

A black and white photograph of a rocky cliff face. The cliff has a prominent cave entrance on the left side. Bare trees are visible on top of the cliff and in the background. The sky is overcast.

ROCK ISLAND EMPLOYEES' MAGAZINE

JUNE

1916

"THE MAN WHO THINKS—INVESTS IN FINCK'S"

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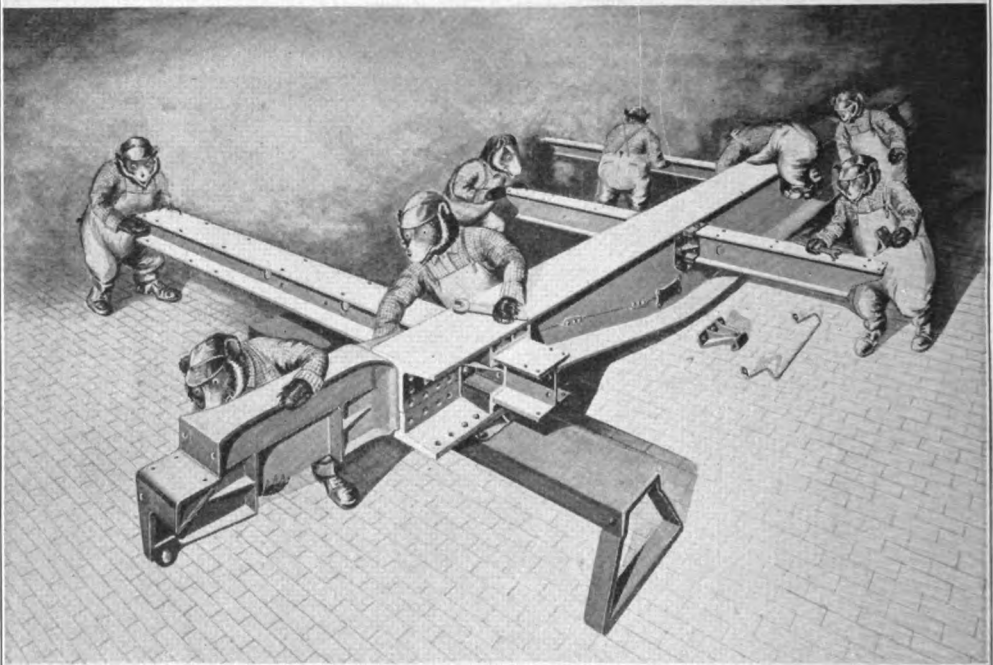
W. M. FINCK & COMPANY

DETROIT, MICHIGAN

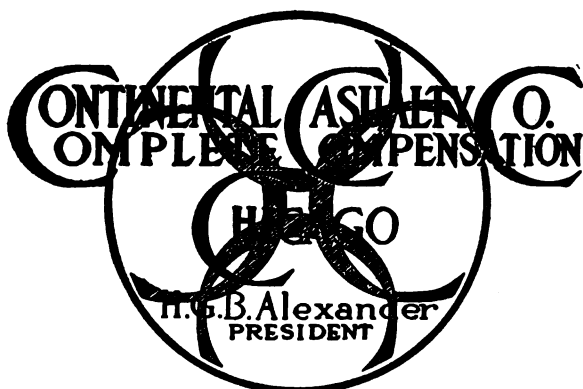


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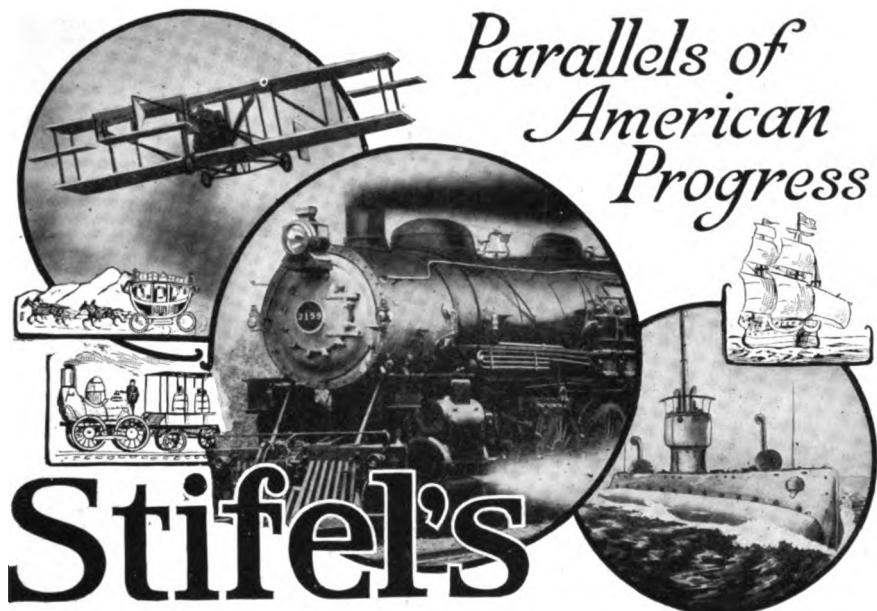
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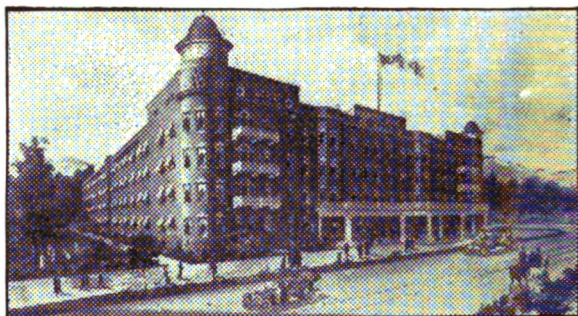
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Modern completely throughout, exquisitely furnished. It is just the hotel for you, your family, and where ladies can enjoy entire freedom from all objectionable features, and has beautiful roof garden. For years this hotel has been the headquarters for nearly all the foreign diplomats and government officials.

The Restaurant of exceptional quality at moderate rates.

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

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E. L. WESTON, Manager

BOOKLET AND FULL INFORMATION ON REQUEST.

WANTED, A MAN

God gives us men. A time like this demands

Strong minds, great hearts, true faith and ready hands;

Men whom the lust of office does not kill;

Men whom the spoils of office cannot buy;

Men who possess opinions and a will;

Men who have honor—men who will not lie;

Men who can stand before a demagogue

And damn his treacherous flatteries without winking!

Tall men, sun-crowned, who live above the fog

In public duty, and in private thinking,

For while the rabble, with their thumb-worn creeds,

Their large professions and their little deeds

Mingle in selfish strife, lo! Freedom weeps,

Wrong rules the land, and waiting Justice sleeps!

—J. G. Holland.

ROCK ISLAND EMPLOYEES' MAGAZINE

HARLEY E. REISMAN
Managing Editor

JNO. A. SIMPSON
Editor

LA SALLE STATION, CHICAGO

Vol. IX.

JUNE, 1916.

No. 12.

No. 7, 2 FT. UP

By KATHRYNE NANTZ

Bang! Tom Rankin's desk top came down with a resounding crash, and the key turned in the lock.

"Vacation, old man! Hurrah! Hurrah!"

"Hurrah! Hurrah!" echoed another deep voice and another desk top came down with a bang. Fred Riser sprang across the room for his coat and hat.

"Come out in the country with me for these precious two weeks, Tom," he said. "I'm going out to that old home of mine, and spend my time hunting, fishing, swimming, and so on. I say, old fellow, do, and we'll batch it together."

"Thanks, Fred, for the invitation, but—er—don't you think that will be just a little slow?"

"Slow! I should say not! I could spend six months out there." Fred seemed all enthusiasm. "Well," he added, "you think about it until tomorrow. We can't go until the afternoon train because we'll have to see about getting some provisions out there. Good-bye, old man, till tomorrow."

Tom walked home in deep thought. He didn't want to offend Fred by refusing his invitation without a good excuse, and there really was no reason why he shouldn't go. Yet he knew he'd find the country life very dull. By the time he had reached his home, however, he had decided to accept his partner's invitation,

prompted to return home on important business but at the end of the first week he comes.

The next morning the two young men were very enthusiastic. Tom enjoyed the novel experience of going to the stores and buying what he liked best. Fred superintended their purchases but he let Tom do most of the choosing. They had barely time to catch their train after their last errand.

"Whee-e-e!" gasped Tom, as he threw himself into the first vacant seat, "that is the first man-sized breath I've had since I met you this morning. I hope you don't treat me that way all the time I'm your guest. Rather tough on a fellow, I'd say."

"Ho! Ho!" roared Fred, "you look like—"

"Never mind what I look like," interrupted Tom, "I feel just the same way."

After a few minutes of playful banter the young men settled down to enjoy their short journey. Tom interested himself in his own thoughts, while Fred looked out of the window, enjoying the rapid changing of scenery. How contented those cows looked as they stood in the shade of the big tree, switching their tails! How cool and fresh the water looked in that little pond! What a beautiful—

"Wake up, will you? I've asked you

three questions and you've never even blinked in answer." Tom punctuated his sentence with violent pokes at his companion.

"Well, you have thoroughly awakened me now. Out with your questions, inquisitive Clarence."

"Not to let questions accumulate." grinned his friend, "I'll just leave out the three I mentioned and try a new one. I want to know who that queer old man was who lived out here with you for so long."

A look of sadness had crept over Fred's handsome face. He hesitated as if he did not know how to answer the simple question. With a deep sigh he slowly shook his head.

"Tom, I don't know," he said sadly. "My mother died when I was only a baby, so all my life, until I went to college, my father and I lived alone. Then came my four years at school. I hated to leave my father alone but it was necessary for me to be able to earn my own living so I left. Well, when I returned, I found the 'queer old man,' as you call him, there. My father told me that he was a very old and dear friend of his, and indeed, he seemed to be, for there was the deepest love between the two. After that it was as if I had two fathers. I couldn't keep from loving Uncle Corey, as I called him, even if he was very eccentric. With the exception of my father, he did not seem to have a friend on earth. His money was about as scarce as his friends, yet he would go out and pay what seemed to us an exorbitant price for some little luxury for father or me. Well, after father's death, two years later, Uncle Corey and I kept the house and by that time, I had ceased to wonder about the old man's story. Then, suddenly, about a year ago, he died and both my fathers were gone." Fred's voice trailed off in the reminiscence.

"After he died, didn't any relatives appear?" asked Tom.

"No, not a one. I heard some time afterwards that two of his nephews had turned up in that part of the country, but I think it was only a rumor. Good gracious! This is our stop, Tom. Here, take your coat."

A few minutes later, Tom found himself in a friendly neighbor's wagon, rat-

ting down a country road. He did not know whether he liked this jolting, bumping, ride or not; but it was only a few minutes until the wagon drew up before a big iron gate. Tom climbed out with mental thanksgiving and entered the gate that Fred had opened. He looked around. He was standing in a wide driveway, as smooth as a sidewalk. A leafy hedge stretched along each side of the drive, and in its ill-kept, unpruned state, it stretched even higher than the big iron gate.

When Fred had unlocked the gate and joined his companion, they walked up the drive without a word. There was a sharp turn in the drive. Tom raised his eyes and stopped in wonder. He had not expected anything like this. The big drive had divided into two smaller ones. They wound around, and encircled a massive fountain. Behind this was a big house; just such a house as would be expected at the end of such a walk. It was beautiful in its decay but its massive pillars and graceful arches were almost covered with dead and dying vines.

"Oh, Fred!" Tom's voice was hushed with awe. "How can you let this place go down like this?" He regretted his reproach as he saw the look of misery on his companion's face.

"I can't do otherwise, Tom," said Fred sadly. "It is about all I can do to keep the taxes paid up."

Without further words the boys entered the house. Once inside those massive doors, Tom began to feel more natural for, though the furnishings were old-fashioned to the extreme, there was an unmistakable air of home about it.

"Do you know—" he began, turning to his friend. "Why, Fred! what is the matter? You look as if you had seen a ghost." Tom gazed with open amazement at his friend's pale, horrified face.

"Why, man," gasped Fred, "can't you see? There's a fire in the grate."

"Well, I declare!" chuckled Tom, "so there is. I'll punch it out." He reached for the poker but suddenly the real significance of it came to him.

"Why, who could have built it, Fred? And this poker is still warm! There must be some one in the house. Let's search."

Every room in the big house was vis-

ited but no unwelcome visitor was discovered. The boys were finally forced to give it up. They agreed that it must have been some passing tramp, and they began to prepare their lunch, and to discuss what they should do on the morrow. When it was decided that they should get up early and go hunting, they hastily washed their dishes and retired for the night.

The next morning's hunt was exciting and successful. Therefore it was two very tired boys that started for home about eleven o'clock.

"Fred!" exclaimed Tom, with a doleful shake of the head, "if I ever live to get home, I think I'll be equal to about three loaves of bread. How about yourself?"

"Oh, I'd say three and a half at least," laughed Fred.

Upon entering the house, the young men hastily discarded guns, hats and coats, and rushed to the kitchen. They were transfixed on the threshold. The kitchen was a picture of disorder. The table was littered with the remains of a repast. Bread and cracker crumbs were scattered on the floor. The boys looked at each other in amazement, then walked over to see what had been left for them.

"He ate almost a whole loaf of bread," volunteered Tom, "and there is not one cracker left in this box."

"Well, at any rate, he left us a pot of coffee. It's still hot so let's have some," added Fred.

"An ordinary tramp didn't make this coffee," exclaimed Tom.

"No, and an ordinary tramp couldn't eat a whole loaf of bread and a box of crackers," answered Fred.

The boys ate in silence for some time. Each was trying to explain to himself the mystery of this unknown presence but all in vain.

"I guess we had better stay around here this afternoon and keep a lookout for our uninvited guest," declared Fred.

"Yes, let's do," agreed Tom. "Let's catch him and have him for our man Friday."

"I'm going out to find me a shady spot," he announced a few hours later. He picked up a magazine and left the room.

Fred settled himself to write letters and for an hour he wrote without inter-

ruption. As he was folding his last letter, the door opened suddenly. Tom burst into the room, his eyes shining excitedly.

"See what I found!" he exclaimed. "Just look, Fred!"

"Well, it looks to me like an ordinary, ten-cent pickle bottle," answered Fred.

"It is a pickle bottle," admitted Tom, "but see! it is all stuffed with blue paper and sealed. I found it in the hedge." As he spoke he pried the cork out with his knife and began pulling out the paper. After much unrolling and wadding of paper, he pulled out a small metal piece.

"What's this?" he exclaimed. "It says something on it too but I can't read it." He handed it to Fred.

"That's poor old Uncle Corey's writing, Tom," said Fred, looking at it closely. "It says, 'No. 7, 2 ft. Up.' It doesn't mean anything, Tom. Uncle Corey was always doing queer things."

"I wonder what that '7' could mean?" murmured Tom.

"Oh, get out of here. You have been reading some dime novel and it has made a girl of you."

Tom retreated without further delay but nevertheless he determined to keep his eyes open for other mysterious signs.

"Say, Fred, let's clean out that fountain this morning and make it run," he said, the next morning at the breakfast table.

"All right!" agreed Fred. "I've been wanting to do that for some time."

Two hours later the boys were working diligently in the bottom of the fountain—Fred with a pick and Tom with a shovel.

Whack! Fred's pick came down on a rock. He stooped to pick it out. It was a brick.

"Isn't it queer," he remarked, "how a brick could get in here? It is a queer looking one too," and he began to look at it closely.

"What is it?" asked Tom.

"Oh, nothing, just a queer looking brick." Fred handed the brick to Tom and went on with his work.

"Fred!" Tom's voice was hoarse with excitement. "Here's that same 'No. 7, 2 ft. Up.'"

"No, surely not!" exclaimed Fred. "You're right," he added as he again

looked at the brick. "Poor Uncle Corey! It must have been one of his hobbies."

Tom said nothing but he was thinking. He was going to stay here till he unraveled this mystery if it took the rest of his life.

The young partners decided to spend the next day fishing. So early in the morning they set out. They were walking along the narrow footpath with their rods over their shoulders, when suddenly Tom fell headlong. Fred uttered an exclamation of surprise and aided his friend to his feet.

"Are you hurt, Tom?" he asked.

"No," growled the other, "but I'd like to know what upset me like that. This is what it was," he added. He took the piece of heavy wire in his hands and gave it a vicious pull. With difficulty he kept his equilibrium as the ground gave way. He pulled out a little iron pot.

"Well, who would have thought it!" he ejaculated, and, then chuckled, his good humor returning. "This must be the pot of gold at the end of the rainbow."

In the pot was a single piece of metal and on it, 'No. 7, 2 ft. Up.' The boys gasped! What could it mean!

"Tom," said Fred finally, "I believe there is something in this."

"Sure, there is," nodded Tom, "and I fell for it."

"Let me see," went on Fred, "Uncle Corey always said he had thirteen pets but he loved the seventh one the most because it was the middle one. That is the only reference he ever made to 'seven' that I know of."

"What is it he has that there are thirteen of?" asked Tom.

"I don't know," answered Fred, "unless—unless—let me see! Those decorated panels in his den! He always admired them so much. There is a window in the middle of each side, and three panels on each side of each window. That would make twelve. Then at the back of the room there is a window at each side, and one panel in the middle."

"In the middle!" echoed Tom. "Oh, Fred, that is the middle pet of course! Let's go back quick and look two feet up on that panel."

The friends almost ran back to the house. They rushed through the rooms

but at the door of the den they suddenly stopped. They had heard an unmistakable sound of footsteps.

"Our uninvited guest!" whispered Fred, as he opened the door. Two men of about their own ages faced them.

"Will you please explain your presence?" asked Fred, sternly.

"Certainly," replied the older of the two intruders. "We are here for the same reason that you are. We are Jim Corey's nephews and therefore his legal heirs. We, by accident, ran across this in an old earthen jar," he held out a small piece of metal, "and it gave us a clue as to where to find his money. Your coming here greatly interfered with our search but it made it all the more important that we should find the hidden wealth at once."

Fred was silent and his face was a study. Tom was fuming with rage. Why didn't Fred order these impertinent rascals out? Fred's cold, clear voice broke the silence.

"I believe you," he said slowly, "and of course then you are his legal heirs and by law you will get his money. I did not know he had any but I certainly will not fight the law for it. You could have gotten it without entering my house like thieves in my absence. Tom," he said turning to his friend, "go telephone to Squire Radclif to come here at once." Then turning to his other two guests he added, "we will leave this room now till my lawyer comes. He will open the panel for us and avoid further dispute."

It was an unspeakably long hour before the welcome ring of the door bell was heard. After his arrival, however, no time was lost in explaining the business and going into the den.

The lawyer, with some blustering and not a little awkwardness, finally found the button which opened the panel. A large iron box met the eager gaze of all, which the lawyer, with great pomp and dignity, pulled out and opened. Coins! Gold coins! of all denominations and sizes. The onlookers fairly gasped. There was another smaller box which was next opened, and a long narrow document was pulled out.

"The last will and testament of James Martin Corey," read the lawyer in a deep voice.

Alas! the nephews were remembered

but only with one little miserly dollar each. The remainder of the sixty thousand was bequeathed to the beloved foster son, Fred M. Riser.



GOOD SERVICE PAYS.

Much has been said of late concerning the growing spirit of friendliness, evinced by many people throughout the country towards the railroads, but that this leaning should develop into an actual prejudice—to the point almost of raising the cudgel in their defense—probably sounds far-fetched. The following newspaper clipping from an Oklahoma City paper is both interesting and encouraging:

"E. A. Hickam, owner of the Main St. Auto Works, is so prejudiced in favor of the Rock Island Railroad Company that he could not give an impartial verdict for a man who sued the company. He told this in County Judge Zwick's court Friday, in George Trailor's \$500 damage case against the Rock Island.

"The company has given me such good freight service that I would be impartial in its favor," said Hickam.

"The judge excused him.

"Trailor is a negro fiddler. He says he was on his way to McCloud from Oklahoma City to fiddle at a July 4th celebration, that he was carried past McCloud to Shawnee. Evidence showed that the negro fiddler was out 23 cents in getting back to McCloud.

"The jury returned verdict for the railroad company under directions of the court."

Though this is but one instance of the trend mentioned above, it stands out by itself. The spectacle of a man declaring himself partial to a railroad company when called for jury service is to say the least unique, considering the traditional antipathy of juries and jurymen towards the carriers.

The incident is illuminating also in showing the far-reaching effect on the mind of a shipper or passenger of good or bad service by the railway company. It is worth while for every employe to bear in mind that good service makes a friend.

ROCK ISLAND RAILWAY MEN'S CHORUS.

The Chorus gave its final concert for the current season at the Hamilton Park Field House, May 25th, with the following program:

Rock Island Railway Men's Chorus, Hamilton Park Field House, Thursday Evening, May 25, 1916, 8 O'Clock.

William Barlow Ross, Director.

Ralph L. Becketl, Accompanist.

Program.

John Peel.....Mark Andrews
Love's Old Sweet Song..Daniel Protheroe
Men's Chorus.

I Hear a Thrush at Eve.....Cadman
Now Sleeps the Crimson Petals..Quiller
Vesti la Giubba (Pagliacci)...Leoncavallo
William Barlow Ross.

Galatea Jensen
Mrs. N. D. Ballantine.

The Three Chafers.....H. Truhn
Sleep Lil' Chile.....Rexford Pettijohn
Men's Chorus.

Out On the Deep.....Lohr
A Man's a Man.....Luders
Harry Riley.

Reading....."The Tin Gee Gee"
Pianologue "Matilda"
Naomi Marguerite Becketl.

Where My Caravan Has Rested.....Lohr
Passing By (composed 1689).....Purcell
Macushla MacMurrough
William Barlow Ross.

Swing Along.....W. M. Cook
A Perfect Day.....Carrie Jacobs Bond
Men's Chorus.

America.

This organization founded last fall, has under the able direction of Mr. Wm. B. Ross, accomplished splendid results, as evidenced by this final concert.

In addition to directing the chorus Mr. Ross sang in splendid style a number of songs, which were highly appreciated by the audience.

Mrs. N. D. Ballantine lent her gracious presence and played two piano numbers with verve and distinction.

The ever pleasing singer, Mr. Harry Riley, contributed three songs of merit, and created a desire to hear more of his smooth and mellow bass.

One of the delights of the evening was the reading of Naomi M. Becketl, thoroughly enjoyed by everyone.

The chorus sang splendidly in an even, well balanced style; very gratifying to hear from so new an organization and we hope in the coming fall to hear evidence of greater progress.

The concert just given was under-

taken on short notice and every effort was made to advise all employes of the terminal district and general offices thereof.

The officers and members of the Chorus desire through the medium of this notice to extend a cordial invitation to all employes in the general offices, shops, local freight agency, etc., to join the Chorus, either as active singing members or as associate members.

Our hope is to increase the Chorus to 100 men this summer, so that when rehearsals begin in September, the Chorus will be of full strength.



CROP REPORTS ARE ISSUED BY FREIGHT DEPARTMENT.

Our Freight Department has recently started to issue semi-monthly crop reports of crop conditions throughout each state on our line, which are sent out by our representatives all over the country to the shippers in their territory. They are receiving many letters of thanks for same, and nearly everyone who has had an opportunity of seeing the complete information given say they are the best they have ever seen.

LARGE SHIPMENT OF ONIONS.

On May 17 the Illinois Division had a rather unusual movement of freight which consisted of 13 cars of onions, all of which were billed from Thurmil, California; eight for Chicago; one for Boston; one for Auburn, Me., two Philadelphia and one Providence, R. I.

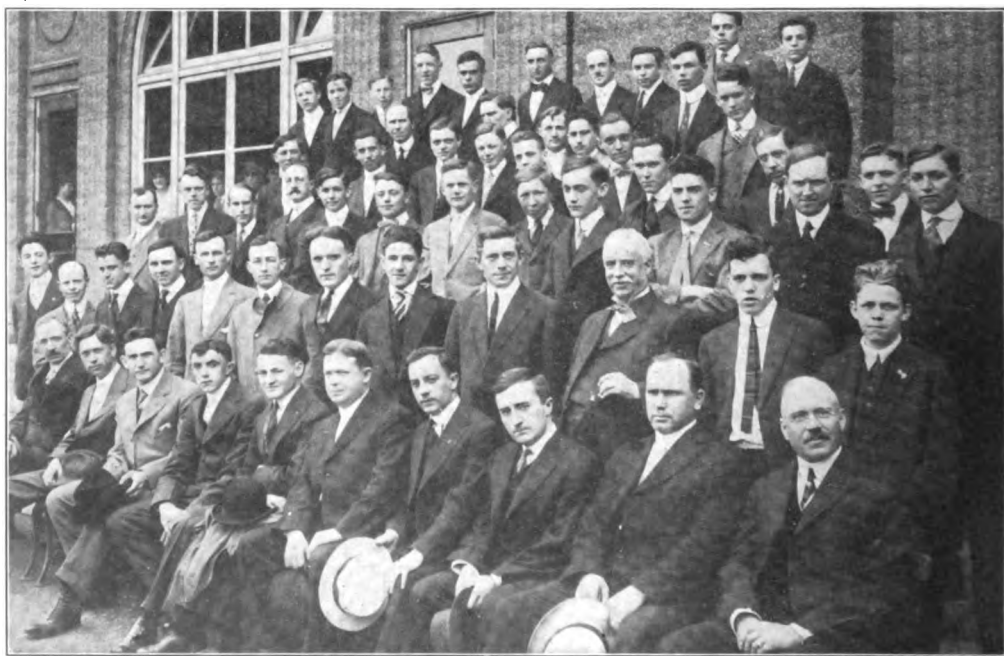
The total freight charges on 13 cars amounted to \$3,706.08 which is rather a large transportation charge for onions. The shipment reached Silvis at 11:00 a. m., left at 12:30 p. m., and reached Burr Oak at 8:20 p. m.

We believe this is the first time there has ever been a shipment of this size from coast to coast and certainly indicates what our transportation companies can accomplish in the transportation of perishable goods.



Mr. Lucas of the Hotel Colorado at Glenwood Springs, Colo., has just given our line the haul on an orchestra of eight or nine members from Chicago to Denver. We wish to thank Mr. Lucas for giving us this business.

The Hotel Colorado at Glenwood Springs opens on June 6, and they are planning for a big season.



Auditor Passenger Traffic and Force, Hamilton Park, Ill.

From Right to Left—C. G. Weaver, Auditor Passenger Traffic; H. H. Hawley, Chief Clerk; B. Bobisuthi, H. Willis, J. R. Day, M. E. Pierce, D. Simpson, W. H. Clark, H. Beste, F. W. Congdon.

ROCK ISLAND RAILWAY CLUB.

Meeting of May 9 was held at Great Northern Hotel and was very well attended by members, there were also a number of guests present.

Quite a large increase in membership occurred during the past two months, among whom are many of the officers of the company.

| | |
|---------------------|------------------|
| Jacob M. Dickinson, | L. M. Allen, |
| Jas. E. Gorman, | F. K. Crosby, |
| G. H. Crosby, | W. F. Dickinson, |
| W. J. Tollerton, | W. T. Hughes, |
| W. Hodson, | T. R. Beman, |
| A. Temple, | H. A. Snyder, |
| W. J. Leahy, | W. O. Bunger, |
| C. A. Morse, | C. H. Hubell, |
| E. Wanamaker, | Alex. Jackson, |
| Carl Nyquist, | Clarence Ross, |
| | R. Craig. |

Mr. Jacob M. Dickinson, receiver, was to address the club, but as he was called out of the city, Mr. A. Jackson favored them with a fine address, his subject being "Co-operation." Mr. Jackson has lately returned from London, England, where he held the position of general European agent and he answered many questions on the European conditions.

Mr. E. E. McCloud, chairman, Western Passenger Association, St. Louis, Mo., who is an old Rock Island employe, was among the guests and responded to an invitation for a speech by recalling old associations with the company.



ROCK ISLAND CONDUCTOR ELECTED PRESIDENT OF COMMERCIAL CLUB.

The Commercial Club of Pratt, Kansas, at a recent meeting for the election of officers for the ensuing year, selected the following:

President, C. G. Stevenson; secretary, E. B. Moore; treasurer, F. G. Hughes.

Mr. Stevenson is a conductor on the El Paso Division of the Rock Island running on trains 1, 2, 3 and 4. His selection was a wise choice as he has taken an active part in the welfare movement of Pratt and is well qualified for the position. The Rock Island is fortunate in having such an able man in its employ and we all know Mr. Stevenson will make good.

We want to congratulate him and also the club for their good judgment.

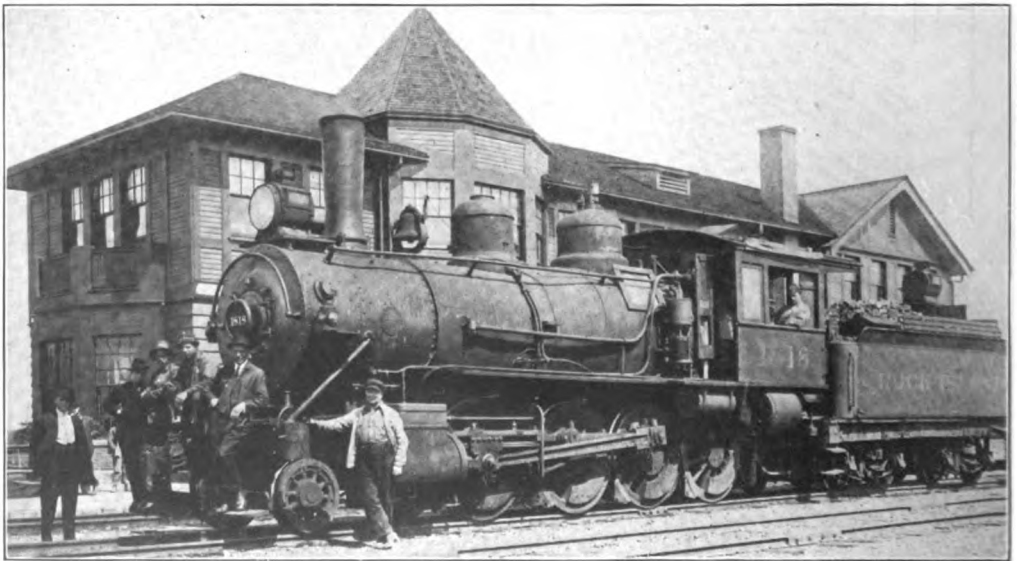


Ladies in Office of Auditor Passenger Traffic Hamilton Park, Ill.



Superintendent and Force, Cedar Rapids, Iowa.

Right to Left—First Row, J. J. McElrath, Chief Dispatcher; B. H. Flaherty, Stenographer; G. A. Merrill, Superintendent; W. L. Pauley, Trainmaster; Florence Fitzgerald, Trainmaster's Clerk; Ruth Blackmer, Messenger. Second Row, B. Strauss, R. F. of E.; C. Linehan, Roadmaster; J. C. Gutenkauf, Chief Clerk; Alice Krieg, Clerk; G. M. Merfeld, Material Clerk; R. S. Rogers, Car Distributor; H. L. Moore, File Clerk; H. R. Hanson, Statement Clerk; F. A. Plesser, Timekeeper; W. J. Swoezy, General Clerk. Third Row, A. S. Collins, General Dairy Agent; J. L. Halpin, Operator; W. H. Cramer, M. C. Clerk; A. H. White, Foreman W. S.; H. M. Funk, Stenographer; A. W. Westenmeier, Assistant Timekeeper; E. V. Richards, Special Agent; I. E. Melby, Accountant; S. C. Hanson, Dispatcher. Last Row, J. Beuter, Dispatcher; John Hisher, Switchman; C. E. Gill, Manager and Wire Chief; Emory Hanson, Mail Boy; Frank Molumby, Caller; J. H. Devin, Watchman.



Switch Engine and Force, Eldon, Mo.

If a layer of coal 1-2 inch in thickness, as represented by the bars on the top and bottom of this page, is lost from each of the 100,000 cars making up the annual fuel requirements of the Rock Island Lines, either by being left in the car at fuel chutes or lost in transit or transfer from cars to locomotives, it would reach the enormous total of 31,250 tons of coal, or, at the prevailing average price, the sum of \$62,500.00.

Each coal car has an approximate area of 300 sq. ft., and a layer of coal 1-2 inch in thickness spread over a car would mean 625 lbs. of coal. It takes but very little coal to make the layer 1-2 inch thick, but the aggregate runs into large sums.

Will not everybody help to save the 1-2 inch?

**MINING AND FUEL DEPARTMENT
CHICAGO**

FREIGHT SOLICITATION

By WM. H. MAAS

Formerly Contracting Freight Agent, Missouri Pacific Ry., but Now Editor of the Belle Times, Belle, Missouri

In this great age of railroading, harmony and co-operation among the forces of the different departments plays an important part towards the success of the carrier. Too much stress cannot be laid upon the fact that absolute team work is required, for example, if a trackwalker fails in his duty, great loss of life and property may be occasioned thereby—and yet the trackwalker is not all of the railroad. Also, the men with a can of black oil may fail to properly lubricate a journal, causing a hot box, making delay or a possible wreck.



Wm. H. Maas.

These apparent minor positions are essential to transportation. The point I desire to make is that no department can shirk its work—in so doing, the company is going to be censured by its patrons—the public. The perfection of a railroad is measured only by a rule of harmony; if there is discord in any department, it is going to reflect en-

tirely upon all departments or the body politic.

There is no work in which men are engaged that represents the dependency, as displayed in transportation, and there is no place where this feature can be seen to a better advantage than in the case of the freight solicitor. If any department lays down on its work, the freight solicitor must act as the apologist to the public.

Another peculiar thing about the freight solicitor is that he is unlike the salesman of a manufacturing concern. The manufacturer generally has his goods produced, a sample may be carried and exhibited, or at least a photograph of the article being sold. A solicitor contracts for something to be *performed*. He has secured business upon the reliability of his company to perform the service. Any failure from any of the departments must be explained to the customer by the solicitor.

We are told that before the stability of rates was established, that is, prior to the passage of the Hepburn Act, routing orders were secured oftentimes on concessions, but at the present time the solicitor has nothing to offer but service and his own personality.

The true freight solicitor must be a student of human nature. He must understand the eccentricities of his customers. He is handicapped over the ordinary salesman from the fact that he has a catalogue price that cannot be deviated from—therefore, he has got to understand SERVICE. Service is his talking point. In order to understand the service he must be more or less familiar with the terminal facilities of not only his own road but those of his connections in which he solicits traffic. He has got to thank his customers for natural traffic that would move over his line, with the same appreciation as he does the competitive business. He must be a good mixer. He must know a good cigar from a rope. He has got to keep abreast with current events, baseball and other sports, as well as the topics of the day, and he has got to know when, where

and with whom to discuss same. The solicitor, like the poet, practically must be born and not made.

The successful solicitor must study his man and be careful not to promise impossibilities that will involve either himself or his transportation department—if your schedule is three days to Omaha, or nine days to San Francisco, simply tell him that's your schedule, and assure him that the car will be at destination on time barring accidents or providential interference.

The freight solicitor is the lieutenant of the general freight department. The traffic managers and the general freight agents hear the complaints of communities and adjust one community with the relation to the other. The freight solicitor is on the ground and meets face to face the patrons of the company. If a wreck is reported on his road, that day and for several days afterwards in coming in contact with patrons of the company these facts are mentioned to him.

My remarks in the first paragraph about esprit de corps among the employes was to show clearly that any discourtesy, inattention, or lack of ability in any department, reflects upon his company and the freight solicitor has to be the "Goat" in the eyes of the patrons of that company. It used to be the custom in olden times to unload all the sins on the goat and then kill the goat. The poor goat had to answer for the sins of the others, although, in himself he was innocent. The task of a freight solicitor is not a hard one, if he knows that he is backed by his company.



Harry Bentley, Road Foreman of Equipment,
"At the Wheel."

A NEW DISCOVERY.

Many writers and expert scientists have devoted much time and energy towards perfecting some means whereby the continual decay and corruption of the necessary articles of life may be prevented.

New discoveries are being placed upon the market daily but never before has a preservative for rubber been perfected; however, we now learn that one of our Illinois Division trainmen, Mr. S. T. Smith of Blue Island, Ill., after twelve years of tests and experimenting has proven beyond a question of doubt that rubber in any form can be preserved indefinitely and on which discovery complete patent rights have been obtained from the U. S. Patent Office and Canadian patent rights are expected soon, thus demonstrating that the same has met the requirements of law.

The fact that he has many samples such as rubber boots, automobile tires, hot water bags, etc., which were treated twelve years ago and are now in perfect condition also demonstrates positively that the backbone of the decay of rubber has been broken which means a big saving to all users of rubber.

Therefore, with the assistance of Mr. R. H. Hiehm, G. P. A. of the N. Y. C. Lines and Mr. E. B. Bronson of Blue Island he has incorporated The Kepuruber (Keep-your-rubber) Company and will open offices at 436 Fairmont avenue, Blue Island, Ill., for the manufacture of this preservative.

✻ ✻

Disturbed Old Lady—I am feeling very ill, doctor. Do you think I am going to die?

Comforting Doctor—Compose yourself, madam, that is the very last thing in the world that is going to happen to you.

✻ ✻

SUPERFLUOUS WORDS.

In a great hurry he took the following telegram to a telegraph office: "Mrs. Brown, Liverpool street—I announce with grief the death of Uncle James. Come quickly to read will; I believe we are his heirs—John Black." The clerk, having counted the words, said: "There are two too many, sir." "All right; cut out 'with grief,'" was the answer.—Argonaut.

KEOKUK DAM

By N. L. COOK, Agent, Burlington, Iowa
Delivered at Safety First Meeting of Cedar Rapids Division

Our chairman spoke to me some time ago and asked that I prepare a talk on a subject with which I was not familiar and one that I had given little thought prior to that time, but in going into the subject I found it a lengthy one, full of details, very interesting and, to my surprise, an object which engineers consider the eighth wonder of the world. I have reference to the Keokuk dam and will try to give you a few figures and facts on its construction and the results.

The physical construction of this water power plant, which took some three years, shrinks as an achievement when compared with the forty years of constant endeavor and forty months of strenuous toil behind the engineering blue prints.

When Robt. E. Lee was a lieutenant in the old army and stationed near Keokuk, he made a report to the War Department on the water power present in the Des Moines Rapids in the Mississippi River at that point. As an engineer of education he realized the immense power in the river at that point of steep slope and narrow canyon between the Bluffs.

As an engineer of optimism he pointed out what the future might develop; as a practical engineer he appreciated that time was far in the future.

From the time of the warring Indians roaming over that part of the country until the first decade of the twentieth century was almost ended, the people living near the rapids never ceased to dream and plan and work for the development of this water power. As a matter of fact, this was practically impossible until the revival of concrete in America, and commercially impossible until engineering science, applied to hydraulics, had increased the efficiency of the turbine, and electrical science, applied to the dynamo and insulators, had increased the efficiency of the generators and increased the radius of transmission of electrical current.

But the people kept eternally at it; they dreamed and talked and planned.

Finally prominent citizens of Keokuk and Hamilton, Ill., just across the river, organized a corporation to obtain the rights needed, promote the project and secure the engineer and money to execute the enterprise.

The city councils of Keokuk and Hamilton appropriated public money (by consent of the citizens) to this promoting corporation, and every cent of it later was paid back into the city treasuries.

The legislatures of Iowa, Illinois and Missouri helped.

Congress passed the franchise act to the people's promoting company early in 1905, after various committee hearings; the act

provided that every detail should be approved by the War Department, which meant that the company should provide free to the government the locks, dry docks, motive power for them perpetually, and deep water navigation for many miles up the river, aside from supervision of the construction work.

Then began a strenuous search for capital willing to sink millions into the Mississippi on a promise that interest on the money should return after awhile. Capital proved to be timid; arguments made little impression on money boxes. Finally capital was secured in the East, Canada, England, France, Germany and Belgium.

The company was to be known as the Mississippi River Power Company and the object was to develop a large quantity of water power in the center of the Mississippi Valley convenient to many raw materials and large consuming population.

Their plans were to construct a dam across the Mississippi with power house and locks on the Iowa end and natural facilities made the work possible.

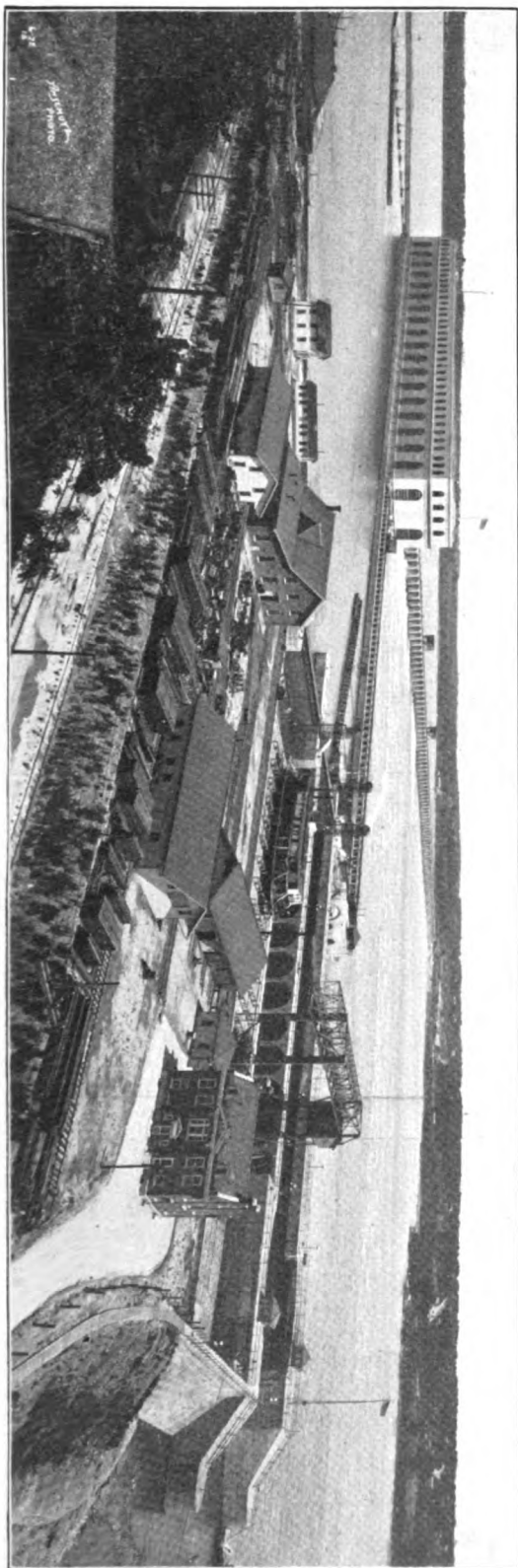
The Des Moines Rapids, as they were known, represented a recent diverting of the river caused by a glacier damming its former channel further to the west.

The results were that the bluffs at the Rapids were closer to the river than at any other point in the entire length and are close to the banks most of the way from Keokuk to Montrose. This allowed a dam at the foot of the Rapids with small area of overflow or back water by the pool which the damming was bound to create. The bottom of the river was hard, blue limestone and made ideal footing for the dam.

The slope of the Rapids is steeper than at any other point along the Mississippi; the fall in the twelve miles above the dam is 23 feet. Under these natural conditions the engineering problems were many to be worked out, and next came the preparation for work on the ground, the building of a construction plant which would enable the entire works to be carried on with the most economy of time and money. The construction plant was the largest ever used in a work under private ownership. Its two divisions, one on each side of the river, included the selection, purchase, transportation and assembling on the site of all materials.

In getting ready to build this plant there were used the following:

- 15 miles of standard gauge railway 60-lb. rails.
- 16 new standard gauge locomotives.
- 50 air dump cars.
- 15 flat cars.
- 8 small dump cars.



Keokuk Dam, Keokuk, Iowa.

60 flat cars for carrying concrete.

Specially built structural steel amounting to 3,500,000 lbs., or 45 carloads, was put in the 8 traveling cranes and steel forms for concrete.

10,000,000 feet of lumber, or about 600 carloads, used in making the cofferdams.

5 10-ton derrick cars.

3 steam shovels.

7 10-ton stationary derricks.

9 concrete mixers with total capacity of 3,500 yds. every 10 hrs.

Stone crushers capable of crushing 8,400 yds., or 168 carloads, every 24 hrs.

50 miles of pipe, 12 miles of it 3-in., balance 1-in.

44 steam boilers, total of 3,755 horsepower.

Air compressors for actuating the tools used in the work which compressed 6,761 cu. ft. of air per minute.

Endless small tools and supplies (over 6,000 different articles were bought, from eleven autos to a few bolts of odd sizes).

All of these represented an outlay of \$1,000,000. None of the work was done by contract; all men employed and directed by the chief engineer.

The first construction work included the assembling and erection of a construction plant for each division. Each consisted of a central power plant, stone crusher plant, concrete mixing plant, machine shop, carpenter shop, and various warehouses.

Then came the preparation of the site for the building work, which was practically all in the river.

Unwatering the bed of the river was accomplished by cofferdams. One was kept ahead of the big concrete dam as it crossed the river; one surrounded the site of the power house and locks.

The cofferdams were built of cribs loaded with stone to sink them, faced with plank and sealed watertight with clay.

Each crib was built of timbers criss-crossed like a log house, a raft the same size as a crib was anchored over the proposed site of the latter and careful soundings made around the edge showed the irregular curves of the rock surface of river bed; bottom timbers of the crib were then shaped to fit river bed. This worked so well that there was very little seepage. The cofferdam enclosing the power house site contained about 34 acres of unwatered river bottom. In passing might say 206 carloads of lumber were used in building this cofferdam.

In 1911 work was started, men working through the ice. The work was disagreeable for the men, but a high degree of efficiency in the crews was developed by a system of rewards for fast work. The cribs, 24x16 feet, were built on the ice and then lowered into place through holes in the ice. The cribs were placed 12 feet apart, the intervening space being filled with square timbers, after all the cribs were in place. By this method the river ran through the openings between the cribs

with little interruption to the current until the line of cribs was completed, when the openings were stopped all at once.

The skillful crib builders are a special class of workmen, who learned in Canada how to work with heavy timbers in swift water. Most of them employed on the work were French-Canadians.

When work was started on the dam proper it was necessary to unwater the river bottom ahead of the concrete construction. This was done by cofferdams somewhat different than that used for the power house. Both speed and economy were conserved by making the cofferdams of two types of wall.

It was a little wider than the dam itself and was built in convenient sections, the first being 1,000 feet long and in a uniform width of 70 feet; before the first section was traversed by the concrete dam the second section was completed. The upstream wall of the cofferdam receiving the pressure of the river current was a line of cribs with interspaces filled with timbers and sealed with earth, as were those for the power house. The down stream wall not being called upon to withstand so much pressure was an earth fill, dumped from a trestle supporting a railroad track. This cofferdam was emptied of water by a complete station consisting of three vertical boilers and two six-inch pumps capable of delivering about 1,000 gallons per minute.

What I have read to you is only a broad sketch of what was necessary to start the work, and I will now give you some idea of the completed dam and machinery.

The dam proper is what is termed gravity type, that is, its shape is such that it withstands all pressure by virtue of its bulk without bracing.

Including the abutments the dam structure is 4,649 feet long.

The dam itself is made up of 119 piers, arched at the top, all of which are six feet thick and the distance between each pier is 30 feet. The dam on top is 29 feet wide, at the bottom 42 feet wide, and from top to bottom 53 feet.

Between the piers is placed (in each span) a section of spillway, the part over which the water flows.

From the top of the structure to the top of the spillway on both sides are slots 21 inches wide by 14 inches deep in which steel gates slide. These gates, 119 in number, 11x32 feet in dimensions, built of truss frame work, are raised and lowered singly by means of electrically operated cranes traveling on a tramway on top of dam. These cranes may take any gate entirely out on occasion and lay it on top of the dam for repairs. The purpose of these gates is to keep the water above dam at a constant level.

The power house installation reduced to its lowest terms, consists of carrying the water under pressure of its head to turbines, through water wheels, and from there to the river level.

The water from the bay goes to each turbine through four intake openings, each

protected by a screen and guarded by a gate, the closing of which permits man entering to the wheels and water chamber and draft tube.

The water from the bay, as stated, is carried through tubes and in its passage its impulse turns the turbine wheels, the axles of which actuate the electric generators on the same shaft, which is 25 inches in diameter.

There are 15 of these turbines at present (although they arranged space for 30, the additional 15 to be installed when sale of power demanded) which weigh 550,000 pounds each. They revolve on the shaft 58 times a minute, and an output of 10,000 horsepower for each turbine.

The electric generators which are fastened to the upper end of each turbine spindle have a capacity of 7,500 kilowatts each, are alternating, and leave the generators at 11,000 volts pressure. This will be used locally, but for long distance transmission it will be stepped up by transformers to 110,000, at which pressure it will leave the power house for the transmission lines, which are run over right of way 75 feet wide, which was bought by the power company.

At present power is being furnished to St. Louis, Burlington, Quincy, Hannibal, Ft. Madison and endless number of smaller towns near the dam.

Cost of construction, \$25,000,000.



BIOGRAPHY OF BENJ. F. JOHNSON.

Benj. Franklin Johnson, agent and operator, Kechi, Kan., was granted a pension by our Pension Board on May 9, 1916.

Mr. Johnson was born June 27, 1846, at Edwardsville, Ill. When about 9 years of age his parents moved to Brighton, Ill., where he attended the public schools. At the age of 17 he enlisted in the United States army and was honorably discharged in July, 1865, at the close of the Civil War. At the close of the war he returned to his home and worked on his father's fruit farm until 21 years of age. He began railroad work as station helper and student at



Benj. F. Johnson.

Brighton, Ill., under Mr. Mike Shay, then agent for the Rockford and Rock Island Railroad Company, now the C., B. & Q. R. R. Co. He began his first telegraph work in 1871 as night operator at Greenfield, Ill., remaining at this place until the office was abolished in 1873. He then went to work as operator for the Chicago and Alton, remaining in this capacity until July, 1876.

In July, 1876, he accepted position at East St. Louis, Ill., joint office with the I. & St. L., C. & A. and Wabash R. R. companies, remaining in this position until 1877, at which time he resigned and came west, locating in Wichita, Kan., and filing on government land near Wichita. He remained in Wichita until the spring of 1878, when he moved onto his land, where he remained, farming and improving the place, until 1888.

He was employed by the Chicago, Rock Island and Pacific Railway Company from January 20, 1888, as agent and operator at Kechi, Kan., where he has been employed continuously up to the present time, with the exception of one year from March, 1896, to March, 1897, when he was employed by

this company at Fowler, Kan., as agent and operator.



THE HIGH COST OF DRUGGING.

It costs more to be ill during these days of war prices.

Codliver oil, bane of childhood's days, is so scarce that a few weeks ago not an ounce could be obtained in New York City. Its cost has advanced sixfold.

Glycerine has trebled in price.

Bromines, for nerve tonics, that formerly were 66 cents a pound, now cost \$5 a pound.

Carbolic acid costs double what it did before the war.

Epsom salts no longer can be obtained from Greece.

Salvarsan has been an extinct drug in this country, although the Emperor of Germany by special dispensation lately released for import \$500,000 worth.

Two things that are worth more than all the others are still obtainable and are free:

Fresh air and sunshine.

EVIDENCE OF NECESSITY FOR KEEPING CARS MOVING

We are showing below waybill on a car of flour from Wellington, Kansas, to Christiania, Norway, on which the freight charges alone amount to \$1,037.52 and as there is a number of more cars to move from Wellington to the same destination, it impresses us with the idea of the loss of money in delaying equipment if we were unable to furnish same promptly. For this reason

we hope all employes are wide-awake to the necessity of moving equipment promptly.

Mr. H. W. Tiddle, our agent at Wellington, advises us this is the highest amount ever received at his station on a car of flour and that the cost of the car of flour, including freight charges, insurance, etc., will be almost \$3,000 at destination.

| | | | |
|------------------------|---------------------------|--------------------|------------------|
| 16 | | | |
| Wellington, Kansas | New Orleans, La. | May 16th, 1916. | |
| Memphis, Tenn. | | | R |
| Ills. Central Ry. | | | 41 |
| Hunter Milling Co. | Order Thomsen & Stahr | | 40988—CRI & P. |
| Ramona W B 56 12-28-15 | Christiania Norway | 300-220 lb. Cotton | |
| Car L & N 96146 | Ntly Thomsen & Stahr | Sacks Hunters | |
| Weight in 69900 | Christiania Norway | Select Flour | 26.2 Tru |
| Weight used 3954 | Care Norway Mexico Gulf | UBL SL&C | 9c Pd-In. |
| Paid in 9c Wht. | or Swedish America Mexico | Ocean Freight | 17.2 113.52 Paid |
| | S/S Line at New Orleans | \$924.00 Paid. | Thru |
| Ramona W B 50 4-19-16 | R W L Contract No. 120 | | \$1037.52 |
| Car 150526 CRI&T | For Export. | | |
| Weight in 65700 | Ocean Rate \$1.40 | | |
| Weight used 62046 | | | |
| Paid in 9c Wht. | | | |

(From tissue of Way-Bill.)

LOSS AND DAMAGE CLAIM PREVENTION

By W. O. BUNGER
General Superintendent Freight Claims

A limited amount of space in the *Employees' Magazine* has been promised for monthly publications of extracts from the proceedings of the Prevent Claims Committee meetings held monthly on the different divisions. At time of preparation of this article the most recently received proceedings were from the Dakota, Colorado, Oklahoma and Louisiana divisions. Later articles will be taken from proceedings of meetings on other divisions, but eventually the selections will be made entirely on basis of value of the suggestions from a claim prevention standpoint, both in order that the most valuable suggestions may be given widest possible publicity and full benefit secured from them, as well as to give credit to the makers of the money-saving suggestions, and to encourage employees of all classes to give us the benefit of their ideas and an opportunity to publish them and thus honor both themselves and their divisions.

To show the results of the hearty co-operation shown by everybody concerned since organized effort has been made to improve our freight handling and to reduce freight claim payments sufficient space will be purloined from its promised use to quote the amounts charged to this company's operating expense account freight loss and damage during first ten months of three last fiscal years during which time, as everybody knows, each succeeding period showed, increases in tonnage handled and in earnings.

| | Year, 1913-14. | Year, 1914-15. | Decrease. | Year, 1915-16. | Decrease. |
|-----------------|-------------------|-------------------|------------|-------------------|------------|
| July | 117,018.09 | 100,002.76 | 17,015.33 | 86,878.40 | 13,124.36 |
| August | 91,635.82 | 110,918.36 | *19,282.54 | 90,082.75 | 20,835.61 |
| September | 76,924.83 | 124,956.28 | *48,031.45 | 79,341.15 | 45,615.13 |
| October | 102,451.57 | 96,554.99 | 5,896.58 | 77,938.28 | 18,616.71 |
| November | 137,229.53 | 124,685.10 | 12,544.43 | 69,157.38 | 55,527.72 |
| December | 117,426.79 | 93,856.17 | 23,570.62 | 57,032.40 | 36,823.77 |
| January | 139,162.53 | 110,035.62 | 29,126.91 | 47,948.70 | 62,086.92 |
| February | 126,010.14 | 100,161.92 | 25,848.22 | 50,354.76 | 49,807.16 |
| March | 105,010.50 | 102,016.95 | 2,993.55 | 76,524.68 | 25,492.27 |
| April | 144,479.85 | 122,007.18 | 22,472.67 | 87,988.08 | 34,019.10 |
| Total | 1,157,349.65 | 1,085,195.33 | 72,154.32 | 723,246.58 | 361,948.75 |

*Increase.

Extracts from paper read at Colorado Division meeting April 24, 1916, by Mr. J. T. Osborne, agent, Limon, Colo. Balance of paper was equally interesting and instructive, but space forbids publication of other than the purely freight claim prevention portion:

"Your promptness and courtesy will gain you and the company you represent the good will of your patrons, but to hold that you must deal absolutely honest with them. If you accept a claim or complaint to take up with your superior officers, under no circumstances file them away in a pigeon

hole of your desk—follow up the correspondence and see that the claim or complaint is acknowledged. The public must be taught to know that whatever you tell them is the truth and they can depend on you looking after their interests. If a shipper's goods are damaged, you must have his confidence to such an extent that he will depend on you to see that it is made right, otherwise he will be tempted to pass you up and get some lawyer to assist him in getting justice, and also become a very bad advertiser for the company. Don't make the mistake of thinking that the company wants you to hide a breakage or by crooked work get a receipt for a shortage; they must be treated as any other business house treats them, by being strictly on the square.

"If you have a damaged shipment to deliver, go over it carefully with the consignee and endeavor to show him how he can realize the most on the damaged goods or repair them to the best advantage at the lowest price, making him feel that you are really interested in him and want to close the transaction to his satisfaction and complete justness to the company; it is not necessary or right to pay more than the actual damage to satisfy your customer.

"When you have punctured a few tires or torn the front off of a piano, don't get worked up because the consignee unloads a little personal abuse on you, you are simply the visible part of the company to him and he is only relieving his feelings and

means nothing to you personally, in fact, if you manage to hold your temper he will usually apologize to you and you will be in a much better position to make a better settlement from a company standpoint and the claimant will remember your courteous treatment of him a great deal longer than he will the damage to his goods. Try putting yourself in his place and think how you would feel to have your perfectly good freight or baggage all mussed up.

"Don't accept freight and baggage when not in proper shape for shipment, with the idea that the shipper will appreciate your

letting him off without doing his part of the work; insist on the shipment being put in proper condition for shipment, the goods arriving in good condition at destination will offset any feeling he may have had at the time; on the other hand, if the goods are accepted in poorly packed or marked condition and are damaged or go astray, you have lost a friend and the company will be out the amount of the claim.

"In fact, in your railway work, as well as off duty, you will find the best way to gain and hold the good will of the public is by following the Golden Rule of doing unto others as you would have done unto you."

Suggestion by Mr. D. Jackson, warehouse foreman, Goodland, Kan.:

That agents use more care in accepting shipments; cited a case where recently he received a waybill with notation on same stating that three sacks torn when received from shipper. Sacks should have either been repaired or refused until put in proper condition, as notation is worthless in event of claim. Sacks were repaired at Goodland before going forward.

Suggestions by Mr. B. S. Reddington, agent, Stratton, Colo.:

Do not slide freight from end of car or warehouse to door, nor drag it over floor, as nails in floor of car or warehouse might catch on same, resulting in damage.

Freight houses should be checked at least once a week and agent should know that he has no freight on hand without either waybill or over report to cover same.

Following "Prevent Claims" cards discussed at Dakota Division meeting, April 21st:

From Agent, Swea City, April 13th, reports brakemen opening cars and commence throwing out freight before conductor arrives from rear of train with waybills, giving agent no chance for correct check. (This heretofore too general practice is rapidly being abandoned. Agents having the same trouble should show equal interest and report to superintendent.)

From Agent, Larchwood, April 13th. By failure to repair and re-cooper freight when bad order first noticed, especially sew up sacks of seed, etc.; most seed is very expensive and a few pounds will create claim. To allow draymen to handle merchandise roughly in loading up their drays, especially allowing furniture to be dragged and scratched, instead of carried.

J. H. Scharfenberg, conductor, made suggestion as how to seal cars of live poultry so as to provide ventilation. Mr. Rosser appoints all conductors present as committee on this to report at next meeting.

Following "Prevent Claims" cards discussed at Oklahoma Division meeting April 14, 1916:

Suggestion No. 52—Leakage of grain caused by car repairers shifting load to repair draft bolts and had failed to level the load down, which made one end of the load about two feet higher than the grain doors

and caused grain to run out over the door whenever car was jarred by stopping or slack running up in train.

Suggestion No. 54—Chickasha loaded oil barrels and green hides in refrigerator cars.

Suggestion No. 58—Lawton WB 228, 2-18, two sacks of coffee, 100 pounds each, put up in sacks of same material used for flour sacks. Not strong enough to stand any handling except most careful. Checked sack torn and bursted at Waurika, part contents on floor of car when received here, and in such rotten sacks could not be moved without waste. Had to get sack to save contents. Caused by poor sacks.

Suggestion No. 67—Poor hasps and pins on cars recently repaired. Would suggest that positive hasps be used on each car as they are sent to rip track. We have a number of cars that have an old hasp that can be sealed in such a way as to open without breaking seal and are very hard to read also.

Following extracts taken from proceedings of Louisiana Division meeting, March 29th:

A wholesale grocery house at El Dorado had been using small rubber stamps for marking their packages. It was difficult to read these markings and the matter was handled with them, and they have arranged to mark their shipments more distinctly. The matter of erasing old marks from their packages was also handled with this firm and it is now being done.

Three agents reported that they had not had any overs, shorts or bad orders or any occasion to complain of the service during the previous month. This is the third successive month that one of these agents has been able to make such a report.

Mr. Booth, Road Foreman of Equipment: In regard to rough handling of cars in trains and yards, citing some cases where damage was evidently caused on this account. He also mentioned the matter of trainmen being more particular in giving slow signals and stop signals at the proper time to avoid striking cars too hard. This matter was quite freely gone into and conductors were instructed to line up their brakemen to do this in every instance.



A NEW TRACK BOOK.

Practical Track Maintenance (Volume II, Track Series), by Kenneth L. Van Auken; 325 pages, 37 illustrations; price \$1.60 postpaid; published by The Railway Educational Press, Inc., 14 East Jackson boulevard, Chicago.

The track foreman who is really ambitious for promotion welcomes all sources of practical information. Such a foreman, grasps and makes use of every opportunity for increasing his knowledge, and is interested in the announcement of the second book from the pen of Kenneth L. Van Auken, the author and writer who began his railway work as a laborer fifteen years ago, and worked for years as section and extra gang foreman.

ROCK ISLAND LINES



SAFETY BUREAU

BY L. F. SHEDD,
General Safety Supervisor.

FAITH IN ABILITY AND UNDERTAKINGS BRINGS RESULTS.

"If you think you are beaten, you are.
If you think you dare not, you don't.
If you'd like to win, but think you can't,
It's almost a cinch you won't."

What a thought presents itself in these few lines, and how true these sentiments. Did you ever stop to think where we might all be today if the "Can't Be Done" party had gotten in power? Suppose the acknowledged discoverer of electricity had listened to the "Can't Be Done" of his pessimistic, but honest, critics. Would Edison ever have invented the incandescent electric light, that light that illumines the desks of thousands upon thousands of men who handle the affairs of our country each day, as the sun begins to sink in the golden west? The question carries its own negative answer—he would not. But Edison had faith in his ability as well as in his undertaking, and made that light a possibility, a success.

Impossibilities, and there are such, cannot be accomplished, but there is a vast difference between actual impossibilities, and things too quickly so judged and pronounced. Lack of faith in ability and in the undertakings in mind are too oft responsible for our decision that such undertakings are not possible, hence, to overcome weakness, we need FAITH to dare and to do, to try.

Another example of FAITH in material things is vividly portrayed in the speech made by Patrick Henry before the British House of Parliament, recorded, as I recall, in some of our school readers, when he said:

"No man more highly esteems and honors the English troops than I do. I know their virtues and their valor. I know they can achieve anything but impossibilities, but I know that the conquest of English America is an impossibility."

And it proved to be true. Any question about HIS FAITH in those troops? Any doubt in his mind that the undertaking was too great?

But let us get a little closer to OUR day and time and consider briefly what it means to have "Faith in Ability and Undertakings" in this twentieth century when each

is trying to out-do the other in noticeable (and sometimes sensational) undertakings and achievements, and when the "fellow" who stands idly still will surely be passed by the "crowd" as it surges and pushes on towards the goal of successful accomplishment.

OUR railroad, the Rock Island Lines, has long since been recognized as either a successful leader or an interested, painstaking follower in EVERY good and beneficial welfare movement now apparent among us on OUR railroad, and in the consideration and organization, as well as in the handling of these welfare movements, mutually beneficial to employes and management, that "Patrick Henry Faith" in THEIR employes has dominated the minds and thoughts of those to whom we acknowledge indebtedness for such movements' inception and realization. OUR employer's FAITH in US, my fellow employes and co-laborers, was never more fully demonstrated than when our Safety Bureau was organized and the handling of the every-day affairs of THAT BUREAU entrusted to US, to YOU and to ME. To launch a movement as magnanimous and as far-reaching as the "Prevent Injury" movement was thought to be, and has proved itself to be, was, in itself an undertaking worthy of more than passing notice and mention. To guide that "Safety Ship" required careful and considerate thought, painstaking effort, patient labor and a love for the cause as well as for the thousands upon thousands of Rock Island employes whom it was intended to reach and benefit, and it was ALL entrusted to US, and we verily believe that we have thus far safely steered that craft, and while still stemming the tides and currents we are just as sure to land safely at the intended goal as the day is to follow the night, and through such anticipated proper handling, we hope to demonstrate to our employers that their trust was not misplaced, their FAITH in US, not mis-judged. We are making some "stops" along the route, but at every such stop the list of passengers carried increases, and EVERY man aboard is an ardent advocate of OUR "Prevent Injury" movement.

We still observe a few who are not as yet taking an active part in the work of reducing personal injuries, to the lowest

possible mark, but as we verily believe, it will not be long ere EVERY man and woman who claims membership in that splendid Rock Island Family of Fifty Thousand will be seen in the "procession" as it passes the reviewing stand.

Without the slightest cessation from the efforts we have been putting forth to educate the "older ones" to the necessity of proper thought and consideration for their own safety being taken, we are happy to advise that we have inaugurated and prosecuted as vigorously as possible OUR campaign in the schools, through which campaign we hope to inculcate in the minds of those "little ones" whom you love and cherish and who make home "worth while" the principles of "self preservation," Nature's FIRST law, and which we characterize by the words "Prevent Injury." With permission of school management, the schools, many of them, along Our Lines have been entered and addresses made, and many are the rewards that have already come through the appreciation of pupils, teachers and management openly expressed. The children in our public and parochial schools have proved interesting audiences, and we verily believe that the seeds that have been sown have fallen in good ground and that an abundant harvest of good for the Safety movement will be realized. We have tried to reach the CHILDREN through the PARENT, and we have been gratifyingly successful, but we are now extending our work to reach the PARENT through the CHILDREN, for well we know, and you know, that what is said and done in SCHOOL becomes the topic for home conversation and home thought. We need every assistance to further this great work, and one of the very splendid and beneficial assistances YOU can render the movement, yourselves, your homes and the country generally, is to take care of yourselves while we "talk" to the children.

Have FAITH in OUR ability and in YOURS, as well as in the UNDERTAKING and the results as they work out will surprise you.

On the First District of OUR railroad Mr. W. H. Stillwell, District Safety Supervisor, in connection with his other and many duties, has addressed nearly thirty-eight thousand (38,000) school children; has done this in Colorado, Kansas, Nebraska, Missouri, Iowa, Minnesota and Illinois, and he advises that he has been warmly welcomed by management and pupils alike, and the work highly commended. The writer has also covered several schools, and it is our sincere intention to reach EVERY school house along Our Lines as early as consistency and other work will permit. WE NEED YOUR ASSISTANCE.



Some Interesting Safety Facts.

A committee of the Chicago City Council is now engaged in drafting an ordinance to require pedestrians crossing the streets to

be governed by the "Traffic Whistle," the same as vehicles. This will prevent, if adopted, and it is believed and hoped it will be, persons taking chances by dodging between vehicles that have been given right to proceed in a certain direction, and will, no doubt, reduce the injuries and deaths now recorded in this busy city. In 1915, 254 persons were killed in Chicago streets.

"Safety First Rules Save" is the heading of an article in one of the Kansas City newspapers appearing in a recent issue. This article states that all safety records were broken during 1915, when it was reported to the Bureau of Railway News that 325 railroads representing 161,948 miles operated, had gone through the fiscal year without a fatality to a passenger in a TRAIN ACCIDENT.

ALL American railroads, operating over one quarter million miles, reported 196 passengers killed during 1915, while in Europe with 197,015 miles operated, SEVEN HUNDRED (700) passengers were killed.

Several railroads are carrying on a campaign of education in connection with the Safety movement in the schools. A very commendable work to engage in.

It is said, and not in a whisper either, that a certain WESTERN railroad, the name not mentioned, but we are all good guessers, increased 100 per cent in efficiency in handling explosives in 1915 over the previous year. This is not the only good record made by that railroad (wish I could tell the name), and many happy faces are seen when such commendable reports are heard.

The use of "goggles" on Our Lines has saved TWENTY eyes that we have absolute knowledge of, and maybe (and we believe there are) many more that we have not heard about. A word to the "wise" is sufficient.

There were 659 persons killed and 23,321 persons injured on the "Streets of New York" during fiscal year 1915.

In 1915 (fiscal) there were 935,686,180 PASSENGERS carried on ALL the railroads in the United States. Two hundred and twenty-two passengers killed during that period. A very small comparison, and indicative of the results obtained by observing the rules for personal SAFETY.

In 1914 53 per cent of ALL persons killed on American railroads were TRESPASSERS. Sixteen killed every day; 1 killed ever ninety minutes. Three children under 14 years of age killed EVERY DAY. HOW CAN WE STOP that awful slaughter? Think about it.

El Reno shops for March report but TWO minor injuries, and without an injury to the car department. In April the car department had five injuries, roundhouse and back shop NONE. Some record.

EVERY member present at the Minnesota Division Safety Committee meeting in March sounds well. We should like to have a report like that from EVERY meeting and EVERY time.

Just think that the Indian Territory Division had but SIX personal injuries during March and with about eleven hundred men employed. That's an example to follow.

The slogan "Bring a Visitor" is boosting our meetings. The following proves that: Visitors at March meetings—Iowa Division, 16; Cedar Rapids, 13; Dakota, 20; Nebraska and Colorado, 14 each; Indian Territory, 30; St. Louis, 10; El Paso and Kansas each 11. Fellows, a visitor is a convert to the movement. BRING ONE with you. BRING TWO.

The Nebraska Division and Estherville shop ranked ONE in the number of men injured per one hundred employed in March. Another example to follow. On the Second District, the Indian Territory Division and the shop at Fort Worth ranked ONE in the same good work. Thanks to those responsible.



IT CAN BE DONE.

Somebody said that it couldn't be done,

But he with a chuckle replied,
That "maybe it couldn't," but he would be one,
Who wouldn't say so, 'till he'd tried.

So he buckled right in, with the trace of a grin

On his face. If he worried, he hid it.
He started to sing as he tackled the thing
That couldn't be done, and he did it.

Somebody scoffed: "Oh, you'll never do that,
At least, no one ever has done it";
But he took off his coat, and he took off his hat

And the first thing we knew he'd begun it
With the lift of his chin, and a bit of a grin
Without any doubting or quiddit;
He started to sing as he tackled the thing,
That couldn't be done, and he did it.

There are thousands to tell you it cannot be done;

There are thousands to prophesy failure,
There are thousands to point out to you, one by one,

The dangers that wait to assail you;
But just buckle in with a bit of a grin,
Then take off your coat and go to it;
Just start in to sing as you tackle the thing
That "cannot be done," and you'll do it.

—Author Unknown.



THE TRAINMAN'S JOYS.

A woman swayed back and forth in the aisle on the front car on train 106.

"There are plenty of seats in the rear cars, madame," said the conductor politely.

"Let 'em stay there," she snapped back pettishly. "What I want is more vacant cars in the middle of the train. If you don't provide them, so's I can get a seat when I want it I'll complain to the management and to the Interstate Commerce Commission. Seats in a rear car, indeed! I want a seat in the middle car or none at all."

She got what she wanted—standing room.



Locomotive Department, Cedar Rapids, Iowa.



Master Mechanic, Storekeeper, General Foremen and Office Force, Cedar Rapids, Shop.

Front Row, Left to Right—C. R. Dobson, General Car Foreman; W. S. McClung, Storekeeper; C. B. Daily, Master Mechanic; S. E. Mueller, General Locomotive Foreman; B. A. Lacy, Chief Clerk. Second Row, S. Cejka, H. Cuning, Miss Beulah White, Walter Lindahl, C. H. Malony, Wm. Bushnell, Miss Maud Gallagher, F. J. Bures, Geo. Hayes, Milton Kubicek.



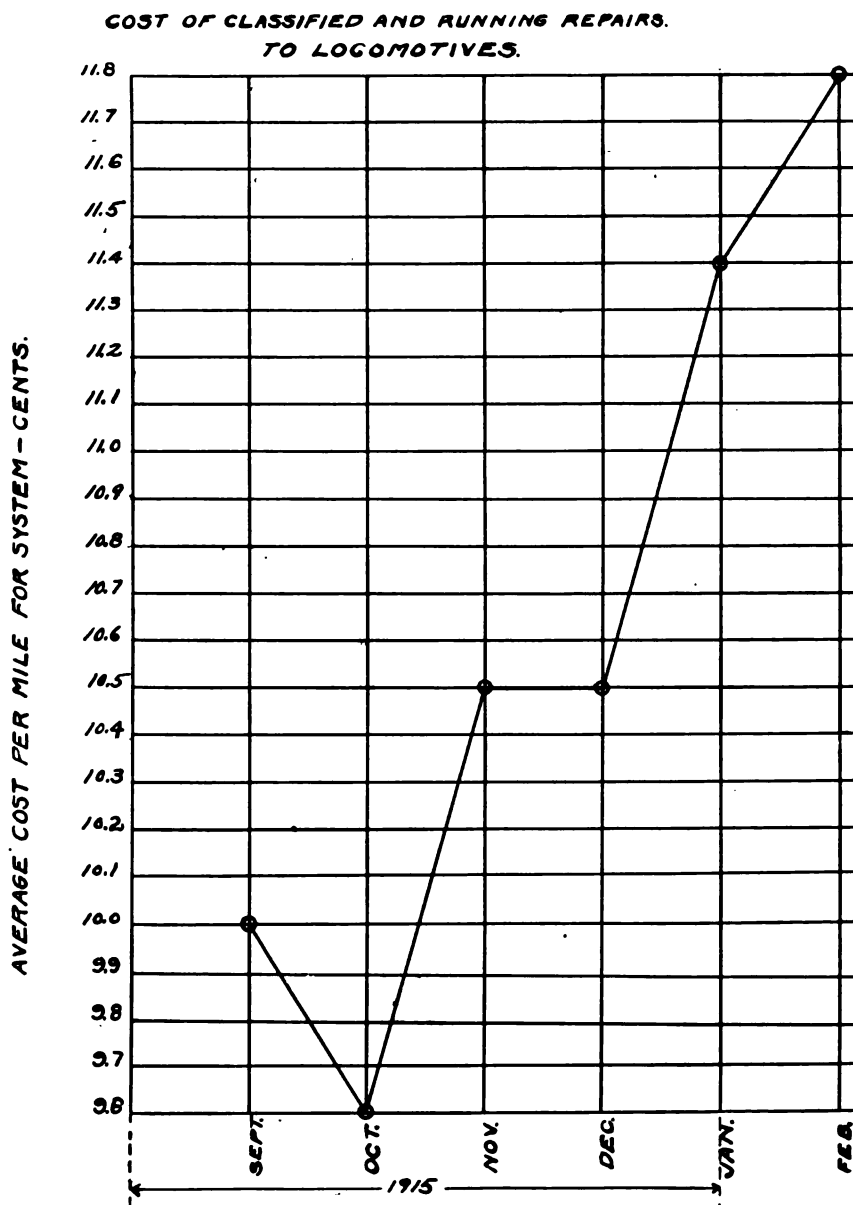
Boiler Makers, Silvis Shops.

RELATION OF INCREASED COST OF MATERIAL TO MECHANICAL DEPARTMENT FORCES

TO THE EMPLOYES OF THE MECHANICAL DEPARTMENT

By W. J. TOLLERTON
General Mechanical Superintendent

The enormous increase in the cost of materials used in the maintenance of equipment during the past 18 months, and the urgent necessity of reclaiming all material possible, is having a vital bearing on the forces employed in the mechanical department.



The revenue derived by a railroad company for transporting a passenger one mile or a ton of freight one mile is determined by Federal or State authorities, and is, therefore, a fixed unit, regardless of increases in the cost of material or in the wages of employees. In this, the railroad company differs greatly from other lines of industry, where increases in sale price are permissible and commensurate with the increase in the cost of production.

The following are the three principal items of expense in connection with the transportation of passengers and freight:

(1) Maintenance of Way and Structures: This item includes the cost of repairs and renewals of buildings, bridges, coal chutes, water stations, rails, ties, ballast; bank widening, weed cutting, etc.

(2) Maintenance of Equipment: This item includes the cost of repairs and renewals of locomotives, passenger cars, freight cars, shop machinery and tools and power plant equipment.

(3) Conducting Transportation: This item includes the wages of trainmen, enginemen, yardmen, dispatchers, station service; enginehouse expense, the cost of fuel, water, lubricants and supplies for locomotives; supplies for passenger and freight cars; cleaning passenger cars, heating passenger cars, etc.

Of every dollar earned by the Rock Island Lines through the transportation of passengers and freight (the only commodity which it has for sale), 16 cents or ONE-SIXTH, is expended on maintenance of equipment. This account is made up of two items, viz., labor and material. In normal times, this is about equally divided between labor and material; that is, 8 cents is expended in wages and 8 cents for material. However, due to the enormous increase in the cost of materials, at present time the percentage for the latter item is considerably greater.

From the above, it is apparent that the maintenance of equipment expenses are mounting rapidly and will continue to do so unless extraordinary care is exercised in the saving of material; this is of especial importance when it is considered that the passenger and freight rates remain constant, as fixed by law. There is also another serious factor to be considered in this connection, and that is the long delay in securing material. Material which formerly could be secured in two or three months, cannot now be delivered in less than 6 to 9 months, interfering with the prompt handling of repairs.

To illustrate the effect the increased cost of material has had on the expenditures for the maintenance of equipment, table is shown on opposite page covering the cost of locomotive repairs per locomotive mile.

It will be noted that the average cost of locomotive repairs per locomotive mile was 18% greater in February, 1916, than in September, 1915.

The following table will further illustrate the enormous increase in the cost of some of the items of material, a large quantity of which is used in the repair and renewal of locomotives and cars:

| Item of Material. | Per cent Increase. |
|-----------------------|--------------------|
| Plate steel | 160% |
| Bar steel | 102% |
| Bar iron | 100% |
| Sheets | 100% |
| Beams, channels, etc. | 91% |
| Rivets | 88% |
| Flues | 80% |
| Castings | 80% |
| Galvanized iron | 61% |
| Nails | 50% |
| Lumber | 25% |

The above is typical of the increased cost of practically all items of material used in the maintenance of equipment. With the great increase in the cost of material, it must be apparent the necessity of conserving its use, in order that the

highest number of men can be employed at all times. Hence, a decrease in the cost of material used will evolve an increase in the number of men employed and in the hours worked.

The principal method by which this situation can be relieved is through the elimination of waste and in the reclamation and use of second hand material. There are large possibilities for economies along these lines, and the necessity for the conservation of all usable material was never more urgent than at the present time.

It is important not to throw away any rivets, bolts, nuts or any other material which can be used at the same place at which removed. If it is thrown on the ground, it will eventually get into the scrap dock. If it cannot be used on the job that is being done, it should be returned to the material distributing station, in order that it may be used over again.

At all times only sufficient material should be drawn from the storeroom for the particular job that is being done.

Second hand material should be used wherever possible, as many items are as good as new material insofar as serviceability is concerned. The life of a great number of parts used in locomotive and car construction is indefinite, and, at a slight cost of overhauling, can be used over many times in repairs and removals. In some instances, it may not be possible to again use the material removed at the same place or for the same purpose for which used prior to removal, but it can be used for other purposes and fill the requirements as well as could new material.

(It should be understood, however, that this does not refer to the repair of owners' defects on foreign cars or defects on system cars the repair of which is billable against other companies on authority of M. C. B. defect card.)

When obsolete equipment is dismantled, all lumber, metal parts, etc., should be reclaimed, as the greater portion of it can be used again. The round and flat iron can be made up into commercial lengths and used for other purposes. This is also true of other items.

The subject of reclamation of material is receiving very serious consideration, and a special campaign is being conducted along that line. When any material cannot be immediately used in repairs or renewals, it should be stored in a convenient location, so it can be later forwarded to the reclaiming plant. There are a great many parts which can be reclaimed and put in condition for further service at a comparatively small expense, and a large saving effected. This should be done at all times, and is especially true at the present time, owing to the high cost of new material. This will also avoid interference with shop output due to the long time consumed in securing new material.

To avoid waste of new material, it is emphasized that care should be taken in cutting lumber and metal sheets. It follows, therefore, that requisitions should specify material as near the required size as possible, or so that new material will cut or fabricate to the best advantage to suit conditions.

It is hoped that the seriousness of the situation is appreciated and the co-operation of all officers and employes of the Mechanical Department is earnestly solicited with the end in view to

CONSERVE THE MATERIAL, SO THAT THE LARGEST NUMBER OF MEN MAY BE EMPLOYED.



THE PLACE FOR HIM.

Department Manager—That new clerk is the limit—can hardly keep him awake!

Merchandise Manager—Never mind, I'll transfer him to the pajamas counter, and we'll hang above him a sign, "Our sleeping garments are so comfortable that the man who sells them can hardly keep awake."

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.



Camphorated oil will clean the marks made by hot dishes on the polished table.

*

Open canned fruit or vegetables and pour into a dish several hours before they are served.

*

Let potatoes lie in cold water for a little while before paring if you wish them to be white.

*

Save the vinegar left over from pickles. It is better than ordinary vinegar for salad dressing.

*

Drive a nail through an empty spool. It will make a handy peg to hang damp towels on. The spool will not tear or rust the article hung upon it.

*

Hang a skirt out in the wind if the material is creased. Frequently the wrinkles will come out if it is merely hung in a closet where there is plenty of room.

*

To make brown boots black, take a piece of washing soda the size of a walnut and dissolve it in boiling water. When cold, rub well over the boots. This will darken them. Then take one penny's worth of shoemaker's ink and give the boots two coats with this. Polish in the usual way.

*

Peel your peaches in the shortest and most effective way. Pour boiling water over the fruit and let it stand about five minutes and the skin will slip off like a scalded tomato. It is much better than to peel with a knife, for it saves all the fruit and there is no waste. It won't wilt the fruit or cook it, and is also a great saving of time.

Cut newspapers into squares about six by eight inches and keep a pile of them on a nail by the sink. They are handy for wiping off plates or silverware and for gathering up refuse which accumulates around the drainage. They are so easily prepared and can be thrown away.

*

An ordinary flower pot may be made to look very attractive by cutting a piece of green blotting paper to fit around the pot and either sewing the edges together or joining them with little brass paper fasteners. Wall paper like that of the room may be used in the same way, and easily renewed.

*

A good butter cooler can be made by soaking a brick in cold water, wrapping in a wet cloth and placing it in the shade. The evaporation of the water will keep the brick cold and butter placed upon it will be kept as hard as though in an ice chest.

*

The little wire paper clips which are used for holding papers together will be found useful in the sewing room. To save basting place some of them on the seams to hold them together until stitched. They will save much time and trouble if used to turn a hem or measure a skirt for straightening. Mark the number of inches desired on the tape measure by attaching one of the little fasteners. It will then be unnecessary to search out the desired mark each time.

*

A quick way to clean currants when making cakes is to put the fruit into a colander with a sprinkling of flour and rub round a few times with your hand. It is surprising how quickly the stalks are separated and come through the small holes.

MERITORIOUS SERVICE.

Mr. R. E. Nash, engineer, and Mr. L. E. Butts, fireman, of Des Moines Valley Division, have been very highly commended for services rendered on train 472, April 28th, at bridge between Selma and Douds. It seems that when approaching bridge 583 they discovered a child on the bridge and stopped train in time to save his life. Understand, the boy was down between the ties so that nothing could be seen of him except his head and shoulders and on discovering his condition, Fireman Butts went out over the foot board of engine, got down on the pilot and was prepared to pick up the boy in case train did not come to stop in time.

Messrs. J. C. Stewart, foreman; R. G. Moore, helper; W. W. McKee, helper; H. Fossbinder, engineer, and T. Cunningham, fireman, of Chicago, have each received a letter of commendation of quickly responding to call when Train No. 143, Eng. 651, was delayed 20 minutes at 59th St., account eccentric belt breaking and knocking off blow off pipe. Through their quick action, Train 143 left Englewood only 20 minutes late.

Mr. Cecil Moore, brakeman, Amarillo, Texas, on the local, April 24th, and while unloading ties west of Fuller, one of the section laborers got his finger mashed and was unable to assist in unloading the car of ties. Mr. Moore volunteered to take his place and assisted in getting ties unloaded and avoided delay to the train.

Mr. C. E. Smith, conductor; Mr. E. G. Jenkins, brakeman; Mr. W. E. Haller, engineer, and Mr. E. R. Orey and Mr. C. A. Albertson, firemen, of the Missouri Division, were given ten merit marks each for interest displayed in coaling engine by hand, Extra 2528, at Numa, Ia., April 8th, thus avoiding considerable delay to an important train.

Mr. C. H. McCarty, brakeman, Missouri Division, was given ten merit marks for firing engine on Train 909, Lineville to Trenton, April 4th, when fireman was taken suddenly ill.

Mr. J. E. Easton, conductor; Mr. A. L. Sismilch, engineer; Mr. A. L. Tennant, and Mr. Carl Doolan, brakeman, and Mr. W. J. McDonald, fireman, of the Missouri Division, have each been given ten merit marks for interest displayed in coaling engine on 1st 990 by hand at Seymour, April 8th, thereby avoiding delay to an important train.

Mr. J. W. Wood, conductor, and Mr. W. C. Doolin, brakeman, have each been given ten merit marks for rebrassing PRR 53501 Goldball tin plate at Eldon while carmen were inspecting train, saving delay to an important train.

Mr. H. Troxell, brakeman, Missouri Division, was given ten merit marks for voluntarily firing engine on meat train May 7th, Trenton to Allerton, when fireman was suddenly called away from duty account serious illness of wife.

Mr. W. J. McKlissen, and J. F. Bayne, conductor, Missouri Division, volunteered to handle Meat Extra out of Trenton May 7th, without fireman, fireman having been suddenly called away account serious illness of wife, Engineer McKlissen agreeing to fire engine and Conductor Bayne offering to run engine, in order to avoid delay to an important train waiting for fireman. For the loyal spirit manifested, each have been given letter of commendation.

Mr. W. R. Wright, brakeman, and R. V. Gilluly, engineer, Missouri Division, have each been commended. When filling out train 95 at St. Joe, March 13th, Brakeman Wright noticed car of coal which had been received from connecting line short of full load, called attention of yardmaster, who requested Engineer Gilluly to use his engine to weigh the car in order to ascertain the weight and protect the company's interest, which request was cheerfully complied with. As result of the action taken by these men, we were able to offset a claim presented against the company.

Mr. H. E. Waller, conductor, Arkansas Division, was given five merit marks for firing engine recently.

Mr. E. Anderson, brakeman, Arkansas Division, was awarded five merits for firing engine.

About 1:40 a. m., May 17, a man entered passenger depot at Enid, Okla., and attempted to hold up Night Operator Boyd, covering him with a gun. Boyd secured his gun and fired three shots at party, who escaped without Boyd seeing enough of him to describe party. Operator Boyd is commended for his quick action.

Mr. C. R. Batchelder, brakeman, Arkansas Division, was given five merit marks for service rendered in firing engine.

Messrs. E. Konshek, engineer; Mr. Frank Hancock, fireman; Mr. T. W. Rich and Mr. A. A. Morgan, brakeman, and Mr. L. Lux, fireman, of the Des Moines Valley Division, have each been highly commended for discovering a fire about one-half mile past Williamson and extinguishing same.

Mr. W. F. Yarnell, brakeman, Amarillo, Texas, on March 23rd, when the passenger station at Amarillo was on fire, went to the round house, got an engine and shoved several cars away from the burning depot, thus saving them from being destroyed. His record has been credited with ten merit marks for this.

Messrs. A. G. English, conductor, and L. H. Cofran, conductor, of Des Moines, while dead-heading were very active in assisting at derailment of passenger train 474, Evans yard, April 9th, and through their efforts the work of transferring passengers, baggage and mail was greatly facilitated.

Messrs. J. R. Gilbert, conductor, and J. W. Lowery of El Dorado, Ark., have each been credited with ten merit marks for action taken on April 7th between Fordyce and Lindale in removing tree crossing telegraph wires.



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

Messrs. Dave Cole and J. L. Sawyem, train porters on No. 632, have been highly commended for securing one and one-half tickets, Little Rock to Oklahoma City, passengers being about to use another line.

Mr. R. F. Posey, brakeman, Amarillo, Texas, has been instrumental in securing two tickets, Amarillo to Fort Worth and Ringgold, these passengers having intended using another line.

Mr. W. E. Groseman, clerk, El Reno, Okla., has been highly commended for securing a passenger from El Reno to Ft. Lauderdale, Fla., over our line, who was contemplating going to Oklahoma City and taking some other road.

Mr. James McPartland, conductor, Independence, Ia., has been highly commended for introducing two passengers to our station passenger agent at Independence, Ia., who purchased tickets to Chicago from that point.

Engineer Hervert of Cedar Rapids, Ia., has been highly commended for securing one passenger, Cedar Rapids to Detroit.

Mr. H. Harmon, switchman, Burr Oak, while doing some work at West Pullman overheard representative of the Hastings Express Company ask where he could get some cinders, and informed this party they could buy cinders from the Chicago Copper Refining Co., and through this suggestion our company benefited by reason of the revenue obtained from switching of the cars which they ordered. Such action is certainly appreciated by the company.

Mr. J. Reed, round house foreman, Eldon, Mo., has been instrumental in securing a passenger, Davenport to Leavenworth, Kan. Mr. Reed has also received a letter from this party stating that in the past he has used another line on this trip, but since trying the Rock Island will use no other in the future. Mr. Reed has also been highly commended for rendering assistance to a party while at Clinton, in connection with the Democratic delegation going to St. Louis.

Through information secured from C. S. Ward, brakeman, Minnesota Division, our company secured a haul of 1,000 head of cattle, El Paso, Texas, to McLaughlin, S. D. This is certainly appreciated by the management.

Mr. C. M. Martin, Missouri Division, has been

commended for introducing three passengers to station passenger agent at Kansas City, April 25th, who purchased tickets to Wichita via our line.

Mr. W. L. Robinson, brakeman, Arkansas Division, persuaded a party to buy a ticket via our line from Fordyce to Memphis when the party in question had intended to travel over another line.

Mr. Thomas Jordan, baggage checkman, La Salle Street Station, Chicago, has been instrumental in securing a passenger, Chicago to Denver.

Mr. Morton Gardner, fireman, Kansas City, Mo., has been highly commended for securing a passenger from Chicago to Omaha, Neb. He also induced two men to use our line, Chicago to Denver, Colo.

Mr. Carl E. Carlson of Cedar Rapids has recently secured two passengers, Cedar Rapids to Owatonna, Minn.

Mr. C. H. Randall, conductor, Colorado Springs, has been commended for securing two passengers, Colby to Hutchinson, train 40, April 10th. They boarded train at Seibert, intending to take another line from Colby to Hutchinson, but Mr. Randall convinced them the trip would be a hard one and they bought tickets via our line.

Conductor Einwalter of Cedar Rapids, Ia., has been instrumental in securing one ticket from Cedar Rapids to Chicago.

Mr. J. K. McClure, agent at Alma, Kan., has been highly commended for inducing two passengers to use our line from that point to California and return, these parties having intended to use another line.

APPOINTMENTS.

Effective June 1:

Mr. A. B. Ramsdell was appointed assistant general manager, First District, with headquarters at Des Moines, Iowa, vice Mr. F. J. Easley, resigned to accept service with another company.

Effective June 1:

Mr. D. Coughlin was appointed superintendent, Illinois Division, with headquarters at Rock Island, Illinois, vice Mr. A. B. Ramsdell, promoted.

Mr. F. W. Rosser was appointed superintendent, Missouri Division, with headquarters at Trenton, Missouri, vice Mr. D. Coughlin, transferred.

Mr. A. L. Haldeman was appointed acting superintendent, Dakota Division, with headquarters at Estherville, Iowa, vice Mr. F. W. Rosser, transferred.

Effective May 1, 1916, Mr. A. D. Aiken was appointed general agent, with headquarters at St. Louis, Mo., vice Mr. E. J. O'Neill, deceased.

Mr. J. I. Johnson was appointed commercial agent, with headquarters at St. Joseph, Mo., vice Mr. A. D. Aiken, promoted.

Effective May 21st, 1916, Mr. H. C. Cosand was appointed division engineer and master carpenter, St. Louis Division, headquarters Eldon, Mo., vice Mr. B. H. McNamara, present master carpenter, transferred.

Effective April 30th, 1916, Mr. A. S. Bishop was appointed chief dispatcher and division operator of the Nebraska Division, with headquarters at Fairbury, Nebr., vice Mr. W. A. Inwood, assigned to other duties.

Effective April 26th, 1916, Mr. C. C. Cunningham was appointed roadmaster. Headquarters Liberal, Kansas, vice A. Shumate, resigned.

Effective April 10, Mr. H. A. Schnitz was appointed general foreman at Topeka, vice R. A. Huey, promoted.

Effective May 22nd, Mr. B. H. McNamara was appointed master carpenter, El Paso Division, with headquarters at Dalhart, Tex., vice Mr. J. E. Beaty, transferred.

Effective April 10th, Mr. O. J. Burton was appointed night roundhouse foreman at Herlington, Kansas, vice H. A. Schnitz, promoted.

Effective April 5th, 1916, Mr. John Armstrong was appointed car foreman at Eldon, Mo. Effective April 27th, A. E. Ralston was appointed agent and operator at Antelope, Kansas, vice H. A. Pearsoll.

Effective May 1st, Mr. Gus H. Selg was ap-

pointed Chief Clerk in the Claim Department at Des Moines, Iowa, vice M. R. Clark, resigned to accept service at increased compensation with another company.

Jas. A. O'Connell was appointed voucher clerk in office of General Claim Agent, Chicago, vice Gus H. Selg, promoted.



PERFECT CONDITION OF FIRE APPARATUS SAVES COMPANY PROPERTY.

Hobart—Re OK Transfer Co., barn destroyed by fire April 19th. Re protection freight house. El Reno, Okla., April 25th, 1916. File Sta-F-8345.

Messrs. H. H. Germain, C. L. Ruppert, P. Hevener.

Gentlemen:—Referring to the above: Special Officer B. S. Yeaton discovered fire 2 A. M., morning of the 19th inst., and for your information am quoting his report covering:

"For your information, on the night of April 18th, and the morning of the 19th, I was in the depot at Hobart doing some typewriting. At about 2 A. M. I smelt something burning and upon investigation found the OK Transfer Company's barn, just south of our depot, was on fire and the wind strong and in the right direction to blow the sparks from the fire on the depot.

"I turned in the fire alarm and then tried to get the agent on the phone but was unable to do so. Running back into the depot to find what fire protection there were, I found the hose just inside of the freight room all connected to the hydrant, and the hose hanging on a hook just over the same. By the time I got the hose down and the things ready, the sparks had begun to blow under the freight house doors, and in fact into the freight room. I wet the floor down in front of the doors and in fact left a pool of water in front of both doors to put these sparks out. I then started to take the hose outside when the office force began to arrive, and we all got busy.

"There were two barrels of gasoline on the platform that were leaking. Mr. Bratt and I rolled these out of danger, and by the time we got the platform wet, we found the roof of the depot was on fire. There was a ladder hanging on the side of the depot and running same up to the roof, the boys handed me the hose and I climbed up on top of depot and soon had the fire that was getting started, out. I stayed on top while the men below kept the platform and the cars that were standing on the house track wet and putting out the places that caught fire.

"There was one car of cotton that had been loaded during the day and six cars of merchandise on the house track, three of which caught fire at different times during the fire, but the barrels being full of water and plenty of buckets, the men were able to get the fire out before it did any damage.

"The OK Transfer Company's barn and also feed yard south of it burned to the ground. The city fire department got there at about 2:15 A. M. and had two lines of hose working one on each fire and was unable to take either of their lines from the main fire, and not until about 2:45 were they able to use their lines on other buildings, by which time the depot would have had a good start towards burning, and the chances are, would have been lost as the gasoline would have caught before then and no telling what damages would have resulted, as it seemed half of Hobart was flocked around the fire, and had it not been for the good condition of the fire equipment and the way the men turned out and worked they would never have been able to have saved the depot. As it was the damage was confined to a few burned spots on the depot and cars. Not only the hose, but the fire extinguishers were got down and one put in the freight room and the other taken out on the platform to use in case fire caught in any of the cars. The platform was free from trash and also on the ground south of the platform leaving no place for the fire to catch, and in fact everything was in practically a good order as possible in case of fire, which was

possible due partially to the fact that they have just had a fire scare, but Mr. Bratt deserves credit for the condition of the fire equipment and also the condition of the platform and the way the men showed they understand the location and use of the different equipment."

Yours truly,
(Signed) H. F. CLIFTON,
District Special Agent.

PERSONAL,
File No. FP-19-37.

Chicago, May 2, 1916.

Mr. F. J. Bratt, Agent,
Hobart, Oklahoma.

Dear Mr. Bratt:—

I have before me copy of District Special Agent Clifton's joint letter of the 25th ultimo relative to condition of our fire appliances at Hobart station at time of O. K. Transfer Company's barn fire of April 19th.

It would appear from Special Agent Yeaton's report to Mr. Clifton that the perfect condition of your fire fighting appliances, including chemical extinguishers and fire hose, was responsible for saving our depot and contents, as well as one car of cotton and six cars of merchandise on the house track.

I desire to express to you my personal appreciation of the precautionary steps you took to protect the company's property against loss by fire. This was splendid work on your part and well merits the congratulations of the management.

I am sending a copy of this letter, as well as a copy of Mr. Yeaton's report to Mr. Clifton, to Mr. John Simpson, editor of our Employees Magazine, with request that he publish same to demonstrate to our other agents the eminent desirability of "Preparedness" against fire loss, and to show them what was actually accomplished through your foresight.

With kindest personal regard and hoping to see you in El Reno at our next cotton meeting, I beg to remain,

Yours truly,
(Signed) P. HEVENER,
Superintendent Insurance Department.



SAFETY FIRST.

By Arthur Warren, Porter, Arkansas
Division.

Everywhere you see the sign—
Safety First.

You may not have it on your mind,
Safety First.

When you go across the street
Watch the movement of your feet,
And a street car you may meet,
Safety First.

When you are strolling through the town,
Safety First.

Hear the Klaxon when they sound,
Safety First.

Try to keep out of the way
When you are working or at play,
A sign on the corner in full display,
Safety First.

When your children leave your side,
Safety First.

Down the hill they run and glide,
Safety First.

Caution them before they go,
Skipping merrily to and fro,
They might stay an hour or so,
Safety First.

When you start out on your run,
Safety First.

They may give you two thousand tons,
Safety First.

Examine your couplings and your hose
And the seals on all the doors,
Read your orders and off you goes.
Safety First.

When you start to throw a switch,
Safety First.

Watch and see the points are fixed,
Safety First.

Place the lock right in the hasp,
Give the chain a heavy grasp,
Look and see it's securely fast,
Safety First.

When you are switching loaded cars,
Safety First.

Don't give them too many jars,
Safety First.

Handle them gently in the yards,
Do not kick them in too hard,
If they do bear Red Ball cards,
Safety First.

When you start to draw your pay,
Safety First.

See that you're not short a day,
Safety First.

Timekeepers sometimes make mistakes,
And a day from your time he takes,
But a correction he gladly makes,
Safety First.

When you are handling passengers,
Safety First.

That's where accidents occur,
Safety First.

Help the ladies and children, too,
And to help the men will be helping you;
Be kind to everyone is the best way
through,
Safety First.



WILL THE LIGHTS BE WHITE?

Oft, when I feel my engine swerve,
As o'er strange rails we fare,
I strain my eye around the curve
For what awaits us there.
When swift and free she carries me
Through yards unknown at night,
I look along the line to see
That all the lamps are white.

The blue light marks the crippled car,
The green light signals show;
The red light is a danger light,
And the white light, "Let her go."
Again the open fields we roam,
And when the night is fair,
I look up in the starry dome
And wonder what's up there.

For who can speak for those who dwell
Behind the curving sky?
No man has ever lived to tell
Just what it means to die.
Swift toward life's terminal I trend,
The run seems short tonight;
God only knows what's at the end—
I hope the lights are white.



ABNER'S BRIEFS OF THE ARDMORE BRANCH.

G. Hiram Young.

Those that were about to reach for their handkerchief to wipe away the tears for fear of a falling off of business now are in the back seat wondering where all the stuff that's moving is coming from.

Ray Danvers of Shawnee says that his roommate, Mr. Mantooth, snores so loud and long that he stuffs sealing wax in his ears to keep from waking himself up—and leaves poor Ray to the mercy of Fate.

The parks are all open and running now, according to Chisel Chin, who has been to all of them demonstrating his ability at skating.

Burr Oak last month says that a certain fellow got hurt and was met by the Rock Island switch engine at the street car, which shows that Rock Island is capable of meeting all emergencies. What we want to know is just who or what in this case is termed the emergency.

The May Safety meeting at Halleyville will last long in the memories of those that are in the habit of attending such gatherings, and it is hoped that many in the future will prove just as interesting. We are always more than glad to have our old friend, Mr. Shedd, with us, and some now feel he belongs to us by reason he was here so long before entering upon his new field of duty.

Ab Booth, porter on 43-44, says the girls of the eating house at Boonville are looking forward to the time when women will be given the vote in hopes that a heavier tax will be placed on bachelors.

Shurm Myton of 83-84 has his new book about completed entitled "Hot Boxes That Pass in the Night." It is in song form, and is to be sung to the tune of "Arkansas Traveler." "Bully" Cobb is fixing a parade already and wants to change the tune to "I'm on the Water Wagon Now."

As some fellow said, "Murder will out," is as true as "Be sure your sins will find you out," and since the wholesale cleaning up of scrap started there has been found a few old drawbars that were buried by the "hogger" that got 'em in the hopes his personal record would be kept clear.

The Box Whittlers' Union held a call meeting and decided to suspend work and hold a fish bait digging contest, but couldn't agree as to who would go to the hard work of getting a spade.

It is getting hard to tell which station has the prettiest flower garden all over the entire Indian Territory Division. No use to ask if you had noticed them.

The Calendar for June:

—Boys born in this month had rather go fishing than to school.

—Those that forgot will remember something about swatting the fly.

—This is a bad month to ride the Piolet.

—Water bills will start upward if you try to have a better lawn than the other fellow.

—Chief Clerk Brown will ask for home grown gold fish to place in his fountain in his park just east of the depot at Halleyville.

—The average number of Saturdays in this month means you will not get a vacation on bath.

—Those that want to can go barefooted. Some have to.

—The crop of June brides wasn't affected by the frost this year.

—By next June we will be able to tell how they stood the winter.

—This is the best month to start in to practice Safety First if you haven't already.

—The man that wrote Run Away June didn't mean it.

Placing the credit where the credit belongs isn't always the case. Not long ago one of our passenger trains would have had a complete engine failure had it not been for the fact that our old friend Mr. Baker of McAlester was on the train. Although his title is now scale inspector he hasn't forgot his training as a machinist, so he filed threads on some bolts of the eccentric and moved the train quicker than sending for another engine. Some one got the credit other than Mr. Baker, which isn't right. He doesn't really care for the notoriety but he is just built that way—always willing to help. It wouldn't have hurt the engineer to have mentioned the matter to his superintendent, though, now would it?

It is too early to report on the big fishing trip of Herman Howard and a few more, but it is understood that he went to the place where fish grow after they are caught.

Since Jack O'Brien's runaway and escape from the falling office building that didn't fall he has been looking for Hiram and turning down offers for the Movies. He will join the latter as soon as he has an interview with "Brigham."

The agent at Seminole is always on the lookout for business and will try to secure rates on frog legs in case another work train is put on around his town if Slim Bailey is the watchman and captures as many as he did a few days back.

Engineer Pete Watrous of Shawnee remarked the other day that it was funny to read after the war in Europe where one day they did something and the next day nothing, then for a week the same thing over again.

Billy Olds gave up his passenger run and has gone back to overalls, hard work and hot boxes. This is because of heavy expenses at Oklahoma City.

That wide expressive smile you see on our old friend B. B. Shaw's face is by reason of the good drainage over the division he has been able to get through the help of the road masters and the section boys. It helps wonderfully to save low joints which makes easy riding track.

Mr. O. J. Burdick has been assigned to other duties besides stock claim adjuster but don't want to be addressed as such. Ask him what it is.

Mr. Rhodes, the boss paint man of the division, is painting the city of Howe red. He fixed Halleyville up fine and we all appreciate it, too.

It is hard to keep smiling when things go wrong, but Jim Coleman of Shawnee yard says lots of things don't go that way when we think so, so that is the reason he is always wearing that same look on his face that invites ones admiration.

The letter in the last issue of our magazine regarding a certain local crew keeping their caboose so nice and clean should not be overlooked by those that puts in two-thirds of their time in them. They make it their home for at least that long and who wants anything but a

WRITERS—ATTENTION!

Short stories, photo plays, poems, etc., are wanted for publication. Good ideas bring good money. Submit manuscripts.

Literary Bureau, RIL, Hannibal, Mo.

nice, clean, tidy home. Scrubb 'er out once in awhile if you have to carry the water a mile.

Tom Cook worked short handed one trip on account of one of his brakemen having his tooth pulled. Tom sent it to Hiram and from the size of it one would think it was his collar bone. Well developed brakemen seem to flourish on the Branch, for instance, there was Mr. Snowden some time back.

THE STUDENT BRAKEMAN REFLECTS

That all men may be born equal but some get to be the swing man on locals afterwards.

A man that tries to pick out his little bit to do and then don't try to do no more is the same as a bent axel on a car—he won't track long till he gets into the ditch.

One good thing about the hot box disease, and that it isn't catching, the cure of one stops the trouble right there as far as others catching it.

The train master may be on the other end of the division but he is watching you just the same, so keep off the Piolet.

Safety First don't mean once in a while, it means all the time.

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ARKANSAS DIVISION.

H. L. Howe, Editor.

MATRIMONIAL.

Mr. E. C. Thompson, special representative of the Purchasing Department, has been duly rewarded for his "watchful waiting." The happy bride was formerly Miss Louise Saunders of 510 East Fifth street, Little Rock.

The ceremony was performed by Rev. Hay Watson Smith of the Second Presbyterian church at high noon, April 27, 1916. Mr. and Mrs. Thompson will reside in Little Rock for the present.

Mr. Thompson carries the reputation of being a fully competent employe, has a world of friends and is very popular at Little Rock Terminals especially. We sincerely wish the "doves" all the success and happiness in the universe. It being a draw as to whom of the two were luckiest, we herewith tender same to "E. C."

Miss Nell A. Diffley, formerly cashier at Griers' Cafe, and Robert G. Mashburn, fireman, both of Little Rock, were married at St. Andrew's Cathedral May 1, 1916, at 10 a. m., with the Rev. Father Wrenke officiating at high mass.

Mr. and Mrs. Mashburn have a host of friends and are very popular among Rock Island friends. They are now residing at 1909 Cumberland street.

We wish them much success and a happy life.

Mr. Walter Hunter, conductor, also took to his loving arms a bride on May 9, 1916, at Brinkley, formerly Miss Bertha Patterson of Brinkley. Here's regards and we wish them all the good luck in the world.

CHANGES IN POSITIONS.

Don Stringham has left us just after getting acquainted. We hate to see a good fellow leave

us and we hope that a typhoon of chances will blow him back this way ere long.

Howard Gamble has resigned his position and is now connected with the Ford company at Memphis. Another peach of a fellow, usually pursued by the feminine.

Geo. Nettles of the Engineering Department goes back to Herrington—near home, he says—and George is a good ball player, batting an average here in the Commercial League of .444. The team will miss him as will his many friends.

SUMMER SPORTS.

The hundred per cent improvement of the Rock Island baseball team in one week was the talk of every player in the Commercial League. Going up against the Post Office team in our first game April 15th we felt and knew there was not a single chance. Our opponents had gotten in a month's practice, while we had just organized and were absolutely without any try-out on the diamond.

One week later, however, told a different story. By diligent methods the club had arranged a practice ground, gotten into the harness and when meeting an equally strong team as before, the next Saturday afternoon (Coco Colas), we put it over them with a score of 6 to 3.

Enthusiasm has been ace high ever since. The third game was with the Magnolias April 29th. This game turned out to be a slugging match and the finish piled a score of 12 to 14 in favor of the Magnolias.

On May 6th the Rock Island played the Pierce Oil Corp., a club that had not as yet lost a game and stood at 1000 per cent. Perfect team work and good batting told the tale and at the close of the ninth Rock Island had slaughtered Pierce 17 to 6.

Batting averages at present writing is as follows: W. H. Brand, .500; E. H. Mitchell, .500; Geo. Nettles, .444; O. E. Thomas, .428; C. L. Johnson, .417; Ross Ray, .333; P. G. Anderson, .312; L. S. Morgan, .286; Joe Adcock, .250; H. W. Sherman, .231. Club average, .330.

The Rock Island Club has the highest batting average in the Commercial League and stands second place in number of games won.

Games are played on Saturday afternoons only after office hours and the sport has proven to be a clean, rejuvenating and interesting recreation for employes—particularly those whose work confines them to indoor activities. The general health of the bunch has improved and sunny smiles are now countless as sands of the sea.



AMARILLO DIVISION.

By Sorghum Bill.

Our genial dispatcher, Thomas G. Gavin, who was injured in escaping from the depot which burned on March 23, is improving and we expect to see him back again with us soon.

Conductor Ditttrick, who has been confined with rheumatism for the past sixty days, is able to be around again and has gone to St. Joe to spend a few days with his family before returning to work.

Mr. H. J. Sewell has just returned from El Reno on a short business meeting and seems to leave the impression that the Amarillo Division will be remembered in the line of improvements before long. Here's hoping. The trainmen up and down the line have been tickling me under the chin for the past week trying to find out what was going on. But this was about all the information I could give. But hope to have some very encouraging news by next issue.

The Amarillo Division during the month of April handled 450 cars of stock, 257 of which were handled west of Amarillo. There wasn't a single delay and very little damage of any consequences in the entire handling and from what I can learn from those that know the handling of stock as well as the train service has improved wonderfully. I'm not in the habit of boasting for fear something might fly up and hit me in the face. But with a half a show our men will come as near delivering the goods as any. Credit is due to all those that were

handling the matter and I was not on the job to help out in the noise end of the game. But the handling goes to show that we are Johnny on the Spot when business comes our way.

I'm not a farmer but have a number of strong farmer friends along the line and like all good neighbors, like to drop in occasionally, especially about noon time, and swap experiences and our little troubles one way or the other, meanwhile casting my eye around to see what improvements are going on. On Friday, the 19th of May, while making inspection of bridges I was very much taken up with the appearance of a fine new house going up on Mr. John Frazier's place at Boydston, Texas. Most every man that ever worked on the Amarillo Division, and they are scattered far and wide, will remember the little cottage on the knoll beside the watery pool and large windmill north of the track. Mr. Frazier now is putting up a fine modern \$3,500 frame house with all the modern improvements and attachments that go to furnish ease and comfort. Nothing would do Mr. Frazier but to show me all through, from cellar to garret, and the planning is wonderful and I hope Mr. and Mrs. Frazier live to enjoy the comforts for many days to come. It not alone adds to the value but shows a thrift to those who make up their mind to go ahead. This is a wide contrast in a short space of twenty or twenty-five years when Mr. Frazier landed there with his wife and family and wagon behind a couple of burros. This isn't all, I had to take a walk around and look over his new hog pens with concrete floors and adjustable bins. You might say a hospital, nursery and hsiery for hogs, and right here I want to say that he had quite a few of the breed of hogs that I have had several inquiries about. You know in my March issue I was telling about Red Gaze hogs with Hands Holds. Well, he has quite a number of them. In fact, he had one lad that you would want a hand

hold every square foot in order to lift the scamp in a wagon. He was a monster. And, of course, before I left the usual cake and buttermilk was set out on the table by kind Mrs. Frazier, who never yet let a man come or go hungry or dry. After taking four or five glasses I put out. But just for fun when passing Boydston look to the north and see what an improvement Mr. Frazier has made.

Sunday, May 21st, being usually a day of rest the road master invited all the foremen on the Amarillo Division, numbering about 30 men, their names can be had on request, if necessary, to attend a staff meeting, and the writer will have to admit that there was plenty of food for topic and about every living thing of importance was discussed. The principal items was the care of property and tools and premises. The old saying that neatness is half the battle. The next was the care and conservation of scrap; to be more regular and more particular in picking it up and picking it up cleaner and getting it off to the general store. The next item was the handling and mishandling of ties, both old and new. For several years our railroad was in a condition that we could not afford to take a chance on a bad tie to be left in the track. In time the tie condition has improved to such an extent that the culling out of bad ties has got to be a particular job, and to look twice and make sure that a tie has outlived its usefulness before being removed. The matter of equal distribution of new ties throughout each mile equally was explained. For instance, if a man had 500 bad ties in the track and the assignment was cut to only allow him 300 ties, the 300 worst ties could be taken out of that mile and not as in former days, the 300 put in the first place they could be gotten in which would probably tie up two-thirds of a mile of first class and leave the other third as bad as it was and growing worse. A little form which I am indebted to Mr. Rockefeller, division engineer on the El Paso Division, on which the assignment of each mile on each foreman's division is given a column for each month in the year behind it and a total amount for side tracks at the bottom. In this way each foreman knows the exact number of ties he can apply to each mile, and marks down in the column for each month the number of ties put in any mile on this section, and the boys all seemed to understand and realize the importance of looking back at their list and see where they stand on the tie question. The next item was the matter of handling and exchanging tools. Now that the men can take his broken, worn-out tools to the supply car and exchange for new was all welcomed among the men. It cut out requisitions and writing and waiting. Only in cases of where tools were broken or lost or stolen need there be any requisition made. Also surplus tools and material which will accumulate on the best regulated railroad can be turned in each month on the supply cars, and incidentally, no need for caves or cellars or outhouses to hide them when an inspection is made. The importance of keeping water barrels on bridges was also mentioned and in most cases an inspection will find water in every barrel. Being instructed to take advantage of every rain and replenish the evaporation as much as possible. The ordering and handling of price was gone into. With the increase of price from 50 to 500 per cent in various commodities it stood everybody in hand to be very careful with the company's material. The object being not to accumulate a surplus of any manner in any class of material. The slogan was "Order your material when it comes, use it, if any is left over, ask for disposition, which will be promptly furnished." The matter of releasing cars, particularly ties, was also brought up. Realizing the importance of equipment every day means a few dollars more for the earning of the car. This division having been assigned 25,000 ties, plates which had been to a greater extent shipped out over the division for various switches and bridges and instructions how and where to apply was also explained. The matter of weeds was discussed and decided for this season to cut all weeds about 3 feet from the rail from the outside and not to exceed one foot from the inside of the rail until general clean-

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ing time, and for the present, for everybody to get busy on the worst patches of the weeds while they are soft to avoid them gaining headway and causing slip downs. The matter of signing releases and having two witnesses and inserting the following words: "I HAVE READ AND UNDERSTAND THIS TO BE A RELEASE" in ink. On the C. R. I. & P. this is to be written by the party signing just above his signature; on the Gulf, it should be written on the margin. This covers about the principal topics. Many minor discussions, among them the men, were brought out, and at twelve-thirty p. m. the meeting adjourned. A number of blue prints and the usual division of stationery was indulged in and the boys scattered for dinner, the West End men going out on 43 at 1:30 p. m. and the East men leaving on No. 44 at 7:30 p. m. The men as a whole were clean-cut, well dressed and uniformly neat appearing body of men. All seemed to enjoy their visit and listened very attentively to what was said, and there is no other hope in sight but improvement.

A G-51 for the expenditure of some \$13,000 is on foot for the rebuilding and enlarging of the Amarillo passenger station and superintendent headquarters which was destroyed by fire on March 23.

Another G-51 is going the round for a \$4,200 coal chute at McLean.

An extra gang has been reversing rails on several of the 4-degree curves and has made such a wonderful showing and improvement, and at a comparatively reasonable cost, that all worn 4-degree curves will be changed out. This prolongs the life of the rail and by switching the narrow rail to the lower side, creates what is known as Frictionless rail, which makes a difference in the pulling of a train and also eases up the movement of a train. The extra gang has been doing unusually good work and making big improvements in track conditions. Angelo Glenos, being a brother to Gus, the former extra gang foreman, is pretty much a chip off the old block when it comes to track work.

Gus Glenos, our old-time extra gang foreman, who left in February, 1915, for Greece, principally to have an operation performed as well as to visit the old home folks, wrote me a letter dated March the 23d, it being March 10th their calendar, in which he explained to me that he was doing duty as nurse and interpreter in the army, then near a town named Larissa, and said, from what he could learn, he would likely be turned loose about May, and if at all possible, would quit the country and bring all the folks to America, which seems to be dear to him. Among other things he mentioned in the letter, he said to tell all those GREEKS to stay here for 100 years. He said Mrs. Glenos's health was splendid and sent his regards to all trainmen, engineers, trackmen, Mr. Damver, Mr. Sewell, Mr. Barnes and put three good ahead of the good bye, enclosing the letter to me, and I venture to say that old Gus is thinking pretty hard of how he would like to be on the Amarillo Division fixin' track. We hope he puts in his appearance, for he is as welcome as the flowers in May.

A few days ago, while sitting in the dispatcher's office discussing our troubles with Jimmie Hammack, we noticed a very large bird which seemed to be trying to find a place to light. At first we thought he was going to light on the gas plant smoke stack, but after taking a couple of circles he finally found his destination and lit at 712 South Harrison. Then the bet came up as to what he was carrying—a girl or a boy.

You know, every once in a while something happens. And while it don't concern everybody, yet we have a few brave boys in our ranks just the same. The Elks have been doing a thriving business this spring, and a livelier bunch you never say than 923, our genial roundhouse foreman, Mr. Stubing. He went through and brought his hat with him. Conductor Lawrence also went through and came out with a red pair of pants. Neither one of them can tell how it happened, but you sure can get your money's worth when the committee on depredations get their plans unfolded.

Since our last report we have had some changes up and down the line in agents. Mr.

Keasler from Benonine transferred to Alanreed; Mr. Turner, from McLean, going to Benonine; Mr. Nelson, from Alanreed, to Vega, and Mr. Davis, from Vega to McLean. Seems to be just a social or spring swapping.

The town of Shamrock has recently installed a water works and water tower. The tower, being in the neighborhood of 150 feet high, is quite a novelty and shows that Shamrock is coming out of it. The number of nice new dwellings going up on the South Side indicates that prosperity has struck in that vicinity.

Mr. Owens of Vega is about to start a test well for water for our people at Vega. It will be a sad necessity overcome if we should find an abundance of water, as we need more water on this division. Mr. Owens is a very capable man, and if there is water in the ground we will know it shortly. Mr. Fred Luce of El Reno spent a day or so investigating and planning on the location.

Everything was lovely on April 21st and the big track inspection committee drove into Sayre. The following officials were aboard: G. W. Rourke, assistant general manager; Mr. A. E. Walker, superintendent; Mr. A. B. Warner, superintendent; Mr. H. F. Reddig, superintendent; Mr. F. N. Tinsman, Mr. H. J. Sewell, Mr. H. R. Saunders, Mr. H. P. Greenough, Mr. H. E. Correll, Mr. Reed, Mr. C. L. Ruppert, Lee Taylor, Harold Waggoner, and Dan, the cook on the 1926. After making an inspection of the yards and facilities at Sayre, they proceeded westward for McLean, and believe me, if ever an inspection was made, that was one. Nothing escaped and everything was found. Old picks, shovels, scythes, axes, lanterns, spikes, bolts and angle bars and ties were all turned over and returned and new ones that were accidentally left cut on purpose, where the old woman was digging garden or raking the eggs out of the henhouse or the kids had dragged off and left laying. And some of the conditions were rank, it will have to be admitted, after making a trip around the horn and seeing how neat and well kept and well regulated the balance of the trip and territory was found in. After leaving McLean things bumped along until we hit Adrian, and it is right that only the committee that reads this article should know what was rooted out there. This started another chorus from the gang, and every time they yelled my stock looked to be dropping lower. At Glenrio we stopped and took on water, but there was no use for me trying to water my stock. I saw they had me and I was at their mercy; but there was no let-up. Right in the windup, when I had the bunch off my hands, didn't George Vuras have a cave full of old shovels and old wrenches and enough other junk around to give the Kaiser one good battle with? Lo, and behold, I thought I heard Saunders let the loudest roar out of himself that a human being could manufacture. My feelings dropped to the zero mark; but thank God, I knew I couldn't be blamed for anything more after some good soul called "All aboard."

I was just debating with myself: whether to go look for a bed or take out afoot to Amarillo, when some one of the committee suggested a scheme which, anything to accommodate them, I feel a party to—kind of at the same time feeling like I would like to see the other fellow get in bad. So Vuras was given a hunch to slip all his bars and tools in and around and under every building and corner that he could find on the El Paso Division headquarters. It being Sunday morning when the committee would leave Tucumcari and the old section boss out on the line with his motor, of course he would know nothing about how the tools came there. Neither did Mr. Greenough or Roadmaster West and Mr. Rockefeller. These three gentlemen were having their territory inspected that day. So, of course, Mr. Beckett, who always got the things moving promptly at 7 a. m., was right on time, and down to the tool house they went. Those who were wise of course knew where to look for surplus tools and I again heard Saunders yell, and of course, when the whole committee joined in, there was some noise. This started the ball rolling and it took some hard explaining for the three gentlemen named to explain fully and satisfactorily how the tools came there. But, before the game wound up,

I want to say that you will all have to tip your hats to the El Paso Division from end to end and the St. Louis Division and the greater part of the Kansas Division, as well as the Oklahoma Division as being the neatest, up-to-date in building premises and material conditions as named in order, according to my observations, and I took it all in. After getting such a drilling on my own territory and seeing what a room there is for improvement I feel that it was a trip that every roadmaster and master carpenter should make once in his lifetime.

Roadmaster Gulley was honored with an invitation to meet the committee up about Bucklin, and I believe I am right when I say he got as much recreation and enjoyment and benefit as I did. Mr. Logan, the roadmaster at Hutchinson, also accompanied the trip to St. Louis and we all saw and learned, and I want to thank Mr. Rourke, Mr. Beckett and all the gentlemen of the committee who were instrumental in inviting me on the trip, and that I very much appreciate the hospitality and the many courtesies shown along the line by the different members, and the information received from them and little Harold Waggoner also for being very prompt in calling me for the eats, for I made my home in Mr. Walker's car and Uncle Dan was always there with any little accommodation, great or small. It is a trip that benefited me in ways that I could not put in words and I will make it my business to see that the company gets the full benefit of any knowledge that I picked up, and I hope to make that word good when fall inspection comes.



"BURR OAK TRANSFERS."

George E. Caswell.

Not to be outdone by the city of Chicago, Burr Oak Transfer also had a "clean-up" week. Chief Claim Clerk Keifer and Danforth cleaned up the record room in good shape. All our screens have been painted and repaired, and new curtains have been hung in the office room. Cruger and Kowaleski also got busy and separated the dust from their tariff files.

W. Runger, our new messenger, wishes to inform us that he is a north side resident. Well, so is Bill Palmer and Marshall Anderson.

The Illinois Brick Company, near here, has added a "Donkey" engine to its equipment, which does the work of four horses, and four men in better time.

The night force is more fortunate than the day men in having a mascot with them. His name is "Asher" and is a black dog owned by Fritz Coulson.

A train load of rails for our lines down at Trenton, Mo., passed this station recently.

Besides being an accomplished violinist, Osborne Thomas is a regular artist with his pen. He has an eye for designing place cards and sketches of various kinds.

Fuzzy Witt has taken out membership in the Married Men's club. To quote him: "Now I settle down and take life easy—"

During the month of April the carload gang under August Schultz transferred 120 carloads, on account of defective cars, and adjusted the loads on 239 more cars.

The following was cabled from the Out Freight so we cannot vouch for its authenticity: "The Burr Oak Switchmen's ball team desire to arrange games Sunday mornings. The line-up is as follows: Casey Jones, manager; Little Willie Vickers, pitcher; Dave Lucas, catcher; Circus Hagle, first base; Shell Guest, shortstop; Alderman Hansen, third base; Stucco Anderson, Joe Dennis and Old Henney in the field." Now we'll see what they can do.

Under the management of Ed Longfellow the Blue Island Moose gave a "stag" on April 29th. Ed reports a big crowd and a glorious time.

Carloads of copper from the southwest have been coming rather freely, due to the great demand for it in the east.

Some of the boys around here have wondered why our "compto" girl threw the "cherrie" for the "Piehl." But Bandy ventures to state that

the "Piehl" was a little more tender than the "cherrie."

It might pay some peanut merchant to erect a stand here every pay day as he would surely do a land office business among the peanut-eating set.

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ST. LOUIS, MO.

Manufacturers

Long and Short Leaf
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THE UNION MALLEABLE IRON CO.

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HEALD PATENT GEAR LINK, DRIVE AND CONVEYOR CHAIN

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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.

AMARILLO NATIONAL BANK

AMARILLO, TEXAS

(United States Depository)

Mrs. Jenkinson, nee Mildred Anderson, appeared on the scene of action recently with a beaming smile and the glad hand. She reports that she is boss when Leo is away and everything is just lovely.

Ed Kordewick, the proud papa, now realizes that things are coming his way. When Edward, Jr., starts to cry the butcher below, and the baker, next door, throw "weenies" and buns, hoping to stop the noise. But Ed, Sr., only smiles and says, "It cuts the high cost of living, anyway."

By the time this is in print we will have had a "Burr Oak Station Employees" picnic in Dellwood Park, Joliet, and all anticipate a glorious time.

Grace Inman was a Blue Island delegate to the annual meeting of the Epworth League held in the Englewood M. E. church.

Dan Madden had a bandage on his cheek for a week. But says Dan, "You ought to see the other fellow." Ed Kordewick and "Mickle" also had sore eyes but wouldn't express themselves as to the cause.

The stockholders of the Washington-Montezuma Mining Company held a meeting recently and a report is out that shares have advanced to 6½ cents.

A band of Mexicans swept down upon us one night and intrenched themselves near the scrap dock. They are a peaceful lot—from a distance—and did some good work in raising our house-track No. 5. So why go to the border when one can see them make hot tamales right here?

During the noon hour our literary set occupy their time to good advantage. Gammell reads the Post; Buck, the Racing Form; Grace, the Girls' World—the Fays read L. H. Journal and Woman's Home Companion, while the rest read the daily papers.

TALKS ON MANY TOPICS.

Carlson—I boosted my friend for the election but he lacked six votes of winning.

Gammell—I have to laugh at some of B. L. T.'s dope in the Tribune, and say, did you read that last story in the Post?

Ollie Fay—We have a nice view of the canal from our house. When it is completed we can go to Blue Island by row-boat.

Tom Cruger—I eat three soft boiled eggs for breakfast every morning. That's what makes me strong and healthy and able to smoke Lentz' black 260 cigars.

The recent passing of Supt. Ramsdell's railroad auto by here caused as much consternation as did "President Wilson's Special" last year. They were setting a good example by not exceeding the speed limit.

Hats off to our "Bucket Brigade." The efficient work of the Transfer employees saved a possible big loss by fire on May 8th. The grass conflagration started west of the stock pens and spread rapidly on account of the high wind. By quick work, the fire hose was coupled together and the boys were soon in action. Our lively fire squad consisted of J. W. Lawhead, fire chief; Willie Palmer, captain; Ed Longfellow and Rosenquest, nozzle men; Bill Moulder, plug tender; Keiffer and Guerin, fire beaters; Cliff Longfellow, photographer; J. H. Fuller, in charge of the spectators; Cruger and Mahoney, pipemen. Can you beat this for efficiency?

Mr. C. Tupes, auditor from the disbursement's office, worked here recently checking over the distribution of time to freight handling crews, tonnage sheets and other accounts.

Dan Henrici resigned his position as chief O. S. and D. clerk to re-enter the restaurant business with his brother.

Mr. Grader, chief clerk of the night force, celebrated his 60th birthday recently. He feels like a man of forty and no doubt it is due to his steady habits and ambitious nature.

Prevent Claims

Report ever'thing

Everybody help

Venter a question

Enter all exceptions

Notice small things

Times have changed.

Check freight carefully

Less claims—better service

Accuracy counts

Investigate thoroughly

More efficiency

Save that nickel a day.



FORTY-SEVENTH STREET LINE.

Edw. B. Smith, Editor-in-Chief.

Howard Logan, Assistant Editor.

Motto: **LIVEN THE MAGAZINE AT ANY COST—AND SMILE.**

JUNE POETRY.

Once she on modelling was bent,

But soon her tools she quit;

Then o'er her music hours she spent

But soon grew sick of it.

In china-painting then for days

Some happiness she found;

And then she caught the dancing craze.

But soon on that she frowned.

Then woman's rights became her faä.

But soon she laughed thereat;

And then the scribbling itch she had.

But soon she tired of that.

Now love's to her the only thing,

And soon we'll wedded be;

But somehow I keep wondering

How long she'll stick to me!

—Judge.

A certain party would like to know when George Mankowsky saw the Princess. They sure run some fine stags in Blue Island.

A girl who makes a hit with the opposite sex is usually knocked by her own.

Oscar Syas—After a man gets married he finds out why they call them the "opposite sex."

Marshall says—You cannot sew buttons on your neighbor's mouth.

SOME PARTY.

It seems to be the case with some people, especially the 47th street shopmen, to meet with a good many adventures. Take the case of Abe (Kabibble) Krupp and Frank Melchior. They had an engagement with two young ladies they had met some time previous, perhaps. First, they had supper, which cost all of 65 cents for all of them. Then they walked around a little while and then WALKED the girls to where they said they lived. Standing in front of the door leading to their supposed home, Able started to idly run a five dollar bill through his fingers. And then the excitement. One of the girls grabbed the bill and starts running. As far as Able knows she is running yet, and he is out five perfectly good dollars.

Mae says:—Worry is poison ivy and makes your face break out in frowns. Add life's little curses: GOSSIPS.

The front porches in Blue Island seem to be rather popular with certain parties from Chicago Heights. Yes, there is quite a large waiting list, but there is always room for one more.

If you go to war, pray; if you go on a sea journey, pray twice; but pray three times when you are going to be married.

DID YOU EVER?

Did you ever notice how certain people living in flat buildings can sit in the front window all day and watch what their neighbors are doing? I can recall a certain line of buildings which have bay windows stuck on the front of them. No matter what time of the day or evening you pass this "watch tower," there is always some one sitting in one of the windows, watching the scenery. Sometimes I imagine they have weights on their feet or are tied to the floor so that they cannot fall out. If the lookout notices anything of importance, he signals the other occupants of the building and then the battle of tongues begins. Uncle Sam will never be want-

ing for sentinels in case of war as long as Chicago is afflicted with flat buildings.

GAZOK NO. 13.

And as to the Erie dance of last month, all who attended say they had a splendid time. There were one or two little happenings which I shall enumerate here. Mr. Jerry Connell danced too much, and really is getting very thin from the exercise. Miss Helen Murphy had white shoes on when she arrived at the hall. When she left they were black. No insinuations at the parties with whom she was dancing. Outside of this there was nothing to speak of except to thank the people who were responsible for a very pleasant evening.

Our new assistant editor, Mr. Howard Elmer Logman, the best known machinist apprentice at the 47th St. shops, first saw the light of day just as the stars were beginning to wane, about 4:30 A. M. on Feb. 11th, just nineteen years ago. He is a native of the village of Blue Island (look on any extra large map for the location) and was engaged in numerous uplifting and educating occupations before being employed by the Rock Island. Just previous to engaging in the machinists trade he was in the theatrical business as a motion picture operator at the Princess Theater, Blue Island. Previous to that period he was employed as a waiter in Johnson's Eating Emporium in Blue Island.

From the above brief history of Mr. Logman's life it is readily seen that he is far above the ordinary run of the apprentice. Mr. Logman has had numerous tilts with Dan Cupid and can tell many interesting stories relative to the subject. In fact, he is known as a "lady killer" in his home town. He always aims to cultivate the acquaintance of the fair sex and at one time he was running a high class tango parlor in his village. He was very successful at this until the police closed him up. We wish Mr. Logman the best of good luck and believe that he will continue to go towards "success" until he reaches the pinnacle of his ambition—to be editor in chief of this invigorating column.

CUPID'S OWN.

Dear Friend Ray:—

At last I have been shot by one of Cupid's fatal arrows and it has taken effect. The girl of my heart is an old school friend whom I had not met in the last five years. And beautiful! She has eyes that twinkle like the stars on a bright summer's eve and she has given her heart to me. I can hardly wait until that lucky day arrives when I can call her my very own. I really cannot explain the way I feel about her and if it should ever happen to be your lot to love a girl like mine, you sure can consider yourself blessed. When she smiles, all my cares and worries disappear and all I can see is the sunshine and joy of living. I admit that I am hard hit and I have only recently found that there could be so much joy in this dull, drab world. Every morning I bless the day I met this angel of mine, and only wish that all my friends could be as happy as myself. Will let you know the exact date later and in the meantime, will remain as ever.

Your friend,
A. W. MUIR.

124TH STREET UPROAR.

By Fat and Slim.

The Baseball Club of 124th street wish to thank those who contributed towards buying suits for the team.

The 124th street team would like to secure games with any Rock Island team on the Illinois Division. Arrangements can be made by writing to the manager, Oliver Burk, 124th Street Car Department, care of J. J. Acker. The line-up, with a few exceptions, is the same as last year's team, when we defeated every Rock Island team we played.

Our bald-head friend, William Haskell, is in our midst again.

Leonard Nylander, the "Ty Cobb" of our

baseball team, has been promoted to inspector in the west yard. Some speed to that boy.

124th Street claims to have the noisiest yard clerk on the Rock Island System. Anyone disputing this will kindly let us know, and we will arrange an argument. Winner takes all.

Otto Geiger looks all mixed up in those overalls he wears. As a triple valve repairer, he is a good timekeeper.

Schwachow's fire brigade ought to be numbered so one could tell them from the laborers on a Saturday morning fire drill. It would also be a good idea to install a gong on the front of the apparatus.

It is about time someone was carding another double deck stock car for grain loading. How about this, Karch?

We hear that our janitor, Leo Pabst, is going to get a full janitor suit, with a cap having the inscription "Chief Janitor" on it. Anyone who can whistle, jig, sing and work at the same time is deserving of a uniform.

Art Petit returned last pay day from his vacation. Those are just the days we need an inspector like you, Art.

Sunday, May 13th, our baseball team traveled to Peoria, Ill., to play the Rock Island team there, but owing to the deluge of rain, Saturday night, we were unable to play. Everyone reported having a good time just the same. As we were nearing the Peoria station Karch missed his \$8 1911 model hat, which fits part of his head too soon. He accused the smallest one in the car of taking it. He was all mixed up. Coming home he seemed to have a friend in every small town the train passed through. We would like to know where he spent his last \$1.30.

WEDDING BELLS.

Frank Suchar was united in marriage last Tuesday, May 9th. We all wish him the best of success and may all his largest troubles be little ones. Thanks for the cigars, Frank.

We would suggest that W. Kick get a new vest, or at least get the old one doctored up.

John Ritchie has succeeded Otto Geiger as timekeeper at 124th Street, Walter Marchessault succeeding Ritchie.

T. Bridge went out to see the stantionary engineer the other day and came back and said, "Pat was not in the pump house at the north end of the yard."

Dixie Highway Market

311 Western Avenue
BLUE ISLAND

The market that leads them all. We keep the prices down. We do not sell cheap meats —we sell quality meats cheap. Phone 879.

WOODRUFF
ICE
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ESTABLISHED 1865

Dealers in

ARTIFICIAL and NATURAL ICE

PEORIA, ILL.

The Debating Club of the 124th Street shop meet every noon in the general foreman's office and discuss the current events that they are not supposed to know about. Some days we bat 1000 until old prosperity blows.



HOWLS FROM HERINGTON.

BY MUTT AND JEFF.

"Op" Little promises to become an operatic star. His singing of "She's a Daughter of Mother Machree" at the home talent minstrel April 24th was decidedly the hit of the evening.

Mr. J. H. Dimmett, service inspector at El Reno, was in Herington Friday, April 21.

Easter Sunday, April 23, saw Mr. M. C. Tyler, coal chute inspector, again at Herington.

Roy Day, revising clerk at Council Bluffs, was a visitor at the superintendent's office April 24.

The Golden State Limited passing through Herington Monday, April 24, had among other passengers, Mr. H. A. Huber, superintendent of refrigerator service at Chicago.

Mr. W. W. Glosser, representing the P. & M. Rail anchors, was a visitor at the offices April 25.

Bert Mullin's version of an old story: Jack Spratt would eat no fat, his wife would partake of no foods containing leany substances. The result was that after the completion of their meals, the amount of edibles left had reached a minimum.

Mr. E. C. Whitney, trainmasters' clerk at Herington several years ago, was a visitor in Herington April 28, looking up old acquaintances. He is now assistant chief clerk in the superintendent's office at Newton, Kan., of the Santa Fe.

Mr. Reed, our superintendent; Mr. McCarthy, master mechanic; T. J. Butler and J. Deane, car foremen, attended a meeting at El Reno, Okla., May 1st relative to repairs to foreign cars.

J. W. Jones, traveling time keeper, and E. H. Moon, district manager, were at Herington May 1st in pursuit of their regular duties.

Again, our old friend "Ty," alias M. C. Tyler, coal chute inspector, was at Herington Sunday and Monday, May 7 and 8.

Byron Henly, clerk in the superintendent's office, has resigned.

A. C. Kinderdick is a new clerk in the superintendent's office.

John Fox, live stock agent at Kansas City, was a visitor in the superintendent's office May 10th.

C. G. Smith, dispatcher and switchman at Herington for the past year, has accepted a position as dispatcher at El Reno, Okla., on the Oklahoma Division. He and his wife left Herington May 18th for their new location.

There are not very many people who can look down on our tail trainmaster, Mr. Breheny. It must have hurt his pride when he discovered two Negroes lying flat on the back on an engine tank of one of the passenger trains at Herington, as he promptly climbed up and told them to come down.

It is rumored that Jeff expects to entertain a chorus of wedding bells next spring. The report has not been confirmed by Jeff, but there appears to be quite a foundation for such rumor.

If you hear a cry for help from the direction

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

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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
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LIGHT, ICE & POWER
COMPANY
LIBERAL KANSAS

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LIBERAL CREAMERY & BOTTLING
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Ice Cream and Fancy
Creamery Butter
Bottlers of Soda Water and Jobbers of
Fountain Supplies, Wholesalers of
Poultry, Butter and Eggs.
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CLOTHING ————
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.

of the express office, you may know it is Frank Giltner crying for help to handle five hundred milk cans and six truck loads of other express in ten minutes flat when trains No. 11, 36 and 33 are at Herington.

It is rumored that E. W. Obitts, dispatcher, is going into the dairy business, said rumor being based on the fact that he recently purchased a cow. Webb Disney, also of the dispatcher's office, is entertaining said cow at the present time, and it is said to be equal to going to a vaudeville show to see Webb doing the milking stunt.

Harry Haas, formerly baggageman at Herington, has transferred to the B. and B. department. Rhinehardt Beisel is now day baggageman.

Arthur J. Farrell, formerly accountant in superintendent's office at Herington, has been promoted to chief clerk to Superintendent H. P. Greenough at Dalhart. This is certainly a well earned promotion, and while he will be missed very much at Herington, everyone is glad to see him go up a notch. By reason of his promotion, H. P. Holt becomes accountant, R. W. Ross assistant accountant and E. W. McDonough is promoted to position of material clerk.

Joe Doyle is new trainmen's timekeeper in superintendent's office, taking the position vacated by E. W. McDonough.

George Nettles, who has been working as rodman on the Arkansas Division has returned to Herington, and will work out of this point with engineering party as rodman.

Mr. and Mrs. R. G. Tripp are the proud parents of a nine-pound boy born in Topeka May 15th. Ray is transitman on the Kansas Division, and naturally is all puffed up about the arrival of his youngest son. To date we haven't seen the cigars, but then we haven't seen Ray either.

A liberal application of cinders on the passenger and freight house grounds at Herington have certainly improved the looks of things around the station at Herington.

Speaking of soft jobs, Frank Gahan claims the one he had at Dwight the last two weeks of May was the softest yet.

John (Arkansas) Guest is there when it comes to telling wondrous tales of the "Sunny South," and the way they do things in Arkansas.

HAMILTON PARK KRISPETTES.

Essenkay, Editor.

THE VALUE OF FRIENDSHIP.

We struggle through life, with its sorrows and cares,

Before us its struggles, around us its snares,
And often the heart would adrift cast its load,
And leave it forever alongside the road;
Though many the shadows that meet o'er the way,

Across it falls often a hope-giving ray,
And the clouds disappear which so dark o'er us bend

At the magical touch of the hand of a friend.

It lightens our cares, and it strengthens the weak,

The hue of the rose it brings back to the cheek;
The chords of the soul that were silent so long
It strikes with the notes of a wonderful song;
The grasp of a hand that is honest and true
Refreshes the mind like the Orient dew,
And it seems like the blessings of cycles descend

When we feel the soft touch of the hand of a friend.

—Kansas Pythian.

John McHugh is some film observer. Put Johnnie before the movie screen; then gently hint that a bunch of Joe Cannon stogies await his pleasure, and he will surely term this old planet a true heaven. (How about it, Mac?)

Wedding bells in the spring for our friend Virgil?

Jimmie Normoyle, one of the popular boys of the Hamilton Park offices, contemplates taking a trip to Starved Rock in the near future. Well, Jimmie, we can't expect you to confine yourself to the West Side exclusively.

Mr. Walter Jones' expressions of thoughtfulness and good will are embodied in the letter which we quote herein. Mr. Jones, otherwise known as "Chappie" by his fellow clerks of the A. F. T., was compelled to leave on account of illness. His good deeds will no doubt linger in the memories of those who remembered him as plain "Chappie":

(COPY)

Chicago, Illinois.
355 South Normal Parkway,
May 9, 1916.

On behalf of Mrs. Jones and myself, I beg to tender to Mr. Peters, Mr. Anderson, Mr. Doneyson, the departmental chief clerks, and my dear fellow clerks my heartfelt thanks for the sympathy and kindly feeling given to me and expressed by word and by gift during my long and painful sickness, which sickness has resulted in forcing me to give up my position and thus depriving me of any source of livelihood. More especially do I thank them for the subscription raised for the purpose of enabling my wife to get a fresh start in her business, which was neglected by reason of my illness, for on her henceforth will be laid the burden of earning her and her boy's living.

As for me, I am still sick, and am afraid my life's work is done.

I have been approximately 19 years in your office, and I need not say what grief and sadness it causes me to sever and break up the old ties endeared to me by so many pleasant associations during that long period.

It is not given to everyone to labor so long in one office, and when the parting comes the pain is all the more severe.

Cool Comfort The Work Suit for Summer

You won't "roast" and sweater this summer if you wear a Sensible Combination Work Suit instead of overalls and jacket. No shoulder straps to chafe and generate heat. You do not have to wear a shirt or underwear with it. It's the keep-you-cool work garment. Makes a hit with railroad men.



Patented button-down shirt showing neat jacket effect.



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



Showing the convenient drop seat arrangement.

Union Made
Comfortable,
Safe,
Convenient

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

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

SENSIBLE
COMBINATION WORK SUIT

The memory of these things will remain with me while life lasts, and in bidding you all an affectionate "Good-bye" I will say with "Tiny Tim" in the immortal "Christmas Carol,"

"God bless us every one."

(Signed) WALTER G. JONES.

Francis McGinnis is showing some class in the Rock Island Baseball team of the Commercial League. Adda boy, Francis; you'll be a big leaguer yet.

The Rock Island Men's Chorus gave a concert Thursday evening, May 25, 1916, at Hamilton Park Fieldhouse, under the able direction of Mr. W. B. Ross. The affair was well attended and speaks well for this organization, which is in existence about a year. The numbers were well rendered, and the efforts of Messrs. Miller and Tschierse, in the roll of ushers, handled the attendance well.

Perhaps a rumor, but we hope it will be confirmed that wedding bells will ring in June. Are we correct, Kil Landeck?

Donald Farquarson left the services of the C., R. I. & P. to take up farm life. Don's genial disposition while employed in the A. F. T. has won him a host of friends, and he surely ought to make a hit with the "chickens" on the farm.

Quietly married, "but we received a cue," Miss Hunter, of the typing bureau, to Mr. Ernest Kotlehut, April 29, 1916. May all happiness be theirs.

Miss Adele Zigler was observed perched in a six-cylinder, 7-passenger Hudson recently. We don't seem to have been able to find out the destination. Perhaps she was on the "Road to Dublin."

The Misses Dangers, Wilcox and Hunt were conspicuous by their presence at the recent concert given for the Rock Island Men's Chorus. They never fail to miss a treat.

Mr. A. W. Sinclair of the A. F. T. was quietly married Saturday, May 20, 1916, Miss Ethyl Samuels, a Southern belle of Louisville, Ky., was the lucky girl. His friends presented him with a beautiful electric lamp, which no doubt will light up the road to happiness.

P. Oomen has returned from a two weeks' vacation in New Orleans. His valet, Leon Bart, who accompanied him, was reached by a few of the sun's rays, and is a trifle under the weather as a result.

Mr. C. E. Bricker of the G. S. F. C. O. S. D. department is spending two weeks in touring the South. Recent reports have it he is having a good time.

The Rock Island Baseball League at Hamilton Park submit the following:

STANDING OF TEAMS.

| | Won. | Lost. | Pct. |
|---------------------------|------|-------|-------|
| Aud. Freight Traffic..... | 4 | 0 | 1.000 |
| Aud. Pass. Traffic..... | 2 | 2 | .500 |
| Aud. Disbursements | 1 | 2 | .333 |
| Car Accountants | 0 | 3 | .000 |

The league is making rapid strides in perfecting the spirit and enthusiasm of baseball. The fact is this is a reviving of the old feeling, and b'ids well that it will be an established affair hereafter.

H. A. Beste claims the checker championship of the C., R. I. & P., and issues a challenge to all performers. Harv is also skilled in distinguishing the landscape around Washington Heights.

Miss Hunter Thomas of the A. F. O. C. office received a beautiful diamond about a week ago. We will evidently know her in the near future, when the plain band ring manifests itself, as Mrs. Snow E. Williams.

The Misses Fehring and Rollard had a very pleasant trip to Denver and Colorado Springs.

Miss Florence Jergens of the T. B. is touring the West. Reports having a splendid time. The old slogan formerly was, "Go West, Young Man"; but in these instances it seems to be confined to the opposite sex.

BIG DANCE.

NORMOYLE AND MCGINNIS, PROMOTERS, known as the world beaters, are contemplating

giving a dance at Cosmopolitan Hall, June 17th. They have made arrangements with the following belles of the Hamilton Park offices to serve on the arrangement committee: The Misses B. Conlon, L. Egan, C. Haggerty, L. Van Pelt, C. Hallard, Marie McGowan, Nellie McGowan.

With the above as co-workers, they surely will make a success. Their names and personalities speak for themselves.

We Supply the Finest of Everything in Groceries.

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M. REICHER & SON
GENTS' FURNISHING GOODS

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Overalls, Jumpers and Work Shirts

KANSAS CITY, MO.

ALABAMA CHARCOAL COMPANY

All Grades Charcoal

Pulverized, Granular and Lump

KANSAS CITY, MO.

KANSAS CITY, MO.

H. L. Fisher, carpenter B. and B., has resigned and will retire to his farm in Colorado. Mr. Fisher has been with the company about twenty years.

On account of the "Rock Island Poultry" team breaking up the local office has taken upon its shoulders to organize a baseball team. Everyone seems interested and the prospects look bright for a successful season on account of the excellent talent we have. We can compliment ourselves this year by having the priceless assistance of the well-known "Hoyle" on baseball, Frank Alias "Popcorn." He has the boys on the jump all the time by his strong and stern voice coaching from the base lines. We would like to hear from some of the neighboring stations such as Trenton, Camden Point, Herington, Topeka, Eldon or any other nearby stations. Write Capt. Baseball Team, Local Office, 14th and Wyoming, care of "Shorty."

Billy Sunday is making things hot in Kansas City. We understand several of the boys in the office here have hit the trail.

Paul Slaymaker's mother-in-law died last month. Dennis Ryan has returned to work. E. F. Reese has gone to Kingfisher to visit his sister.

Wired Wathena for capacity car order giving waybill reference and showing our file W. His reply was "W 60." How's this for a brief telegram?

F. J. Carlson will again attend the Swedes' reunion in Chicago in July. Frank takes his vacation in July and intends taking in California first, returning in time for the reunion.

Our new baseball team, the Rock Island Boosters, played the first game of the season March 7th with this line up: Steve Meade, pitcher; Cunneen, catcher; Boody, first base; P. Hartnett, second base; Yowell, third base; Shorty Reuvers, shotstop; Wise, left field; Wilson, right field; Johnston, center field. This is

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June 8,
1915

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MADE**



Patented but-
ton-down skirt
showing neat
jacket effect.



Skirt up show-
ing suspenders
which are at-
tached to back
of jacket.



Showing the
convenient drop
seat arrange-
ment.

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McMASTERS, Ltd., Vancouver, B. C.

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You Are Entitled to the Best

CAUTION Always look on the box or on the ticket in the neck of the suit or on the elastic web, for the words "Patented June 8, 1915."

In Canada—"Patented July, 1915."
Wm. K. Jones, Wichita, Kans., Patentee of "The Most Comfortable Work Garment in the World." Patented in United States, Canada, Great Britain and other Foreign Countries.

My attorneys have in their possession a statement from
W. SHANHOUSE & SONS

and their patent attorneys of Rockford, Illinois.

in which they state that they have sold 4½ dozen and will not make or sell any more of a drop seat Auto Suit which is an infringement of my Patent, and further that they will alter all unsold stock on hand to prevent infringement.

Some of the best manufacturers recognize that

Overalls and Jackets Have Had Their Day

The Automobile took the place of Horse and Wagon,
The Electric Light put out the Candle and the Lamp,
Union Suits displaced the old Shirts and Drawers,
Intelligent USERS now demand—

The Modern Work Garment The Combination Work Suit

No suspenders to chafe and tire the shoulders.
No loose coat tails to get in machinery.
No double thickness at chest or waist.
No belt to bind.

Comfortable—Safe—Convenient

It is not to be wondered at that some manufacturers, because of lack of knowledge or an "elastic" conscience, will attempt to make suits that are an infringement on my patents.

This is to warn that I (or my Licensees) will prosecute to the limit any manufacturer who makes or any merchant who sells a drop seat suit which is an infringement on my patents, just as soon as I (or they) know of any such infringements.

Present Licensees

**The Johnston & Larimer
Mfg. Co., Wichita, Kansas**
Nationally Advertised



the best aggregation of ball players we have had for some time and we expect to see them beat anything in sight. Steve is some pitcher; he admits striking out eight men in succession. We are sorry not to have with us our two good players of past seasons, Porter and Fernald. Mr. Porter is taking part in the Billy Sunday campaign and Fernald is married.

MISSOURI DIVISION.

Superintendent D. Coughlin spent a number of days in Kansas City during the fore part of May attending committee meeting for revision of book of rules.

Chief Dispatcher L. E. McClure and wife left May 12th for Los Angeles, Cal., having been called there on account of the illness of Mrs. McClure's mother. During Mr. McClure's absence, Mr. J. L. Hawn, formerly night chief dispatcher at Trenton, is working in his place.

Trainmaster R. C. Scoffern, wife and daughter, have returned from a two weeks' vacation trip in Portland, Ore.

Train Dispatcher R. S. McCollum, wife and son, left May 16th for Fort Madison, Ia., where they will spend their annual vacation.

Agent E. B. Parker at Hickory Creek has been off duty for the past two weeks on account of illness. During his absence the station has been handled by Operator Earl V. Stewart.

Mr. H. H. Gray, chief transportation inspector, was a visitor at our monthly prevent claims meeting held May 8th.

Daniel Coughlin, Jr., son of Superintendent and Mrs. Coughlin, spent a few days with his parents in Trenton during the fore part of May. Daniel is now freight solicitor for the Rock Island at Pueblo, Colo.

Transportation Inspector W. McMurtrie has moved his family from Rock Island to Trenton, where he will maintain his headquarters in the future.

Mr. Robert Small, one of the oldest engineers on the Missouri Division, very suddenly passed away the evening of April 29, 1916. Mr. Small was apparently in the best of health and while standing on the street conversing with some friends he was stricken with an attack of acute indigestion and expired immediately. Mr. Small entered our service as an engineer on March 18, 1875, and worked for us continually until October 31, 1915, when he was retired from active service and placed on our pension roll.

Agent P. V. Cox of Mercer has been working temporarily in the dispatcher's office at Trenton for the past three weeks and during his absence Mercer station is being handled by Miss Freda J. Fox, one of our extra agents.

Agent J. A. Rouch of Floris spent a few days during the first of May at Bloomfield attending court. Extra Agent H. A. Pickett handled the station.

Road Foreman of Equipment J. H. Wood left on his vacation May 14th. Mr. Wood will spend

his time in Chicago and while there will attend the Fuel Economy meeting.

Mr. L. A. Richardson, district mechanical superintendent of Des Moines, was a Trenton visitor Saturday, May 13th.

NEBRASKA DIVISION.

By M. B. Kelso.

W. L. Kavanagh and Fred Davis have put out their card as painless dentists. For further information see John Lloyd.

Agent Harvey at Belleville expects to lay off about May 25th for two months.

Work at Belleville seems to agree with Operator Johnson as he has gained twenty pounds since Christmas.

It is the understanding that General Foreman T. D. French of Belleville has made negotiations to purchase a carat diamond ring and that he has "let the cat out of the bag" that the great event is to be about June 1st. Mr. and Mrs. French have our best wishes for a pleasant voyage on the Sea of Matrimony.

We all miss former Ticket Agent C. P. Bradley but are glad to know that he likes his new work as ticket clerk at Des Moines.

F. S. Tucker succeeded Mr. Bradley and Charles Kelso is night ticket clerk.

Special Agent R. R. Martin has severed his connections with the Rock Island. We wish him good luck in his new work.

Operator J. F. Cook was in Lincoln about the middle of May.

Conductor Elsham has returned from a vacation spent in Hot Springs.

Engineer Lewis Brown spent a few days in Kansas City the first part of May.

Yard Master Neal was a Fairbury visitor April 20th.

Brakeman E. B. Redding is attending the Trainmen's convention at Detroit.

Engineer Chas. Laird expects to visit in Detroit in the near future.

On account of ill health, it was necessary for Miss Mable Hamm, master carpenter's clerk, to leave the service of the company. She has the best wishes of all for her speedy recovery.

W. H. Vining was a Fairbury visitor May 18th.

Material Clerk W. B. Kinnamon made a business trip to Horton April 27th.

Operator Carver has moved his family to Fairbury from Topeka.

Switchman W. S. Graham is the proud father of a baby boy. Mr. Graham says he is "a fine little chap."

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1634 O Street, LINCOLN, NEB.

Our fleet of automobiles deliver promptly

W. G. KELLEY

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Wholesale and Retail

DELIVERED DAILY

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Exclusive Lines

Queen Quality Shoes

Black Cat Hosiery

Kute Kix for the boy

Royal Worcester

and girl

Corsets

EFFICIENT SERVICE

PAUL C. HUBER, Manager

Make Business Good

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

W. A. PRATT, Trenton, Mo.

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Manufacturers of

PURE CRYSTAL ICE

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¶ No matter what line of work you are engaged in, there's a book that will help you—that will make your services and your knowledge more valuable.

¶ We have the best facilities for supplying books of every kind. Write us your wants. We have separate catalogs for the various professions. Tell us the subjects you are interested in and we will be glad to mail the proper catalog to you.

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THE MONTHLY MUDDLE.

Published at 20th Street, Rock Island, Ill.

Motto: Without fear or favor, with foolishness for flavor.

R. E. McGowen.....Muddler-in-Chief
Most Anybody, Nearly Everybody..........Assistant Muddlers
Vol. II. MAY, 1916. No. 5.**MUDDLETORIAL SECTION.**

Helpfulness or Hindrance—Which?

When you meet a fellow human staggr'ing
'neath a heavy load,And you see his burden's all that he can bear;
Do you step aside, allowing him a fair share of
the road,Dropping him a word of cheer—or do you care?
Are you heedless and disdainful of his efforts to
attainThe distant goal toward which he strives so
hard?Do you rudely push and jostle to make all his
effort vain?

If you do, my friend, the soul of you is marred.

Just because your load is lighter than the fel-
low's that you meetAnd enables you to go a swifter pace,
Do not stoop to shady tactics and attempt to
trip his feet—Just remember how you'd feel if in his place.
You will not feel better after you have pushed
him in the mire—You will feel you lack the measure of a MAN.
If you linger by the way to balk another man's
desireOn Life's scoreboard you'll be chalked an
"also-ran."* * *
All those who come under the category of
"also-rans" signify— My! My! The percentage
is alarming, is it not?* * *
DISCOVERED! The identity of the editor of
the West Liberty news. Why don't you create
a muddletorial section, E. W. S. Haven't you
ANY enemies?* * *
Where does the East Iowa Division corre-
spondent acquire that "Banner Division" stuff?
We have always known the Illinois as the Ban-
ner Division of the Rock Island.* * *
G. Hiram Young, in the May issue, rhapsodizes
in "poetry" about the month of May. It wouldtake a different set of verses to express our
opinion of this particular May in Illinois.**PERSONALS.**Joe Lauber is the latest acquisition in the
freight office, filling the vacancy created by Lud
Chansky's resignation.A meeting of local agents of all roads in the
Tri-Cities was held at 20th Street May 5th in
the Rock Island Southern first floor room. We
were not furnished a copy of the deliberations,
hence can make no report.The Rock Island Southern offices were trans-
ferred May 5th to a suite on the fifth floor of
the Central Trust Building, 18th street and 3rd
avenue. We will miss the sound of the varied
activities of our friend Bush. The proverbial
busy bee is a drone compared to him.Combination car 1032, which serves as bag-
gage, express, mail car and caboose on "Joe's
train," became balky on the morning of May 6th
and refused to be satisfied with traveling on one
pair of rails. She climbed the switch point just
in front of the baggage room, the front trucks
going down the main line and the rear ones in
on the house track, crashing into a box car next
the loading platform, which contained a number
of fancy horses owned by Fred Ward. We un-
derstand one horse was severely injured. The
car was rerailed within an hour, or, rather not
rerailed, but pulled back on one track, after the
front step had been removed.Dolly Dahlen made a trip to Joliet Sunday,
May 7th, to attend the Swedish church with his
brother-in-law, we are told.Miss Bessie Titus, Mr. Bush's invaluable as-
sistant, has resigned. Oh, well, Titus is not
such a desirable name, anyway. However, we
are curious to know what name she WILL have
now.Mr. Stillwell called here May 10th. We did
not get to talk to him, but we understand he
has become quite an orator.Mr. Russell and Mr. Thacher were at Bureau
May 16th attending another agents' meeting.
These agents are becoming a sociable bunch of
fellows.About ten or a dozen members of the Elks left
on No. 212, May 23rd, en route to Danville, and
a number of ladies left on the same train for
Decatur to attend the G. A. R. meeting.**OUR SPORTING SHEET** (for this issue only).Well, we beat them, but we can't brag about
it. One hit to account for an accumulation of
six scores doesn't indicate that we fell on the
leather-covered sphere with any degree of feroc-
ity. On the other hand, they can say little. A
team that will allow six runs to get across the
pan with only one hit, ought to be panned, but
we haven't the heart to do it. In fact, hardly
think we have any license to do it. To those
who do not know what we are talking about, we
will explain that we refer to the baseball game
(so-called) which was staged at the Exposition
Park, Rock Island, Sunday, May 21st, between
the Rock Island freight office employees and the
Peoria freight office bunch. Seven innings,
score six to five, in favor of us. Fox got the
one hit for Rock Island. We are told that Ed
Meehan saved the game at one stage by a circus
catch, but can secure no details. (We did not
attend the game.) But let's not talk about this
game any more. Let us just look at the final
score and feel complacent. We WON. Thass
'nuff.We wish to add that this bunch at 20th Street,
Rock Island, Ill., U. S. A., hereby issue a chal-
lenge to any and all teams who can legally claim
to be Rock Island employes. (That's what they
told me to say, though how the devil they have
the nerve, I can't understand.—Ed.)**THE PANNING DEPARTMENT.**(Editor's Note.—This department will appear
each month and is conducted for the purpose of
airing your opinion about your fellow men. If
desired, your name will be withheld. BUT if the
panned person objects too strenuously, the editor
will disclaim all responsibility and at once di-
vulge your name. Safety First is one of our
mottos.)

TO ED. MEEHAN.

A pessimist you surely are.

The fact you can't deny.

If I were such an animal

I'd lay right down and die!

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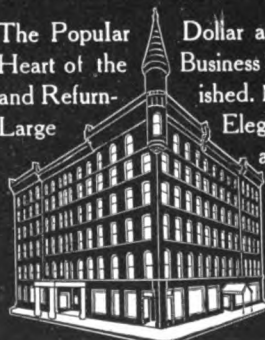
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For what's the use to go about
The world without a smile,
Because, without a little joy
This life is not worth while.

So, Ed, don't knock on ev'rything,
But try to boost a bit
And you'll find that this old life
Is just what you make it.

Give the Islanders a chance
To make good if they can,
And wait until they've had their trial
Before you start to "pan."

I only give you this advice
Because I am your friend,
For I believe if you'd but try
Your knocking soon would end.

The above is submitted by the freight office
bard. How like you his ballad?
Or if you don't like that one try this on your
Viola—from our own pen:

I bravely faced my wife and sassed 'er.
But say, my heart did sure beat faster.
I may as well say, first as last, sir,
That I went some as I ran past 'er.

SILVIS NEWS.

SAFETY FIRST SLOGAN.

When a task you're sent to do
And you rush to get it through
Remember this—
Danger always lurking near
And tho you may have no fear
Take no risk.
Men are working all around,
Up on scaffolds—on the ground
Or passing by.
If the air machines you use,
Wear your goggles—don't refuse,
Protect the eyes.
Foolish men rush in, 'tis said,
Where the Angles fear to tread,
To show they're skilled.
Fast moving trains to flip they try,
Heeding not the warning cry,
And some get killed.
In the papers every day
Reports of people injured say,
They fear the worst.
Oh, my brothers, everywhere,
Let this slogan rend the air,
SAFETY FIRST.

Foreman Art Bellis of the Store Department is the proud father of a baby girl, born at his home, April 27th. Cigars were not overlooked by Art. Congratulations.

Mr. Jackson, formerly company agent in London, England, now immigrant officer on this side of the waters, visited Silvis May 2.

Mr. Albert Beckstrom of the tool room has been promoted to tool room foreman at Horton, Kan. Al, you have the best wishes of success from all your co-workers.

Get ready for fish stories as our Shop Order Clerk Smith is going on a big fishing trip this summer.

We understand that Herbert Norton has not been successful in seeing any of the Moline ball games so far this season. Some of the boys accuse the big tree that was cut down near the fence. How about it, Herb?

How do you like our Safety First poem? Some truth to it, boys; it's good advise and costs you nothing.

Machinist Helper Harry Anderson in the air gang is the proud father of a little lady weighing 11 pounds, born at his home, April 20th. Congratulations, Harry. But you should not let the baby pinch your nose so hard that you have to lay off on account of it.

Friends of Machinist Carl Edlen will be glad to learn that he is getting along nicely at Denver, having gone there for his health.

Machinist Joe French liked the item we had about him last month and in order to get his name in again he staged another spl for the

benefit of the employees coming in on the shop train. This time he took to the cinder pie. His face looks as though he was just out the war front. When again, Joe?

The boys want to know why Vic Carlson doesn't smoke cigars instead of an old pipe.

Clerk Frank Reddy and Boiler Maker Frank Swartz have purchased a mud scow to haul their fish in, the shoulder baskets proving too small. They will no doubt name the boat "The Two Franks."

Two of the shop timekeepers have an every morning race for the station with Engineer Clark. Speed up, fellows, or miss the train.

Johnnie Wynn says high water and himself do not agree and has decided to move to high quarters.

Some of the boys seem to think the new suit Edwall Carlson of the Car Department is wearing came from Texas. Why, Edwall?

Boiler Maker N. Hillis is wearing a proud smile, now being called papa, but the boys in the boiler shop are waiting for the smokes on that baby girl born May 5th.

Boiler Maker Apprentice Wm. Heddin claims to be some fisherman, having caught 25 big catfish in two hours (some fish story). He claims to be there on diving. When he cannot hold on to his line he dives right in after them.

Machinist O. Unferth of the roundhouse is the proud father of a baby boy, born at his home, April 18th. A brother and sister gave the new arrival a joyous welcome.

Boiler Maker E. C. Redlin is known as one of the best chicken raisers but the boys want to know how he explains the hen dying on her own nest.

Boiler Maker Johnnie Kyle is wearing the smile, a "Boccy" cow born on his farm.

Machinist Rudolph Roth pulled so hard on the handle bars of his motorcycle recently that he pulled one of the grips off while rounding a corner, the result being Rudolph got all tangled up with the machine and came out the fracas with a bum ankle. Take lessons in riding from Joe French, Rudolph.



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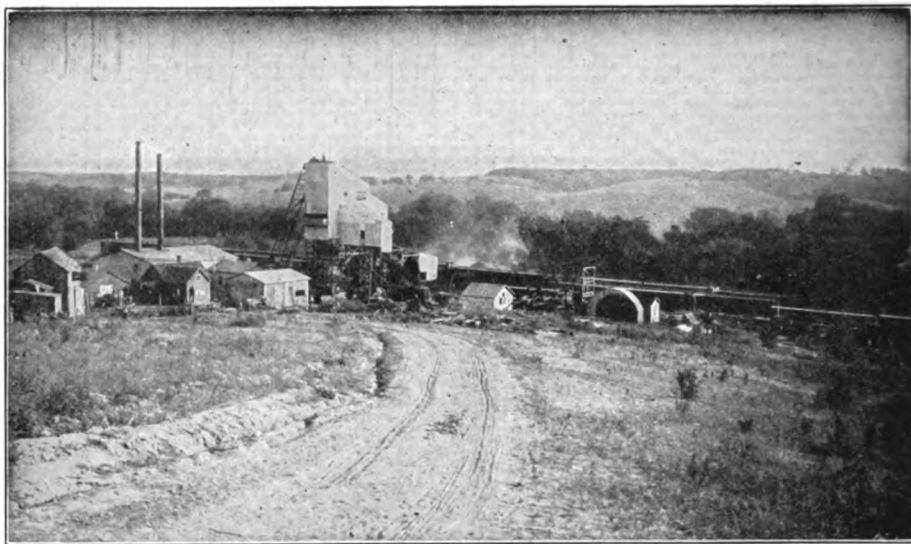
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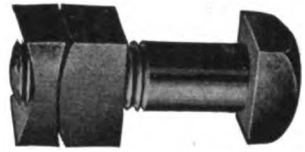
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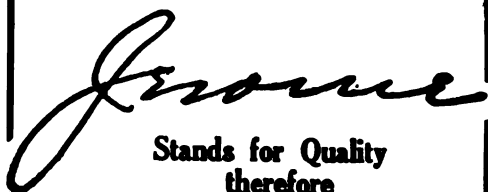
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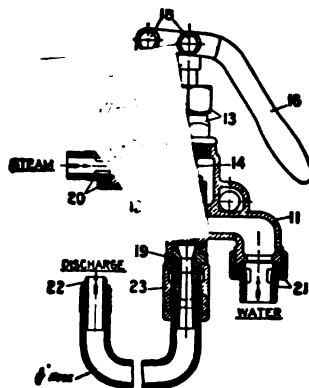
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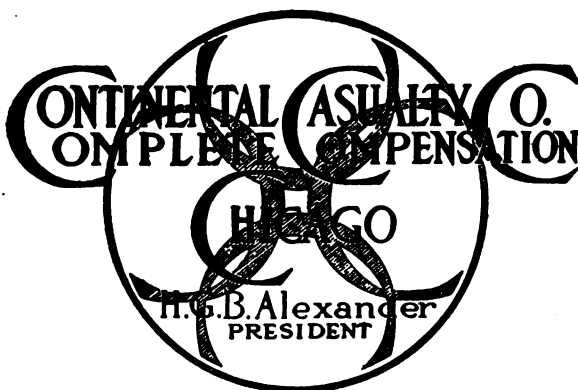
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