le Laurin, Lefty Valentine, p.
Chas. Kirby, 2b; L. Colwell, sub.
Reed McConnell, ss; Nuts Warren, sub.
John Engleberger, 3b; F. Cornil, sub.
Earl McConnell, cf; H. Kuhl, sub.
Mike O'Brien, lf; R. Lusby, sub.
Albert Stegall, rf.

Personal record of players is as follows:

Several of these players have even had major league experience. Jack Tracy has had three years in the Western League, better known as fence buster, one year as catcher, one year as first baseman and one year in the outfield and as general utility man, has pitched three shut

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"Little Rock's Home for Savings"

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C. H. Murphy, Cashier W. S. Sloan, Asst. Cashier

Citizens National Bank

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Capital \$60,000.00.

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Talk to some of the older men on your division about the Hamilton Watch, and you will learn that Hamilton Accuracy and Hamilton Durability are safe investments for that money you intend to put into a new watch.

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 alone (in Canada \$13.00) up to the superb Hamilton masterpiece at \$150.00 in 18k. heavy gold case. No extra charge for Safety Numerical Dial on new railroad watches.

Write for the Hamilton Watch Book— "The Timekeeper"

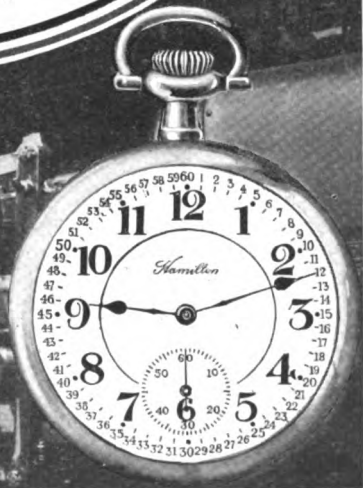
It pictures and describes the various Hamilton models and gives interesting watch information of value to every railroad man.

HAMILTON WATCH COMPANY

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*"Master Builders of Accurate
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Engineer Jakey Brown, oldest engineer on the Denver and Rio Grande Railroad and a staunch booster for the Hamilton Watch.



out games. Lefty Le Laurin made a great reputation as pitcher for four seasons in the City League. E. Stringer in the Western Association. Both McConnells for two seasons were with the Hyde Parks at St. Louis. J. Engleberger, City League at Argenta. C. Kirby of the City League at Little Rock. In fact, the whole team has a reputation as being stars in some league.

We will be ready to take on any challenging team on or after May 1, 1916.

Yours truly,
JACK TRACY, Secretary and Manager.
R. L. McCONNELL, Treasurer.

LADIES' CIRCLE.
By Annabel Demarest.
(F. K.)

The ladies of the various offices of Little Rock Terminal have not been doing very much this spring weather, must have the "spring fever"; however, have been putting in good time watching the "boys" practice for the baseball games, and have several good "rooters" among the fair sex. They all dressed up in their Sunday best and paraded in the autos, also several of them went to the park to see the game played.

Since last writing have added a new one to the force in assistant general passenger agent's office, Miss Fannie Hilliard. She is very well liked and we are glad to have her with us.

Miss Nell Kelly attended the Presbytery at Conway, Ark., having been elected from the Pulaski Heights Presbyterian Church as a delegate. She carried off the honors rather well and was elected secretary from this district.

Miss Edyth Foster spent Saturday afternoon and Sunday at Eldorado recently, and from what we hear around the office since her return she was rather well impressed with the town and office force.

Mr. Frank Taylor brought his bride down to the office on their return from the honeymoon and introduced her to the "bunch." We were all glad to welcome her and wish her good luck. Also the box of candy and cigars were appreciated.

Miss Nell Diffley, the popular cashier at Griers, has taken a leave of absence.

Understand one of the girls in the Little Rock Terminal is distributing red roses to the boys in the superintendent's office; sorry not enough to go around, and only a few favored ones received them.

Wonder why the girls at noon hour are seen on the lawn picking four leaf clovers, and finding three and using them in place of "daisies," in the time worn saying, "he loves me, he loves me not"?

AMARILLO DIVISION.

By Sorghum Bill.

Dame Nature has opened up the clouds, and Mother Green is spreading her carpets. The big green frogs will soon croak aloud, while the chicken hawks chase the larks. Fine steady rains last few days are putting interest in the Panhandle country. Get the box cars ready, for a world of wheat is in sight. We got a better railroad than ever before, and prosperity seems short ahead.

Every once in a while something happens. Latest on tap is a "short flag" at Ramsdell. The "stork" was held up by McCurdy to take off a "boy," who, by all accounts, is doing well. So are Mr. and Mrs. McCurdy? Advise, pshaw! What's the use? "Joint ahead."

Station Inspector Varney seems to be the busy man on the Division. You can meet him most any old time, but Jones can beat him sorting red from white beans.

W. A. Sinclair of Rockledge, with his family, is spending thirty days among friends at Pecos, Texas, down on the Santa Fe.

Glenrio, Texas, the line town between Texas and New Mexico, was made an open station April 10th, with Fred Dolton in charge. Mr. Dolton has been at Endee, N. Mex., since the line has been built and always has a model station. So will Glenrio be. Fred knows every soul in forty miles around, and is one of the best agents on the line. So will Glenrio be the best town west of Amarillo, the way things look now.

Col. W. E. Moses of Denver, Colo., has been visiting Glenrio and is the promotor of the city we accidentally met and, besides being

pleased with the new order of things, promises to bring a new hotel, bank and several other institutions to Glenrio. We are running a railroad to "haul and please" and help develop.

For several issues I have noticed an ad in our magazine by Mr. Bell of El Reno, Okla., advertising his famous Jersey cattle. Mr. Bell is a personal friend of mine, and I can say that Mr. Bell has the stock and is equal to his word, and I can therefore recommend him, and wish him much success.

On April 12th the infant baby boy belonging to Fireman Al Aldredge died and was buried later at Veva, Texas. He was a fine baby and of course it was hard to part with the little soul.

I don't believe in mud-slinging or slinging mud. But there might be something in this deserving merit. On the Louisiana Division when a conductor stops at a station to do work, he steps off, picks up a handful of mud. The cars that set out get our mud ball. Those that are to be picked up get two spots. That's going some, and the mud must be there, and there might be some logic in the story. However, we've picked up a few that were covered with mud out on the "high, dry and alry."

On March 23rd we lost our Pass depot and supt. headquarters by fire. About everything was ruined; happening about 3:45 a. m. It has made considerable bother, but Chief Clerk Mason soon got landed and things seem to be normal again. On the 30th we lost our coal chute at McLean about 11:30 p. m., and on April 3rd "Little Chihuahua" burned down, losing the

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You can make your future bright by saving a part of your earnings. Do not depend upon luck to provide for old age. Begin at once and establish a growing savings account. It is not so much the amount that you start with, that counts, as the regularity with which you make additional deposits. We invite savings accounts in any amount.

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AMARILLO, TEXAS
(United States Depository)

main residence section because of an over-heated stove. Looks like the devil was after us. But it is a warning to everybody who has charge of buildings, etc., to see that proper protection and precaution against fire is taken, which was done in each case here, except in the case of the Mexican's cook stove, of which they were at fault.

Mr. Mac Bishop, master carpenter of Oklahoma Division; Mr. Funds and Mr. Laurence of the insurance department, were callers on the Division and seemed to enjoy the balmy winds of the plains.

Much to our regret, the announcement in the magazine for April of the death of Mr. R. L. Stuart of El Reno was read and the article covers all I could say any more than the rank and file of Amarillo Division extend their sympathy to the bereaved family, and nothing but good words could be spoken of our "Bob Stuart." I personally had a fine set of cob pipes given to me by him that I will always think of him, not so much for the intrinsic value of the pipes, but the pleasant chats and memories of so good a man as Mr. Stuart. May God have mercy on his soul.

Phil Harney, the big man that handles the sand blast machine somewhere on the line, will please send me his headquarters address, and hurry up about it.

Given the magazine at any cost is right, without fear, favor or fuzzle; also soup's no good without flavor, so here we go. More trouble. This is what Tim Murphy says to the chief clerk of the city water dept., Chicago: "My name's Tim Murphy and I live on South Wather street. The other night my wather poipe bursted and drowned all me chickens. What'll I do about it?" Chief Clerk—Mr. Murphy, go to the last window and tell that man and let me know what he says about it. I am busy now. Tim goes to the last window and repeats the story to the man, who says: "Mr. Murphy, that's too bad. But if you please, will you go to that man at the third window and explain to him? He will tell you what to do." Tim goes to the third window and tells him the same words. The answer he got was short. He went back to the first man, who asked him: "Well, what did he say, Mr. Murphy?" Mr. Murphy: "Keep ducks; they'll shwm."

Mr. H. J. Senell, supt., has been called to make a trip on track inspection special for spring inspection. Being only two districts now, the trip is a big one.

Prospects are good for 300 or more cars of stock to load latter part of April for Kansas and Arizona pastures, Landergin Bros. being the largest shippers and the smallest kickers.

The rain, snow and hail of the last few days is just the stuff for the cattle men and farmers. Wheat's coming along fine and more sod broke out than ever. In a short time the Pan-handle will be "one garden."

"BURR OAK, TRANSFERS."

By G. E. Caswell.

I am a novice at this game, as you can plainly see. So when you hear some R. R. news just whisper it to me.

Bandy says he is a regular fellow now and is willing to meet his old friends on equal terms. Westbound business has increased so as to make necessary an extra gang on the transfer platform.

H. Rack, bill clerk, has recently resigned to accept a position with the Guest Candy Co.

Several changes have taken place recently. E. Anderson being promoted to car desk, Fred Witt to bill clerk, Elmer Malm from night clerk to general clerk to bill dept. and Rudolph Palmer to general clerk.

On account of his injured foot, Mr. Lawhead, for a time came out to work on the street car, and was met at 119th street by a switch engine. This merely goes to show that the Rock Island is able to meet all emergencies.

Ed. Kordewick has been carrying around a smile that won't come off, because there has been an increase of 50 per cent in his family. The youngster's name is Edward, Jr., and curly hair, and is as good natured as his father.

Good things come in small packages, you know—our new brunette steno, Henel Rickhoff, seems to fit in that class.



Patented
June 8th,
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"The Best Buy I Ever Made"

Most comfortable work garment on earth! Neatest looking. No belt to bind. No suspenders to chafe. No coat tails to bunch or catch in machinery. Exclusive Patented Button Down Skirt with convenient Drop Seat. Just the garment that appeals to railroad men. Safety watch pocket and plenty of other pockets. Snug-fitting collar—dust and cinder-proof.



Patented button-down skirt showing neat jacket effect.



Skirt up showing suspenders which are attached to back of jacket.



Showing the convenient drop seat arrangement.

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UNION MADE

Special reasons why Rock Island men should try the Sensible Combination Suit —(We believe if you will try one suit you will never go back to overalls). The Sensible Suit was born within a short distance of the Rock Island Station in Wichita—one of the best towns on the Rock Island System. It is being manufactured at the same place and shipped to all parts of the United States. The material for the suits is shipped over the Rock Island System to Wichita and then redistributed largely by the same road. The Sensible looks better, feels better, is better than overalls and jacket.

US12 Express Stripe \$2.50 US18 Stiff Indigo \$2.50

US25 Government Standard Khaki \$3.50

Order through your dealer or send direct to us, giving chest, waist and inseam of pants measurement. Money back if not delighted. Write for descriptive circular.

JOHNSTON & LARIMER MFG. CO.,
Dept. 17 Wichita, Kan.

A carload of bones was received from Columbus, N. M., recently, thus proving that we have some good shots in our army.

There is a man with the Chgo. Fruit Exchange that surely made a lot of friends during his short stay here. He was checking over a car load of New York special oranges that had collided with a switch engine.

The Burr Oak scales have been connected with a pipe line and no doubt the scale-masters will have plenty of visitors from now on.

Helen Lussenhop breathes a sigh of relief, hoping that the present scribe will not interview her on her social activities.

The fishing trio of Burr Oak, Thomas Brown and Watts, will soon start operations for the season. Harry is the inventor of the world famous "bottle-sinker."

Ed Longfellow and Dan Madden were judges at the Blue Island election. Dan says that it costs the city of Blue Island nearly a dollar a vote.

Has anyone noticed our "look out" walking his beat on top of the cars on the house track? He is otherwise known as Herrington and is an expert spotter of merchandise cars.

A shipment of 1,650,000 lbs. of sodium nitrate coming from South American via Oakland, California, passed here recently destined to Ammunition factories in the east.

Bandy's answer to last month's riddle—A gazok gets a chicken and a chicken gets a worm. Nuf sed.

Silm Dricherf is the proud possessor of a pair of musical No. 11 shoes which he says were purchased from Lyon and Healy.

Even though the White Sox lost their first battle our two ardent fans, Fuller and Buck, came back with school-boy smiles. A spot of red paint on Buck's coat might indicate that some one was busy.

A carload of old files were shipped from here to the La Salle St. Station where they will be checked over by the custodian of Records and disposition made of them.

Mr. Sherman at 116th St. scales is surely very liberal with his "tip-top" or "mail pouch" on his scale tickets. But it is like his namesake of 1864 said of war when one has to lick a ticket the second time.

The office girls have a needle club and meet every noon at Longacre's desk to ply their art. We are at loss to know who gets the finished product but presume some goes to war-stricken Europe.

Some clever mechanics stole the "brasses" from 13 cars setting on the "y" track, but failed to make a get-away as the brasses were recovered and the robbers put in the dungeon.

The two western weighing men from the city no doubt play a good game of chess, but if one's time is valuable it is a poor investment to watch them.

Harold Herrington, son of our famous checker player, paid us a visit recently. He is a manly little fellow and can fight like his grandfather, as he says. When Henricl asked him whether he was a Democrat or a Republican, he replied, "I am what my papa is."

We all are some sort of a "fan." A good many "root" for the Sox but Tom cheers the Cubs. Then Danforth is a real estate fan and Carl Groskopf talks on chickens. Mapes prefers checkers and Harris Eames is a speed king on roller skates.

Interviews with famous people. Brown—Wait until my family get grown up and I can smile at you fellows who will still be working. Crossland—My pa is some checker player. Longacre—I was a regular little cut-up when I was a kid down at Morris, Illinois. Wm. Rhode—You ought to see me use the spade in my garden.

Our machine billers billed 64,001 tallies in March and only eleven (11) errors got away from the Italian after our revisor Story got in his work. This is going some we think. Also our extension clerk, Helen Lussenhop, handled 14,080 prepaid extensions in the month and was checked up for only eleven (11) errors in her machine multiplication.

Walter Crossland, biller, made the best record in March when he billed 12042 tallies and was checked up with 37 mistakes which were corrected by Story this morning, an error record of .003 or one error in each 325 tallies billed.

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PEORIA, ILL.

FORTY-SEVENTH STREET LINE.

Ray C. Wolf, Editor-in-Chief.
Edward B. Smith, Assistant Editor.

OUR SPRING POEM.

We come into this world all naked and bare;
We go through this world full of sorrow and care.

We go out of this world, we know not where—
But if we are good fellows here,

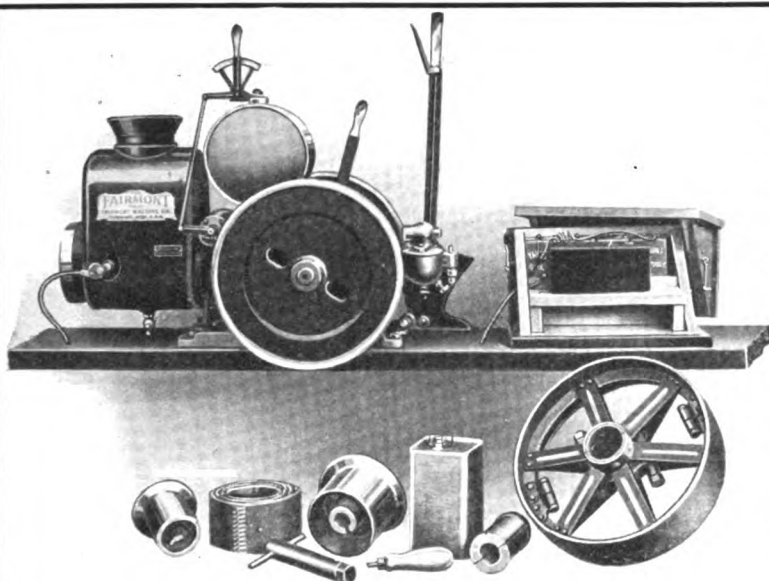
We'll be thoroughbreds there.

ESSAY ON WOMEN.

Words are used for various purposes, mostly by the women, to evade issues, to put people to sleep, to break up homes, to conceal ideas and to tell what they know or think they know. Nothing exceeds like words. Words are used in speeches, debates and stories. Massed in serried groups in newspapers and text books, they prevent people from learning anything. Last words are most effective and are employed exclusively by women and prominent citizens who are dying. Words are nothing in themselves, but only in relationship to other words. It is the system of putting them together that counts. A woman can let a stream of words flow without any thought of putting them together. Still they want to vote.

Helen says to Grace: "Did you have anything to talk about at the club meeting?" Grace says: "Lots! On account of the storm there were only three of us present."

The wife says: "You know, Ed, I speak as I think." Ed. says: "Yes, my love, only oftener."



3 Sizes

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4-8 H. P.

—
6-12 H. P.

—
8-16 H. P.

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**Lightest
Weight**

—
**Smoothest
Power**

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**Uses Least
Gasoline**
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If you have no engine on your car, or don't like the one you have, send us the coupon below, whether you intend to buy or not. We'll send you a dandy vest pocket memo book for your trouble.

This offer holds good only until May 25, 1916.



**Don't write a letter—cut and fill out
Coupon *now*, while you have it in mind.**

Get *all* the facts—*then* decide.

**Fairmont Gas Engine & Ry. Motor Car Co.
439 N. MAIN ST., FAIRMONT, MINN.**

Send free leather bound Memo Book.

My Name.....

Post Office..... State.....

Peggy says: "When you took the long walk with Mae, how did you find so much to talk about?" Mary says: "We happened to pass a girl we both knew."

WE BITE, BANDY.

Tell us the joke, Bandy. What is the difference between a 47th street Gazook and a worm?

Dan Hogan says he saw Jerry Connell and Helen Murphy downtown together on a certain Sunday afternoon. Dan says they went to a show and then to supper. Is there anything in this, Jerry?

WATCHFUL WAITING.

And if a certain pretty steno. working in the storehouse is not real good, items regarding her doings will appear in this highly interesting colyum and her friends will be agreeably surprised.

WATSON, AGAIN.

Mr. Adam Willms advises that he never reads this colyum. Just the same he comes up every month and tells me all about it and sometimes wants to see the magazine before the regular issuing date. Isn't there something rather strange about this?

A certain young lady employed at 47th street has a brother. In fact, she has numerous brothers. One of these brothers is deeply in love with a beautiful young thing called "woman." The said beauty recently wanted an umbrella fixed and the said brother, always at her service, was ready to fix it. And later on his sister discovered that her best umbrella was minus two perfectly good ribs and the covering. Wouldn't that make you mad?

SOCIAL NOTES.

Mr. Marshall Muir had his mustache, so called, shaved off on the night of April 18th. We understand that somebody asked him if it was an automobile splash or dirt, and it made him mad.

It seems that "Little Eva" is getting quite popular with others besides the shopmen.

Women admire truthful men—but they marry the cheerful liars.

ANCIENT HISTORY.

Mr. Frank Goddard's now famous straw hat made its 34th annual appearance on the morning of April 13th. The girls forgot to trim it this year and therefore it looks rather bare.

Mr. Floyd Passwater has told me on numerous occasions that he "never sees his name mentioned in the colyum any more." I informed him that some day we would find something interesting to write about and we would again give his name some space. Well, it's going to happen on June 21st, and her name is Miss Klein. He wouldn't say any more about it, so all we can do is wait for the cigars.

Mae says: Advice should never be followed. If it is good advice, it cannot be followed. The only advice which is good is that which drives you.

OLD CHUMS MEET.

Mr. D. L. Grady of Trenton, Mo., recently came to the city, and of course, was met at the station by his old pal, Bro. Jerry Connell. Mr. Connell surpassed even his own well-known generosity in entertaining his old friend. He had him out auto riding most of the afternoon and then the theater and supper in the evening. Mr. Grady was agreeably surprised at the treatment he received, as it was even more than he expected.

We have a laborer in the shops named "King Kinney. Wonder if there is any similarity between the former colyum conductor of Hamilton Park and this new find of ours?

Machinist James Scullen has returned to work at the 47th street shops, his last place of employment being the great salt mines of Saltillo, Mexico. The boys at the shop get around to work a little earlier so that they can listen to some of the numerous and interesting stories Jim has to tell. Bull fights preferred.

A BIG NIGHT AT BURR OAK.

A Dutch supper was given in honor of Bro. Elgin D. Shupert on the night of April 15th by the machinists of Burr Oak, the occasion being his approaching marriage to Miss Ruth Overton. From all accounts and my own personal observation, it is an affair that will long be remembered by those that attended. Among those present and who helped entertain were Pop Connell, Barrellhouse Davis, Bull Tragnitz, Humpy Briggs, Dutch Pete Maltry, Pigeon Meyers, Slim Helmers, Big Foot Ostendorf,

Slippery Tragnitz, Buffalo Northrup and Prince of Pilsen Dougherty. Brothers Tragnitz and Briggs rendered some very pleasing duets, among them being one of their own composition, "Who Threw the Chicken Feathers Around the Barn Door?" This song demanded three encores and it was the real hit of the evening. In the meantime, we are still waiting for the cigars which Mr. Shupert so kindly promised us some time ago.

Understand that some of the boys at the storehouse tried to bawl out one of the waitresses over in the "Big Onion" restaurant, but instead received one of the prettiest little call-downs it was ever the informant's pleasure to hear.

General Foreman Fitzgerald of Trenton was in town recently and while here was entertained by Chief Janitor Boyle of the engineers' washroom. He tried to make Fitz's visit as pleasant as possible and even took him to see the circus. He gave Fitz a big feed and told him to come up again to make another and longer visit.

GAZOK NO. 13.

Mae says: The essence of power lies in reserve; but it is well to remember that grouch and reserve are not the same.

If you are in trouble and looking for sympathy and the well wishes of anybody, stay away from Jerry Connell.

ANOTHER SOCIAL EVENT.

DON'T FORGET THE BIG ANNUAL MAY PARTY AND DANCE GIVEN BY THE ERIE SAFETY FIRST CLUB AT THE LEO XIII CLUB HOUSE, 55TH AND HALSTED STREETS, ON SATURDAY EVENING, MAY 13TH, 1916.

COMPLIMENTARY TICKETS CAN BE HAD FOR THE ASKING. A BIG CROWD IS EXPECTED AND A GOOD TIME CAN BE HAD BY ALL. DON'T FAIL TO ATTEND. BOOST SAFETY FIRST.



HOWLS FROM HERINGTON.

By Mutt & Jeff.

The spring inspection special will pass over the Division April 29th and 30th.

M. V. O'Haver, formerly a clerk in the Superintendent's office here, now traveling for a Topeka typewriter firm, was in town a few days recently. "Mike" seems to be doing his share of business selling typewriters to the boys along the line.

Ray Miller, formerly ballast inspector on the Kansas Division, now of Chicago, has been visiting in Herington first part of April.

Irvin Evans, formerly stenographer in the chief dispatcher's office, has accepted a position as secretary to Mr. Ruppert on the Oklahoma Division. He returned to Herington on a visit since taking up his new work, and is highly pleased with his new position.

Arthur Meyer, formerly clerk in the superintendent's office at Herington and now secretary to Mr. Allen at Fairbury, was in Herington recently looking up old acquaintances.

We are not putting out any "dope," but we are anxiously awaiting cigars from a certain party in the chief dispatcher's office.

Ora Allison, clerk in master mechanic's office, is the proud possessor of a new motorcycle. "Happy" says the only thing wrong with the brute is that it runs too fast.

Mr. A. C. Ridgway and party passed over the Division April 2nd.

Another train of auto trucks going to the border passed through Herington April 13th.

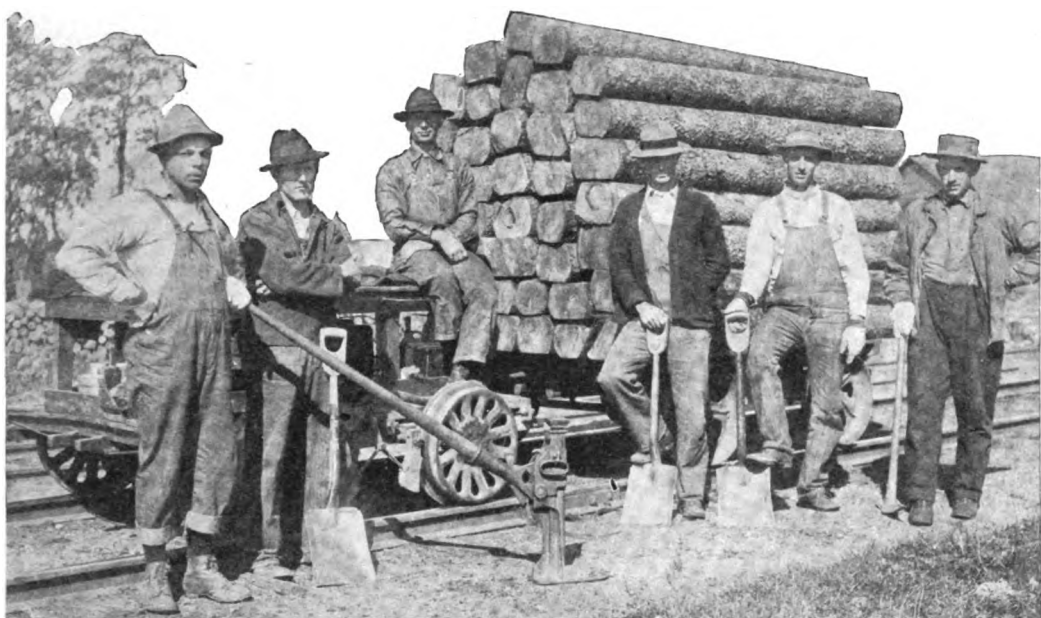
Bryon Henley is a new clerk in the superintendent's office at Herington.

Mr. Carey McClaren, is the new stenographer in the chief dispatcher's office, succeeding Irvin Evans, who is now secretary to Mr. Ruppert at El Reno. Webb had the boys all excited when he informed them the name of his new assistant was "Carey."

Can anyone inform Jeff where the stamps are that we use on the company mail?

A. J. Mullin, timekeeper in superintendent's office, made a "business" trip to Kansas City and St. Joe recently. Bert thinks the interurban service between Kansas City and St. Joe is fine business.

Harry Baird, formerly ticket clerk at Herington, is now holding a similar position with the Union Pacific in the new Union Depot at Salina.



Why Do the Work of a Horse?

To convey the above load of 40 tamarack ties with 2 cars, tools, lifting jack, etc., four and one-half miles up the track, would have taken these six men nearly one and one-half hours of the hardest kind of labor. "Casey Jones" did it in twenty-six minutes. And not only that, but when the load got there, the men would have been all tired out after pushing, but with a motor car it was more play than work. The same applies to other section work. The engine does the work for the entire crew. It is not necessary to eat cold grub for dinner up along the track any more; nor to pump the old car back home after a hard day's work. We have again reduced the price of "Casey Jones" so no section foreman need be without it, and our terms are so exceedingly easy that the price is not noticed.

Make a Motor Car of Your Hand Car

Making a hand car into a motor car is a job that can be done in a couple of hours by anyone. The work consists simply of disconnecting the handle bars, remove the gears, take out a couple of boards from the car platform, fasten the split steel pulley to the driving axle, bolt the engine to the car platform, fill the tank with gasoline, give the wheel a twist and off you go. *Send for our 1916 folders.*

NORTHWESTERN MOTOR COMPANY,
100 Spring Street **Eau Claire, Wis.**

The building boom which struck Herington last year promises to continue through the coming year. Several miles of new paving have been ordered in, and the work is now in progress. During the past year a fine new high school, Masonic Temple, two new theaters, and a Carnegie library have been built in Herington, in addition to a number of new residences. During the coming year a new Baptist church, several new business blocks, and many residences will be built, which will make Herington a city which will be the equal of any of its size in the state. And, best of all, every citizen is developing into a "booster," which means that Herington will continue its growth.

Arthur L. Theiss has been working in superintendent's office during the past month, assisting in special work.

Russell Allen is another extra clerk in Mr. Reed's office.

Glenn Merriman, who has been converting gasoline engines on the Second District to kerosene burning engines, has returned to Herington as motor car repairman.

Roland Ross made his usual trip to Kingman the latter part of March. It is rumored that Roland will not have to make many more trips to that point. More cigars.

R. E. Sloan, travelling accountant, was in Herington March 21st on company business.

General Agent Kelley of El Reno was on the Division March 18th.

Bert Mullin has been signed to furnish poetry for this column, and unless he jumps his contract, readers of this magazine will be furnished with some rare verse. He submits the following for your approval:

"Speed on, speed on, O Golden State,
Of all great trains, thou art the best—
From the throbbing East to the Golden West,
From Michigan's waters to 'Frisco's gate—
Thou art the king, O Golden State!"

Mr. B. J. Bonner is our new road foreman of equipment, succeeding Mr. E. J. Jennings.

Mr. G. W. Martin, general agent of Denver, met the business men at Clifton, Clay Center and Manhattan along the last of March and addressed them in connection with the eight-hour day for train and enginemen.

Mr. B. F. Streeter, platform foreman at Herington and a member of our "Prevent Claims Committee," has resigned to accept a position with a terminal railway at Des Moines.

Mr. John Rossiter, special agent, was in Herington the other day as usual, demonstrating his ability as a stenographer on Bert Mullin's typewriter.

We regret very much that Topeka is the only other terminal on this Division represented in this issue besides Herington. Any contributions from other places on the Kansas Division for this magazine will be gratefully received by the maintenance or the claim clerk at Herington.

TOPEKA.

Mr. and Mrs. Charles Guinn and two daughters went to St. Joe, Mo., the latter part of the month for an over-Sunday visit with relatives.

Mr. and Mrs. Carl Benander left the first part of April for a ninety days' visit with relatives and friends in Colton, Utah, Portland, Ore., and other western points. Mr. Benander is employed as bill clerk at Topeka.

Mr. and Mrs. A. Lusk and daughter, Miss Mildred Lusk, spent a couple of days in Kansas City last month, visiting at the home of Mr. and Mrs. R. W. Botkin.

P. A. Real spent a couple of days visiting his brother, C. F. Real, agent at Manhattan, the fore part of the month. Mr. C. F. Real was formerly chief clerk at the local freight office at this point.

Miss Edith Rossi, formerly employed as stenographer in the general manager's office at Topeka, now in the Rock Island offices at Des

EVERY PHONE IS OUR AGENT

Market 100

Douglas 100

ROOT & COMPANY

AUTO LIVERY

TAXICABS TOURING CARS LIMOUSINES
AUTO BAGGAGE

125-127 S. Water St. WICHITA, KAN.

A FIRM doing business on the square, catering to the Railroad man and his family, firmly believing that Quality merchandise, coupled with prompt service, will win and hold your business, is the

HUGHES MERCANTILE COMPANY
PRATT, KANSAS

Wholesale and Retail Merchandise

THAD. C. CARVER, Pres. E. F. TOLMAN, Cashier

THE PEOPLES BANK

1887—OLDEST BANK IN PRATT COUNTY—1916

Capital and Surplus

\$66,000.00

PAY 3% ON TIME DEPOSITS

PRATT, KANSAS

ELECTRIC LIGHT ICE AND COAL

BUILD UP HOME INDUSTRIES
DON'T DESTROY THEM

Patronize

THE PRATT LIGHT & ICE COMPANY

PHONE 36

LIBERAL

LIGHT, ICE & POWER
COMPANY

LIBERAL

KANSAS

THE

LIBERAL CREAMERY & BOTTLING
COMPANY

A. L. EIDSON, Manager

Manufacturing Wholesalers

Ice Cream and Fancy
Creamery Butter

Bottlers of Soda Water and Jobbers of
Fountain Supplies, Wholesalers of
Poultry, Butter and Eggs.

LIBERAL, KANSAS

CLOTHING

SHOES

CLOAKS

YOU MEN—

Will always find this store selling the highest grades of Union Label goods obtainable. Mail orders promptly filled.

PETTIT & LAMB MERC. CO.

HERINGTON, KANSAS

DRY GOODS

FURNITURE

RUGS

When Writing to Advertisers Please Mention Rock Island Employees' Magazine

Moines, spent a week-end in March visiting Topeka friends.

William Cortright, night station master at Topeka, left the first part of April for Rochelle, Ill., for an extended visit with his daughter. George Bell is acting as station master during his absence.

Miss Nell Burligh went to Fairbury, Neb., and Council Bluffs, Ia., on the 8th of April for a ten days' visit with friends. Mrs. R. E. Smiley, formerly Miss Beatrice Untenaher, is doing the stenographic work in the local freight office.

EAST IOWA DIV'N NOTES.

Why is it we never see a writeup in the Employees Magazine from this Division?

The Banner Division should have a good long writeup every month, and let's get busy and "DO SOMETHING."

Spring inspection train passed over this Division the 14th, and was given the usual high class service.

Spring fever will soon be the "rage."

Local Trains 18, 301 discontinued Wednesday, April 12th, making local or flag stops of trains 17, 8. With the exception of Wilton the stations east of West Liberty can do nothing but watch No. 8 go by, as it only runs local to West Liberty.

Old Jack Porter, first-trick dispatcher, don't have to worry about trains making "IC" for 301 now, or give 82 a run ahead of No. 18. Fine dope, Jack says. Suppose "Dutch" Ludwig will soon be buying chickens again. He's hard on chickens. "Dutch" says if he hasn't six chickens he cannot make a meal.

"CKL," first-trick "IC," says he refused position as general manager M. & I. C. Ry., because he would have to do his own sweeping, typewriting, etc. He says he is going to stick with his "Little Ole" first-trick job.

Mr. and Mrs. A. D. Brittain of "MZ," went to Des Moines April 16th, attending church. Britt says the natives of Metz are arranging to give him a position as "pastor" of the church. Better stay with the R. I., "Britt." But be sure and not go to sleep again, "Britt."

All the boys are trying to make a hit with "RO," on wire 109. She's some operator, too.

Business kind of quiet now. So much stock was shipped last winter that this section is nearly cleaned out. But more stock coming in to feed, so we can depend on more business this fall.

Although many kicks have been heard on the new schedule of passenger trains, it gives nearly as good a service as before, with the exception of express service. The flag stations on No. 17 and 8 cannot get express on these trains, so this has cut express service in two at these stations.

We Supply the Finest of Everything in Groceries.

CHASE BROS., Inc.

812-814 Walnut Street

WHOLESALE AND RETAIL

GROCERS

DES MOINES

IOWA

KANSAS CITY, MO.

William Gresty, grain clerk, has resigned on account of ill health. Willie will help his father in the meat business. Understand Willie will drive his father's motor truck. Ralph Francisco, for several years on nights, succeeds him.

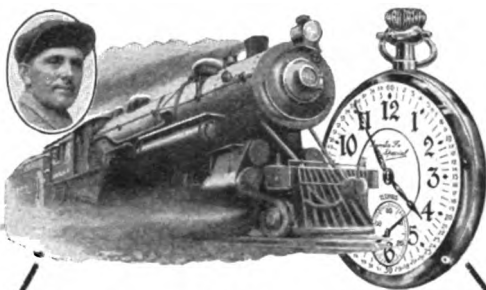
D. C. Stephenson, freight solicitor, is now known as the "Box Car Hustler." Located in the various railroad yards and industries 125 cars during February, in addition to daily solicitation of freight.

Q. Campbell is now at Goffs, Calif., with U. S. survey party.

Mr. Ed. F. Hungerford died in St. Margaret's hospital March 29th. Mr. Hungerford was employed as crossing watchman in Armourdale for many years.

Chas. Blackmar has been appointed city attorney here. Charley was messenger in the lo-

NOTE—E. O. Whitcomb, engineer who pulls one of the world's finest trains, says: "The 'Santa Fe Special' is the BEST watch I ever carried."



21 JEWEL \$3.50
Santa Fe Special
WATCH 3^a Month

Extra Offer

We will send you the famous Santa Fe Special "Direct to You" **without one cent down.** If you want to take advantage of our "Easy Payment" plan after you have seen and examined the watch, **we will save you about half the money** usually asked for such high grade watches.

Santa Fe Special

The one standard railroad watch that's guaranteed to last you all your life. 21 or 17 jewels, thin model, fully adjusted.

Payments to Suit You

and terms so fair, prices so low that any honorable person may own a "Santa Fe Special" and never miss the money. Men in every part of this country, on the seas, in foreign lands are buying these famous watches and every owner is delighted with the "Santa Fe Special."

New Case Designs

Marvelous indeed, are the newest designs in "Santa Fe Special" watch cases. Every day brings out some remarkable combination of name, monogram or initial with emblem, in the wonderful 3-color enamel process inlaid in solid gold.

Our beautiful, 4-color, 52 page watch book shows these and many other distinctive designs including French art, special emblems and engraved monograms.

We want you to see this remarkable watch. Send for New Watch Book today. It's FREE.

Santa Fe Watch Co. Dept. 60
TOPEKA, U.S.A.

cal office at one time. We all wish him success.

R. E. Dugan, per diem clerk, went to St. Louis April 15th to visit relatives. Claim Clerk Ryan has gone to his old home at Milan, Mo., for two weeks, account sickness. "Aggie" Craig is now bookkeeper for the Kansas City Post. Ethel Erickson went to Chicago April 15th to visit her brother, who is in the Navy. F. J. Carlson served on the jury last month.

Albert G. Mohn, assistant cashier, was one of the speakers at the third annual banquet of the Kansas City Baptist Young People's Union, held at the Coates House last month. Mr. Mohn is one of the leaders of the Billy Sunday campaign.

The 18th street viaduct over Rock Island and Union Pacific tracks, in Armourdale, is almost completed, and the 23rd street traffic way is also nearly finished, and since the erection on Missouri side there is talk of starting on the other half, for which bonds were voted two years ago.

John Meade, formerly clerk in local office, is now in the Navy. He sends his brother, Steve, some very interesting pictures from time to time.

Business is good in Kansas City and for the past six months our freight earnings have shown a steady increase. The month of March broke all records, showing an increase in business over corresponding month last year of over \$250,000. Some increase, that.

One of our young lady stenographers is now making frequent trips to St. Joe. It's commencing to look suspicious.

Russell Sackman is to be married in June.

Some of the boys in local office have organized a minstrel show and are going to give a performance in one of the Kansas City, Kansas, churches soon. Root, Nye and Blake Wilson are two of the end men and have quite a stock of old jokes which they will inflict on the good church people. Don't know as yet whether Mr. Cameron will take a part in the show, but when it comes to piano music, Mr. Cameron is a regular Paderewski, and in fact, is the only man necessary to make the show a positive success.

Charley Thertolla, timekeeper, resigned April 15th. He is succeeded by Check Clerk Smith.

John Hartnett, rate clerk in general office, was called to Griggsville, Ill., on account of the serious illness of his oldest boy, upon whom it was necessary to perform an operation. We are glad to learn that the boy is much better, and hope he will have a speedy recovery.

M. REICHER & SON GENTS' FURNISHING GOODS

(Wholesale only)
Ask for Our Brand of
Overalls, Jumpers and Work Shirts
KANSAS CITY, MO.

ALABAMA CHARCOAL COMPANY All Grades Charcoal Pulverized, Granular and Lump KANSAS CITY, MO.

MISSOURI DIVISION.

The entire Missouri Division mourns the death of Mr. Robert L. Stewart, general mechanical superintendent, which occurred in Kansas City on March 25th, 1916. Mr. Stewart was master mechanic on the Missouri Division from February 1st, 1910, until June 1st, 1914, when he was transferred to Chicago. He was everyone's friend and was greatly admired and respected by all his employees. A number of Trenton people attended the funeral, which was held in Kansas City on March 28th, among them being Superintendent D. Coughlin, Master Mechanic

E. J. Harris, Engineers Earl E. Bechelhymer and G. A. Wright, and Harrison McRae, clerk in the master mechanic's office.

On Monday evening, March 27th, Col. James L. Taylor of the bureau of explosives, delivered a lecture in the People's theater at Trenton on the safe transportation of explosives and other dangerous articles. We had a total attendance of 172, including railroad company employees, merchants and other interested citizens of Trenton. The meeting was very interesting and beneficial to all those who attended.

The regular monthly meeting of the Missouri Division Safety Committee was held Saturday morning, April 15th, at Trenton. Most of the members of the committee were on hand and a very nice meeting was held.

Agent G. N. Herndon, at Tindall, was off duty several days the fore part of April, account sickness. During his absence the station was handled by Mr. C. M. Selix.

Agent O. G. Jones of Fruitland was called to Kansas City as a witness in lawsuit April 17th and 18th, and during his absence Miss Freda J. Fox acted as agent.

W. G. KELLEY

NATURAL ICE

Wholesale and Retail

DELIVERED DAILY

HORTON, KANSAS

Make Business Good

Buy your coal from a dealer who ships
R-1 coal over the Rock Island Lines

W. A. PRATT, Trenton, Mo.

RESIDENCE 101—PHONES—OFFICE 45

MEMPHIS, TENN.

Memphis had quite a few visitors during the past month.

Mr. J. R. Hickman, Superintendent Freight House Operation, of Chicago, was in Memphis April 13 and 14.

Mr. H. H. McDonald, traveling auditor of Chicago, was here April 13.

Mr. N. A. Reichenker, special agent, Little Rock, was with us on April 9.

Mr. L. C. Brown has accepted the position of bill clerk No. 2.

Mr. R. B. Laughead, former stenographer to G. Y. M. Bray, is acting as secretary to Agent Stout during the illness of Miss Hafer.

Mr. W. J. Webb spent Sunday last with his wife at Red Banks, Miss., on a stock farm.

Miss Ada Humphries, stenographer, is spending a few days with relatives and friends in Tupelo and Meridian, Miss.

Tommy Gillooley is branching out, and is now among the Neptunes.

Eddie Medearis and Hennie Chavers are "country boys" now. They have moved out in the eastern extremity of the city and from their home to the office is a distance of eight and two-tenths miles. Hennie says it keeps him and his better half busted all the time paying car fare.

We understand "Frenchy" Bausch has placed an order for a pair of roller skates in order to make connections promptly at 12 noon and 6 p. m. at Fourth and Calhoun to escort the trace clerk to the car line. However, she says "tain't so."

Tim Babb wears the latest thing in clothes these days, such as sport shirts and polka dot socks. He really has to for he is the original "Society Kid." He plays society coming and going, right and left, up and down; in fact, he attends so many "dawnces" he actually has a "Castle walk."

Lightweight Chavers of the heavy bill desk

Mail Us This Letter

ROCK ISLAND LINES

Mudge and Company,
443 Railway Exchange,
Chicago, Illinois.

Gentlemen:

I am going to quit pumping and make a motor car out of my hand car. Your "Wonder Pull" complete top (Photo attached) looks good to me.

Heres what I want and I think you've got it.

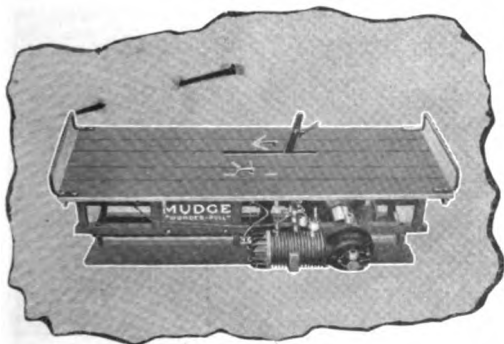
An "air cooler" because they never run dry and cannot freeze in cold weather like the water cooler. I want the cylinder to lie with the car (not up and down) as the thrust of piston will be absorbed in car travel and I want the engine solid in the frame where it always "stays put" in one place and cannot work loose.

I want everything furnished to me complete and assembled so that there is nothing left for me to do but bolt the top to car body - apply split pulley - lace belt and give her the juice. I don't want to spend one penny for an extra bolt or nut. What I pay you must take care of everything.

I don't want to wait for my hand car to go into the shops but want everything to come to me in such shape that I can build myself just as good a motor car as there is on this road and do it in an hours time and be out on the line.

Send full particulars by next mail so that I can see if the "Wonder-Pull" fills the bill.

Yours very truly



Occupation _____ Railroad _____

Town _____ State _____

is sporting a pair of \$7.00 skids. Some class!

It is with regret that we learn of the death of Mr. P. F. O'Neill's brother, E. J. O'Neill, general agent, St. Louis, Mo. The sympathy of the entire office force is extended Mr. O'Neill.

On account of decreasing general expenses the telegraph office known as J. F. was closed. It is with much regret that we lose our very capable and genial, smiling friend, L. C. Mitchell, who has held the post of operator for the past ten years. We wish him success wherever he goes.

It is with a feeling of pleasure, slightly mingled with sorrow, that ere this epistle reaches the perusing eyes of the many readers of the Employees Magazine our esteemed fellow employee, Marion P. Nelson, will have fallen a victim to the wily snares of the leap year girl, and will be hopelessly entangled in the holy bonds of wedded bliss, in other words, embarked on the turbulent sea of matrimony. The lucky one is Mrs. Angelina Mullins (also Mr. Nelson) of this city. This operation consisting of making two into one will take place at the home of the bride's parents, Mr. and Mrs. A. Barrasso. Joe Cottingham, our laughing expense clerk, will be the bridegroom's attendant and the bride's sister will be best lady. Some of the other employees of the office will see the happy bride lead the blushing bridegroom to the hymeneal altar.

Mr. Nelson has been closely associated with us for the past five years and is now inspector for the W. W. & I. B. in the warehouse. Mr. Nelson, we can no longer call you "sweet papa" (we like that name) for you are now really "papa" (his bride is a widow with a darling sweet little boy three years old). No longer can the other single employees go out with you to see the fair Southern beauties of Memphis; no longer can we take you along to fill in when we have an extra girl; no longer will the lingering voices of the sweet young things say on phone Main 3423, "Let me speak to Mr. Nelson, please"; no longer will we see your sweet, smiling countenance or hear your cheery whistle as you meander up and down the length of the warehouse. In their place we will hear the commanding voice and see the dignified and resolute expression on the face of a person who has just come to full realization of what a man ought to be. Mr. Nelson, we salute you and your bride; you have our heartiest congratulations and best wishes for a long and happy wedlock.

At April meeting of the Memphis O. S. & D. Association, in accordance with a report furnished by Secretary W. J. Cottingham, Jr., there were a total of 163 shipments matched between the various lines at Memphis. This is an excellent showing and indicates the good work being accomplished by this Association, resulting in a reduction of claims for loss of shipments, and is quite beneficial to all lines entering Memphis.

NEBRASKA DIVISION NEWS ITEMS.

By M. B. Kelso.

Inspector J. M. Scott, of the Bureau of Explosives, gave an illustrated lecture at Belleville, Kan., the evening of April 17. There were 85 railroad and business men present, which was a record breaker attendance for a point the size of Belleville. The same lecture was given at Fairbury the evening of April 18, and another large attendance of railroad men was present. Inspector Scott is an exceptional talker in connection with the specifications of the Bureau of Explosives, and this in addition to his personality insures a welcome among all employees of the Nebraska Division.

Brakeman F. R. Pope has just returned to work, having been quarantined several weeks with the smallpox.

Operator Teeters expects to move his mother and sisters to Mankato in the near future.

Operator H. O. Brown expects to take a vacation about the 23rd of April and while he is absent from duty will join the benedicts. Mr. and Mrs. Brown have our best wishes for their future happiness.

The Fairbury Store Department is quite an important point, at least judging from the

number of times the storekeeper has to visit the telegraph office. And, of course, it is necessary to go there a great many time a day for messages.

The six stations having the largest increase in station earnings for March, 1916, compared with same month a year ago, are as follows, Smith Center, Kan., J. M. Crosbie, agent; Lebanon, Kan., C. E. Ingram, agent; Bellaire, Kan., E. F. Ford, agent; Eabon, Kan., W. S. Carlisle, agent; Athol, Kan., E. J. Cronn, agent, and Beatrice, Neb., F. R. Smith, agent. These agents and their force are certainly to be congratulated on the splendid showing made.

Thos. L. Uter, engineer, is reported seriously ill in hospital at Lincoln, Neb. All employees on the division wish him a speedy recovery.

Phillips Graves had an all but fatal accident at fire practice one day this month. He was trying to get out of the way of the hose cart and one wheel passed entirely over him. At latest reports he is getting along very well.

Machinist Henry Bitzer and Machinist Helper Paul Scothorn have been transferred to the night shift. The night force now consists of three machinists.

Andrew Brawner and Fred Davis, roundhouse clerks, have changed shifts. Andrew is now on the day shift and Fred on nights.

Conductor H. L. Duval was among the representative citizens of Fairbury who sat on the platform during W. J. Bryan's lecture here.

All employees of the Nebraska Division extend their heartfelt sympathy to Section Foreman W. H. Suders and children in the loss of wife and mother at De Witt on April 14.

The two Vernons went to Lincoln April 1 to see the Bird of Paradise and would not have missed it for anything.

Engineer Schultz and wife were called to Valley Junction April 1 on account of the death of Mr. Schultz's sister. He has our deepest sympathy in his loss.

Jas. Archer, newly appointed road master between Fairbury and Albright, and M. D. Morgan, on the Horton-Nelson Line, expect to move their families to Fairbury in the near future.

Engineer F. S. Green and wife were called to Council Bluffs April 11 on account of the death of Mrs. Green's brother. They have the sympathy of all.

M. D. Morgan, appointed road master on the Horton-Nelson Line April 1, had a rather stiff time breaking in on account of the "Spring" weather. Mr. Morgan came from the land of sunshine in Arkansas and leaving there and

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CATALOG ON REQUEST

running into a Nebraska snow storm was rather a sudden change, but he is slowly getting acclimated.

* *

THE MONTHLY MUDDLE.

Published at 20th Street, Rock Island, Ill.

Motto: Without fear or favor with Foolisness for Flavor.

R. E. McGowen.....Muddler-in-Chief

Most Anybody.....Ass't Muddlers

Nearly Everybody.....Ass't Muddlers

Vol. II. APRIL, 1916. No. 4.

MUDDLETORIAL SECTION.

"The Silver Lining."

We've thought and thought and thought and thought until we're 'most insane! This writing muddletorials has proved an awful strain to which we're hardly equal, and it almost has our goat. We long for Woodrow's facile pen with which he writes a "note."

For Woodrow's "notes" are written with delightful dash and verve, they're interspersed with adjectives used quite without reserve; he regards the English language as a thing meant to be used. (And we'll place a bet that Webster feels at times like he's abused.) The price of writing paper has ascended out of sight, but does that deter our Woodrow? Not a single, trifling mite. He has used up reams of paper writing "notes" to Kaiser Bill, and as we go to press we see that he has written still another one, whereby Wilhelm is slapped upon the wrist with academic phrases, and requested to desist from destroying neutral vessels with his nasty submarines—this last note's an ultimatum BUT will Bill know what that means? ('Twould not be at all surprising, in the light of past events, if Wilhelm told our Woodrow to go hither, yon or hence.) However, Wilhelm's BUSY, so it very well may be that Woodrow will achieve a diplomatic victory.

We're not the least bloodthirsty—we don't hanker for a fight; we'd like to see these vexing problems all adjusted right. BUT we've one thought consoling: IF the Kaiser wants our gore, WE WILL NOT HAVE TO READ THOSE "ULTIMATUMS" ANY MORE!

Having struggled in the throes of composition last night with the above, we are, this morning inclined to revise our opinion. We have just sighted the Trib. headline, "GERMAN WAR CLOUD VANISHING," which seems to indicate another diplomatic victory impending, which will be but the forerunner of more ultimatums.

Our friends, the enemy, of the Forty-seventh Street Line, are aggrieved at our caustic comments on their column. It is not our desire to lacerate the feelings of our contemporaries—we merely wanted to ascertain if THE MUDDLE was being read. Having been successful in our quest, we will now bury the hatchet with appropriate ceremonies—and dig up an AX. REFER YOUR SERIOUS PROBLEMS TO THIS PUBLICATION—MUDDLING IS OUR BUSINESS.

"—And everyone hopes that somehow we shall be able to muddle through as we have muddled through when confronted in other years with serious problems affecting the nation."—Extract from editorial page, Davenport Times.

PERSONALS.

An old friend of ours, C. S. Eastman, one time agent at Silvis, now resident of Cambridge, called on us recently. Charlie is now assistant cashier in father-in-law's bank, and the father of three children.

Another friend of ours, also of Cambridge, Art Grann, paid us a short visit the other day. Art is now proprietor of a laundry at Cambridge. Send him your soiled collars, boys. He will appreciate the business. (Free boost.)

"Sonny" Lawson, brakeman on "Joe's train," was off duty several days the latter part of March on account of mashing the little finger on his right hand.

In the recent local option vote Moline went high and dry. The commander of the "wet" forces is bewailing the fact that "Cully" Nelson was absent, ascribing their defeat to this.

We here desire to extend congratulations to Gurth Hubbard and Bob Whitley on their participation in the "boom drill" given at the "Y" circus last month. Hub's sylphlike form in a gym suit was a veritable treat to the weary eye. But, seriously, it WAS a pretty exhibition and

we are glad we were able to witness it and the other pleasing "stunts" on the program.

On April 12th in addition to main line reductions, our Sherrard local freight was discontinued. Steve Murphy bumped Watkins off 801—802, having Quinn (the aforementioned Silent Swede) McFadyen, a native of Saxo—Gothenburg, Germany, and Larson, the Russian mujik, as his brakemen. We understand Steve carries a mountain howitzer in his caboose to maintain peace.

Stephens was given an extra brakeman to handle the local work. Charlie Spink, tamer of Mexicans and dispenser of rarefied air, is the efficiency expert in charge of this work. In addition to other rare qualifications, Charles is an amateur Sherlock Holmes. He recently performed a brilliant (?) bit of "detecting" by the finger print method.

Ralph Wees of Joliet is a clever amateur cartoonist, as evidenced by the cartoon in last month's issue, but our observant yardmaster, Harry Merow, calls attention to the fact that the number C. R. I. & P. 74602 appearing on the box car in the cartoon is in reality painted on a stock car. Did they convert it into a box car at Joliet to load merchandise?

T. J. Murray, commercial agent, has just returned from a mineral water spree at Excelsior Springs. He is looking well. Possibly he is a trifle larger around but we can't say that he is any higher.

On April 20th No. 7 had an extra coach to accommodate about sixty-five fight fans from Davenport to Iowa City, the Henderson-Evers bout being the attraction there.

The Rock Island handled a nice shipment into Rock Island April 18th for the Don Sales Company of Rock Island. Fifteen railroads of Chalmers autos, thirty machines in all. The cars were photographed on arrival at Thirty-first street.

THE MUDDLE recently received a communication from Wewoka, Okla., addressed to "20th Street, Rock Island, Ill., Editor C. R. I. & P. Employees' Magazine," which we are forwarding to the editor at Chicago. We don't know whether to be flattered or amused.

Chas. H. Klise is the "Ticket Seller Now on Duty" at 20th Street in the evening. We don't know what he may look like but apparently he can sell tickets and make change correctly.

"U. S. TO ACCEPT BERLIN PROMISE." Latest headline in General Hearst's sheet lamped just before we go to press.

Oh, well, perhaps it will be a couple of weeks before the next "ultimatum."

* *

WEST LIBERTY, IOWA.

Clay B. Nichols, who has been night ticket clerk, this point, past two years, appointed day ticket agent for our company at Albert Lea, Minn., and is now nicely located at that point. We are all glad to see Clay get his well-earned promotion.

Agent and Yardmaster C. W. Plumly has been violating the 16-hour law recently, account Mrs. Plumly's illness. Mr. Plumly can now state he is "prepared" for being a first class cook and dishwasher.

Walter E. Bockentheln, our day car clerk, has returned to his former position, after cou-

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Free

JAMES P. SMITH & CO.

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33 and 35 E. South Water St., CHICAGO
New York

ple months relief work at Iowa City as day ticket agent.

C. M. Beach, who went to Des Moines as ticket clerk in the city office last fall, has returned to West Liberty to his former position of day ticket clerk.

Night Baggageman Benjamin Penry, having resigned, is now in the signal department.

Paul Brown is now on the force regular as night baggageman, account promotion of one of the employees.

Cashier H. R. Childs attended the "Safety First" and "Prevent Claim" joint meeting held in Valley Junction first part of April.

Agent Plumly held a local "prevent claim" meeting in West Liberty during the first part of April, which was attended by a majority of all employees, various departments whose duties would permit them, attended. Much good will surely be accomplished from such meetings.

Our old friend, Chas. Ross, is back on the job as day car clerk, account Mr. Bockenthein assigned on night ticket job.

West Liberty gets some forty more blocks of concreted base, brick paving this summer. Already dirt beginning to fly on the improvements. Along with the paving will be continued the boulevard lighting. With such final completion, West Liberty can boast of one of the neatest little towns of its size in the country.

A \$75,000 high school is to be erected here this summer.

West Liberty will be favored with three ladies' lodge conventions ere this issue of magazine is out, namely, Rebeccas, Pythians and Royal Neighbors.

O. E. Burgess of Des Moines, now assigned as signal foreman here, account resignation of J. P. Howard.

Henry Klunder, who has been car inspector at this point for the past two years, was promoted to position of car foreman on the E. J. & E. Ry. at Gary, Indiana, and left April 1st to assume his new duties. Mr. Klunder, made many friends during his two years' stay in West Liberty, all of whom will be glad to know of Mr. Klunder's advancement.

C. M. Michner has been appointed car inspector, account resignation of Henry Klunder. This is also a decided promotion for Mr. Michner, Merle having been one of the old-timers in the clerical department under Agent Plumly, but past two years been "applying brasses to hot ones" under Mr. Klunder's jurisdiction.

Former Signal Maintainer J. P. Howard, now employed as assistant car inspector.

W. B. Hunt now assigned as fireman on "the goat."

Chas. Abbott, driver for the American Express Company, has a new "gasoline buggy," and we understand "Old Faithful Dick," who has been in the harness, will soon be consigned to "horse heaven," account 30-odd years' service.

Our messenger boy, Mason Williams, is getting to be a musician of some renown, explained as follows: "The boys don't complain or kick against my playing the horn." The answer is as follows: "We are getting used to it."

Signal poles, blades, switch stands, yards and track in general are all in A-1 condition for the annual spring inspection train.

Switch locals taken off on both Iowa and Cedar Rapids Division, resulting in local freights being late.

Ere this is in print, it is reported we are to lose three of our passenger trains, account has been ruled by receiver for the C. R. I. & P. that too many passenger trains being operated, account inadequate financial returns.

Jose Cisneros, now acting as night coal chute foreman, vice C. L. Brightwell.

Small son of Special Officer J. T. Scott had misfortune to get quite severe injury in head at school recently during game of "shinny."

Safety Supervisor W. H. Stillwell, a recent caller here, and during such stay addressed all grades of our schools along the lines of "safety first." We are always glad to have W. H. S. drop in and give us the handshake.

We note that our former friend and co-worker, R. E. MacGowan, of Rock Island, has been appointed Chief Muddler on the Rock Island, Ill., mudtorials for the magazine. "Mack is there" when it comes to cartoon work along with his editorials also. Congratulations, R. E. M.

Another of our old time buds in person of Ulysses Grant Schindhelm of Iowa City now acting as steno. for Trainmaster Green.

Embarrassment for U. G. S. prevents us from commenting further on the promotion.

At present bridge carpenters are here giving the coal chutes the "once over."

Engr. McKerg, one of our "goats," recently took his Blue Lodge degrees in Masonry.

Considerable bumping on Cedar Rapids Division, account the portion of track, Muscatine to Montezuma. What Cheer and line from Iowa Jct., to Iowa City, being taken over by the new Muscatine and Iowa City Railway Company.

SILVIS NEWS.

Foreman F. Fearhelly has purchased an ancient "Henry" and is wondering how he can burn kerosene in it.

Mr. W. J. Tollerton visited Silvis April 15th. Machinist Otto Kuchl and Bollermaker C. A. Brady both mourn the loss of their baby girls, who died the early part of April. We extend our sympathy to both.

Bob Blackslee, special apprentice, now located at Chicago, visited Silvis shops April 12th on business.

Machinists Tony Schneider and Herman Schliffeger have moved to Milwaukee to accept work at that place.

Boller Inspector Chas. Hood of Silvis shops was transferred to Goodland, Kans., to accept position as boller shop foreman at that point. The boys at Silvis wish him good success in his new field.

Bollermakers R. B. Warner and Chris Shaw have returned to work at Silvis after an extended tour about the good old U. S. A.

Master Mechanic W. M. Wilson of Dalhart, Tex., visited Silvis shops April 11th.

Machinist Joseph French and his motorcycle recently staged a wrestling match on a country road. Joe came out second best, with a badly skinned knee.

Special Apprentice W. C. Epstein was transferred to Chicago after an extended period at Silvis shops.

The Silvis shops fishermen will have to wait a while to make their big hauls. Both Rock river and the old Mississippi are overflowing their banks.

Silvis shops have organized a baseball team this year and played the Moline Three Eye league at Moline April 14th, losing by a score of 5 to 3. Silvis shops think they have a good team this year and wish to challenge any other team on the Rock Island system. For further information write W. S. Murphy, manager, care Boller Dept., Silvis, Ill.

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Fine Russia Leather [without Emblem] 25c
Add price of emblem desired to price of fob. Any priced emblem may be worn on the fob. Fob is 5½ inches long.

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Screw back will be sent unless pin back is specified.
Plated 35c
Rolled Gold 75c
Solid Gold \$1.25

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Plated 75c pair
Rolled Gold \$1.50 pair
Solid Gold Emblem Faces, plated shank and bean \$2.25 pair
Solid Gold Faces, shank and bean \$4.50 pair

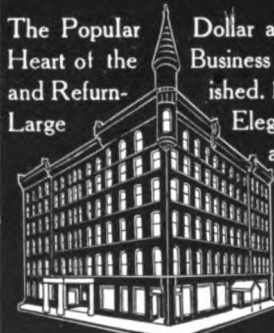
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Per Day

A few things quite often I've noted of late
Of the men that should be more wise,
And sometimes it seems they have no regard
Or forget to take care of their eyes.

A small job they get; just a few minutes' work,
And to do without glasses they try;
And thus they work on until all at once
Zip! goes a scale in their eye.

Then time is lost, and the pain is intense;
They can't sleep tho' hard they may try.
They'll rave and swear hereafter they'll wear
"THE SAFETY DEVICE FOR THE EYE."

HAMILTON PARK KRISPETTES.

Harry Singer displays a never-wear-off smile recently, the origin of which can be traced to being the proud father of a baby girl born April 25.

Joe Dvorak seems to delight in promenading along Michigan boulevard on Saturday afternoons, especially when the opportunity presents itself of having the companionship of one of the typing bureau belles, L. C.

Miss Eda Milditch is convalescing from an attack of scarlet fever. We hope to see her with us in the near future.

Geo. Kausch of the A. F. T. left the service of the Rock Island to take up a position with the Jewel Tea Company. George was always energetic and gentlemanly in his conduct, and these traits will make him a host of friends in his new position. At any rate, George, the best of luck in your new undertaking.

The Rock Island Men's Chorus expect to rehearse in Hamilton Park Fieldhouse soon and give community concerts. Applications are still in order for those who will take the work to heart. Let's pull together and have the Hamilton Park offices boast of a strong representation.

Well, well! Bill McCoy of the Freight Claim Office expects to be on the benedict list in the near future. Let's have the date, Bill, and don't keep us guessing.

Mrs. C. Fraser, formerly Miss Adelaide Parker, of the A. P. T., is the proud mother of a baby boy born April 5. Another good citizen for Blue Island.

Hamilton Park boasts of a four-team league consisting of the following offices: A. P. T., Aud. of Disbursements, Car Accountants and Aud. Freight Traffic. The league is named the Rock Island Baseball Association and was organized to advance the spirit of athletics among the employees of Hamilton Park. Paul Peters, A. F. T., is president of the league and H. H. Hawley of the A. P. T. is secretary and treasurer. The league opened its schedule Saturday, April 29, with the following results:

	1	2	3	4	5	6	7	R	H
Aud. Disbursements.....	0	0	1	1	1	1	1	5	7
Aud. Pass. Traffic.....	0	1	0	0	1	2	7	11	10

Batteries—Lang, Van Natta and Waldron; Ehrhart and Redderoth. Home run—Hradecky. Two base hits—Waldron, Redderoth. Struck out—By Van Natta, 7; by Ehrhart, 12. Bases on balls—Van Natta, 9; Ehrhart, 4. Umpire—Manson. Time—2 hours.

Features of the game were the twirling of Ehrhart for the victors and the consistent playing of Eckman and Redderoth. Hradecky and Reale starred for the losers. It was an even battle for six innings and from the fact that it was the debut of these teams in the league proved a good game throughout.

	1	2	3	4	5	6	7	R	H
Aud. Frt. Traffic.....	0	0	0	1	0	4	6	11	15
Car Accountants.....	0	0	0	2	0	0	1	3	4

Batteries—Tucek and Glover; Paul, Simpson, Williams and Drexel. Home runs—Tucek (2), Byres, Simpson. Three base hits—Weber, Downey, Hearn. Two base hit—Dankers. Struck out—By Tucek, 15; by Paul, 4; by Simpson, 4. Bases on balls—Off Tucek, 1; off Simpson, 5. Umpire—Frankle. Time—2 hours.

Features of the game were the pitching of Tucek, who allowed but four hits and struck out 15 men. The game was a pitcher's duel up to the fifth inning, when Tucek started the game a-rolling with a homer with the bases full, coupled with some tight playing saved the game for the A. F. T. The Car Accountants played a

good game, but failed in the pinches, whereas the hits of the A. F. T. team were timely.

STANDING OF THE TEAMS.

	Won.	Lost.	Pct.
Aud. Pass. Traffic.....	1	0	1.000
Aud. Freight Traffic.....	1	0	1.000
Car Accountants.....	0	1	.000
Aud. Disbursements.....	0	1	.000

Nip Ehrhart, star pitcher of the A. P. T., has the distinction of taking in the sights along Western avenue in Blue Island. Not alone, though. He was accompanied by one of the A. P. T. belles, who vouched for his safety. Nobody walks, Nip.

Miss Catherine Hagarty has some good news to divulge. You can read the expression. Lately she's all smiles. Perhaps our article in an issue some time back is coming to a climax.

Clifford J. Ernst of the A. F. T. is spending a week's vacation with his folks in Cincinnati. Nothing like taking a look at the old home town, Clifford, by heck.

H. H. Hawley is demonstrating his ability as a keystone sacker in the Rock Island ball league at Hamilton Park. Perhaps we may allude to him at the end of the season as a second Ed-Ed Collins.

We have received the following: Fred W. Ames—Born in Africa, November 19, 1893; took up studies in Germany, Petrograd, Paris and Cambridge; graduate of West Point, 1908; signifies his intention of retiring from active baseball forever. Ye gods and little fishes. Baseball will come to naught at hearing this. Many a time with the bases full Fred would walk the next three.

The Misses Adele Sigler, Ruth Nelson and Myrtle Koch were recent week-end visitors of Blue Island, Miss Beulah Becktel being their hostess. Belles of the foregoing are always welcome in Blue Island.

Leave it to Messrs. Ralph Becktel and Earl Darfier of the A. P. T. and A. F. T., respectively, for aggressiveness. They organized the "Vivace Social Club" and gave a private dance for their friends. Nothing slow about them.



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Address.....

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PROOF



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Plan
\$1.50 Up

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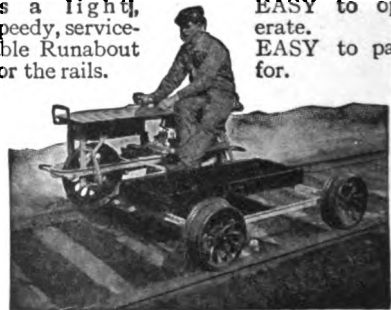
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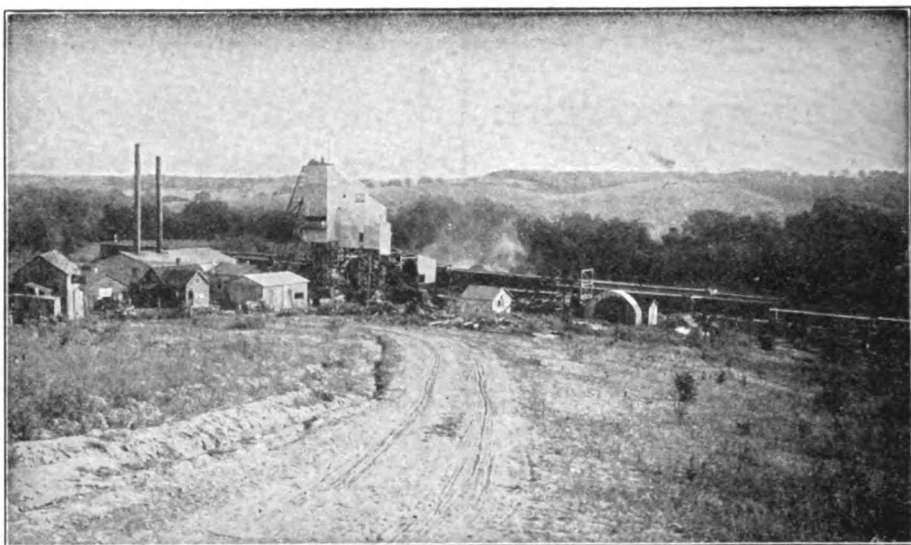
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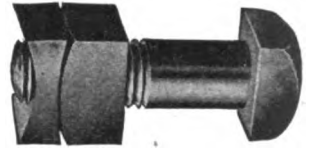
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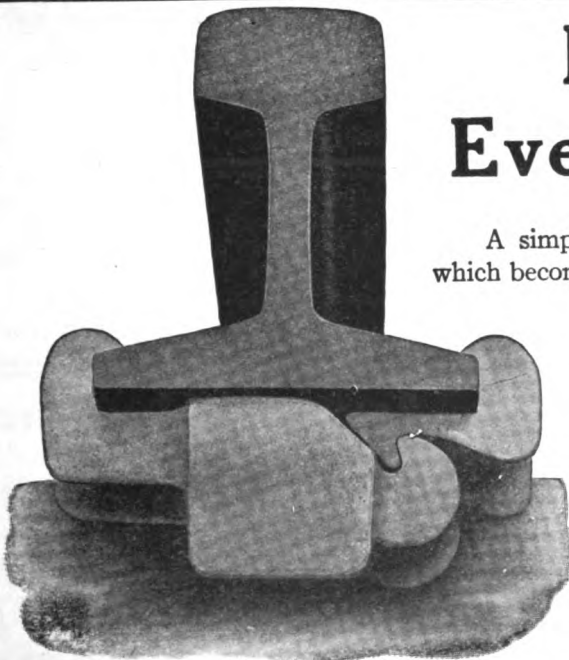
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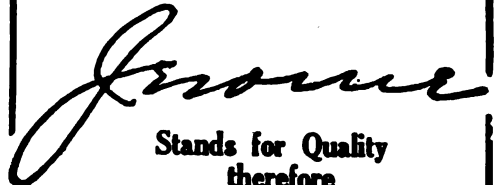
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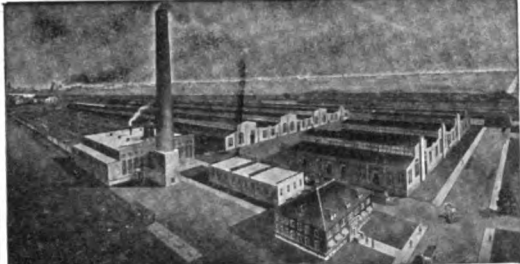
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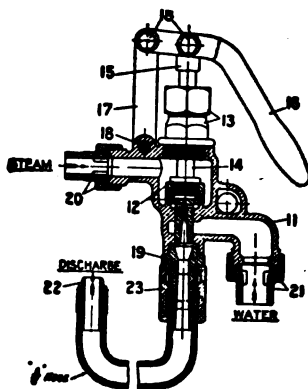
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